



U.S. Department
of Transportation

**Federal Transit
Administration**

Executive Director

1200 New Jersey Avenue, SE
Washington, DC 20590

June 16, 2026

Dear Colleague,

I write to remind you of the upcoming deadline to update your agency's Transit Asset Management (TAM) plan. As required by the TAM regulation (49 CFR Part 625), public transit agencies must update their entire TAM plan at least once every four years. Most FTA grantees established their initial plan by the initial deadline of October 1, 2018, which means the next major update for most grantees is due by **October 1, 2026**. If you already have completed a full update since October 2022, your next update will be required four years from the date of the most recent update.

The purpose of the Federal Transit Administration's (FTA) TAM Program and your State or agency TAM plan is to achieve and maintain a State of Good Repair (SGR) for public transportation assets. A well-developed TAM plan and investment prioritization process will contribute to ensuring that your system is safe, reliable, and accessible for the people who use it. To ensure your agency meets this challenge, FTA's TAM Program offers resources and technical assistance available at transit.dot.gov/TAM.

As an Accountable Executive, whether Chief Executive Officer or General Manager, you play a critical role in developing updates to the TAM plan. Limited funding often leads to difficult trade-offs between long-term system reliability, investments in system expansion, and short-term operational needs, which executives must make in collaboration with their board and governing authorities. Ultimately, you are responsible for formally approving your TAM plan and for certifying your compliance with the TAM regulation in your grant application(s) with FTA.

Furthermore, FTA has observed a steady increase in the percentage of revenue vehicles not in a state of good repair (the SGR revenue vehicle backlog) since 2023 (see attachment). Revenue vehicles (such as buses, trains, ferries, vans, and cutaways) are the backbone of the Nation's transit networks. When they are not well-maintained, the public feels the impact immediately through more frequent breakdowns and diminished on-time performance. This erosion of reliability directly undermines the safety, effectiveness, and public trust in our transportation systems. By implementing a strategic approach to monitoring, maintaining, and replacing transit assets, as identified in your updated, approved TAM plan, we can collectively work to reduce the SGR backlog.

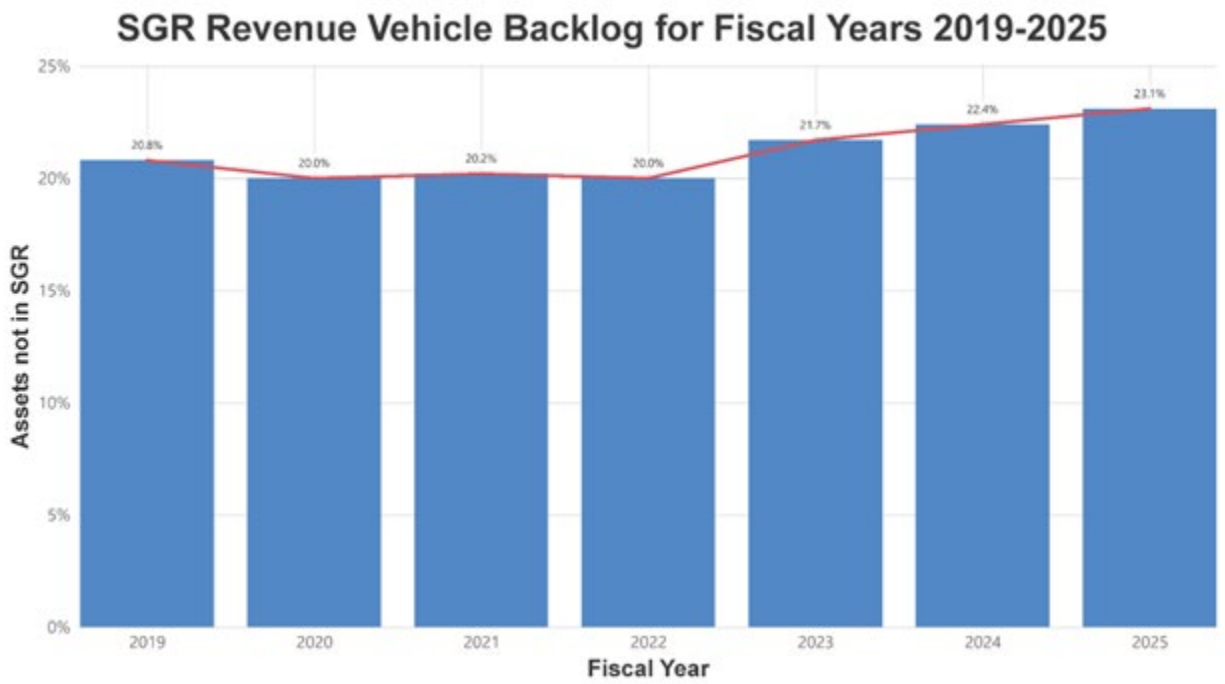
If you have any questions or require additional information, please feel free to contact Tamalynn Kennedy, TAM Program Analyst, at Tamalynn.Kennedy@dot.gov.

Sincerely,

Jamie Pfister
Acting Executive Director

Attachment

Visualization of SGR Revenue Vehicle Backlog for Fiscal Years 2019-2025



Source: National Transit Database