

# TRANSIT ASSET MANAGEMENT PLAN



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Idaho Transportation Department -  
Public Transportation Office

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**Contents**

**CHAPTER 1 – INTRODUCTION .....2**

TAM Vision ..... 2

TAM and SGR Policy ..... 2

Idaho Transportation Department, Public Transportation Office (ITD-PT)..... 3

Performance Targets & Measures ..... 3

TAM Goals and/or Objectives (Targets)..... 6

About the TAM Plan ..... 6

Roles and Responsibilities ..... 7

**CHAPTER 2 – ASSET PORTFOLIO .....8**

Asset Portfolio Summary:..... 8

Asset Inventory Detail:..... 8

**CHAPTER 3 – CONDITION ASSESSMENT.....9**

Asset Condition ..... 9

Asset Condition Summary ..... 9

Asset Condition Detail ..... 10

**CHAPTER 4 – MANAGEMENT APPROACH ..... 11**

Decision Support ..... 11

Investment Prioritization ..... 11

Risk Mitigation Strategies ..... 12

Maintenance Strategy ..... 13

Overhaul Strategy ..... 13

Disposal Strategy ..... 13

**CHAPTER 5 – WORK PLANS & RESOURCES..... 14**

Proposed Investments ..... 14

Capital Investment Resources ..... 14

## 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, 101 or more 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 100 or less 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 (such as 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 continued 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 policy statement documenting their participation, signed by their designated Accountable Executive. An Accountable Executive is a single, identifiable individual 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 USC 5329(d), and the agency's transit asset management plan in accordance with 49 USC 5326.

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 annually to the 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 offering transportation options that relieve 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 49 transit agencies in Idaho that operate a statewide fleet of 617 vehicles. These agencies annually provide more than 1.9 million passenger trips, and travel over 7 million miles. In the State of Idaho there is one large urban provider with a fleet of approximately 150 vehicles. As a direct recipient of federal funds they have the regulatory responsibility to develop an independent sponsored Transit Asset Management (TAM) plan. Additionally, other agencies have opted to either write their own plans or participate in another 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 to commuter services. These organizations assist the elderly, those with disabilities, youth, the general public, commuters, 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 the subsequent data associated with the assets. 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 as a baseline 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

Equipment and Facilities	Useful Life
Passenger shelters (pre-fabricated metal and glass/Plexiglas and stick-frame)	10 years
Signs and sign poles	10 years
Amenities (e.g., benches on on-ground bicycle lockers or racks)	15 years
Equipment Sheds > 300 square feet (pre-fabricated and erected on site)	20 years
Any "stick frame" constructed building/structure This includes: bus barns, maintenance shops, administrative offices	40 years
Concrete/pavement infrastructure (bus parking areas, passenger transfer stations, park-and-ride lots, transit malls)	20 years
Security fencing (permanently installed metal cyclone-type)	15 years
Office furnishings within buildings (e.g., office partition systems, desks, filing cabinets, etc.)	10 years
Land	Perpetual useful life does not expire on land purchases
Renovations to existing grant-funded facilities (allowable maximum of once every 10 years)	Each proposed project will be reviewed separately on its own merit.

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

Condition	Description	Age (Facility) Mileage (Vehicle)	Rating
<b>Excellent</b>	New asset; no visible defects	0%-19% of Useful Life	4.8-5.0
<b>Good</b>	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s) but is overall functional	20%-49% of Useful Life	4.0-4.7
<b>Adequate</b>	Asset has reached its mid-life; some moderately defective or deteriorated component(s)	50%-99% of Useful Life	3.0-3.9
<b>Marginal</b>	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
<b>Poor*</b>	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
<b>Remove</b>	Not safe to use or operate, multiple major repairs or asset is set for disposal/retirement.		0

\*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
Over-the-Road Bus (BR)	14
Sport Utility Vehicle (SV)	8
Streetcar	31
Van (VN)	8

## TAM Goals and/or Objectives (Targets)

**Goal 1: Reduce the number of revenue vehicles that have met or exceeded their ULB by 3% annually.**

- 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

**Goal 2: Maintain Facilities at or above a 3 on the condition scale.**

- Prioritize the maintenance and upkeep of facilities to maintain a rating of 3 or above.
- Preventive Maintenance Strategies

**Goal 3: Monitor the non-revenue support vehicles to ensure that those posing a safety risk are removed from use.**

- Provider quarterly reporting submission reviews

## 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, and disposal. The Work Plans and Schedule section outlines the proposed investments and any applicable capital investment activity schedules.

This document covers the data compiled during 2022 Annual Statewide Inventory Collection.

## Roles and Responsibilities

In compliance with 49 USC 5329(d) and 49 USC 5326 each transit provider must designate an Accountable Executive who will have the authority of approving and implementing the TAM plan.

<b>Role</b>	<b>Title</b>	<b>Agency</b>
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 (LCVMP)
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	Bear Lake 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	Cambridge Senior Center
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	Crisis Center
Transit Asset Management	Accountable Executive	Development Workshop Inc. (DWI)
Transit Asset Management	Accountable Executive	City of Driggs
Transit Asset Management	Accountable Executive	Elderly Opportunity Agency (EOA)
Transit Asset Management	Accountable Executive	Filer Senior Center
Transit Asset Management	Accountable Executive	Franklin County Medical Center
Transit Asset Management	Accountable Executive	Gem County Senior Center
Transit Asset Management	Accountable Executive	Golden Year Senior Center
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	Mackay 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	Metro Community Transportation
Transit Asset Management	Accountable Executive	Minidoka Memorial Hospital
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	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	Shoshone County
Transit Asset Management	Accountable Executive	Selkirk-Pend Oreille Transit Authority (SPOT)
Transit Asset Management	Accountable Executive	TESH
Transit Asset Management	Accountable Executive	Teton County Senior Center
Transit Asset Management	Accountable Executive	Three Island Senior Center
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	West End Senior Center
Transit Asset Management	Accountable Executive	WITCO, Inc.



## CHAPTER 2 – ASSET PORTFOLIO

NOTE: Data has been excluded for all providers exercising their option to develop an independent TAM plan or participate in another sponsored plan.

### Asset Portfolio Summary:

Asset Category	Total Number	Average Age
Equipment	13	16.1 years
Facilities	22	16.1 years
Rolling Stock	305	11.0 years

### Asset Inventory Detail:

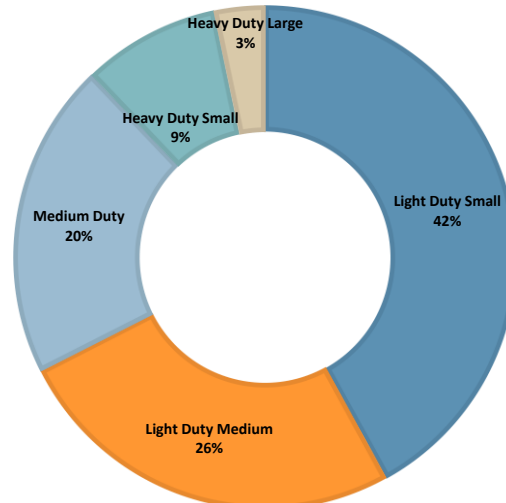
#### Facilities

Asset Category	Count	Avg. Age	Useful Life
Bike & Pedestrian	1	7 year	40 years
Carport	1	15 years	20 years
Garage/Parking Structure	1	6 years	40 years
Park & Ride	2	11 years	20 years
Passenger Shelter	6	12 years	10 years
Maintenance Facility	4	24 years	40 years
Transit Facility	18	7 years	40 years

#### Rolling Stock

Asset Category	Count	Avg. Age	Useful Life
Light-Duty Small Bus, Cutaways, Regular, & Modified Van	128	12.3 years	4 years
Light-Duty Mid-Sized Buses	78	9.4 years	5 years
Medium-Duty and Purpose-Built Bus	62	11.1 years	7 years
Heavy-Duty Small Bus	27	10.5 years	10 years
Heavy Duty Large Bus	10	8.5 years	12 years

#### ROLLING STOCK INVENTORY



## CHAPTER 3 – CONDITION ASSESSMENT

### Asset Condition

#### Equipment

There are 13 vehicles in our non-revenue support vehicle fleet. Currently, the average condition rating of these vehicles is “poor” with a rating of 1.9, of which 71% have met or exceeded their ULB.

#### Facilities

As outlined in the previous chapter, there are currently 22 facilities in our inventory. The average condition rating of these facilities is “Adequate” with a score of 3.8. This condition is in line with the initial ITD-PT parameters of the established performance measures of facilities having an average condition rating of “adequate” or better.

#### Rolling Stock

There are 305 vehicles within our rolling stock inventory. Currently, the average condition of these vehicles is “Marginal” with a rating of 2.2. Currently, 59% of the vehicles have met or exceeded their ULB. It is our goal to reduce the number of vehicles that have met or exceeded their ULB by 3% annually.

### Asset Condition Summary

Asset Category	Count	Avg. Age	Avg. Mileage	Avg. Condition	Avg. Condition Value	% At/Past ULB
Equipment	13	16.1 years	141,557	Poor	1.9	71%
Facilities	22	16 years	N/A	Adequate	3.8	N/A
Rolling Stock	305	11.0 years	156,101	Marginal	2.2	59%

Asset Condition Detail

Rolling Stock Category	Quantity	Condition	% within Category	% within Fleet
Heavy Duty Large	0	Poor	0%	3%
Heavy Duty Large	1	Marginal	10%	
Heavy Duty Large	2	Adequate	20%	
Heavy Duty Large	0	Good	0%	
Heavy Duty Large	7	Excellent	70%	
Heavy Duty Small	5	Poor	19%	9%
Heavy Duty Small	8	Marginal	30%	
Heavy Duty Small	7	Adequate	26%	
Heavy Duty Small	7	Good	26%	
Heavy Duty Small	0	Excellent	0%	
Medium Duty	33	Poor	53%	20%
Medium Duty	7	Marginal	11%	
Medium Duty	8	Adequate	13%	
Medium Duty	8	Good	13%	
Medium Duty	6	Excellent	10%	
Light Duty Mid-Size	11	Poor	14%	26%
Light Duty Mid-Size	16	Marginal	21%	
Light Duty Mid-Size	30	Adequate	38%	
Light Duty Mid-Size	16	Good	21%	
Light Duty Mid-Size	5	Excellent	6%	
Light Duty Small	47	Poor	37%	42%
Light Duty Small	32	Marginal	25%	
Light Duty Small	37	Adequate	29%	
Light Duty Small	12	Good	9%	
Light Duty Small	0	Excellent	0%	

## CHAPTER 4 – MANAGEMENT APPROACH

### Decision Support

The Federal Transit Administration (FTA) funds 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, which are sustainable funds distributed by Congress each year, through the 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.

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 funding opportunities are managed and coordinated through the local metropolitan planning organizations' (MPO) application and prioritization processes. For certain funding sources projects are awarded and managed in conjunction with the ITD-PT office. Direct recipients of federal funds adhere to their own board policies and procedures for funding discretion.

The two primary ITD-PT capital programs are outlined below:

Process/Tool	Brief Description
<b>5339 – Buses and Bus Facilities Program</b>	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.
<b>Vehicle Investment Program (VIP)</b>	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 funding 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

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ITD-PT funding recommendations are determined in part using the following for grant consideration:

FTA Section 5310 providers – encouraged to apply for VIP

FTA Section 5311 providers – 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 Mitigation Strategies

Strategies to aid in the management of state of good repair.

Risk	Mitigation Strategy
<b>Pre- and/or Post-Trip Inspections not being conducted</b>	Pre- and Post-Trip inspections to be conducted in compliance with applicable Federal and State requirements.
<b>Scheduled Maintenance not being conducted</b>	Adhere to preventive maintenance plan and/or minimum original equipment manufacturer (OEM) standards.
<b>Annual Vehicle Inspections not being conducted</b>	Annual Vehicle Inspection to be conducted in compliance with applicable Federal and State requirements.
<b>Outdated/Expired Equipment</b>	Adhere to preventive maintenance plan and/or minimum OEM standards. Inspect during annual inspections.
<b>Vehicle Failures/Malfunctions</b>	Reviewed during site visits.
<b>Vehicle Condition</b>	Reviewed during ISP inspections.
<b>Age</b>	Reviewed during annual statewide inventory report.
<b>Mileage</b>	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. Each provider adheres to their written facility maintenance plan.

### 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 verses 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. Subrecipients will submit a completed Disposition Request to ITD-PT before initiating the disposal of a vehicle. 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’s 5010 Circular, 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
<b>Auction Sale/Open Bid Sale</b>	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.
<b>Transfer to another provider</b>	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.
<b>Maintained as spare vehicle</b>	Vehicle is maintained in an operable state in anticipation of immediate need to put in service.
<b>Trade-in on purchase of a new transit vehicle</b>	New vehicle must be for the same grant program as disposed vehicle was purchased for.

## CHAPTER 5 – WORK PLANS & RESOURCES

### Proposed Investments

Rolling Stock Condition	Quantity	Consideration*
Poor	96	5
Marginal	64	4
Adequate	84	3
Good	43	2
Excellent	18	1

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

### Capital Investment Resources

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

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

Federal Transit Administration: [www.transit.dot.gov](http://www.transit.dot.gov)

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