

TRANSIT ASSET MANAGEMENT PLAN



6/19/2017

Idaho Transportation Department -
Public Transportation Office

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CHAPTER 1 – INTRODUCTION

TAM Vision

The purpose of developing the Idaho Transportation Department, Public Transportation Office's (ITD-PT's) TAM Plan is to aid ITD-PT in achieving and maintaining a state of good repair (SGR) of all public transportation assets in the State of Idaho. **SGR is the condition in which a capital asset is able to operate at a full level of performance.** This means that the asset:

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

TAM and SGR Policy

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary 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 Final Rule groups providers into two categories: Tier I and Tier II.

- 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 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 group TAM plan prepared by a sponsor (ITD-PT). All TAM plans must contain:

- An inventory of assets
- A condition assessment of inventoried assets
- Documentation of the use of a decision support tool
- A prioritization of investments

Tier II providers may develop their own plans or participate in a group plan such as ITD-PT's TAM Plan. Regardless of whether an agency develops its own TAM Plan or chooses to participate in a group plan, each transit agency must designate an Accountable Executive to ensure that the necessary resources are available.

It is the expectation of ITD-PT to have the support and feedback of the Metropolitan Planning Organizations (MPO) and providers to define, implement, enhance and achieve the goals of the ITD-PT TAM Plan. Each agency participating in ITD-PT's TAM Plan (see Roles and Responsibilities) will provide a written statement of participation from their designated Accountable Executive. An Accountable Executive is a singled, 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.

Participants choosing to opt-out of the ITD-PT TAM Plan must notify ITD-PT no later than 12 months prior to the next TAM plan due date.

ITD-PT TAM Plan will be updated in its entirety, at minimum, every four years. With the resulting information from the Annual Statewide Inventory collection Asset; inventory and performance targets will be reported on annually to Public Transportation Advisory Council (PTAC), the MPOs, and the National Transit Database (NTD).

Idaho Transportation Department, Public Transportation Office (ITD-PT)

ITD-PT is committed to fostering a safe, mobility focused public transportation program throughout Idaho that promotes economic growth and opportunity for all of Idaho's travelers. Public transportation is a vital part of Idaho's multimodal transportation system. It is a transportation option that relieves congestion, helps maximize capacity on roadways, improves air quality, reduces fuel consumption and connects people of all ages and abilities with their surrounding communities. Maintaining a transit fleet in a state of good repair is critical to providing a safe, reliable and comfortable environment for operators and the traveling public.

There are 55 transit agencies in Idaho that operate a statewide fleet of 600 vehicles. These agencies annually provide more than 3.7 million passenger trips, and travel over 10 million miles. In the State of Idaho there is one large urban provider with a fleet of approximately 100 vehicles. As a direct recipient of federal funds they have the regulatory responsibility to develop an independent sponsored Transit Asset Management (TAM) plan. Their data is included only as a reference for the overall statewide asset view but is not reflected further in this TAM Plan.

Public transportation providers range in size and scale from daily fixed route services to demand response services; with schedules and destinations determined on a day-to-day basis. These organizations assist the elderly, those with disabilities, youth, the general public, and low income citizens to gain access to needed medical, nutrition, education, employment, social, and commercial services.

Performance Targets & Measures

When determining performance targets and measures it is most important to first identify what factors are taken into account and what that data entails. ITD-PT utilizes the following data when determining performance targets and measures:

- Useful Life
- Asset Age
- Vehicle Mileage
- Asset Condition
- Useful Life Benchmark (ULB)

Transit Asset Management Plan

Useful life is the expected lifetime of project property, or the acceptable period of use in service. Useful life of revenue rolling stock begins on the date the vehicle is placed in revenue service and continues until it is removed from service. ITD-PT utilizes the Federal Transit Administration’s (FTA) standards for determining useful life, reflected in the table below:

Vehicle	Seats	Useful Life
Heavy Duty Large Bus (35’ to 40’ and articulated buses) Approx. 33,000 to 40,000 GVW	27 to 40	12 years or 500,000 miles
Heavy-Duty Small Bus (30’ to 35’) Approx. 26,000 to 33,000 GVW	26 to 35	10 years or 350,000 miles
Medium-Duty and Purpose-Built Bus (25’ to 35’) Approx. 16,000 to 26,000 GVW	22 to 30	7 years or 200,000 miles
Light-Duty Mid-Sized Buses (25’ to 35’) Approx. 10,000 to 16,000 GVW	16 to 25	5 years or 150,000 miles
Light-Duty Small Bus, Cutaways, Regular & Modified Van (16’ to 28’) Approx. 6,000 to 14,000 GVW	10 to 22	4 years or 100,000 miles

USEFUL LIFE – FACILITIES & EQUIPMENT

Additionally, asset conditions are determined based off of the FTA’s Transit Economic Requirements Model (TERM) as outlined below:

Condition	Description	Mileage	Rating
Excellent	New asset; no visible defects		4.8-5.0
Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s) but is overall functional		4.0-4.7
Adequate	Asset has reached its mid-life; some moderately defective or deteriorated component(s)	50%-99% of Useful Life	3.0-3.9
Marginal	Asset reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needs	100%-124% of Useful Life	2.0-2.9
Poor*	Asset is past its useful life and is in need of immediate repair or replacement; may have critically damaged component(s)	125% or more of Useful Life	1.0-1.9

*ITD-PT utilizes the technical expertise of the Idaho State Police (ISP) Commercial Vehicle Unit to use their discretion since the description for “POOR” is not mutually exclusive and 125%+ mileage does not auto qualify for “POOR” status.

The FTA defines a useful life benchmark (ULB) as the expected lifecycle of a capital asset for a particular transit provider’s operating environment or the acceptable period of use in service for a particular transit provider’s operating environment. ULB is not the same as an asset’s useful life. ULB takes into account a provider’s unique operating environment such as geography, service frequency, etc.

Vehicle Type	FTA Default ULB (in years)
Automobile (AO)	8
Bus (BU)	14
Cutaway Bus (CU)	10
Minivan (MV)	8
Sport Utility Vehicle (SV)	8
Van (VN)	8

ULB – FACILITIES & EQUIPMENT

TAM Goals and/or Objectives (Targets)

Goal 1: Bring the statewide revenue vehicle average condition rating to “Marginal” by the end of FFY 2018

- Dispose of vehicles that pose an irreparable unacceptable safety risk
- Prioritize the replacement of vehicles that fall within the “Poor” condition rating
- ISP Inspection Program
- Site Review Program
- Risk Management Strategies

Goal 2: Reduce the number of revenue vehicles exceeding their ULB by 3% annually

- Prioritize the replacement of vehicles that have exceeded their ULB
- Preventive Maintenance Strategies to extend ULB

Goal 3: Bring the statewide revenue vehicle condition average rating to “Adequate” or better by the end of FFY 2020

- Dispose of vehicles that pose an irreparable unacceptable safety risk
- Prioritize the replacement of vehicles that fall within the “Poor” and “Marginal” condition ratings
- ISP Inspection Program
- Site Review Program

About the TAM Plan

The TAM Plan contains four major components; the Asset Portfolio, the Condition Assessment, the Management Approach, as well as the Work Plans and Resources section. The Asset Portfolio provides a list of all of the capital assets that support the delivery of public transportation services in Idaho. The Condition Assessment section includes the current condition that the capital assets are in and how the actual conditions compare to the targets set for each asset category. The Management Approach breaks out the information supporting the decision making process, investment prioritization, risk management considerations, and strategies for maintenance, overhaul, disposal, acquisition, and renewal. The Work Plans and Schedule section outlines the proposed investments and any applicable capital investment activity schedules.

This document covers the data compiled during State FY 2016 Annual Statewide Inventory collection.

Roles and Responsibilities

In compliance with 49 CFR 625 each transit provider must designate an Accountable Executive who will have the authority of approving and implementing the TAM plan.

Role	Title	Agency
TAM Plan Sponsor	Public Transportation Manager	Idaho Transportation Department
Asset Management Lead	Safety Grants Officer	Idaho Transportation Department
Urban Asset Management Lead	Accountable Executive	Kootenai Metropolitan Planning Organization (KMPO)
Urban Asset Management Lead	Accountable Executive	Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO)
Urban Asset Management Lead	Accountable Executive	Bannock Transportation Planning Organization (BTPO)
Urban Asset Management Lead	Accountable Executive	Bonneville Metropolitan Planning Organization (BMPO)
Transit Asset Management	Accountable Executive	Ada County Highway District (ACHD) Commuteride
Transit Asset Management	Accountable Executive	Bear Leak Memorial Hospital
Transit Asset Management	Accountable Executive	Blaine County Senior Center
Transit Asset Management	Accountable Executive	Boise Basin Senior Center
Transit Asset Management	Accountable Executive	Boise Good Samaritan
Transit Asset Management	Accountable Executive	Cambridge Senior Center

Roles and Responsibilities Continued...

Role	Title	Agency
Transit Asset Management	Accountable Executive	Cascade Senior Center
Transit Asset Management	Accountable Executive	Coeur d'Alene Tribe (City Link)
Transit Asset Management	Accountable Executive	Council Senior Center
Transit Asset Management	Accountable Executive	Disability Action Center (DAC)
Transit Asset Management	Accountable Executive	City of Driggs
Transit Asset Management	Accountable Executive	Elderly Opportunity Agency (EOA)
Transit Asset Management	Accountable Executive	Franklin County Medical Center
Transit Asset Management	Accountable Executive	Filer Senior Center
Transit Asset Management	Accountable Executive	Gem County Senior Center
Transit Asset Management	Accountable Executive	Homedale Senior Center
Transit Asset Management	Accountable Executive	Horseshoe Bend Senior Center
Transit Asset Management	Accountable Executive	Kootenai County
Transit Asset Management	Accountable Executive	Kuna Senior Center
Transit Asset Management	Accountable Executive	Lemhi Ride
Transit Asset Management	Accountable Executive	Lewiston Transit
Transit Asset Management	Accountable Executive	Living Independence Network Corporation (LINC)
Transit Asset Management	Accountable Executive	Marsing Senior Center
Transit Asset Management	Accountable Executive	McCall Senior Center
Transit Asset Management	Accountable Executive	Melba Valley Senior Center
Transit Asset Management	Accountable Executive	Meridian Senior Center
Transit Asset Management	Accountable Executive	Metropolitan Community Transportation
Transit Asset Management	Accountable Executive	Minidoka Memorial Hospital
Transit Asset Management	Accountable Executive	City of Moscow
Transit Asset Management	Accountable Executive	Mountain Home Senior Center
Transit Asset Management	Accountable Executive	Mountain Rides Transportation Authority (MRTA)
Transit Asset Management	Accountable Executive	New Meadows Senior Center
Transit Asset Management	Accountable Executive	New Plymouth Senior Center
Transit Asset Management	Accountable Executive	Nez Perce Tribe – Appaloosa Express
Transit Asset Management	Accountable Executive	Northwest Stagelines
Transit Asset Management	Accountable Executive	Oneida County Hospital
Transit Asset Management	Accountable Executive	Parma Senior Center
Transit Asset Management	Accountable Executive	Payette Senior Center
Transit Asset Management	Accountable Executive	Pocatello Regional Transit
Transit Asset Management	Accountable Executive	Rimrock Senior Center
Transit Asset Management	Accountable Executive	Regional Public Transportation (SMART)
Transit Asset Management	Accountable Executive	Salt Lake Express
Transit Asset Management	Accountable Executive	Shoshone County
Transit Asset Management	Accountable Executive	Selkirk-Pend Oreille Transit Authority (SPOT)
Transit Asset Management	Accountable Executive	St. Marks Catholic Community
Transit Asset Management	Accountable Executive	Southern Teton Area Rapid Transit (START)
Transit Asset Management	Accountable Executive	TESH
Transit Asset Management	Accountable Executive	Three Island Senior Center
Transit Asset Management	Accountable Executive	Trans IV
Transit Asset Management	Accountable Executive	Targhee Regional Public Transportation Authority (TRPTA)
Transit Asset Management	Accountable Executive	Treasure Valley Transit (TVT)
Transit Asset Management	Accountable Executive	University of Idaho
Transit Asset Management	Accountable Executive	Valley Vista – Benewah Area Transit (BAT)
Transit Asset Management	Accountable Executive	Valley Vista – Lost River Area Transit (LRAT)
Transit Asset Management	Accountable Executive	West End Senior Center
Transit Asset Management	Accountable Executive	WITCO, Inc.

CHAPTER 2 – ASSET PORTFOLIO

NOTE: All asset information was populated from 2015 Statewide Inventory. Information will be updated at the conclusion of the 2016 Statewide Inventory compilation. Data has been excluded for all providers exercising their option to develop an independent TAM plan.

Asset Portfolio Summary:

Asset Category	Total Number	Average Age
Equipment	0	N/A
Facilities	18	6 years
Rolling Stock	500	7.5 years

Asset Inventory Detail:

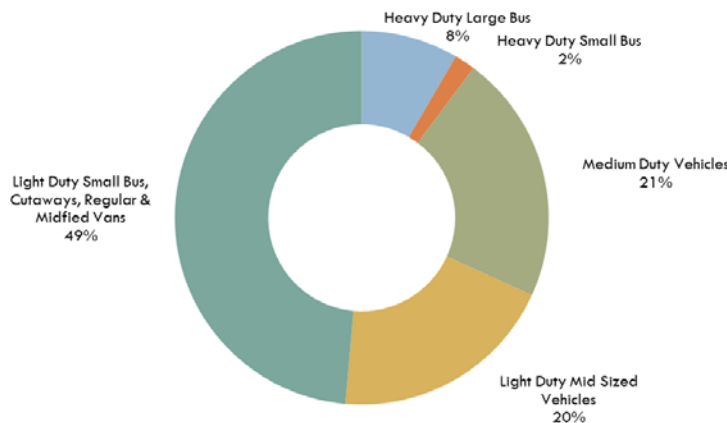
Facilities

Asset Category	Count	Avg. Age	Useful Life
Carport	1	8 years	10 years
Bus Shelter	6	5 years	10 years
Park & Ride (no structure)	2	2 years	20 years
Parking Structure/Garage	2	6 years	30 years
Maintenance Facility	2	10 years	30 years
Park & Ride (with structure)	1	5 years	40 years
Transit Facility	4	7 years	40 years

Rolling Stock

Asset Category	Count	Avg. Age	Useful Life
Light-Duty Small Bus, Cutaways, Regular, & Modified Van	243	6.3 years	4 years
Light-Duty Mid-Sized Buses	98	8.7 years	5 years
Medium-Duty and Purpose-Built Bus	108	7.1 years	7 years
Heavy-Duty Small Bus	9	14.2 years	10 years
Heavy Duty Large Bus	42	11.8 years	12 years

Rolling Stock Inventory



CHAPTER 3 – CONDITION ASSESSMENT

NOTE: All asset information was populated from 2015 Statewide Inventory. Information will be updated at the conclusion of the 2016 Statewide Inventory compilation. Data has been excluded for all providers exercising their option to develop an independent TAM plan.

Asset Condition

Equipment

Currently there is no equipment inventory in excess of \$50,000 to be reported. Need to include all nonrevenue vehicles.

Facilities

As outlined in the previous chapter, there are currently 18 facilities in our inventory. The average condition rating of these facilities is “good” with a score of 2.00. This condition is in line with the initial parameters of the established performance measures of facilities having an average condition rating of “good” or better.

None of the facilities have met or exceeded their ULB.

Rolling Stock

There are 500 vehicles within our rolling stock inventory. Currently the average condition of these vehicles is “Poor” with a rating of 1.82. This is below our initial parameters of the established performance measure of rolling stock having an average condition rating of “marginal” by the end of FFY 2018 and “adequate” or better by the end of FFY 2020.

Currently, 18% of the vehicles have met or exceed their ULB. It is our goal to reduce the number of vehicles exceeding their ULB by 3% annually.

Asset Condition Summary

Asset Category	Count	Avg. Age	Avg. Mileage	Avg. Condition	Avg. Condition Value	% At/Past ULB
Equipment	0	N/A	N/A	N/A	N/A	N/A
Facilities	18	6 years	N/A	Good	2.00	0%
Rolling Stock	500	7.5 years	148,764	Poor	1.82	18%

Asset Condition Detail

Rolling Stock Category	Quantity	Condition	% within Category	% within Fleet
Heavy Duty Large	14	Poor	33%	8%
Heavy Duty Large	2	Marginal	5%	
Heavy Duty Large	24	Adequate	57%	
Heavy Duty Large	1	Good	2%	
Heavy Duty Large	1	Excellent	2%	
Heavy Duty Small	4	Poor	44%	2%
Heavy Duty Small	1	Marginal	11%	
Heavy Duty Small	0	Good	0%	
Heavy Duty Small	3	Adequate	33%	
Heavy Duty Small	1	Excellent	11%	
Medium Duty	32	Poor	30%	21%
Medium Duty	27	Marginal	25%	
Medium Duty	31	Adequate	29%	
Medium Duty	8	Good	7%	
Medium Duty	10	Excellent	9%	
Light Duty Mid-Size	68	Poor	69%	20%
Light Duty Mid-Size	19	Marginal	19%	
Light Duty Mid-Size	7	Adequate	7%	
Light Duty Mid-Size	2	Good	2%	
Light Duty Mid-Size	2	Excellent	2%	
Light Duty Small	156	Poor	64%	49%
Light Duty Small	35	Marginal	14%	
Light Duty Small	48	Adequate	20%	
Light Duty Small	4	Good	2%	
Light Duty Small	0	Excellent	0%	

CHAPTER 4 – MANAGEMENT APPROACH

Decision Support

The Federal Transit Administration (FTA) funds, which are allocated to Idaho, are crucial to the continued operation of public transportation services in the State. In order to ensure that the funds are fair and equitably distributed, a competitive application process has been developed to solicit projects and award funds. In accordance with federal regulations the State provides for the maximum feasible participation by private providers of public transportation to participate in any application.

ITD-PT utilizes two distinct paths in the distribution of funding. The first is the annual congressional appropriation. These are sustainable funds that are distributed annually by Congress through FTA. Capital funds are available for recipients and subrecipients to replace, rehabilitate, and purchase buses and bus related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Additionally, funds are made available to support the continuation and expansion of public transportation services through capital purchasing.

The second path is ITD-PT’s “One-Time Application” process. The funding for this application is comprised of excess funds above and beyond those necessary to sustain operations of eligible recipients. These are accumulated in part due to the many innovative cost savings from providers across the State. These funds are not made available to cover operating costs as they are not sustainable and cannot be expected from year to year. These funds are reserved for “one-time” type of capital projects.

Urban and small urban provider funding opportunities are managed and coordinated through the local metropolitan planning organizations’ (MPO) application and prioritization processes. Direct recipients of federal funds adhere to their own board policies and procedures for funding discretion.

Process/Tool	Brief Description
5339 – Buses and Bus Facilities Program	Makes Federal resources available to States and designated recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
Vehicle Investment Program (VIP)	Provides capital funding for demand response providers to replace, rehabilitate, and purchase buses to support the continuation and expansion of public transportation services.

Investment Prioritization

ITD-PT has developed a listing of Program Priorities to help guide in making recommendations to the Public Transportation Advisory Council (PTAC), the general public, and finally the Idaho Transportation Board. Staff uses the following priorities, as well as established performance metrics, identified technical issues and needs of each applicant (either past or present), and the amount of funding available to make initial recommendations for project award and level of funding. All recommendations made to FTA are at the discretion and subject to change by the Idaho Transportation Department Board.

Transit Asset Management Plan

ITD-PT funding recommendations made to the public and PTAC, are determined in part using the following for grant consideration:

FTA Section 5310 – encouraged to apply for VIP

FTA Section 5311 – encouraged to apply for 5339

5339

1. Capital for Existing 5311 Operators
2. Capital for Expansion of Existing 5311 Operators
3. Capital for New 5311 Operators

VIP

1. Capital for Existing 5310 Operators
2. Capital for Expansion of Existing 5310 Operators
3. Capital for New 5310 Operators

Replacement vehicles are prioritized based on whether or not the vehicle has met or exceeded its useful life. Further evaluation is done by taking into account the vehicle's condition, age, and mileage.

Risk Management

Risk	Mitigation Strategy
Pre- and/or Post-Trip Inspections not being conducted	Pre- and Post-Trip inspections to be conducted in compliance with applicable Federal and State requirements.
Scheduled Maintenance not being conducted	Adhere to preventive maintenance plan and/or minimum OEM standards.
Annual Vehicle Inspections not being conducted	Annual Vehicle Inspection to be conducted in compliance with applicable Federal and State requirements.
Outdated/expired equipment	Adhere to preventive maintenance plan and/or minimum OEM standards. Inspect during annual inspections.
Vehicle Failures/Malfunctions	Reviewed during site visits.
Vehicle Condition	Reviewed during ISP inspections.
Age	Reviewed during annual statewide inventory report.
Mileage	Reviewed during annual statewide inventory report.

ITD-PT has developed a partnership with the Idaho State Police (ISP), Commercial Vehicle Safety Unit to conduct, at a minimum, bi-annual vehicle inspections. This partnership has allowed for more in depth inspections to be completed, aiding in identifying potential risks before an incident can occur and better educating providers on expectations for maintenance and operations of a commercially used vehicle.

Maintenance Strategy

Each provider adheres to their written vehicle maintenance programs to ensure that vehicles are maintained, at a minimum, in accordance with their manufacturer’s maintenance and service guidelines.

Overhaul Strategy

When vehicles meet their mid-useful life an assessment is conducted by the provider to determine the cost effectiveness of a vehicle overhaul vs. the replacement cost of the vehicle.

Disposal Strategy

ITD-PT implements its own disposition procedures to ensure that vehicles are used until the end of their useful life. If a vehicle is no longer needed by a subrecipient it can be transferred to another subrecipient for public transportation purposes. In the event that a vehicle must be disposed of before the end of its useful life, ITD-PT will send a written request to FTA requesting disposal before the end of the vehicle’s useful life, with an explanation of why the disposal is justified. ITD-PT will determine which option is best for the Department from the options listed in FTA C 5010.1D, and inform both the subrecipient and FTA of the preferred method and the reasoning behind it.

Titles are held by ITD-PT until useful life is met and the estimated value is less than \$5,000, per remaining FTA interests over \$5,000. In the event of a systemic problem ITD-PT can give permission to dispose of vehicles prior to the end of the useful life.

Rolling Stock

Disposal Type	Disposal Strategy
Auction Sale/Open Bid Sale	Follow local procedures for disposal as long as the process involves an open public bid or auction process. Sale proceeds must be retained in the transit program under which the vehicle was initially acquired and used to reduce the cost of the next vehicle purchase.
Transfer to another provider	Requests to transfer the vehicle to another eligible operator providing public transportation. Contact ITD-PT prior to the transfer to determine if the operator is eligible. ITD-PT staff may consult with the possible eligible provider for that jurisdiction if useful life standards have not been met.
Maintained as spare vehicle	Vehicle is maintained in a operable state in anticipation of immediate need to put in service.
Trade-in on purchase of a new transit vehicle	New vehicle must be for the same grant program as disposed vehicle was purchased for.

Acquisition and Renewal Strategy

Bring the statewide revenue vehicle condition average rating to “Marginal” by the end of FFY 2018

- Dispose of vehicles that pose an irreparable unacceptable safety risk
- Prioritize the replacement of vehicles that fall within the “Poor” condition rating
- ISP Inspection Program
- Site Review Program
- Risk Management Strategies

Reduce the number of revenue vehicles exceeding their ULB by 3% annually

- Prioritize the replacement of vehicles that have exceeded their ULB
- Preventive Maintenance Strategies to extend ULB

Bring the statewide revenue vehicle condition average rating to “Adequate” by the end of FFY 2020

- Dispose of vehicles that pose an irreparable unacceptable safety risk
- Prioritize the replacement of vehicles that fall within the “Poor” and “Marginal” condition ratings
- ISP Inspection Program
- Site Review Program

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CHAPTER 5 – WORK PLANS & RESOURCES

Proposed Investments

Rolling Stock Condition	Quantity	Consideration*
Poor	274	1
Marginal	84	2
Adequate	110	3
Good	18	4
Excellent	14	5

*Considerations are rated on a Likert scale of 1-5, with 1 being the highest priority and 5 being the lowest.

Capital Investment Resources

ITD-PT's Website: <http://itd.idaho.gov/pt/>

- Advisory Groups:
 - Public Transportation Advisory Council (PTAC)
- Applications
- Grants:
 - Capital Grant Program
- Performance
 - Safety

Federal Transit Administration: www.transit.dot.gov

National Rural Transit Assistance Program (RTAP): <http://webbuilder.nationalrtap.org/>