

**Transit Asset Management Plan
Trumbull County Transit Board
Calendar Year 2018**

Trumbull County Transit Board Transit Asset Management Plan

The Trumbull County Transit Board (TCTB) is a Tier II Provider for purposes of the Transit Asset Management (TAM) Rule. TCTB's Trumbull County Transit System operates fewer than 101 vehicles in one non-fixed route mode as all TCTB service is demand response. TCTB is somewhat unique in that it owns no capital assets of note. Only those assets for which TCTB has direct capital responsibility are to be part of the TAM Plan. TCTB does not own the assets used in providing transit service, and TCTB is not responsible for replacing, overhauling, refurbishing, or conducting major repairs on the assets, nor are the costs of those activities itemized as a capital line item in TCTB's budget. Thus all three elements that are determinative of TCTB having direct capital responsibility are not existent.

Transit service is instead provided under contract by a private operator under a turnkey contract, and that contractor owns all rolling stock used in delivering the service. TCTB applies for and uses FTA assistance it receives for funding the capital cost of contracting per FTA Circular 9030.1E, that is, assistance with the capital consumed in the course of the contract. Only the costs attributable to privately owned assets are eligible under this policy. The contractor provides vehicles, maintenance, and transit service, which FTA defines as 50 percent of the value of the contract as representing eligible expenses for FTA assistance. The existing service contract is in its final year (CY2018). A planned competitive procurement is forthcoming. Subsequently, the TCTB TAM Plan reflects the current contractor's inventory of capital assets used in providing the transit service, which is consisting of the vehicles in the contractor's fleet used in providing revenue transit service under the contract. As such, all baselines, targets, investment priorities, etc. are based on this model.

The elements of the TAM Plan for a Tier II Provider such as TCTB include the following:

- Inventory of capital assets
- Condition assessment of inventoried assets
- Description of analytical processes or decision support tools
- Investment prioritization

The included spreadsheet template from the FTA TAM Guide for Small Providers has been used to capture these elements.

Trumbull County Transit Board Transit Asset Management Plan

Robert L. Faulkner, Sr., Accountable Executive

Last modified by Rebecca M. Gerson on 27 Aug 18 at 13:33

Introduction

The Trumbull County Transit Board (TCTB) is a Tier II Provider for purposes of the Transit Asset Management (TAM) Rule. TCTB's Trumbull County Transit System operates fewer than 101 vehicles in one non-fixed route mode as all TCTB service is demand response. TCTB is somewhat unique in that it owns no capital assets of note. Only those assets for which TCTB has direct capital responsibility are to be part of the TAM Plan. TCTB does not own the assets used in providing transit service, and TCTB is not responsible for replacing, overhauling, refurbishing, or conducting major repairs on the assets, nor are the costs of those activities itemized as a capital line item in TCTB's budget. Thus all three elements that are determinative of TCTB having direct capital responsibility are not existent. Service is instead provided under contract by a private operator under a turnkey contract, and that contractor owns all rolling stock used in delivering the service. TCTB applies for and uses FTA assistance it receives for funding the capital cost of contracting per FTA Circular 9030.1E, that is, assistance with the capital consumed in the course of the contract. Only the costs attributable to privately owned assets are eligible under this policy. The contractor provides vehicles, maintenance, and transit service, which FTA defines as 50 percent of the value of the contract as representing eligible expenses for FTA assistance. The existing service contract is in its final year (CY2018). A planned competitive procurement is forthcoming. Subsequently, the TCTB TAM Plan reflects the current contractor's inventory of capital assets used in providing the transit service, consisting of the revenue vehicles in the contractor's fleet used for transit service under the contract. As such, all baselines, targets, investment priorities, etc. are based on this.

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target
REVENUE VEHICLES					
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A			
	AO - Automobile	N/A			
	BR - Over-the-road Bus	N/A			
	BU - Bus	N/A			
	CU - Cutaway Bus	20%		60%	
	DB - Double Decked Bus	N/A			
	FB - Ferryboat	N/A			
	MB - Mini-bus	N/A			
	MV - Mini-van	57%	14%	7%	7%
	RT - Rubber-tire Vintage Trolley	N/A			
	SB - School Bus	N/A			
	SV - Sport Utility Vehicle	N/A			
	TB - Trolleybus	N/A			
	VN - Van	N/A			
	Custom 1	N/A			
Custom 2	N/A				
Custom 3	N/A				
EQUIPMENT					
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	N/A			
	Steel Wheel Vehicles	N/A			
	Trucks and other Rubber Tire Vehicles	N/A			
	Custom 1	N/A			
	Custom 2	N/A			
Custom 3	N/A				
FACILITIES					
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A			
	Maintenance	N/A			
	Parking Structures	N/A			
	Passenger Facilities	N/A			
	Custom 1	N/A			
	Custom 2	N/A			
Custom 3	N/A				

Target Setting Methodology

As vehicles exceed ULB they may be slated for replacement depending upon condition.

Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

Asset Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	24	6.7	177,987	\$44,166.67
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	0	-	-	-
<i>CU - Cutaway Bus</i>	10	6.4	183,984	\$50,000.00
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	14	6.9	173,703	\$40,000.00
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	-
<i>SB - School Bus</i>	0	-	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	-
<i>TB - Trolleybus</i>	0	-	-	-
<i>VN - Van</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Equipment	0	-	-	-
<i>Non Revenue/Service Automobile</i>	0	-	-	-
<i>Steel Wheel Vehicles</i>	0	-	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Facilities	0	-	N/A	-
<i>Administration</i>	0	-	N/A	-
<i>Maintenance</i>	0	-	N/A	-
<i>Parking Structures</i>	0	-	N/A	-
<i>Passenger Facilities</i>	0	-	N/A	-
<i>Custom 1</i>	0	-	N/A	-
<i>Custom 2</i>	0	-	N/A	-
<i>Custom 3</i>	0	-	N/A	-

Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

Asset Condition Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	0	-	-	N/A	-	-
<i>AB - Articulated Bus</i>	0	-	-	N/A	-	-
<i>AO - Automobile</i>	0	-	-	N/A	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	N/A	-	-
<i>BU - Bus</i>	0	-	-	N/A	-	-
<i>CU - Cutaway Bus</i>	0	-	-	N/A	-	-
<i>DB - Double Decked Bus</i>	0	-	-	N/A	-	-
<i>FB - Ferryboat</i>	0	-	-	N/A	-	-
<i>MB - Mini-bus</i>	0	-	-	N/A	-	-
<i>MV - Mini-van</i>	0	-	-	N/A	-	-
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	N/A	-	-
<i>SB - School Bus</i>	0	-	-	N/A	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	N/A	-	-
<i>TB - Trolleybus</i>	0	-	-	N/A	-	-
<i>VN - Van</i>	0	-	-	N/A	-	-
<i>Custom 1</i>	0	-	-	N/A	-	-
<i>Custom 2</i>	0	-	-	N/A	-	-
<i>Custom 3</i>	0	-	-	N/A	-	-
Equipment	0	-	-	N/A	-	-
<i>Non Revenue/Service Automobile</i>	0	-	-	N/A	-	-
<i>Steel Wheel Vehicles</i>	0	-	-	N/A	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	0	-	-	N/A	-	-
<i>Custom 1</i>	0	-	-	N/A	-	-
<i>Custom 2</i>	0	-	-	N/A	-	-
<i>Custom 3</i>	0	-	-	N/A	-	-
Facilities	0	-	N/A	-	-	N/A
<i>Administration</i>	0	-	N/A	-	-	N/A
<i>Maintenance</i>	0	-	N/A	-	-	N/A
<i>Parking Structures</i>	0	-	N/A	-	-	N/A
<i>Passenger Facilities</i>	0	-	N/A	-	-	N/A
<i>Custom 1</i>	0	-	N/A	-	-	N/A
<i>Custom 2</i>	0	-	N/A	-	-	N/A
<i>Custom 3</i>	0	-	N/A	-	-	N/A

Decision Support

Investment Prioritization

CBS, Inc. emphasizes regular vehicle inspection and strict adherence to industry and manufacturer recommended preventive maintenance schedules tracked using the RTA Fleet Management software system.

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Use of a Fleet Management software solution to track vehicle condition	CBS, Inc. uses a Fleet Management Software System by Ron Turley Associates, Inc. that tracks of data that includes preventive maintenance, parts tracking, warranty recovery, repairs, inspection reporting, among others.

Risk Management

Risk	Mitigation Strategy
TCTB use of a turnkey contract	By using a turnkey competitively procured contract for providing service, TCTB already lessens risk by owning no capital assets and dramatically minimizing federal capital investment in capital acquisitions which normally is financed with 80% of such acquisition costs coming from federal funds.

Maintenance Strategy

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
RevenueVehicles	CU - Cutaway Bus	PM A, B, C, and D	Every 3,000, 6,000, 12,000 and 24,000 miles	N/A	N/A
RevenueVehicles	MV - Mini-van	PM A, B, C, and D	Every 3,000, 6,000, 12,000 and 24,000 miles	N/A	N/A

Unplanned Maintenance Approach

CBS, Inc. performs all maintenance on all its vehicles including those it earmarks for serving TCTB. Any unplanned maintenance that cannot be dealt with by CBS in-house that may arise is sent out to those vendors CBS may use for whatever particular issue arises that can most expeditiously and cost-effectively perform the repair needed,

Overhaul Strategy

Asset Category	Asset Class	Overhaul Strategy
RevenueVehicles	MV - Mini-van	Vehicles undergo regular mini and mid-life overhauls addressing mechanical and body conditions beyond normal preventive maintenance procedures.
RevenueVehicles	CU - Cutaway Bus	

Disposal Strategy

Asset Category	Asset Class	Disposal Strategy
RevenueVehicles	CU - Cutaway Bus	Vehicles are either placed in a ready reserve status for use in any operations that CBS provides under contract or sold.
RevenueVehicles	MV - Mini-van	Vehicles are either placed in a ready reserve status for use in any operations that CBS provides under contract or sold.

Acquisition and Renewal Strategy

Asset Category	Asset Class	Acquisition and Renewal Strategy
RevenueVehicles	CU - Cutaway Bus	Metrics Team reviews and evaluates recommendations for vehicle replacements based on useful life and maintenance histories of each vehicle and assessment of their condition.
RevenueVehicles	MV - Mini-van	Metrics Team reviews and evaluates recommendations for vehicle replacements based on useful life and maintenance histories of each vehicle and assessment of their condition.

Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

Appendices

[Appendix A](#)

[Appendix B1](#)

[Appendix B2](#)

[Appendix B3](#)

[Appendix C](#)

[Appendix D](#)

Asset Register

Revenue Vehicle (Rolling Stock) Condition Data

Equipment Condition Data

Facilities Condition Data

Proposed Investment Project List

Fleet Replacement Module Output

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	CU - Cutaway Bus	LTV	GMC	Savanna	1	346 CBS, Inc.	346 CBS, Inc.	2009	209,377	\$50,000.00
RevenueVehicles	CU - Cutaway Bus	LTV	GMC	Savanna	1	347 CBS, Inc.	347 CBS, Inc.	2009	209,233	\$50,000.00
RevenueVehicles	CU - Cutaway Bus	LTV	CHEVROLET	3500Express	1	404 CBS, Inc.	404 CBS, Inc.	2011	213,573	\$50,000.00
RevenueVehicles	CU - Cutaway Bus	LTV	CHEVROLET	3500Express	1	405 CBS, Inc.	405 CBS, Inc.	2011	201,542	\$50,000.00
RevenueVehicles	CU - Cutaway Bus	LTV	CHEVROLET	3500Express	1	406 CBS, Inc.	406 CBS, Inc.	2011	229,121	\$50,000.00
RevenueVehicles	CU - Cutaway Bus	LTV	CHEVROLET	3500Express	1	407 CBS, Inc.	407 CBS, Inc.	2011	122,984	\$50,000.00
RevenueVehicles	CU - Cutaway Bus	LTV	CHEVROLET	3500Express	1	408 CBS, Inc.	408 CBS, Inc.	2011	237,653	\$50,000.00
RevenueVehicles	CU - Cutaway Bus	LTV	CHEVROLET	3500Express	1	409 CBS, Inc.	409 CBS, Inc.	2011	133,683	\$50,000.00
RevenueVehicles	CU - Cutaway Bus	LTV	CHEVROLET	3500Express	1	410 CBS, Inc.	410 CBS, Inc.	2016	145,210	\$50,000.00
RevenueVehicles	CU - Cutaway Bus	LTV	CHEVROLET	3500Express	1	411 CBS, Inc.	411 CBS, Inc.	2016	137,462	\$50,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	287 CBS, Inc.	287 CBS, Inc.	2010	209,295	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	292 CBS, Inc.	292 CBS, Inc.	2010	212,775	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	293 CBS, Inc.	293 CBS, Inc.	2009	218,237	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	295 CBS, Inc.	295 CBS, Inc.	2011	191,329	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	500 CBS, Inc.	500 CBS, Inc.	2010	222,833	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	507 CBS, Inc.	507 CBS, Inc.	2011	222,294	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	CHRYSLER	GrandCaravan	1	509 CBS, Inc.	509 CBS, Inc.	2008	191,490	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	CHRYSLER	GrandCaravan	1	510 CBS, Inc.	510 CBS, Inc.	2010	166,843	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	513 CBS, Inc.	513 CBS, Inc.	2010	206,620	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	514 CBS, Inc.	514 CBS, Inc.	2010	164,885	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	518 CBS, Inc.	518 CBS, Inc.	2012	173,777	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	522 CBS, Inc.	522 CBS, Inc.	2015	65,303	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	523 CBS, Inc.	523 CBS, Inc.	2015	88,309	\$40,000.00
RevenueVehicles	MV - Mini-van	MMV	Dodge	GrandCaravan	1	537 CBS, Inc.	537 CBS, Inc.	2014	97,850	\$40,000.00

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	CU - Cutaway Bus	LTV	346		9	209,377	\$50,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	LTV	347		9	209,233	\$50,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	LTV	404		7	213,573	\$50,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	LTV	405		7	201,542	\$50,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	LTV	406		7	229,121	\$50,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	LTV	407		7	122,984	\$50,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	LTV	408		7	237,653	\$50,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	LTV	409		7	133,683	\$50,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	LTV	410		2	145,210	\$50,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	LTV	411		2	137,462	\$50,000.00	10	No
RevenueVehicles	MV - Mini-van	MMV	509		10	191,490	\$40,000.00	8	Yes
RevenueVehicles	MV - Mini-van	MMV	293		9	218,237	\$40,000.00	8	Yes
RevenueVehicles	MV - Mini-van	MMV	287		8	209,295	\$40,000.00	8	Yes
RevenueVehicles	MV - Mini-van	MMV	292		8	212,775	\$40,000.00	8	Yes
RevenueVehicles	MV - Mini-van	MMV	500		8	222,833	\$40,000.00	8	Yes
RevenueVehicles	MV - Mini-van	MMV	510		8	166,843	\$40,000.00	8	Yes
RevenueVehicles	MV - Mini-van	MMV	513		8	206,620	\$40,000.00	8	Yes
RevenueVehicles	MV - Mini-van	MMV	514		8	164,885	\$40,000.00	8	Yes
RevenueVehicles	MV - Mini-van	MMV	295		7	191,329	\$40,000.00	8	No
RevenueVehicles	MV - Mini-van	MMV	507		7	222,294	\$40,000.00	8	No
RevenueVehicles	MV - Mini-van	MMV	518		6	173,777	\$40,000.00	8	No
RevenueVehicles	MV - Mini-van	MMV	537		4	97,850	\$40,000.00	8	No
RevenueVehicles	MV - Mini-van	MMV	522		3	65,303	\$40,000.00	8	No
RevenueVehicles	MV - Mini-van	MMV	523		3	88,309	\$40,000.00	8	No

Appendix B: Asset Condition Data

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark

Appendix B: Asset Condition Data

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value

Appendix C: Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2019	Service Contractor Vehicle Acquisitions	RevenueVehicles	\$300,000.00	Low
2019	Service Contractor Vehicle Acquisitions	RevenueVehicles	\$100,000.00	Low

Appendix D: Fleet Replacement Module Output

Total in Current Year \$	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total in Year of Expenditure \$	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Fleet Type (Year/Make/Model)	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$
	2019	2020	2021	2022	2023	
	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$



August 23, 2018

Eastgate Regional Council of Governments
Mr. James Kinnick, Executive Director
100 E. Federal Street, Suite 1000
Youngstown, Ohio 44503

RE: Transit Asset Management Targets & Performance (49 CFR part 625)

Mr. Kinnick:

I, Robert Faulkner, Trumbull County Transit Board President, do hereby certify that the Trumbull County Transit Board is compliant with the Transit Asset Management (TAM) rules set forth in 49 CFR part 625. The TAM rule applies to recipients and subrecipients of Chapter 53 funds who own, operate, or manage public transportation capital assets used to provide public transportation. My agency certifies the following:

- I certify my agency has developed or will develop and adopted or will adopt the required performance targets for all rolling stock, equipment, facilities, and infrastructure.
- I certify I have shared or will share my agency's performance targets for all rolling stock, equipment, facilities, and infrastructure with the Metropolitan Planning Organization (MPO) that governs my agency's service area in time to be included in the MPO's TIP for the October 1 STIP Amendment.
- I certify I have provided or will provide a narrative to my MPO for the Transportation Improvement Program (TIP) on my agency's TAM performance targets and measures and how my agency will achieve those targets to be added to the MPO's TIP in time for the October 1 STIP Amendment.
- I certify my agency will implement a Transit Asset Management Plan in accordance with 49 CFR part 625.

If you have any questions, please contact Transit Administrator, Chuck Dyer at (614) 466-3718 or chuck.dyer@dot.ohio.gov.

Thank you,

Robert Faulkner
President, Trumbull County Transit Board
c: ODOT Transit

TRUMBULL COUNTY TRANSIT BOARD
160 HIGH STREET, N.W.
WARREN, OHIO 44481
330.675.2451
330.675.2462 [FAX]
www.trumbullcountytransit.org