



TRANSIT ASSET MANAGEMENT

TAMNews

December 2021

FTA's Transit Asset Management (TAM) newsletter keeps you up to date on asset management initiatives and creates a forum for the industry to share information and learn from one another.

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Announcements

2022 TAM Roundtable Save the Date: Save the date for the 2022 TAM Roundtable, which will be held Tuesday, July 19. Please keep an eye on the [TAM website](#) for registration details and to provide your ideas for topics we should cover.

Share your agency's TAM Plans with APTA: Want to know more about how other organizations are applying transit asset management? TAM Plan examples are available on the [APTA website](#). Submit your TAM Plan to APTA to be featured on the site.

New Resources

2022 TAM Plan Update Expectations and Tools Webinar: View the [recording](#), [presentation slides](#), and [transcript](#) from the October 27, 2021 TAM webinar.

Updated Resources to Support TAM Plan Update: FTA recently completed a comprehensive update of several checklists and fact sheets to support transit agencies with completing their TAM plan updates. Check out the resources below!

- [Am I in Compliance with the TAM Final Rule?](#)
- [Default Useful Life Benchmark \(ULB\) Cheat Sheet](#)
- [TAM Final Rule Fact Sheet](#)
- [TAM Performance Measures Fact Sheet](#)
- [Am I a Tier I or Tier II Agency?](#)
- [Am I Required to be a Group TAM Plan Sponsor?](#)
- [TAM and NTD Guidance Crosswalk](#)

New FAQs: FTA added new content to the [TAM FAQs webpage](#) to provide stakeholders with additional support with TAM plan updates, including what level of change requires a complete TAM plan update and how each update plays into future update cycles. This new FAQ notes that if an agency experiences a significant, unexpected change that exceeds the agency's established threshold for a simple amendment to an existing TAM plan, a full TAM plan update should be considered. If a TAM plan is formally updated, the update establishes a new four-year horizon timeline and update cycle. Recipients are encouraged to document their internal decision-making process regarding what triggers an update for the agency prior to the end of the four-year update cycle.

Articles

MARTA kicks off system-wide upgrades: The Metropolitan Atlanta Rapid Transit Authority is [implementing \\$300 million worth of upgrades](#) to train stations throughout the system as a part of a multi-year rehabilitation program. The program will include upgrades to all 38 rail stations in the system and will include efforts to enhance rider safety and address maintenance backlogs.

IndyGo implementing inductive charging to charge buses en route: IndyGo is working to [install inductive charging stations along the Red Line](#) to recharge its fleet of electric buses en route. The use of inductive charge will help improve on-time performance and system reliability by reducing the need to remove buses from the system for charging and ensuring that buses remain operational through all weather conditions.

MTA announces historic investment in accessibility projects: The Metropolitan Transportation Authority announced plans to [implement accessibility improvements at 26 New York City transit stations](#). The agency has dedicated more than \$5 billion throughout 2020-2024 in capital spending to make 19 stations newly accessible and rehabilitate existing elevators at seven stations.

Metro Transit debuts new BRT line: Metro Transit [recently began service on the Orange Line](#), a new bus rapid transit project linking downtown Minneapolis with several suburbs. Buses will run on dedicated transit corridors and receive signal priority at most intersections to provide efficient and reliable service to the public.

MBTA completes work along the green line ahead of schedule: The Massachusetts Bay Transportation Authority successfully [completed accelerated work at two stations on the Green Line B Branch](#). The project included the installation of new accessible platforms that will make the system safer for riders of all abilities and reduced the number of stops to further the efficiency of the transit corridor.