



TRANSIT
ASSET
MANAGEMENT

TAM Data Summary: Corrections Addendum

Updated June 2023



U.S. Department of Transportation
Federal Transit Administration

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Report Year 2020

Revenue Vehicles

Data last updated: April 17, 2023

Table 9: Default and Custom ULBs (Capital Responsibility Only)

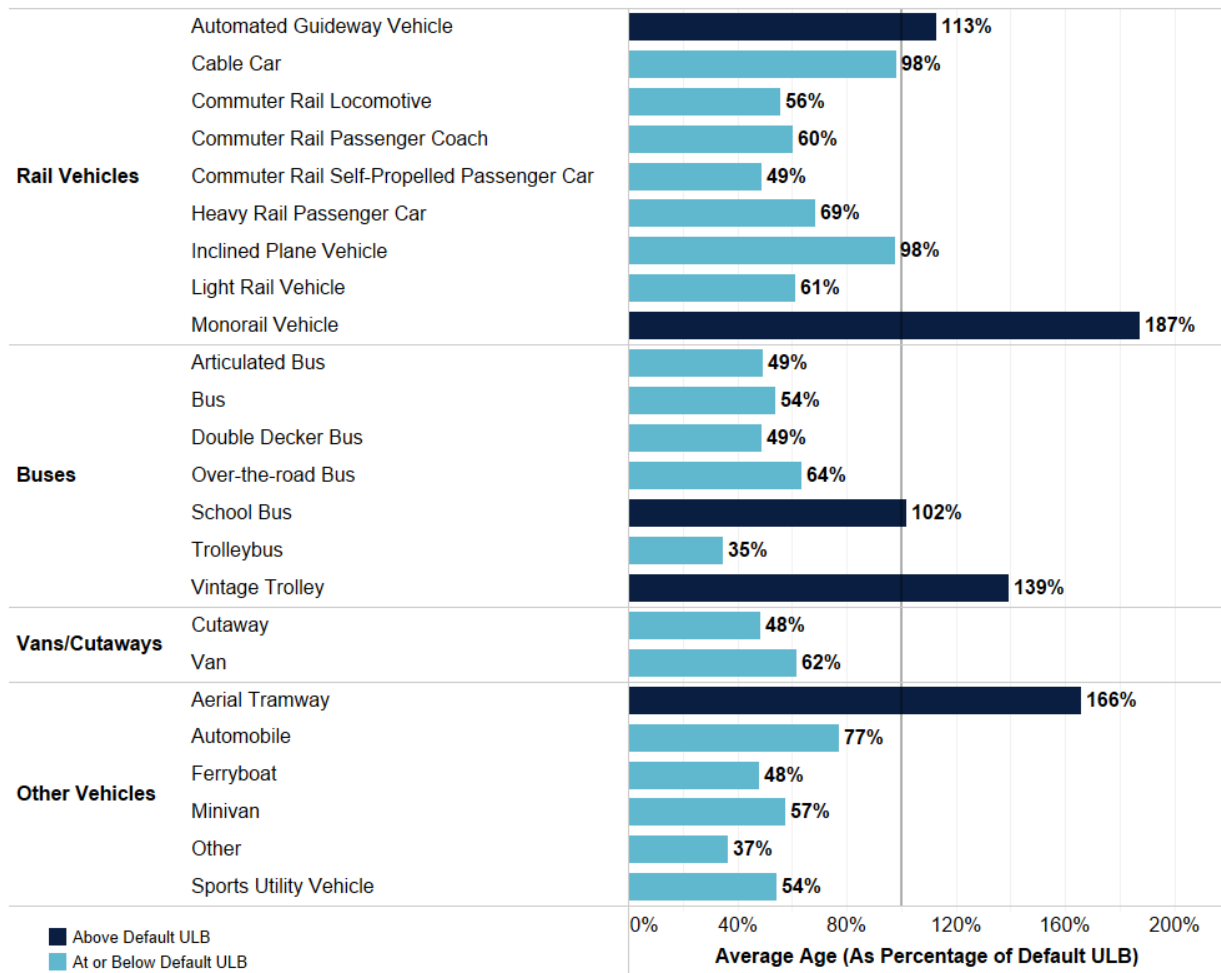
The original published table used a simple average for “Average Asset Age (Years)”. Table is updated to use a weighted average taking into account fleet size.

| Asset Type | Asset Class | Percentage of Agencies Reporting Asset | Average Asset Age (Years) | Default ULB (Years) | Percentage of Agencies Setting Custom ULBs | ULB Range for All Assets (Years) |
|-------------------|--|--|---------------------------|---------------------|--|----------------------------------|
| Rail Vehicles | Automated Guideway Vehicle | 0.19% | 35.0 | 31 | 80.0% | 25 - 50 |
| | Cable Car | 0.04% | 110.1 | 112 | 0.0% | 112 - 112 |
| | Commuter Rail Locomotive | 0.82% | 21.7 | 39 | 72.7% | 20 - 80 |
| | Commuter Rail Passenger Coach | 0.90% | 23.6 | 39 | 66.7% | 25 - 45 |
| | Commuter Rail Self-Propelled Passenger Car | 0.52% | 19.0 | 39 | 50.0% | 30 - 77 |
| | Heavy Rail Passenger Car | 0.56% | 21.3 | 31 | 73.3% | 22 - 77 |
| | Inclined Plane Vehicle | 0.11% | 54.8 | 56 | 33.3% | 56 - 197 |
| | Light Rail Vehicle | 1.42% | 18.9 | 31 | 55.3% | 25 - 45 |
| | Monorail Vehicle | 0.04% | 58.0 | 31 | 100.0% | 80 - 80 |
| | Buses | Articulated Bus | 3.19% | 6.9 | 14 | 58.8% |
| Bus | | 36.96% | 7.6 | 14 | 53.5% | 4 - 26 |
| Double Decker Bus | | 0.34% | 6.8 | 14 | 33.3% | 12 - 20 |
| Over-the-road Bus | | 3.94% | 8.9 | 14 | 37.1% | 10 - 25 |
| School Bus | | 0.67% | 14.3 | 14 | 38.9% | 10 - 15 |
| Trolleybus | | 0.19% | 4.5 | 13 | 80.0% | 13 - 18 |
| Vintage Trolley | | 0.37% | 80.8 | 58 | 20.0% | 58 - 118 |
| Vans/Cutaways | Cutaway | 82.27% | 4.8 | 10 | 46.7% | 1 - 20 |
| | Van | 40.52% | 4.9 | 8 | 36.4% | 4 - 15 |

| Other Vehicles | Aerial Tramway | 0.07% | 19.9 | 12 | 50.0% | 12 - 50 |
|----------------|------------------------|--------|------|----|-------|----------|
| | Automobile | 7.68% | 6.2 | 8 | 37.1% | 4 - 10 |
| | Ferryboat | 1.39% | 20.1 | 42 | 54.1% | 10 - 105 |
| | Minivan | 42.95% | 4.6 | 8 | 39.1% | 2 - 13 |
| | Other | 0.34% | 5.1 | 14 | 88.9% | 5 - 14 |
| | Sports Utility Vehicle | 4.72% | 4.3 | 8 | 23.0% | 4 - 12 |

Figure 4: Average Revenue Vehicle Age as Percentage of Default ULB (Capital Responsibility Only)

Figure is updated to use the weighted average of asset age from above. In 2020, the automated guideway vehicle, monorail vehicle, school bus, vintage trolley, and aerial tramway asset classes all have average ages that exceed the default ULB.



Facilities

Data last updated: April 17, 2023

Data Reporting, paragraph 1: The correct number of agencies reporting facilities to the NTD is 1,342.

Performance Targets

Data last updated: April 17, 2023

Table 28: Targets and Metrics for Performance of Assets in SGR by Asset Class (Capital Responsibility Only)

The updated table corrects a calculation error for (i) the 2021 Target for “Total” Revenue Vehicles and (ii) the 2020 Target and 2021 Target for all Facilities rows.

| Asset Category | Asset Class | 2020 Target | 2020 Metric | 2021 Target |
|------------------|--------------------------------|--------------|--------------|--------------|
| Revenue Vehicles | Rail Vehicles | 79.3% | 82.1% | 78.2% |
| | Buses | 83.0% | 83.2% | 84.7% |
| | Vans/Cutaways | 77.6% | 76.3% | 77.9% |
| | Other Vehicles | 72.6% | 72.1% | 74.2% |
| | Total | 79.8% | 79.8% | 80.7% |
| Equipment | Automobiles | 61.9% | 56.5% | 61.4% |
| | Bus Service Vehicles | 66.5% | 66.8% | 65.8% |
| | Rail Service Vehicles | 50.5% | 48.2% | 46.5% |
| | Total | 64.6% | 63.8% | 64.0% |
| Facilities | Administrative/ Maintenance | 84.8% | 87.0% | 85.8% |
| | Passenger / Parking | 87.2% | 90.1% | 88.1% |
| | Total | 86.3% | 88.9% | 87.3% |
| Infrastructure | Commuter Rail | 93.3% | 96.5% | 97.2% |
| | Heavy Rail | 96.0% | 97.5% | 96.0% |
| | Light Rail | 96.8% | 93.8% | 97.1% |
| | Other | 98.5% | 96.7% | 94.6% |
| | Total | 94.6% | 96.3% | 96.7% |

Figure 17: 2020 Average Metrics (Bars) and 2020 Average Targets (Reference Lines) (Capital Responsibility Only)

Figure is updated to use corrected targets from above.

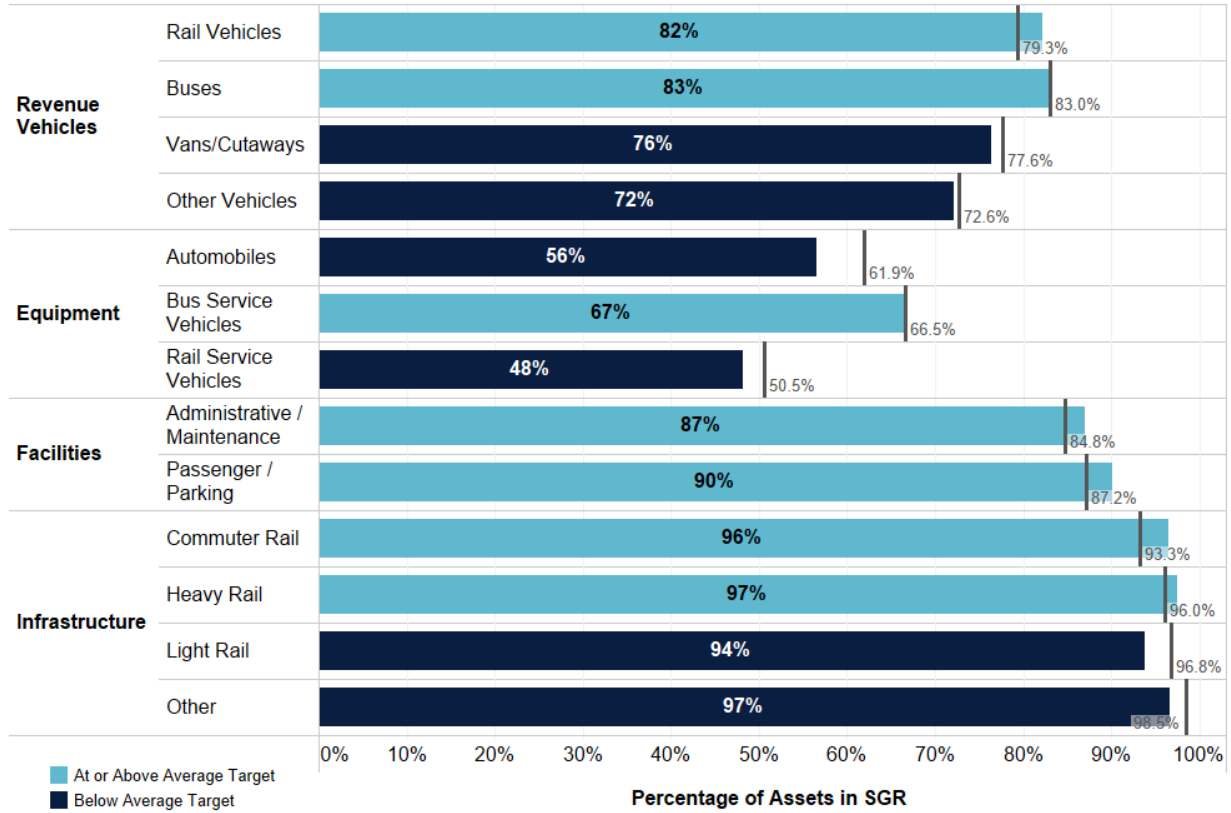


Figure 18: 2020 Average Metrics (Bars) and 2021 Average Targets (Reference Lines) (Capital Responsibility Only)

Figure is updated to use corrected targets from above.

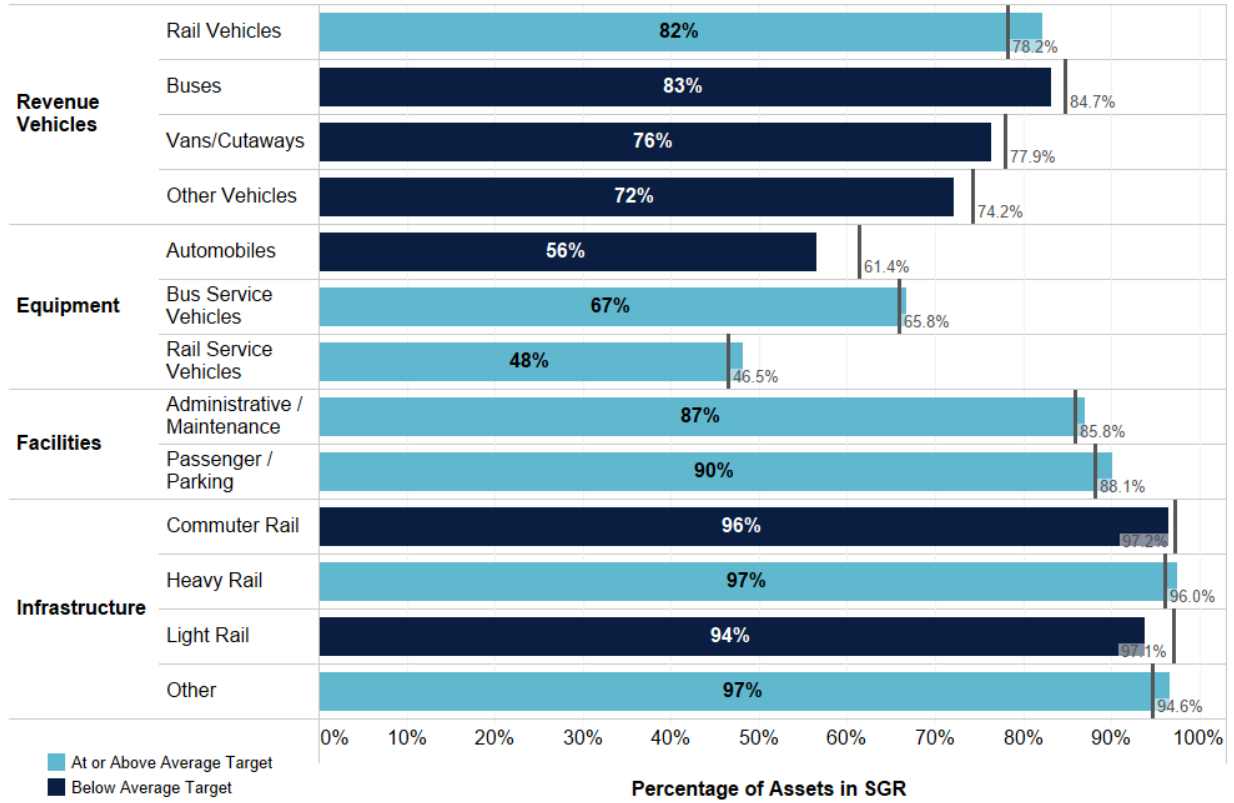


Figure 19: 2020 and 2021 Average Targets (Capital Responsibility Only)

Figure is updated to use corrected targets from above.

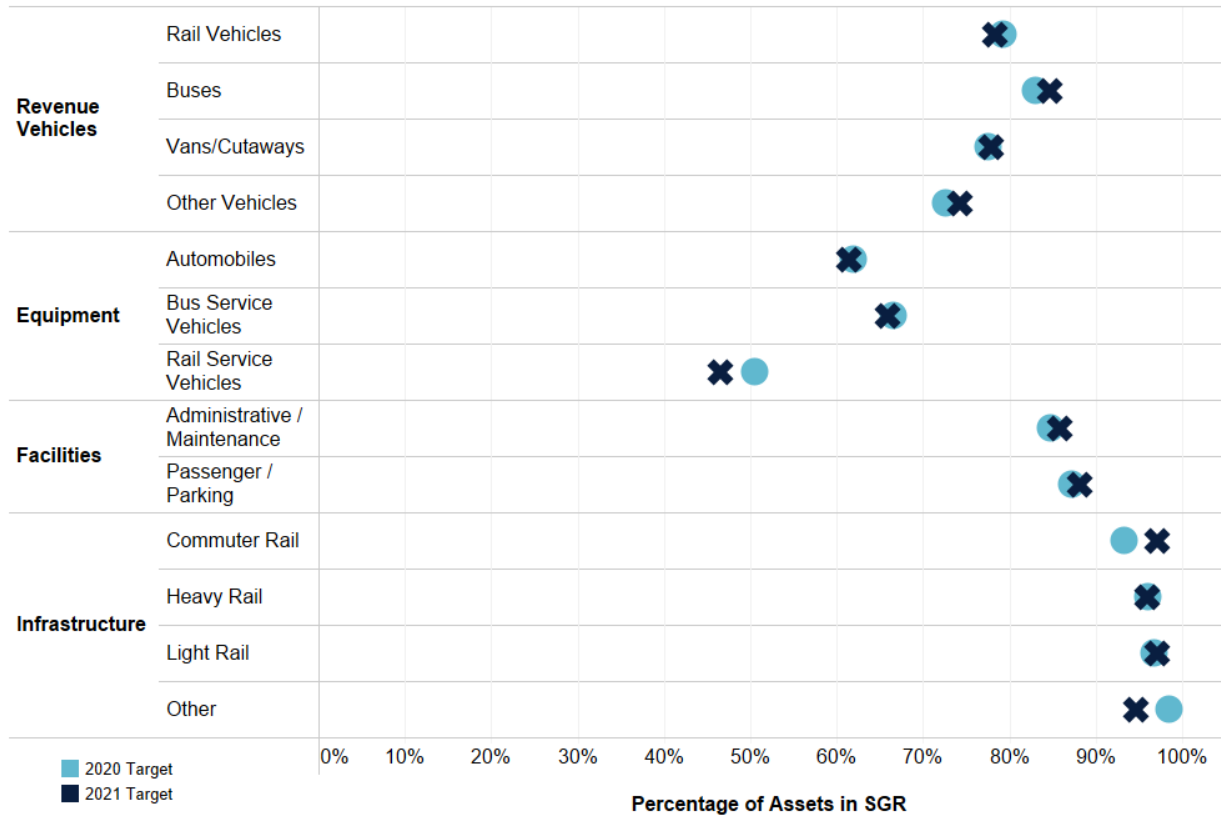


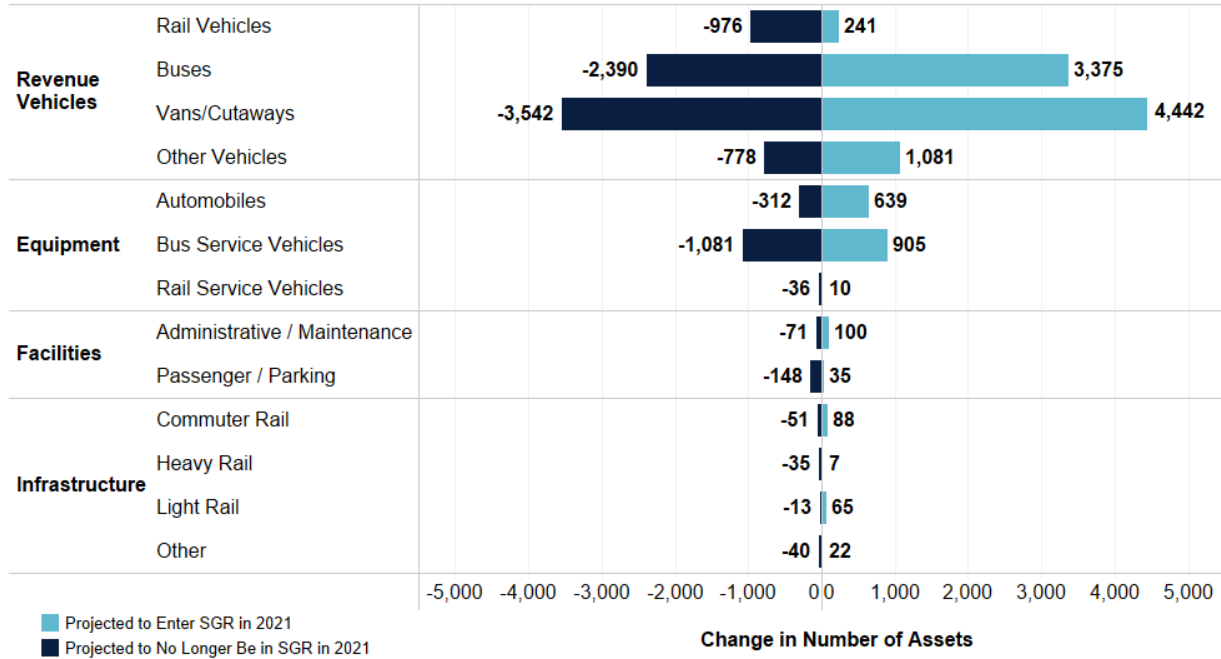
Table 29: Anticipated Increases and Decreases in Assets in SGR for 2021 Relative to 2020 (Capital Responsibility Only)

Table is updated to use corrected targets from above.

| Asset Category | Assets Projected to No Longer be in SGR in 2021 | Assets Projected to Enter SGR in 2021 | Projected Net Change in Assets in SGR in 2021 |
|------------------|---|---------------------------------------|---|
| Revenue Vehicles | -7,686 | 9,139 | 1,453 |
| Equipment | -1,429 | 1,554 | 125 |
| Facilities | -219 | 135 | -84 |
| Infrastructure | -139 | 182 | 43 |

Figure 20: Anticipated Increases and Decreases in Assets in SGR for 2021 Relative to 2020 (Capital Responsibility Only)

Figure is updated to use corrected targets from above.



Report Year 2019

Revenue Vehicles

Data last updated: April 17, 2023

Table 12: Revenue Vehicles Average Number of Years until an Asset Class Reaches Its ULB, Weighted for the Total Number of Assets in Each Class (Capital Responsibility Only)

The original published table used a simple average for “Useful Life Remaining (Years)”. Table is updated to use a weighted average taking into account fleet size.

| Asset Type | Asset Class | Useful Life Remaining (Years) |
|----------------|--|-------------------------------|
| Rail Vehicles | Automated Guideway Vehicle | 8.8 |
| | Cable Car | 2.9 |
| | Commuter Rail Locomotive | 12.6 |
| | Commuter Rail Passenger Coach | 10.5 |
| | Commuter Rail Self-Propelled Passenger Car | 15.7 |
| | Heavy Rail Passenger Car | 17.7 |
| | Inclined Plane Vehicle | 31.0 |
| | Light Rail Vehicle | 14.8 |
| | Monorail Vehicle | 23.0 |
| | Streetcar Rail | -2.2 |
| Buses | Articulated Bus | 6.3 |
| | Bus | 5.6 |
| | Double Decker Bus | 6.7 |
| | Over-the-road Bus | 5.0 |
| | School Bus | -0.9 |
| | Trolleybus | 8.9 |
| | Vintage Trolley | -20.6 |
| Vans/Cutaways | Cutaway | 3.6 |
| | Van | 2.5 |
| Other Vehicles | Aerial Tramway | -5.5 |
| | Automobile | 0.9 |
| | Ferryboat | 19.8 |
| | Minivan | 3.0 |
| | Other | 6.0 |

Performance Targets

Data last updated: April 17, 2023

Table 22: Percent of Assets in State of Good Repair Targets and Metrics (By Asset Class) (Capital Responsibility Only)

The updated table corrects calculation errors for (i) the 2019 Target for all non-rail revenue vehicles, non-rail equipment, and all facilities and (ii) the 2020 Target for all facilities.

| Asset Category | Asset Class | 2019 Target | 2019 Metric | 2020 Target |
|------------------|------------------------------|--------------|--------------|--------------|
| Revenue Vehicles | Rail Vehicles | 75.8% | 82.3% | 79.3% |
| | Buses | 81.0% | 82.8% | 83.0% |
| | Vans/Cutaways | 74.9% | 76.8% | 77.6% |
| | Other Vehicles | 72.0% | 74.7% | 72.6% |
| | Total | 77.5% | 80.0% | 79.8% |
| Equipment | Automobiles | 64.4% | 55.5% | 61.9% |
| | Bus Service Vehicles | 62.4% | 66.2% | 66.5% |
| | Rail Service Vehicles | 46.1% | 49.8% | 50.5% |
| | Total | 62.0% | 62.9% | 64.6% |
| Facilities | Administrative / Maintenance | 77.8% | 86.0% | 84.8% |
| | Passenger / Parking | 80.6% | 88.9% | 87.2% |
| | Total | 79.5% | 87.8% | 86.3% |
| Infrastructure | Commuter Rail | 83.0% | 97.5% | 93.3% |
| | Heavy Rail | 92.8% | 94.2% | 96.0% |
| | Light Rail | 94.0% | 97.2% | 96.8% |
| | Other | 96.9% | 98.6% | 98.5% |
| | Total | 87.4% | 97.0% | 94.6% |

Figure 13: 2019 Targets and 2019 Metrics (Capital Responsibility Only)

Figure is updated to use corrected targets from above.

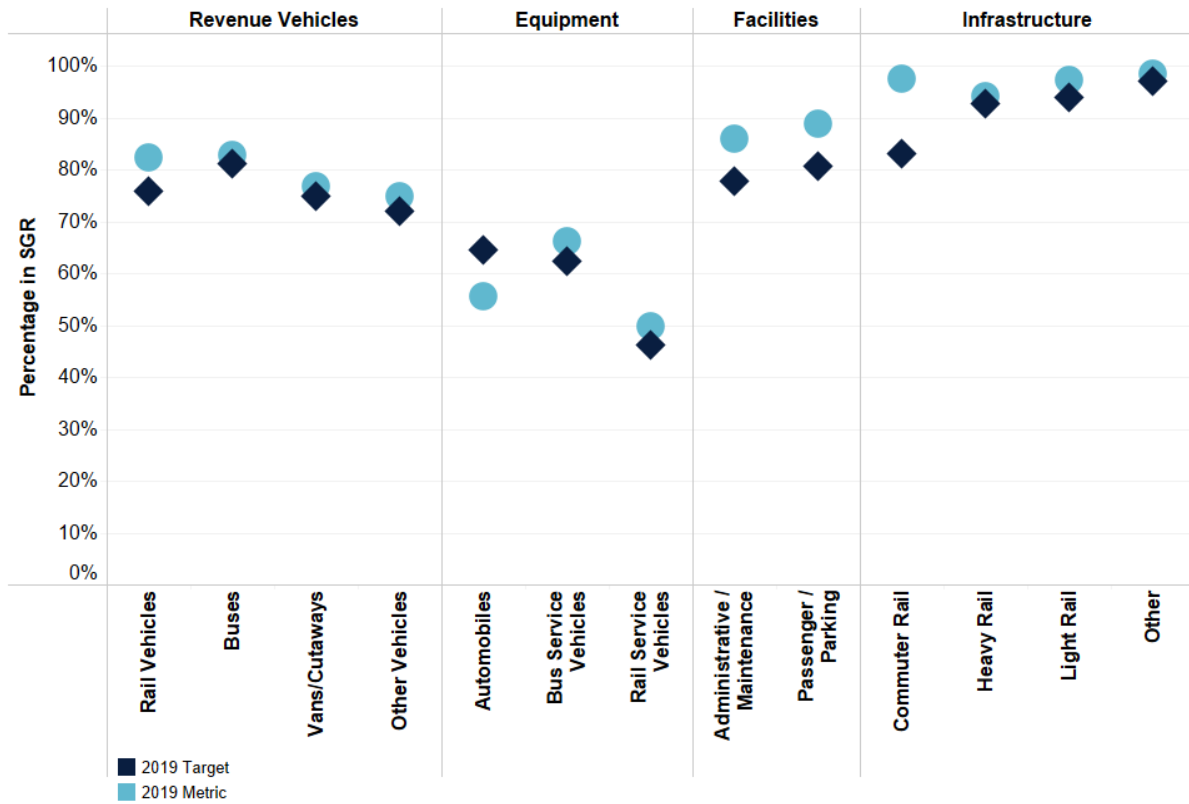


Figure 14: Average SGR Metric (2019) and Target (2020) (Capital Responsibility Only)

Figure is updated to use corrected targets from above.



Figure 15: 2019 and 2020 Targets (Capital Responsibility Only)

Figure is updated to use corrected targets from above.

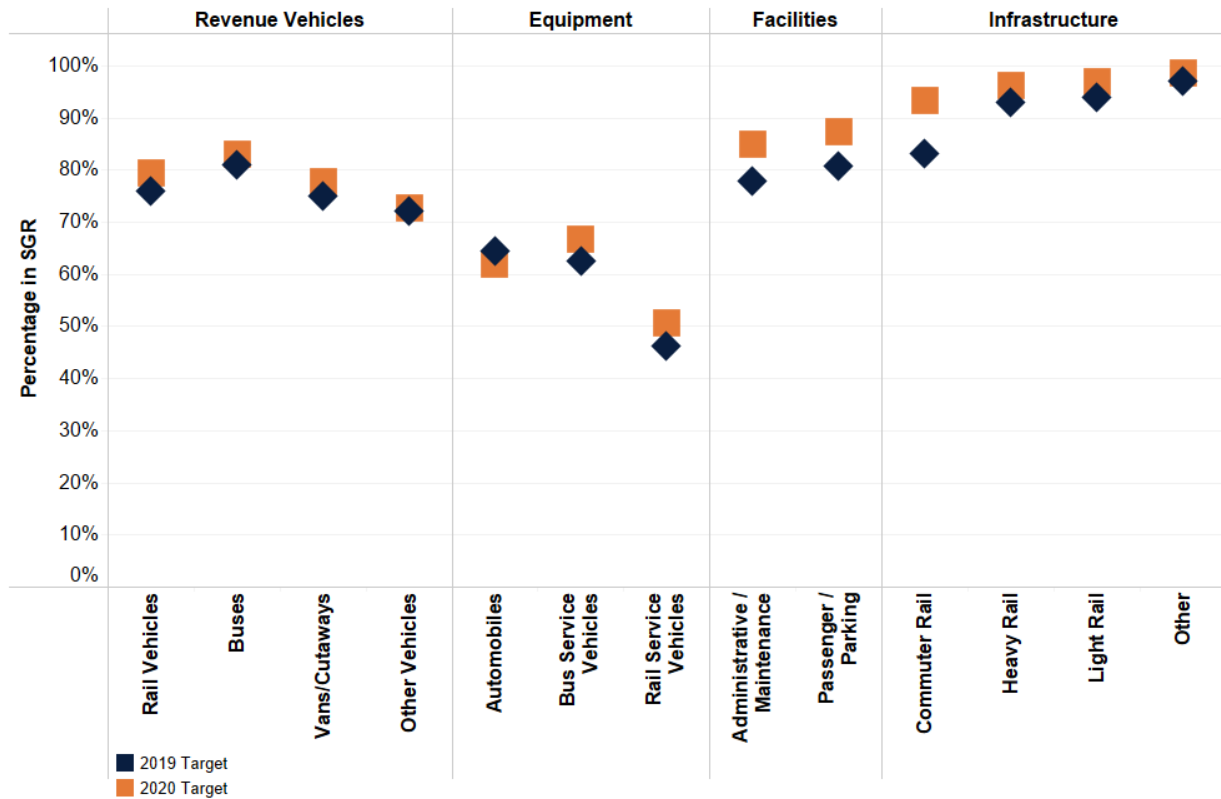


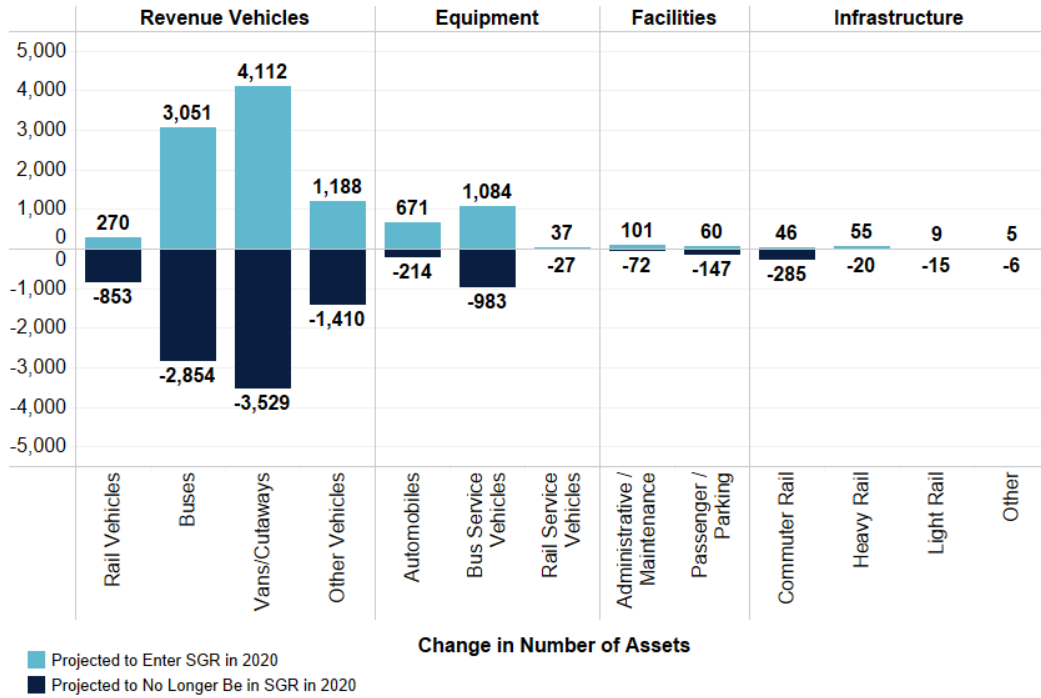
Table 23: Anticipated Increases or Decreases in SGR for 2020 Relative to 2019 Condition (Number of Assets) (Capital Responsibility Only)

Table is updated to use corrected Facilities targets from above.

| Asset Category | Assets Projected to No Longer be in SGR in 2021 | Assets Projected to Enter SGR in 2021 | Projected Net Change in Assets in SGR in 2021 |
|------------------|---|---------------------------------------|---|
| Revenue Vehicles | 8,621 | -8,646 | -25 |
| Equipment | 1,792 | -1,224 | 568 |
| Facilities | 161 | -219 | -58 |
| Infrastructure | 115 | -326 | -211 |

Figure 16: Anticipated Increases or Decreases in SGR for 2020 Relative to 2019 Condition (Number of Assets) (Capital Responsibility Only)

Figure is updated to use corrected targets from above.



Report Year 2018

Revenue Vehicles

Data last updated: April 17, 2023

Table R-5: Revenue Vehicles: Average Years Until Replacement

The original published table used a simple average for “Average Years Until Replacement”. Table is updated to use a weighted average taking into account fleet size.

| Asset Type | Asset Class | Average Years Until Replacement |
|----------------|--|---------------------------------|
| Rail Vehicles | Automated Guideway Vehicle | 10 |
| | Cable Car | 4 |
| | Commuter Rail Locomotive | 14 |
| | Commuter Rail Passenger Coach | 11 |
| | Commuter Rail Self-Propelled Passenger Car | 16 |
| | Heavy Rail Passenger Car | 17 |
| | Inclined Plane Vehicle | -17 |
| | Light Rail Vehicle | 14 |
| | Monorail Vehicle | 24 |
| | Streetcar Rail | -2 |
| Buses | Articulated Bus | 6 |
| | Bus | 5 |
| | Double Decker Bus | 6 |
| | Over-the-road Bus | 5 |
| | School Bus | -1 |
| | Trolleybus | 5 |
| | Vintage Trolley | -22 |
| Vans/Cutaways | Cutaway | 3 |
| | Van | 3 |
| Other Vehicles | Aerial Tramway | -4 |
| | Automobile | 2 |
| | Ferryboat | 19 |
| | Minivan | 3 |
| | Other | 5 |

Performance Targets

Data last updated: April 17, 2023

Table P-1: Percent of Assets in State of Good Repair (By Asset Class)

The updated table corrects calculation errors for 2019 Target Average for all non-rail revenue vehicles, non-rail equipment, and all facilities.

| Asset Category | Asset Class | % Assets in SGR (2018 Baseline) | % Assets in SGR (2019 Target Average) |
|-------------------------|-------------------------------------|--|--|
| Revenue Vehicles | Rail Vehicles | 82% | 76% |
| | Buses | 81% | 81% |
| | Vans/Cutaways | 76% | 75% |
| | Other Vehicles | 76% | 72% |
| Equipment | Automobiles | 57% | 64% |
| | Bus Service Vehicles | 71% | 62% |
| | Rail Service Vehicles | 47% | 46% |
| Facilities | Administrative / Maintenance | 87% | 78% |
| | Passenger / Parking | 87% | 81% |
| Infrastructure | Commuter Rail | 93% | 83% |
| | Heavy Rail | 95% | 93% |
| | Light Rail | 93% | 94% |
| | Other | 96% | 97% |

Figure 8 and Figure P-1: Average SGR Metric (2018) and Target (2019)

Figure is updated to use corrected targets from above.

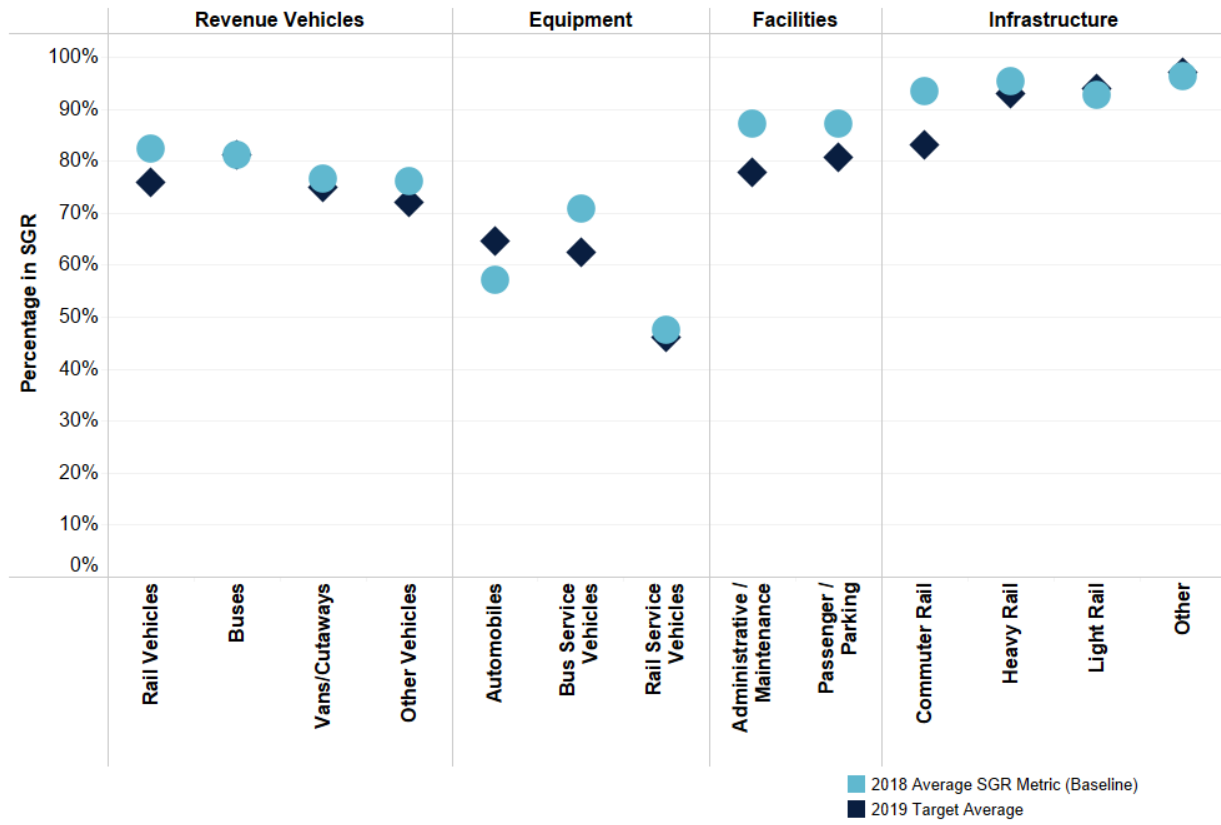


Table P-3: National Averages of Transit Agency’s Expected SGR Next Fiscal Year (2019)

Table is updated to use a weighted average for targets and metrics taking into account fleet size and to use corrected targets from above. Forecasts vary across asset classes with a majority of targets suggesting no change in SGR for rail vehicles, rail service vehicles, passenger / parking facilities, and infrastructure of type “other.” *Note: rows may not add to 100% due to rounding.*

| Asset Category | Asset Class | Declining SGR in 2019 (% Targets) | No Change in SGR in 2019 (% Targets) | Increasing SGR in 2019 (% Targets) |
|-------------------------|-------------------------------------|--|---|---|
| Revenue Vehicles | Rail Vehicles | 17% | 71% | 13% |
| | Buses | 33% | 35% | 32% |
| | Vans/Cutaways | 33% | 34% | 33% |
| | Other Vehicles | 27% | 43% | 30% |
| Equipment | Automobiles | 19% | 42% | 39% |
| | Bus Service Vehicles | 34% | 39% | 26% |
| | Rail Service Vehicles | 28% | 56% | 17% |
| Facilities | Administrative / Maintenance | 51% | 44% | 5% |
| | Passenger / Parking | 32% | 63% | 5% |
| Infrastructure | Commuter Rail | 40% | 44% | 16% |
| | Heavy Rail | 27% | 47% | 27% |
| | Light Rail | 45% | 32% | 23% |
| | Other | 22% | 73% | 5% |