

## Memorandum

**To:** MPO Committee Members  
**From:** Sandy Shackelford, Director of Planning & Transportation  
**Date:** January 18, 2023  
**Reference:** Charlottesville-Albemarle MPO Performance Targets

### Purpose:

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act, MAP-21, signed into law in 2012, established requirements for states to develop performance measures that would align with nationally established performance goals and be used to direct resources in projects that support the achievement of the national goals, which are listed below.

*Table 1. National Performance Goals*

Goal area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The U.S. Secretary of Transportation, in consultation with States, MPOs and other stakeholders, establishes performance measures in the following areas:

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS

- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

Within one year of the DOT final rule on the established performance measures, States must establish their performance targets in support of those measures. Within 180 days of the States' establishment of their targets, MPOs are required to also establish performance targets that support the State and National targets where applicable.

### **Background:**

In establishing the MPO's performance targets, the MPO is committing to pursuing projects and objectives that support the adopted targets. Because VDOT maintains the majority of the transportation infrastructure and sets priorities for ongoing infrastructure maintenance and repair and establishes the prioritization process for approving new transportation infrastructure, the MPO has historically adopted the state's targets. The targets are developed using a data-driven process.

### ***Safety Performance Targets***

The safety targets are established annually. Based on the projected safety outcomes developed using the state's model-based approach, the targets that the state has set indicate that the number of fatalities will continue to increase and that the number of serious injuries will show a very minor decline, reflecting almost stagnant change from previous years.

In response to these anticipated outcomes, the Commonwealth Transportation Board has adopted aspirational performance goals reflecting the stated goals of the 2022-2026 Strategic Highway Safety Plan of reducing fatalities and serious injuries by two percent per year and directing the Office of Intermodal Planning & Investment, VDOT, and the Department of Motor Vehicles to evaluate and identify actionable strategies to improve safety performance and evaluate how such strategies will help to achieve the aspirational safety performance goals.

VDOT has provided a workbook to assist the MPOs in understanding the local trends in developing and establishing safety targets. Regardless of the safety target that is adopted for the Charlottesville-Albemarle MPO area, prioritizing projects that promote safe travel has been and will continue to be of the utmost importance. The MPO continues to pursue projects that will promote safe travel through our regional network, and is actively seeking resources to establish local strategies to establish a more comprehensive approach in improving safety outcomes such as the submission of a Safe Streets and

Roads for All Grant and through coordination with the state’s Highway Safety Improvement Program to better understand and respond to factors that contribute to unsafe outcomes.

Table 2. Safety Performance Targets showing difference in expected outcomes between existing local trends and statewide trends.

Safety Performance Targets	Adopted 2-year State Targets (2023)	CA-MPO 2023 Projections Based on Trends	CA-MPO 2023 Projections with State Targets
Percentage change fatalities	3.69%	-0.30%	3.69%
Number of fatalities	1012	9	10
Fatality rate	1.216	0.76	0.854
Percentage change serious injuries	-0.52%	-5.80%	-0.52%
Number of serious injuries	7465	108	121
Serious injury rate	8.971	9.204	10.265
Percentage change non-motorized fatalities + serious injuries		-1.20%	-0.86%
Number of non-motorized fatalities + serious injuries		13	13
<p>Numbers in <b>red</b> indicate the actual targets that would be adopted based on the MPO adopting the state’s established safety performance targets.</p> <p>Numbers in <b>green</b> indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect more localized trends.</p>			

### Infrastructure Condition and System Performance Targets

The Infrastructure Condition and System Performance targets are established for a four-year performance period and includes bridge and pavement condition, as well as highway and freight reliability. Because the Charlottesville-Albemarle MPO is not in a non-containment area, the air quality and traffic congestion measures are not currently applicable to us.

Table 3. Asset and System Condition Targets

Asset and System Conditions Targets	CA-MPO 2021 Actual	Adopted 4-year State Targets (2025)	Proposed CA-MPO Targets
Percentage of deck area of bridges in good condition (NBI on NHS)	10.8	25.1	25.1
Percentage of deck area of bridges in poor condition (NBI on NHS)	7.8	3.6	3.6
Percentage of pavement in good condition (Interstate)	73.5	45	45
Percentage of pavement in poor condition (Interstate)	0	3	3

Percentage of pavement in good condition (NHS)	28.7	25	25
Percentage of pavement in poor condition (NHS)	0.1	5	5
Percentage of person-miles traveled that are reliable (Interstate)	100	85	85
Percentage of person-miles traveled that are reliable (Non-Interstate NHS)	90.7	88	88
Truck travel time reliability index (Interstate)	1.15	1.64	1.64

### **Transit Asset Management Targets**

The Department of Rail and Public Transportation (DRPT) has provided guidance on the establishment of Transit Asset Management performance targets, and you can refer to the background information included in your packet for additional information. For smaller transit agencies such as the ones operating in the CA-MPO area, DRPT sponsors a Tier II Asset Management Plan that establishes statewide performance measures in the required categories explained in Table 4.

*Table 4. TAM Performance Measures by Asset Category*

<b>Asset Category</b>	<b>Relevant Assets</b>	<b>Measure</b>	<b>Measure Type</b>	<b>Desired Direction</b>
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

The Tier II Group Plan targets are listed in Table 5.

Table 5. 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%

**Recommendation:**

It is the staff recommendation that the CA-MPO Policy Board adopts the state performance targets in all categories to include Safety, Infrastructure Condition and System Performance, and Transit Asset Management.

The MPO Technical Committee recommended adoption of the state-established targets for Infrastructure Condition, System Performance, and Transit Asset Management, and recommended adopting Safety Performance Targets based on regional trends as shown in green text on Table 2, understanding that the regional initiatives are still largely driven by the statewide approach to addressing safety factors.

If there are any questions or comments, please contact Sandy Shackelford at [sshackelford@tjpd.org](mailto:sshackelford@tjpd.org).



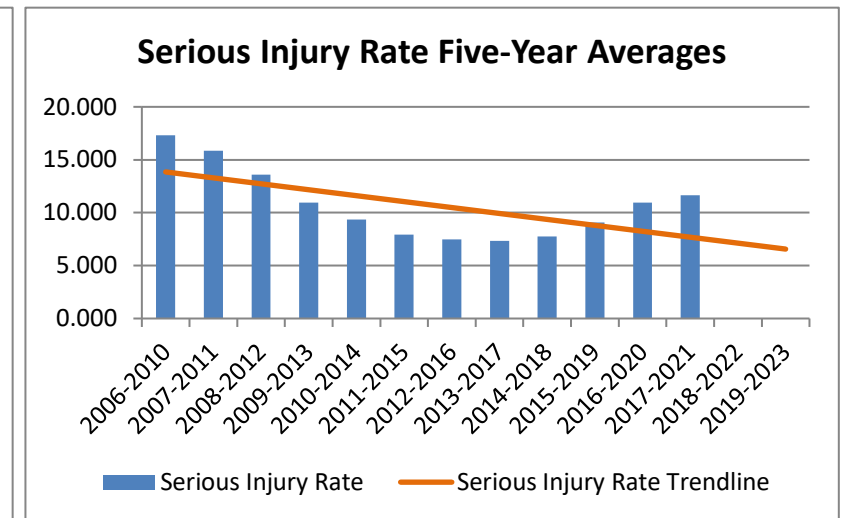
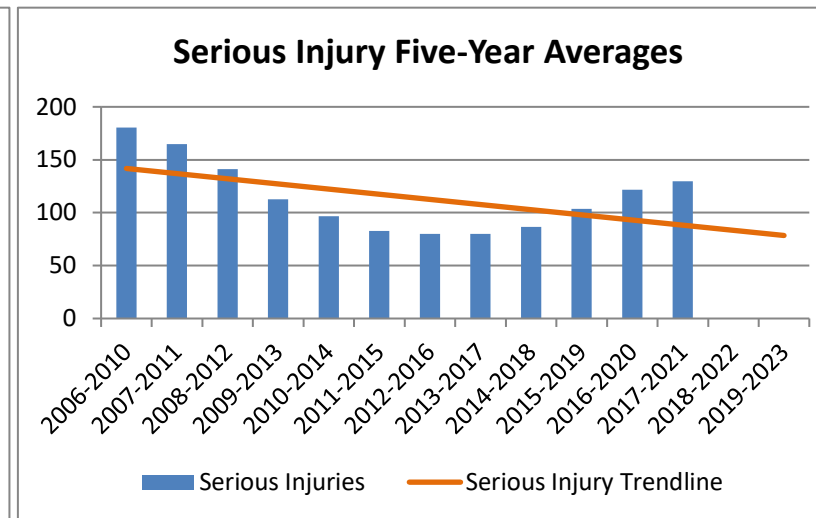
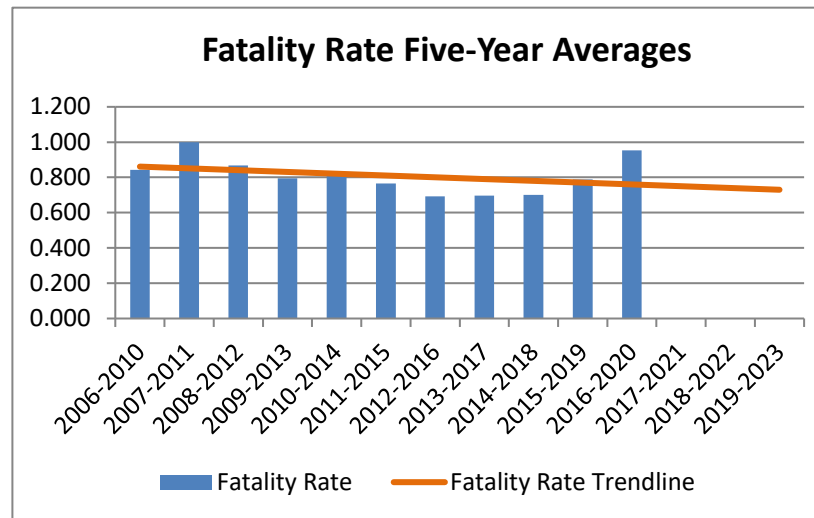
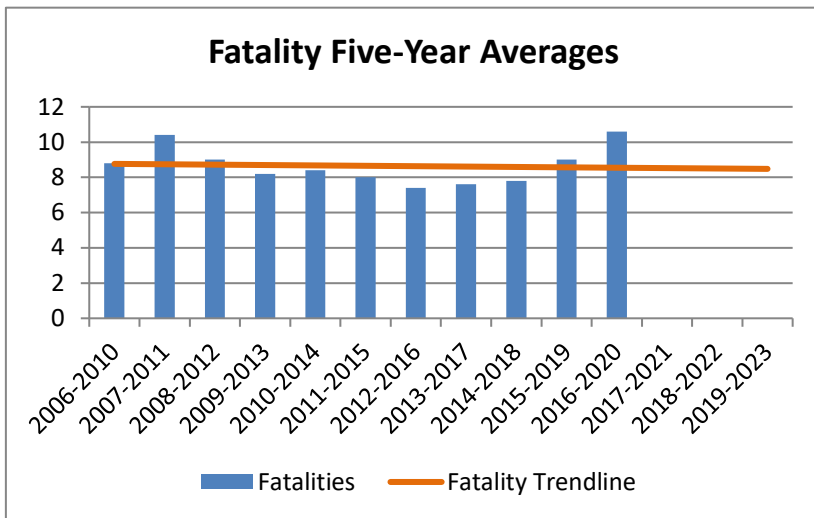
**Directions:**

View data in tables and graphs. Set goal percent changes and resulting targets in **yellow cells**.

[Click here for more information.](#)

Historical Crash Data	Crash Year	FARS Non-Motorist Fatal People											VMT (100 Million)	
		FARS Fatal People	A People	B People	C People	Persons Injured	K Crash	A Crash	B Crash	C Crash	PDO Crash	Injury Crashes		
<p><b>Notes:</b></p> <p>The Fatality Analysis Reporting System (FARS), created by the National Highway Traffic Safety Administration (NHTSA), is used to report fatalities. FARS data is available through 2020.</p> <p>The Department of Motor Vehicles (DMV) crash data is used to report injury (Types A, B, and C) and property damage only (PDO) crashes. DMV data is available through 2021.</p> <p>All fatality and injury totals are based on the most recent MPO boundary.</p>	2006	4	0	175	127	489	791	6	123	93	332	1,356	548	10.4
	2007	13	1	212	124	427	763	12	147	92	294	1,220	533	10.5
	2008	10	1	235	207	706	1,148	9	184	156	475	1,704	815	10.6
	2009	7	2	138	217	627	982	5	116	171	409	1,311	696	10.3
	2010	10	2	143	209	598	950	11	121	168	397	1,418	686	10.4
	2011	12	1	96	222	612	930	9	78	184	385	1,512	647	10.2
	2012	6	1	93	505	350	948	7	80	369	227	1,607	676	10.4
	2013	6	2	94	650	242	986	7	72	477	124	1,623	673	10.2
	2014	8	1	57	673	211	941	6	51	481	55	1,571	587	10.3
	2015	8	0	74	713	189	976	9	56	513	40	1,570	609	11.0
	2016	9	2	81	664	155	900	8	68	495	40	1,626	603	11.4
	2017	7	0	93	630	181	904	5	80	482	46	1,542	608	11.6
	2018	7	0	127	251	745	1,123	8	113	202	514	1,401	829	11.4
	2019	14	2	143	259	829	1,231	13	128	213	543	1,455	884	11.6
2020	16	4	165	186	818	1,169	13	149	154	515	946	818	9.6	
2021	--	--	121	237	993	1,351	14	111	198	585	1,069	894	11.6	

Calculated Five-Year Averages	Five-Year Period	Fatalities	% Change	Fatality Rate	% Change	Serious Injuries	% Change	Serious Injury Rate	% Change
<p><b>Notes:</b></p> <p>This table contains the five-year averages based on the historical crash data. Fatality data is available up through the 2016-2020 five-year period. Serious injury data is reported up through the 2017-2021 five-year period.</p>	2006-2010	9	--	0.843	--	181	--	17.299	--
	2007-2011	10	18.2%	1.000	18.6%	165	-8.7%	15.843	-8.4%
	2008-2012	9	-13.5%	0.867	-13.3%	141	-14.4%	13.582	-14.3%
	2009-2013	8	-8.9%	0.795	-8.3%	113	-20.0%	10.942	-19.4%
	2010-2014	8	2.4%	0.814	2.4%	97	-14.4%	9.364	-14.4%
	2011-2015	8	-4.8%	0.766	-5.9%	83	-14.3%	7.932	-15.3%
	2012-2016	7	-7.5%	0.693	-9.5%	80	-3.6%	7.477	-5.7%
	2013-2017	8	2.7%	0.697	0.5%	80	0.0%	7.319	-2.1%
	2014-2018	8	2.6%	0.700	0.4%	86	8.3%	7.754	5.9%
	2015-2019	9	15.4%	0.789	12.7%	104	19.9%	9.082	17.1%
	2016-2020	11	17.8%	0.953	20.8%	122	17.6%	10.952	20.6%
	2017-2021	--	--	--	--	130	6.6%	11.637	6.3%



Projected Five-Year Average Based on Historical Trendline	Description	2021	2022	2023	Average Percent Change*
<b>Notes:</b> This table projects the five-year average for future years based on the historical trendline.	<b>Fatalities</b>	9	9	8	-0.3%
	<b>Fatality Rate</b>	0.750	0.740	0.730	-1.4%
	<b>Serious Injuries</b>	88	83	78	-5.8%
	<b>Serious Injury Rate</b>	7.682	7.121	6.561	-7.9%

\*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2021 to 2023

Goal Percent Changes	Description	Statewide Goal Percent Change	MPO Goal Percent Change
<b>Instructions:</b> Enter a goal percent change in the yellow cells. The goals will be used to develop the 2023 MPO safety targets in coordination with historical data in the table below. The statewide goal percent changes are provided for reference. The MPO may adopt the statewide goal percent changes if desired.	<b>Fatalities</b>	3.69%	<b>3.69%</b>
	<b>Serious Injuries</b>	-0.52%	<b>-0.52%</b>
	<b>VMT</b>	0.77%	<b>0.77%</b>

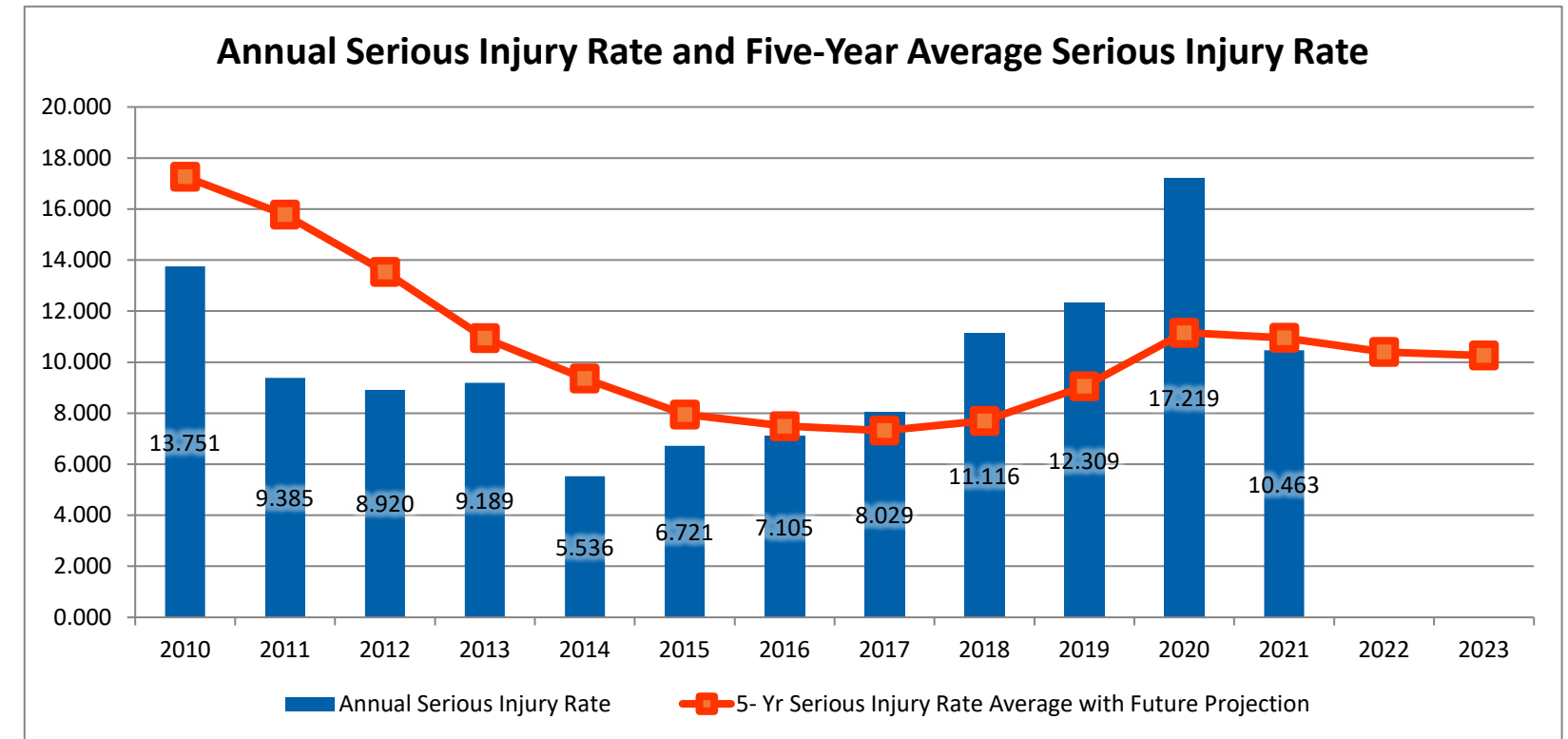
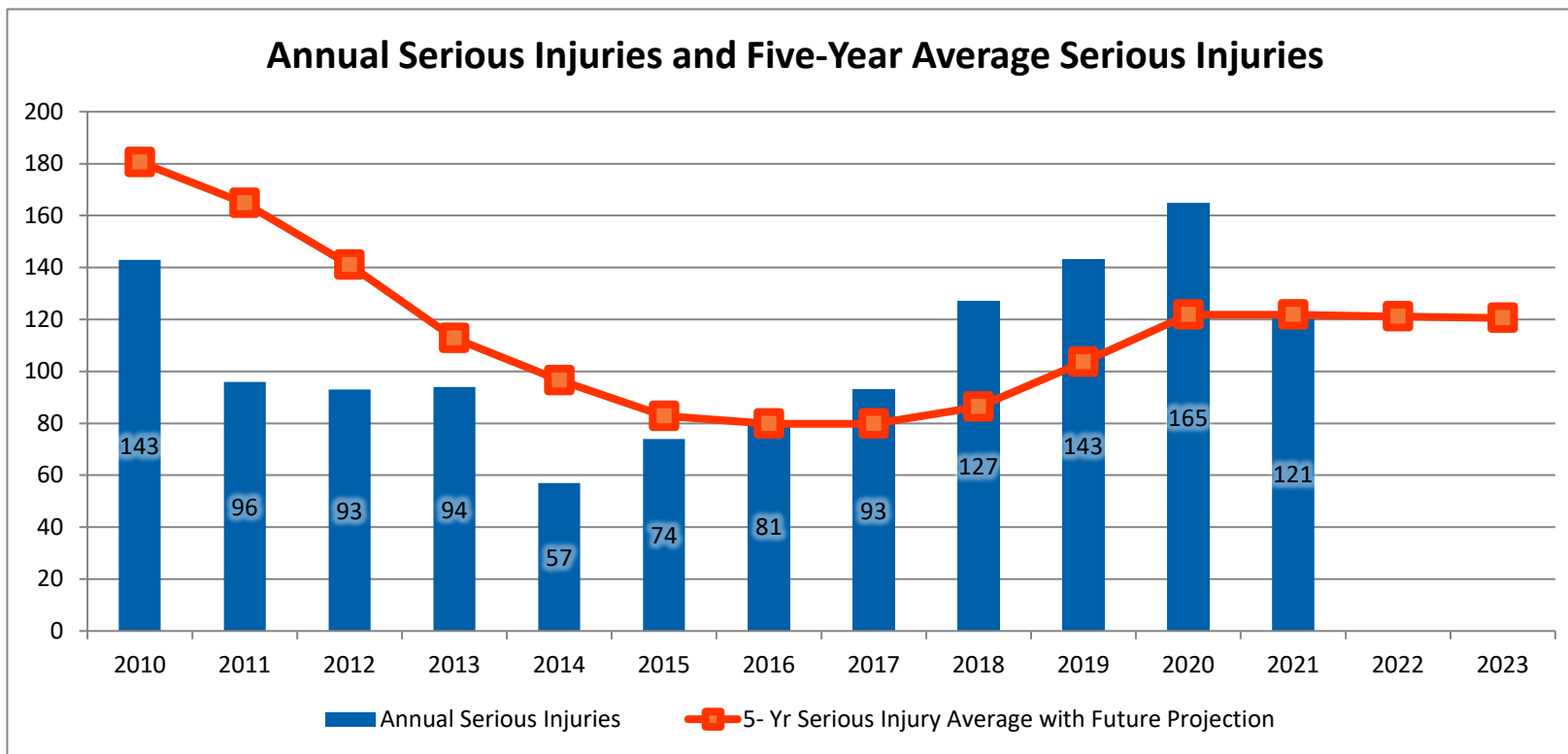
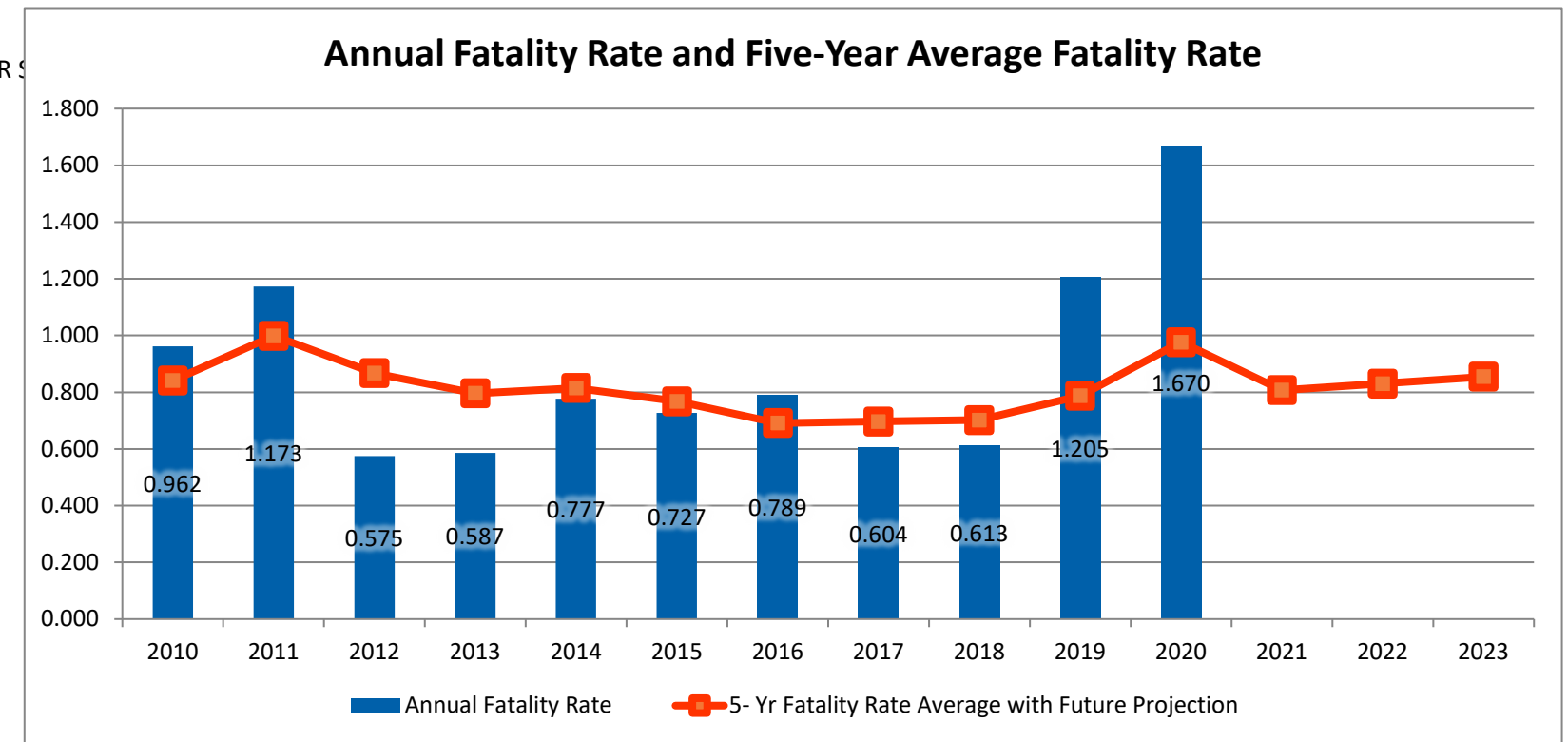
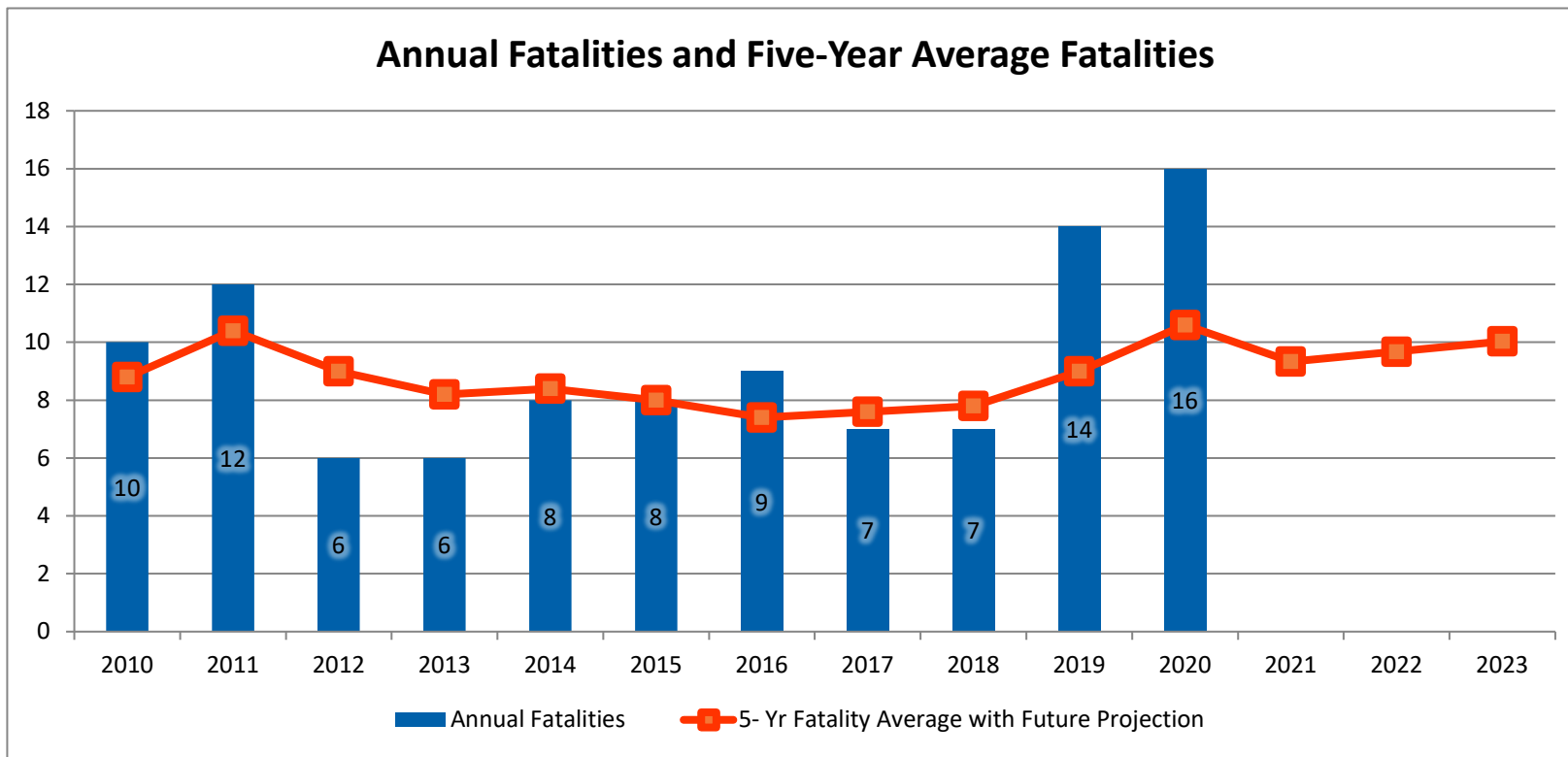
\*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2021 to 2023

Projected Five-Year Average Based on Goal Percent Changes and Projected VMT Change	Description	2021	2022	2023
<b>Instructions:</b> This table projects the five-year average for future years based on the most recent five-year averages and the goal percent changes. Graphs for this data are shown in the <i>Graphs_Fatal_SI</i> tab.	<b>VMT (100 Million)*</b>	11.56	11.65	11.74
	<b>Fatalities</b>	9	10	10
	<b>Fatality Rate</b>	0.807	0.830	0.854
	<b>Serious Injuries*</b>	122	121	121
	<b>Serious Injury Rate*</b>	10.952	10.398	10.265

\*Historical data provided for 2021. Projections reported for 2022-2023

2023 MPO Targets	Description	2023
<b>Instructions:</b> Once goal percent changes have been agreed upon, enter the resulting 2023 five-year average target values (from the table above).	<b>Fatalities</b>	<b>10</b>
	<b>Fatality Rate</b>	<b>0.854</b>
	<b>Serious Injuries</b>	<b>121</b>
	<b>Serious Injury Rate</b>	<b>10.265</b>









**Directions:**

View data in tables and graphs. Set goal percent changes and resulting targets in **yellow cells**.

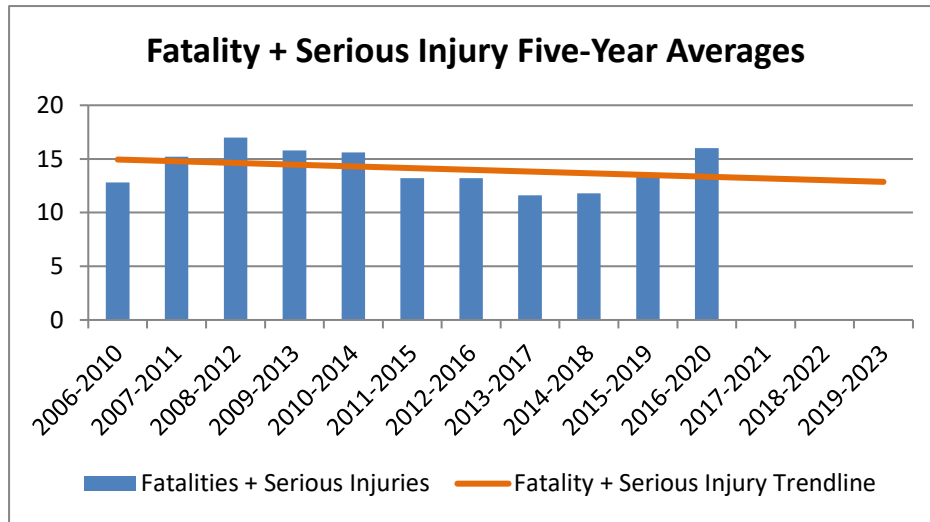
[Click here for more information.](#)

Historical Crash Data															
Crash Year	FARS Fatal People	FARS Non-Motorist Fatal People	Non-Motorist A People	Non-Motorist B People	Non-Motorist C People	Non-Motorist Persons Injured	Non-Motorist K Crash	Non-Motorist A Crash	Non-Motorist B Crash	Non-Motorist C Crash	Non-Motorist PDO Crash	Non-Motorist Injury Crashes	VMT (100 Million)	K+A Non-Motorist People	
2006	4	0	3	6	1	10	1	3	5	1	0	9	10.4	3	
2007	13	1	9	6	1	16	1	9	5	1	1	15	10.5	10	
2008	10	1	20	19	18	57	1	19	19	15	0	53	10.6	21	
2009	7	2	10	15	19	44	2	11	15	14	0	40	10.3	12	
2010	10	2	16	32	24	72	2	16	31	24	0	71	10.4	18	
2011	12	1	14	38	21	73	1	14	38	20	0	72	10.2	15	
2012	6	1	18	41	21	80	1	19	40	16	1	75	10.4	19	
2013	6	2	13	48	9	70	2	12	48	8	0	68	10.2	15	
2014	8	1	10	54	4	68	1	10	50	4	1	64	10.3	11	
2015	8	0	6	49	2	57	1	6	49	2	2	57	11.0	6	
2016	9	2	13	34	4	51	2	11	30	4	1	45	11.4	15	
2017	7	0	11	47	4	62	0	11	45	3	2	59	11.6	11	
2018	7	0	16	17	24	57	0	16	17	24	0	57	11.4	16	
2019	14	2	17	25	11	53	2	17	25	11	0	53	11.6	19	
2020	16	4	15	16	11	42	4	15	16	11	0	42	9.6	19	
2021	--	--	12	12	12	36	4	12	12	10	0	34	11.6	--	

**Notes:**  
 The Fatality Analysis Reporting System (FARS), created by the National Highway Traffic Safety Administration (NHTSA), is used to report fatalities. FARS data is available through 2020.  
 The Department of Motor Vehicles (DMV) crash data is used to report injury (Types A, B, and C) and property damage only (PDO) crashes. DMV data is available through 2021.  
 All fatality and injury totals are based on the most recent MPO boundary.

Calculated Five-Year Averages							
Five-Year Period	Fatalities	% Change	Serious Injuries	% Change	Fatalities + Serious Injuries	% Change	
2006-2010	1	--	12	--	13	--	
2007-2011	1	16.7%	14	19.0%	15	18.8%	
2008-2012	1	0.0%	16	13.0%	17	11.8%	
2009-2013	2	14.3%	14	-9.0%	16	-7.1%	
2010-2014	1	-12.5%	14	0.0%	16	-1.3%	
2011-2015	1	-28.6%	12	-14.1%	13	-15.4%	
2012-2016	1	20.0%	12	-1.6%	13	0.0%	
2013-2017	1	-16.7%	11	-11.7%	12	-12.1%	
2014-2018	1	-40.0%	11	5.7%	12	1.7%	
2015-2019	1	33.3%	13	12.5%	13	13.6%	
2016-2020	2	100.0%	14	14.3%	16	19.4%	
2017-2021	--	--	14	-1.4%	--	--	

**Notes:**  
 This table contains the five-year averages based on the historical crash data. Fatality data is available up through the 2016-2020 five-year period. Serious injury data is reported up through the 2017-2021 five-year period.



Projected Five-Year Average Based on Historical Trendline	Description	2021	2022	2023	Average Percent Change
<b>Notes:</b> This table projects the five-year average for future years based on the historical trendline.	<b>Non-Motorized Fatalities + Serious Injuries</b>	13	13	13	-1.2%

\*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2021 to 2023

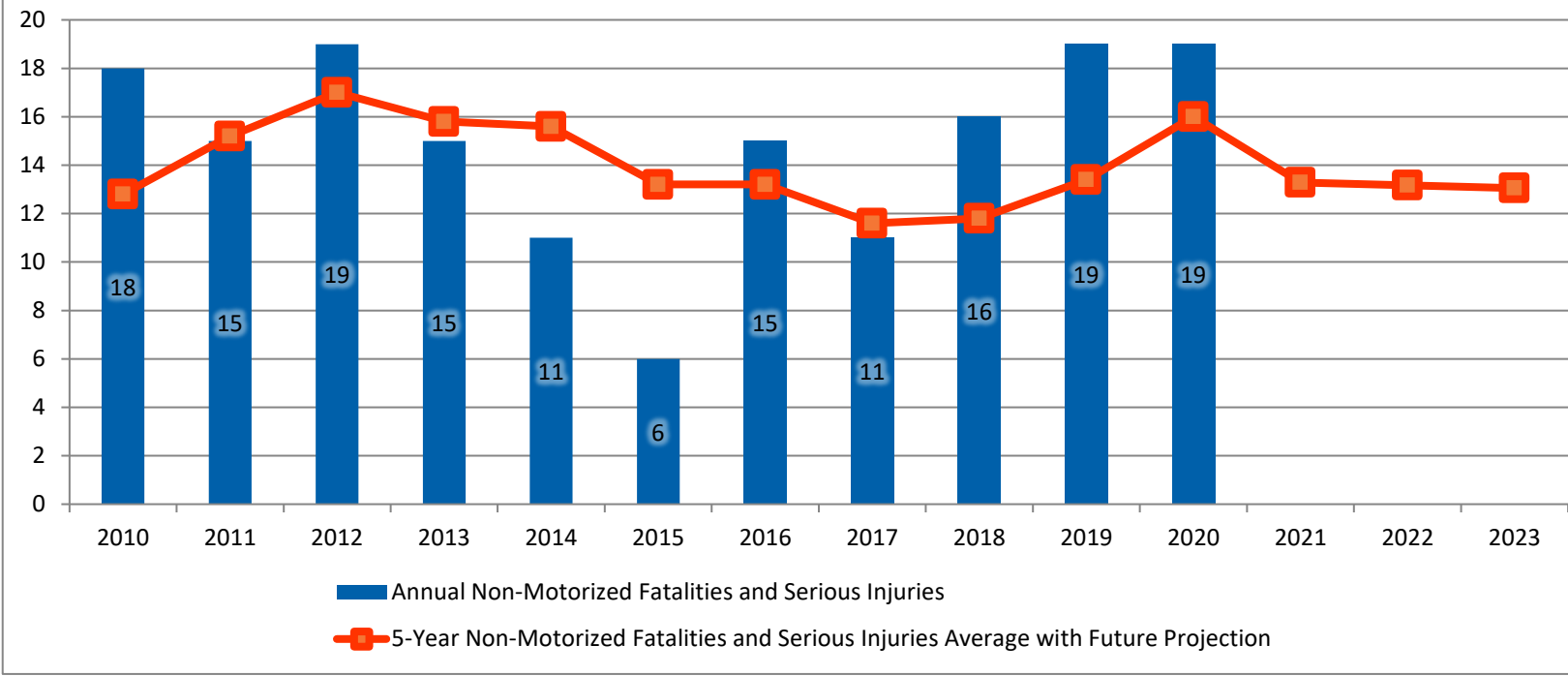
Goal Percent Change	Description	Statewide Percent Change	Goal Percent Change*
<b>Instructions:</b> Enter a goal percent change in the yellow cells. The goals will be used to develop the 2023 MPO safety targets in coordination with historical data in the table below. The statewide percent changes are provided for reference. The MPO may adopt the statewide goal percent changes if desired.	<b>Non-Motorized Fatalities + Serious Injuries</b>	-0.86%	-0.86%

\*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2021 to 2023

Projected Five-Year Average Based on Goal Percent Change and Projected VMT Change	Description	2021	2022	2023
<b>Instructions:</b> This table projects the five-year average for future years based on the most recent five-year averages and the goal percent changes. Graphs for this data are shown in the <i>Graphs_Bike_Ped</i> tab.	<b>Non-Motorized Fatalities + Serious Injuries</b>	13	13	13

2023 MPO Targets	Description	2023
<b>Instructions:</b> Once goal percent changes have been agreed upon, enter the resulting 2023 five-year average target values (from the table above).	<b>Non-Motorized Fatalities + Serious Injuries</b>	13

**Annual Non-Motorized Fatalities and Serious Injuries**



**KABCO Scale: A functional measure of the injury severity for any person involved as determined by law enforcement at the scene of the crash.**

Injury Type	Common Identification	Full Definition
K	Fatal Injury	A fatal injury is an injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.
A	Incapacitating Injury	Injury = Suspected Serious Injury which is any injury other than fatal, resulting in one or more of the following: <ul style="list-style-type: none"> <li>a. Severe laceration resulting in exposure of underlying tissues, muscle, organs, or resulting in significant loss of blood</li> <li>b. Broken or distorted extremity (arm or leg)</li> <li>c. Crush injuries</li> <li>d. Suspected skull, chest, or abdominal injury other than bruises or minor lacerations</li> <li>e. Significant burns (second and third degree burns over 10 percent or more of the body)</li> <li>f. Unconsciousness when taken from the crash scene</li> <li>g. Paralysis</li> </ul>
B	Non-incapacitating Injury	Minor/Possible Injury = Other Visible Injury, as Bruises, Abrasions, Swelling, Limping, etc.
C	Possible Injury	No Apparent Injury = No Visible Injury, But Complaint of Pain, or Momentary Unconsciousness
PDO Crash	Property Damage Only	Crash resulting in property damage of at least \$1500 to the motor vehicle or other property but without injury to any occupants or non-motorists. The damage amount prior to 2009 is \$1,000.

# 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	<b>Important Dates</b> TAM Adoption Date: <b>10/1/ 2022</b> MPOs update TIP/CLRP: <b>3/30/2023</b>
Operates rail <b>OR</b> ≥ 101 vehicles across all fixed route modes <b>OR</b> ≥ 101 vehicles in one non-fixed route mode	Subrecipient of 5311 funds <b>OR</b> American Indian Tribe <b>OR</b> ≤ 100 vehicles across all fixed route modes <b>OR</b> ≤ 100 vehicles in one non-fixed route mode	

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).

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all 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 TAM plan. Agencies are required to fulfill this requirement through an individual or group plan. The TAM rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

- 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>