



Tulare County Regional Transit Agency

TRANSIT ASSET MANAGEMENT PLAN
FY 2026-2030

Acknowledgements

Tulare County Regional Transit Agency – Administrative Staff

Derek Winning, TCRTA Executive Director

Chris Acevedo, TCRTA Transit Planning Manager

Sina Davoudi Kanderagh, TCRTA Transit Analyst

Tulare County Regional Transit Agency – Board of Directors

Larry Micari, Chair (County of Tulare)

Maribel Reynosa, Vice Chair (City of Dinuba)

Vicki Riddle (City of Exeter)

Greg Gomez (City of Farmersville)

Misty Villareal (City of Lindsay)

Terry Sayre (City of Tulare)

Jose Martinez (City of Woodlake)

Table of Contents

1. Introduction	5
1.1 Brief Overview	5
1.1.1. The Accountable Executive.....	5
1.1.2. TAMP Elements:	6
1.1.3. State of Good Repair (SGR) Standards Policy:	6
1.1.4. Useful Life Benchmark:.....	9
1.2. Performance Targets & Measures.....	12
TAM Vision.....	14
1.3. TAM Goals.....	14
1.4. TAM Roles and Responsibilities.....	16
2. Capital Asset Inventory	17
2.1. Asset Inventory Summary	17
2.2. Revenue Vehicle Asset Register	18
3. Condition Assessment.....	22
3.1. Asset Condition Summary	22
4. Decision Support.....	24
4.1. Decision Support Tools.....	24
4.1.1. Vehicle Replacement Scoring Matrix.....	24
4.2. Maintenance Strategy.....	27
4.3. Overhaul Strategy	27
4.4. Disposal Strategy	27
4.5. Acquisition and Renewal Strategy	28
5. Investment Prioritization.....	29
5.1 Proposed Investments	30
6. Appendices.....	31
Definitions:.....	32
Appendix A-1: Revenue Vehicle Asset Register - Identification	34
Appendix A-2: Revenue Vehicle Asset Register - Usage and Capital.....	37
Appendix A-3: Equipment Asset Register – Identification & Capital Status	40
Appendix A-4: Facilities Asset Register.....	41
Appendix B-1: Revenue Vehicle Condition Assessment	42
Appendix B-2: Equipment Condition Assessment	45
Appendix B-3: Facilities Condition Assessment.....	46
Appendix C: Contingency Fleet Documentation.....	47
Appendix C-1: Contingency Fleet Procedure.....	48
Appendix C-1: Contingency Fleet Procedure (continued)	49

Appendix C-2: Pre-Authorization Form - Use of Contingency Fleet.....	50
Appendix C-2: Pre-Authorization Form - Use of Contingency Fleet (continued).....	51
Appendix D-1: Vehicle Replacement Scoring Matrix - Asset and ULB Factors (1 of 2)	52
Appendix D-1: Vehicle Replacement Scoring Matrix - Asset and ULB Factors (2 of 2)	53
Appendix D-2: Vehicle Replacement Scoring Matrix - Cost, Reliability, and Priority (1 of 2).....	54
Appendix D-2: Vehicle Replacement Scoring Matrix - Cost, Reliability, and Priority (2 of 2).....	55
Appendix E-1: FTA TERM Facility Scoring Criteria (1 of 4)	56
Appendix E-1: FTA TERM Facility Scoring Criteria (2 of 4)	57
Appendix E-1: FTA TERM Facility Scoring Criteria (3 of 4)	58
Appendix E-1: FTA TERM Facility Scoring Criteria (4 of 4)	59
Appendix E-2: Administrative and Maintenance Facility Assessment.....	60
Appendix E-3: Passenger and Parking Facility Assessments.....	61

1. Introduction

1.1 Brief Overview

The Tulare County Regional Transit Agency (TCRTA), publicly branded as RIDE Tulare County, is a Joint Powers Agency (JPA) established under Section 6500 et seq. of the California Government Code through a Joint Powers Agreement effective August 17, 2020. TCRTA is governed by a seven-member Board of Directors representing the Cities of Dinuba, Exeter, Farmersville, Lindsay, Tulare, and Woodlake, and the County of Tulare. The Tule River Indian Tribe of California was approved for membership in 2022.

TCRTA is responsible for the planning, administration, oversight, and regulatory compliance of public transportation services throughout its approximately 4,840-square-mile service area in Tulare County and surrounding communities. The system includes more than 21 fixed routes, five microtransit zones, and demand-response/paratransit services. TCRTA's services connect communities with medical, educational, employment, and other regional destinations.

TCRTA contracts with Crosby Street Transit LLC, a subsidiary of Via Transportation, for day-to-day transit operations and maintenance. The contractor is responsible for vehicle operations, preventive maintenance, and operational safety activities under TCRTA's oversight. TCRTA retains responsibility for system planning, capital procurement, grant management, NTD reporting, regulatory compliance, and overall safety oversight.

TCRTA operates a mixed fleet of heavy-duty buses, cutaway buses, minivans, and vans powered by compressed natural gas, gasoline, and electricity.

TCRTA is classified as a Tier II transit provider under 49 CFR 625.5, and is a Section 5311 subrecipient through the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT).

1.1.1. The Accountable Executive

Per FTA TAM requirements, each transit operator receiving FTA funding shall designate an "Accountable Executive" to implement the TAM Plan. TCRTA's Accountable Executive shall be the TCRTA Executive Director. TCRTA's Accountable Executive must balance transit asset management, safety, day-to-day operations, and expansion needs in approving and carrying out the TAM Plan and a Public Transportation Agency Safety Plan (PTASP).

The Accountable Executive shall develop and implement the TAM Plan in accordance with §625.25 (Transit Asset Management Plan requirements).

Furthermore, the Accountable Executive shall also approve the annual asset performance targets, TAMP document, and SGR Policy. These required approvals shall be self-certified by the Executive Director via the annual FTA Certifications and Assurances forms in TrAMS.

1.1.2. TAMP Elements:

As a Tier II public transportation provider, TCRTA has developed and implemented a TAMP containing the following elements:

- 1) Asset Inventory Portfolio: An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment.
- 2) Asset Condition Assessment: A condition assessment of those inventoried assets for which the Agency directly owns and is responsible.
- 3) Decision Support Tools & Management Approach: A description of the analytical processes and decision-support tools that the Agency uses to estimate capital investment needs over time, and develop its investment prioritization.
- 4) Investment Prioritization: The Agency's project-based prioritization of investments, developed in accordance with §625.33.

1.1.3. State of Good Repair (SGR) Standards Policy:

TCRTA's SGR policy is that a capital asset is in a state of good repair (SGR) when each of the following objective standards is met:

- 1) The asset is in a condition sufficient for the asset to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR;
- 2) The asset is able to perform its manufactured design function;
- 3) The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility; and
- 4) The asset's life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation and replacements (ULB).

The TAM plan allows TCRTA to predict the impact of its policies and investment justification decisions on asset condition throughout the asset's life cycle and improves its ability to maintain a SGR by proactively investing before an asset's condition deteriorates to an unacceptable level.

TCRTA shall establish annual TAM goals, separate from annual SGR performance goals, based on tangible criteria related to asset performance. TCRTA will use the performance data in FY 27 to establish a baseline measure for each performance metric.

- **Safety Risks** — Accidents per 100,000 revenue miles, by mode, no more than 1; facility-related accidents to employees or riders, no more than 0.
- **System Reliability** — On-time performance, by mode, 90% goal.
- **Maintenance Resources** — Number of vehicles out of service for 90 or more days, by mode.
- **System Performance** — Missed runs due to major breakdown, as a percentage of total runs by mode, no more than 10% in a 30-day period.

The table below shows TCRTA’s SGR goals and its criteria and measures:

Table 1.1: TCRTA State of Good Repair Measures

Criteria	Measure	FY 2027	
		Goal	Actual
Safety Risks	Accidents per 100,000 revenue miles (MB)	≤1.0	0.1
Safety Risks	Accidents per 100,000 revenue miles (DR)	≤1.0	0.1
Safety Risks	Facility-related accidents to employees or riders	0	0
System Reliability	On-time Performance (MB)	90%	93%
System Reliability	On-time Performance (DR)	90%	95%
Maintenance Resources	Number of Vehicles out of service for more 90 or more days by mode (MB)	Baseline Year	TBD
Maintenance Resources	Number of Vehicles out of service for more 90 or more days by mode (DR)	Baseline Year	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total runs by mode (MB)	Baseline Year	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total runs by mode (DR)	Baseline Year	TBD

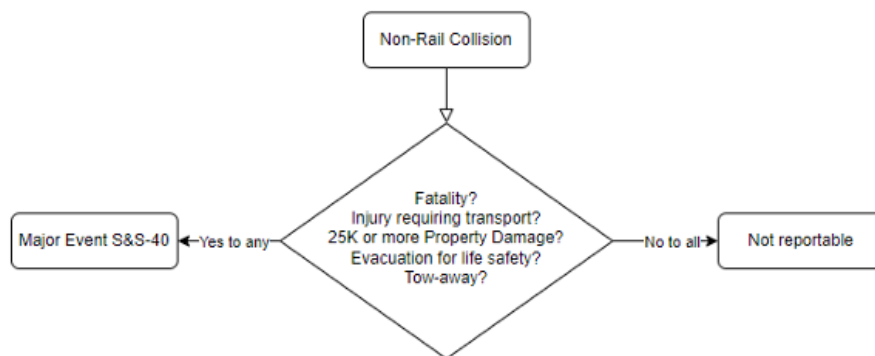
Measure Definitions

Accidents per 100,000 Revenue Miles (Safety Risks) – This counts Major Events meeting the FTA S&S-40 reportability standard, occurring while a vehicle is in revenue service, per 100,000 revenue miles operated, by mode. Per the Non-Rail Collision Decision Flowchart (see Graphic 1.1), a collision is reportable under this measure if it meets any of the following criteria:

- Fatality
- Injury requiring transport from the scene
- Property damage of \$25,000 or more
- Evacuation required for life safety
- Vehicle tow-away required

Graphic 1.1: FTA Decision Flowchart on Collisions

Exhibit 12: Non-Rail Collision Decision Flowchart



Facility-Related Accidents to Employees or Customers (Safety Risks) – This counts incidents occurring on TCRTA property (e.g., transit centers, TOMF, and/or fueling facilities) that result in injury to an employee or rider.

On-Time Performance (System Reliability) - This measure calculates the percentage of scheduled trips that depart or arrive at published timepoints within the industry-standard window of 0 minutes early to 5 minutes late, by mode, using CAD-AVL or Via Transportation-reported schedule adherence data. Trips missed entirely are excluded from this measure and instead captured under System Performance below to avoid double-counting the same failure in two metrics.

Vehicles Out of Service 90+ Days (Maintenance Resources): This metric counts revenue vehicles held out of active service for 90 or more consecutive days due to causes within TCRTA's direct maintenance control: routine deferred maintenance, PM backlog, or wear-related component failure consistent with the vehicle's age or mileage. It excludes vehicles held out of service pending OEM or third-party vendor diagnostic support, back-ordered parts with vendor-driven lead times, or insurance/collision claims processing. Excluded

vehicles are tracked separately, so downtime remains visible without counting against this measure.

Missed Runs Due to Major Breakdown (System Performance): This metric counts missed trips by mode as a percentage of total scheduled trips in a rolling 30-day period, resulting from an in-service breakdown of an actively operating vehicle. It excludes missed trips attributable to a vehicle already in Awaiting Vendor Resolution or Awaiting Parts status, since that vehicle was not scheduled into active service and its absence reflects a fleet-availability constraint rather than an in-service failure.

TCRTA believes that TAM plan implementation and monitoring provide a framework for maintaining an SGR by considering the condition of its assets in relation to the local operating environment. TCRTA has developed its SGR policies to account for the prevention, preservation, maintenance, inspection, rehabilitation, disposal, and replacement of capital assets.

These policies allow TCRTA to determine and predict the cost to improve asset condition(s) at various stages of the asset life cycle, while balancing prioritization of capital, operating, and expansion needs. The two foundational criteria of SGR performance measures are Useful Life Benchmark (ULB) and Condition.

1.1.4. Useful Life Benchmark:

The Useful Life Benchmark (ULB) is the expected service life of a capital asset within a transit provider's operating environment. FTA publishes default ULB values by asset class, which providers may adopt directly or adjust to reflect local conditions.

For this TAM Plan, TCRTA uses the FTA/NTD Maximum ULB values by asset class without local adjustment. As TCRTA's fleet history and maintenance data mature — particularly as maintenance cost and reliability data are incorporated into the Vehicle Replacement Scoring Matrix under Goal 5. TCRTA will evaluate whether asset-class-specific ULB adjustments better reflect actual performance in its service area and will revise this section accordingly in a future update.

An asset that has met or exceeded its ULB is not automatically unsafe or non-functional, but it strongly indicates the asset may no longer be in a state of good repair and should be prioritized for condition assessment and replacement planning.

Below are tables showing FTA’s guidance on Useful Life Benchmark:

Table 1.2: Minimum Useful Life Based on Miles and Year

Category	Typical Characteristics				Minimum Life	
	Length	Approx. GVW	Seats	Average Cost	(Whichever Comes First)	
					Years	Miles
Heavy-Duty Large Bus	35 to ft and 60 ft articulated	33,000 to 40,000	27 to 40	\$325,000 to over \$600,000	12	500,00
Heavy-Duty Small Bus	30 ft.	26,000 to 33,000	26 to 35	\$200,000 to 325,000	10	350,000
Medium-Duty and Purpose-Built Bus	30 ft.	16,000 to 26,000	22 to 30	\$75,000 to \$175,000	7	200,00
Light-Duty Mid-Sized Bus	25 to 35 ft.	10,000 to 16,000	16 to 25	\$50,000 to \$65,000	5	150,000
Light-Duty Small Bus, Cutaways, and Modified Van	16 to 28 ft.	6,000 to 14,000	10 to 22	\$30,000 to \$40,000	4	100,000

Table 1.3: Maximum Useful Life Benchmark by Vehicle Classification

Vehicle Type		Default ULB (in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable Car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MB	Minibus	10
MO	Monorail vehicle	31
MV	Minivan	8
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
RT	Rubber-tired vintage trolley	14
SB	School bus	14
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58

Table 1.4: TCRTA Useful Life Based on Asset Classification

Asset Classification	Asset Item	NTD Max ULB* (Years)	FTA Min ULB* (Years)
Rolling Stock: Revenue Vehicles, Demand Response (DR)	Dodge, Caravan, Gasoline	8	4
Rolling Stock: Revenue Vehicles, Demand Response (DR)	Chrysler, Voyager, Gasoline	8	4
Rolling Stock: Revenue Vehicles, Demand Response (DR)	Ford, E-Transit, Electric	8	4
Rolling Stock: Revenue Vehicles, Demand Response (DR)	Braun, ProMaster, Gasoline	8	4
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 35ft	Gillig, Low Floor, CNG	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 35ft	ENC, Axess, CNG	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 32ft	Chevy/Ford, C5500/F550, Gasoline	10	7
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 32ft	Chevy/Ford, C5500/F550, CNG	10	7
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 25ft	Ford, E450, Gasoline	10	7
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 25ft	Ford, E450, CNG	10	7
Facility: Administration, Maintenance, Garage	TOMF Central Yard	40	40
Facility: Transit Station	Dinuba Transit Center	40	40
Facility: Transit Station	Tulare Transit Center	40	40
Equipment: Non-Revenue Service Vehicle	Ford Fusion	8	4

1.2. Performance Targets & Measures

TCRTA sets annual performance targets for each revenue vehicle asset class, measured as the percentage of vehicles that have met or exceeded their FTA Useful Life Benchmark

(ULB). Targets are calibrated against the current condition baseline (Section 3.1) and the funded replacement schedule (Section 5.1).

Table 1.5: TCRTA Performance Targets FY 2026 - 2030

	Asset Class	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Equipment	Non-Revenue/Service Automobile	100%	100%	100%	100%	100%
Facilities	Administrative - / Maintenance Facilities	0%	0%	0%	0%	0%
Facilities	Passenger Facilities	0%	0%	0%	0%	0%
Revenue Vehicles	BU – Bus	0%	0%	0%	0%	10%
Revenue Vehicles	CU – Cutaway Bus	60%	50%	35%	25%	20%
Revenue Vehicles	MV – Mini-van	40%	40%	40%	20%	20%
Revenue Vehicles	VN – Van	0%	0%	0%	0%	0%

The FY 2026 baseline reflects the current asset register: 60% of cutaway buses and 40% of minivans have met or exceeded their ULB. The FY 2027–2029 cutaway target decline reflects the replacement of 25 of 31 cutaway buses scheduled under the Priority B investment program (Section 5.1), reaching the agency's 20% target by FY 2030. The minivan target holds at 40% through FY 2028, declining to 20% by FY 2029 as the fleet's oldest units are replaced. The bus target rises from 0% to 10% by FY 2030 as the current heavy-duty fleet approaches its 14-year ULB.

TAM Vision

TCRTA is committed to a strategic process for acquiring, maintaining, upgrading, and replacing transit assets to support the agency's mission of safe, reliable public transit. Our TAM system promotes an asset-management culture at every level, employs effective practices and tools, and uses timely, quality data to drive transparent, cost-effective resource allocation.

This work is shaped by TCRTA's current conditions: an aging fleet inherited at the formation of the JPA, a transition to zero-emission vehicles that requires new maintenance and charging expertise, and dependence on federal formula funds as a Tier II subrecipient.

We emphasize coaching, training, and technology to build workforce capacity, integrate sustainability and accessibility into our practices, and deliver the best value for every fare and tax dollar spent.

1.3. TAM Goals

Goal 1

- Reduce the percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) to below 10% for buses and below 20% for cutaway buses by the end of FY 2030.

Objectives: Complete a full age/mileage condition assessment of the revenue fleet by FY 2027. Submit 5339(a) and 5339(b) replacement grant applications at least 12 months ahead of each vehicle's projected retirement date. Retire and dispose of vehicles past ULB within 90 days of replacement vehicle delivery. Update the vehicle replacement scoring matrix quarterly using maintenance and mileage data.

Goal 2

- Maintain 100% of TCRTA facilities at or above a TERM Scale rating of 3.0 (see section 3.1) through FY 2030, with zero maintenance facilities and no more than 10% of passenger facilities falling below that threshold in any reporting year.

Objectives: Conduct annual facility condition assessments using the TCRTA Facilities Performance Scoring Sheet by Q4 of each fiscal year. Complete detailed system-level assessments for any facility scoring below 3.0. Budget and schedule rehabilitation for facilities below 3.0 within the following fiscal year. Track and report TERM ratings to the Board annually.

Goal 3

- Procure zero-emission replacement vehicles for all heavy-duty bus retirements, consistent with the CARB Innovative Clean Transit regulation and TCRTA's Zero-Emission Bus Rollout Plan. Continue conventional-fuel procurement for light-duty vans and cutaways where current zero-emission range or duty-cycle limitations do not meet TCRTA's rural service area requirements. Reassess annually as vehicle range and charging technology improve.

Objectives: Complete the 8-vehicle Gillig battery-electric bus procurement and finalize depot charging infrastructure requirements at the County of Tulare Transit Operations and Maintenance Facility by the end of the second quarter of FY 2028. Maintain and expand mobile DCFC charging capacity, including the permanent electrification project at the TOMF central yard, to support the BEB fleet and bridge E-Transit van charging needs through FY 2027. File CARB ICT exemption requests for light-duty and cutaway procurements where no zero-emission model meets TCRTA's operational range requirements. Reassess van and cutaway zero-emission viability annually as vehicle technology improves. Report ZEB deployment counts and charging adequacy to the Board annually.

Goal 4

- Maintain a diversified capital funding base by pursuing at least one competitive state or federal grant opportunity annually and maintaining full compliance with Measure R local funding requirements, reducing TCRTA's exposure to disruption in any single funding source.

Objectives: Apply for at least one competitive state or federal capital grant per fiscal year. Maintain Measure R expenditure compliance and reporting each fiscal year. Track capital funding source diversification annually starting FY 2026. Identify and pursue at least two new funding sources by FY 2028.

Goal 5

- Establish a recurring Via Transportation data-reporting process and annual asset register reconciliation to prevent data drift between TCRTA's TAM Plan, NTD submissions, and decision-support tools.

Objectives: Establish a data-sharing process with Via Transportation for vehicle mileage and maintenance cost data by Q4 FY 2026, populating the Cost/Mile and MDBF fields in the Vehicle Replacement Scoring Matrix. Reconcile the TAM Plan asset register against NTD S-10 and A-30 submissions annually, verifying vehicle counts, fleet IDs, and totals match across all reports. Present TAM plan performance results and any reconciliation findings to the TCRTA Board of Directors each fiscal year.

1.4. TAM Roles and Responsibilities

Table 1.6: Assignment of TAM Responsibilities

Role	Name	TAM Responsibilities
Accountable Executive	Derek Winning	Designates resources for TAM plan development and execution. Certifies TAM plan to FTA/Caltrans.
Transit Planning Manager	Chris Acevedo	Supervises TAM plan development and staff assignments. Reviews and approves TAM plan updates before submission to the Accountable Executive. Coordinates TAM planning with the agency's broader capital and service planning. Presents TAM plan updates to the Board of Directors.
Transit Analyst	Sina Davoudi	Leads TAM plan drafting and annual updates. Manages NTD reporting (S-10, A-30). Administers grant applications supporting capital replacement. Maintains the Vehicle Replacement Scoring Matrix and Facilities Performance Scoring Workbook.
Transit Coordinator	Ashlee Compton	Coordinates fleet inventory and condition data collection with VIA. Schedules and tracks facility condition assessments. Updates the asset register and condition data on a rolling basis. Supports NTD data entry and quality checks.
Contracted Operator	Via Transportation	Executes preventive and corrective maintenance per TCRTA standards. Reports monthly vehicle condition, mileage, and maintenance data. Notifies TCRTA of vehicles requiring unscheduled major repair.
Board of Directors	Various	Reviews and adopts TAM plan updates. Approves capital expenditures and fleet procurements. Receives annual TAM performance reports.

2. Capital Asset Inventory

This section provides a complete inventory of capital assets owned by TCRTA, organized by asset category per 49 CFR 625.25(b)(1).

2.1. Asset Inventory Summary

Table 2.1

Asset Class	Count	Avg Age (Yrs)	Avg Mileage	Unit Cost	Total Value
Revenue Vehicles	61	8.0	186,307	\$297,500	\$19,565,000
BU – Bus	13	6.5	80,810	\$800,000	\$10,400,000
CU – Cutaway Bus	31	10.5	301,561	\$260,000	\$8,060,000
MV – Mini-van	5	6.0	108,456	\$65,000	\$325,000
VN – Van	12	3.8	35,291	\$65,000	\$780,000
Equipment	198	3.5	N/A	\$6,488. ⁷⁷	\$1,284,777. ³⁶
Non-Revenue/Service Automobile	1	12.0	N/A	\$20,000	\$20,000
Communications Equipment	4	3.0	N/A	9,960.3	\$39,841. ²⁰
Fare Collection Equipment	45	4.0	N/A	\$19,212. ⁵⁸	\$864,566
Vehicle Communications / Network	97	2.0	N/A	\$6,267. ³⁶	\$159,426. ²⁸
Vehicle Technology / APC	51	1.0	N/A	\$9,667. ⁹⁰	\$200,943. ⁸⁸
Facilities	3	12.0	N/A		
Maintenance	1	4.0	N/A	-	-
Passenger	2	16.0	N/A	-	-

Unit replacement costs reflect current TCRTA procurement pricing: \$800,000 for heavy-duty buses, \$260,000 for cutaway buses, and \$65,000 for minivans and vans.

2.2. Revenue Vehicle Asset Register

Full listing of TCRTA's 61 revenue vehicles by fleet ID, asset class, year, manufacturer, mileage, and ULB status:

Table 2.2

Fleet ID	Class	Year	Manufacturer	Age	Mileage	ULB (Yrs)	Past ULB
1000	BU – Bus	2015	Gillig	11	619,226	14	No
1001	BU – Bus	2015	Gillig	11	12,841	14	No
1002	BU – Bus	2015	Gillig	11	31,620	14	No
1003	BU – Bus	2015	Gillig	11	25,278	14	No
1004	BU – Bus	2019	Gillig	7	2,294	14	No
1005	BU – Bus	2019	Gillig	7	39,013	14	No
1006	BU – Bus	2023	Gillig	3	17,235	14	No
1007	BU – Bus	2023	Gillig	3	61,272	14	No
1008	BU – Bus	2023	Gillig	3	56,289	14	No
1009	BU – Bus	2023	Gillig	3	56,391	14	No
1010	BU – Bus	2021	El Dorado National-California (ENC)	5	35,892	14	No
1011	BU – Bus	2021	El Dorado National-California (ENC)	5	61,398	14	No
1012	BU – Bus	2021	El Dorado National-California (ENC)	5	31,778	14	No
2000	CU – Cutaway Bus	2014	ElDorado	12	236,363	10	Yes
2001	CU – Cutaway Bus	2016	ElDorado	10	280,524	10	Yes
2002	CU – Cutaway Bus	2019	ElDorado	7	181,353	10	No
2003	CU – Cutaway Bus	2007	Glaval Bus	19	165,067	10	Yes
2004	CU – Cutaway Bus	2009	Startrans (Supreme Corporation)	17	571,142	10	Yes
2005	CU – Cutaway Bus	2017	Starcraft	9	382,762	10	No

Fleet ID	Class	Year	Manufacturer	Age	Mileage	ULB (Yrs)	Past ULB
2006	CU – Cutaway Bus	2014	Starcraft	12	304,854	10	Yes
2007	CU – Cutaway Bus	2025	Starcraft	1	11,540	10	No
2008	CU – Cutaway Bus	2025	Starcraft	1	6,680	10	No
2009	CU – Cutaway Bus	2025	Starcraft	1	11,182	10	No
2010	CU – Cutaway Bus	2025	Starcraft	1	6,908	10	No
2011	CU – Cutaway Bus	2025	Starcraft	1	9,435	10	No
2012	CU – Cutaway Bus	2017	ElDorado	9	191,061	10	No
2013	CU – Cutaway Bus	2002	Startrans (Supreme Corporation)	24	168,049	10	Yes
2014	CU – Cutaway Bus	2011	Startrans (Supreme Corporation)	15	147,647	10	Yes
2015	CU – Cutaway Bus	2011	ElDorado	15	566,559	10	Yes
2016	CU – Cutaway Bus	2011	ElDorado	15	547,705	10	Yes
3000	CU – Cutaway Bus	2009	ElDorado	17	594,936	10	Yes
3001	CU – Cutaway Bus	2009	ElDorado	17	858,764	10	Yes
3002	CU – Cutaway Bus	2009	ElDorado	17	1,021,721	10	Yes
3003	CU – Cutaway Bus	2008	General Motors	18	431,574	10	Yes
3004	CU – Cutaway Bus	2008	General Motors	18	387,162	10	Yes
3005	CU – Cutaway Bus	2011	Glaval Bus	15	392,518	10	Yes
3006	CU – Cutaway Bus	2012	ElDorado	14	710,044	10	Yes

Fleet ID	Class	Year	Manufacturer	Age	Mileage	ULB (Yrs)	Past ULB
3007	CU – Cutaway Bus	2014	Ford	12	254,356	10	Yes
3008	CU – Cutaway Bus	2018	Glaval Bus	8	385,626	10	No
3009	CU – Cutaway Bus	2012	Glaval Bus	14	397,240	10	Yes
3010	CU – Cutaway Bus	2024	Starcraft	2	66,518	10	No
3011	CU – Cutaway Bus	2024	Starcraft	2	47,003	10	No
3012	CU – Cutaway Bus	2024	Starcraft	2	42,895	10	No
3013	CU – Cutaway Bus	2024	Starcraft	2	29,726	10	No
3014	CU – Cutaway Bus	2012	ElDorado	14	336,727	10	Yes
9000	MV – Mini-van	2017	Dodge	9	174,279	8	Yes
9001	MV – Mini-van	2017	Dodge	9	172,930	8	Yes
9002	MV – Mini-van	2022	Chrysler	4	75,946	8	No
9003	MV – Mini-van	2022	Chrysler	4	61,161	8	No
9004	MV – Mini-van	2022	Chrysler	4	57,966	8	No
9005	VN – Van	2022	Ford	4	38,391	8	No
9006	VN – Van	2022	Ford	4	50,135	8	No
9007	VN – Van	2022	Ford	4	48,000	8	No
9008	VN – Van	2022	Ford	4	56,081	8	No
9009	VN – Van	2022	Ford	4	49,757	8	No
9010	VN – Van	2022	Ford	4	47,390	8	No
9011	VN – Van	2022	Ford	4	43,811	8	No

Fleet ID	Class	Year	Manufacturer	Age	Mileage	ULB (Yrs)	Past ULB
9012	VN – Van	2022	Ford	4	38,875	8	No
9013	VN – Van	2022	Ford	4	46,051	8	No
9014	VN – Van	2022	Ford	4	5,000	8	No
9015	VN – Van	2023	Braun	3	0	8	No
9016	VN – Van	2023	Braun	3	0	8	No

3. Condition Assessment

Revenue vehicle condition is assessed using age-based and mileage-based proxies. A vehicle is considered to have met or exceeded its Useful Life Benchmark when it has reached the year threshold specified for its asset class.

3.1. Asset Condition Summary

Table 3.1

Asset Class	Count	Avg Age	% At/Past ULB	Vehicles Past ULB
Revenue Vehicles	61	8.0	33%	20 of 61
BU – Bus	13	6.5	0%	0 of 13
CU – Cutaway Bus	32	10.7	59%	19 of 32
MV – Mini-van	5	6.0	40%	2 of 5
VN – Van	12	3.8	0%	0 of 12
Equipment	198	3.5	1%	N/A
Non-Revenue/Service Automobile	1	12.0	100%	1 of 1
Communications Equipment	4	3.0	0%	N/A
Fare Collection Equipment	45	4.0	0%	N/A
Vehicle Communications / Network	97	2.0	0%	N/A
Vehicle Technology / APC	51	1.0	0%	N/A
Facilities	3	12.0	N/A	N/A
Maintenance	1	4.0	N/A	N/A
Passenger	2	16.0	N/A	N/A

Facilities Condition Assessment: Facilities condition is assessed using the FTA Transit Economic Requirements Model (TERM) scale via the TCRTA Facilities Performance Scoring Sheet.

Table 3.2

Facility	Type	Year Built	TERM Rating	Below 3.0?
TOMF	Maintenance	2020	5.0	No
Dinuba Transit Center	Passenger Facilities	2017	5.0	No
Tulare Transit Center	Passenger Facilities	1999	3.0	No

Table 3.3: Example of Facilities Condition Scoring

Facility	Assessor	Assessment Date	Year Built	Notes
Rating Level	Score (1-5)	Est. Replacement Cost (\$)	Score x Cost	
Substructure				
Shell				
Interiors				
Conveyance				
Plumbing				
HVAC				
Fire Protection				
Electrical				
Equipment				
Site				
TOTAL				
Weighted Rating (1-5)				
In Good Repair (≥ 3.0)				

4. Decision Support

4.1. Decision Support Tools

The following tools and processes are used in making investment decisions:

Table 4.1: Asset Management Decision Support Tools

Process/Tool	Brief Description
Vehicle Replacement Scoring Matrix	TCRTA ranks replacement urgency using age (30%), mileage (25%), repair cost per mile relative to the vehicle's class average (25%), and reliability measured by MDBF (20%). Available factors are combined into a score from 1 to 5, with weights adjusted for missing data. A safety override assigns Priority A. Scores of 4.0 or higher indicate immediate replacement; scores from 3.0 to below 4.0 indicate the next grant cycle; scores below 3.0 indicate monitor and maintain. (Section 4.1.1 explains the method)
TCRTA Facilities Performance Scoring Sheet	Annual TERM-scale (1–5) assessment across building systems per facility. Facilities scoring below 3.0 trigger a detailed system-level assessment with repair cost estimates.
Contingency Fleet Request Form & Procedure	Documented process for classifying, activating, and returning contingency vehicles, keeping active fleet counts and spare ratio calculations accurate.
Maintenance Recommendation Review	The operator's maintenance team assesses unplanned repair needs and recommends repairs to TCRTA staff, who authorize repairs exceeding contract cost thresholds.
BlackCat Disposition Module	Vehicle and equipment disposals are documented and tracked in BlackCat per Caltrans DRMT requirements, keeping the asset inventory reconciled.
Grant Application Lead-Time Planning	Staff align 5311/5339 grant submissions with projected vehicle retirement dates to avoid service gaps during replacement.

4.1.1. Vehicle Replacement Scoring Matrix

TCRTA uses the Vehicle Replacement Scoring Matrix to rank revenue vehicles for replacement using a consistent assessment of age, mileage, repair costs, and reliability. Each factor receives a score from 1 to 5, with higher scores indicating greater replacement urgency. The matrix is presented in Appendices D-1 and D-2.

Age and mileage

Age carries 30% of the full weight. The matrix divides each vehicle's age by its class Useful Life Benchmark (ULB): 14 years for heavy-duty buses, 10 years for cutaway buses, and 8 years for minivans and vans. For example, a 7-year-old cutaway has used 70% of its 10-year age benchmark.

Mileage carries 25% of the full weighting. The matrix divides accumulated mileage by TCRTA's class mileage benchmark: 500,000 miles for buses, 350,000 miles for cutaways, and 150,000 miles for minivans and vans. These mileage benchmarks are TCRTA planning defaults, distinct from FTA's age-based ULBs, and should be reviewed against actual vehicle retirement history as that information becomes available.

Both percentages convert to factor scores using the same bands: below 50% = 1; 50% to less than 75% = 2; 75% to less than 90% = 3; 90% to less than 100% = 4; and 100% or more = 5. The 7-year-old cutaway in the example therefore receives an Age Score of 2. Age and mileage are scored separately so the matrix captures both heavily used younger vehicles and older vehicles with lower mileage.

Repair cost per mile

Repair cost per mile carries 25% of the full weight. TCRTA enters each vehicle's rolling 12-month repair cost per mile using data provided by Via Transportation. This measure includes unscheduled corrective repairs and major component work, such as engine or transmission rebuilds. Routine preventive maintenance is excluded so the measure focuses on repair spending associated with deteriorating conditions.

The workbook automatically averages the entered repair cost per mile for vehicles in the same class, excluding blank entries. Each vehicle's cost is divided by that class average to calculate its cost ratio. Higher ratios receive higher Cost Scores: a ratio below 75% of the class average scores 1, while a ratio above 150% scores 5. Intermediate grades distinguish vehicles between those limits. The class average updates as additional vehicle data are entered. If either the vehicle's cost or the class average is missing, its Cost Score remains blank.

Reliability

Reliability carries 20% of the full weighting and uses Mean Distance Between Failures (MDBF), entered from Via Transportation's road call and breakdown reporting. Lower MDBF means more frequent failures relative to distance traveled and therefore a higher replacement score. The grading bands are: under 5,000 miles = 5; 5,000 to less than 10,000 miles = 4; 10,000 to less than 15,000 miles = 3; 15,000 to less than 20,000 miles = 2; and 20,000 miles or more = 1. If MDBF is unavailable, the Reliability Score remains blank.

Composite score and missing data

The composite score combines the available factor scores according to their assigned weights. Missing cost or reliability data are excluded from both the weighted total and the total weight used in the calculation. They are not treated as zero scores.

- Composite score = $\text{Sum of (available score} \times \text{assigned weight)} \div \text{Sum of available weights}$

At the time of the grading guide, the matrix uses age and mileage because Via Transportation has not yet made repair cost and reliability reporting available. These two factors represent 55% of the full weight. Dividing their weighted total by 0.55 retains the full 1–5 score range:

- Current score = $(\text{Age Score} \times 0.30 + \text{Mileage Score} \times 0.25) \div 0.55$

For example, an Age Score of 5 and a Mileage Score of 3 produce a composite score of 4.09 when only those factors are available. As cost and MDBF data are entered, the workbook automatically includes their scores and weights. Rankings may change as additional information becomes available.

Safety override and recommended priority

The Safety Override is a manual Yes/No field for a documented safety deficiency requiring immediate attention. A ‘Yes’ entry takes precedence over the composite score. The workbook assigns priority in the following order:

- **Priority A – Safety Critical:** Safety Override is Yes, regardless of the composite score.
- **Priority B – Immediate Replacement:** No safety override and a composite score of 4.0 or higher.
- **Priority B – Next Grant Cycle:** No safety override and a composite score of at least 3.0 but below 4.0.
- **Monitor and Maintain:** No safety override and a composite score below 3.0.

Staff use the Composite Score and Recommended Priority filters to review the ranked fleet and identify Priority B vehicles for the capital replacement project list. TCRTA updates the matrix quarterly, or when Via Transportation provides new maintenance or reliability data, and will establish regular reporting for the two remaining factors.

4.2. Maintenance Strategy

Table 4.2: Maintenance Activities and Inspection Intervals by Vehicle Class

Asset Category	Asset Class	Maintenance Activity	Frequency
Revenue Vehicles	BU – Bus	PM-A Inspection	6,000 mi
Revenue Vehicles	CU – Cutaway Bus	PM-A Inspection	5,000 mi
Revenue Vehicles	MV/VN – Van	PM-A Inspection / Battery Check (BEV)	5,000 mi / 90 days
Revenue Vehicles	All Classes	Brake System Inspection	6,000 mi / 45 days
Revenue Vehicles	All Classes	ADA Equipment Check	Monthly

Unplanned Maintenance Needs: Unplanned maintenance needs are identified through operator pre-trip/post-trip inspections, road calls, and ongoing fleet monitoring. The operator's maintenance team evaluates the scope and cost of each repair and recommends action to TCRTA. Repairs exceeding the cost threshold established in the operations contract require TCRTA authorization before work proceeds.

4.3. Overhaul Strategy

Cutaway Bus: Mid-life overhaul rebuilds the engine, transmission, electronics, and chassis parts, and performs exterior repairs to restore the bus to an "as new" condition. Costs range from \$25,000 to \$50,000 per bus.

Bus: TCRTA does not currently perform formal mid-life overhauls on heavy-duty buses; the fleet is replaced on the standard 14-year ULB cycle rather than extended through overhaul. This will be reassessed if delivery delays extend a bus's service life meaningfully past its ULB.

Van: TCRTA does not currently perform formal overhauls on minivans or vans because their shorter 8-year ULB and lower per-unit replacement cost make replacement more cost-effective than overhaul in nearly all cases.

4.4. Disposal Strategy

Bus: Heavy-duty buses are disposed of after reaching the end of their useful service life and upon delivery of replacement units. TCRTA follows Caltrans DRMT disposition procedures for federally funded assets and FTA Circular 5010.1E for determining fair market value and disposition method.

Cutaway Bus: Cutaway buses are disposed of after reaching the end of their useful service life and upon delivery of replacement units, following the same Caltrans DRMT and FTA Circular 5010.1E procedures.

Van: Vans are disposed of after reaching the end of their useful service life and upon delivery of replacement units, following the same disposition procedures.

For all classes: Vehicles funded with FTA grants, TCRTA determines fair market value at the time of disposition. If fair market value exceeds \$5,000, the federal share is returned to FTA or applied as a credit toward a replacement vehicle.

Disposition methods include public auction, transfer to another transit provider, or sale as scrap. All dispositions are documented through BlackCat and reported to Caltrans DRMT. TCRTA will use the County of Tulare's General Services (GSA) as the primary contact and coordinator for the sale, whether auctioned or sold as scrap.

4.5. Acquisition and Renewal Strategy

Cutaway Bus: Using Section 5311 and 5339(a) formula funds, TCRTA will continue to acquire CNG cutaway buses for its light- and medium-duty fleet. Under CARB's Innovative Clean Transit (ICT) regulation, cutaway buses are subject to a delayed zero-emission purchase requirement that does not take effect until 2026 or later and remains contingent on zero-emission cutaway models passing FTA Altoona testing and being commercially available at the applicable weight class. CARB's ICT Regulation Exemptions program provides a formal request pathway (Template 4.1) for transit agencies purchasing Class 4 cutaway buses when no zero-emission cutaway meeting the agency's operational requirements is available for purchase. TCRTA will file this exemption request for each CNG cutaway procurement as needed and will monitor the zero-emission cutaway market annually to reassess this strategy as compliant vehicles become commercially viable. When zero-emission or hybrid cutaways are available and demonstrated to meet TCRTA's range, gradeability, and duty-cycle requirements, the agency will evaluate them as viable alternatives.

Bus: TCRTA is transitioning its heavy-duty bus fleet to battery-electric buses (BEB), consistent with the CARB Innovative Clean Transit regulation. An 8-vehicle Gillig BEB procurement is funded for FY 2029 through FTA Section 5307, TIRCP, and LCTOP. Depot charging infrastructure at TOMF is required prior to delivery; interim and expanded charging capacity is provided by off-grid mobile DCFC units funded through SB 125.

Van: TCRTA aims to transition its minivan and van fleet to zero-emission platforms, including Ford E-Transit vans already in service. Mobile DCFC charging capacity supports opportunity charging for this fleet ahead of permanent depot charging infrastructure. While TCRTA aims to transition its light-duty vehicles to zero-emission, the technology and battery capacity are currently limited by range. Because most of TCRTA's funding comes from federal and state sources, part of that requirement is to procure with Buy America, and currently, the available vehicles are limited. To counteract that in the interim, remaining VN acquisitions will be conventional-fuel vans.

5. Investment Prioritization

TCRTA's FY 2027–FY 2031 capital program totals approximately \$25.96 million across projects. Projects are ranked into three priority levels — A, B, and C — based on the urgency with which each investment affects safety or the state of good repair.

Priority A covers projects that address an identified safety risk. None of the projects in this capital program fall into this category.

Priority B covers the replacement of revenue vehicles that have reached or exceeded their FTA Useful Life Benchmark. These projects total approximately \$9.61 million and account for most of the near-term spending in FY27 and FY28. They include 33 conventional-fuel vehicles — 5 gasoline cutaways, 20 CNG cutaways, 3 CNG buses, and 5 vans — plus an annual van replacement reserve, funded primarily through FTA Section 5339(a) and matched with State of Good Repair (SGR) funds and Measure R local sales tax revenue.

Priority C covers projects that support TCRTA's longer-term goals but are not tied to current safety or SGR need. These projects total approximately \$16.35 million. The largest is an 8-vehicle Gillig battery-electric bus purchase (\$11.3 million, FY29), funded through FTA Section 5307, TIRCP, and LCTOP. This is paired with two off-grid mobile EV charging units (\$4.6 million combined, FY27 and FY29, funded by SB 125) that provide charging capacity ahead of permanent charging equipment at TOMF. The remaining Priority C items are electronic fare validators (\$300,000) and rebranding of the fleet and passenger facilities to RIDE Tulare County (\$150,000).

5.1 Proposed Investments

Table 5.1: Proposed Capital Investments and Priorities FY 2027 - 2030

Project Name	Year	Asset Category	Asset Class	Cost	Priority
(5) Ford E450 Cutaways – Gasoline	2027	Revenue Vehicles	CU – Cutaway Bus	\$888,000	B
(10) Ford E450 Cutaways – CNG	2027	Revenue Vehicles	CU – Cutaway Bus	\$2,162,000	B
(1) Gillig 35' CNG Bus	2028	Revenue Vehicles	BU – Bus	\$790,000	B
(2) Dodge ProMaster Vans	2027	Revenue Vehicles	MV – Mini-van	\$330,000	B
(8) Gillig Battery-Electric 35' Buses	2029	Revenue Vehicles	BU – Bus	\$11,300,000	C
(2) Ford E450 Cutaway – CNG	2027	Revenue Vehicles	CU – Cutaway Bus	\$500,000	B
(3) Dodge ProMaster Vans	2027	Revenue Vehicles	MV – Mini-van	\$500,000	B
(8) Ford E450 Cutaways – CNG	2028	Revenue Vehicles	CU – Cutaway Bus	\$2,000,000	B
(2) Gillig 35' CNG Bus	2029	Revenue Vehicles	BU – Bus	\$1,688,000	B
(5) Dodge ProMaster Vans – Annual Replacement Reserve	2027–2031	Revenue Vehicles	MV – Mini-van	\$150,000/yr	B
Off-Grid Mobile 240 kWh EV Charger	2027	Equipment	Custom – ZE Charging	\$1,300,000	C
Off-Grid Mobile 480 kWh EV Charger	2029	Equipment	Custom – ZE Charging	\$3,300,000	C
RIDE Tulare County Bus Rebranding	2027	Equipment	Custom	\$50,000	C
Bus Stop Sign Rebranding	2027	Facilities	Passenger Facilities	\$100,000	C
Electronic Payment On-Board Validators	2027	Equipment	Custom – Fare Collection	\$300,000	C

6. Appendices

Definitions:

Accountable Executive: Means a single, identifiable person 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 U.S.C. 5329(d), and the agency’s transit asset management plan in accordance with 49 U.S.C. 5326.

Asset Category: Means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

Asset Class: Means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

Asset Inventory: Means a register of capital assets, and information about those assets. Capital Asset: Means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

Decision Support Tool: Means an analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.

Direct Recipient: Means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

Equipment: Means an article of nonexpendable, tangible property having a useful life of at least one year.

Facility: Means a building or structure that is used in providing public transportation.

Full Level of Performance: Means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.

Horizon Period: Means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan. FTA standard horizon period is four years.

Implementation Strategy: Means a transit provider’s approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

Infrastructure: Means the underlying framework or structures that support a public transportation system.

Investment Prioritization: Means a transit provider’s ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Key Asset Management Activities: Means a list of activities that a transit provider determines are critical to achieving its TAM goals.

Life-Cycle Cost: Means the cost of managing an asset over its whole life.

Participant: Means a tier II provider that participates in a group TAM plan.

Performance Measure: Means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

Performance Target: Means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

Public Transportation System: Means the entirety of a transit provider’s operations, including the services provided through contractors.

Public Transportation Agency Safety Plan: Means a transit provider’s documented comprehensive agency safety plan that is required by 49 U.S.C. 5329.

Recipient: Means an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

Rolling Stock: Means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

Service Vehicle: Means a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

State of Good Repair (SGR): Means the condition in which a capital asset is able to operate at a full level of performance.

Subrecipient: Means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

TERM Scale: Means the five (5) category rating system used in the Federal Transit Administration’s Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent, 4.0—Good; 3.0—Adequate, 2.0—Marginal, and 1.0—Poor.

Tier I Provider: Means a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

Tier II Provider: A recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Transit Asset Management (TAM): Means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

Transit Asset Management (TAM) Plan: Means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit Asset Management (TAM) Policy: Means a transit provider’s documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider’s TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

Transit Asset Management (TAM) Strategy: Means the approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

Transit Asset Management (TAM) System: Means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

Transit Provider (provider): Means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

Useful life: Means either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

Useful life benchmark (ULB): Means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

Appendix A-1: Revenue Vehicle Asset Register - Identification

Fleet ID	Asset Category	Asset Class	Manufacture Year	NTD ID	Manufacturer	Model
1000	Revenue Vehicles	BU – Bus	2015	90310	Gillig	Low Floor
1001	Revenue Vehicles	BU – Bus	2015	90310	Gillig	Low Floor
1002	Revenue Vehicles	BU – Bus	2015	90310	Gillig	Low Floor
1003	Revenue Vehicles	BU – Bus	2015	90310	Gillig	Low Floor
1004	Revenue Vehicles	BU – Bus	2019	90310	Gillig	Low Floor
1005	Revenue Vehicles	BU – Bus	2019	90310	Gillig	Low Floor
1006	Revenue Vehicles	BU – Bus	2021	90310	El Dorado National–California (ENC)	Axess
1007	Revenue Vehicles	BU – Bus	2021	90310	El Dorado National–California (ENC)	Axess
1008	Revenue Vehicles	BU – Bus	2021	90310	El Dorado National–California (ENC)	Axess
1009	Revenue Vehicles	BU – Bus	2023	90310	Gillig	Low Floor
1010	Revenue Vehicles	BU – Bus	2023	90310	Gillig	Low Floor
1011	Revenue Vehicles	BU – Bus	2023	90310	Gillig	Low Floor
1012	Revenue Vehicles	BU – Bus	2023	90310	Gillig	Low Floor
2000	Revenue Vehicles	CU – Cutaway Bus	2008	90310	GMC	C5500
2001	Revenue Vehicles	CU – Cutaway Bus	2008	90310	GMC	C5500
2002	Revenue Vehicles	CU – Cutaway Bus	2009	90310	Chevrolet	C5500
2003	Revenue Vehicles	CU – Cutaway Bus	2009	90310	GMC	C5500
2004	Revenue Vehicles	CU – Cutaway Bus	2009	90310	GMC	C5500
2005	Revenue Vehicles	CU – Cutaway Bus	2011	90310	Ford	F550
2006	Revenue Vehicles	CU – Cutaway Bus	2011	90310	Ford	F550
2007	Revenue Vehicles	CU – Cutaway Bus	2012	90310	Ford	Aerolite
2008	Revenue Vehicles	CU – Cutaway Bus	2012	90310	Ford	Entourage
2009	Revenue Vehicles	CU – Cutaway Bus	2012	90310	Ford	F550
2010	Revenue Vehicles	CU – Cutaway Bus	2014	90310	Ford	F550
2011	Revenue Vehicles	CU – Cutaway Bus	2018	90310	Ford	F550
2012	Revenue Vehicles	CU – Cutaway Bus	2018	90310	Ford	F550
2013	Revenue Vehicles	CU – Cutaway Bus	2024	90310	Starcraft	Allstar XL 32
2014	Revenue Vehicles	CU – Cutaway Bus	2024	90310	Starcraft	Allstar XL 32
2015	Revenue Vehicles	CU – Cutaway Bus	2024	90310	Starcraft	Allstar XL 32
2016	Revenue Vehicles	CU – Cutaway Bus	2024	90310	Starcraft	Allstar XL 32

Fleet ID	Asset Category	Asset Class	Manufacture Year	NTD ID	Manufacturer	Model
3000	Revenue Vehicles	CU – Cutaway Bus	2002	90310	Ford	StarTrans
3001	Revenue Vehicles	CU – Cutaway Bus	2009	90310	Ford	E350
3002	Revenue Vehicles	CU – Cutaway Bus	2011	90310	Ford	StarTrans
3003	Revenue Vehicles	CU – Cutaway Bus	2011	90310	Ford	E450
3004	Revenue Vehicles	CU – Cutaway Bus	2014	90310	Ford	AeroTech
3005	Revenue Vehicles	CU – Cutaway Bus	2014	90310	Starcraft	Allstar 25
3006	Revenue Vehicles	CU – Cutaway Bus	2016	90310	ElDorado Bus	Aerotech
3007	Revenue Vehicles	CU – Cutaway Bus	2017	90310	ElDorado Bus	Aerotech
3008	Revenue Vehicles	CU – Cutaway Bus	2017	90310	ElDorado Bus	Aerotech
3009	Revenue Vehicles	CU – Cutaway Bus	2019	90310	ElDorado Bus	Aerotech
3010	Revenue Vehicles	CU – Cutaway Bus	2025	90310	Starcraft	Allstar 25
3011	Revenue Vehicles	CU – Cutaway Bus	2025	90310	Starcraft	Allstar 25
3012	Revenue Vehicles	CU – Cutaway Bus	2025	90310	Starcraft	Allstar 25
3013	Revenue Vehicles	CU – Cutaway Bus	2025	90310	Starcraft	Allstar 25
3014	Revenue Vehicles	CU – Cutaway Bus	2025	90310	Starcraft	Allstar 25
9000	Revenue Vehicles	MV – Mini-van	2017	90310	Dodge	Caravan
9001	Revenue Vehicles	MV – Mini-van	2017	90310	Dodge	Caravan
9002	Revenue Vehicles	MV – Mini-van	2022	90310	Chrysler	Voyager
9003	Revenue Vehicles	MV – Mini-van	2022	90310	Chrysler	Voyager
9004	Revenue Vehicles	MV – Mini-van	2022	90310	Chrysler	Voyager
9005	Revenue Vehicles	VN – Van	2022	90310	Ford	E-Transit
9006	Revenue Vehicles	VN – Van	2022	90310	Ford	E-Transit
9007	Revenue Vehicles	VN – Van	2022	90310	Ford	E-Transit
9008	Revenue Vehicles	VN – Van	2022	90310	Ford	E-Transit
9009	Revenue Vehicles	VN – Van	2022	90310	Ford	E-Transit
9010	Revenue Vehicles	VN – Van	2022	90310	Ford	E-Transit
9011	Revenue Vehicles	VN – Van	2022	90310	Ford	E-Transit
9012	Revenue Vehicles	VN – Van	2022	90310	Ford	E-Transit
9013	Revenue Vehicles	VN – Van	2022	90310	Ford	E-Transit
9014	Revenue Vehicles	VN – Van	2022	90310	Ford	E-Transit

Fleet ID	Asset Category	Asset Class	Manufacture Year	NTD ID	Manufacturer	Model
9015	Revenue Vehicles	VN – Van	2023	90310	Braun	ProMaster
9016	Revenue Vehicles	VN – Van	2023	90310	Braun	ProMaster

Appendix A-2: Revenue Vehicle Asset Register - Usage and Capital

Fleet ID	Average Vehicle Mileage	Total Active Fleet Mileage	Capital Responsibility	Transit Agency Capital Responsibility (%)	Unit Replacement Value	Percent FTA Funded (%)
1000	N/A	619,226	100%	100%	\$680,000	N/A
1001	N/A	448,905	100%	100%	\$680,000	N/A
1002	N/A	647,796	100%	100%	\$680,000	N/A
1002	N/A	630,613	100%	100%	\$680,000	N/A
1004	N/A	319,053	100%	100%	\$680,000	N/A
1005	N/A	436,201	100%	100%	\$680,000	N/A
1006	N/A	141,980	100%	100%	\$680,000	N/A
1007	N/A	194,586	100%	100%	\$680,000	N/A
1008	N/A	185,765	100%	100%	\$680,000	N/A
1009	N/A	203,945	100%	100%	\$680,000	N/A
1010	N/A	227,738	100%	100%	\$680,000	N/A
1011	N/A	198,361	100%	100%	\$680,000	N/A
1012	N/A	226,316	100%	100%	\$680,000	N/A
2000	N/A	431,574	100%	100%	\$260,000	N/A
2001	N/A	387,162	100%	100%	\$260,000	N/A
2002	N/A	594,936	100%	100%	\$260,000	N/A
2003	N/A	858,764	100%	100%	\$260,000	N/A
2004	N/A	1,021,721	100%	100%	\$260,000	N/A
2005	N/A	566,559	100%	100%	\$260,000	N/A
2006	N/A	547,705	100%	100%	\$260,000	N/A
2007	N/A	336,727	100%	100%	\$260,000	N/A
2008	N/A	165,067	100%	100%	\$260,000	N/A
2009	N/A	710,044	100%	100%	\$260,000	N/A
2010	N/A	254,356	100%	100%	\$260,000	N/A
2011	N/A	385,626	100%	100%	\$260,000	N/A
2012	N/A	397,240	100%	100%	\$260,000	N/A
2013	N/A	66,518	100%	100%	\$260,000	80%
2014	N/A	47,003	100%	100%	\$260,000	80%
2015	N/A	42,895	100%	100%	\$260,000	80%

Fleet ID	Average Vehicle Mileage	Total Active Fleet Mileage	Capital Responsibility	Transit Agency Capital Responsibility (%)	Unit Replacement Value	Percent FTA Funded (%)
2016	N/A	29,726	100%	100%	\$260,000	80%
3000	N/A	168,049	100%	100%	\$260,000	N/A
3001	N/A	571,142	100%	100%	\$260,000	N/A
3002	N/A	147,647	100%	100%	\$260,000	N/A
3003	N/A	392,518	100%	100%	\$260,000	N/A
3004	N/A	236,363	100%	100%	\$260,000	N/A
3005	N/A	304,854	100%	100%	\$260,000	N/A
3006	N/A	440,836	100%	100%	\$260,000	N/A
3007	N/A	191,061	100%	100%	\$260,000	N/A
3008	N/A	382,762	100%	100%	\$260,000	N/A
3009	N/A	181,353	100%	100%	\$260,000	N/A
3010	N/A	11,540	100%	100%	\$260,000	0%
3011	N/A	11,540	100%	100%	\$260,000	0%
3012	N/A	11,540	100%	100%	\$260,000	0%
3013	N/A	11,540	100%	100%	\$260,000	0%
3014	N/A	11,540	100%	100%	\$260,000	0%
9000	N/A	174,279	100%	100%	\$65,000	N/A
9001	N/A	172,930	100%	100%	\$65,000	N/A
9002	N/A	75,946	100%	100%	\$65,000	N/A
9003	N/A	61,161	100%	100%	\$65,000	N/A
9004	N/A	57,966	100%	100%	\$65,000	N/A
9005	N/A	50,135	100%	100%	\$65,000	0%
9006	N/A	48,000	100%	100%	\$65,000	0%
9007	N/A	56,081	100%	100%	\$65,000	0%
9008	N/A	49,757	100%	100%	\$65,000	0%
9009	N/A	47,390	100%	100%	\$65,000	0%
9010	N/A	43,811	100%	100%	\$65,000	0%
9011	N/A	38,875	100%	100%	\$65,000	0%
9012	N/A	46,051	100%	100%	\$65,000	0%
9013	N/A	5,000	100%	100%	\$65,000	0

Fleet ID	Average Vehicle Mileage	Total Active Fleet Mileage	Capital Responsibility	Transit Agency Capital Responsibility (%)	Unit Replacement Value	Percent FTA Funded (%)
9014	N/A	38,391	100%	100%	\$65,000	0%
9015	N/A	0	100%	100%	\$65,000	80%
9016	N/A	0	100%	100%	\$65,000	80%

Appendix A-3: Equipment Asset Register – Identification & Capital Status

Asset Category	Asset Class	Asset Name	Manufacture Year	NTD ID	ID/Serial No.	Manufacturer	Model	Count	Capital Responsibility	Transit Agency Capital Responsibility	Unit Replacement Value
Equipment	Communications Equipment	Motorola Repeater	2023	90310	63326 – 63329	Motorola	SLR 8000	4	Yes	100%	\$9,960. ³⁰
Equipment	Vehicle Technology / APC	APC Single-Door	2025	90310	—	IRIS	IRMA Matrix 500	38	Yes	100%	\$3,010. ⁴⁵
Equipment	Vehicle Communications / Network	Ericsson Cradlepoint Routers	2025	90310	—	Ericsson	CP-1900	42	Yes	100%	\$1,618. ⁹⁷
Equipment	Vehicle Technology / APC	APC Double-Door	2025	90310	—	IRIS	IRMA Matrix 500	13	Yes	100%	\$6,657. ⁴⁶
Equipment	Vehicle Communications / Network	Ericsson Cradlepoint Antenna	2025	90310	—	Ericsson	—	42	Yes	100%	\$1,068. ⁹⁷
Equipment	Vehicle Communications / Network	Ericsson Cradlepoint Routers	2023	90310	—	Ericsson	RX30-MC	13	Yes	100%	\$541. ⁴²
Equipment	Fare Collection Equipment	GFI Farebox	2022	90310	—	Genfare	GFI Odyssey	45	Yes	100%	\$19,212. ⁵⁸
Equipment	Non-Revenue / Service Automobile	Ford Fusion	2012	90310	7100	Ford	Fusion	1	Yes	100%	\$20,000

Appendix A-4: Facilities Asset Register

Asset Category	Asset Class	Asset Name	Year Built	NTD ID	Street Address	Square Footage	ID/Serial No.	Capital Responsibility	Transit Agency Capital Responsibility
Facilities	Maintenance	TOMF	2020	90310	25430 Rd 140, Tulare, CA, 93274	—	—	No	0%
Facilities	Passenger Facilities	Dinuba Transit Center	2017	90310	180 W Merced, Dinuba, CA, 93618	—	—	No	0%
Facilities	Passenger Facilities	Tulare Transit Center	1999	90310	360 N K Street, Tulare, CA, 93274	—	—	No	0%

Appendix B-1: Revenue Vehicle Condition Assessment

Fleet ID	Asset Class	NTD ID	Total Active Fleet Mileage	Unit Replacement Value/Cost	Age	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
1000	BU – Bus	90310	619,226	\$680,000	11	14	No
1001	BU – Bus	90310	448,905	\$680,000	11	14	No
1002	BU – Bus	90310	647,796	\$680,000	11	14	No
1003	BU – Bus	90310	630,613	\$680,000	11	14	No
1004	BU – Bus	90310	319,053	\$680,000	7	14	No
1005	BU – Bus	90310	436,201	\$680,000	7	14	No
1006	BU – Bus	90310	141,980	\$680,000	5	14	No
1007	BU – Bus	90310	194,586	\$680,000	5	14	No
1008	BU – Bus	90310	185,765	\$680,000	5	14	No
1009	BU – Bus	90310	203,945	\$680,000	3	14	No
1010	BU – Bus	90310	227,738	\$680,000	3	14	No
1011	BU – Bus	90310	198,361	\$680,000	3	14	No
1012	BU – Bus	90310	226,316	\$680,000	3	14	No
2000	CU – Cutaway Bus	90310	431,574	\$260,000	18	10	Yes
2001	CU – Cutaway Bus	90310	387,162	\$260,000	18	10	Yes
2002	CU – Cutaway Bus	90310	594,936	\$260,000	17	10	Yes
2003	CU – Cutaway Bus	90310	858,764	\$260,000	17	10	Yes
2004	CU – Cutaway Bus	90310	1,021,721	\$260,000	17	10	Yes
2005	CU – Cutaway Bus	90310	566,559	\$260,000	15	10	Yes
2006	CU – Cutaway Bus	90310	547,705	\$260,000	15	10	Yes
2007	CU – Cutaway Bus	90310	336,727	\$260,000	14	10	Yes
2008	CU – Cutaway Bus	90310	165,067	\$260,000	14	10	Yes
2009	CU – Cutaway Bus	90310	710,044	\$260,000	14	10	Yes
2010	CU – Cutaway Bus	90310	254,356	\$260,000	12	10	Yes
2011	CU – Cutaway Bus	90310	385,626	\$260,000	8	10	No
2012	CU – Cutaway Bus	90310	397,240	\$260,000	8	10	No
2013	CU – Cutaway Bus	90310	66,518	\$260,000	2	10	No
2014	CU – Cutaway Bus	90310	47,003	\$260,000	2	10	No

Fleet ID	Asset Class	NTD ID	Total Active Fleet Mileage	Unit Replacement Value/Cost	Age	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
2015	CU – Cutaway Bus	90310	42,895	\$260,000	2	10	No
2016	CU – Cutaway Bus	90310	29,726	\$260,000	2	10	No
3000	CU – Cutaway Bus	90310	168,049	\$260,000	24	10	Yes
3001	CU – Cutaway Bus	90310	571,142	\$260,000	17	10	Yes
3002	CU – Cutaway Bus	90310	147,647	\$260,000	15	10	Yes
3003	CU – Cutaway Bus	90310	392,518	\$260,000	15	10	Yes
3004	CU – Cutaway Bus	90310	236,363	\$260,000	12	10	Yes
3005	CU – Cutaway Bus	90310	304,854	\$260,000	12	10	Yes
3006	CU – Cutaway Bus	90310	440,836	\$260,000	10	10	No
3007	CU – Cutaway Bus	90310	191,061	\$260,000	9	10	No
3008	CU – Cutaway Bus	90310	382,762	\$260,000	9	10	No
3009	CU – Cutaway Bus	90310	181,353	\$260,000	7	10	No
3010	CU – Cutaway Bus	90310	11,540	\$260,000	1	10	No
3011	CU – Cutaway Bus	90310	11,540	\$260,000	1	10	No
3012	CU – Cutaway Bus	90310	11,540	\$260,000	1	10	No
3013	CU – Cutaway Bus	90310	11,540	\$260,000	1	10	No
3014	CU – Cutaway Bus	90310	11,540	\$260,000	1	10	No
9000	MV – Mini-van	90310	174,279	\$65,000	9	8	No
9001	MV – Mini-van	90310	172,930	\$65,000	9	8	No
9002	MV – Mini-van	90310	75,946	\$65,000	4	8	No
9003	MV – Mini-van	90310	61,161	\$65,000	4	8	No
9004	MV – Mini-van	90310	57,966	\$65,000	4	8	No
9005	VN – Van	90310	50,135	\$65,000	4	8	No
9006	VN – Van	90310	48,000	\$65,000	4	8	No
9007	VN – Van	90310	56,081	\$65,000	4	8	No
9008	VN – Van	90310	49,757	\$65,000	4	8	No
9009	VN – Van	90310	47,390	\$65,000	4	8	No
9010	VN – Van	90310	43,811	\$65,000	4	8	No
9011	VN – Van	90310	38,875	\$65,000	4	8	No

Fleet ID	Asset Class	NTD ID	Total Active Fleet Mileage	Unit Replacement Value/Cost	Age	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
9012	VN – Van	90310	46,051	\$65,000	4	8	No
9013	VN – Van	90310	5,000	\$65,000	4	8	No
9014	VN – Van	90310	38,391	\$65,000	4	8	No
9015	VN – Van	90310	0	\$65,000	3	8	No
9016	VN – Van	90310	0	\$65,000	3	8	No

Appendix B-2: Equipment Condition Assessment

Asset Class	Asset Name	NTD ID	ID/Serial No.	Count	Unit Replacement Value	Age (Yrs)	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark	Default Useful Life Benchmark	Percent FTA Funded (%)
Communications Equipment	Motorola Repeater	90310	63326 – 63329	4	\$9,960. ³⁰	3	10	No	No	100%
Vehicle Technology / APC	APC Single-Door	90310	—	38	\$3,010. ⁴⁵	1	10	No	No	100%
Vehicle Communications / Network	Ericsson Cradlepoint Routers	90310	—	42	\$1,618. ⁹⁷	1	5	No	No	100%
Vehicle Technology / APC	APC Double-Door	90310	—	13	\$6,657. ⁴⁶	1	10	No	No	100%
Vehicle Communications / Network	Ericsson Cradlepoint Antenna	90310	—	42	\$1,068. ⁹⁷	1	5	No	No	100%
Vehicle Communications / Network	Ericsson Cradlepoint Routers	90310	—	13	\$541. ⁴²	3	10	No	No	100%
Fare Collection Equipment	GFI Farebox	90310	—	45	\$19,212. ⁵⁸	4	10	No	No	100%
Non-Revenue / Service Automobile	Ford Fusion	90310	7100	1	\$20,000	12	8	Yes	Yes	100%

Appendix B-3: Facilities Condition Assessment

Asset Class	Asset Name	NTD ID	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Condition Assessment Date
Maintenance	TOMF	90310	—	4	5	10/01/2025
Passenger Facilities	Dinuba Transit Center	90310	—	7	5	10/01/2025
Passenger Facilities	Tulare Transit Center	90310	—	25	3	10/01/2025

Appendix C: Contingency Fleet Documentation

This appendix contains TCRTA's contingency fleet procedure and the corresponding pre-authorization request form.

Appendix C-1: Contingency Fleet Procedure

Appendix C-2: Pre-Authorization Form - Use of Contingency Fleet

Tulare County Regional Transit Agency

CONTINGENCY FLEET PROCEDURE

Overview

While the Tulare County Regional Transit Agency (TCRTA) does not currently maintain a comprehensive contingency fleet plan, the following outlines our basic procedure and standards for managing contingency fleet vehicles in accordance with FTA guidelines.

Buses may be placed in an inactive contingency fleet in preparation for emergencies. No bus may be placed in the contingency fleet before it reaches the end of its minimum useful service life, except if TCRTA is forced to reduce service, resulting in a reduced vehicle requirement. Any rolling stock not included in a contingency plan will be considered part of the active fleet or awaiting delivery to be auctioned off after completing its useful service life.

TCRTA will categorize vehicles as active, contingency, or awaiting disposal. Vehicles in the contingency fleet are not part of the active fleet and are excluded from the spare ratio. During a vehicle replacement period, some buses may be inactive. This is a temporary condition and will not be classified as active or contingency.

This procedure accounts for rolling stock in a contingency fleet for several reasons, including procurement schedules for fleet replacement and expansion, and other justifications for a contingency fleet, as noted below. Buses delivered for future expansion that have been replaced but are in the process of disposal will be identified and separated from other spares to ensure an accurate spare ratio.

Buses held in a contingency fleet will be properly stored, maintained, and documented in a contingency plan. That documentation will be used when the first bus is placed in contingency status. The plan will be updated as needed to support the Agency's contingency fleet.

Procedure for Activating Contingency Vehicles

When and if the reasons outlined above permit the need for contingency vehicles to be pulled into service rotation, the following procedure shall be followed:

1. **Request Initiation:** TCRTA's contracted operator(s) shall complete a *Contingency Fleet Request Form* identifying the vehicle(s) requested, the reason for activation, and the anticipated period of use.
2. **Staff Review:** The completed request form will be submitted to and reviewed by TCRTA staff to verify the justification for activating the contingency vehicle(s) and to assess operational readiness of the requested unit(s).

Tulare County Regional Transit Agency

3. **Executive Director Approval:** Upon staff review, the request must obtain formal approval from the TCRTA Executive Director before any contingency vehicle may be placed into active service.
4. **Status Change:** Upon approval, the vehicle(s) will be reclassified from contingency status to active status and placed into the service rotation. All fleet records, NTD reporting, and spare ratio calculations will be updated accordingly.

Qualifying Reasons for Contingency Fleet Use

Vehicles may be activated from the contingency fleet for the following reasons:

- **Emergency Response:**
Natural disasters (earthquake, fire, flood, volcanic eruption), public health emergencies, or other events requiring emergency transportation services.
- **Service Expansion:**
Fleet expansion due to increased service demand, new route implementation, or temporary service augmentation.
- **Fleet Maintenance/Reliability:**
To ensure service continuity when active fleet vehicles require extended maintenance, repairs, or are temporarily out of service.
- **Training:**
To support operator training programs, including behind-the-wheel training or refresher courses, where use of active fleet vehicles is not practical.

Documentation & Recordkeeping

All contingency fleet activity, including placement into contingency status, activation requests, approvals, and return to contingency or disposition, shall be documented and maintained by TCRTA staff. This documentation will support compliance with the FTA Triennial Review, accurate NTD reporting, and proper spare ratio calculations.

TULARE COUNTY REGIONAL TRANSIT AGENCY
PRE-AUTHORIZATION FORM: USE OF CONTINGENCY FLEET

SECTION 1: REQUEST INFORMATION

Request Initiated By: _____
Title / Position: _____
Date of Request: _____

SECTION 2: VEHICLE INFORMATION

Vehicle(s) Requested: _____
Vehicle ID / VIN: _____
Service Area: _____
Anticipated Period of Use: From: _____ To: _____

SECTION 3: REASON FOR REQUEST

Check Reason(s) for Contingency Fleet Activation and Provide Brief Explanation:

- ☐ Emergency Response
e.g., Earthquake, fire, flood, volcanic eruption, public health emergency
- ☐ Service Expansion
e.g., Fleet expansion due to increased demand, new route, or temporary augmentation
- ☐ Fleet Maintenance / Reliability
e.g., Maintaining service continuity during extended repairs or vehicle downtime
- ☐ Training
e.g., Behind-the-wheel training, refresher courses, or operator certification
- ☐ Other (specify below)

Detailed Explanation / Justification:

TULARE COUNTY REGIONAL TRANSIT AGENCY

SECTION 4: APPROVAL

TCRTA Staff Reviewed By: Date:

Print Name / Title

Staff Recommendation: ☐ Approve ☐ Deny ☐ Approve with Conditions
Conditions / Notes:

EXECUTIVE DIRECTOR AUTHORIZATION

☐ APPROVED ☐ DENIED

Executive Director Signature: Date:

OFFICE USE ONLY — STATUS TRACKING

After placing vehicle(s) back in contingency status, list dates and the number of days used and/or mileage accumulated.

Date Activated: Date Returned to Contingency: Total Days:
Mileage at Activation: Mileage at Return: Total Miles:
Notes:

Appendix D-1: Vehicle Replacement Scoring Matrix - Asset and ULB Factors (1 of 2)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
2	Old #	New #	Class	Year	Make	Model	Chassis	Age (Yrs)	Mileage	FTA Min ULB* (Years)	FTA Min ULB* (Miles)	Age % of ULB	Age Score	Mileage % of ULB	Mileage Score
3	2028	1000	BU – Bus	2015	Gillig	Low Floor		11	619,226	14	500,000	79%	3	124%	5
4	2029	1001	BU – Bus	2015	Gillig	Low Floor		11	12,841	14	500,000	79%	3	3%	1
5	2030	1002	BU – Bus	2015	Gillig	Low Floor		11	31,620	14	500,000	79%	3	6%	1
6	2031	1003	BU – Bus	2015	Gillig	Low Floor		11	25,278	14	500,000	79%	3	5%	1
7	2037	1004	BU – Bus	2019	Gillig	Low Floor		7	2,294	14	500,000	50%	2	0%	1
8	2038	1005	BU – Bus	2019	Gillig	Low Floor		7	39,013	14	500,000	50%	2	8%	1
9	2041	1009	BU – Bus	2023	Gillig	Low Floor		3	17,235	14	500,000	21%	1	3%	1
10	2042	1010	BU – Bus	2023	Gillig	Low Floor		3	61,272	14	500,000	21%	1	12%	1
11	2043	1011	BU – Bus	2023	Gillig	Low Floor		3	56,289	14	500,000	21%	1	11%	1
12	2044	1012	BU – Bus	2023	Gillig	Low Floor		3	56,391	14	500,000	21%	1	11%	1
13	7141	1006	BU – Bus	2021	EIDorado	Axess		5	35,892	14	500,000	36%	1	7%	1
14	7142	1007	BU – Bus	2021	EIDorado	Axess		5	61,398	14	500,000	36%	1	12%	1
15	7143	1008	BU – Bus	2021	EIDorado	Axess		5	31,778	14	500,000	36%	1	6%	1
16	3	3007	CU – Cutaway Bus	2017	Ford	AeroTech		9	191,061	10	350,000	90%	4	55%	2
17	9	2007	CU – Cutaway Bus	2012	Ford	AeroElite		14	336,727	10	350,000	140%	5	96%	4
18	10	3004	CU – Cutaway Bus	2014	Ford	AeroTech		12	236,363	10	350,000	120%	5	68%	2
19	12	3006	CU – Cutaway Bus	2016	Ford	AeroTech		10	280,524	10	350,000	100%	5	80%	3
20	14	3009	CU – Cutaway Bus	2019	Ford	AeroTech		7	181,353	10	350,000	70%	2	52%	2
21	15	2008	CU – Cutaway Bus	2007	Ford	Entourage		19	165,067	10	350,000	190%	5	47%	1
22	62	3000	CU – Cutaway Bus	2002	Ford	StarTrans		24	168,049	10	350,000	240%	5	48%	1
23	63	3002	CU – Cutaway Bus	2011	Ford	StarTrans		15	147,647	10	350,000	150%	5	42%	1
24	2032	3001	CU – Cutaway Bus	2009	Ford	E350		17	571,142	10	350,000	170%	5	163%	5
25	2033	3008	CU – Cutaway Bus	2017	Ford	E450		9	382,762	10	350,000	90%	4	109%	5
26	2036	3005	CU – Cutaway Bus	2014	Ford	Allstar		12	304,854	10	350,000	120%	5	87%	3
27	2500	3010	CU – Cutaway Bus	2025	Starcraft	Allstar -25	Ford E450	1	11,540	10	350,000	10%	1	3%	1
28	2501	3011	CU – Cutaway Bus	2025	Starcraft	Allstar -25	Ford E450	1	6,680	10	350,000	10%	1	2%	1
29	2502	3012	CU – Cutaway Bus	2025	Starcraft	Allstar -25	Ford E450	1	11,182	10	350,000	10%	1	3%	1
30	2503	3013	CU – Cutaway Bus	2025	Starcraft	Allstar -25	Ford E450	1	6,908	10	350,000	10%	1	2%	1
31	2504	3014	CU – Cutaway Bus	2025	Starcraft	Allstar -25	Ford E450	1	9,435	10	350,000	10%	1	3%	1
32	7105	2005	CU – Cutaway Bus	2011	Ford	F550		15	566,559	10	350,000	150%	5	162%	5
33	7106	2006	CU – Cutaway Bus	2011	Ford	F550		15	547,705	10	350,000	150%	5	156%	5

Appendix D-1: Vehicle Replacement Scoring Matrix - Asset and ULB Factors (2 of 2)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
2	Old #	New #	Class	Year	Make	Model	Chassis	Age (Yrs)	Mileage	FTA Min ULB* (Years)	FTA Min ULB* (Miles)	Age % of ULB	Age Score	Mileage % of ULB	Mileage Score
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
34	7109	2002	CU – Cutaway Bus	2009	Chevrolet	C5500		17	594,936	10	350,000	170%	5	170%	5
35	7122	2003	CU – Cutaway Bus	2009	GMC	C5500		17	858,764	10	350,000	170%	5	245%	5
36	7123	2004	CU – Cutaway Bus	2009	GMC	C5500		17	1,021,721	10	350,000	170%	5	292%	5
37	7125	2000	CU – Cutaway Bus	2008	GMC	C5500		18	431,574	10	350,000	180%	5	123%	5
38	7126	2001	CU – Cutaway Bus	2008	GMC	C5500		18	387,162	10	350,000	180%	5	111%	5
39	7131	3003	CU – Cutaway Bus	2011	Ford	E450		15	392,518	10	350,000	150%	5	112%	5
40	7134	2009	CU – Cutaway Bus	2012	Ford	F550		14	710,044	10	350,000	140%	5	203%	5
41	7138	2010	CU – Cutaway Bus	2014	Ford	F550		12	254,356	10	350,000	120%	5	73%	2
42	7139	2011	CU – Cutaway Bus	2018	Ford	F550		8	385,626	10	350,000	80%	3	110%	5
43	7140	2012	CU – Cutaway Bus		Ford	F550				10	350,000			0%	
44	7144	2013	CU – Cutaway Bus	2024	Starcraft	Allstar XL -32	Ford F550	2	66,518	10	350,000	20%	1	19%	1
45	7145	2014	CU – Cutaway Bus	2024	Starcraft	Allstar XL -32	Ford F550	2	47,003	10	350,000	20%	1	13%	1
46	7146	2015	CU – Cutaway Bus	2024	Starcraft	Allstar XL -32	Ford F550	2	42,895	10	350,000	20%	1	12%	1
47	7147	2016	CU – Cutaway Bus	2024	Starcraft	Allstar XL -32	Ford F550	2	29,726	10	350,000	20%	1	8%	1
48	2039	9000	MV – Mini-van	2017	Dodge	Caravan		9	174,279	8	100,000	113%	5	174%	5
49	2040	9001	MV – Mini-van	2017	Dodge	Caravan		9	172,930	8	100,000	113%	5	173%	5
50	9001	9002	MV – Mini-van	2022	Chrysler	Voyager		4	75,946	8	100,000	50%	2	76%	3
51	9002	9003	MV – Mini-van	2022	Chrysler	Voyager		4	61,161	8	100,000	50%	2	61%	2
52	9003	9004	MV – Mini-van	2022	Chrysler	Voyager		4	57,966	8	100,000	50%	2	58%	2
53	9004	9014	VN – Van	2022	Ford	ETransit		4	38,391	8	100,000	50%	2	38%	1
54	9005	9005	VN – Van	2022	Ford	ETransit		4	50,135	8	100,000	50%	2	50%	2
55	9006	9006	VN – Van	2022	Ford	ETransit		4	48,000	8	100,000	50%	2	48%	1
56	9007	9007	VN – Van	2022	Ford	ETransit		4	56,081	8	100,000	50%	2	56%	2
57	9008	9008	VN – Van	2022	Ford	ETransit		4	49,757	8	100,000	50%	2	50%	1
58	9009	9009	VN – Van	2022	Ford	ETransit		4	47,390	8	100,000	50%	2	47%	1
59	9010	9010	VN – Van	2022	Ford	ETransit		4	43,811	8	100,000	50%	2	44%	1
60	9011	9011	VN – Van	2022	Ford	ETransit		4	38,875	8	100,000	50%	2	39%	1
61	9012	9012	VN – Van	2022	Ford	ETransit		4	46,051	8	100,000	50%	2	46%	1
62	9013	9013	VN – Van	2022	Ford	ETransit		4	5,000	8	100,000	50%	2	5%	1
63	9014	9016	VN – Van	2023	Braun	ProMaster		3	0	8	100,000	38%	1	0%	1
64	9015	9015	VN – Van	2023	Braun	ProMaster		3	0	8	100,000	38%	1	0%	1

Appendix D-2: Vehicle Replacement Scoring Matrix - Cost, Reliability, and Priority (1 of 2)

	A	B	C	D	E	F		P	Q	R	S	T	U	V	W	X
2	Old #	New #	Class	Year	Make	Model	2	Cost/Mile (\$)	Class Avg Cost/Mile	Cost Score	MDBF (mi)	Reliability Score	Safety Override	Composite Score	Recommended Priority	Notes
3	2028	1000	BU – Bus	2015	Gillig	Low Floor	3						▼	3.91	B - Next Cycle	
4	2029	1001	BU – Bus	2015	Gillig	Low Floor	4						▼	2.09	Monitor	
5	2030	1002	BU – Bus	2015	Gillig	Low Floor	5						▼	2.09	Monitor	
6	2031	1003	BU – Bus	2015	Gillig	Low Floor	6						▼	2.09	Monitor	
7	2037	1004	BU – Bus	2019	Gillig	Low Floor	7						▼	1.55	Monitor	
8	2038	1005	BU – Bus	2019	Gillig	Low Floor	8						▼	1.55	Monitor	
9	2041	1009	BU – Bus	2023	Gillig	Low Floor	9						▼	1.00	Monitor	
10	2042	1010	BU – Bus	2023	Gillig	Low Floor	10						▼	1.00	Monitor	
11	2043	1011	BU – Bus	2023	Gillig	Low Floor	11						▼	1.00	Monitor	
12	2044	1012	BU – Bus	2023	Gillig	Low Floor	12						▼	1.00	Monitor	
13	7141	1006	BU – Bus	2021	ElDorado	Axess	13						▼	1.00	Monitor	
14	7142	1007	BU – Bus	2021	ElDorado	Axess	14						▼	1.00	Monitor	
15	7143	1008	BU – Bus	2021	ElDorado	Axess	15						▼	1.00	Monitor	
16	3	3007	CU – Cutaway Bus	2017	Ford	AeroTech	16						▼	3.09	B - Next Cycle	
17	9	2007	CU – Cutaway Bus	2012	Ford	AeroElite	17						▼	4.55	B - Immediate	
18	10	3004	CU – Cutaway Bus	2014	Ford	AeroTech	18						▼	3.64	B - Next Cycle	
19	12	3006	CU – Cutaway Bus	2016	Ford	AeroTech	19						▼	4.09	B - Immediate	
20	14	3009	CU – Cutaway Bus	2019	Ford	AeroTech	20						▼	2.00	Monitor	
21	15	2008	CU – Cutaway Bus	2007	Ford	Entourage	21						▼	3.18	B - Next Cycle	
22	62	3000	CU – Cutaway Bus	2002	Ford	StarTrans	22						▼	3.18	B - Next Cycle	
23	63	3002	CU – Cutaway Bus	2011	Ford	StarTrans	23						▼	3.18	B - Next Cycle	
24	2032	3001	CU – Cutaway Bus	2009	Ford	E350	24						▼	5.00	B - Immediate	
25	2033	3008	CU – Cutaway Bus	2017	Ford	E450	25						▼	4.45	B - Immediate	
26	2036	3005	CU – Cutaway Bus	2014	Ford	Allstar	26						▼	4.09	B - Immediate	
27	2500	3010	CU – Cutaway Bus	2025	Starcraft	Allstar -25	27						▼	1.00	Monitor	
28	2501	3011	CU – Cutaway Bus	2025	Starcraft	Allstar -25	28						▼	1.00	Monitor	
29	2502	3012	CU – Cutaway Bus	2025	Starcraft	Allstar -25	29						▼	1.00	Monitor	
30	2503	3013	CU – Cutaway Bus	2025	Starcraft	Allstar -25	30						▼	1.00	Monitor	
31	2504	3014	CU – Cutaway Bus	2025	Starcraft	Allstar -25	31						▼	1.00	Monitor	
32	7105	2005	CU – Cutaway Bus	2011	Ford	F550	32						▼	5.00	B - Immediate	
33	7106	2006	CU – Cutaway Bus	2011	Ford	F550	33						▼	5.00	B - Immediate	

Appendix D-2: Vehicle Replacement Scoring Matrix - Cost, Reliability, and Priority (2 of 2)

	A	B	C	D	E	F		P	Q	R	S	T	U	V	W	X
2	Old #	New #	Class	Year	Make	Model	2	Cost/Mile (\$)	Class Avg Cost/Mile	Cost Score	MDBF (mi)	Reliability Score	Safety Override	Composite Score	Recommended Priority	Notes
	A	B	C	D	E	F		P	Q	R	S	T	U	V	W	X
34	7109	2002	CU – Cutaway Bus	2009	Chevrolet	C5500	34						▼	5.00	B - Immediate	
35	7122	2003	CU – Cutaway Bus	2009	GMC	C5500	35						▼	5.00	B - Immediate	
36	7123	2004	CU – Cutaway Bus	2009	GMC	C5500	36						▼	5.00	B - Immediate	
37	7125	2000	CU – Cutaway Bus	2008	GMC	C5500	37						▼	5.00	B - Immediate	
38	7126	2001	CU – Cutaway Bus	2008	GMC	C5500	38						▼	5.00	B - Immediate	
39	7131	3003	CU – Cutaway Bus	2011	Ford	E450	39						▼	5.00	B - Immediate	
40	7134	2009	CU – Cutaway Bus	2012	Ford	F550	40						▼	5.00	B - Immediate	
41	7138	2010	CU – Cutaway Bus	2014	Ford	F550	41						▼	3.64	B - Next Cycle	
42	7139	2011	CU – Cutaway Bus	2018	Ford	F550	42						▼	3.91	B - Next Cycle	
43	7140	2012	CU – Cutaway Bus		Ford	F550	43						▼			
44	7144	2013	CU – Cutaway Bus	2024	Starcraft	Allstar XL -32	44						▼	1.00	Monitor	
45	7145	2014	CU – Cutaway Bus	2024	Starcraft	Allstar XL -32	45						▼	1.00	Monitor	
46	7146	2015	CU – Cutaway Bus	2024	Starcraft	Allstar XL -32	46						▼	1.00	Monitor	
47	7147	2016	CU – Cutaway Bus	2024	Starcraft	Allstar XL -32	47						▼	1.00	Monitor	
48	2039	9000	MV – Mini-van	2017	Dodge	Caravan	48						▼	5.00	B - Immediate	
49	2040	9001	MV – Mini-van	2017	Dodge	Caravan	49						▼	5.00	B - Immediate	
50	9001	9002	MV – Mini-van	2022	Chrysler	Voyager	50						▼	2.45	Monitor	
51	9002	9003	MV – Mini-van	2022	Chrysler	Voyager	51						▼	2.00	Monitor	
52	9003	9004	MV – Mini-van	2022	Chrysler	Voyager	52						▼	2.00	Monitor	
53	9004	9014	VN – Van	2022	Ford	ETransit	53						▼	1.55	Monitor	
54	9005	9005	VN – Van	2022	Ford	ETransit	54						▼	2.00	Monitor	
55	9006	9006	VN – Van	2022	Ford	ETransit	55						▼	1.55	Monitor	
56	9007	9007	VN – Van	2022	Ford	ETransit	56						▼	2.00	Monitor	
57	9008	9008	VN – Van	2022	Ford	ETransit	57						▼	1.55	Monitor	
58	9009	9009	VN – Van	2022	Ford	ETransit	58						▼	1.55	Monitor	
59	9010	9010	VN – Van	2022	Ford	ETransit	59						▼	1.55	Monitor	
60	9011	9011	VN – Van	2022	Ford	ETransit	60						▼	1.55	Monitor	
61	9012	9012	VN – Van	2022	Ford	ETransit	61						▼	1.55	Monitor	
62	9013	9013	VN – Van	2022	Ford	ETransit	62						▼	1.55	Monitor	
63	9014	9016	VN – Van	2023	Braun	ProMaster	63						▼	1.00	Monitor	
64	9015	9015	VN – Van	2023	Braun	ProMaster	64						▼	1.00	Monitor	

Note. The Vehicle Replacement Scoring Matrix is currently using 2 of its 4 weighted criteria, Age vs. ULB and Mileage vs. ULB, which together account for 55% of the full composite score. Maintenance Cost per Mile and Road Call Frequency (MDBF) remain pending. TCRTA will work with Via Transportation to establish regular reporting for these two data points. Once incorporated, composite scores will reflect all four criteria as intended, providing a more complete picture of replacement urgency than age and mileage alone.

Appendix E-1: FTA TERM Facility Scoring Criteria (1 of 4)

FTA TERM Scale Rating (1 – 5)	
Substructure	
Foundation walls, columns, and pilings; basement materials, insulation, slab, and floor underpinnings.	
5 – Excellent	New construction, no visible defects.
4 – Good	Minor improvement or superficial repairs needed via routine maintenance. No significant cracking, spalling, sagging, or rust.
3 – Adequate	Repairs needed; surface cracking, rust, shifting, or spalling on elements. Cosmetically fair, functioning as designed, within useful life.
2 – Marginal	Elements need extensive repair; significant cracking, sagging, rust, shifting, or spalling. No apparent safety issue, but has exceeded useful life.
1 – Poor	Critical defects affecting function, health, or safety. Cannot be repaired; must be replaced. Exceeded useful life — warrants structural review.
Shell	
Superstructure/structural frame (columns, pillars, walls); roof (surface, gutters, eaves, skylights, chimney surrounds); exterior windows, doors, and finishes (paint, masonry); balconies, fire escapes, downspouts.	
5 – Excellent	New construction, no visible defects or damage.
4 – Good	Minor improvement needed; sub-elements over 5 years old but functioning without issue under routine maintenance. No sagging, corrosion, cracking, or leaks.
3 – Adequate	Repairs needed; minor cracking, drainage issues, sagging, corrosion, or shifting. Cosmetically fair, functioning as designed.
2 – Marginal	Significant cracking, sagging, swelling, corrosion, leaks, or shifting. Significant repairs needed; no apparent safety issue on any single sub-element.
1 – Poor	Critical defects affecting function, health, or safety. Must be replaced rather than repaired. Exceeded useful life — warrants structural review.
Interiors	
Interior partitions, doors, fittings, and signage; interior stairs and landings; wall/floor/ceiling finishes.	
5 – Excellent	New construction, no visible defects or damage.
4 – Good	Minor improvement needed; superficial damage only. Minimal wear, primarily cosmetic, addressed via routine maintenance.
3 – Adequate	Repairs needed; cracking, drainage issues, sagging, corrosion, or shifting. Cosmetically fair, functioning as designed.
2 – Marginal	Deterioration: cracking, sagging, swelling, corrosion, leaks. Finishes worn. Significant repairs/upgrades needed; no apparent safety issue.
1 – Poor	Critical defects affecting function, health, or safety. Must be replaced rather than repaired. Exceeded useful life — warrants structural review.

Appendix E-1: FTA TERM Facility Scoring Criteria (2 of 4)

Conveyance	
Elevators; escalators; lifts and other fixed apparatuses for moving goods or people.	
5 – Excellent	New construction, no visible defects or damage.
4 – Good	Minor improvement needed; superficial damage only with no functional impact, addressed via routine maintenance.
3 – Adequate	Repairs needed; signs of corrosion and damage. Cosmetically fair, functioning as intended under maintenance schedule.
2 – Marginal	Needs extensive repair at minimum; frequent part replacement/repair. No apparent safety issue; maintenance schedule interrupted by breakdowns.
1 – Poor	Critical defects affecting function. Must be replaced rather than repaired. Exceeded useful life — warrants detailed review.
Plumbing	
Fixtures; water distribution; sanitary waste; rainwater drainage.	
5 – Excellent	New construction, no visible defects or damage.
4 – Good	Minor wear or superficial deterioration with no functional impact, addressed via routine maintenance. No corrosion or leaks.
3 – Adequate	Repairs needed; some deterioration such as corrosion. Repairs typical of intensive routine maintenance; system functioning as designed.
2 – Marginal	Needs extensive repair at minimum. No apparent safety issue currently.
1 – Poor	Defects affecting function, necessitating frequent maintenance. Must be replaced rather than repaired. Exceeded useful life — warrants detailed review.
HVAC	
Energy supply; heating and cooling generation/distribution systems; testing, balancing, controls, and instrumentation; chimneys and vents.	
5 – Excellent	New construction, no visible defects or damage. Meets efficiency, capacity, and air quality goals throughout the facility.
4 – Good	Minor improvements needed; may be slightly outdated/less efficient. Minor deterioration addressed via routine maintenance.
3 – Adequate	Repairs needed; deterioration exists, maintenance needs significant. System meets needs and remains within useful life.
2 – Marginal	Exceeded useful life; fails to meet standards or needs. Elements need extensive repair at minimum. No apparent safety issue currently.
1 – Poor	Well past useful life with critical defects affecting function. Issues beyond repair — warrants detailed review.

Appendix E-1: FTA TERM Facility Scoring Criteria (3 of 4)

Fire Protection	
Sprinklers; standpipes; hydrants and other fire protection specialties.	
5 – Excellent	New system, no visible defects or damage. Meets facility needs.
4 – Good	Minor wear and tear; system may be slightly outdated but still meets needs with routine maintenance.
3 – Adequate	Repairs needed; deterioration exists, maintenance needs significant. System meets requirements and remains within useful life.
2 – Marginal	Exceeded useful life; defects critical/widespread. No longer meets current standards; requires partial replacement at minimum.
1 – Poor	Well past useful life with critical defects affecting function and ability to meet standards. Beyond repair — warrants detailed review.
Electrical	
Electrical service and distribution; interior/exterior lighting and branch wiring; communications and security; generators, emergency lighting, lightning protection.	
5 – Excellent	New system, no apparent defects. Meets facility needs.
4 – Good	Minor deterioration; system may be slightly outdated but meets needs with minimal routine maintenance. Limited flexibility for expansion.
3 – Adequate	Repairs needed; deterioration exists, maintenance needs significant. Limited flexibility for improvement, but meets requirements, within useful life.
2 – Marginal	Exceeded useful life; defects critical/widespread. No longer meets current standards; requires partial replacement at minimum.
1 – Poor	Well past useful life with critical defects affecting function and ability to meet standards. Beyond repair — warrants detailed review.
Site	
Roadways/driveways and parking lots (with signage/markings); pedestrian areas; fences, walls, and site structures; landscaping and irrigation; site utilities.	
5 – Excellent	New construction, no apparent defects, serving the needs of the facility.
4 – Good	Minor deterioration, primarily cosmetic (damaged signage, small pavement cracks). Meets facility needs with routine maintenance.
3 – Adequate	Repairs needed; some deterioration (signage replacement, pavement crack fill). More routine maintenance needed, but functioning as designed.
2 – Marginal	Sub-elements worn, need extensive repair at minimum. Pavement damage beyond crack filler; signage outdated; fences/irrigation need replacement.
1 – Poor	Critical defects affecting function, health, or safety. Issues beyond repair — warrants detailed review.

Appendix E-1: FTA TERM Facility Scoring Criteria (4 of 4)

Equipment	
Equipment integral to the facility's function, including maintenance or vehicle service equipment (does not include consumable supplies). Only major equipment valued \$10K-\$50K — items \$50K+ are inventoried separately in the TAM Plan.	
5 – Excellent	New equipment, no apparent defects, serving the needs of the facility.
4 – Good	Minor deterioration; may be slightly outdated but still meets needs with minimal routine maintenance.
3 – Adequate	Repairs needed; some deterioration, maintenance needs considerable. Equipment meets needs and remains within useful life.
2 – Marginal	Exceeded useful life; defects critical/widespread. No longer meets current standards; requires partial replacement at minimum.
1 – Poor	Well past useful life with critical defects affecting function and ability to meet standards. Beyond repair — warrants detailed review.
Fare Collection	
Turnstiles, ticket machines, and other major fare collection equipment requiring capital replacement.	
5 – Excellent	New equipment, no apparent defects, serving the needs of the facility.
4 – Good	Minor deterioration; may be slightly outdated but still meets needs with minimal routine maintenance.
3 – Adequate	Repairs needed; some deterioration, maintenance needs considerable. Equipment meets needs and remains within useful life.
2 – Marginal	Exceeded useful life; defects critical/widespread. No longer meets current standards; requires partial replacement at minimum.
1 – Poor	Well past useful life with critical defects affecting function and ability to meet standards. Beyond repair — warrants detailed review.

Appendix E-2: Administrative and Maintenance Facility Assessment

Facility	Assessor	Assessment Date	Year Built	Notes
Rating Level	Score (1-5)	Est. Replacement Cost (\$)	Score x Cost	
Substructure				
Shell				
Interiors				
Conveyance				
Plumbing				
HVAC				
Fire Protection				
Electrical				
Equipment				
Site				
TOTAL				
Weighted Rating (1-5)				
In Good Repair (≥ 3.0)				

Appendix E-3: Passenger and Parking Facility Assessments

Facility	Assessor	Assessment Date	Year Built	Notes
Rating Level	Score (1-5)	Est. Replacement Cost (\$)	Score x Cost	
Substructure				
Shell				
Interiors				
Conveyance				
Plumbing				
HVAC				
Fire Protection				
Electrical				
Equipment				
Site				
TOTAL				
Weighted Rating (1-5)				
In Good Repair (≥ 3.0)				