TRANSIT ASSET MANAGEMENT (TAM)

Transit Asset Management (TAM) plans have been employed to inform the distribution of transit funds based on the condition of transit assets, with a goal of achieving and maintaining a state of good repair for agency assets. US DOT has found that nationwide an estimated 40% of busses and 23% of rail transit is considered to be in marginal or poor condition, with a $90 billion backlog in deferred maintenance and replacement. TAM plans allow transit agencies to monitor and manage their assets over time. They can help improve safety and increase performance and reliability. South Carolina has created a Group TAM Plan for rural transit agencies in the state, and larger transit agencies have been tasked with creating their own TAM plans to serve their differing needs.

TAM within the GPATS Region

GPATS has two transit agencies within its boundaries: Greenville Transit Authority dba Greenlink and Clemson Area Transit or CATbus. Each agency has its own needs and assets. Due to this, Greenlink and CATbus have created separate TAM plans. GPATS is not required to create a TAM plan of its own, as the MPO is only the designated recipient of FTA funds and not a transit agency.

TAM Process

Transit Asset Management involves setting performance measures for different asset classes. Agency assets are separated into four different asset categories with established performance measures. These asset categories are:

- Rolling stock
- Equipment
- Facilities
- Infrastructure

Agencies then assign each of their assets to one of these categories and begin measuring which ones have met or exceeded their useful life benchmarks. In other words, agencies are determining which assets are not in a state of good repair. This means that transit agencies are striving for low percentages. As assets age and their conditions deteriorate, performance measure values will go up due to the increased percentage of assets that have met or passed their useful life benchmark. Federal regulations require transit agencies to establish and report yearly targets, at least 5 years into the future, as an attempt to inform funding decisions.

Photograph provided by Clemson Area Transit

Transit Asset Management (TAM) Targets

As was mentioned earlier, each transit agency has different types of assets and, therefore, different needs. Generally, each asset category is split into different asset classes. For example, busses can be a general asset class under rolling stock but can also be broken into differing types of busses, such as articulated busses and cutaway busses. The table below summarizes all asset classes, and their associated targets, as listed in Greenlink's TAM Plan and CATbus' TAM plan. The two sets of the TAM targets were adopted by the GPATS Policy Committee on May 17th, 2021. All funding decisions made in the TIP will consider these targets moving forward. In an effort to aid moving transit capital towards the regional targets, GPATS elected to set aside Guideshare funding specifically for transit capital projects.

Photograph provided by Greenlink

GREENLINK TARGETS

Category	Class	Performance Measure	2021 Target
Rolling Stock	Bus	% met or exceeded ULB	20%
	Trolley Bus	% met or exceeded ULB	0%
	Cutaway Bus	% met or exceeded ULB	75%
Equipment	SUV	% met or exceeded ULB	67%
	Van	% met or exceeded ULB	0%
	Truck	% met or exceeded ULB	0%
	Car	% met or exceeded ULB	0%
Facilities	100 W. McBee (Terminal)	% with condition rating below 3.0 on TERM Scale	0%
	154 Augusta St (Maintenance Garage)	% with condition rating below 3.0 on TERM Scale	0%

CAT TARGETS

Category	Class	Performance Measure	2021 Target
Rolling Stock	Articulated Bus	% met or exceeded ULB	0%
	Bus	% met or exceeded ULB	20%
Equipment	Trucks and other Rubber Tire Vehicles	% met or exceeded ULB	0%
Facilities	Administration	% with condition rating below 3.0 on TERM Scale	0%