Memphis Urban Area-Metropolitan Planning Organization
Transportation Policy Board Meeting

August 23, 2018
What is a TAM Plan?

- Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a State of Good Repair (SGR).

**State of Good Repair**
The condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset:
1. Is able to perform its designed function,
2. Does not pose a known unacceptable safety risk, and
3. Its lifecycle investments must have been met or recovered.

Source: FTA
What to include in a TAM Plan?

- What to include in a TAM plan
- Fleet
- Facilities
- Technology and systems

- Fleet
  - Trolleys (Streetcars)
  - Regular Buses
  - MATA Plus Buses
  - Vans, Cars, and Trucks
  - Service Vehicles

- Facilities
  - Operation Facilities
  - Maintenance Facilities
  - Service Facilities
  - Ancillary Structures
  - Support Facilities

- Technology and Systems
  - Intelligent Public Trans. Systems
  - Communication Systems
  - Information and Technology
  - Revenue Collection
  - Computer and Software Systems
A Tier I or Tier II transit agency must submit a TAM plan. A TAM plan must be updated in its entirety at least every 4 years, and it must cover a horizon period of at least 4 years.

An initial TAM plan must be by \textit{October 1, 2018}.

<table>
<thead>
<tr>
<th>Tier I</th>
<th>Tier II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operates Rail OR</td>
<td>Subrecipient of 5311 funds OR American Indian Tribe</td>
</tr>
<tr>
<td>&gt;= 101 vehicles across all fixed route modes OR</td>
<td>&lt;= 101 vehicles across all fixed route modes OR</td>
</tr>
<tr>
<td>&gt;= 101 vehicles in one non-fixed route mode</td>
<td>&lt;= 101 vehicles in one non-fixed route mode</td>
</tr>
</tbody>
</table>

Source: FTA
TAM Plan Elements?

- What to include in a TAM plan (Tier I)
  1) Inventory of Capital Assets
  2) Condition Assessment
  3) Decision Support Tools
  4) Investment Prioritization
  5) TAM and SGR Policy
  6) Implementation Strategy
  7) List of Key Annual Activities
  8) Identification of Resources
  9) Evaluation Plan
## Transit Asset Management Plan Targets

### ATTACHMENT: PERFORMANCE TARGETS

#### TAM - TRANSIT ASSET MANAGEMENT

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td></td>
<td>Asset Type/Group</td>
<td>Total</td>
<td>Good Repair</td>
<td>Backlog</td>
</tr>
<tr>
<td>Rolling Stock - All Revenue Vehicles</td>
<td>Streetcars</td>
<td>17</td>
<td>5</td>
<td>12</td>
</tr>
<tr>
<td>% of revenue vehicles that have met/ exceeded their Useful Life Benchmark (ULB)</td>
<td>Regular Buses</td>
<td>142</td>
<td>104</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>MATA Plus Buses</td>
<td>68</td>
<td>47</td>
<td>21</td>
</tr>
<tr>
<td>Equipment - Non-Revenue Vehicles</td>
<td>Trucks and Wreckers</td>
<td>29</td>
<td>3</td>
<td>26</td>
</tr>
<tr>
<td>% of non-revenue vehicles that have met/ exceeded their Useful Life Benchmark (ULB)</td>
<td>Auto Service Cars</td>
<td>44</td>
<td>2</td>
<td>42</td>
</tr>
<tr>
<td>Facilities - All Buildings or Structures</td>
<td>Improvements</td>
<td>101</td>
<td>61</td>
<td>40</td>
</tr>
<tr>
<td>% of facilities (by group) that are rated less than 3.0 on the FTA’s Transit Economic Requirements Model (TERM) Scale.</td>
<td>Shop and Garage</td>
<td>28</td>
<td>3</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Structure and Building</td>
<td>105</td>
<td>68</td>
<td>37</td>
</tr>
<tr>
<td></td>
<td>Misc. Equipment</td>
<td>161</td>
<td>31</td>
<td>130</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Streetcar</td>
<td>Tracks</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>% of track segments (by mode) that have performance restrictions (rated less than 3.0 on FTA’s TERM Scale). Track segments are measured to the nearest 0.01 of a mile.</td>
<td>Signals</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Systems</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>
TAM Dashboard
Five Year Budget and Fleet Improvement

- Fixed-Route Buses*: 26%
- Adv Public Transp System/ITS*: 8%
- Bus Facility Improvements: 4%
- Rail Vehicles*: 4%
- Paratransit Vehicles: 3%
- Service Vehicles: 1%
- Rail Facility Improvements: 2%
- Operations/Maintenance Facility*: 38%
- Memphis Innovation Corridor Project: 14%

Cumulative Additional Life

- 2019: 76
- 2020: 164
- 2021: 265
- 2022: 938
- 2023: 1744
MATA has partnered with the University of Memphis to develop its Transit Asset Management Plan (TAMP):

- Draft Regional Targets for Transit Asset Management Report shared with the Memphis MPO staff for initial review on August 10, 2018
- The draft TAMP was received by MATA from the University of Memphis on August 15, 2018 and is currently under review
- The TAMP is scheduled to be adopted by the MATA Board of Commissioners on August 30, 2018
- The TAMP is due to FTA October 1, 2018
Questions?