



# TAM Performance Measures

## Background

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

## Performance Measures

**Rolling Stock:** The percentage of revenue vehicles (by asset class) that have met or exceeded the useful life benchmark (ULB).

**Equipment:** The percentage of non-revenue service vehicles (by asset class) that have met or exceeded the ULB.

**Facilities:** The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. Condition assessments must be no more than four years old.

**Infrastructure:** The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

### Resources:

- [ULB Cheat Sheet](#)
- [Facility Performance Measure Guidebook](#)
- [Infrastructure Performance Measure Guidebook](#)
- [Narrative report template](#)

## Data To Be Reported to the National Transit Database (NTD)

**Rolling Stock:** The NTD lists 26 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

**Equipment:** Only 3 classes of non-revenue service vehicles are collected and used for target setting: 1) automobiles, 2) trucks and other rubber tire vehicles, and 3) other steel wheel vehicles.

**Useful Life Benchmark (ULB):** Default ULBs represent maximum useful life for rolling stock and equipment based on the TERM model. Agencies can choose to use the FTA provided default ULB OR

to customize based on analysis of their data.

**Facilities:** Four types of facilities are reported to NTD; they are combined to two categories for target setting: 1) Administrative and Maintenance and 2) Passenger and Parking.

**Infrastructure:** The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.

BRT and Ferry are NTD fixed guideway modes but are not included in TAM performance measures and targets.

### TAM Performance Metrics:

Agencies report data on current year performance and targets for the next fiscal year through the NTD Asset Inventory Module (AIM).

**TAM Narrative Report:** Agencies submit this report to the NTD annually. The report describes conditions in the prior year that impacted target attainment.

For more details visit  
[www.transit.dot.gov/TAM](http://www.transit.dot.gov/TAM)  
or email [TAM@dot.gov](mailto:TAM@dot.gov)

**TERM Scale:** Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

## What You Need to Know About Establishing Targets

### Include:

- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measures.
- Only vehicles that are part of the active fleet.

### Group Plans:

- Only one unified target per asset class.
- Sponsors may choose to develop more than one Group Plan.

### MPOs:

- MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider(s) establish their targets.
- Coordinate with transit providers.

## Example Target Calculations

**Rolling Stock and Equipment:** Each target is based on the agency's fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year's target. The performance metric calculation does not include emergency contingency vehicles.

Rolling Stock	Over the road bus (BU)	10	5	14 years	0%	60%
		15	13	14 years		
	Cutaway bus (CU)	19	8	10 years	21%	21%
		5	12	10 years		
	Mini Van (MV)	5	5	8 years	0%	0%
	Van (VN)	1	10	8 years	67%	67%
		2	5	8 years		
Equipment	Auto (AO)	5	4	8 years	0%	0%

This example assumes no new vehicle purchases in the calculation of targets for FY22, therefore the FY22 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the appropriate classes and asset types associated with the modes reported.