

Transit Asset Management Plan

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Prepared by



Table of Contents

Section 1. Introduction	1
Transit Asset Management Rule	1
TAM Plan Requirements.....	1
TAM Plan Horizon	3
Accountable Executive	3
Asset Management Goals.....	3
Section 2. Asset Inventory	4
Existing Asset Inventory	4
Future Asset Inventory Changes.....	4
Section 3. Asset Condition Assessment	5
Assessment Methodologies	5
Useful Life Benchmarks	5
Condition Assessment.....	6
Section 4. Annual Performance Targets and Measures	7
State of Good Repair Policy	7
Procedures to Maintain SGR Policy	7
SGR Performance Measures and Targets.....	8
Section 5. Decision Support Tools & Prioritization	9
Decision Support.....	9
Prioritization Process.....	9
2020 Investment Backlog.....	11
Funding Plan	11
Section 6. Implementation Plan	12
Implementation Strategy.....	12
Key Annual Activities and Report Requirements	12
Agency Resources.....	14
Evaluation Process.....	14
Appendix A: TBARTA Rolling Stock Inventory	

List of Tables

Table 1: Tier I Agency TAM Plan Requirements.....	2
Table 2: TBARTA Asset Management Goals.....	3
Table 3: TBARTA Asset Inventory (2020).....	4
Table 4: Rolling Stock Useful Life Benchmarks.....	5
Table 5: State of Good Repair Status, 2020.....	6
Table 6: TBARTA 2018 SGR Performance and Targets (2019–2023).....	8
Table 7: Decision Support Tools.....	9
Table 8: TBARTA Cost Feasible Plan, FYs 2021-2025.....	11
Table 9: Annual TAM Activities.....	13
Table 10: TBARTA Asset Management Staff Responsibilities	14

Section 1. Introduction

This document serves as the Tampa Bay Area Regional Transit Authority's (TBARTA) Transit Asset Management (TAM) Plan for the FY 2020–2024 timeframe.

Transit Asset Management Rule

On July 26, 2016, the Federal Transit Administration (FTA) published the Transit Asset Management Final Rule to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. The TAM Final Rule establishes minimum Federal requirements for transit asset management applicable to all recipients of Chapter 53 funds that own, operate, or manage public transportation capital assets. TBARTA, as a regional transit authority, is a recipient of Chapter 53 funds to administer the regional commuter services program, Commute Tampa Bay.

Through Commute Tampa Bay, TBARTA provides a regional vanpool program serving commuters in Hernando, Hillsborough, Citrus, Pasco, and Pinellas counties. The vanpool program is operated by a third-party contractor and the associated capital assets (vanpool vehicles) are not owned, operated, or maintained by TBARTA. However, the use of Federal funds to operate the vanpool program requires that TBARTA prepare a TAM Plan in compliance with FTA's TAM Final Rule. At this time, TBARTA does not contract any other services nor does it own or have responsibility for other capital assets to be included in this plan.

TAM Plan Requirements

A Tier I provider is a recipient that owns, operates, or manages either (1) 101 or more vehicles in revenue service during peak regular service across all fixed-route modes or in any one non-fixed route mode, or (2) rail transit.

TBARTA is classified a Tier I transit provider because the agency has more than 100 vehicles in revenue service during peak regular service in any one non-fixed route mode (vanpool).

As a Tier I provider this TAM Plan must, at a minimum, include:¹

- An **asset inventory** of the number and type of capital assets that that TBARTA owns, operates, or manages.
- A **condition assessment of the inventoried assets** for which TBARTA has direct ownership or capital responsibility.
- A description of the **analytical processes and decision-support tools** that TBARTA uses to estimate capital investment needs over time and develop its investment prioritization.
- TBARTA's **prioritized list of investments**.

¹ 49 CFR Parts 625, § 625.25

- TBARTA’s **TAM policy** guiding the agency’s transit asset management to ensure that capital assets remain in a state of good repair (SGR).
- TBARTA’s **implementation strategies** or operational actions necessary to achieve the stated TAM goals and policies.
- A list of **key annual activities** necessary to implement TBARTA’s TAM plan each year.
- Documentation of the **requirement resources** for TBARTA to carry out the TAM plan.
- An **evaluation plan** for TBARTA to monitor, update, and evaluate its TAM plan.

Table 1 provides a checklist that demonstrates where each required TAM Plan element can be found in this document.

Table 1: Tier I Agency TAM Plan Requirements

Required Element	Location in TAM Plan
1. Does this TAM plan cover at least a four-year period?	Yes
2. Was the TAM plan updated within the last four years?	N/A
3. Does this TAM Plan include the following required elements?	Yes; refer to:
a. An asset inventory for all assets used in the provision of public transportation, including those owned by third parties.	Section 2
b. A condition assessment of all assets in the agency’s asset inventory for which TBARTA has direct capital responsibility.	Section 3
c. An investment prioritization that: <ul style="list-style-type: none"> • Ranks projects to improve or manage SGR over the horizon period. • Includes all capital assets for which TBARTA has direct capital responsibility. • Is at the asset class level. 	Sections 4 & 6
d. A TAM and SGR policy.	Section 5
e. An implementation strategy for TBARTA to achieve its asset management goals.	Section 6
f. A written description of the key TAM activities that TBARTA intends to engage in over the TAM plan horizon period.	Section 6
g. A summary or list of the resources, including personnel, that TBARTA needs to develop and carry out this TAM plan.	Section 6
h. An outline of how TBARTA will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices.	Section 6
4. Does this plan document the analytical processes and decision-support tools used in developing the TAM Plan?	Yes, Section 5
5. Does this plan include documentation of calculated performance for applicable capital assets?	Yes, Section 3
6. Does this plan document TBARTA’s annual performance targets?	Yes, Section 4
7. Is this TAM Plan, any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report available to the State that provides Federal funding to TBARTA?	TAM Plan and annual condition assessments delivered upon certification to FDOT.

Source: Adapted from FTA TAM Compliance Checklist, <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/asset-management/55371/compliance-checklist-2019.pdf>

TAM Plan Horizon

As previously noted, TBARTA is required to complete this initial TAM Plan to include a minimum four-year planning period. TBARTA has elected to increase the TAM Plan planning period to five years to coincide with the first five years of its 10-Year Regional Transit Development Plan (RTDP), *Envision 2030*, adopted by the TBARTA Board on June 22, 2020. Therefore, this TAM Plan covers a five-year planning period from July 1, 2020, to June 30, 2025. TBARTA is required to update this TAM Plan in its entirety at least every four years, or by June 30, 2024, but must do so earlier if there is a significant change to staff, assets, and/or operations. The resulting updated TAM Plan can then be incorporated into TBARTA’s next major RTDP update, which will be due July 1, 2025.

Accountable Executive

Per FTA TAM requirements, each transit operator receiving FTA funding must designate an “Accountable Executive” to implement the TAM Plan. TBARTA’s Accountable Executive will be the agency’s Executive Director, who will balance transit asset management, safety, day-to-day operations, and expansion needs in approving and carrying out the TAM Plan.

The Accountable Executive will be responsible for ensuring the development and implementation of the TAM Plan in accordance with 49 CFR §625.25, Transit Asset Management Plan Requirements. Additionally, the Accountable Executive will be responsible for ensuring that the reporting requirements, in accordance with both 49 CFR §625.53, Recordkeeping for Transit Asset Management, and §625.55, Annual Reporting for Transit Asset Management, are completed. Furthermore, the Accountable Executive will approve the annual asset performance targets and TAM Plan document. These required approvals will be self-certified by the Accountable Executive via the annual FTA Certifications and Assurances forms in FTA’s Transit Award Management System (TrAMS).

Asset Management Goals

This initial TAM Plan provides TBARTA with the foundation for establishing its asset management responsibilities. TBARTA has identified goals for its asset management based on the current environment in which TBARTA funds capital assets operated by a third-party contractor (Table 2). It will be appropriate to update these goals at such time when TBARTA is in direct ownership, operation, or control of additional capital assets beyond leased vehicles.

Table 2: TBARTA Asset Management Goals

Goal	Description
Goal 1	Minimize the total costs and maximize performance of capital assets.
Goal 2	Ensure decision-making is based on data driven information and well-defined objectives.
Goal 3	Make transparent cost-effective decisions in the acquisition of leased capital assets.
Goal 4	Establish a long-term funding strategy to maintain assets at targeted sustainable levels of service.

Section 2. Asset Inventory

This section presents TBARTA’s existing asset inventory used to provide public transportation services within its service area.

Existing Asset Inventory

49 CFR Parts 625, §625.25 defines four asset categories to be considered in the TAM Plan:

- **Rolling Stock** – revenue vehicles used to provide transit service.
- **Equipment** – non-revenue service vehicles that have an acquisition value of \$50,000 or more.
- **Infrastructure** – structures (e.g., bridges, tunnels, elevated structures) or fixed-guideway infrastructure (e.g., track, exclusive bus right-of-way).
- **Facilities** – maintenance or administrative facilities, passenger facilities, or parking facilities (e.g., parking garages or park-and-ride lots).

All capital assets included in TBARTA’s TAM Plan inventory fall under the Rolling Stock category. Table 3 summarizes TBARTA’s asset inventory at the time this plan was developed, which includes 171 leased vans and sport utility vehicles (SUVs), with a value just over \$6.5 million. Rolling stock assets equate to 100% of TBARTA’s current inventory value.

Table 3: TBARTA Asset Inventory (2020)

Asset Category/Class	Asset Count	Total Value (2020)	Distribution of Value
Rolling Stock / Van	45	\$1,730,830	27%
Rolling Stock / SUV	126	\$4,789,453	73%
Total	171	\$6,520,283	100%

Source: TBARTA. Inventory as of April 22, 2020.

In addition to the TAM Plan, data for rolling stock assets is maintained in an Excel-based inventory and updated on an as-needed basis for TBARTA by a third-party contractor. A copy of the full inventory is provided in Appendix A, which includes:

- Unit #
- VIN #
- Acquisition Date
- Vehicle Make
- Series
- Replacement Cost
- Vehicle Model
- Mileage

Future Asset Inventory Changes

Currently, TBARTA does not have plans to acquire additional rolling stock, equipment, infrastructure, or facility capital assets. TBARTA will maintain an agreement for leased rolling stock inventory necessary to support current demand and potential additional demand for the Commute Tampa Bay program.

Section 3. Asset Condition Assessment

TBARTA has established a procedure for measuring and evaluating the SGR of its asset base. FTA defines SGR as “... the condition in which a capital asset is able to operate at a full level of performance.” This section describes the methodology used for measuring asset SGR and reports the current condition of TBARTA’s rolling stock assets included in this TAM Plan.

TBARTA does not own, directly operate, or maintain the rolling stock assets for the vanpool program or any other capital assets at this time. However, through this TAM Plan, TBARTA is required to provide a condition assessment of the rolling stock inventory provided by its third-party contractor as those capital assets are funded by Federal grants through TBARTA.

Assessment Methodologies

The most common approaches to asset condition assessments are:

1. **Age-based** – Assets older than their Useful Life Benchmark (ULB) are not in SGR and considered to be in poor condition.
2. **Usage-based** – Analogous to age-based condition measurements, the condition determining factor is asset usage (e.g., measured in miles run).
3. **Condition-based** – Asset condition ratings are developed by assessing the condition of the assets, usually through physical assessments during routine inspection or maintenance work or a separate condition assessment effort.

For the purposes of the TAM Plan, TBARTA’s assets were assessed using the age-based approach. The condition assessment results are further discussed later in this section.

Useful Life Benchmarks

FTA defines ULBs as “... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.” TBARTA’s asset ULBs were determined using FTA ULB guidance. Table 4 summarizes the ULB and condition assessment method used for the asset classes evaluated in the TAM Plan.

Table 4: Rolling Stock Useful Life Benchmarks

Asset Class	ULB (Years)
Van	8
SUV	8

Source: FTA 2017 Asset Inventory Module Reporting Manual, Page 53

Condition Assessment

TBARTA’s TAM asset base inventory, described in Section 2, was assessed for its condition based on the age of the rolling stock assets. Table 5 shows that 100% of TBARTA’s assets, in terms of both count and dollar value, are currently in SGR. This is due to the nature of the asset being leased rolling stock for the vanpool program, in which vehicles are provided on a short-term basis compared to the 8-year ULB for the van/SUV asset category. Vehicles in TBARTA’s vanpool program are typically replaced at 6–18 months of vehicle age.

100% of assets included in TBARTA’s TAM Plan are currently in a state of good repair.

Of the 171 leased vehicles, none exceed an acquisition date greater than 2 years, equivalent to 25% of the 8-year ULB. If this current inventory is maintained, 100% of the capital assets included in this TAM Plan will remain in SGR over the next six years, or beyond the horizon of this plan.

Table 5: State of Good Repair Status, 2020

Asset Class	Number of Assets	Total Value (2020)	Assets Not in SGR by Count	Assets Not in SGR by Value
Van	45	\$1,730,830	0	\$0
SUV	126	\$4,789,453	0	\$0
Total	171	\$6,520,283	0	\$0

Source: Based on the asset inventory as of April 22, 2020.

Section 4. Annual Performance Targets and Measures

State of Good Repair Policy

TBARTA has developed a SGR policy to also apply to capital assets beyond leased rolling stock included in this current TAM Plan. This is consistent with the desire of TBARTA to, at some point in the future, operate regional transit services beyond the Commute Tampa Bay Program.

TBARTA's SGR policy is such that a capital asset is in SGR when the following objective standards are met:

1. If the asset is in a condition sufficient to operate at a full level of performance; an individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in SGR.
2. The asset can perform its manufactured design function.
3. The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility.
4. The asset's life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

The TAM Plan allows TBARTA to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset's life cycle and enhances the ability to maintain SGR by proactively investing in an asset before its condition deteriorates to an unacceptable level. The goal of these policies is to allow TBARTA to determine and predict the cost to improve asset condition(s) at various stages of the asset life cycle while balancing prioritization of capital, operating, and expansion needs. The two foundational criteria of SGR performance measures are ULB and condition.

Procedures to Maintain SGR Policy

TBARTA's leased assets are maintained in a state of good repair per the above SGR policy by its third-party contractor. The contractor's procedures ensure that preventive maintenance is up to date prior to a vehicle being put into service in the TBARTA program. Once a vehicle is in service, the contractor's system automatically notifies the vanpool user two weeks prior to service being due, and the contractor's team ensures completion.

The third-party contractor maintains a relatively new fleet and, as noted above, employs systems to ensure that preventive maintenance is completed on time. Further, the contractor's system tracks all manufacturer recalls issued on vehicles in its fleet; its fleet model and infrastructure allow the contractor to respond to manufacturer recalls in a very timely manner.

The contractor also maintains a detailed log of all maintenance services performed on the vehicle. If a leased vehicle requires more extensive service beyond preventive maintenance, a temporary

replacement vehicle is provided to the vanpool to maintain program continuity and ensure the safety of the users.

SGR Performance Measures and Targets

SGR performance measures combine the measures of ULB and physical condition to create performance measures from which asset performance targets can be derived on an annual basis. These performance measures are directly related to asset lifecycle and maintenance needs. By the time an asset meets or exceeds its assigned ULB, it should have reached its prescribed mileage, maintenance, and condition requirements. FTA-defined SGR performance measures include the following:

- **Rolling Stock (Age)** – The percentage of revenue vehicles (fixed-route and paratransit) within a particular asset class that have either met or exceeded their ULB.
- **Equipment (Non-Revenue Service Vehicles) (Age)** – Applies only to non-revenue service vehicles and does not include “other” equipment assets. The SGR performance measure for non-revenue, support-service, and maintenance vehicle equipment is the percentage of vehicles that have either met or exceeded their ULB. This is currently not applicable to TBARTA, as no equipment is included in the TAM Plan.
- **Facilities (Condition)** – The percentage of facilities within an asset class rated below condition 3 on the FTA TERM Scale. This is currently not applicable to TBARTA, as no facilities are included in the TAM Plan.

Table 6 shows that the percentage of TBARTA’s assets (by count) that have met or exceeded their ULB for each asset class in 2020 and their performance targets for the next five years. As previously noted, if this current inventory is maintained, all capital assets included in this TAM Plan will remain in SGR over the next six years and assumes that any additional leased rolling stock assets will be in SGR upon receipt by TBARTA. These performance targets will be reported to the National Transit Database (NTD) annually, as discussed in Section 7.

Table 6: TBARTA 2018 SGR Performance and Targets (2019–2023)

Asset Class	2020 Performance	2021 Target	2022 Target	2023 Target	2024 Target	2025 Target
Van	0%	0%	0%	0%	0%	0%
SUV	0%	0%	0%	0%	0%	0%

Source: Based on the asset inventory as of April 22, 2020.

Section 5. Decision Support Tools & Prioritization

Decision Support

The documents or policies shown in Table 7 are used to support investment decision-making, including project selection and prioritization processes.

Table 7: Decision Support Tools

Document/Policy	Description
Preventive & Other Vehicle Maintenance Policies (Third-Party Contractor)	As detailed Section 4, the third-party contractor has established procedures to ensure that leased vehicles included in TBARTA’s vanpool program receive both preventive and other required vehicle maintenance.
Vehicle Replacement Policies (Third-Party Contractor)	The third-party contractor typically replaces vehicles well before they reach their established ULB.
Public Transportation Agency Safety Plan	TBARTA has established safety performance targets based on the safety performance measures reported under the National Public Transportation Safety Plan. These measures will be evaluated periodically to determine when action must be taken to address inadequate safety performance.
Regional Transit Development Plan	The RTDP is a 10-year plan for transit and mobility needs, cost and revenue projects, and community transit goals, objectives, and policies; includes a 10-year Implementation Plan detailing capital asset needs over the TDP planning horizon.

TBARTA and its contractor have adopted Safety Management Systems (SMS) principles following the safety management processes identified in its Public Transportation Agency Safety Plan (PTASP) and in the corresponding System Safety Program Plan (SSPP). Working together, TBARTA and its third-party contractor will implement, maintain, and continuously improve safety management processes to ensure that TBARTA, the contractor’s employees, customers, and the general public are safe when on TBARTA property and traveling using vanpool services.

Prioritization Process

The TAM Plan must include an investment prioritization process that:

- Ranks projects to improve or manage SGR over the horizon period
- Includes all capital assets for which it has direct capital responsibility
- Is at the asset class level

Leased-Vehicle Prioritization Process (Third-Party Contractor)

TBARTA’s third-party contractor has responsibility to prioritize replacement of the leased vanpool vehicles, which is based on several factors, including manufacturer availability and wholesale vehicle market but is primarily driven by vehicle mileage and age.

Prioritization Process (Future Assets)

In the future, when TBARTA has the primary decision-making authority on the acquisition and investment of new capital assets and eventually the replacement of those assets once they are no longer in SGR, it will employ the following two-phase project prioritization process and document application of the process in its TAM Plan. Investment projects will first be selected using a set of criteria, then the selected projects will be assigned criticality scores to prioritize them for funding.

Phase 1 Project Selection

Project selection is based on the following three criteria:

- **Age** – Assets will be identified as investment projects if they have met or will meet their ULB within the five-year TAM horizon period.
- **Physical Condition Assessment** – If an asset has been identified as being in a poor or non-functional condition, regardless of age, it will be prioritized for replacement.
- **TDP Implementation Plan** – Projects identified in TBARTA’s RTDP 10-Year Implementation Plan will be considered for prioritization based on the implementation year identified in the plan.

Phase 2 Criticality of Assets

Asset criticality is the relative risk of a negative impact to the safe, reliable delivery of service arising from the failure of an asset. The TAM Plan establishes and applies a method for assigning a criticality rating or score of a 1, 3, or 5 to each asset.

TBARTA’s asset criticality has two considerations:

- **Safety** – Will the project improve the overall performance/SGR of an asset class and remove potential safety risks? For example, if a revenue vehicle is identified to be replaced in a certain year, it will score a 5 due to the assumption that an over-age vehicle has a higher probability for mechanical or other failures during service that could cause an accident or otherwise affect the safety of riders or others. A farebox replacement would score a 1 due to the relatively low risk of a safety hazard occurring if the farebox functionality should fail.

Safety Scores:

- 1 point – No/minor impact
- 3 points – Moderate impact
- 5 points – Major impact

- **Impact on Service** – Will projects directly affect service delivery and operations, either operated by TBARTA or one of its partner agencies? For example, projects involving revenue vehicles will receive a 5, as they are the most essential assets for transit agencies to provide service.

Impact on Service Scores:

- 1 point – No/minor impact
- 3 points – Moderate impact
- 5 points – Major impact

The scores from both criticality components are then summed, and each project is assigned a priority designation of Low, Medium, or High based on the following point scale:

- Low priority – 1–3 points
- Medium priority – 4–7 points
- High priority – 8–10 points

Project Prioritization Application

TBARTA does not currently own, maintain, or otherwise bear responsibility for capital assets outside of the leased vanpool vehicles administered by the third-party contractor. This project prioritization process will be applied in the future once TBARTA’s capital assets expand beyond leased rolling stock.

2020 Investment Backlog

As noted in Section 3, 100% of TBARTA’s asset base is currently in SGR, resulting in a 2020 investment backlog of \$0.

Funding Plan

Envision 2030, TBARTA’s 10-Year RTDP for FYs 2021–2030, adopted by the TBARTA Board on June 22, 2020, provides a year-by-year capital and operating finance plan to maintain existing service (referred to as the “Status Quo” scenario in the RTDP). The first five years of the RTDP 10-year finance plan has been integrated in the TAM Plan to reflect continued annual funding of the Commute Tampa Bay vanpool program and to support the annual performance targets for FYs 2020–2023 for the rolling stock asset class (see Table 8).

Table 8: TBARTA Cost Feasible Plan, FYs 2021–2025

Asset Class	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Rolling Stock (Leased Vehicles)	\$1,016,400	\$1,118,040	\$1,173,942	\$1,232,639	\$1,294,271

Source: TBARTA FY 2020 budget and projections included in the *Envision 2030* Regional Transit Development Plan.

It should be noted that *Envision 2030* includes investment scenarios for additional rolling stock to support new regional transit services, technology, and other infrastructure investments; however, these are all currently unfunded and are not included in the TAM Plan inventory.

No TAM backlog is predicted over the next five years. As previously noted, if this current inventory is maintained, 100% of the capital assets included in this TAM Plan will remain in SGR over the next six years, or beyond the horizon of this plan.

Section 6. Implementation Plan

TBARTA's Implementation Plan includes the following components:

- **Implementation Strategy** – How is TBARTA planning to execute the TAM Plan?
- **Key Annual Activities** – What annual activities must TBARTA perform to maintain the TAM Plan?
- **Identification of Resources** – Who is responsible for asset management at TBARTA?
- **Evaluation Plan** – How will TBARTA update the TAM Plan and move towards continuous TAM improvements?

Implementation Strategy

TBARTA's implementation strategy in support of its TAM goals and performance measures is to sustain current Transit Asset Management capabilities. This includes all efforts TBARTA has invested in the development of this TAM Plan, as well as sustaining internally-developed practices, staff, and system capabilities. This will be implemented through the following key TAM activities:

- Further institutionalizing its organizational framework
- Documenting quarterly tracking of TAM assets obtained from the third-party vendor and creating an annual report for each fiscal year documenting the assets, age, mileage, and other pertinent information
- Reporting to NTD for performance goal, narrative reports, and the next comprehensive TAM Plan

TAM activities with regards to reporting and the TAM Plan are ongoing.

Key Annual Activities and Report Requirements

TBARTA's fiscal year begins on October 1st of each year. Table 9 shows the annual NTD reporting requirements for agencies with a fiscal year beginning in October.

Table 9: Annual TAM Activities

Reporting Requirements	Timing
Report FY 2019 asset inventory module (AIM) data to NTD	January 2020
Submit targets for FY 2020 to NTD	
Submit narrative report to NTD	
Report FY 2020 AIM data to NTD	January 2021
Submit targets for FY 2021 to NTD	
Submit narrative report to NTD	
Report FY 2021 AIM data to NTD	January 2022
Submit targets for FY 2022 to NTD	
Submit narrative report to NTD	
Report FY 2022 AIM data to NTD	January 2023
Submit targets for FY 2023 to NTD	
Submit narrative report to NTD	
Complete compliant TAM Plan	October 2024
Share TAM Plan with planning partners	
Report FY 2023 AIM data to NTD	January 2024
Submit targets for FY 2024 to NTD	
Submit narrative report to NTD	
Report FY 2024 AIM data to NTD	January 2025
Submit targets for FY 2025 to NTD	
Submit narrative report to NTD	
Incorporate TAM Plan into the RTDP Major Update	Prior to July 1, 2025 ¹

¹ Although TBARTA's next TAM Plan is due in 2024, this schedule has been extended to 2025 to illustrate the timing of the TAM Plan update cycle with respect to TBARTA's next major RTDP update.

Source: FTA

TAM Recordkeeping

As required by 49 CFR §625.53, TBARTA must maintain all supporting TAM Plan inventories, records, and documents and must make TAM Plan records available to FTA, the Florida Department of Transportation (FDOT), and the five Metropolitan Planning Organizations (MPO) in its regional service area.

The TAM Final Rule also provides that the MPOs, FDOT, and TBARTA coordinate, to the maximum extent practicable, when setting TAM performance targets. Per FTA guidance, each MPO must incorporate the performance targets set forth in this TAM Plan into its Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) amended or updated after October 1, 2018, and must include a description of the anticipated effect of the TIP or LRTP toward achieving the TAM performance targets.

Asset Management NTD Reporting Requirements

Under the TAM Final Rule (49 CFR §625.53), TBARTA is required to report the following information annually to the NTD:

- Targets must be set annually for the performance of TBARTA’s assets and submitted to the NTD via Form A-90 as part of the agency’s annual data submission; each asset category has its own performance measure by which to set targets (refer to performance targets in Table 6).
- Condition assessments and performance results for vehicles and facilities; this is not currently applicable to TBARTA based on the inventory included in this TAM Plan.
- A narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.

Agency Resources

TBARTA’s asset management program includes the staff resources outlined in Table 10.

Table 10: TBARTA Asset Management Staff Responsibilities

TBARTA Staff	Responsibilities
Executive Director	<ul style="list-style-type: none"> • Serve as Accountable Executive. • Overall executive leadership responsibilities for approving strategic direction and polices for asset management. • Report on status and effectiveness of asset management to TBARTA Board as appropriate.
Director of Commuter Services	<ul style="list-style-type: none"> • Overall coordination of Commute Tampa Bay program and third-party contractor for leased vehicles.
Senior Planner	<ul style="list-style-type: none"> • Coordinate initial TAM Plan and subsequent updates. • Annual reporting of performance targets to NTD. • Annual review of TBARTA asset inventory.
Senior Accountant	<ul style="list-style-type: none"> • Annual budget for leased capital assets under Commute Tampa Bay program. • Payments to third-party contractor for leased vehicles.

Evaluation Process

Based on the current inventory, TBARTA’s assets will remain in SGR beyond the next TAM Plan due date. As part of its evaluation process, TBARTA will annually review the asset inventory to ensure that no significant changes have occurred to warrant update to the TAM Plan. Regular coordination with the third-party vendor will also be conducted to ensure performance targets are maintained.

Appendix A: TBARTA Rolling Stock Inventory

Unit	Year	Make	Model	VIN	Series	Unit Miles	Acquisition	Replacement Cost
7QC62V	2018	FORD	T3MP	1FDAX2CM5JKA75918	ORP	17245	5/11/2018	\$45,132
7RDG2Q	2019	DODG	DURA	1C4SDHCT5KC675832	1RT2	12849	2/12/2019	\$35,555
7SB91N	2019	DODG	DURA	1C4RDHDG6KC779004	GTP2	15343	6/24/2019	\$38,309
7SHDQ9	2019	DODG	DURA	1C4RDHDG5KC824403	GTP2	8511	7/3/2019	\$38,309
7S0WXP	2019	DODG	DURA	1C4RDHDG0KC743535	GTP2	7858	5/31/2019	\$38,309
7RWHGS	2019	FORD	EXEL	1FMJK1HT2KEA14051	XLT2	28729	1/9/2019	\$38,309
7R7GLW	2019	FORD	EXPE	1FMJU1KT3KEA19519	7RN2	20645	2/8/2019	\$53,643
7R4XCG	2019	FORD	EXPL	1FM5K7F88KGB10483	LMR2	21440	2/14/2019	\$64,279
7RLLHB	2019	FORD	T1LP	1FDZK1YM4KKA33102	8RL	32977	1/15/2019	\$41,000
7RPHCL	2019	FORD	T1LP	1FDZK1YM2KKA33597	8RL	27032	2/20/2019	\$41,000
7RJFJ5	2019	FORD	T1LP	1FDZK1YM6KKA32484	8RL	24611	2/9/2019	\$41,000
7RWVKN	2019	FORD	T1LP	1FDZK1YM9KKA33595	8RL	21516	3/8/2019	\$41,000
7RP81K	2019	FORD	T1LP	1FDZK1YM8KKA32485	8RL	18825	2/2/2019	\$41,000
7RXHSS	2019	FORD	T1LP	1FDZK1YM0KKA33596	8RL	16212	2/28/2019	\$41,000
7SRV40	2019	FORD	T1LP	1FDZK1YM0KKB48814	8RL	11950	11/2/2019	\$41,000
7S9JT9	2019	FORD	T1LP	1FDZK1YM9KKB48813	8RL	5719	11/15/2019	\$41,000
7RNHG8	2019	FORD	T1MP	1FDZK1CM9KKA33085	ORL	24591	2/17/2019	\$46,478
7RXQB5	2019	FORD	T1MP	1FDZK1CM7KKA33084	ORL	23774	2/25/2019	\$46,478
7S2S78	2019	FORD	T1MP	1FDZK1CM2KKA68518	8RL	18428	5/5/2019	\$46,059
7S8Y01	2019	FORD	T1MP	1FDZK1CM0KKA68517	8RL	14865	5/5/2019	\$46,059
7R2H3S	2019	FORD	T3LP	1FDZX2YM9KKA60397	2RL	13409	5/15/2019	\$47,871
7S2CMX	2019	FORD	T3LP	1FBZX2ZMXKKB05239	5LT	13597	6/22/2019	\$41,389
7RJR73	2019	FORD	T3MP	1FDAX2CM1KKA60396	2RE	16434	5/22/2019	\$52,269
7S44QX	2019	NISN	PATH	5N1DR2MN3KC643254	SL2W	18732	6/17/2019	\$36,422
7S93NV	2019	NISN	PATH	5N1DR2MN3KC643285	SL2W	18529	6/15/2019	\$36,422
7S98NV	2019	NISN	PATH	5N1DR2MN5KC642848	SL2W	14659	6/15/2019	\$36,422
7S88NV	2019	NISN	PATH	5N1DR2MN9KC642853	SL2W	14414	6/15/2019	\$36,422
7S94NV	2019	NISN	PATH	5N1DR2MN8KC643332	SL2W	13748	6/15/2019	\$36,422
7SH8Q7	2019	NISN	PATH	5N1DR2MN5KC642722	SL2W	13721	6/13/2019	\$36,422
7SH8Q3	2019	NISN	PATH	5N1DR2MN1KC642071	SL2W	13048	6/13/2019	\$36,422
7S96NV	2019	NISN	PATH	5N1DR2MN3KC642864	SL2W	12648	6/15/2019	\$36,422
7S37BG	2019	NISN	PATH	5N1DR2MN9KC642870	SL2W	12504	6/14/2019	\$36,422
7SH8Q9	2019	NISN	PATH	5N1DR2MN2KC642550	SL2W	12463	6/13/2019	\$36,422
7S16DX	2019	NISN	PATH	5N1DR2MN9KC643386	SL2W	11694	6/16/2019	\$36,422
7RL6VB	2019	NISN	PATH	5N1DR2MNXXC596904	SV2W	38904	12/16/2018	\$33,035
7SP30W	2019	NISN	PATH	5N1DR2MN3KC644520	SV2W	31581	6/20/2019	\$33,035
7RB06D	2019	NISN	PATH	5N1DR2MN0KC593669	SV2W	25776	11/29/2018	\$33,035
7SQYGX	2019	NISN	PATH	5N1DR2MN7KC619944	SV2W	25342	3/28/2019	\$33,035
7RWWTB	2019	NISN	PATH	5N1DR2MN7KC597525	SV2W	24570	12/15/2018	\$33,035
7RQCYK	2019	NISN	PATH	5N1DR2MN2KC597318	SV2W	23195	12/17/2018	\$33,035
7RL05Y	2019	NISN	PATH	5N1DR2MN6KC594860	SV2W	22729	11/30/2018	\$33,035
7RQQXY	2019	NISN	PATH	5N1DR2MNXXC595803	SV2W	21682	12/19/2018	\$33,035
7RDMJS	2019	NISN	PATH	5N1DR2MN4KC577054	SV2W	21043	9/28/2018	\$33,035
7SHFV5	2019	NISN	PATH	5N1DR2MNXXC643946	SV2W	19568	6/23/2019	\$33,035
7RWWHG	2019	NISN	PATH	5N1DR2MNXXC600417	SV2W	18881	12/17/2018	\$33,035
7RHFB4	2019	NISN	PATH	5N1DR2MN4KC595277	SV2W	18013	11/30/2018	\$33,035

7SHFV3	2019	NISN	PATH	5N1DR2MN2KC645304	SV2W	17699	6/23/2019	\$33,035
7SP83J	2019	NISN	PATH	5N1DR2MN2KC644119	SV2W	17140	6/21/2019	\$33,035
7SK9NF	2019	NISN	PATH	5N1DR2MN4KC631615	SV2W	15032	5/31/2019	\$33,035
7SHFV4	2019	NISN	PATH	5N1DR2MN9KC645428	SV2W	13879	6/23/2019	\$33,035
7S9HDC	2019	NISN	PATH	5N1DR2MN7KC633083	SV2W	11429	5/24/2019	\$33,035
7S9GXD	2019	NISN	PATH	5N1DR2MNXXKC633661	SV2W	11245	5/24/2019	\$33,035
7SH7XK	2019	NISN	PATH	5N1DR2MN7KC632273	SV2W	10516	5/30/2019	\$33,035
7SHY7D	2019	NISN	PATH	5N1DR2MN6KC635553	SV2W	9992	6/6/2019	\$33,035
7SPWR2	2019	NISN	PATH	5N1DR2MN1KC644497	SV2W	7536	6/27/2019	\$33,035
7R2TF4	2019	NISN	PATH	5N1DR2MM9KC591667	SV4W	29315	11/14/2018	\$34,603
7RCSMH	2019	NISN	PATH	5N1DR2MM4KC580656	SV4W	27355	9/21/2018	\$34,603
7RDMKR	2019	NISN	PATH	5N1DR2MM8KC578747	SV4W	26392	9/28/2018	\$34,603
7RX34P	2019	NISN	PATH	5N1DR2MM1KC579982	SV4W	23689	9/27/2018	\$34,603
7RX59P	2019	NISN	PATH	5N1DR2MM3KC580048	SV4W	23435	9/27/2018	\$34,603
7RX26R	2019	NISN	PATH	5N1DR2MMXXKC581861	SV4W	22780	9/27/2018	\$34,603
7RX22N	2019	NISN	PATH	5N1DR2MMXXKC580046	SV4W	22504	9/26/2018	\$34,603
7RGDTN	2019	NISN	PATH	5N1DR2MM0KC581125	SV4W	18278	10/14/2018	\$34,603
7RX19N	2019	NISN	PATH	5N1DR2MM8KC578540	SV4W	16116	9/26/2018	\$34,603
7RDFJX	2019	NISN	PATH	5N1DR2MM4KC581483	SV4W	12488	9/28/2018	\$34,603
7RH2MW	2019	TOYO	HIGH	5TDZARFH0KS042089	4C2W	12086	10/18/2018	\$29,650
7S6WPH	2020	CHEV	SUB1	1GNSCHKCXL159184	1TN2	12288	9/10/2019	\$52,620
7SKWRV	2020	CHEV	TAHO	1GN5CBKXC155987	7TN2	11382	9/6/2019	\$52,394
7S7XHG	2020	CHEV	TAHO	1GNSKBKC1L163284	7TN4	9325	9/10/2019	\$55,220
7SGH3T	2020	DODG	DURA	1C4SDHCT8LC119208	1RT2	7335	9/30/2019	\$44,943
7TTKMP	2020	DODG	DURA	1C4SDHCT8LC228283	1RT2	4166	12/9/2019	\$44,943
7TFDGO	2020	DODG	DURA	1C4SDJCTXLC205174	1RT4	11454	11/11/2019	\$47,067
7TG4SK	2020	DODG	DURA	1C4SDJCT7LC262013	1RT4	8575	2/3/2020	\$47,067
7T2DLK	2020	DODG	DURA	1C4SDJCT1LC253341	6AR4	4053	1/28/2020	\$50,475
7T5TCK	2020	DODG	DURA	1C4SDJCTXLC253337	6AR4	2323	2/4/2020	\$50,475
7SBKGR	2020	DODG	DURA	1C4RDHDGXL119193	GTP2	11176	9/12/2019	\$39,001
7T2PPS	2020	DODG	DURA	1C4RDHDG5LC213322	GTP2	8149	11/22/2019	\$39,001
7SGB9N	2020	DODG	DURA	1C4RDHDG5LC119179	GTP2	7758	9/30/2019	\$39,001
7T2LPF	2020	DODG	DURA	1C4RDHDG6LC213345	GTP2	7653	11/25/2019	\$39,001
7SDH36	2020	DODG	DURA	1C4RDHDG9LC119184	GTP2	7379	9/30/2019	\$39,001
7TKXN1	2020	DODG	DURA	1C4RDHDG6LC204399	GTP2	5763	11/16/2019	\$39,001
7T9YVR	2020	DODG	DURA	1C4RDHDG9LC260059	GTP2	5251	2/6/2020	\$39,001
7T1QTK	2020	DODG	DURA	1C4RDHDG9LC259235	GTP2	4375	2/6/2020	\$39,001
7TS8BF	2020	DODG	DURA	1C4RDHDG7LC258942	GTP2	2668	2/10/2020	\$39,001
7TQ3CL	2020	DODG	DURA	1C4RDHDG8LC258917	GTP2	2613	2/13/2020	\$39,001
7TFPHT	2020	DODG	DURA	1C4RDHDG8LC213248	GTP2	2044	1/17/2020	\$39,001
7T92TW	2020	DODG	DURA	1C4RDHDG9LC259512	GTP2	1987	3/4/2020	\$39,001
7TQX6N	2020	DODG	DURA	1C4RDHDG7LC258925	GTP2	1672	3/3/2020	\$39,001
7SFR9G	2020	DODG	DURA	1C4RDHDG7LC119202	GTP2	1511	9/30/2019	\$39,001
7TBW6H	2020	DODG	DURA	1C4RDHDG5LC258910	GTP2	1253	3/10/2020	\$39,001
7TQ93S	2020	DODG	DURA	1C4RDHDG8LC259520	GTP2	596	3/11/2020	\$39,001
7T1TXF	2020	FORD	EXPL	1FMSK7FH7LGB75622	LMT2	2937	2/5/2020	\$46,690
7T1TTH	2020	FORD	EXPL	1FMSK7FH6LGB75630	LRW2	7127	2/4/2020	\$49,452
7TFQLB	2020	FORD	EXPL	1FMSK7FHXLGB75632	LRW2	976	1/29/2020	\$49,452
7T8B44	2020	NISN	PATH	5N1DR2DN6LC590440	PLT2	8402	12/9/2019	\$41,125

7TKNJ4	2020	NISN	PATH	5N1DR2DN3LC586832	PLT2	7004	11/4/2019	\$41,125
7TMM1L	2020	NISN	PATH	5N1DR2DN0LC589915	PLT2	6980	12/11/2019	\$41,125
7TR3XQ	2020	NISN	PATH	5N1DR2DN0LC601562	PLT2	5352	2/5/2020	\$41,125
7T7C48	2020	NISN	PATH	5N1DR2DN6LC591118	PLT2	4894	12/9/2019	\$41,125
8CDGFJ	2020	NISN	PATH	5N1DR2DNXLC612505	PLT2	2984	3/13/2020	\$41,125
8CT28D	2020	NISN	PATH	5N1DR2DN3LC601359	PLT2	1773	3/4/2020	\$41,125
8CT35D	2020	NISN	PATH	5N1DR2DN6LC610136	PLT2	994	3/4/2020	\$41,125
7TQTJY	2020	NISN	PATH	5N1DR2DM2LC588823	PLT4	9611	11/14/2019	\$42,693
7T2G57	2020	NISN	PATH	5N1DR2CN9LC576761	SL2W	13789	9/29/2019	\$36,643
7TR904	2020	NISN	PATH	5N1DR2CN5LC589765	SL2W	8973	12/3/2019	\$36,643
7TJ71F	2020	NISN	PATH	5N1DR2CN8LC585581	SL2W	8880	10/27/2019	\$36,643
7TLGW4	2020	NISN	PATH	5N1DR2CN8LC587010	SL2W	8007	11/4/2019	\$36,643
7TY760	2020	NISN	PATH	5N1DR2CN3LC591725	SL2W	7038	12/5/2019	\$36,643
7TNMRX	2020	NISN	PATH	5N1DR2CN2LC591585	SL2W	6677	11/23/2019	\$36,643
7TNMTK	2020	NISN	PATH	5N1DR2CN0LC591150	SL2W	6247	11/23/2019	\$36,643
7T3X83	2020	NISN	PATH	5N1DR2CN4LC577185	SL2W	5825	10/3/2019	\$36,643
7TNF3G	2020	NISN	PATH	5N1DR2CN2LC594373	SL2W	5765	12/11/2019	\$36,643
8CT21D	2020	NISN	PATH	5N1DR2CN2LC611754	SL2W	5549	3/4/2020	\$36,643
7TMK3H	2020	NISN	PATH	5N1DR2CN8LC590313	SL2W	5379	12/10/2019	\$36,643
7T84RR	2020	NISN	PATH	5N1DR2CN8LC584074	SL2W	5139	10/23/2019	\$36,643
8CVGPB	2020	NISN	PATH	5N1DR2CN6LC595493	SL2W	4891	12/8/2019	\$36,643
7TKNH7	2020	NISN	PATH	5N1DR2CN5LC587031	SL2W	4255	11/4/2019	\$36,643
7T5C03	2020	NISN	PATH	5N1DR2CN6LC589662	SL2W	3862	12/6/2019	\$36,643
7T2G61	2020	NISN	PATH	5N1DR2CN6LC578483	SL2W	3399	9/29/2019	\$36,643
7THWWT	2020	NISN	PATH	5N1DR2CNXLC595559	SL2W	2852	12/24/2019	\$36,643
7TDQWW	2020	NISN	PATH	5N1DR2CN7LC596121	SL2W	2786	1/3/2020	\$36,643
8CDGFK	2020	NISN	PATH	5N1DR2CN9LC612514	SL2W	1962	3/13/2020	\$36,643
8CT65C	2020	NISN	PATH	5N1DR2CNXLC607399	SL2W	1926	3/4/2020	\$36,643
7TJ72F	2020	NISN	PATH	5N1DR2CN2LC585513	SL2W	1687	10/27/2019	\$36,643
8CT10D	2020	NISN	PATH	5N1DR2CN8LC610172	SL2W	1340	3/4/2020	\$36,643
7TPNHY	2020	NISN	PATH	5N1DR2CN2LC611818	SL2W	1295	3/11/2020	\$36,643
7TR9QP	2020	NISN	PATH	5N1DR2CMXLC604137	SL4W	6036	2/3/2020	\$38,212
7TY688	2020	NISN	PATH	5N1DR2CM8LC593431	SL4W	5769	12/6/2019	\$38,212
7TR9QQ	2020	NISN	PATH	5N1DR2CM8LC604069	SL4W	5288	2/3/2020	\$38,212
7T9B60	2020	NISN	PATH	5N1DR2CM5LC592298	SL4W	5184	12/8/2019	\$38,212
7TX4TT	2020	NISN	PATH	5N1DR2CM3LC602780	SL4W	5027	2/4/2020	\$38,212
7TX1RH	2020	NISN	PATH	5N1DR2CM3LC603346	SL4W	4599	2/4/2020	\$38,212
7T4C37	2020	NISN	PATH	5N1DR2CM7LC593047	SL4W	4151	12/6/2019	\$38,212
7TOD32	2020	NISN	PATH	5N1DR2CMXLC590644	SL4W	3520	12/6/2019	\$38,212
7TR5QQ	2020	NISN	PATH	5N1DR2CM2LC604116	SL4W	2900	2/3/2020	\$38,212
7TJM4Y	2020	NISN	PATH	5N1DR2CM6LC605074	SL4W	2701	2/23/2020	\$38,212
7T2G60	2020	NISN	PATH	5N1DR2BN9LC578317	SV2W	10320	9/29/2019	\$33,283
7T7M85	2020	NISN	PATH	5N1DR2BN0LC577993	SV2W	7488	10/1/2019	\$33,283
7T2G58	2020	NISN	PATH	5N1DR2BN7LC577764	SV2W	6057	9/29/2019	\$33,283
7T3G62	2020	NISN	PATH	5N1DR2BN5LC576080	SV2W	2114	9/30/2019	\$33,283
7T7M86	2020	NISN	PATH	5N1DR2BN1LC578487	SV2W	617	10/1/2019	\$33,283
7S8R1T	2020	NISN	PATH	5N1DR2BM8LC577117	SV4W	11249	9/25/2019	\$34,852
7SQ4NW	2020	TOYO	SIEN	5TDYZ3DC1LS028079	8XLE	21714	6/3/2019	\$35,555
7SRS26	2020	TOYO	SIEN	5TDYZ3DC3LS036927	8XLE	16581	8/9/2019	\$35,555

7SXP65	2020	TOYO	SIEN	5TDYZ3DC2LS036983	8XLE	16264	8/9/2019	\$35,555
7SXPTL	2020	TOYO	SIEN	5TDYZ3DC4LS034359	8XLE	13269	7/19/2019	\$35,555
7SM1QB	2020	TOYO	SIEN	5TDYZ3DC6LS033553	8XLE	12857	7/19/2019	\$35,555
7SFM54	2020	TOYO	SIEN	5TDYZ3DC2LS044811	8XLE	11967	9/16/2019	\$35,555
7SFQ02	2020	TOYO	SIEN	5TDYZ3DC8LS044604	8XLE	11741	9/16/2019	\$35,555
7SK5P8	2020	TOYO	SIEN	5TDYZ3DC3LS029783	8XLE	11713	6/19/2019	\$35,555
7SGG21	2020	TOYO	SIEN	5TDYZ3DC2LS044940	8XLE	11563	9/16/2019	\$35,555
7SSF57	2020	TOYO	SIEN	5TDYZ3DC6LS036985	8XLE	11268	8/9/2019	\$35,555
7T3P14	2020	TOYO	SIEN	5TDYZ3DC2LS049717	8XLE	11236	10/1/2019	\$35,555
7TKX7J	2020	TOYO	SIEN	5TDYZ3DC4LS061402	8XLE	9956	12/10/2019	\$35,555
7SQS60	2020	TOYO	SIEN	5TDYZ3DC3LS036703	8XLE	9901	8/9/2019	\$35,555
7T9V08	2020	TOYO	SIEN	5TDYZ3DC1LS048784	8XLE	8444	10/2/2019	\$35,555
7TCW23	2020	TOYO	SIEN	5TDYZ3DC6LS049865	8XLE	7070	10/10/2019	\$35,555
7TWSS3	2020	TOYO	SIEN	5TDYZ3DC6LS054936	8XLE	6942	11/9/2019	\$35,555
7T8HPQ	2020	TOYO	SIEN	5TDYZ3DC3LS063786	8XLE	6295	1/21/2020	\$35,555
7THBBG	2020	TOYO	SIEN	5TDYZ3DC0LS063339	8XLE	6005	1/12/2020	\$35,555
7TNK3D	2020	TOYO	SIEN	5TDYZ3DC7LS061992	8XLE	5026	12/11/2019	\$35,555
7TNK4H	2020	TOYO	SIEN	5TDYZ3DC8LS062293	8XLE	4823	12/11/2019	\$35,555
7T1MYX	2020	TOYO	SIEN	5TDYZ3DC6LS063359	8XLE	3935	1/15/2020	\$35,555
7TTJVB	2020	TOYO	SIEN	5TDYZ3DC7LS060065	8XLE	3863	12/4/2019	\$35,555
7TTWJR	2020	TOYO	SIEN	5TDYZ3DC0LS056262	8XLE	3595	11/20/2019	\$35,555
7T8GXB	2020	TOYO	SIEN	5TDYZ3DC6LS063698	8XLE	3188	1/22/2020	\$35,555
8CT97G	2020	TOYO	SIEN	5TDYZ3DC8LS067056	8XLE	2895	3/4/2020	\$35,555
7TYNS9	2020	TOYO	SIEN	5TDYZ3DC9LS067485	8XLE	2450	3/4/2020	\$35,555
7TXV8	2020	TOYO	SIEN	5TDYZ3DC6LS067850	8XLE	1712	3/4/2020	\$35,555
7TXVR0	2020	TOYO	SIEN	5TDYZ3DC8LS067803	8XLE	1570	3/8/2020	\$35,555
7TOJNC	2020	TOYO	SIEN	5TDYZ3DC2LS067876	8XLE	1391	3/6/2020	\$35,555