SEPTEMBER 30, 2026

VIRGINIA GROUP TIER II TRANSIT ASSET MANAGEMENT PLAN

Federal Fiscal Year 2026 - 2029

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

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INTRODUCTION

TAM OVERVIEW

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary of the US Department of Transportation to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. The Fixing America's Surface Transportation (FAST) Act reaffirmed this requirement. On July 26, 2016, FTA published the **Transit Asset Management (TAM) Final Rule.**

Transit Asset Management is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risk, and costs over their life cycles for the purpose of providing safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair.

The TAM rule provides two categories for transit agencies based on size and vehicle fleet, these are referred to as Tier I and Tier II and are defined as follows:

TIER I	TIER 2
Operates rail **OR** ≥ 101 vehicles across all fixed route modes **OR** ≤ 101 vehicles in one non-fixed route mode	Subrecipient of FTA 5311 funds **OR** American Indian Tribe **OR** ≤ 100 vehicles across all fixed route modes **OR** ≥ 100 vehicles in one non-fixed route mode

The TAM Final Rule requires that every transit provider that receives federal financial assistance under 40 U.S.C Chapter 53 develop or participate in a TAM plan developed by a plan sponsor. A TAM Plan is one component of a comprehensive set of transportation focused performance measures established by MAP-21. For the purposes of TAM planning in the Commonwealth, DRPT is the sponsor of the sole group Tier II TAM plan in Virginia. Each Tier II TAM plan must contain the following elements:

1. **Inventory of assets:** A list of capital assets (vehicles, facilities, and equipment) that support public transportation services in Virginia.
2. **Condition assessment of assets:** That includes the current asset condition and a comparison of that condition to the target set for each asset category.
3. **Decision support tool:** An analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time.
4. **Prioritization of investments:** Outlines the proposed investments and any applicable capital investment activity schedules. The requirements for a TAM Plan fit within the overall context of transportation planning and the emphasis on performance planning that was established by MAP.

VIRGINIA'S TRANSIT ASSET MANAGEMENT VISION

The purpose of the Virginia Statewide Group Tier II Transit Asset Management Plan (TAM Plan) is to aid DRPT and the participating Tier II transit agencies in achieving and maintaining a State of Good Repair (SGR) for public transportation assets operated in the Commonwealth of Virginia.

State of Good Repair is defined as the condition in which a capital asset is able to operate at a full level of performance.

State of Good Repair is when an asset:

1. Is able to perform its designed function
2. Does not present a known and unacceptable safety risk
3. Has met or recovered its lifecycle investments

In Virginia, DRPT provides state matching funds for SGR projects up to 68%. As a result, most SGR projects receive some level of state funding and are therefore evaluated through DRPT's **Making Efficient and Responsible Investments in Transit (MERIT)** process. MERIT is the performance-based prioritization process by which DRPT allocates state transportation funds to capital projects. Many agencies in the Commonwealth rely on MERIT funding for state match on federal transportation funding from Chapter 53 programs. DRPT provides over $60 million in state funds for SGR projects each year. As a result, Virginia has a robust process for evaluating and scoring state of good repair needs.

The group TAM plan is structured to complement and inform the MERIT process. Many aspects of TAM planning requirements are satisfied by existing MERIT processes. These approaches are referenced throughout this Tier II Group TAM Plan.

Table 1: SGR Related State Capital Allocations FY24-FY27

Project Type	FY24	FY25	FY26	FY27
Vehicles - Revenue Vehicles (Replacement/Overhaul)	$63,417,394	$58,878,569	$54,305,444	$58,998,626
Vehicles - Support Vehicles	$249,627	$1,010,170	$545,641	$1,189,094
Facilities - Admin/Maintenance & Customer	$8,520,732	$5,165,117	$7,007,547	$5,606,717
Other Infrastructure and Equipment	$2,866,276	$6,603,261	$4,050,521	$3,764,894
Total	**$75,054,029**	**$71,657,116**	**$65,909,152**	**$69,559,331**

STATEWIDE TRANSIT ASSET MANAGEMENT SYSTEM

During the development of this plan, DRPT utilized TransAM – an asset management and capital planning platform – to collect, inventory, and assess all public transportation system assets throughout Virginia. Asset information supports several key functions, including:

- Inventory all public transportation assets

- Predict asset replacement schedules based on Estimated Service Life (ESL) and asset condition
- Utilize asset performance data for evaluating, scoring and ranking asset SGR replacement request utilizing state funding resources through the MERIT program
- Sharing TAM targets with transit agencies and MPOs
- Statewide and agency-specific transit studies

Note: as of September 1st, 2026, DRPT no longer uses TransAM for asset management and has transitioned to the Asset Inventory module within WebGrants, the agency's grant management system. For the asset inventory and condition data included in this TAM plan, information reported in TransAM was used. Going forward, DRPT will rely on WebGrants' Asset Inventory module for annual target setting and all other inventory-related analysis.

MERIT BACKGROUND

Making Efficient and Responsible Investments in Transit (MERIT) is the Virginia Department of Rail and Public Transportation's (DRPT) statewide public transportation grants program. This program provides financial assistance to support public transportation services throughout the state and is designed to support DRPT's core mission to connect and improve the quality of life for all Virginians with innovative transportation solutions.

The MERIT program consists of several unique grant programs including capital assistance, operating assistance, demonstration project assistance, technical assistance, and workforce development programs.

The capital assistance program follows a prioritization process that allows DRPT to allocate and assign limited resources to projects and investments identified as the "most critical". Under the Capital Assistance Program, projects are classified, scored, and prioritized separately in the following categories:

- **State of Good Repair (SGR):** Projects or programs that replace or rehabilitate an existing asset (excluding major capital construction projects with a total cost over $3 million.
- **Minor Enhancement (MIN):** Projects or programs to add capacity, new technology, or a customer facility with a cost of less than $3 million or that include a vehicle expansion of no more than 5 vehicles or 5% of the existing fleet size
- **Major Expansion (MAJ):** Projects or programs to add, expand, or improve service with a cost exceeding $3 million or that include an increase of greater than 5 vehicles or 5% of fleet size, whichever is greater.

State of Good Repair (SGR) Scoring Methodology – Asset Condition

Projects are scored between 0 and 60, based on the asset age and, when applicable, mileage. Assets that are older or have higher mileage will receive higher scores.

The asset condition score is calculated based on the asset's age and mileage (reported in WebGrants Asset Inventory) at the time of application. For vehicles, the asset condition score is the average of the age and mileage-based scoring systems (50 percent mileage score and 50 percent age score). For non-vehicle assets, only the age score is used. Asset age and mileage are compared against the Expected Service Life (ESL), which is the FTA standard for minimum service life of that type of asset (FTA Circular 5010.IE). Note that each individual vehicle that is being replaced receives a score, while non-vehicle assets with the same age ("In-Service Date") are expected to be rated as one project. If an entire facility is requested to be replaced or rehabilitated, it will be scored as one project.

Table 2 illustrates the resulting points based on age and mileage (mileage applies to vehicles only). The MERIT scoring methodology is designed so that assets well past ESL have higher scores than those that have just reached their useful life.

Table 2: MERIT State-of-Good Repair (SGR) Age and Mileage Scoring

Age of Asset Relative to Service Life	Points	Mileage of Vehicle Relative to Service Life	Points
< 95% of ESL Age	0	< 95% of ESL Mileage	0
+/- 4.9% ESL Age	30	+/- 4.9% ESL Mileage	30
5-9.9% > ESL Age	35	5-9.9% > ESL Mileage	35
10-19.9% > ESL Age	40	10-19.9% > ESL Mileage	40
20-29.9% > ESL Age	45	20-29.9% > ESL Mileage	45
30-39.9% > ESL Age	50	30-39.9% > ESL Mileage	50
40-49.9% > ESL Age	55	40-49.9% > ESL Mileage	55
50% or more > ESL Age	60	50% or more > ESL Mileage	60

VIRGINIA'S GROUP PLAN

Per FTA guidance, Tier II providers may develop their own plans or participate in a group plan such as the DRPT sponsored Group Statewide Tier II TAM Plan. Regardless of whether an agency develops its own TAM Plan or participates in a group plan, each must designate an Accountable Executive responsible for signing off on the TAM Plan.

In December 2025, DRPT hosted a kick-off webinar to provide an overview of the group TAM plan update. After the kick-off webinar, DRPT provided a template letter for agencies to opt in or out of the plan and designate an agency Accountable Executive. Signed action letters were collected and returned to DRPT for recordkeeping.

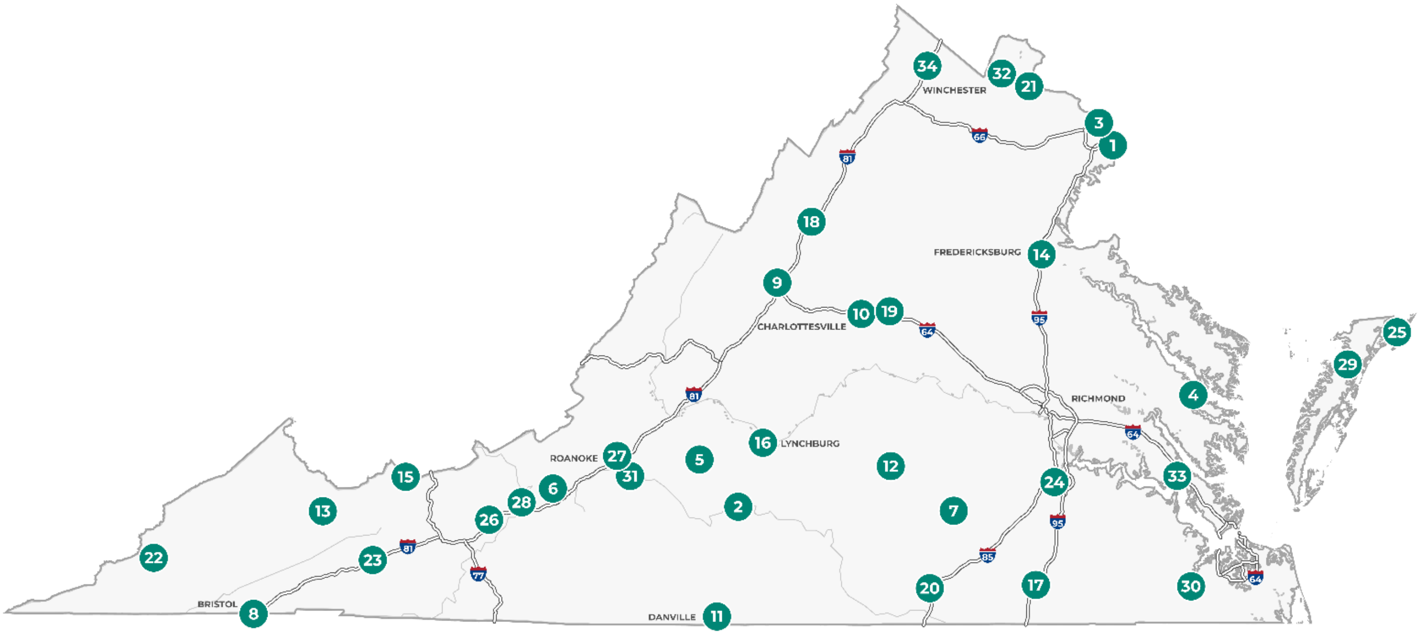
Virginia's Tier I Agencies

The following public transportation agencies are not eligible to join the DRPT sponsored TAM plan and are responsible for developing, implementing, and maintaining their own TAM plans:

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

Group Plan Participants

Thirty-four eligible agencies opted-in to Virginia's Group Plan.



1. Alexandria DASH
2. Altavista Community Transit System (ACTS)
3. Arlington Transit (ART)
4. Bay Transit
5. Bedford OtterBus
6. Blacksburg Transit (BT)
7. Blackstone Area Bus System (BABS)
8. Bristol Virginia Transit (BVT)
9. BRITE
10. Charlottesville Area Transit (CAT)
11. Danville Transit System
12. Farmville Area Bus (FAB)
13. Four County Transit
14. FXBGO!
15. Graham Transit
16. Greater Lynchburg Transit Company (GLTC)
17. Greensville Emporia Transit (GET)
18. Harrisonburg Dept. of Public Transportation (HDPT)
19. Jaunt
20. Lake Area Bus (LAB) / Halifax Area Rural Transportation (HART)
21. Loudoun County Transit (LC Transit)
22. Mountain Empire Transit
23. Mountain Lynx
24. Petersburg Area Transit (PAT)
25. PONY Express
26. Pulaski Area Transit (PAT)
27. RADAR
28. Radford Transit
29. STAR Transit
30. Suffolk Transit
31. Valley Metro
32. Virginia Regional Transit (VRT)
33. Williamsburg Area Transit Authority (WATA)
34. WinTran

Roles and Responsibilities

FTA requirements call for each plan participant to designate a single Accountable Executive, who signs off on the final document and is ultimately responsible for carrying out the plan. While this group TAM Plan is sponsored and developed by DRPT, the individual Accountable Executives for each transit provider are responsible for self-certifying and implementing the TAM Plan. Each agency is responsible for prioritizing their state of good repair needs. The current TAM Plan, annual narrative reports, and inventory reporting to NTD may be reviewed by FTA as part of their Triennial Reviews, State Management Reviews, and MPO Certification Reviews.

Opting In/Out

DRPT encourages all eligible transit agencies that meet the Tier II designation to participate in the Statewide Group TAM Plan. DRPT provides a general opt-in period for all agencies at the beginning of each 4-year planning cycle. The most recent opt-in cycle was open from December 3, 2025 to January 16, 2026.

In certain situations, an agency may need to change its TAM status during the plan cycle due to a change in TAM Tier or other factor. An agency that anticipates a change in tiers based on their operational characteristics must notify DRPT no later than 6 months prior to the next TAM plan or target update date (October 1 of each year). Tier II agencies opting out must provide DRPT with documentation of joining another group plan or developing their own plan.

Plan Update Timeline

Per FTA requirements, TAM plans must be updated at least once every four years. DRPT began the quadrennial plan update for FFY2026 – FFY2029 on December 2, 2025.

Task	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Opt into Plan		16								
Asset Inventory										
Condition Assessment										
Target Setting				31						
Prioritization										
Draft Plan										
Final Plan										
Agency Approval										
Engagement Schedule				1			2		3	

Ongoing Roles and Responsibilities

Annually, during the MERIT capital grant cycle DRPT will review data in the Asset Management System and assess if changes are needed to the TAM plan or plan targets. DRPT will make these changes, notify transit agencies and MPOs and report any revisions to the National Transit Database (NTD) as part of DRPTs oversight of 5311 transit agencies.

Grantees are required to update their asset inventory, condition, and mileage information at least twice yearly (July 15 and January 15). This guidance is consistent with grantee reporting requirements listed in the DRPT's [Grants Administration Procedures Manual (Purple Book)](). DRPT utilizes the January 15 data as the primary dataset for the annual TAM performance targets evaluation.

ASSET USEFUL LIFE STANDARDS

The estimated life cycle or the acceptable period of use in service is determined by various measures depending on the program and funding source. For the purposes of TAM planning, DRPT utilizes the Useful Life Benchmark and associated values established by FTA in the **Useful Life Benchmark Cheat Sheet**.

USEFUL LIFE BENCHMARK

Useful Life Benchmark (ULB) is defined by the FTA as the expected lifecycle of a capital asset for a particular transit providers' operating environment or the acceptable period of use in service for that operating environment. ULB is not the same as an asset's useful life. ULB considers a provider's unique operating environment such as geography, service frequency, etc. DRPT utilizes FTAs default ULBs for revenue and support vehicle asset classes. The asset classes and values included in this TAM plan are listed below.

REVENUE VEHICLES

Useful Life Benchmark (ULB)

Asset Class	ULB (years)
ARTICULATED BUS (AB)	14
OVER-THE-ROAD BUS (BR)	14
BUS (BU)	14
CUTAWAY (CU)	10
VAN (VN)	8
MINIVAN (MV)	8

EQUIPMENT (SUPPORT VEHICLES)

Useful Life Benchmark (ULB)

Asset Class	ULB (years)
AUTOMOBILES (AO)	8
TRUCKS & OTHER RUBBER TIRE VEHICLES (TX)	14

Vehicles

For the purposes of prioritizing state of good repair, funding through the MERIT process DRPT utilizes a set of minimum asset Useful Life Standards (UL) (also referred to as Estimated Service Life (ESL)). The UL values are generally less than ULBs and are considered the earliest point at which an asset receives full points for MERIT replacement scoring based on a combination of asset age and mileage. A crosswalk between UL and ULB for vehicles is provided in Table 3 and Table 4. For the purposes of TAM planning, DRPT utilizes the FTA's default ULBs as these are considered the maximum age at which a vehicle would meet SGR.

Table 3: Useful Life and Useful Life Benchmark Crosswalk – Revenue Vehicles

DRPT Minimum Estimated Service Life (ESL)			Useful Life Benchmark (ULB)	
Asset Sub-Type	**Min Svc Life (yr)**	**Min Svc Miles**	**Asset Class**	**Years**
Heavy Duty, Articulated Bus	12	500,000	AB – Articulated Bus	14
Heavy Duty, Small Bus/BOC	10	350,000	BU – Bus	14
Heavy Duty, Small Bus	10	350,000		
Heavy Duty, Large Bus	12	500,000		
Heavy Duty, Dual Mode Bus	12	500,000		
Light Duty, Small BOC	4	100,000	CU – Cutaway Bus	10
Light Duty, Medium BOC	4	100,000		
Medium Duty, Medium BOC	7	200,000		
Medium Duty, Large BOC	7	200,000		
Light Duty, Minivan	4	100,000	MV – Minivan	8
Heavy Duty, Commuter/ Intercity Bus	12	500,000	BR – Over-the-Road-Bus	14
Light Duty, Passenger Van	4	100,000	VN – Van	8

Equipment

Table 4: Useful Life and Useful Life Benchmark Crosswalk – Support Vehicles (Equipment)

DRPT Minimum Estimated Service Life (ESL)			Useful Life Benchmark (ULB)	
Asset Sub-Type	**Min Svc Life (yr)**	**Min Svc Miles**	**Asset Class**	**Years**
Light Duty, Sedan/Station Wagon/SUV (Support Vehicle)	4	100,000	AO – Automobile	8
Heavy Duty, Tow Truck/Dump Truck/Wrecker (Support Vehicle)	10	100,000	TX – Truck/Rubber Tire Vehicle	8

Facilities

Asset conditions of facilities are based on the FTA's Transit Economic Requirements Model (TERM) scale. Asset condition for equipment is based on age for vehicles and available industry standard scales for non-vehicle equipment.

Table 5: FTA Term Scale

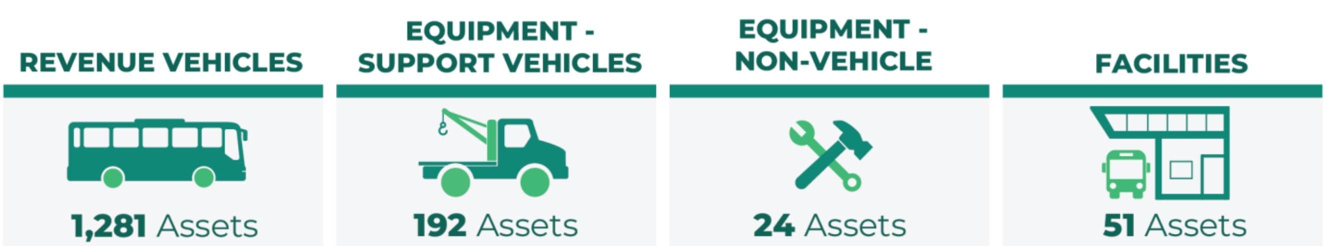
SGR?	Rating	Condition	Description
Yes	5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
	4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
	3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
No	2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
	1	Poor	Critically damaged or in need of immediate repair; well past useful life

TAM ELEMENTS

ASSET INVENTORY

All public transportation providers in Virginia must maintain asset inventory data in the Asset Inventory module within the WebGrants system. The Asset Inventory module stores crucial information about every asset type and maintains a complete history of the asset as it ages. Transit agencies must update and record changes in mileage, condition, and status biannually for the following asset categories:

1. **Rolling Stock (Revenue Vehicles):** Transit agency-owned or leased vehicles used to carry passengers and provide public transportation service.
2. **Equipment:** Tangible support property having a useful life of at least one year, including all non-revenue/support vehicles, and movable, non-vehicle capital equipment with an acquisition cost of $50,000 or greater.
3. **Facilities:** A building or structure that is used in the provision of public transportation, including administrative and maintenance, and passenger and parking facilities.



Detailed breakdowns for each asset category can be found in the **Asset Inventory and Condition Summary** section.

The asset inventory forms the basis of the group TAM Plan and a current, complete inventory of all movable equipment with an acquisition cost of $50,000 or more is provided online through **DRPT's Open Data Portal**. It is important to note that this list represents a snapshot in time, and asset inventory data is continually updated as assets are added, retired, or as facts change. The WebGrants Asset Inventory module should always be used for the most up-to-date inventory data.

CONDITION ASSESSMENT

Group plan participants maintain robust condition assessment methodologies. These approaches are guided by a combination of FTA requirements and DRPT driven funding programs, which provide a significant amount of match funding for FTA Section 5307 and 5311 grants.

Vehicles – Revenue Vehicles

Each transit agency must update the mileage and condition of their revenue vehicle assets bi-annually in January and July. These requirements are outlined in DRPT's **Grants Administration Procedures (Purple Book)**. Condition information is recorded in the WebGrants Asset Inventory module and allows transit agencies and DRPT to track fleet condition by asset class, manufacturer, agency, and various other categories.

Equipment – Support Vehicles

Similarly to revenue vehicles, transit agencies are required to update the mileage and condition of their support vehicles bi-annually in January and July. These requirements are outlined in DRPT's **Grants Administration Procedures (Purple Book)**. Condition information is recorded in the WebGrants Asset Inventory module and allows transit agencies and DRPT to track fleet condition by asset class, manufacturer, agency, and various other categories.

Note: agencies that own movable capital equipment with an acquisition cost of $50,000 or greater are required to record asset information in the WebGrants Asset Inventory module for inventory purposes but TAM planning does not require condition assessments for these assets.

Facilities

The Group TAM plan includes an inventory of facilities that meet the TAM planning requirements. These facilities include any facilities that an agency has direct capital responsibility over. Condition assessments are maintained for the following facility types:

- Passenger Facilities (does *not* include bus shelters)
- Parking Facilities
- Administrative Buildings
- Exclusive use maintenance facilities (with capital responsibility)

Transit agencies must document the condition of each transit-related facility. As the plan sponsor, DRPT maintains a quadrennial facility assessment schedule in which approximately 25% of facilities are assessed annually and each facility receives a detailed assessment once during the 4-year TAM Plan cycle. Detailed facility assessments are conducted by third party experts in accordance with the FTA Facility Condition Assessment Guidebook.

Asset Inventory and Condition Verification

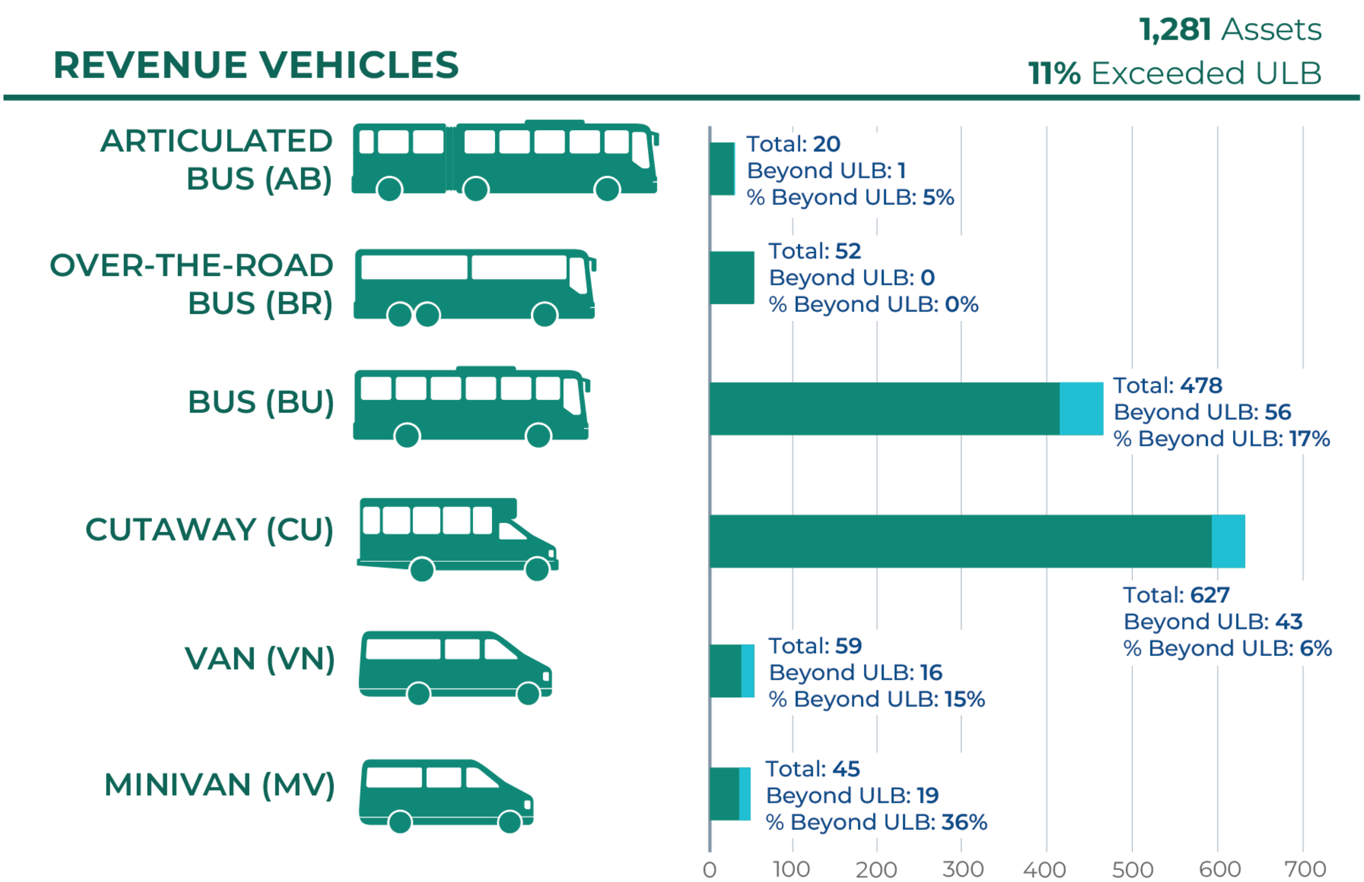
DRPT staff, in coordination with transit agency management, conduct periodic reviews of agency vehicle, equipment, and facility inventories and verify condition assessments through the following activities:

- The Transit Development Plan (TDP) / Transit Strategic Planning (TSP) process whereby TSP/TDPs are reviewed and updated at least once every five years. Capital funding requests for state funds must be clearly outlined in a transit agency's TDP/TSP.
- Through the course of regular program management activities which includes a quarterly on-site or virtual meeting between state transit grantees and DRPT program management staff. These meetings include a review of inventory data, such as vehicle mileage and facility condition assessments, where ongoing or recently closed projects are reviewed, and capital plans are discussed.
- Comprehensive State and Federal (5311) compliance reviews.

Asset Inventory and Condition Summary

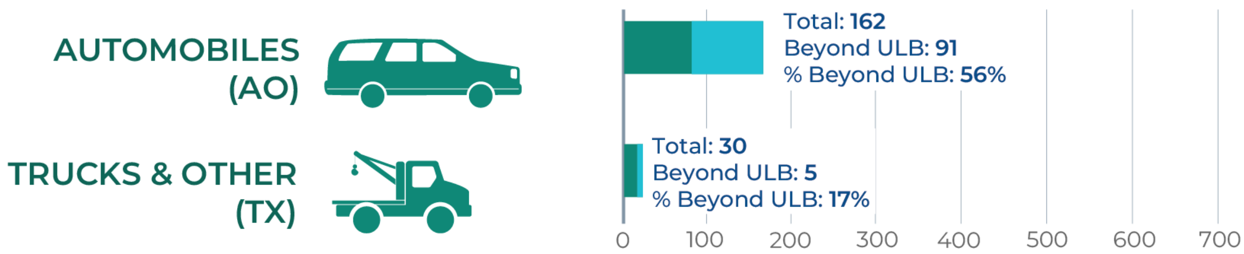
The graphics below summarize the condition of assets for all TAM plan participants as of February 2026. Detailed tables by agency and MPO are available through DRPT's Open Data Portal.

Note: TAM planning includes only In-Service and Spare vehicles. Any vehicles classified as Out of Service or Disposed were removed from the inventory and condition assessment analysis.



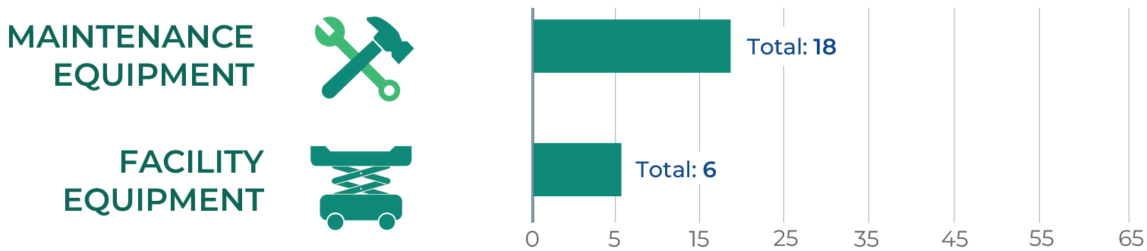
EQUIPMENT (SUPPORT VEHICLES)

192 Assets
50% Exceeded ULB



EQUIPMENT (NON-VEHICLE)

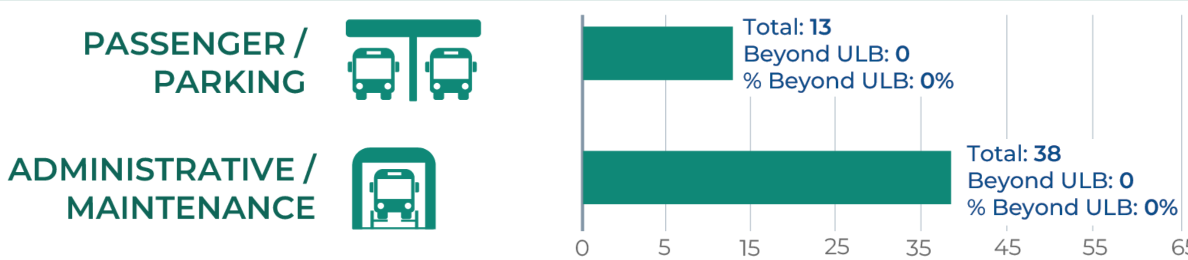
24 Assets



**Due to the diverse nature of high-value equipment and no defined useful life benchmarks (ULB) for equipment classes, performance targets are not set for equipment. An equipment inventory by agency is available in Appendix 5.*

FACILITIES

51 Assets
0% Below 3.0 TERM



PERFORMANCE TARGETS AND MEASURES

DRPT assesses and scores revenue vehicles and support vehicles (equipment) replacements using the MERIT process. The MERIT process assigns a score to each asset that accounts for both age and mileage. DRPT will continue to use this approach when making investment decisions. The graphics below represent TAM targets that utilize *only* asset age in line with FTA guidance.

REVENUE VEHICLES

FFY2026 Performance Targets

Asset Class	ULB (years)	Target
ARTICULATED BUS (AB)	14	5%
OVER-THE-ROAD BUS (BR)	14	10%
BUS (BU)	14	15%
CUTAWAY (CU)	10	10%
VAN (VN)	8	20%
MINIVAN (MV)	8	5%

EQUIPMENT (SUPPORT VEHICLES)

FFY2026 Performance Targets

Asset Class	ULB (years)	Target
AUTOMOBILES (AO)	8	35%
TRUCKS & OTHER RUBBER TIRE VEHICLES (TX)	14	35%

FACILITIES

FFY2026 Performance Targets

Asset Class	TERM	Target
PASSENGER / PARKING	< 3.0	5%
ADMINISTRATIVE / MAINTENANCE	< 3.0	10%

Annual Target Setting

DRPT will annually review performance targets based on historical performance and anticipated/obligated funding levels. DRPT analyzes annual TAM targets based on inventory data extracted in February of each year. The February date coincides with when DRPT extracts asset inventory data for MERIT scoring. If DRPT makes the determination to revise the targets set forth in the TAM plan, the revised targets will be shared with participating transit agencies, MPOs and DRPT will input these targets into NTD on behalf of group plan participants.

DECISION SUPPORT TOOLS

DRPT and transit agencies use a range of technology platforms, management practices, and policies to manage, maintain, and plan for transit assets throughout their lifecycle. These tools include software systems, databases, written policies, and planning requirements. The table below highlights several key decision-support tools:

Tool or Policy	Description
WebGrants Asset Inventory* (*as of September 1st, 2026. Prior to 9/1/2026 DRPT utilized TransAM for asset management.)	Statewide asset inventory database and tracking system • Performance target setting and monitoring • Capital Planning
Transit Development Plans (TDP) / Transit Strategic Plans (TSP)	DRPT required transit planning document with 10-year planning horizon that: • Identifies projected fiscal needs • Supports long-range capital budget planning • Tracks SGR conditions and vehicle replacement schedules • Outlines key performance measures • Recommends opportunities for service expansion
5-year Capital Budgets	• Identifies fiscal needs for SGR and expansion projects • Provides realistic timeframes for funding needs • Provides a higher level of detail than the TDP/ TSP process • Enables DRPT to compare statewide budget projections to agency fiscal needs
Useful Life (UL) / Estimated Service Life (ESL) Standards	DRPT provides Useful Life Standards for a comprehensive list of transit assets that is used for evaluating state capital funding through the MERIT process

INVESTMENT PRIORITIZATION

Investment prioritization occurs primarily at the transit agency level through a number of mandated processes. In the Commonwealth, these processes are driven by two main requirements: transit planning through the Transit Strategic Plan (TSP) or Transit Development Plan (TDP) requirements, and state capital funding prioritization through MERIT. All public transportation agencies in the Commonwealth are required to have either a TSP (for larger transit agencies), or a TDP (for smaller agencies). These plans are reviewed annually and fully revised every 5-years with DRPT staff reviewing plans at regular intervals. While the TDPs and TSPs are separate from the TAM requirements, the plans do inform one another. With TAM prioritization informing the TDP/TSP process and vice versa.

As stated in the plan vision, the purpose of the Virginia Statewide Group Tier II Transit Asset Management (TAM) Plan is to aid DRPT and the participating Tier II transit agencies in achieving and maintaining as state of good repair (SGR) for public transportation assets operated in the Commonwealth. This vision informs how assets have been prioritized with revenue vehicle assets receiving the highest priority followed by facility needs and then service vehicles and equipment. Within each of these categories, assets are prioritized based on their age beyond the ULB:

Prioritization Tiers	Vehicles Age Beyond ULB	Facilities TERM Rating
Tier 1	Over 6 years beyond ULB	1
Tier 2	3 to 6 years beyond ULB	2
Tier 3	1 to 2 years beyond ULB	3

Of the total number of assets included in the TAM plan inventory, 13% are at or beyond their ULB. Of the 13% of assets beyond their ULB, 9% are revenue vehicles and 3% are service vehicles. Within the revenue vehicle category, buses represent the largest share of vehicles exceeding their ULB (56 vehicles), followed by cutaways (43 vehicles). Replacing the oldest vehicles is the highest priority. A prioritized list by agency is included in Appendix 6 and available on **DRPT's Open Data Portal**.

PLANNING PARTNER COORDINATION

Coordination between DRPT, transit agencies, and Metropolitan Planning Organizations (MPOs) is a key component of the TAM process. The final rule on metropolitan and statewide planning, published in the Federal Register on May 27, 2016, also requires MPOs to practice Performance Based Planning and Programming (PBPP). In Virginia, the sharing of performance measure information is formalized through MPO memorandums of understanding (MOUs) on metropolitan transportation planning responsibilities – commonly referred to as the 3C Agreements. These agreements are jointly developed between DRPT, VDOT and the MPOs.

As Virginia's Group Plan sponsor, DRPT coordinates and shares transit performance data with MPOs. This coordination takes place during joint quarterly MPO coordination meetings hosted by the Virginia Office of Intermodal Planning and Investment (OIPI).

Transit agencies located in MPO regions continue to coordinate Transportation Improvement Plan (TIP) and other planning efforts directly with the MPO(s) and other local planning partners.

APPENDIX

APPENDIX 1: REVENUE VEHICLES BY AGENCY

Agency	Asset Class						
	Articulated Bus	Bus	Cutaway	Minivan	Over-the-road Bus	Van	TOTAL
Alexandria DASH	2	116			3		121
Altavista Community Transit System (ACTS)			2				2
Arlington Transit (ART)		75					75
Bay Transit		3	50			14	67
Blacksburg Transit (BT)	18	41	16			1	76
Blackstone Area Bus System			11			2	13
Bristol Virginia Transit (BVT)			5			2	7
Charlottesville Area Transit		33	7				40
Danville Transit System		2	26			1	29
Farmville Area Bus (FAB)			7	4			11
Four County Transit		1	36	3		3	43
FXBGO!			30				30
Graham Transit			4				4
Greater Lynchburg Transit Company (GLTC)		26	10	5			41
Greensville Emporia Transit			4				4
Harrisonburg Dept. of Public Transportation (HDPT)		42	14	2			58
Jaunt			90			5	95
Lake Area Bus / Halifax Area Rural Transportation			4	9		4	17
Loudoun County Transit (LC Transit)		35	35	8	45	5	128
Mountain Empire Transit			40	6		9	55
Mountain Lynx			45	4		3	52
Petersburg Area Transit (PAT)		14	20				34
PONY Express		3		1			4
Pulaski Area Transit (PAT)			7			2	9
RADAR			40			4	44
Radford Transit		4	15				19
STAR Transit			13				13
Suffolk Transit			14	2			16
Valley Metro		41	7		4		52
Virginia Regional Transit (VRT)		7	58	1			66
Williamsburg Area Transit Authority (WATA)		35	7			1	43
WinTran			10			3	13
TOTAL	**20**	**478**	**627**	**45**	**52**	**59**	**1,281**

APPENDIX 2: REVENUE VEHICLES BEYOND ULB BY AGENCY

Agency	Asset Class						
	Articulated Bus	Bus	Cutaway	Minivan	Over-the-road Bus	Van	TOTAL
Alexandria DASH		24			3		27
Altavista Community Transit System (ACTS)							0
Arlington Transit (ART)		1					1
Bay Transit		3	12			3	18
Blacksburg Transit (BT)	2	11	5			1	19
Blackstone Area Bus System			2				2
Bristol Virginia Transit (BVT)						1	1
Charlottesville Area Transit		20	2				22
Danville Transit System		2				1	3
Farmville Area Bus (FAB)				3			3
Four County Transit		1	1	2			4
FXBGO!							
Graham Transit			1				1
Greater Lynchburg Transit Company (GLTC)		25	4				29
Greensville Emporia Transit							
Harrisonburg Dept. of Public Transportation (HDPT)		2	1	2			5
Jaunt							
Lake Area Bus / Halifax Area Rural Transportation			6	10		10	26
Loudoun County Transit (LC Transit)							0
Mountain Empire Transit			2	2		1	5
Mountain Lynx			5	5			10
Petersburg Area Transit (PAT)		10	4				14
PONY Express		1		1			2
Pulaski Area Transit (PAT)			2				2
RADAR			19	1			20
Radford Transit							0
STAR Transit							0
Suffolk Transit			1	2			3
Valley Metro			4		3		7
Virginia Regional Transit (VRT)		2	6				8
Williamsburg Area Transit Authority (WATA)		20				1	21
WinTran			3				3
TOTAL	**2**	**122**	**80**	**28**	**6**	**18**	**256**

APPENDIX 3: EQUIPMENT (SUPPORT VEHICLES) BY AGENCY

Agency	Asset Class		
	Automobile	Truck and Other Rubber Tire Vehicle	TOTAL
Alexandria DASH	23	1	24
Altavista Community Transit System (ACTS)	1		1
Arlington Transit (ART)			0
Bay Transit	9	1	10
Blacksburg Transit (BT)	14	4	18
Blackstone Area Bus System	2		2
Bristol Virginia Transit (BVT)			0
Charlottesville Area Transit	9		9
Danville Transit System	3	1	4
Farmville Area Bus (FAB)	1		1
Four County Transit	3	3	6
FXBGO!	8	2	10
Graham Transit	1		1
Greater Lynchburg Transit Company (GLTC)	11	2	13
Greensville Emporia Transit			0
Harrisonburg Dept. of Public Transportation (HDPT)	6	5	11
Jaunt	10		10
Lake Area Bus / Halifax Area Rural Transportation			0
Loudoun County Transit (LC Transit)			0
Mountain Empire Transit	3	1	4
Mountain Lynx	6		6
Petersburg Area Transit (PAT)	10	6	16
PONY Express			0
Pulaski Area Transit (PAT)	1		1
RADAR	1		1
Radford Transit	4		4
STAR Transit	2		2
Suffolk Transit			0
Valley Metro	10		10
Virginia Regional Transit (VRT)	14	3	17
Williamsburg Area Transit Authority (WATA)	9		9
WinTran	2		2
TOTAL	**162**	**30**	**192**

APPENDIX 4: EQUIPMENT (SUPPORT VEHICLES) BEYOND ULB BY AGENCY

Agency	Asset Class		
	Automobile	Truck and Other Rubber Tire Vehicle	TOTAL
Alexandria DASH	13		13
Altavista Community Transit System (ACTS)	1		1
Arlington Transit (ART)			0
Bay Transit	6		6
Blacksburg Transit (BT)	13	2	15
Blackstone Area Bus System	1		1
Bristol Virginia Transit (BVT)			0
Charlottesville Area Transit	7		7
Danville Transit System	2		2
Farmville Area Bus (FAB)			0
Four County Transit	1		1
FXBGO!			0
Graham Transit	0		0
Greater Lynchburg Transit Company (GLTC)	9		9
Greensville Emporia Transit			0
Harrisonburg Dept. of Public Transportation (HDPT)	3	1	4
Jaunt	1		1
Lake Area Bus / Halifax Area Rural Transportation			0
Loudoun County Transit (LC Transit)			0
Mountain Empire Transit	1		1
Mountain Lynx	4		4
Petersburg Area Transit (PAT)	7	2	9
PONY Express			0
Pulaski Area Transit	1		1
RADAR			0
Radford Transit	4		4
STAR Transit	2		2
Suffolk Transit			0
Valley Metro	7		7
Virginia Regional Transit (VRT)	6		6
Williamsburg Area Transit Authority (WATA)	1		1
WinTran	1		1
TOTAL	**91**	**5**	**96**

APPENDIX 5: FACILITY INVENTORY

Agency	Asset Class				
	Administration	Maintenance	Parking	Passenger	TOTAL
Alexandria DASH	1				1
Altavista Community Transit System (ACTS)					0
Arlington Transit (ART)	1	1	1	1	4
Bay Transit	2				2
Blacksburg Transit (BT)	2				2
Blackstone Area Bus System	1				1
BRITE	1			1	2
Bristol Virginia Transit (BVT)					0
Charlottesville Area Transit	2			1	3
Danville Transit System	1	2	1	1	5
Farmville Area Bus (FAB)	1				1
Four County Transit	1				1
FXBGO!	2	1			3
Graham Transit					0
Greater Lynchburg Transit Company (GLTC)	1		1	1	3
Greensville Emporia Transit					0
Harrisonburg Dept. of Public Transportation (HDPT)	1	1			2
Jaunt	1		1		2
Lake Area Bus / Halifax Area Rural Transportation	1				1
Loudoun County Transit	1	1			2
Mountain Empire Transit	1				1
Mountain Lynx	1				1
Petersburg Area Transit (PAT)	1	1	1		3
PONY Express					0
Pulaski Area Transit					0
RADAR	1				1
Radford Transit					0
STAR Transit	1				1
Suffolk Transit				1	1
Valley Metro	1			1	2
Virginia Regional Transit	1				1
Williamsburg Area Transit Authority (WATA)	1				1
WinTran	1	2	1		4
TOTAL	**29**	**9**	**6**	**7**	**51**

APPENDIX 5: EQUIPMENT (NON-VEHICLE) INVENTORY

Agency	Asset Class		
	Facility Equipment	Maintenance Equipment	TOTAL
Alexandria DASH		2	2
Arlington Transit (ART)	2	1	3
Blacksburg Transit (BT)	2	5	7
Danville Transit System		1	1
FXBGO!		2	2
Greater Lynchburg Transit Company (GLTC)	1	6	7
Williamsburg Area Transit Authority (WATA)	1	1	2
TOTAL	**6**	**18**	**24**

APPENDIX 6: PRIORITIZED REVENUE VEHICLE ASSETS BY AGENCY

Prioritization Tier by Agency	Asset Class					
	Articulated Bus	Bus	Cutaway	Minivan	Van	Total
Tier 1		**6**	**1**		**1**	**8**
Lake Area Bus / Halifax Area Rural Transportation					1	1
Williamsburg Area Transit Authority (WATA)		6				6
WinTran			1			1
Tier 2		**17**	**6**	**6**	**4**	**33**
Bay Transit		1			3	4
Charlottesville Area Transit		7				7
Mountain Lynx				4		4
Four County Transit		1				1
Greater Lynchburg Transit Company (GLTC)		1				1
Harrisonburg Dept. of Public Transportation (HDPT)				2		2
Lake Area Bus / Halifax Area Rural Transportation			1			1
Petersburg Area Transit (PAT)		4				4
Valley Metro			3			3
Virginia Regional Transit (VRT)			2			2
Williamsburg Area Transit Authority (WATA)		3			1	4
Tier 3	**1**	**32**	**12**	**7**		**52**
Alexandria DASH		15				15
Bay Transit		2	2			4
Blacksburg Transit (BT)	1	5				6
Charlottesville Area Transit		7				7
Mountain Lynx			1			1
Farmville Area Bus (FAB)				2		2
Four County Transit				2		2
Greater Lynchburg Transit Company (GLTC)		2				2
Harrisonburg Dept. of Public Transportation (HDPT)			1			1
Lake Area Bus / Halifax Area Rural Transportation			1	1		2
Mountain Empire Transit				1		1
PONY Express		1		1		2
RADAR			5			5
Virginia Regional Transit (VRT)			2			2
TOTAL	**1**	**55**	**19**	**13**	**5**	**93**

GLOSSARY OF TERMS

SOURCE: 49 CFR

Accountable Executive – a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

Asset category – a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities. See Appendix A to this part.

Asset class – a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category. See Appendix A to this part.

Asset inventory – a register of capital assets, and information about those assets.

Capital asset – a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

Decision support tool – an analytic process or methodology:

(1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or

(2) To assess financial needs for asset investments over time.

Direct recipient – an entity that receives Federal financial assistance directly from the Federal Transit Administration.

Equipment – an article of nonexpendable, tangible property having a useful life of at least one year.

Exclusive-use maintenance facility – a maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.

Facility – a building or structure that is used in providing public transportation.

Full level of performance – the objective standard established by FTA for determining whether a capital asset is in a state of good repair.

Group TAM plan – a single TAM plan that is developed by a sponsor on behalf of at least one tier II provider.

Horizon period – the fixed period of time within which a transit provider will evaluate the performance of its TAM plan.

Implementation strategy – a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

Infrastructure – the underlying framework or structures that support a public transportation system.

Investment prioritization – a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Key asset management activities – a list of activities that a transit provider determines are critical to achieving its TAM goals.

Life-cycle cost – the cost of managing an asset over its whole life.

Participant – a tier II provider that participates in a group TAM plan.

Performance Measure – an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

Performance target – a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

Public transportation system – the entirety of a transit provider's operations, including the services provided through contractors.

Public transportation agency safety plan – a transit provider's documented comprehensive agency safety plan that is required by 49 U.S.C. 5329.

Recipient – an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

Rolling stock – a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

Service vehicle – a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

Sponsor – a State, a designated recipient, or a direct recipient that develops a group TAM for at least one tier II provider.

State of good repair (SGR) – the condition in which a capital asset is able to operate at a full level of performance.

Subrecipient – an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

TERM scale – the five (5) category rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent, 4.0—Good; 3.0—Adequate, 2.0—Marginal, and 1.0—Poor.

Tier I provider – a recipient that owns, operates, or manages either

(1) one hundred and one (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.

Tier II provider – a recipient that owns, operates, or manages

(1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode,

(2) a subrecipient under the 5311 Rural Area Formula Program,

(3) or any American Indian tribe.

Transit asset management (TAM) – the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

Transit asset management (TAM) plan – a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit asset management (TAM) policy – a transit provider's documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

Transit asset management (TAM) strategy – the approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

Transit asset management system – a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

Transit provider (provider) – a recipient or subrecipient of Federal financial assistance under 49 U.S.C. chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

Useful life – either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

Useful life benchmark (ULB) – the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.