Transit Asset Management Plan

State of Good Repair and Responsible Use of Transit Vehicles August 15, 2024



Transit Asset Management Plan

- The guiding document NIRPC and our subrecipients use to prioritize investment in transit vehicles, technology, and facilities.
- The TAM Plan includes the reporting forms for vehicles and facilities.
- The TAM Plan also includes the asset inventory.
 - This document is updated by staff and is not adopted as part of the plan since it is subject to change as vehicles are purchased, put into or taken out of use, and sold in dispossession sales.



- The FTA requires the TAM Plan to be updated every 4 years.
- The update addresses all aspects of the Plan.
- The update allows the transit operators to express new priorities for investment.
- With group plans, such as this, the MPO is required to consult the subrecipient transit operators for their input.



What changes were made to the TAM Plan?

- The bulk of the plan remains the same as it was in the 2020 update.
- The background information has been updated, discussing the availability of vehicles, and how NIRPC plans to handle the needs of the transit operators going forward.
- The decision criteria and prioritization methodology remain unchanged as the transit operators confirmed that the criteria in the 2020 plan adequately addressed their needs, provided that vehicles once again are available for purchase and funds are available to make those purchases.



Revenue or Non-Revenue?

Useful Life in Years

Useful Life in Miles

Vehicle Condition Assessment



 Other assets have useful life benchmarks as well, depending on the facility type (bus stop, garage, gate, pavement, etc.) and are only eligible for replacement if the federal interest is met via useful life, the operator is willing to reimburse the remaining federal interest, or the condition is such that replacement is necessary for continued operation (natural disaster, fire, extreme vandalism, struck by a vehicle, etc.)



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