Appendix E: Performance Based Planning and Programming for Transit Asset Management

The HRMPO approved the transit asset management (TAM) performance targets in the FFY2026 – FFY2029 Virginia Tier II Group Transit Asset Management Plan on November 18, 2026. The Virginia Department of Rail and Public Transportation (DRPT) sponsors the Group Plan, which took effect on September 30, 2026. The FFY2026 targets in Table 2 replace the FFY2022 targets previously included in this appendix at the time of original document approval.

Federal Requirements

The Moving Ahead for Progress in the 21st Century Act (MAP-21) directed the U.S. Department of Transportation to establish a system to monitor and manage public transportation assets, improve safety, increase reliability and performance, and set performance measures. The Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act (IIJA) carried this requirement forward. The Federal Transit Administration (FTA) implements it through the TAM Final Rule (49 CFR Part 625), published on July 26, 2016.

TAM 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. Transit agencies use asset condition to decide how to manage capital assets and where to direct funding, so that assets remain in a state of good repair and riders receive safe, cost-effective, and reliable service.

The rule sorts transit agencies into two tiers based on size and mode. A Tier I agency operates rail, operates 101 or more vehicles across all fixed route modes, or operates 101 or more vehicles in any one non-fixed route mode. A Tier II agency is a subrecipient of FTA Section 5311 funds, is an American Indian Tribe, or operates 100 or fewer vehicles across all non-rail fixed route modes or in any one non-fixed route mode. Tier I agencies must develop their own TAM plans, while Tier II agencies may participate in a group plan sponsored by a state or other direct recipient.

Virginia's Tier II Group TAM Plan

DRPT sponsors the Tier II Group TAM Plan on behalf of 33 participating transit agencies. The FFY2026 – FFY2029 Group Plan took effect on September 30, 2026, after each participating agency approved and adopted it. The plan contains the four required TAM elements: an inventory of assets, a condition assessment of those assets, a decision support tool, and a prioritization of investments.

DRPT built the plan from asset data that each participating agency maintains in the statewide TransAM/WebGrants database, which agencies must update by July 15 and January 15 of each year. DRPT then uses the MERIT Capital Assistance Program to prioritize state capital funding. The MERIT prioritization process

favors projects that keep existing assets in a state of good repair and that have the greatest effect on public transportation service statewide.

HRMPO Integration of TAM Targets

The HRMPO programs federal transportation funds for the Harrisonburg Department of Public Transportation (HDPT). HDPT is a Tier II agency participating in the DRPT-sponsored Group TAM Plan. The HRMPO has integrated the goals, measures, and targets in the FFY2026 – FFY2029 Virginia Group Tier II Transit Asset Management Plan into its planning and programming process. Rather than develop regionally specific targets, the HRMPO adopts the statewide Group Plan targets shown in **Table 2**.

Performance Measures

The TAM rule establishes four performance measures that apply to four asset categories, as shown in Table 1. Two definitions apply to these measures. The Useful Life Benchmark (ULB) is the expected life cycle of a capital asset, or its acceptable period of use in service, for a particular provider's operating environment; for example, FTA's default ULB for an articulated bus is 14 years. FTA's Transit Economic Requirements Model (TERM) scale rates asset condition from 1 (poor) through 2 (marginal), 3 (adequate), and 4 (good) to 5 (excellent).

Because HDPT operates no fixed guideway service, the infrastructure measure does not apply in the HRMPO region, and the Group Plan sets no infrastructure target.

Table 1: TAM Performance Measures by Asset Category

Asset Category	Relevant Assets	Performance Measure	Measure Type
Equipment (Support Vehicles)	Service support, maintenance, and other non-revenue vehicles	Percentage of support vehicles that have met or exceeded their ULB	Age
Rolling Stock (Revenue Vehicles)	Buses, cutaways, and vans; light and heavy rail cars; commuter rail cars and locomotives; ferry boats	Percentage of revenue vehicles that have met or exceeded their ULB	Age
Infrastructure	Fixed guideway track	Percentage of track segments with performance (speed) restrictions, by mode	Performance
Facilities	Passenger stations, parking facilities, and administrative and maintenance facilities	Percentage of facilities with a condition rating below 3.0 on the FTA TERM scale	Condition

Performance Targets

Table 2 lists the FFY2026 Group Plan targets that the HRMPO adopts. Each target represents the share of assets in a class expected to have met or exceeded their ULB, or to rate below 3.0 on the TERM scale; lower percentages indicate better asset condition.

Table 2: FFY2026 TAM Targets for Revenue Vehicles, Equipment, and Facilities

Asset Category – Performance Measure	Asset Class	FFY2026 Target
Revenue Vehicles		
Age – Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB – Articulated Bus	5%
	BR – Over-the-Road Bus	10%
	BU – Bus	15%
	CU – Cutaway	10%
	VN – Van	20%
	MV – Minivan	5%
Equipment (Support Vehicles)		
Age – Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	AO – Automobile	35%
	Trucks and Other Rubber Tire Vehicles	35%
Facilities		
Condition – Percentage of facilities with a condition rating below 3.0 on the FTA TERM Scale	Passenger/Parking	5%
	Administrative/Maintenance	10%