

# 2022 TIER II GROUP TRANSIT ASSET MANAGEMENT PLAN

## MPO PERFORMANCE MEASURES GUIDANCE

### Background

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a Transit Asset Management (TAM) plan. Transit agencies can fulfill this requirement through an individual or group plan. A group plan is designed to collect TAM information about groups (typically smaller sub-recipients of 5311 or 5307 federal grant programs).

TAM requirements and eligibility is split into two tiers based on the size of a transit agency's vehicle fleet. The criteria for each tier are shown in Figure 1.

**Figure 1. Tier I and Tier II Agency Providers**

Tier I	Tier II
Operates rail	Subrecipient of 5311 funds
<b>OR</b>	<b>OR</b>
≥ 101 vehicles across all fixed route modes	American Indian Tribe
<b>OR</b>	<b>OR</b>
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes
	<b>OR</b>
	≤ 100 vehicles in one non-fixed route mode

**Important Dates**  
 TAM Adoption Date: **10/1/ 2022**  
 MPOs update TIP/CLRP: **3/30/2023**

In Virginia, the Department of Rail and Public Transportation (DRPT) sponsors a [Tier II Group TAM Plan](#) that covers 33 transit agencies in Virginia (see Attachment 1 for a list of participating agencies).

The following larger agencies maintain their own Tier I TAM Plans:

- Hampton Roads Transit (HRT)
- Greater Richmond Transit Company (GRTC)
- Potomac and Rappahannock Transportation Commission (PRTC)
- Virginia Railway Express (VRE)

DRPT published a new [FFY22 Virginia Group Tier II Transit Asset Management Plan](#) on October 1, 2022, after The Plan was adopted by the 33 transit agencies who were eligible to participate in the plan.

The plan includes a detailed inventory of capital transit assets (vehicles and facilities). A condition assessment of these inventoried assets along with a discussion of decision support tools and investment prioritization.

The TAM plan was developed from asset information provided by each participating transit agency. To facilitate the TAM planning process transit agencies are required to maintain asset inventory data statewide TransAM database. Information in the database is required to be updated twice annually (July 15 and January 15).

DRPT prioritizes State capital assistance provided to transit agencies via the [MERIT Capital Assistance Program](#). The MERIT program is guided by a project prioritization process for capital needs that allows DRPT to allocate and assign limited resources to projects and investments identified as the most critical. The prioritization process is designed to favor projects that:

- Achieve the statewide policy objective of maintaining a state of good repair of existing assets and;
- Have the greatest impact on the provision of public transportation services throughout the state.

Over the plans, the 4-year planning horizon DRPT will provide MPOs with revised TAM performance Targets after October 1 of each calendar year. Each year MPOs will need to update the TAM performance Target table(s) in the TIP/CLRP to reflect the new targets.

## TAM Plan Data

In addition to the plan, DRPT is making TAM inventory data available through the [DRPT Open Data Portal](#). The [TAM section](#) allows MPOs to review TAM Plan inventor data by MPO area or transit agency. The Open data portal provides access to current TAM Plan performance targets by asset type and asset class.

## MPO Role in TAM

### 1. Background

With the publication of the FFY22 Tier II Group TAM Plan on October 1, 2022, MPOs have 180-days (from October 1, 2022) to update their planning documents to reflect the newly published TAM performance targets (Figure 1).

MPOs can use the targets developed for the Group TAM Plan or develop their own regionally specific targets. DRPT is providing MPOs with the Group TAM Plan targets and template language to facilitate the TIP/CLRP update process.

DRPT is providing a form letter that MPOs should use to notify DRPT of their intent to adopt the Statewide Tier II TAM targets.

When adopting the TAM targets MPOs should review their Public Participation Plan to determine the exact procedures for modifying the TIP. MPOs may be able to update targets and TAM language using the TIP modification procedures versus a full TIP amendment

Note: DRPT only provides the statewide targets for agencies participating in the Tier II Group Plan. Large, Tier I transit agencies are responsible for developing their own TAM Plans. If an MPO has a Tier I transit agency within its MPO area coordination should happen between the MPO and the transit agency.

## 2. TAM Target Setting

*An MPO may use the language below in their TIP. Replace the appropriate highlighted text with relevant references.*

The National Transit Asset Management System Final Rule (49 U.S.C 625) specifies four performance measures, which apply to four TAM asset categories: equipment, rolling stock, infrastructure, and facilities. Figure A describes each of these measures.

**Figure A: TAM Performance Measures by Asset Category**

Asset Category	Relevant Assets	Measure	Measure Type	Desired Direction
Equipment	Service support, maintenance, and other non-revenue vehicles	Percentage of vehicles that have met or exceeded their ULB	Age-based	Minimize percentage
Rolling Stock	Buses, vans, and sedans; light and heavy rail cars; commuter rail cars and locomotives; ferry boats	Percentage of revenue vehicles that have met or exceeded their ULB	Age-based	Minimize percentage
Infrastructure	Fixed guideway track	Percentage of track segments with performance (speed) restrictions, by mode	Performance-based	Minimize percentage
Facilities	Passenger stations, parking facilities, administration and maintenance facilities	Percentage of assets with condition rating lower than 3.0 on FTA TERM Scale	Condition-based	Minimize percentage

FTA = Federal Transit Administration. TAM = Transit Asset Management. TERM = Transit Economic Requirements Model. ULB = Useful Life Benchmark.

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)**—“The expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.” For example, FTA’s default ULB of a bus is 14 years.
- **FTA Transit Economic Requirements Model (TERM) Scale**—A rating system used in FTA’s TERM to describe asset conditions. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

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- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, Or has 101 vehicles or more in one non-fixed route mode.

- A Tier II agency is a subrecipient of FTA 5311 funds, or is an American Indian Tribe, or has 100 or fewer vehicles across all fixed route modes, or has 100 vehicles or less in 1 non-fixed route mode.

**Tier I Language (Optional for MPOs with Tier I agencies only) do not include if you only have a Tier II agency participating in the Group Plan.**

For Tier I providers, any Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018, will comply with the TAM Plans developed by the Tier I transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole. The performance measurements and targets for Tier I plans can be found in each agency’s individual TAM plan. Within the MPO NAME the TRANSPORTATION AGENCY NAME is a Tier 1 provider, as such TRANSPORTATION AGENCY NAME is responsible for the development of its TAM Plan. TRANSPORTATION AGENCY NAME TAM Plan was completed on DATE. It can be found here: LINK and is included in the Table below. The MPOs planning process integrates the goals, objectives, performance measures, and targets described in the plan into its planning and programming process.

**Table:** Insert Tier 1 Measures and targets by asset class.

**Tier II Group Plan language**

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The MPO NAME programs federal transportation funds for TRANSPORTATION AGENCY NAME(S). TRANSPORTATION AGENCY NAME(S) is a Tier II agency participating in the DRPT-sponsored group TAM Plan. The MPO has integrated the goals, measures, and targets described in the [Federal Fiscal Year 2022-2025 Virginia Group Tier II Transit Asset Management Plan](#) into the MPO’s planning and programming process. Performance targets for the Tier II Group TAM Plan are included in the table below.

**Table1: TAM Targets for rolling stock and facilities: Percentage of Revenue Vehicles that have met or exceeded their ULB by Asset Type.**

Asset Category - Performance Measure	Asset Class	FFY2022
<b>Revenue Vehicles</b>		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	5%
	BU - Bus	15%
	CU - Cutaway	10%
	MV-Minivan	20%
	BR - Over-the-Road Bus	15%
	VN - Van	20%
<b>Equipment</b>		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	30%
	Trucks and other Rubber Tire Vehicles	30%

<b>Facilities</b>		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative Facilities	10%
	Maintenance Facility	10%
	Passenger Facilities	15%
	Parking Facilities	10%

## Attachment 1: Tier II Group Plan Participants 2022

Transit Service	MPO area (if any)
AASC/Four County Transit	
Bay Aging/Bay Transit	HRTPO
CSPDC/BRITE Transit Service	SAWMPO
City of Bristol/Bristol Virginia Transit	Bristol TN/VA MPO
Charlottesville Area Transit	CAMPO
City of Harrisonburg	HRMPO
City of Petersburg/Petersburg Area Transit	Tri Cities
City of Radford/Radford Transit	NRVMPO
City of Suffolk/Suffolk Transit	HRTPO
City of Winchester/Win Tran	WinFred
Danville Transit System	
District Three Public Transit/Mountain Lynx Transit	Bristol TN/VA MPO
Farmville Area Bus	
Fredericksburg Regional Transit	FRED
Greater Lynchburg Transit Company	CVMPO
Greater Roanoke Transit Company/Valley Metro	RVTPO
Greensville-Emporia Transit	
JAUNT, Inc.	CAMPO
Lake Country Area Agency on Aging	
Loudoun County Transit	TPB
Mountain Empire Older Citizens, Inc.	
NVTC- Arlington County/Arlington Transit	TPB
NVTC- City of Alexandria/Alexandria Transit Company (DASH)	TPB
Pulaski Area Transit	
RADAR/Unified Human Services Transportation Systems, Inc.	RVTPO
STAR Transit	
Town of Altavista	
Town of Blacksburg	NRVMPO
Blackstone Areas Bus System	
Town of Bluefield/Graham Transit	
Town of Chincoteague/Pony Express	
Virginia Regional Transit	
Williamsburg Area Transit Authority	HRTPO

## Information and Resources

Additional information and guidance is available on FTAs Transit Asset Management website:  
<https://www.transit.dot.gov/TAM>

FTA TAM planning factsheet:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Planning%20for%20TAM%20fact%20sheet.pdf>

DRPT TAM page:

<https://drpt.virginia.gov/guidelines-and-requirements/transit-asset-management-plan/>

DRPT TAM Open Data Portal Site:

<https://data.drpt.virginia.gov/stories/s/FY2022-2025-TAM-Plan/h9nh-b94p>