TAM Plan

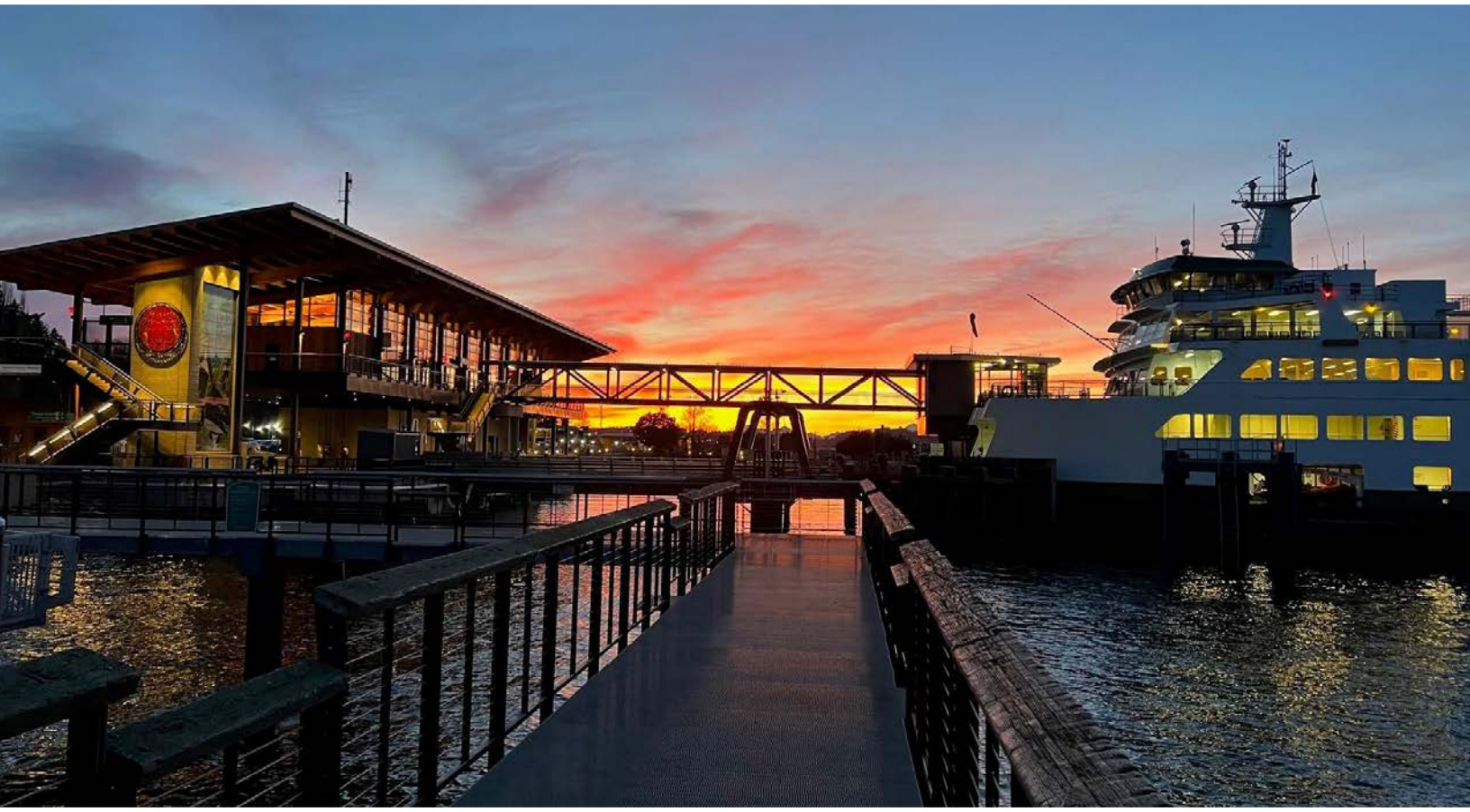
2026 Transit Asset Management Plan | *Washington State Ferries*

Washington State Ferries

WSDOT

John Vezina
Assistant Secretary
Washington State Ferries
Washington State Department of Transportation

September 2026











Communicating how WSF preserves vessel and terminal networks to achieve Federal goals.

Maintaining, preserving, and improving ferry system assets for our current and future generations.

EXECUTIVE SUMMARY

Washington State Ferries (WSF), a division of the Washington State Department of Transportation (WSDOT), has the challenging task of managing a complex transportation network that includes the marine highway system, serving more than 20 million passengers per year, traveling on a fleet of 21 vessels, from the system's 20 terminals. This network reflects the vibrant and diverse citizens of Washington State and serves to connect communities and families while supporting the state's world class economy.

Washington State has experienced significant growth in recent years, placing an increased strain on our aging infrastructure along with an added desire for capacity. Recognizing funding is a finite resource, asset management is a critical practice to ensure WSDOT's investments return the highest amount of benefit at the least amount of cost. Asset management is a fundamental component of the agency's *Strategic Plan* - Resilience framework which, balances investments to achieve and sustain a State of Good Repair for our existing transportation network against strategic system expansions that meet the need of added demand.

Prepared in accordance with 49 CFR § 625, this Transit Asset Management Plan (TAM Plan) outlines our asset management practices for vessel and terminal assets within a limited budget. It supports WSF efforts to manage capital asset performance, risks and costs over their lifecycles in order to provide safe, cost-effective and reliable public transportation. Our system is classified as a Tier 2 agency per the FTA criteria because we own less than 100 vehicles. This TAM Plan is effective immediately and will remain in effect until it is superseded by an updated plan in 2030.

Asset management has been, and will continue to be, a foundational piece of how we and our partners manage the transportation network. But most importantly, this TAM Plan supports WSDOT's vision of being the best in providing a resilient and integrated multi-modal transportation system that meets not only our current needs but provides the framework to meet transportation needs for generations to come.

Signature on file

John Vezina
Assistant Secretary, Washington State Ferries
Washington State Department of Transportation

TITLE VI, ADA, AND FURTHER INFORMATION

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Questions Regarding WSDOT's TAM Plan

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Statewide Transportation Asset Manager
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CHAPTER 1
INTRODUCTION

System Overview

Washington State Ferries (WSF) has an important role in the state's transportation system. It is a critical link in east-west highways carrying people and freight from one side of Puget Sound to the other. The Washington State Ferries marine highway system serves as the transportation backbone providing automobile, passenger, and vital commercial connections to the Olympic Peninsula, Puget Sound Island communities, and Canada. WSF serves business, commuters, and leisure travelers. A division of Washington State Department of Transportation (WSDOT), WSF operates ten ferry routes equivalent to 200 miles of highway bridges. WSF's system serves more than 20 million passengers annually over the routes that include travel on 21 auto-passenger vessels and the system's 20 terminals.[1] Exhibit 1 shows a map of this system. WSF includes routes on the National Highway System (NHS) as well as routes that are not, which are other principal routes including a trans-national link to Canada (currently suspended until 2030).[2]

Background

One key goal area in WSDOT's *Strategic Plan* is resilience, through which asset management is an important strategy. WSDOT utilizes asset management to build resilience and reduce vulnerabilities in the transportation system while proactively managing the preservation and maintenance of assets necessary to achieve and sustain a state of good repair.

Implementing effective asset management strategies supports WSF in project prioritization by selecting the appropriate preservation work at the right time to effectively manage agency assets and minimize life cycle costs. WSF's asset management planning reflects the costs and benefits of assets to lengthen their service life when used in conjunction with preservation activities and timely maintenance. To this end, WSF uses a risk-based life cycle management process for precisely timed preventative maintenance with the aim to extend the useful life of its assets and keep them operating effectively. This strategy helps defer costly rehabilitation or reconstruction projects.

Exhibit 1: The WSF System, Including Routes and Terminals.

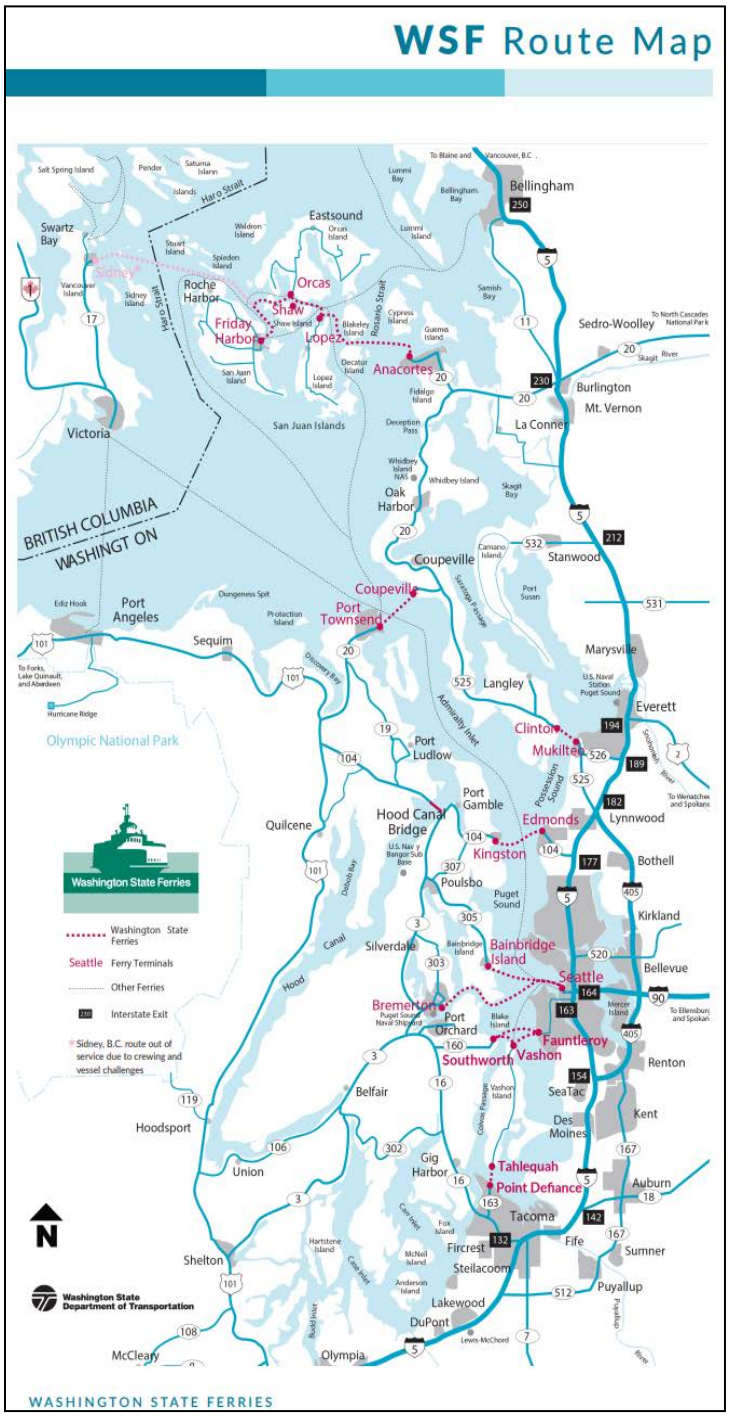


Exhibit Note: Source is from Washington State Ferries Route Map.

[1] Source: Washington State Ferries Fact Sheet
[2] Source: WSDOT National Highway System

This plan documents the strategic practices of operating, inspecting, maintaining, rehabilitating, and replacing WSF capital assets over a three-biennia period (2025-2027, 2027-2029, and 2029-2031 biennia), in effect from 2026-2030. The plan supports WSF's systemic efforts to manage capital asset performance, risks, and costs over their lifecycles to provide safe, cost-effective, and reliable public transportation. In short, this plan lays the foundation for sustained system reliability at Washington State Ferries.

This Transit Asset Management Plan documents current-state asset management processes while inventorying all required WSF assets, their condition, and a list of investments planned. In addition, this document identifies systems used to support WSF decisions on state of good repair (SOGR) activities. Through these activities, WSF is committed to taking a systematic and comprehensive approach to maturing transportation asset management.

As an agency that owns, operates, and manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. § 53 as a recipient or subrecipient, WSF is required to develop a transit asset management plan that includes the five following asset management elements:

- Performance Targets
- Asset Inventory
- Condition Assessment
- Decision-Support Tools
- Project-based Prioritization of Investments

Federal transit asset management requirements for Tier II transit agencies (WSDOT) are identified in Exhibit B of Appendix B, in this document.

CHAPTER 2
ANNUAL PERFORMANCE TARGETS

In 2012, MAP-21 mandated that FTA 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 CFR § 625 became effective on October 1, 2016 and established performance measures for each of the capital asset types (rolling stock, equipment, facilities, and infrastructure). For the WSF system, ferryboat vessels are defined by the FTA as rolling stock and WSF's terminals are defined as facilities.

In determining the performance measure for rolling stock, the Useful Life Benchmark (ULB) is utilized. ULB is the average number of years at which a vehicle would reach a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) 5 Point Asset Condition Rating Scale, assuming a standard maintenance schedule.[3] Under this scenario, TERM is run unconstrained (as with the Maintain and Improve Conditions Scenarios) with the replacement condition threshold set to 2.50 for all asset types.[4] Per the 2024 FTA Circular 5010.1F, the ULB for vessels with overhaul is at least 60 years. Additionally, the WA Office of Financial Management (OFM) current Washington State Administrative and Accounting Manual (Capital Asset Class and Location Code Tables section 30.50), assigns a useful life schedule (benchmark) for vehicle / passenger vessels (ferry boats) of 60 years.

Meeting a 60 year ULB represents maintenance of vessels in SOGR. For terminal facilities, the performance measure is percentage of terminals that are rated below condition 3 on the TERM scale. Exhibit 2 outlines WSF's annual performance targets based on best available data, FTA, and OFM direction.

Exhibit 2: Annual WSF Performance Targets by Asset Class.

Asset	Performance Target 2026
Vessels	95% < ULB
Terminals	0% lower than 3 on TERM scale

Exhibit Note: Vessel target based on recommended values in the FTA Circular 5010.1F; Terminal target source is from WSF Terminal Engineering Office and FTA TAM Performance Tool webpage.

[3] Source: FTA 2026 NTD Reporting Policy Manual.

[4] Source: TERM Federal User's Guide

CHAPTER 3
ASSET INVENTORY AND CONDITION

Capital Asset Inventory

The system is comprised of two FTA asset categories: rolling stock vessels and terminal facilities. WSDOT also uses the term "Roll on, Roll off" to describe vessels. WSF is responsible for managing 21 vessels and 20 terminals throughout the Puget Sound. A summary of vessel and terminal assets is included in Exhibit 3. A more detailed description of each asset can be found in the next section.

Exhibit 3: Asset Inventory Summary, Vessels and Terminals.

Asset	Count	Avg. Age	Avg. Active Fleet Mileage
Vessels			
Revenue Vehicles: - Ferryboat vessels	21	33.1	36,286
Terminals			
Facilities	20	56.0	N/A
Maintenance	1	54.0	N/A
Passenger Facilities	19	56.2	N/A

Exhibit Note: Source is from the National Transit Database; latest data available (2024) for Vessels and Terminals, published October 2025.

Detailed Asset Inventory and Condition Assessment

Vessels Inventory and Condition

To assess the condition of vessels, the ULB of 60 years is used for all vessel classes. The average age of WSF's vessels is 33.1 years old and one vessel, the Tillikum, exceeds its ULB. The performance target is to have 95% of WSF vessels below the ULB. Exhibit 4 lists each vessel and its condition details.[5]

Exhibit 4: Detailed Asset Inventory and Condition, Vessels.

Asset Name	Manufacture Year	Asset Category (Vessel Class)	Useful Life Benchmark (Yrs)	Active Fleet Mileage	Past Useful Life Benchmark?
Suquamish	2018	Olympic	60	48,335	No
Chimacum	2017	Olympic	60	47,452	No
Samish	2015	Olympic	60	54,996	No
Tokitae	2014	Olympic	60	32,280	No
Salish	2011	Kwa-di Tabil	60	16,164	No
Kennewick	2011	Kwa-di Tabil	60	31,330	No
Chetzemoka	2010	Kwa-di Tabil	60	24,884	No
Puyallup	1998	Jumbo Mark II	60	21,189	No
Wenatchee	1998	Jumbo Mark II	60	13,356	No
Tacoma	1997	Jumbo Mark II	60	69,123	No
Sealth	1982	Issaquah	60	23,588	No
Chelan	1981	Issaquah	60	33,303	No
Cathlamet	1981	Issaquah	60	30,141	No
Kittitas	1980	Issaquah	60	44,841	No
Kitsap	1980	Issaquah	60	29,766	No
Issaquah	1979	Issaquah	60	28,318	No
Spokane	1972	Jumbo	60	56,658	No
Kaleetan	1967	Super	60	41,245	No
Yakima	1967	Super	60	47,882	No
Walla Walla	1972	Jumbo	60	20,942	No
Tillikum	1959	Evergreen State	60	46,204	Yes

Exhibit Note: Source is from the National Transit Database; latest data available (2024), published October 2025; and FTA TAM Performance Tool webpage; Definitions for all reporting parameters can be found in the *National Transit Database 2026 Policy Manual*.

[5] Source is from FTA's *NTD Transit Agency Profiles (Washington State Ferries)* and *TAM Performance Tool* webpages.

Terminals Inventory and Condition

To assess the condition of terminals, FTA guidelines utilized the Federal Transit Economics Requirement Model (TERM) Scale. The TERM Scale is a five (5) category rating system used to describe the condition of an asset: 5 (4.8 – 5.0) Excellent, 4 (4.0 – 4.7) Good, 3 (3.0 – 3.9) Adequate, 2 (2.0 – 2.9) Marginal, 1 (1.0 – 1.9) Poor. Of the 20 facilities, ten are rated as 3 on the TERM scale, nine are rated as 4, and one is rated as 5. WSF's performance target is to have less than 5% rated lower than 3. Exhibit 5 outlines this scale and Exhibit 6 lists each facility and its condition details.[6] The reporting parameter "Year Built or Reconstructed as New," relates directly to FTA's TERM scale and is fully defined in the *National Transit Database 2026 Policy Manual.*

Exhibit 5: TERM Scale For Terminals Facility Condition Assessment.

Rating System Category	Description
5 (4.8 – 5.0)	Excellent: No visible defects, near-new condition.
4 (4.0 – 4.7)	Good: Some slightly defective or deteriorated components.
3 (3.0 – 3.9)	Adequate: Moderately defective or deteriorated components.
2 (2.0 – 2.9)	Marginal: Defective or deteriorated components in need of replacement.
1 (1.0 – 1.9)	Poor: Seriously damaged components in need of immediate repair.

Exhibit Note: Source is from 49 CFR § 625.5, FTA TAM Performance Measures Fact Sheet, and Transit Economic Requirements Model (TERM) Federal User Guide.

Exhibit 6: Detailed Asset Inventory and Condition, Terminals.

Asset Name	Asset Category	Year Built or Reconstructed as New	TERM Scale Condition Rating
Eagle Harbor Ferry Maintenance Facility	Maintenance	1970	3
Edmonds Ferry Terminal Facility	Passenger Facilities	1971	3
Fauntleroy Ferry Terminal Facility	Passenger Facilities	1957	3
Friday Harbor Ferry Terminal Facility	Passenger Facilities	1968	4
Kingston Ferry Terminal Facility	Passenger Facilities	1968	4
Lopez Island Ferry Terminal Facility	Passenger Facilities	1964	3
Mukilteo Ferry Terminal Facility	Passenger Facilities	2021	5
Orcas Island Ferry Terminal Facility	Passenger Facilities	1959	4
Point Defiance Ferry Terminal Facility	Passenger Facilities	1958	4
Port Townsend Ferry Terminal Facility	Passenger Facilities	1982	3
Seattle Ferry Terminal Facility	Passenger Facilities	1938	4
Shaw Island Ferry Terminal Facility	Passenger Facilities	1955	4
Southworth ferry Terminal	Passenger Facilities	1957	3
Tahlequah Ferry Terminal Facility	Passenger Facilities	1958	4
Vashon Island Ferry Terminal Facility	Passenger Facilities	1957	3
Anacortes Ferry Terminal Facility	Passenger Facilities	1955	3
Bainbridge Island Ferry Terminal Facility	Passenger Facilities	1972	4
Bremerton Ferry Terminal Facility	Passenger Facilities	1980	3
Clinton Ferry Terminal Facility	Passenger Facilities	1990	4
Coupeville Ferry Terminal Facility	Passenger Facilities	1979	3

Exhibit Note: Source is from the National Transit Database; latest data available (2024), published October 2025; and FTA TAM Performance Tool webpage; Definitions for all reporting parameters can be found in the *National Transit Database 2026 Policy Manual.*

[6] Source is from FTA's *TAM Performance Tool* webpage, *49 CFR § 625.5*, *FTA TAM Performance Measures Fact Sheet*, and *Transit Economic Requirements Model (TERM) Federal User Guide*.

CHAPTER 4
ASSET INVESTMENTS

The following Exhibit 7 summarizes priority investments for vessels and terminals at the asset class level in dollars. Priority investments are developed using the decision support tools discussed previously, ranked by biennium, and projected for 6 years. Only investments for vessel and terminal funded projects over $10,000 are included. Detailed project lists for each asset class are provided in Exhibit A of Appendix A, within this document.

Exhibit 7: Summary of Vessel and Terminal Asset Investments.

Asset Class	Priority Biennium (2025-2027)	Priority Biennium (2027-2029)	Priority Biennium (2029-2031)	Total
Proposed Investments in $				
Vessels	626,369,000	825,743,000	505,289,000	1,957,401,000
Terminals	385,305,000	209,151,000	214,282,000	808,738,000

Exhibit Note: Sourced from the WSDOT TEIS database system, version 26LEGCOR for Vessels (W2) and Terminals (W1).

CHAPTER 5
ASSET MANAGEMENT SYSTEMS AND ANALYSES

To make investment decisions, WSF manages its asset data using the Enterprise Asset Management (EAM) software, vessel Lifecycle Cost Model, Asset Management Model, and other preservation data. EAM is used primarily for maintenance data. The Lifecycle Cost Model is used primarily for preservation data. In addition, WSF financial data is managed in the agency's enterprise financial management systems. Asset operational performance data is captured in the agency's Automated Operations Support System (AOSS) application and On-Time Performance Tool. Several other tools are used infrequently.

Vessels Systems and Analyses

Automated Operations Support System

The Automated Operations Support System (AOSS) is a database for information on ferry operations. The system tracks employees who work on vessels and monitors various vessel information such as the number of trips, vessel miles traveled, cancellations, etc. The application is also used to track the reasons for trip delays and cancellations.

Enterprise Asset Management

Enterprise Asset Management (EAM) software full implementation began in 2024, replacing the previous system. EAM is a cloud-hosted Enterprise Asset Management system delivered via a Software as a Service (SaaS) model. The SaaS model ensures WSF has access to the most current version of EAM with system updates provided by the vendor. The new EAM system is capable of measuring all key metrics for asset and equipment performance which allows identification and performance of maintenance and preservation activities that are fiscally responsible, reliability-centered, and evidence-based. Detailed information about equipment and maintenance history is recorded by employees performing the work then made available to maintainers and managers through EAM's dashboard accessing key performance indicators, metrics, and reports.

EAM is used by managers and employees across WSF to support maintenance workflow management, purchasing, warehouse & spare parts management, and Life Cycle Cost Modeling. The maintenance program analyst serves as the EAM system administrator and has an expanded role in data analysis due to the additional data captured. The EAM system is also used to request, plan, schedule, and document work performed on WSF vessels and terminals by Eagle Harbor Maintenance crews, Vessel Engine and Deck personnel, Terminal Department, Safety Department, contractors, and vendors. WSF's Purchasing and Warehouse Departments use EAM to procure and manage parts, providing full visibility from the initial request through the time a part is placed into service. Life Cycle Cost Modeling is an important new capability of EAM that brings together maintenance data, condition assessments, and investment planning into one system used by vessel engineering for capital investment planning.

Vessels Lifecycle Cost Model

The vessel Lifecycle Cost Model (LCCM) is a capital budget development tool. It is an Excel-based tool used to record the expected lifecycle and associated costs of each vessel system listed in the model. It is also used to record the results of asset inspections, which are performed every two years. The output of the LCCM is a high-level forecast of capital funding requirements and a snapshot of fleet condition by vessel or LCCM work category. A condition rating matrix was developed using remaining useful life (the probability factor) and the consequence factor described above to determine an item or system's overall condition rating.

The LCCM breaks each vessel asset down into approximately 200 inventory items, each with a unique inventory ID number. The inventory item listing is similar for each vessel and consists of vessel systems and major equipment. There is no structured asset hierarchy within the inventory item listing, but they are grouped by vessel and by work category. There are 21 vessels and 8 work categories shown in Exhibit 8.

Exhibit 8: Vessels Lifecycle Cost Model Work Categories.

Category	Description
1	Communication, navigation and lifesaving equipment
2	Major mechanical and electrical systems
3	Passenger and crew spaces
4	Piping Replacement
5	Propulsion System
6	Security
7	Steel Replacement
8	Structural Preservation (Paint)

Exhibit Note: Source is from WSF Vessel Engineering & Maintenance Department.

Other Vessel Preservation Data

Vessel asset stewards maintain several additional spreadsheets to record inspection data. These include:

- Hull, Deck and Bulkhead steel thickness.
- Bilge and void inspection results.
- Topside paint.
- Dry-docking reports that include inspection data for underwater hull paint, rudders, propeller hubs, propulsion shafting, and the cathodic protection system.
- Sewage Tanks.
- Potable Water Tanks.
- Engine Hour data.
- Propulsion generator and motor data.

Terminals Systems and Analyses

Terminals Asset Management Model

The WSF Terminal Engineering Asset Management Model (AMM) is a tool to aid Terminal Engineering in prioritizing projects for preservation. This tool also provides a method to evaluate different methods of preservation, such as refurbishment, partial refurbishment, or replacement. Inputs into the model include:

- **Condition of an asset.**
  Based on inspection reports.
- **Use of an asset.**
  Some terminals have more traffic than other terminals; some assets within a terminal see more traffic than other assets within a terminal.
- **The likelihood of failure of an asset.**
  Risks due to such factors as storms or wind, likelihood of mechanical or electrical failure, vessel impact, scour, sea level rise, or seismic risk.
- **Consequence of failure of an asset.**
  This includes the impact to the traveling public of an asset/ terminal being out of service, including the length of time an asset is out of service.
- **Maintenance costs.**
- **Capital costs for replacement or refurbishment of an asset.**

The output result from the model is the optimal replacement timing in each year for each asset, along with a benefit-cost calculation for assets that are at the end of useful life. The model is updated as assets are improved and condition ratings change.

WSF Public Dashboard

The *Ferries Accountability and Service Data* webpage provides key information on terminal assets and terminal-related ferry trip cancellations. For project prioritization, Terminal Engineering uses best available data as well as information from events that have led to a loss of trips or delays. Such analyses help in prioritizing projects for the future design of terminal systems and how to mitigate the occurrence of such events in the future.

APPENDIX A
PROPOSED INVESTMENTS
Detailed Project Lists
Ferries Priority Investments

Prioritized investments for WSF vessels and terminals are provided in Exhibit A, ordered in the table by "6-Yr Total" $ values for funded projects over $10,000, and ranked by biennium.

Exhibit A: Proposed Investments For WSF Vessel and Terminal Assets.

Project Title	Priority Biennium (2025 – 2027)	Priority Biennium (2027 – 2029)	Priority Biennium (2029 – 2031)	6-Yr Total	Asset Class	WSDOT Funding Sub-Program
Prioritized Investments in $						
Kingston Tml Improvement	79,000	0	0	79,000	Terminals	W1
WSF/IT EFS Preservation	126,000	0	0	126,000	Terminals	W1
Globe Fleetwatch Application and AIS Replacement	136,000	0	0	136,000	Vessels	W2
Lopez Tml Improvement	144,000	0	0	144,000	Terminals	W1
Coupeville (Keystone) Tml Improvement	186,000	0	0	186,000	Terminals	W1
WSF/Systemwide - Ladder Safety	37,000	213,000	0	250,000	Terminals	W1
MV Tokitae Improvement	0	300,000	461,000	761,000	Vessels	W2
MV Samish Improvement	0	300,000	461,000	761,000	Vessels	W2
Anacortes Tml Improvement	195,000	272,000	314,000	781,000	Terminals	W1
Edmonds Tml Improvement	807,000	0	0	807,000	Terminals	W1
Ferries Schedule System Replacement	788,000	100,000	100,000	988,000	Vessels	W2
ORCA Card Next Generation	1,641,000	0	0	1,641,000	Terminals	W1
WSF/Systemwide - Credit Card Security Enhancement Project	2,163,000	0	0	2,163,000	Terminals	W1
Primavera Project Management System	728,000	750,000	772,000	2,250,000	Terminals	W1
Mukilteo Tml Improvement	4,400,000	0	0	4,400,000	Terminals	W1
ADA Visual Paging Project	5,102,000	0	0	5,102,000	Vessels	W2

Project Title	Priority Biennium (2025 – 2027)	Priority Biennium (2027 – 2029)	Priority Biennium (2029 – 2031)	6-Yr Total	Asset Class	WSDOT Funding Sub-Program
Prioritized Investments in $						
WSF Terminal Wait Times Traveler Information System	4,903,000	5,000,000	0	9,903,000	Terminals	W1
Eagle Harbor Maint Facility Improvement	2,000	6,836,000	7,807,000	14,645,000	Terminals	W1
Americans with Disabilities Act (ADA) Emergent needs	5,000,000	5,000,000	5,000,000	15,000,000	Terminals	W1
WSF/Systemwide - Dispatch System Replacement	15,316,000	0	0	15,316,000	Terminals	W1
WSF / Systemwide - Ticketing and Reservation System Modernization	6,471,000	4,759,000	4,465,000	15,695,000	Terminals	W1
Vessel Conversions MAW	17,285,000	0	0	17,285,000	Vessels	W2
Eagle Harbor Preservation Capacity Expansion	1,935,000	5,000,000	12,415,000	19,350,000	Vessels	W2
Vessel Project Support	8,147,000	8,508,000	8,884,000	25,539,000	Vessels	W2
Terminal Project Support	11,072,000	10,981,000	11,472,000	33,525,000	Terminals	W1
Clinton Tml Improvement	3,135,000	11,468,000	25,937,000	40,540,000	Terminals	W1
WSF/Administrative Support - Allocated to W2	12,693,000	14,935,000	13,496,000	41,124,000	Vessels	W2
Terminal Electrification MAW	145,815,000	29,404,000	40,823,000	216,042,000	Terminals	W1
Terminal Preservation	183,085,000	134,468,000	117,692,000	435,245,000	Terminals	W1
Vessel Preservation	282,162,000	220,645,000	220,645,000	723,452,000	Vessels	W2
Hybrid Electric Vessel Construction	298,121,000	575,955,000	248,827,000	1,122,903,000	Vessels	W2

Exhibit Note: Sourced from the WSDOT TEIS database system, version 26LEGCOR for Vessels (W2) and Terminals (W1).

APPENDIX B
REQUIRED ELEMENTS

Federal Requirements and Corresponding TAM Plan Sections

To support TAM Plan review by FTA, as well as WSDOT's own management review; Exhibit B summarizes Required Elements specified in the FTA publication *Am I In Compliance With The Final Rule?*, and corresponding sections of the TAM Plan addressing those requirements.

Exhibit B: Required Elements and Corresponding TAM Plan Content Locations.

Required Elements[2]	Indicators TAM Plan Meets Element Requirements[2]	Chapter Reference[1]	Where Is It Met in TAM Plan?[1]
49 CFR § 625.29 (a)	Do I have a TAM plan that covers a four-year period?	Signed Executive Summary and Chapter 1	Yes, page i and 2. This document serves as the TAM plan for the next four years (2026-2030).
49 CFR § 625.29 (c)	Was the TAM plan updated within the last four years?	All	Yes. This plan is current, updated September 2026.
49 CFR § 625.25(b)	Do I have a TAM plan that includes all of the required elements, including:		
49 CFR § 625.25(b)(1)	An asset inventory for all assets used in the provision of public transportation	Chapter 3	Yes, pages 4-5
49 CFR § 625.25(b)(2) *49 CFR § 625.41*	A condition assessment of all assets in my asset inventory for which I have direct capital responsibility.	Chapter 3	Yes, pages 4-5
49 CFR § 625.33 *49 CFR § 625.25(b)(4)*	An investment prioritization that: Ranks projects to improve or manage the state of good repair over the horizon period, Includes all capital assets for which I have direct capital responsibility, and Is at the asset class level.	Chapter 4 and Appendix A	Yes, pages 6, 9-10
49 CFR § 625.25 (b)(3)	Did I document the analytical processes and decision support tools used in developing my TAM plan?	Chapter 5	Yes, pages 7-8

Required Elements[2]	Indicators TAM Plan Meets Element Requirements[2]	Chapter Reference[1]	Where Is It Met in TAM Plan?[1]
49 CFR § 625 Subpart D	Do I have documentation that I calculated performance for the following:		
	Equipment (non-revenue service vehicles): the percentage of those vehicles that have either met or exceeded their ULB for all assets for which I have direct capital responsibility.	N/A	N/A
	Rolling Stock (revenue vehicles): the percentage of revenue vehicles by vehicle type that have either met or exceeded their ULB for all assets for which I have direct capital responsibility.	Chapter 2 and Chapter 3	Yes, pages 3-5
	Infrastructure (rail fixed-guideway, track, signals, and systems): the percentage of track segments with performance restrictions for all assets for which I have direct capital responsibility.	N/A	N/A
	Facilities: the percentage of facilities within an asset group rated below condition 3 on the TERM scale for all assets for which I have direct capital responsibility. Condition assessments have been conducted within the last four years.	Chapter 2 and Chapter 3	Yes, pages 3-5
49 CFR § 625 Subpart D	Do I have documentation that I set performance targets annually to project the following fiscal year for the following:		
	Equipment	N/A	N/A
	Rolling Stock	Chapter 2	Yes, page 3
	Infrastructure	N/A	N/A
	Facilities	Chapter 2	Yes, page 3
49 CFR § 625.45(c)	Did my Accountable Executive approve the performance targets?	Signed Executive Summary	Yes
49 CFR § 625.45 (e)	Did I make my TAM plan, any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report available to the State and/ or MPO that provides my funding?	N/A	N/A

Exhibit Notes:
1) Source is from WSDOT's CPDM Office, who is responsible for submitting TAM Plan content to FTA.
2) Source is from FTA's October 2021 document entitled *Am I In Compliance With The Final Rule?* and 49 CFR § 625.

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