IOWA DOT

TRANSIT ASSET MANAGEMENT

GROUP PLAN

September 30, 2022

Mission Statement

To advocate and deliver services that support and promote a safe and comprehensive transit system in Iowa to enhance access to opportunities and quality of life.

Role of Iowa Department of Transportation

The Iowa Department of Transportation (DOT) is responsible for the administration of state and federal transit programs though the public transit section of the Modal Transportation Bureau. The Iowa DOT provides funding and technical assistance, as well as many other services and program oversight functions, in carrying out the purpose of promoting and supporting public transportation throughout Iowa. As recipients of funding administered by the Iowa DOT and users of the transportation network, transit systems interact with the Iowa DOT to carry out their public transportation mission.

Transit Asset Management Plan Policy

The Iowa DOT is sponsoring the group plan to aid in:

(1) Assessment of the current condition of capital assets for group participant

(2) Determining the condition and performance of its assets

(3) Identifying the unacceptable risks

(4) Providing guidance and technical assistance to group participants to decide how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means

Group Transit Asset Management Plan Participants

The Iowa DOT is the group plan sponsor for 23 Iowa transit systems who are all recipients of Section 5311 funding. Sixteen of these are regional agencies that primarily serve Iowa's rural populations and the remaining seven are small urban systems that serve areas with populations of less than 50,000. The table below lists the group participants and the corresponding Accountable Executives for the organization.

Transit Agency	Accountable Executive
Northeast Iowa Community Action Corporation – Transit/NEICAC T (Region 1)	Trisha Wilkins
North Iowa Area Council of Government (Region 2)	Kevin Kramer
Regional Transit Authority/RIDES (Region 3)	Hugh Lively
Siouxland Regional Transit System (Region 4)	Curt Miller
MIDAS Council of Governments (Region 5)	Shelly Mahan
Region Six Planning Commission/PeopleRides (Region 6)	Marty Wymore
Iowa Northland Regional Council of Governments/Regional Transit Commission (Region 7)	Brian Schoon
Region 8 Regional Transit Authority (RTA) (Region 8)	Chandra Ravada
River Bend Transit (Region 9)	Randy Zobrist
CorridorRides (Region 10)	Brock Grenis
Heart of Iowa Regional Transit Authority (Region 11)	Julia Castillo
Region XII Council of Governments/Western Iowa Transit System (Region 12)	Matt Cleveland
Southwest Iowa Planning Council/Southwest Iowa Transit Agency (Region 13)	Mark Lander
Southern Iowa Trolley (Region 14)	Leesa Lester
10-15 Regional Transit Agency (Region 15)	Jay Allison
South East Iowa Regional Planning Commission/SEIBUS (Region 16)	Roger Keller
Burlington Urban Service	Nick MacGregor
City of Clinton, Municipal Transit Administration	Dennis Hart
City of Fort Dodge (DART)	Shelly Mahan
Marshalltown Municipal Transit	Kevin Pigors
City of Mason City	Dylan Schulte
City of Muscatine	Amy Fortenbacher
Ottumwa Transit	Jay Allison

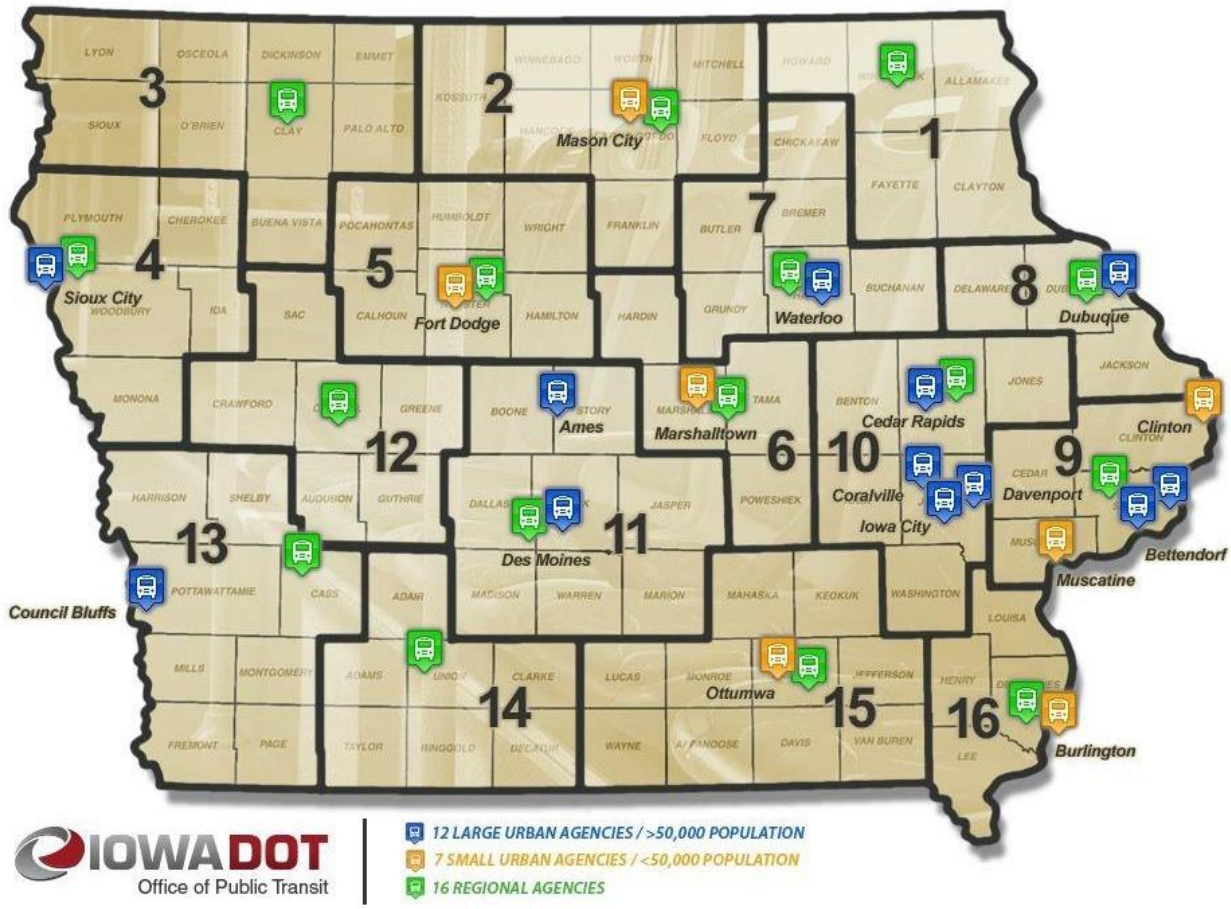
Iowa Public Transit System

This map illustrates the geographic location of Iowa's 35 transit systems.

The blue icons represent urban systems with populations of greater than 50,000 and who receive direct 5307 federal funding. These agencies are not Iowa DOT group plan participants.

The yellow icons represent Iowa's small urban transit systems with populations of less than 50,000. These agencies are all participating in the state's group plan

The green icons represent Iowa's rural transit systems who offer demand response service. These agencies are all participating in the state's group plan



Vehicle Maintenance

All group plan participants follow the Federal Transit Administration (FTA) guidance for bus and bus facilities to ensure they are maintained in good condition and are safe to use. All systems have adopted vehicle maintenance policies that outline the necessary steps to follow. These policies in general include the following items:

1. Pre-trip and Post-trip inspections of all bus equipment by the driver, each time they operate a bus.
2. Preventative maintenance (PM) schedules and inspection forms that are completed based on manufacturer's recommended schedules for bus maintenance. Preventative maintenance includes lube, oil, and filter changes and inspection of components such as tires, lights, brakes, etc.
3. Regular maintenance includes repair of items identified by the drivers during the pre-trip and post-trip inspections as well as defects found during the preventative maintenance inspections.
4. For those buses operated under contract to provide school transportation, buses are inspected twice annually by the state school bus inspectors. Buses are also inspected according to the state requirements once a year by maintenance providers and an annual school bus inspection form is completed to meet state requirements.
5. Record keeping requirements include retaining all pre-trip, post-trip, PM inspections, and all maintenance records with completed work orders and invoices for all buses for the life of the bus.
6. Iowa DOT performs regularly scheduled reviews of transit systems to ensure the manuals and records are up to date, and that all inspections and maintenance are performed in a timely fashion to meet the requirements outlined in the Maintenance Manual. They also inspect vehicles and vehicle maintenance facilities to ensure they are well maintained, clean and safe. Any deficiencies are reported to the transit system and the state tracks all corrective actions to make sure deficiencies are remedied.

The TAM committee created a guideline for agencies to use for rating the physical condition of each vehicle in their fleet on a 1-5 scale. This guidance is documented in **Appendix A**. Each agency will provide a physical condition assessment for their fleet to the DOT through the portal system annually.

State of Iowa Public Transit Management System (PTMS) Process for Revenue Vehicles (Decision Support Tool for Revenue Vehicles)

Background

The PTMS is a prioritization process used to select revenue vehicles to be funded for replacement. All 35 of Iowa's transit systems participate in this process administered centrally by the Iowa DOT. The most up-to-date PTMS Process can be found at https://iowadot.gov/transit/policies/PTMSPolicies.pdf.

Overall PTMS Funding Allocation

In order to be considered under PTMS, capital projects must be programmed for Section 5339 funding in the current year of the approved Statewide Transportation Improvement Program. Projects programmed for under $5,000 federal participation are ineligible to compete for statewide funding.

Prioritization of Rollingstock

The Iowa DOT maintains an extensive inventory on all existing vehicles in the state, which is updated annually. The Iowa DOT prioritizes vehicle replacement and rehabilitation/remanufactured projects annually on a statewide basis based on age and mileage of existing vehicles compared to useful life standards for the specific type of equipment. The following formula is used:

(accumulated mileage - fleet life mileage)/3,500* = mileage score

actual months owned - fleet life months = age score

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mileage score + age score = PTMS vehicle score

*The 3,500 is used to give a point for every 3,500 miles of service above the useful fleet life mileage.

PTMS Useful Life Standards

Vehicle Type	Useful Life Mileage	Useful Life Age
Sedans Station Wagons Std. Vans/Non-ADA Minivans Conversion & ADA Minivans	100,000 miles	4 yr. (48 mos.)
LD buses	150,000 miles	5 yr. (60 mos.)
MD buses	200,000 miles	7 yr. (84 mos.)
HD buses < 35'	350,000 miles	10 yr. (120 mos.)
HD buses 35' or more	500,000 miles	12 yr. (144 mos.)

The federal useful life for vehicles that have been rehabilitated/remanufactured with federal funds is extended by four years, or miles equivalent to four years, per FTA C 5010.1E. Vehicles purchased used, with federal funds, will be pro-rated from the above, based on the ratio of sales price to original price. Vehicles purchased used, with no federal funds involved, may earn points from point of acquisition.

On-Board Security Systems

The PTMS Committee encourages Transit Systems to purchase vehicles with security systems. If feasible, pre-wiring should be considered**.** Replacement of vehicle security systems is not anticipated to occur through the statewide PTMS process for any security systems that are less than six years old. Local funds may, however, be used for this purpose.

Prioritization of Rehabilitated/Remanufactured vehicles

Prioritized alongside replacements (same points), individual transit systems decide whether to replace or rehabilitate/remanufacture. Second or (third) rehabilitations/remanufactures are allowed based on points.

Replacement of transferred vehicles and previously replaced vehicles still in service

Replacements of previously replaced revenue transit vehicles that have been retained by the system or transferred from another system to support expanded public transit service are highest priority among expansion vehicles. Revenue transit vehicles retained or transferred in after replacement may be treated the same as used vehicles purchased with local funds.

Replacement of Contractor-owned Vehicles

The PTMS prioritization process addresses the need to replace vehicles titled to the transit system and used for public transit. If public transit services are operated with vehicles owned by others, a replacement can be prioritized under the PTMS ranking only after the transit system has successfully obtained the vehicle title. If the transit system cannot obtain title to the existing vehicle, the new vehicle must be programmed as an "expansion," though it would be appropriate in the justification to note that it will replace an agency-owned vehicle currently in service, and list the age and mileage of that existing vehicle. Should a transit system obtain title of a contractor-owned vehicle, that vehicle will be treated as a "used" vehicle purchased with local funds and may begin to earn PTMS points at acquisition.

Rollingstock TIP Justification

The PTMS rollingstock scoring serves as justification for replacement. [For this purpose non-ADA equipment can be replaced with larger units offering equivalent seating capacity.] Any other changes in type of size of vehicle must be separately justified and may require supplemental funds as an "expansion" under PTMS or from local funds.

Policy on Lemons

Lemons are the responsibility of the transit system that specified and purchased them. (Can sell and purchase equivalent unit to fill out useful life commitment.)

Like-kind Substitution Policy

Vehicles within Existing Fleet: With Iowa DOT approval, a transit agency may replace a vehicle over federal threshold in place of a similar vehicle (same capacity/weight class). For such like-kind replacements, the PTMS points will be swapped between the two vehicles.

For vehicles to be acquired with local funds: A transit system may substitute a similar vehicle (miles, age, passenger capacity, ADA features, and mechanical condition) purchased with local funds to continue service in place of a vehicle which cannot be maintained. When done with Iowa DOT concurrence and properly reported, the substitute vehicle will inherit the original vehicle's PTMS points and then accumulate points from that time forward.

Replacement of non-ADA vehicles

No state or federal funding (except STBG) will be permitted to be used toward vehicles programmed for replacement as non-ADA vehicles. Only ADA vehicles will be funded.

Replacement of vehicles with negative PTMS points

No replacement or rehabilitation/remanufactured vehicle projects should be submitted for programming if they will have a negative PTMS ranking.

Turn Back of Program Funds (between IPTA meeting and grant submittal)

If a transit system determines they no longer need or have local match for vehicle replacement funds, the funds will be used to proceed further down the PTMS list, replacing the next highest-ranking

vehicle(s). If the funds are turned back after a grant has been written and contracts issued, the funds will be carried over to the next years funding cycle.

Low vehicle usage

For those vehicles that have not met their useful life and have accumulated less than an average of 10,000 miles per year over a two-year period or for vehicles that have met their useful life and have accumulated less than an average of 3,000 miles per year over a two-year period, if no justification is provided or the provided justification is not considered acceptable by Iowa DOT after consulting with the Public Transit Advisory Council (PTAC),

- 12 age points will be removed from the vehicle for every year in which the minimum mileage was not accumulated.
- In addition, for every four low-mileage vehicles without acceptable justification, one, otherwise justified, eligible vehicle will be dropped out of the current year's PTMS selections, beginning from the top of the priorities list.

Acceptable justification includes: 1) evidence of low usage is temporary, and 2) the mileage reported for the second year shows a significant increase, particularly if it goes over the threshold. Contingency fleet vehicles are exempt from this policy as long as an approved Contingency Fleet Plan is on file with the Iowa DOT, including the vehicle ID numbers and justification of need. A vehicle delayed disposition request must also be approved by Iowa DOT each year. It is strongly suggested that Contingency Fleet Plans be submitted to the Iowa DOT by July 1 of each year.

Individual Federal Funding Awards

A transit system that receives an individual federal funding award for expansion revenue transit vehicles will have an equivalent dollar amount of revenue transit vehicles ineligible for replacement for the fiscal year immediately following the federal award announcement. This process will utilize the statewide vehicle inventory PTMS list, starting at the top of the list with the highest point vehicles. The revenue transit vehicles removed will also have the equivalent of 15 PTMS points (12-age score and 3-mileage score) subtracted for that fiscal year.

Following the grant award announcement, a copy of the application submitted by the transit system for the nationally competitive program must be submitted to the Iowa DOT.

Please note: While the affected revenue transit vehicles on the programmed PTMS list will not be considered for funding from the PTMS process during the fiscal year, they will remain on the programmed list as long as they were not removed from the statewide vehicle inventory list and remain in the TIP. Those vehicles will be eligible for replacement in the following fiscal year so long as the transit system does not receive an additional federal grant award for expansion revenue transit vehicles.

Enhancements to Decision Support Tool

The Iowa DOT will continue to use the established PTMS process described above to prioritize revenue vehicle prioritization. However, as defined above, the system allows transit agencies flexibility by allowing like-kind-substitutions for vehicles that are up for replacement.

To facilitate these types of decisions, the Iowa DOT required all group participants to rate the physical condition of each vehicle in their fleet based on the following guidelines developed by the TAM committee. It follows a 1-5 grading per the Transit Economic Requirements Model (TERM) model. The Iowa DOT also required agencies to provide data on all maintenance costs per vehicle for fiscal year 2022 to provide a tool by which agencies can determine spending trends. The Iowa DOT online portal now requires transit agencies to update the physical condition for all vehicles annually, according to the guidance in **Appendix A.**

With the new data collected, a tool was developed to help group plan participants determine the condition of their vehicles at a more granular level beyond miles and age, by examining physical condition and dollar amounts spent annually on maintenance.

Group participants are encouraged to use the tool to make vehicle prioritization decisions within the framework of the flexibility incorporated within the PTMS process. The Useful Life Benchmarks for Group Participants were set as follows:

Vehicles Type	Useful Life Benchmark
Automobile	8
MV-Minivan	8
VN-VAN	8
CU-Cutaway Bus	8
Sport Utility Vehicle	8
Trolley	13
BU-BUS	14

Facilities and Equipment Decisions

Facility assessments performed over the summer of 2022 on 19 of the group plan participant transit systems show good conditions. No facility was rated below a 3 on the TERM scale and most rate 3.5 or higher. Conclusively, there are facility renovations planned for the upcoming four years, but not due to facility ratings on the TERM scale. Decisions will be based primarily on meeting demands created by industry changes. As plan participants continue to monitor facility and equipment needs on a quarterly basis and when a need is identified they will explore the feasibility and impact of said piece of equipment or facility on their system, and provide appropriate recommendations to their board. In general, group plan participants will make facility and equipment investment decisions on an as-needed basis.

For equipment needs the decisions will be based on the following criteria:

1. Mileage on Equipment
2. Age of Equipment
3. Condition of Equipment (2 or 1 on TERM scale)
4. Current Cost to Maintain Equipment
5. Availability of local funds

For facilities, investment decisions for are based on:

1. Need/Demand for Facility to Sustain Operations
2. Condition of Existing Facility
3. Cost to Build or Acquire Facility
4. Availability of local funds

Facility Maintenance

All transit systems are required to have a documented plan on file covering vehicle, equipment, and facility maintenance. The plan should address the goals and objectives of the systems maintenance program. All group plan participants follow the FTA guidance on bus and bus facilities maintenance. When accepting the funding, the plan participant (grantee) agrees to maintain the facility in good operating order and in compliance with any applicable State or Federal regulation. The plan participant agrees to keep satisfactory records pertaining to the use of project property and to submit to FTA upon request such information as may be required to assure compliance with Federal requirements. The plan participant is required to have a written vehicle maintenance plan and facility/equipment maintenance plan. These plans should describe a system of periodic inspections and preventive maintenance to be performed at regular intervals. The inspection and check off forms located in **Appendix C** are samples from FTA to help the transit managers administer their facility maintenance plan.

All group plan members perform heating system, air units, sprinkler system (where applicable) and water main inspections at least annually. Group plan members perform walkthroughs to visually inspect lighting, site, landscaping, interiors, parking lots and ADA accessibility at least quarterly. All group participants follow state and local municipality ordinances relevant to facility management.

Facility Condition Assessments

The FTA requires transit agencies to inventory and assess the condition of all assets for which they have direct capital responsibility.

Of the 23 group plan participants included on this plan, 19 have some capital responsibility for their facilities. The others are part of a city or county office, and do not have responsibility in maintenance or expansion of their buildings. The Iowa DOT conducted facility assessments, closely following the guidance in FTA's TAM Facility Performance Measure Reporting Guidebook (https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/asset-management/60361/tam-facility-performance-measure-reporting-guidebook-v1-2.pdf), on the 42 buildings owned by these 19 transit systems. As part of this initiative, the Iowa DOT created a tablet-based application using ArcGIS Survey 123 software to collect facility data and automatically calculate the condition assessment in terms of the TERM scale (a detailed description of the app and screenshots are provided in **Appendix D**). These assessments were conducted during summer 2022 utilizing one intern to maintain consistency in the assessment results across the state. This individual was trained at the DOT by Iowa DOT staff, conducted mock assessments at CyRide (a transit agency that serves Ames, Iowa, that is not part of this group plan). For more details of how the app was created, please see the FTA case study, currently published through the Volpe Center. Link: https://www.transit.dot.gov/sites/fta.dot.gov/files/2020-10/iowacondassesscasestudy.pdf.

The results of the assessment are available for download in spreadsheet format as well as the map display and dashboard visual depictions. In addition, individual assessment reports, in Word format, with detailed score, assessor comments and facility images, are available for transit systems (a template of such a report is available in **Appendix D**).

The Excel downloads will be used to calculate targets for NTD reporting. The Iowa DOT plans to do facility assessments at least once every 4 years. No facility scored below a 3 on the TERM scale.

ASSET INFORMATION TABLES

An Asset Inventory Summary for all group plan participants in provided in Table 1.

An Asset Condition Summary for all group plan participants in provided all in Table 2.

The Facility Assets Register and overall conditions scores of each of these facilities in are provide in the Table 3.

A detailed inventory of equipment covered by this group plan is provided in Table 4.

Proposed revenue vehicle investment planned over the next four years based on anticipated funding is provided in Table 5

Proposed facility investments by the group plan participants over the next over the next 4 years are summarized in Table 6

TABLE 1: Asset Inventory Summary

Asset Category	Total Number	Total Replacement Value	Average Age in Years	Average Miles
Revenue Vehicles				
MV-Minivan	206	$15,356,250	5	112,295
VN-VAN	43	$3,051,147	6	105,871
CU-Cutaway Bus	739	$100,825,181	7	126,178
BU-BUS	92	$25,806,871	9	167,524
Trolley	1	$242,200	7	206,232
Equipment				
Non-Revenue /Service Automobile	22	$977,482[1]	11	
Non-Revenue Van	2	$87,380 [2]	5	
Sport Utility Vehicle	6	$ 285,882[1]	4	
Facilities				
Administrative and Maintenance Facility	7		20	
Administrative Office / Sales Office	6		19	
General Purpose Maintenance Facility/Depot	5		7	
Maintenance Facility (Service and Inspection)	7		16	
Vehicle Washing Facility	2		14	
20Parking Structure Bus Transfer Center	6 2		16 28	
Other	7		14	

[1] Source: https://www.prnewswire.com/news-releases/new-vehicle-prices-set-record-in-july-2022-according-to-kelley-blue-book-as-inventory-improves-year-over-year-and-luxury-share-remains-elevated-301603225.html

[2] Source: https://iowadot.gov/transit/funding/FY23-Programming-Guidance.pdf

TABLE 2: Asset Condition Summary

Asset Category	Under Benchmark Condition	Over Benchmark Condition	Total Number	Percent over Benchmark	Target for FY22
Revenue Vehicles	**Not Over ULB**	**Over ULB**	**Total**	**Percent Over ULB**	
MV-Minivan	147	59	206	29%	20%
VN-VAN	27	16	43	37%	56%
CU-Cutaway Bus	417	322	739	44%	40%
BU-BUS	81	11	92	12%	17%
Trolley	1	0	1	0%	0%
Equipment	**Not Over ULB**	**Over ULB**	**Total**	**Percent Over ULB**	
Non-Revenue /Service Automobile	13	9	22	41%	20%
Non-Revenue Van	1	1	2	50%	20%
Sport Utility Vehicle	5	1	6	17%	20%
Facilities	**Under 3.0 on TERM Scale**	**Over 3.0 on TERM Scale**	**Total**	**Percent Under 3.0 on TERM Scale**	
Administrative and Maintenance Facility	0	7	7	0%	0%
Administrative Office / Sales Office	0	6	6	0%	0%
General Purpose Maintenance Facility/Depot	0	5	5	0%	0%
Maintenance Facility (Service and Inspection)	0	7	7	0%	0%
Vehicle Washing Facility	0	2	2	0%	0%
Parking Structure	0	6	6	0%	0%
Bus Transfer Center	0	2	2	0%	0%
Other	0	7	7	0%	0%

TABLE 3: FACILITY INVENTORY AND CONDITION DATA

Region	Facility Name	Street Address	City	Zip Code	Type of facility	Primary Mode Served at Facility	Year Built or Reconstructed (as new)	Size in Square Feet	Date of Assessment	Overall Condition Rating
1	West Union Transit Shop	302 North Vine St.	West Union	52175	Maintenance Facility (Service and Inspection)	DR - Demand Response	2016	5091	7/12/2022	**3.3**
2	North Iowa Joint Use Transit Maintenance Facility	525 6th Street S.W.	Mason City	50401	Maintenance Facility (Service and Inspection)	MB - Bus	2005	30000	6/22/2022	**4.4**
3	Spencer Storage Facility	1112 East Milwaukee	Spencer	51301	Other	DR - Demand Response	2017	15000	6/16/2022	**4.0**
3	Spencer RTA Headquarters and Maintenance Facility	522 100th Ave E	Spencer	51301	Administrative Office / Sales Office	DR – Demand Response	2000	10000	6/16/2022	**4.4**
3	Sheldon Storage Facility	1001 RMT Ave	Sheldon	51201	Maintenance Facility (Service and Inspection)	DR - Demand Response	2009	6000	6/16/2022	**4.3**
3	Sioux Center Building	230 24th Steet NE	Sioux Center	51250	Maintenance Facility (Service and Inspection)	DR – Demand Response	2019	5000	6/16/2022	**4.9**
3	Spirit Lake RTA Training and Storage Facility	1012 Peoria Ave	Spirit Lake	51360	Other	DR – Demand Response	2022	10000	6/16/2022	**5.0**
5	MIDAS Transit Webster City	400 3rd St	Webster City	50595	Parking Structure	DR – Demand Response	2016	6300	6/30/2022	**3.8**
5	MIDAS Transit Humboldt County	1310 7th Ave N	Humboldt	50548	Parking Structure	DR – Demand Response	2019	6000	6/30/2022	**4.8**
5	MIDAS Transit Wright County	415 4th Ave SW	Clarion	50525	Parking Structure	DR – Demand Response	2016	3720	6/30/2022	**4.0**
5	MIDAS Building Fort Dodge	602 1st Ave S	Fort Dodge	50501	Maintenance Facility (Service and Inspection)	MB – Bus	1999	4900	6/30/2022	**3.5**
6	Marshalltown Administrative Office	903 E Main St	Marshalltown	50158	Administrative Office / Sales Office	DR - Demand Response	2009	2000	6/8/2022	**4.4**
8	Dubuque Garage	7600 Commerce Park	Dubuque	52001	General Purpose Maintenance Facility/Depot	DR - Demand Response	2008	12500	8/5/2022	**4.1**
8	Earlville Garage	123 Maple Street	Earlville	52041	General Purpose Maintenance Facility/Depot	DR - Demand Response	2019	4800	8/5/2022	**4.7**

8	Maquoketa Garage	1000 East Quarry Street	Maquoketa	52060	General Purpose Maintenance Facility/Depot	DR - Demand Response	2009	4800	8/5/2022	**4.1**
9	River Bend Transit Administrative and Maintenance Facility	7440 Vine Street Court	Davenport	52806	Combined Administrative and Maintenance Facility	DR - Demand Response	1995	11800	7/20/2022	**4.1**
10	Benton County Transportation General Purpose Facility	611 W 9th Street	Vinton	52349	Combined Administrative and Maintenance Facility	DR – Demand Response	2021	9600	7/20/2022	**4.9**
10	Jones County JETS Monticello	814 John Drive	Monticello	52310	Combined Administrative and Maintenance Facility	DR – Demand Response	2017	4300	7/20/2022	**4.6**
10	Washington County Minibus Administrative Facility	1010 West 5th Street	Washington	52353	General Purpose Maintenance Facility/Depot	DR - Demand Response	2022	2000	7/20/2022	**4.3**
12	Jefferson Office and storage facility	601 West Wall Street	Jefferson	50129	Other	DR - Demand Response	2003	5600	6/28/2022	**3.97**
12	Denison Office and Storage Facility	615 Avenue C	Denison	51442	Other	DR - Demand Response	1998	5600	6/28/2022	**4.2**
12	Carroll Transit Maintenance and Storage Facility	1009 East Anthony Street	Carroll	51401	Other	DR - Demand Response	1994	7675	6/28/2022	**4.2**
12	Carroll Transit Building Extension	1009 East Anthony Street	Carroll	51401	Combined Administrative and Maintenance Facility	DR - Demand Response	2009	7275	6/28/2022	**4.1**
13	Atlantic Bus Barn	1501 SW 7th street	Atlantic	50022	Parking Structure	DR - Demand Response	2011	16549	6/15/2022	**4.04**
13	Atlantic Administrative Office	1501 SW 7th street	Atlantic	50022	Administrative Office / Sales Office	DR - Demand Response	1983	6100	6/15/2022	**4.28**
13	Atlantic Wash Bay	1501 SW 7th street	Atlantic	50022	Vehicle Washing Facility	DR - Demand Response	2015	1464	6/15/2022	**4.02**
13	SWITA Council Bluffs Facility	3236 Nebraska Ave	Council Bluffs	51501	Parking Structure	MB – Bus	1979	10440	6/15/2022	**3.86**
15	Region 15 Ottumwa Transit Driver's Lounge	401 E Main Street	Ottumwa	52501	Other	DR – Demand Response	2021	1631	6/21/2022	**4.14**

15	Region 15 Ottumwa Transit Dispatch Office	408 E Main Street	Ottumwa	52501	Administrative Office / Sales Office	DR – Demand Response	2021	3280	6/21/2022	**4.23**
16	West Burlington Main Office	211 N Gear Ave, Suite 100	West Burlington	52655	Administrative Office / Sales Office	DR - Demand Response	2000	10000	8/3/2022	**4.33**
16	West Burlington Bus Storage	211 N Gear Ave	West Burlington	52655	Maintenance Facility (Service and Inspection)	DR – Demand Response	2022	5376	8/3/2022	**4.92**
16	Mt Pleasant Bus Storage	1405 N Broadway	Mt Pleasant	52641	Maintenance Facility (Service and Inspection)	DR – Demand Response	1970	13440	8/3/2022	**3.68**
16	Mt Pleasant Training Facility	1405 N Broadway	Mt Pleasant	52641	Administrative Office / Sales Office	MB – Bus			8/3/2022	**3.75**
Burlington Urban Service	Burlington Depot	300 South Main Street	Burlington	52601	Bus Transfer Center	RMM	1994	11000	8/3/2022	**3.9**
Burlington Urban Service	Burlington Public Works	3510 Division	Burlington	52601	Other	MB - Bus	2001	23000	8/3/2022	**4.0**
Clinton	Clinton Municipal Transit Administration	1320 South Second Street	Clinton	52732	Combined Administrative and Maintenance Facility	MB - Bus	1983	10658	7/21/2022	**3.94**
Clinton	Clinton MTA Bus Wash and Bus Storage	1320 South Second Street	Clinton	52732	Vehicle Washing Facility	MB - Bus	2002	8580	7/21/2022	**3.96**
Fort Dodge-DART	Fort Dodge DART	530 1st Ave S	Fort Dodge	50501	Parking Structure	MB - Bus	1995	4420	6/30/2022	**3.85**
Marshalltown	Marshalltown Public Works Facility	905 East Main Street	Marshalltown	50158	Administrative and Maintenance Facility	Fixed Route Bus System	2003	17832	6/8/2022	**3.89**
Mason City	Central Park Transit Station	Across from 10 First Street NW	Mason City	50401	Bus Transfer Center	CB – Commuter Bus	1994	754	6/22/2022	**4.29**
Muscatine	MuscaBus Administrative and Maintenance Facility	1459 Washington Street	Muscatine	52761	Combined Administrative and Maintenance Facility	MB - Bus	1985	42123	7/21/2022	**3.78**
Ottumwa	Ottumwa Transit	612 S Madison Ave	Ottumwa	52501	General Purpose Maintenance Facility/Depot	DR – Demand Response	2016		6/21/2022	**4.4**

Average Overall Condition for all group member facilities:	**4.18**
Median Overall Condition for all group member facilities:	**4.12**

TABLE 4: Detailed Equipment Inventory

SYSTEM NAME	SERIAL NUMBER	PROPERTY ID	ETYPE	YEAR	PROPERTY DESCRIPTION	DATE ACQUIRED	ACQUISITION COST	Age (Years)
Region 1	1FMCU93GX9KC27143	Blue	Non-Revenue /Service Automobile	2009	Automobiles	7/6/2012	0	13
Region 2	1FTNF21556EA02882	9006	Non-Revenue /Service Automobile	2006	Trucks and Other Rubber Tire Vehicles	6/1/2005	$17,477	14
Region 2	1FDXF47P96ED52251	9023	Non-Revenue /Service Automobile	2006	Trucks and Other Rubber Tire Vehicles		$4,995	14
Region 2	LV4115H421485	9009	Sport Utility Vehicle	2005	Trucks and Other Rubber Tire Vehicles	10/26/2005	$21,191	15
Region 3	1FTYE2CGXFKB11760	M760	Non-Revenue Van	2015	Trucks and Other Rubber Tire Vehicles	7/16/2016	$28,300	7
Region 3	1C4RJFAG3GC350170	JEEP	Non-Revenue /Service Automobile	2016	Automobiles	3/22/2016	$29,438	6

Region 3	1C4RJFAG1JC192581	RED JEEP	Non-Revenue /Service Automobile	2018	Automobiles	11/1/2017	$29,244	4
Region 3	1GB5YLE75NF274373	MO373	Non-Revenue /Service Automobile	2022	Trucks and Other Rubber Tire Vehicles	6/1/2022	$0	0
Region 5	010112001	TOBY	Non-Revenue Van	2000		6/30/2000	$10,153	22
Region 9	1GC3KYCG8JZ217386	8	Non-Revenue /Service Automobile	2018	Trucks and Other Rubber Tire Vehicles	1/23/2018	$29,585	4
Region 9	5J6RM4H3XGL050991	761	Non-Revenue /Service Automobile	2016	Automobiles		$23,455	6
Region 9	KM8R3DHE9MU217613	762	Non-Revenue /Service Automobile	2021	Automobiles		$33,690	1
Region 12	1GCHK54K59F176123	1002	Non-Revenue /Service Automobile	2009	Trucks and Other Rubber Tire Vehicles	9/29/2009	$21,421	13
Region 14	3C6TRVNGXGE136053	M-1	Non-Revenue /Service Automobile	2016	Trucks and Other Rubber Tire Vehicles		$14,000	6

Region 15	98BA532913	1949	Non-Revenue /Service Automobile	1949	Automobiles	4/9/2018	$5,600.00	73
Region 15	1GC5KYCG8JZ230292	Work-Truck	Non-Revenue /Service Automobile	2018	Trucks and Other Rubber Tire Vehicles	5/3/2018	$37,000.00	4
Region 15	1C4HJXFN2LW176593	Jeep Orange	Sport Utility Vehicle	2020	Automobiles	5/20/2020	$51,782.00	2
Region 15	1C4HJXFN0LW219098	Jeep White	Sport Utility Vehicle	2020	Automobiles	5/18/2020	$49,508.00	2
Region 15	1C6JJTBG7LL167382	Jeep Black	Sport Utility Vehicle	2020	Automobiles	5/29/2020	$52,729.00	2
Region 15	52CG2AGA5J5018845	Gem	Sport Utility Vehicle	2019	Automobiles	10/3/2018	$11,900.00	3
Region 15	Serial: A3C1A04494U	Forklift	Non-Revenue /Service Automobile	2020	Trucks and Other Rubber Tire Vehicles	10/31/2020	$19,500.00	2
Region 15	Serial: A101001682	Sky Lift	Non-Revenue /Service Automobile	2020	Trucks and Other Rubber Tire Vehicles	7/31/2020	$15,345.00	2
Region 15	3FMCR9B68NRD69698	Bronco	Sport Utility Vehicle	2022	Automobiles	6/27/2022	$34,774.00	0
Region 15	1LU244LXCZB057158	Tractor	Non-Revenue /Service Automobile	2021	Trucks and Other Rubber Tire Vehicles	1/5/2021	$87,500.00	1

Region 15	JAFSR210VKM459861	Skid Loader	Non-Revenue /Service Automobile	2020	Trucks and Other Rubber Tire Vehicles	6/5/2020	$30,000.00	2
Region 15	1M060HCXEJM062120	Lawn Mower	Non-Revenue /Service Automobile	2018	Trucks and Other Rubber Tire Vehicles	10/1/2018	$15,000.00	4
Region 16	1FTNF21508ED07595	Manit Truck	Non-Revenue /Service Automobile	2008	Trucks and Other Rubber Tire Vehicles	4/9/2018	$4,000	14
City of Clinton	1FT8X3B6XDEA99226	1310	Non-Revenue /Service Automobile	2013	Trucks and Other Rubber Tire Vehicles	5/30/2013	$32,358	9
City of Fort Dodge	1FTWF33Y37EA84470	FD53	Non-Revenue /Service Automobile	2007	Trucks and Other Rubber Tire Vehicles	8/30/2006	$29,730	15
Ottumwa Transit	3B7KF26Z3XM587178	119	Non-Revenue /Service Automobile	1999	Trucks and Other Rubber Tire Vehicles		$1,995	23

Table 5: Proposed Investment for Revenue Vehicles

												Plan for replacement			
											Federal funding expected	$3,320,000			
											Local match expected	$680,000			
											Total funding expected (4 years)	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 4,000,000
											Number of buses Anticipated to be replaced	34	20	28	37
System Name	Etype	Vehicle Class Size	Year	Property Description	Date Acquired	Last Reading	Age	PTMS Points	Total Cost	Over ULB	Cumulative Costs	2023	2024	2025	2026
Region 11	Minivan	NA	2011	Dodge Grand Caravan	9/14/2011	444,631	11.97	164.4	$83,955	Y	$83,955	Y			
Region 13	Minivan	NA	2010	DODGE CARAVAN ADA	12/28/2009	232,560	13.68	128	$83,955	Y	$167,910	Y			
Muscatine	Light Duty	158	2010	ElDorado Transit Bus	10/30/2009	331,761	13.85	122.67	$137,698	Y	$305,608	Y			
Region 11	Minivan	NA	2010	Dodge Grand Caravan	1/6/2010	206,022	13.66	120.13	$83,955	Y	$389,563	Y			
Region 11	Minivan	NA	2010	Dodge Grand Caravan	12/31/2009	197,527	13.68	117.89	$83,955	Y	$473,518	Y			
Region 5	Light Duty	176	2010	2010 FORD STARTRANS	4/26/2013	123,108	10.36	115.52	$136,637	Y	$610,155	Y			
Burlington	Light Duty	138	2001	Ford/Supreme	6/12/2013	170,585	10.23	114.4	$134,397	Y	$744,552	Y			
Region 13	Minivan	NA	2010	DODGE CARAVAN ADA	12/28/2009	175,264	13.68	111.63	$83,955	Y	$828,507	Y			
Region 13	Minivan	NA	2006	Ford Freestar Se	12/16/2014	250,994	8.72	109.53	$43,570	Y	$872,077	Y			
Region 13	Light Duty	176	2014	Ford Glaval	6/11/2014	272,754	9.23	109.26	$136,637	Y	$1,008,714	Y			
Region 13	Light Duty	176	2010	FORD ELDORADO	10/26/2009	230,775	13.86	103.13	$136,637	Y	$1,145,351	Y			
Region 11	Conversion Van	NA	2007	Ford Econoline E250	5/7/2014	138,060	9.33	99.53	$79,749	Y	$1,225,100	Y			
Region 13	Light Duty	176	2010	FORD EL DORADO	1/25/2010	221,000	13.61	97.3	$136,637	Y	$1,361,737	Y			
Region 11	Light Duty	176	2010	Ford ElDorado	2/24/2010	214,523	13.53	94.57	$136,637	Y	$1,498,374	Y			
Region 12	Standard Van	NA	2009	CHEVROLET EXPRESS PASSENGER VAN	5/20/2009	129,904	14.29	93.93	$43,690	Y	$1,542,064	Y			

Region 13	Light Duty	176	2011	Ford ElDorado	8/26/2011	264,714	12.02	90.85	$136,637	Y	$1,678,701	Y			
Region 11	Minivan	NA	2012	DODGE GRAND CARAVAN SE	6/13/2012	197,924	11.22	88.5	$83,955	Y	$1,762,656	Y			
Region 14	Minivan	NA	2011	Braun Dodge Mini Van	10/14/2011	168,843	11.89	88.15	$83,955	Y	$1,846,611	Y			
Region 15	Light Duty	176	2010	Light Duty Bus	11/24/2009	223,217	13.78	88.03	$136,637	Y	$1,983,248	Y			
Region 16	Light Duty	176	2011	El Dorado	9/1/2011	252,226	12.01	87.09	$136,637	Y	$2,119,885	Y			
Region 11	Light Duty	138	2010	Ford El Dorado	4/21/2010	194,100	13.37	86.83	$134,397	Y	$2,254,282	Y			
Region 11	Light Duty	176	2012	Ford ElDorado	10/10/2011	250,287	11.9	83.41	$136,637	Y	$2,390,919	Y			
Region 11	Light Duty	176	2010	Ford ElDorado	2/24/2010	173,143	13.53	82.75	$136,637	Y	$2,527,556	Y			
Region 5	Light Duty	176	2009	Ford Eldorado	9/18/2009	154,805	13.96	82.68	$136,637	Y	$2,664,193	Y			
Region 11	Light Duty	138	2010	Ford El Dorado	10/26/2011	250,453	11.86	81.83	$134,397	Y	$2,798,590	Y			
Region 5	Light Duty	176	2009	Ford ElDorado	9/16/2009	151,445	13.97	81.79	$136,637	Y	$2,935,227	Y			
Region 11	Minivan	NA	2010	Dodge Grand Caravan	1/6/2010	153,645	13.66	81.16	$83,955	Y	$3,019,182	Y			
Region 14	Light Duty	176	2010	Eldorado Ford Aerotech	9/24/2009	148,020	13.95	80.52	$136,637	Y	$3,155,819	Y			
Region 13	Light Duty	176	2011	Ford ElDorado	8/24/2011	225,941	12.03	79.81	$136,637	Y	$3,292,456	Y			
Region 14	Light Duty	176	2009	Eldorado Ford Aerotech	9/25/2009	145,230	13.94	79.73	$136,637	Y	$3,429,093	Y			
Region 14	Light Duty	176	2010	Eldorado Ford Aerotech	9/23/2009	145,134	13.95	79.7	$136,637	Y	$3,565,730	Y			
Region 14	Light Duty	176	2009	Eldorado Ford Aerotech	9/22/2009	142,111	13.95	78.83	$136,637	Y	$3,702,367	Y			
Region 3	Light Duty	176	2010	Ford El Dorado Aerotech E450 Bus	3/8/2010	159,874	13.49	78.47	$136,637	Y	$3,839,004	Y			
Region 13	Light Duty	176	2011	Ford ElDorado	8/25/2011	221,241	12.03	78.44	$136,637	Y	$3,975,641	Y			
Region 11	Light Duty	138	2010	Ford El Dorado	5/20/2010	167,170	13.29	78.17	$134,397	Y	$4,110,038		Y		
Region 11	Light Duty	176	2011	Ford Eldorado Aerotech	9/14/2011	235,374	11.97	77.42	$136,637	Y	$4,246,675		Y		
Region 3	Minivan	NA	2012	Dodge Grand Caravan SE	4/20/2012	151,144	11.37	77	$83,955	Y	$4,330,630		Y		

Region 16	Light Duty	176	2011	El Dorado L/D Bus	5/26/2011	200,674	12.28	75.36	$136,637	Y	$4,467,267		Y		
Clinton	Minivan	NA	2009	TOYOTA SIENNA MINIVAN	12/22/2015	144,768	7.7	75.34	$43,570		$4,510,837		Y		
Region 10	Heavy Duty	H40	2019	2019 Vanhool CX45	10/1/2018	254,346	4.92	74.82	$553,480		$5,064,317		Y		
Region 11	Light Duty	158	2011	Ford El Dorado Aerotech	12/7/2011	214,628	11.74	73.14	$137,698	Y	$5,202,015		Y		
Region 12	Light Duty	158	2013	Ford Aerotech 220	10/5/2012	249,263	10.91	73.12	$137,698	Y	$5,339,713		Y		
Region 10	Heavy Duty	H40	2019	2019 Vanhool CX45	10/1/2018	243,650	4.92	72.31	$553,480		$5,893,193		Y		
Region 3	Light Duty	158	2010	Ford El Dorado Aerotech	4/13/2010	142,250	13.39	72.2	$137,698	Y	$6,030,891		Y		
Region 13	Minivan	NA	2014	GMC Acadia	7/7/2017	156,043	6.16	72.14	$43,570		$6,074,461		Y		
Region 5	Light Duty	176	2009	Ford Eldorado	9/17/2009	117,409	13.96	72.02	$136,637	Y	$6,211,098		Y		
Region 10	Heavy Duty	H40	2019	2019 Vanhool CX45	10/1/2018	246,119	4.92	71.98	$553,480		$6,764,578		Y		
Region 13	Minivan	NA	2016	Nissan Quest	7/7/2017	123,918	6.16	71.67	$43,570		$6,808,148		Y		
Region 10	Heavy Duty	H40	2019	2019 Vanhool CX45	10/1/2018	238,046	4.92	70.93	$553,480		$7,361,628		Y		
Region 12	Minivan	NA	2014	MV-1	9/30/2014	232,618	8.93	70.92	$83,955	Y	$7,445,583		Y		
Region 3	Light Duty	158	2010	Ford El Dorado Aerotech	4/15/2010	135,997	13.39	70.38	$137,698	Y	$7,583,281		Y		
Region 12	Light Duty	158	2008	FORD ELDORADO AEROTECH	9/19/2008	111,317	14.96	70.36	$137,698	Y	$7,720,979		Y		
Region 3	Light Duty	176	2010	Ford El Dorado Aerotech E450 Bus	2/15/2010	128,104	13.55	70.18	$136,637	Y	$7,857,616		Y		
Region 16	Light Duty	176	2013	El Dorado	9/26/2012	236,781	10.94	69.82	$136,637	Y	$7,994,253		Y		
Region 13	Light Duty	176	2012	Ford Glaval	10/8/2012	235,788	10.9	69.1	$136,637	Y	$8,130,890			Y	
Region 12	Minivan	NA	2014	DODGE GRAND CARAVAN	2/27/2014	201,303	9.52	69.04	$43,570	Y	$8,174,460			Y	
Region 13	Light Duty	176	2012	Ford Glaval	10/8/2012	235,541	10.9	69.03	$136,637	Y	$8,311,097			Y	
Ottumwa	Medium Duty	M36	2010	ElDorado Passport	1/27/2010	255,668	13.6	68.51	$200,005		$8,511,102			Y	
Region 12	Light Duty	176	2013	Ford Eldorado Aerotech 240	10/11/2012	233,301	10.9	68.34	$136,637	Y	$8,647,739			Y	

Region 12	Standard Van	NA	2009	CHEVROLET EXPRESS PASSENGER VAN	5/20/2009	124,288	14.29	68.33	$43,690	Y	$8,691,429			Y	
Region 13	Minivan	NA	2007	Dodge Grand Caravan SE	6/27/2017	137,039	6.18	68.19	$83,955		$8,775,384			Y	
Ottumwa	Medium Duty	M36	2010	ElDorado Passport	1/29/2010	254,626	13.6	68.1	$200,005		$8,975,389			Y	
Region 13	Minivan	NA	2015	Toyota Sienna	7/7/2017	136,004	6.16	66.74	$43,570		$9,018,959			Y	
Burlington	Medium Duty	M32	2009	Chevrolet Star Trans	1/29/2010	246,847	13.6	66.27	$194,748		$9,213,707			Y	
Region 5	Light Duty	158	2009	Ford/Eldorado	11/12/2008	103,410	14.81	66.18	$137,698	Y	$9,351,405			Y	
Region 10	Heavy Duty	H40	2014	2014 Vanhool CX45	10/1/2018	444,483	4.92	65.88	$553,480		$9,904,885			Y	
Region 13	Light Duty	176	2012	Ford Glaval	10/8/2012	223,780	10.9	65.67	$136,637	Y	$10,041,522			Y	
Region 5	Light Duty	158	2010	FORD EL DORADO	2/23/2010	108,573	13.53	64.31	$137,698	Y	$10,179,220			Y	
Region 8	Light Duty	176	2011	Ford ElDorado	3/11/2011	154,511	12.48	63.98	$136,637	Y	$10,315,857			Y	
Burlington	Medium Duty	M32	2010	Eldorado Passport	7/30/2010	261,029	13.1	63.92	$194,748		$10,510,605			Y	
Region 6	Conversion Van	NA	2012	Nissan NV2500	9/12/2012	122,214	10.98	63.79	$79,749	Y	$10,590,354			Y	
Ottumwa	Minivan	NA	2012	Dodge minivan	5/16/2012	106,652	11.3	63.26	$83,955	Y	$10,674,309			Y	
Burlington	Light Duty	176	2012	Star Trans Supreme	2/6/2012	186,924	11.58	63.19	$136,637	Y	$10,810,946			Y	
Region 16	Light Duty	176	2013	El Dorado	9/26/2012	213,428	10.94	63.15	$136,637	Y	$10,947,583			Y	
Region 1	Light Duty	176	2012	Ford/Eldorado	8/3/2012	205,616	11.08	62.67	$136,637	Y	$11,084,220			Y	
Region 16	Light Duty	176	2013	ElDorado	7/12/2013	244,937	10.15	62.61	$136,637	Y	$11,220,857			Y	
Burlington	Medium Duty	M32	2009	Chevrolet Star Trans	9/9/2009	218,710	13.99	62.38	$194,748		$11,415,605			Y	
Region 5	Light Duty	158	2010	FORD EL DORADO	2/23/2010	100,956	13.53	62.13	$137,698	Y	$11,553,303			Y	
Ottumwa	Medium Duty	M36	2010	ElDorado National Passport	12/21/2009	228,208	13.7	61.78	$200,005		$11,753,308			Y	
Region 12	Minivan	NA	2014	DODGE GRAND CARAVAN	2/27/2014	174,015	9.52	61.24	$43,570	Y	$11,796,878			Y	
Region 12	Minivan	NA	2014	MV-1	9/9/2014	196,141	8.98	61.19	$83,955	Y	$11,880,833			Y	

Region 11	Light Duty	176	2012	Ford ElDorado	9/14/2011	179,562	11.97	61.18	$136,637	Y	$12,017,470			Y	
Region 12	Standard Van	NA	2009	CHEVROLET EXPRESS PASSENGER VAN	5/20/2009	98,345	14.29	60.92	$43,690	Y	$12,061,160				Y
Region 11	Light Duty	138	2011	Ford Eldorado Aerolite	9/14/2011	173,441	11.97	60.3	$134,397	Y	$12,195,557				Y
Region 12	Minivan	NA	2014	MV-1	9/30/2014	194,016	8.93	59.89	$83,955	Y	$12,279,512				Y
Clinton	Minivan	NA	2011	Toyota Sienna	9/1/2017	156,510	6	59.46	$43,570		$12,323,082				Y
Region 11	Light Duty	158	2011	Chevy Eldorado Aerotech	8/31/2011	161,262	12.01	59.06	$137,698	Y	$12,460,780				Y
Region 1	Light Duty	176	2012	Ford Eldorado	8/3/2012	191,089	11.08	58.51	$136,637	Y	$12,597,417				Y
Region 11	Light Duty	176	2010	Ford ElDorado	3/3/2010	161,990	13.51	58.18	$136,637	Y	$12,734,054				Y
Clinton	Minivan	NA	2011	Toyota Sienna	9/1/2017	147,313	6	57.68	$43,570		$12,777,624				Y
Region 14	Light Duty	176	2011	Eldorado Ford Aerotech	5/27/2011	137,968	12.27	57.57	$136,637	Y	$12,914,261				Y
Region 13	Light Duty	176	2012	Eldorado	10/8/2012	194,900	10.9	57.48	$136,637	Y	$13,050,898				Y
Region 14	Light Duty	176	2011	Eldorado Ford Aerotech	5/27/2011	135,948	12.27	57.07	$136,637	Y	$13,187,535				Y
Clinton	Minivan	NA	2011	Toyota Sienna	9/1/2017	139,801	6	56.34	$43,570		$13,231,105				Y
Region 11	Light Duty	176	2013	Ford Eldorado	1/1/2013	205,332	10.67	56.26	$136,637	Y	$13,367,742				Y
Region 14	Light Duty	176	2011	Eldorado Ford Aerotech	4/18/2011	123,128	12.38	54.66	$136,637	Y	$13,504,379				Y
Region 16	Conversion Van	NA	2013	Ford E-350	11/11/2013	138,320	9.81	54.62	$79,749	Y	$13,584,128				Y
Region 6	Light Duty	158	2012	El Dorado Aerotech Ford F450	11/30/2011	146,682	11.76	54	$137,698	Y	$13,721,826				Y
Region 12	Light Duty	158	2011	Ford Supreme	12/7/2010	104,150	12.74	53.71	$137,698	Y	$13,859,524				Y
Region 12	Minivan	NA	2015	DODGE GRAND CARAVAN	6/23/2015	203,195	8.2	53.7	$43,570	Y	$13,903,094				Y
Region 12	Minivan	NA	2015	DODGE GRAND CARAVAN	6/23/2015	203,182	8.2	53.69	$43,570	Y	$13,946,664				Y
Burlington	Medium Duty	M32	2010	Eldorado Passport	7/30/2010	222,537	13.1	52.93	$194,748		$14,141,412				Y
Region 11	Light Duty	176	2012	Ford ElDorado	9/14/2011	144,360	11.97	52.25	$136,637	Y	$14,278,049				Y

Region 12	Light Duty	158	2011	Ford Supreme	12/7/2010	98,946	12.74	52.22	$137,698	Y	$14,415,747				Y
Region 13	Light Duty	176	2012	Ford Glaval	10/8/2012	167,034	10.9	49.45	$136,637	Y	$14,552,384				Y
Region 12	Minivan	NA	2015	DODGE GRAND CARAVAN	6/23/2015	186,006	8.2	48.74	$43,570	Y	$14,595,954				Y
Region 1	Minivan	NA	2014	Dodge / Amerivan	11/14/2014	158,919	8.8	48.36	$83,955	Y	$14,679,909				Y
Region 13	Light Duty	176	2012	Ford Eldorado	10/8/2012	162,888	10.9	48.34	$136,637	Y	$14,816,546				Y
Region 11	Light Duty	176	2011	Ford Eldorado Aerotech	9/14/2011	131,425	11.97	48.27	$136,637	Y	$14,953,183				Y
Region 1	Minivan	NA	2014	Dodge/Amerivan	11/14/2014	158,486	8.8	48.23	$83,955	Y	$15,037,138				Y
Region 1	Minivan	NA	2014	Dodge/Amerivan	11/14/2014	155,690	8.8	47.44	$83,955	Y	$15,121,093				Y
Region 1	Minivan	NA	2014	Dodge/Amerivan	11/14/2014	155,176	8.8	47.29	$83,955	Y	$15,205,048				Y
Region 13	Light Duty	176	2013	Ford Eldorado	10/8/2012	157,509	10.9	46.8	$136,637	Y	$15,341,685				Y
Region 7	Light Duty	176	2012	Ford Eldorado	7/20/2012	147,277	11.12	46.45	$136,637	Y	$15,478,322				Y
Region 13	Light Duty	176	2013	Ford Eldorado	10/8/2012	155,036	10.9	46.09	$136,637	Y	$15,614,959				Y
Region 1	Minivan	NA	2014	ADA Dodge / Amerivan	11/14/2014	144,684	8.8	44.29	$83,955	Y	$15,698,914				Y
Region 11	Light Duty	176	2011	Ford Eldorado Aerotech	9/14/2011	117,983	11.97	44.12	$136,637	Y	$15,835,551				Y
Region 15	Minivan	NA	2016	Eldorado Amerivan	9/16/2016	218,413	6.96	43.32	$83,955		$15,919,506				Y
Region 13	Minivan	NA	2012	KIA Sedona	10/31/2017	188,465	5.84	43	$43,570		$15,963,076				Y

Table 6: Proposed Investment for Facility Improvement

	Refurbishment Plan					
Facility Subcomponent	**2023**	**2024**	**2025**	**2026**	**2027**	**Grand Total for Subcomponent**
Electrical	$87,240	$36,990	$19,990	$13,990	$21,490	**$179,700**
HVAC	$7,270	$57,720	$32,720	$14,470	$22,720	**$134,900**
Interiors	$337,050	$58,400	$63,500	$59,500	$159,500	**$677,950**
Plumbing	$80,600	$10,800	$15,800	$25,800	$10,800	**$143,800**
Shell	$392,250	$275,050	$69,050	$15,150	$29,150	**$780,650**
Site	$146,100	$35,100	$36,100	$176,100	$27,100	**$420,500**
Substructure	$34,500	$31,300	$6,300	$6,300	$6,300	**$84,700**
TOTALS	**$1,085,010**	**$505,360**	**$243,460**	**$311,310**	**$277,060**	**$2,422,200**

Appendix

Guidance for annually assessing physical condition for all transit agency vehicles is provided in Appendix A.

The recommended checklists for regular facility assessments are provided in Appendix B.

A detailed description and screenshots of an Iowa-DOT developed app used for performing facility condition assessments is provided in Appendix C.

The report template for the individual facility condition assessment results is provided in Appendix D

APPENDIX A

IOWA Office of Public Transit
Vehicle Condition Ratings Guidance

Grade 5 – Excellent Condition (Like new condition)

- PAINT & BODY
  - Only minor defects in panel surfaces requiring no conventional body or paint work
  - May have had limited high quality repairs performed
  - No missing, broken, or damaged parts that require replacement
  - No visible glass damage
- INTERIOR
  - No missing, broken, or damaged parts that require replacement
  - No cuts, tears, or burns that require repair
  - Shows no signs of wear
  - No noticeable offensive odor
- FRAME/UNIBODY
  - Frame/structure has not been repaired or altered
  - Expected to measure to published specifications
- MECHANICAL
  - Mechanically sound
  - All accessories are operable
  - All fluid levels full and clean
- TIRES
  - All match by brand, size and style
  - Near new condition.

Grade 4 – Very Good Condition (Almost new with minor wear)

- PAINT & BODY
  - Minor chips or scratches in panel surfaces requiring minor conventional body and paint work
  - May require removal of small dents that have not broken the paint using Paintless Dent Repair
  - May have had high quality conventional repairs of cosmetic or light collision damage
  - May require replacement of minor missing or broken part
  - No visible glass damage beyond minor pitting of windshield
- INTERIOR
  - Clean, showing minimal wear
  - May require replacement of minor missing or broken part
  - No noticeable offensive odor
- FRAME/UNIBODY
  - Frame/structure has not been repaired or altered, no rust apparent
  - Expected to measure to published specifications
- MECHANICAL
  - Mechanically sound
  - All accessories are operable
  - Fluids may require service
- TIRES
  - All match by brand, size and style
  - Good or better condition.

Grade 3 – Good Condition (Average condition but usable and dependable)

- PAINT & BODY
  - May require conventional body and paint work for moderate body damage
- May require replacement of parts
  - May have sustained cosmetic or light collision damage and been repaired to collision industry standards
  - Windshield may be damaged and need repair or replacement
- INTERIOR
  - Shows signs of normal wear and usage
  - May require repair or replacement of parts
- FRAME/UNIBODY
  - Frame/structure has not been repaired or altered, some rust is apparent
  - Expected to measure to published specifications
- MECHANICAL
  - Mechanically sound
  - May require maintenance
  - May require minor repair of accessories
  - Fluid levels may be low or require replacement, may have some minor fluid leaks
- TIRES
  - Average or better
  - Match by size and style

Grade 2 – Fair Condition (Older condition but still safe and usable)

- PAINT & BODY
  - Dents, scratches, and body panels that may require replacement
  - Parts may be broken and missing
  - May have multiple prior repairs performed at substandard levels
  - May have repaired or unrepaired collision damage
- INTERIOR
  - Shows signs of excess wear
  - May have burns, cuts, tears, and non-removable stains
- FRAME/UNIBODY
  - May have repaired or unrepaired frame/structure damage
  - May not measure to published specifications
- MECHANICAL
  - May have repairable mechanical damage that prohibits vehicle from operating properly
  - Engine and/or transmission may be in poor condition
  - Operability of accessories is questionable
- TIRES
  - May be worn or mismatched

Grade 1 – Poor Condition (Near end of life, may or may not be usable, not dependable)

- May have sustained major collision damage, May or may not be drivable
- May be cost prohibitive to extensively recondition this vehicle by automotive industry standards
- Frame/Structure may not measure to published specifications, rusted or damaged
- This vehicle is near the end of its useful life
- Accessories may or may not operate
- May be able to be operated in normal service if properly maintained and it passes inspection, but age and condition may make it unreliable.

APPENDIX B

Annual Building Inspection Checklist

Facility Exterior	*YES*	*NO*	*N/A*
Is the building address or identification clearly visible?			
Are exterior lights in working order?			
Are the exits onto public streets free from visibility obstructions?			
Are all building sides accessible to emergency equipment?			
Does the building appear to be in good repair?			
Are exterior walls free from cracks or other damages?			
Are windows free from cracks or broken panes?			
Are paved surfaces inspected and repaired (i.e., lifts, cracks, etc.)?			
Are stairs, landings and handrails in good repair and fastened securely? (inspect the bottom of each step)			
Are facilities periodically inspected and documented?			
Are all sewer clean out caps in place?			
Are all irrigation covers in place?			
Do entrance doors close slowly to avoid hazards to fingers?			
Facility Interior	*YES*	*NO*	*N/A*
Electrical Systems			
Are all electrical panels secured?			
Have all electrical circuits been identified?			
Are all electrical switches and receptacles in good repair?			
Have Ground Fault Interrupter's been provided on circuits in proximity to water?			
Is there a "lock-out" procedure in place?			
Heating System:			
Is a 3' clearance provided around all heating equipment?			
Are furnace/boiler rooms kept locked?			
Are furnace/boiler rooms free from combustible storage?			
PM Schedule updated			

Has the unit been serviced regularly			
Has the filter been changed and clean?			
Has the unit been cleaned?			
Are the thermostats in good working order?			
Are vents clean?			
Check pipes or lines for leakage of fluids. Repair if needed.			
Check electrical supply for damage. Repair if needed.			
Are residents reminded to keep combustibles away from heaters?			
Air Conditioning			
PM Schedule updated			
Has the unit been serviced regularly			
Has the filter been changed and clean?			
Has the unit been cleaned?			
Are the thermostats in good working order?			
Are vents clean?			
Check pipes or lines for leakage of fluids. Repair if needed.			
Check electrical supply for damage. Repair if needed.			
Private Protection:			
Is building equipped with an automatic sprinkler system? If so, continue.			
Is the main sprinkler control valve accessible?			
Are all valves supplying water or air to the system open?			
Is system operation monitored by an alarm company?			
Is valve operation monitored by an alarm company?			
Is the sprinkler system tested on a quarterly basis and documented?			
Is the building equipped with a fire detection system? If so, continue.			
Does the system protect the entire building?			
Does the system provide an alarm signal in the building?			

Is system tested on a monthly basis and documented?			
Is the main alarm panel in normal operating condition?			
Are portable fire extinguishers provided?			
Are all extinguishers inspected on a monthly basis and documented?			
Do all extinguishers have a current inspection tag?			
Emergency Evacuation:			
Are all exits and travel paths identified with illuminated "EXIT" signs?			
Are travel paths leading to exits free of obstructions?			
Are exits unlocked and operational?			
Are working emergency lights provided in the building?			
Are emergency lights tested periodically and documented?			
Are evacuation diagrams posted throughout the building?			

Visual Roof Inspection	Comments
Visually inspect the roof for the following conditions: • Debris • Drainage (no evidence of standing water) • Physical damage • Structural Deformation *For Flat/Membrane Roof:* • Condition of coating • Granular loss • Punctures • Cracks (Alligatoring) • Blisters (Fishmouths) • Ponding *For Sloped Roof:* • Roof Material • Surface Condition • Deformed edges • Shingle Condition o Buckled o Curled o Missing o Granular loss o Corrosion (metal) o Fasteners	
Visually inspect the following common roof features (if applicable) for visible signs of damage or repair: • Fascia • Soffit • Flashing • Gutters / Drains, etc. • Skylights • Chimneys / Vents • Fall Arrest Anchors • Control Zone Access • Drains / Vents	
Roofing repairs may also become noticeable by observing the following conditions: *Ceiling Conditions:* • Cracks • Water Staining • Water Leaks • Seasonal Change *Exterior Wall Conditions:* • Deformed Finish • Surface Deterioration • Staining *Interior Wall Surfaces:* • Cracks • Water Staining • Water Leaks • Deformed Finish • Seasonal Change • Window Leaks • Door/Window Alignment	

Annual Plumbing Inspection	*Comments*
Look for signs of leaks in all exposed pipes, and in areas where pipes run through the walls or foundation.	
Look for signs of corrosion, which could indicate a problem with the water, or with the pipe itself. Watch for green stains around brass and copper fittings and on shutoff valves, a sign of either corrosion or electrolysis caused by mismatched metals. This will cause leaks and bad connections if left uncorrected.	
Check the water pressure. Low pressure could mean a problem with the line or just sediment buildup in the faucet aerator.	
Check drains for speed of drainage - a slow drain may have a clog or a blocked vent pipe. Look for a full swirling drain; bubbling drains are a sign of a problem.	
Flush the toilets to make sure they operate properly. Open their tanks and look for worn or missing parts. Then wait around for a few minutes to see if the toilet runs after a pause, a sign of a slow leak.	
Look inside the burner chamber of the water heater for rust flakes. Check the flame; it should be an even blue, with no yellow. A yellow flame indicates soot or a problem with the gas-air mixture, meaning the jets need cleaning.	
Drain the water heater to remove sediment that has settled to the bottom. Sometimes leaks in faucets are caused by hard water wearing out the washers.	
Watch out for cracked tiles sinks. Tap on tiles looking for loose or hollow ones, which could be masking rotted backer-board behind them.	
Check on the state caulking to see if its time to replace it.	
Look for evidence of mildew where water has a chance to stand for longer periods.	
Manipulate the toilet base to be sure it doesn't rock, which might mean a leak has damaged the floor around it.	
Look for cracks on the toilet tank or bowl or on sinks.	
Turn on faucets and check for leaks around handles and valves. Are they easy to use, or harder to turn on and off?	

Address Inspected: _____ Date: _____

_____

_____

_____

Inspected by: _____

(print)

_____

(signed)

Annual Transit Facility Building Inspection Sheet

Mark items checked and if repairs need to be made record them on the back of the sheet.

_____ Is the fire alarm system unobstructed, conspicuous and readily accessible?
_____ Are all exits free of locks or fastening devices that could prevent free escape?
_____ Is the fire detection in working order?
_____ Is the sprinkler in working order?
_____ Does the emergency lighting work?
_____ Are all exits marked by proper sign and illuminated?
_____ Is care taken to insure that no exit signs are obscured by decorations, furniture, or equipment?
_____ Are aisles and doorways clear and unobstructed for movement of personnel?
_____ Are portable fire extinguishers fully charged, operable and kept in designated places?
_____ Are portable fire extinguishers readily accessible to employees without subjecting the employee to possible injury?
_____ Is the clearance between stored materials and unit heaters, radiant space heaters, duct work, flues and hot water tanks at least 3 feet in all directions?
_____ Are electrical distribution panels and entrance switches blocked or obstructed?
_____ Is there an excess accumulation of paper and other flammable material?
_____ Check air compressor for leaks, check oil and add if needed.
_____ Drain air lines of moisture.
_____ Check condition of all faucets for leaks and working condition.
_____ Check hot water heaters.
_____ Check GFI outlets.
_____ Check all doors, check all hardware, tighten screws if necessary, and lube hinges and locks.
_____ Change HVAC filters (30 days).
_____ Check flooring: tile and carpeting.
_____ Check building exterior including windows for damage and maintenance required.
_____ Check rain downspouts.
_____ Check sidewalks around the building for cracks and trip hazards.
_____ Check condition of the bus staging area: curbs, drive, sidewalks, benches, and garbage cans.
_____ Make a visual inspection of the canopy over bus staging area including lights.

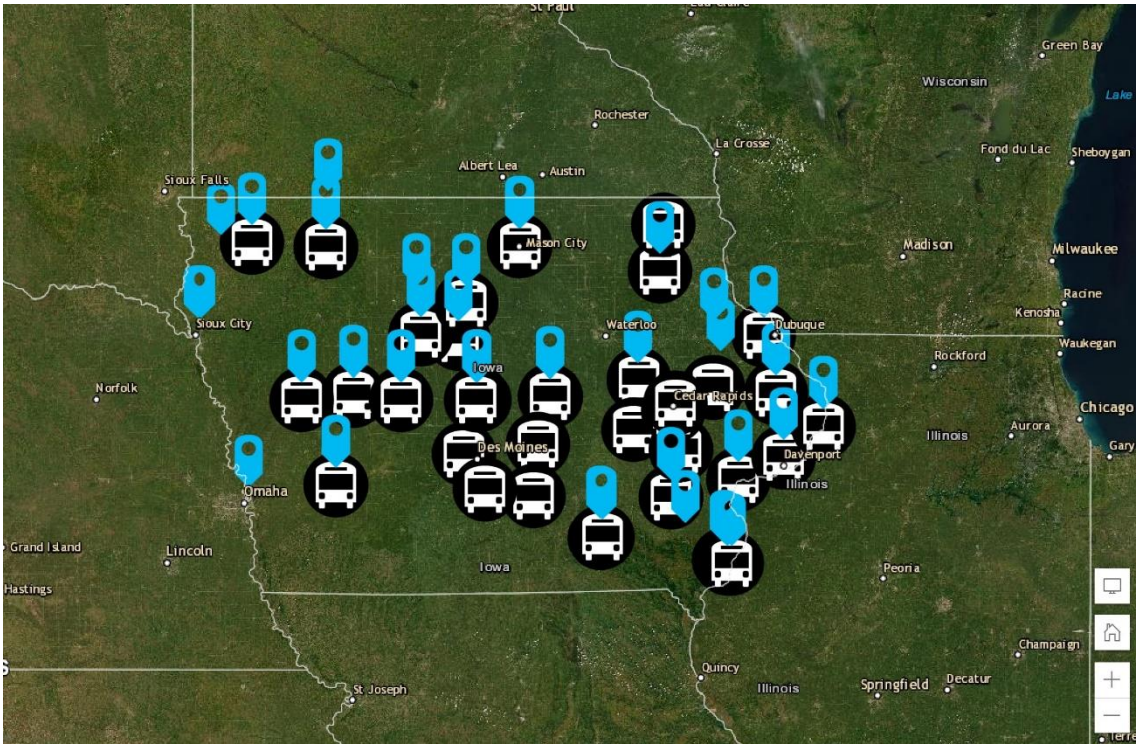
Employee:_____

Date:_____

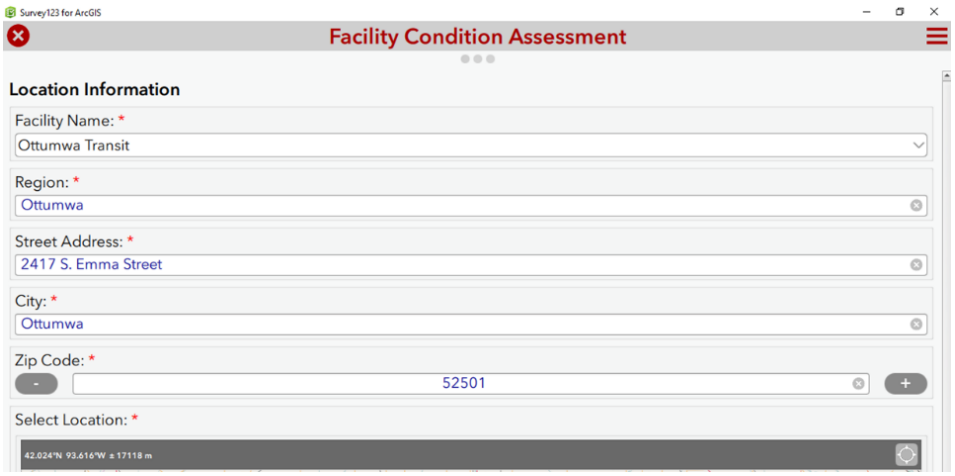
APPENDIX C

Here are some screenshots from the Iowa DOT Facility Assessment App:

The assessor can choose a facility on the map to begin a new assessment:

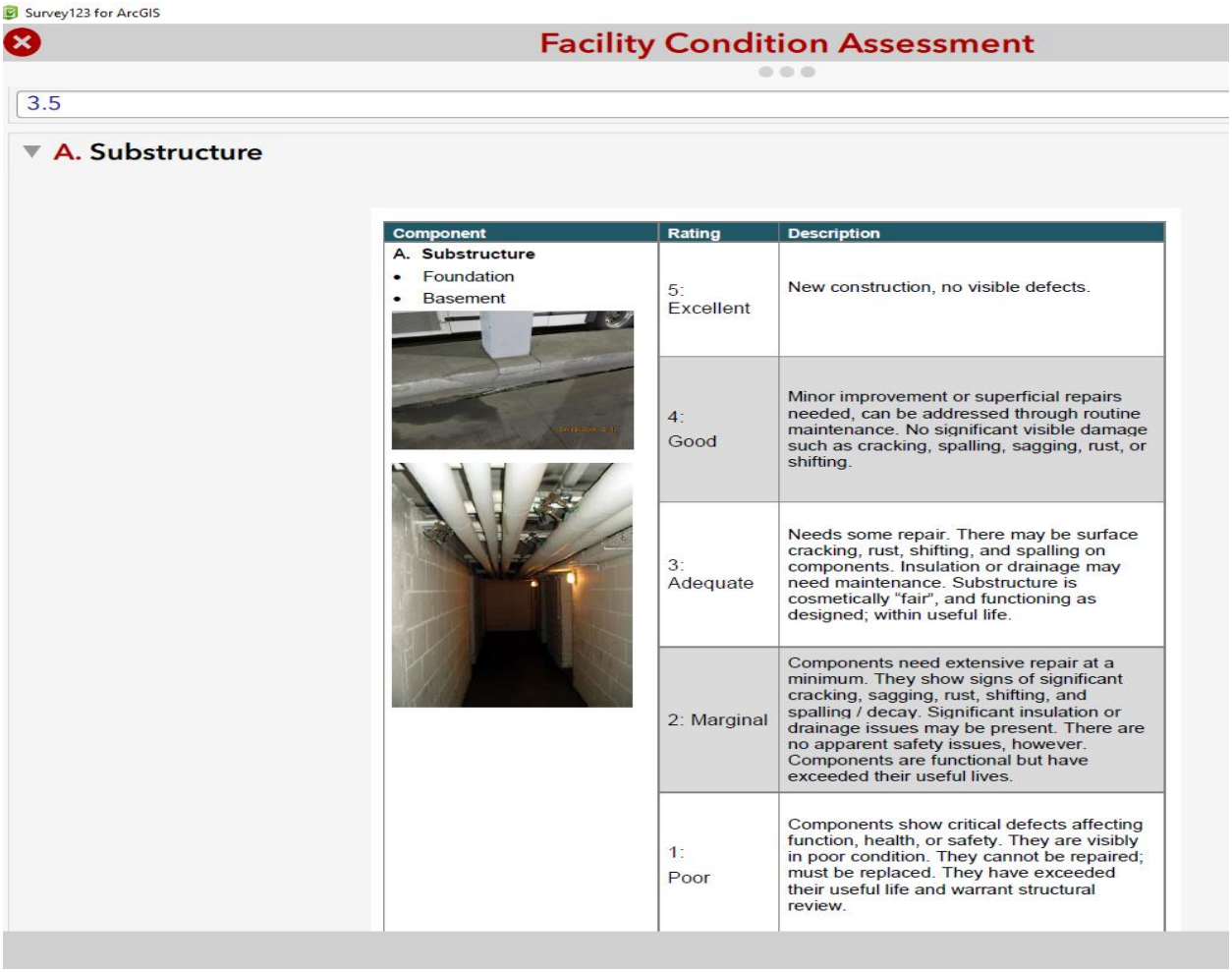


Iowa DOT staff also loaded basic information (e.g. geolocation, address, facility type, square footage) for all the relevant transit facilities across the State into the app to help expedite the condition assessment process.

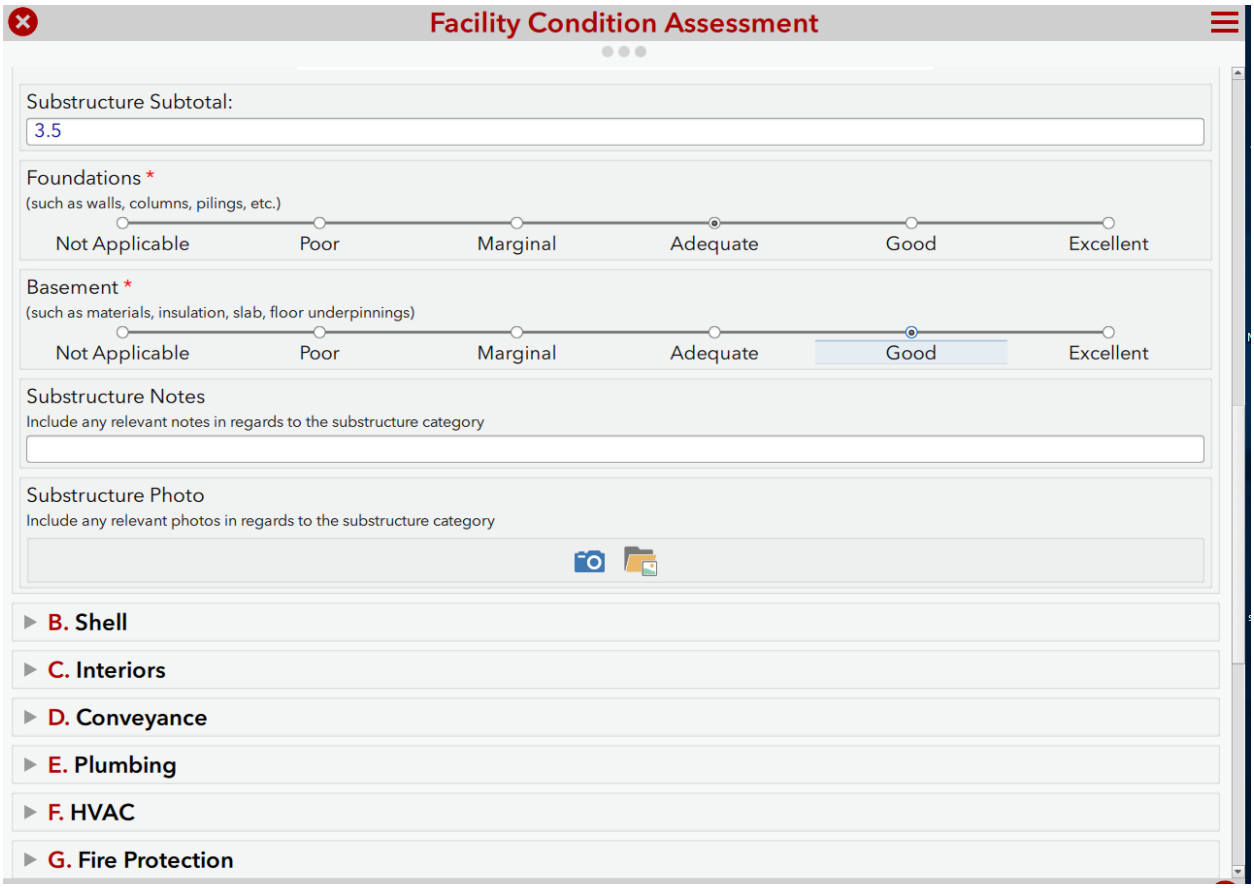


The assessment date will auto-populate in the app. Each of the following nine subcomponent can be expanded to do the assessment.

Expanding the Substructure category will display the assessment criteria defined in the FTA TAM Guidebook.



Scoring is accomplished by radio buttons for subcategories within the facility components, and an average score is calculated within the app.



APPENDIX D

IOWADOT
Office of Public Transit

www.iowadot.gov/transit
800 Lincoln Way, Ames IA 50010

Transit Facility Condition Assessment App – Full Report

ABC Office

Region XXX

ANYTOWN, IA

Type of Facility:

Primary Mode of Facility:

Facility Contact: XXX XXXXX

Date of Assessment: XX/XX/XXXX

Condition Assessment

Overall Condition Rating: 3.6

Substructure Subtotal	4
Shell Subtotal	4
Interiors Subtotal	3.3
Conveyance Subtotal	NA
Plumbing Subtotal	4
HVAC Subtotal	3.5
Fire Protection Subtotal	2.5
Electric Subtotal	4
Site Subtotal	3.8
Overall Conditional Rating	3.6

pg. 1

Purpose of Facility Assessment: The transportation reauthorization legislation Moving Ahead for Progress in the 21st Century (MAP-21) contains several provisions impacting 49 U.S.C. §5335. Section 20025 of MAP-21 specifically adds "asset condition information" to the scope of the National Transit Database (NTD). It includes a definition of a "transit asset management plan" to be required of grant recipients, and a requirement that Secretary of Transportation develop a FTA Facility Condition Assessment Guidebook definition of "state of good repair" (SGR) that includes "standards for measuring the condition of capital assets of recipients, including equipment, rolling stock, infrastructure, and facilities."

Assessment Scale: The condition measure used in the National Transit Database (NTD) is the five-point scale used by FTA's Transit Economic Requirements Model (TERM). This scale has the following values: 5 – Excellent, 4 – Good, 3 – Adequate, 2 – Marginal, 1 – Poor. An asset is deemed to be in good repair if it has a rating of 3, 4 or 5 on this scale. Likewise, a facility is deemed to be not in good repair if it has a rating of 1 or 2.

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Facility Information

Is this a section of a larger facility? Yes/No

Is this facility federally funded? Yes/No

What percentage of the facility is federally funded? XX%

Type of facility: Combined Administrative and Maintenance Facility

Primary Mode of Facility: DR - Demand Response

Year Built or Reconstructed as new: XXXX

Size in Square Feet: XXXX

Facility Contact: XXX XXXX

Date of Assessment: XX/XX/XXXX

Condition Assessment

Overall Condition Rating: 3.64

Substructure Subtotal	4
Shell Subtotal	4
Interiors Subtotal	3.3
Conveyance Subtotal	NA
Plumbing Subtotal	4
HVAC Subtotal	3.5
Fire Protection Subtotal	2.5
Electric Subtotal	4
Site Subtotal	3.8
Overall Conditional Rating	3.64

A. Substructure

Foundations	Good
Basement	Good
Substructure Subtotal	4

Substructure Notes:

B. Shell

Superstructure/ structural frame	Good
Roof	Good
Exterior	Good
Shell Appurtenances	Good
Shell Subtotal	4

Shell Notes:

C. Interiors

Partitions	Good
Stairs	Marginal
Finishes	Good
Interiors Subtotal	3.3

Interior Notes:

D. Conveyance

Elevators	Not Applicable
Escalators	Not Applicable
Lifts	Not Applicable
Conveyance Subtotal	NA

Conveyance Notes:

E. Plumbing

Fixtures	Good
Water Distribution	Good
Sanitary Waste	Good
Rain Water Drainage	Good
Plumbing Subtotal	4

Plumbing Notes:

F. HVAC

Heating Generation and Distribution Systems	Adequate
Cooling Generation and Distribution System	Adequate
Testing, Balancing, Controls and Instrumentation	Good
Chimneys and Vents	Good
HVAC Subtotal	3.5

G. Fire Protection

Sprinklers	Not Applicable
Standpipes	Marginal
Hydrants and Other Fire Protection Specialties	Adequate
Fire Protection Subtotal	2.5

Fire Notes:

H. Electrical

Electrical Service and Distribution	Good
Lighting and Branch Wiring	Good
Communications and Security	Good
Other Electrical Systems-Related Pieces	Good
Electrical Subtotal	4

Electrical Notes:

I. Site

Roadways / Driveways	Good
Parking Lots	Good
Pedestrian Areas	Adequate
Site Development	Not Applicable
Landscaping and Irrigation	Good
Site Utilities	Good
Site Subtotal	3.8

Site Notes:

Overall Notes:.

Photo

Interior - Office

Photo

Piping in garage

Photo

Interior - Stairs