

ADOPTED SEPTEMBER 23, 2022

Virginia Group Tier II Transit Asset Management Plan

Federal Fiscal Year 2022
through 2025

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Executive Summary

The Virginia Department of Rail and Public Transportation (DRPT) sponsors the Tier II group Transit Asset Management (TAM) plan and developed the FY 2022-2025 plan in collaboration with thirty-three rural and small urban transit agencies in Virginia. These agencies are located across the Commonwealth and have a combined total of 1,493 vehicles and 49 facilities.

Transit Asset Management is an approach that uses the condition of assets to guide the optimal prioritization of funding to keep transit networks in a state of good repair. In accordance with FTA guidance this TAM plan covers a four-year period FY 2022 through FY 2025 and includes all required TAM elements for Tier II providers; An inventory of capital assets, Condition Assessment, Use of a Decision Support Tool, and Prioritization of investments.

Data Summary

- 16% of all inventoried assets have met or exceeded their Useful Life Benchmark
- The asset inventory includes:
 - 1,326 revenue vehicles of which 14% have met or exceeded their ULB
 - 167 service vehicles/equipment, of which 40% has met or exceeded its ULB
 - 49 facilities including seven passenger facilities. Of these facilities, two fall below 3.0 on the TERM rating scale.

Performance Targets for Federal Fiscal Year 2022

Revenue Vehicle and Equipment/Service Vehicle Performance Targets

Asset Class	ULB	Target 2022
AB- Articulated Bus	14	5%
BU- Bus	14	15%
CU- Cutaway	10	10%
MV- Minivan	8	20%
BR- Over-the-Road-Bus	14	15%
VN- Van	8	20%
AO – Automobiles (non-revenue)	8	30%
TX – Trucks and other rubber tire vehicles (non-revenue)	14	30%

Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Facilities Performance Targets

Asset Class	TERM	Target 2022
Administrative/ Maintenance Facilities	<3.0	10%
Maintenance Facilities	<3.0	10%
Passenger Facilities	<3.0	15%
Parking Facilities	<3.0	10%

Percent of facilities with a condition rating below 3.0 on the FTA TERM Scale

Introduction

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. SGR is defined as the condition in which a capital asset is able to operate at a full level of performance this means that the asset:

- Is able to perform its designed function,
- Does not present a known and unacceptable safety risk, and
- Its lifecycle investments have been met or recovered.

In Virginia, DRPT provides state matching funds for SGR projects at a rate of up to 68%. As a result, most SGR projects receive some level of state funds and thus are evaluated through DRPT's [MERIT process](#). MERIT is the performance-based process by which DRPT allocates state transportation funds to projects. Many agencies in the commonwealth rely on MERIT funding for state match on federal transportation funding from chapter 53 programs. DRPT provides approximately \$62,745,285 in state funds annually for SGR projects. As a result, Virginia has a robust process for evaluating and scoring state of good repair needs. The group TAM plan is structured in a way that complements and informs 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 FY21-FY23

Table header	Table header	Table header	Table header
Project Type	FY21	FY2	FY23
Vehicles - Revenue Vehicles (Replacement/ Overhaul)	\$14,205,428	\$69,938,053	\$48,945,765
Vehicles - Support Vehicles	\$798,042	\$1,384,062	\$512,563
Facilities - Admin/Maintenance & Customer	\$4,356,953	\$4,502,976	\$6,173,340
Other Infrastructure and Equipment	\$12,834,205	\$13,849,688	\$10,734,779

MERIT Background

MERIT-Making Efficient and Responsible Investments in Transit- 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:

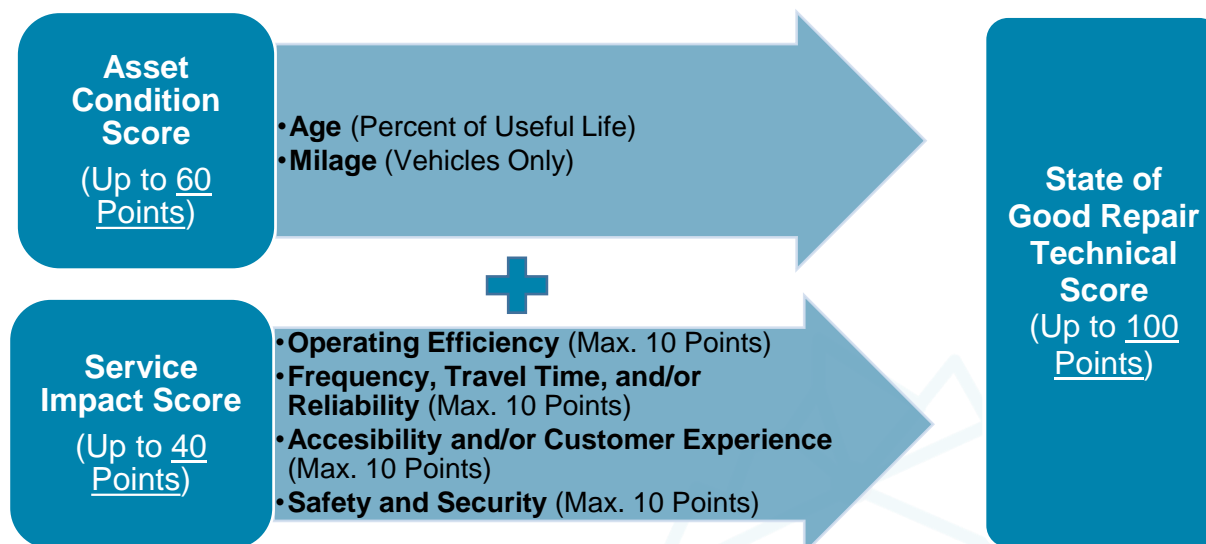
"To facilitate and improve the mobility of the inhabitants of Virginia, and to promote the efficient transport of goods and people in a safe, reliable, and cost effective manner."

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

The capital assistance program follows a prioritization process that allows DRPT to allocate and assign limited resource to project 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(s)
- **Minor Enhancement (MIN):** Projects or programs to add capacity, new technology, or a customer facility with a cost of less than \$2 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 \$2 million or that include an increase of greater than 5 vehicles or 5% of fleet size, whichever is greater

Figure 1: MERIT Scoring Methodology for SGR



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 [TransAM](#)) at the time of application. For vehicles, the asset condition rating 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 nonvehicle 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 as well.

Table 2 illustrates the resulting points based on the age and mileage (mileage applies to vehicles only). The scoring system is set so that assets well past ESL have higher scores than those, which have just reached their useful life. This approach of rating the oldest assets highest may need to be revisited once the State backlog of SGR needs is addressed and it is possible to reward requests for assets to be replaced on their expected lifecycle.

Table 2: MERIT 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

TAM and SGR Policy

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary of 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 providers own, operate, or manage: rail, more than 100 vehicles across all fixed-route modes, or more than 100 vehicles in one non-fixed route mode.
- Tier II providers are subrecipients of 5311 funds, or an American Indian Tribe, or own, operate, or manage less than 101 vehicles across all fixed route modes, or less than 101 vehicles in one non-fixed route mode.

The TAM 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. For the purposes of TAM planning in the Commonwealth DRPT is the sponsor of the sole group TAM plan. Each Tier II TAM plan must contain the following elements:

- An asset inventory
- Condition assessment of assets
- Documentation of the use of a decision support tool
- Prioritization of investments

Group Plan Participants

Per guidance provided by FTA, Tier II providers may develop their own plans or participate in a group plan such as DRPT's Statewide Tier II TAM Plan. Regardless of whether an agency develops its own TAM Plan or chooses to participate in a group plan, each must designate an accountable executive who is responsible for signing off on the TAM plan.

In December 2021, DRPT distributed a notice to all transit agencies that it would be rewriting the Statewide Group TAM Plan and provided a template letter for agencies to use in opting/in out of the plan and designating their Accountable Executive. Signed letters were collected and returned to DRPT for recordkeeping. Thirty-three eligible agencies opted-in to the group plan.

Roles and Responsibilities

Table 3 lists the thirty-three public transportation agencies covered by this Group TAM Plan. FTA requirements call for each provider to designate a single Accountable Executive, who 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 Section 5307 and 5311 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.

Table 3: Group Plan Participants

Agency Name	Accountable Executive
STAR Transit	Bruce Simms
Alexandria Transit Co	Josh Baker
Arlington Transit	Lynn Rivers
Bay Transit	Kathy Vesley
Blacksburg Transit	Brian Booth
Blackstone Area Bus	Mary Murphy
Bristol Transit System	Randall Eads
BRITE Transit	Bonnie Riedesel
Charlottesville Area Transit	Garland Williams
City of Danville Mass Transit System	Marc Alderman
City of Fredericksburg	Jamie Jackson
District Three Governmental Cooperative	Rhiannon Powers
Farmville Area Bus	Julie Adams
Four County Transit	Joe Ratliff
Greater Lynchburg Transit Company	Joshua Moore
Greater Roanoke Transit Co	Kevin Price
Greensville Emporia Transit System	Gary Cifers
Harrisonburg Transit	Gerald M. Gatobu
Jaunt	Ted Rieck
Lake Area Bus	Holly Sluder
Loudoun County Transit	Scott W Gross
Mountain Empire Older Citizens Transit	Michael Wampler
Petersburg Area Transit	Charles Koonce
Pulaski Area Transit	Monica Musick
RADAR/Unified Human Services Transportation System Inc.	Nathan Sanford
Radford Transit	Melissa Skelton
Suffolk Transit	Robert E Lewis
Town of Altavista	Tobie Shelton
Town of Bluefield/Graham Transit	James Hampton
Town of Chincoteague	Michael T. Tolbert
Virginia Regional Transit (Culpeper)	Bruce Simms
Williamsburg Area Transit Authority	Zach Trogon
Winchester Transit	Perry Eisenach

Accountable Executive

An Accountable Executive is a single, identifiable individual within a transit agency who has direct control over the resources needed to implement an agency's safety plan and transit asset management practices, and who is responsible for the implementation of both of those requirements. Accountable executives for participating transit agencies affirmatively opted into the group plan and also signed off on the final document

Opting In/Out

DRPT encourages all eligible transit agencies meeting 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 November 19, 2021 to January 18, 2022.

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 key factor. An agency that is expecting to change tiers based on their operational characteristics need 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 Schedule

DRPT Statewide Tier II TAM Plan will be updated in its entirety, at minimum, every four years. With the resulting information from DRPT's Statewide Asset Management System ([TransAM](#)). 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 DRPT's oversight of 5311 transit agencies.

Grantees are required to update their TransAM 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 evaluation.

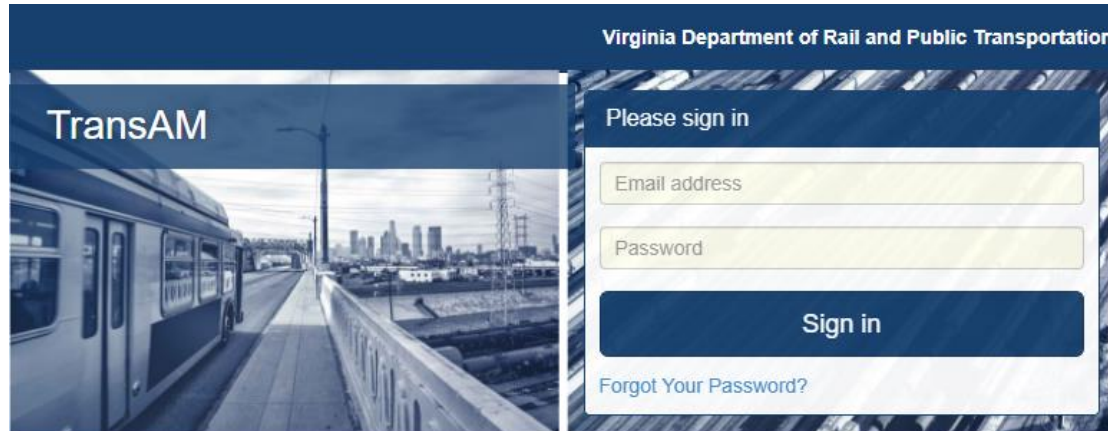
Statewide Transit Asset Management System

DRPT makes [TransAM](#) available to all transit agencies in the Commonwealth. TransAM is a service product developed by Cambridge Systematics under cooperative agreement between DRPT and PennDOT and was funded through a FTA state-of-good-repair grant award.

Since implementing TransAM DRPT uses the platform to:

- Inventory all public transportation system assets;
- Collect relevant data on those 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 requests utilizing state funding resources through the MERIT program
- Sharing TAM targets with transit agencies and MPOs
- Statewide and agency-specific transit studies

Figure 2: TransAM Portal



About TransAM

TransAM is an open-source asset management, grant management, and capital planning platform developed by Cambridge Systematics.



System Status

👍 System is up and running. There are no scheduled maintenance windows for this application.



Getting Help

For questions or support, reach out to your primary TransAM contact.

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 [Default Useful Life Benchmark Cheat Sheet \(October 2021 edition\)](#)

Useful Life Benchmark

The FTA defines a useful life benchmark (ULB) 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 assets classes. The asset classes and values included in this TAM plan are listed in Table 4.

Table 4: FTA Useful Life Benchmarks (ULB)

Asset Class	ULB- Years
AB- Articulated Bus	14
BU- Bus	14
CU- Cutaway Bus	10
MV- Minivan	8
BR- Over-the-Road-Bus	14
VN- Van	8
AO-Automobile	8
Sport Utility Vehicle	8
Trucks and other Rubber Tire Vehicles	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). 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 an assets age and mileage. A crosswalk between UL and ULB is provided in Table 5. For the purposes of TAM, planning DRPT utilizes the default FTA ULBs as these are considered the maximum age at which a vehicle would meet SGR.

Table 5: Useful Life and Useful Life Benchmark Crosswalk

DRPT Minimum Useful Life Standards (UL)			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
Light Duty, Sedan/Station Wagon	4	100,000	AO- Automobile	8
Light Duty, Sport Utility Vehicle	4	100,00	SV- Sport Utility Vehicle	8

Facilities and Equipment

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

Table 6: FTA Term Scale

Rating	Condition	Description
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
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

Required Elements

The TAM final rule requires every transit provider that receives federal financial assistance under 49 U.S.C. Chapter 53 to develop a TAM plan or be a part of a TAM group plan prepared by a sponsor (DRPT). All TAM plans must contain four major components:

1. **Inventory of assets:** A list of capital assets (vehicles, facilities, and equipment) that support public transportation services in Virginia.
2. **Condition assessment of inventoried 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- 21. Table 7 lists eight topic areas for performance planning as required by MAP- 21 and carried forward by the FAST ACT. TAM Plan is one component of a comprehensive set of transportation focused performance measures.

Table 7: MAP21 Performance Planning

FTA	FHWA
Transit Asset Management Plan (TAM)	Highway Asset Management Plan
Public Transportation Agency Safety Plans (PTASP)	Pavement & Bridge Condition
National Public Transit Safety Plan	Safety Performance
	Highway Safety Improvement Plans
	System Performance & CMAQ

Asset Inventory

All Virginia public transportation providers must maintain/update asset data in the TransAM system. TransAM stores crucial information about every asset type and maintains a complete history of the asset as it ages. Transit agencies record changes in condition, usage, value, depreciation, etc. for the following asset categories:

- **Rolling Stock (Revenue Vehicles):** Transit agency-owned or leased Fixed Route & Paratransit vehicles, used to provide public transportation.
- **Equipment:** Tangible support property having a useful life of at least one year, including all nonrevenue/support vehicles.

- **Facilities:** A building or structure that is used in the provision of public transportation, including administrative and maintenance, and passenger and parking facilities.

The asset inventory forms the basis of the group TAM plan and a current, complete inventory of all assets over \$50,000 in value provided online through [DRPT's Open Data portal](#). It is important to note that this list represents a snapshot in time, and the TransAM database is continually updated as assets are added, retired, or as facts change. The TransAM database should always be used for the most up-to-date inventory.

Condition Assessment

The 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 Federal section 5307 and 5311 grants.

Vehicles

Each transit agency must update the age, mileage, and condition of their Rolling Stock and Equipment assets at least twice annually, by July 15 and January 15. These requirements are outlined in DRPT's [Grants Administration Procedures \(Purple Book\)](#). Condition information is tracked in [TransAM](#) and allows transit agencies and DRPT to track fleet condition by asset class, manufacturer, agency, and various other perimeters.

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.

Table 8: Facility Types

Condition Assessment Required and Reported to NTD	Condition Assessment Not Required
<ul style="list-style-type: none"> • Passenger Stations • Parking Facilities • Administrative buildings • Exclusive use maintenance facilities (with capital responsibility) 	<ul style="list-style-type: none"> • Bus shelters

Transit agencies must document the condition of each transit-related facility. DRPT facilitates an annual review of facility conditions and provides technical assistance to TAM Plan members for quadrennial detailed facility condition assessments. This annual update requirement exceeds the basic FTA requirement but is necessary for DRPT to properly plan long-term capital funding needs. Annually, each agency completes a high-level self-assessment of their facilities. The results of these self-assessments are tracked, stored, and reviewed by DRPT before the information is then inputted into the TransAM system.

As the plan sponsor, DRPT maintains a quadrennial detailed facility assessment timetable in which approximately 25% of facilities are assessed annually and each facility receives a detailed assessment on a scheduled 4-year 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, will conduct periodic reviews of the TransAM inventory and verify condition assessments through the following activities:

- The Transit Development Plan (TDP) /Transit Strategic Planning (TSP) process whereby TSP/TDPs are reviewed and fully updated at least 5-year. Minor updates to the plans occur annually and are reported by transit agencies to DRPT annually by January 15. Capital funding requests for state funds must be included in a transit agency 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 TransAM data such as vehicle mileage and facility condition assessments where ongoing or recently closed projects are reviewed and capital plans are discussed.
- Comprehensive Audits
- 5311 recipient compliance reviews
- Quadrennial detailed facility condition assessments and annual high level facility condition assessments by transit agencies

Asset Inventory and Condition Summary

The tables below identify the condition of assets in TransAM as of February 2022. Detailed tables by agency are available through [DRPT's Open Data Portal](#).

Table 9: Revenue Vehicle Inventory

Asset Class	Vehicles In Service	Vehicles beyond ULB	Percent Beyond ULB
AB- Articulated Bus	15	2	13%
BU- Bus	492	100	20%
CU- Cutaway	682	53	8%
MV- Minivan	29	8	28%
BR- Over-the-Road-Bus	75	12	16%
VN- Van	33	8	24%
Total	1,326	183	14%

Table 10: Service Vehicle and Equipment Inventory

Asset Class	Vehicles In Service	Vehicles beyond ULB	Percent Beyond ULB
AO – Automobiles (non-revenue)	156	63	40%
TX – Trucks and other rubber tire vehicles	11	3	27%
VN- VAN	33	8	24%

Table 11: Facility Inventory

Asset Class	Number of Facilities	Facilities with a Condition Assessment below 3.0 on the Term Scale	Percent Beyond ULB
Administration Facilities	29	0	0%
Maintenance Facilities	9	1	11%
Passenger Facilities	7	1	14%
Parking Facilities	4	0	0%

Performance Targets and Measures

Annual Target Setting

DRPT will annually review performance targets based on historical performance and anticipated/obligated funding levels

DRPT will set annual TAM targets based on TransAM data inventories extracted in February of each calendar year. This date concedes with when DRPT extracts TransAM data for MERIT scoring. Revised targets are shared with participating transit agencies, MPOs and DRPT will input these targets into NTD on behalf of group plan participants.

Performance Targets

DRPT assesses and scores rolling stock and non-revenue vehicles (equipment) replacement projects using the MERIT process. The MERIT process provides a score for each asset that factors in both age and mileage. DRPT will continue to use this approach when making investment decisions. The table below represents TAM targets that utilize asset age only in line with FTA guidance.

Table 12: Revenue Vehicle Performance Targets

Asset Class	ULB	Target
AB- Articulated Bus	14	5%
BU- Bus	14	15%
CU- Cutaway	10	10%
MV- Minivan	8	20%
BR- Over-the-Road-Bus	14	15%
VN- Van	8	20%

Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Table 13: Service Vehicle and Equipment Targets

Asset Class	ULB	Target
AO – Automobiles (non-revenue)	8	30%
TX – Trucks and other rubber tire vehicles	14	30%

Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Table 14: Facilities Performance Targets

Asset Class	TERM	Target
Administration Facilities	<3	10%
Maintenance Facilities	<3	10%
Passenger Facilities	<3	15%
Parking Facilities	<3	10%

Percent of facilities with a condition rating below 3.0 on the FTA TERM Scale

Decision Support Tools

DRPT along with transit agencies utilize a variety of technology platforms, management practice, and policies to manage, maintain and plan throughout the lifecycle of transit assets. These tools include software, databases, written policies and planning requirements. Some of the key decision support tools are highlighted in the table below:

Table 15: Decision Support Tools

Tool or Policy	Description
TransAM	Asset inventory database and tracking system Performance target setting and monitoring Capital Planning
Transit Development Plans and Transit Strategic Plans	Transit plans with 10 year planning horizon that: <ul style="list-style-type: none"> details out fiscal needs, state of good repair, capital budget planning, vehicle replacement schedules, performance measures, and service expansion needs
5- year Capital Budgeting process	Details out fiscal needs for state of good repair and expansion projects Provides realistic timeframes for funding needs Provides a higher level of detail than the TDP/ TSP process Allows DRPT to compare statewide budget projections to service provider fiscal needs
Useful Life Standards	DRPT provides Useful life standards for a comprehensive list of transit assets 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 transit 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 Plan (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 of Virginia. 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 tiered based on their age beyond the ULB.

Table 16: Vehicle and Equipment Prioritization Tiers

Prioritization Tiers	Age Beyond ULB
Tier 1	Over 6 years beyond ULB
Tier 2	3 to 6 year beyond ULB
Tier 3	1 to 2 years beyond ULB

Table 17: Facility Prioritization Tiers

Prioritization Tiers	TERM ratings
Tier 1	1
Tier 2	2
Tier 3	3

Of the total number of assets included in the plan inventory, 16% are classified as being at or beyond their ULB. Of the 16% of noted assets, 12% are revenue vehicles and 4% are service vehicles. Less than 0.1% are facilities. Of the revenue vehicles, the 'Bus' asset class has the largest number of vehicles that are beyond their ULB. The priority is to replace the oldest of these vehicles. The second highest revenue vehicle asset class is Cutaways with 53 vehicles. As with busses, the priority is to replace the oldest vehicles. A prioritized list by agency is included in Appendix 6 & 7 and made available through the [Open Data Portal](#).

Planning Partner Coordination

Coordination between DRPT, transit agencies, and Metropolitan Planning Organizations (MPOs) is a key component of the TAM process. Furthermore, the final rule on metropolitan and statewide planning, published in the Federal Register on May 27, 2016, requires MPOs to practice Performance Based Planning and Programming (PBPP). Per the “Dear Colleague” letter from FTA Region 3 dated August 17, 2018. “As part of the implementation of the PBPP requirements, States, MPOs, and providers of public transportation must jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO. These jointly written provisions can be documented either as part of the metropolitan planning agreements required under 23 CFR 450.314 or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPOs, States, and providers of public transportation.” In Virginia, the sharing of performance measure information is documented in the MPO memorandums of understanding (MOU) on metropolitan transportation planning responsibilities planning agreements (commonly referred to as the 3C Agreements). These agreements are jointly developed between DRPT, VDOT and the MPOs.

DRPT as the group plan sponsor coordinates and shares transit performance data with the MPOs. Coordination occurs through joint quarterly MPO coordination meetings hosted by the Virginia Office of Intermodal Planning and Investment (OIPI).

DRPT is developing procedures for providing participating transit agencies with an annual report on individual agency performance against the statewide TAM for help with agency capital planning and fulfilling their PBPP requirements.

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.

Recordkeeping

The primary means of recordkeeping is DRPT's [TransAM Database](#). This database houses the most up to date information about the number, condition, and service status of transit related assets in the Commonwealth. Transit Agencies are required to make bi-annual updates to their inventories within TransAM on July 15 and January 15.

DRPT, as the sponsor of the Tier II Group plan will provide the National Transit Database (NTD) with all information associated with the annual TAM reporting requirements. This includes:

- Performance measures for Tier II TAM participants by asset class
- Asset inventory data for 5311 agencies
- Asset performance data for 5311 agencies
- Annual TAM narrative summary report

Note: 5307 recipients report their inventory and performance data directly to NTD. DRPT only reports the group plan performance targets on their behalf.

Appendix 1: Vehicles in Service by Agency

Agency Name	Asset Class						
	Articulated Bus	Bus	Cutaway	Minivan	Over-the-road Bus	Van	Grand Total
NVTC - City of Alexandria	2	103			4		109
Town of Altavista			2				2
Town Of Blackstone/ Blackstone Area Bus System			16				16
Bay Aging		3	60			3	66
Town of Bluefield-Graham Transit		1	4				5
City of Bristol Virginia			5			1	6
Town of Blacksburg	13	40	16			1	70
Charlottesville Area Transit		32	4				36
District Three Governmental Cooperative			35	6		1	42
Danville Transit System		2	29			1	32
Farmville Area Bus			15	5			20
AASC / Four County Transit		1	43	3		1	48
Fredericksburg Regional Transit			36				36
Greater Lynchburg Transit Company		40	18				58
Greensville County			3				3
City of Harrisonburg Dept. of Public Transportation		46	12	2			60
JAUNT, Inc.			89	3		15	107
Lake Country Area Agency on Aging			5	1		3	9
County of Loudoun		16	37		66		119
Mountain Empire Older Citizens, Inc.			41	3		4	48
NVTC - Arlington County		81	14				95
Pulaski Area Transit			15				15
City of Petersburg		8	19				27
Town of Chincoteague		3		1			4
City of Radford		2	18				20
RADAR UHSTS			40			2	42
STAR Transit			15				15
City of Suffolk - Suffolk Transit			18	2			20
Greater Roanoke Transit Company		53	14		5		72

Virginia Regional Transit		9	41	3			53
Williamsburg Area Transit Authority		51	9			1	61
City of Winchester		1	9				10
TOTAL	15	492	682	29	75	33	1,326

Appendix 2: In Service Vehicles Beyond their ULB

Agency Name	Asset Class						
	Articulated Bus	Bus	Cutaway	Minivan	Over-the-road Bus	Van	Grand Total
NVTC - City of Alexandria	2	2			4		8
Town Of Blackstone/ Blackstone Area Bus System			2				2
Bay Aging		1	3			3	7
City of Bristol Virginia			2				2
Town of Blacksburg			2				2
Charlottesville Area Transit		8					8
District Three Governmental Cooperative			4	6			10
Danville Transit System		2					2
Farmville Area Bus			1	2			3
Fredericksburg Regional Transit			2				2
Greater Lynchburg Transit Company		21	5				26
City of Harrisonburg Dept. of Public Transportation		7					7
JAUNT, Inc.						1	1
Lake Country Area Agency on Aging			3			3	6
County of Loudoun					8		8
Mountain Empire Older Citizens, Inc.			1				1
NVTC - Arlington County		20	6				26
Pulaski Area Transit			2				2
City of Petersburg			1				1
RADAR UHSTS			3				3
City of Suffolk - Suffolk Transit			1				1
Greater Roanoke Transit Company		14	11				25
Virginia Regional Transit			1				1
Williamsburg Area Transit Authority		24	2			1	27
City of Winchester		1	1				2
TOTAL	2	100	53	8	12	8	183

Appendix 3: Equipment Inventory

Agency Name	Asset Class		
	Automobiles	Trucks and other Rubber Tire Vehicles	Grand Total
NVTC - City of Alexandria	17		17
Town of Altavista	1		1
Town Of Blackstone/ Blackstone Area Bus System	3		3
Bay Aging	11		11
Town of Bluefield-Graham Transit	1		1
Town of Blacksburg	17	6	23
Charlottesville Area Transit	9		9
District Three Governmental Cooperative	6		6
Danville Transit System	4	1	5
Farmville Area Bus		1	1
AASC / Four County Transit	5		5
Fredericksburg Regional Transit	6		6
Greater Lynchburg Transit Company	13		13
City of Harrisonburg Dept. of Public Transportation	2	3	5
JAUNT, Inc.	11		11
Mountain Empire Older Citizens, Inc.	5		5
Pulaski Area Transit	2		2
City of Petersburg	1		1
City of Radford	4		4
RADAR UHSTS	1		1
STAR Transit	2		2
City of Suffolk - Suffolk Transit	1		1
Greater Roanoke Transit Company	11		11
Virginia Regional Transit	10		10
Williamsburg Area Transit Authority	11		11
City of Winchester	2		2
TOTAL	156	11	167

Appendix 4: Equipment Beyond ULB

Agency Name	Asset Class		
	Automobiles	Trucks and other Rubber Tire Vehicles	Grand Total
NVTC - City of Alexandria	6		6
Town of Altavista	1		1
Town Of Blackstone/ Blackstone Area Bus System	2		2
Bay Aging	6		6
Town of Bluefield-Graham Transit	1		1
Town of Blacksburg	8	3	11
District Three Governmental Cooperative	3		3
Danville Transit System	2		2
Fredericksburg Regional Transit	3		3
Greater Lynchburg Transit Company	1		1
JAUNT, Inc.	3		3
Mountain Empire Older Citizens, Inc.	1		1
Pulaski Area Transit	2		2
City of Radford	2		2
RADAR UHSTS	1		1
City of Suffolk - Suffolk Transit	1		1
Greater Roanoke Transit Company	9		9
Virginia Regional Transit	5		5
Williamsburg Area Transit Authority	5		5
City of Winchester	1		1
TOTAL	63	3	66

Appendix 5: Facility Inventory

Agency Name	Administration Facilities	Maintenance Facilities	Passenger Facilities	Parking Facilities	Grand Total
AASC / Four County Transit	1				1
Bay Aging	2				2
Blacksburg Transit	2				2
Blackstone Area Bus	1				1
BRITE	1			1	2
Charlottesville Area Transit	2			1	3
City of Bristol Virginia	1				1
Danville Transit	1	2	1	1	5
District Three Governmental Cooperative	1				1
Farmville Area Bus	1				1
Fredericksburg Regional Transit	2	1		1	4
Greater Lynchburg Transit Company	1		1	1	3
Harrisonburg Department of Transportation	1	1			2
JAUNT	1		1		2
Loudoun County	1	1			2
Mountain Empire Older Citizens	1				1
NVTC - Alexandria DASH	1				1
NVTC - Arlington Transit	1	1		1	3
Petersburg Area Transit	1	1			2
RADAR	1				1
STAR Transit	1				1
Suffolk Transit				1	1
Valley Metro	1				1
Virginia Regional Transit	1				1
Williamsburg Area Transit Authority	1				1
WinTran	1	2	1		4
TOTAL	29	9	4	7	49

Appendix 6: Facilities with TERM Ratings Below a 3.0

Agency Name	Administration Facilities	Maintenance Facilities	Passenger Facilities	Parking Facilities	Grand Total
BRITE			1		1
Win Tran		1			1

Appendix 7: Prioritized Equipment Asset Register

Data available via the DRPT [Open Data Portal](#)

Appendix 8: Prioritized Revenue Vehicle Asset Register

Data available via the DRPT [Open Data Portal](#)