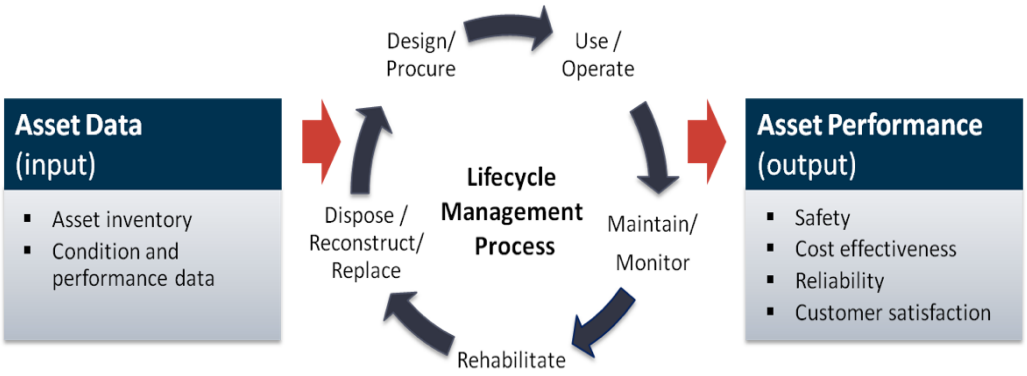
MoDOT SPONSORED GROUP
TRANSIT ASSET MANAGEMENT PLAN



October 2026

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Introduction

The Federal Transit Administration (FTA) is the primary funding source for transit vehicles in the State of Missouri. On July 26, 2016, the FTA established a final rule for the establishment of the Transit Asset Management (TAM) Plan. The focus of the Plan is to ensure that capital assets that are funded through the FTA are maintained in a State of Good Repair (SGR). The Plan developed a Lifecycle Management Process (see cover page) to identify the condition and anticipated remaining life of capital assets. Regular evaluation of the condition of assets utilizing this process will allow agencies utilizing assets provided by FTA to assess when repairs or replacements are warranted.

Pursuant to 49 CFR Chapter 625 et seq., the Missouri Department of Transportation (MoDOT), acts as the Sponsor for the Group TAM Plan for Tier II agencies. Transit agencies under the 5311 Rural Area Formula Program are considered Tier II and required to participate in the State Sponsored Group Plan. Transit agencies considered as small or large urban and meet the Tier II thresholds defined below can choose to opt into the State Sponsored Group Plan. For 2026, The MoDOT Transit Section Sponsored Group TAM includes twenty-five (25) public transportation agencies with a fleet of 1,042 revenue vehicles, providing approximately four million passenger trips annually.

The TAM Final Rule establishes parameters for TAM Plan submissions. Two agency tiers have been established by FTA for reporting purposes. Appendix A lists all the State of Missouri transportation agencies, and which agencies are represented in this report.

1. **Tier I** agencies own, operate, or manage rail, more than 100 vehicles across all fixed-route modes, or more than 100 vehicles in one non-fixed route mode. Tier I agencies develop their own TAM Plan.

2. **Tier II** agencies in Missouri own, operate, or manage 100 vehicles or less across all fixed route modes, or less than 100 vehicles in one non-fixed route mode*. Tier II agencies have the option of developing their own TAM Plan or joining either a Tier I TAM Plan or the MoDOT Group TAM Plan. Tier II agencies opting out of the Group TAM plan must notify the MoDOT Transit Section no less than twelve (12) months prior to the TAM Plan due date.

MoDOT Transit Section's Sponsored Group TAM Plan is updated at a minimum every four years. Timelines are established to ensure participating agencies can complete assessments of capital assets, and the report is compiled, reviewed, and completed in a timely manner. Agencies designate an Accountable Executive to ensure compliance with the TAM Plan. 49 CFR 625.5 "Accountable Executive" defines the role of the Accountable Executive. Appendix B contains the names of the Accountable Executives for the agencies reflected in the TAM Plan.

*49 CFR 625.5 "Tier II provider" definition includes recipients that are 'any American Indian tribe.' Missouri does not have any transportation agencies matching this designation.

The following pages will cover these components of the TAM Plan:

- **Asset Inventory:** A comprehensive list of the agency's assets and specific information about those assets. The asset inventory is broken into four categories: Equipment, Rolling Stock, Facilities, and Infrastructure. Categories are further broken into asset classes.

- **Condition Assessment:** The process of assessing and documenting the condition and/or the overall assessment of equipment and facilities based on performance standards outlined in eCFR :: 49 CFR Part 625 -- Transit Asset Management.

- **Management Approach –** Decision Support Tools**:** An analytic process or methodology to help prioritize projects to improve and maintain the SGR of capital assets.

- **Investment Prioritization:** Ranking of capital projects or maintaining the asset in the SGR based on financial resources from all sources a transit provider reasonably anticipates will be available over the TAM Plan period. This section includes but is not limited to performance measures, targets, and proposed investments.

MoDOT is committed to a safe, mobility-focused public transportation program throughout Missouri that promotes economic growth and opportunity for all Missouri's citizens.

Chapter 1: Asset Inventory

The inventory includes all assets for which an agency has direct or shared responsibility used in the provision of public transportation. There are four categories of assets: Equipment, Rolling Stock, Facilities, and Infrastructure. Appendix C lists definitions of the four asset categories. Not all participants will have assets in every category. The asset categories with classes are listed separately on the charts below.

Equipment: There are three classes listed within the Equipment category: Construction, Maintenance, and Non-revenue Service Vehicles. FTA defines equipment as 'all non-revenue service vehicles' and 'equipment over $50,000 used in the service of public transit, except third-party equipment assets.'

Currently, there are twelve (12) non-revenue vehicles listed in the Asset inventory. No construction equipment is owned or operated by the agencies contributing to this report.

Asset Category - Equipment	# of Units
Non-Revenue Vehicles	12

Rolling Stock: Classified as revenue vehicles for public transportation. There are four asset classes: Buses, Other Passenger Vehicles, Railcars, and Ferries. The Other Passenger Vehicles class is divided into three sub-classes: Cutaway, Van, and Minivan. Automobiles are included in the Other Passenger Vehicle class. For this report, we will list the four vehicle sub-classes separately. Participating agencies contributing to this report do not use Railcars.

The report consists of a total of 1,041 revenue generating vehicles, and one (1) ferry.

Asset Category – Rolling Stock	# of Units
Automobiles	18
Buses	97
Cutaway	469
Van	122
Minivan	335
Ferry	1

Facilities: A total of 45 Administration, Maintenance, and Parking facilities that agencies have a direct or shared capital responsibility are included in this Plan. In some instances, maintenance facilities that are not federally funded may be inspected to ensure there is not an increased risk to assets using it.

Asset Category - Facilities	# of Units
Administration Facilities	22
Maintenance Facilities	12
Passenger / Parking Facilities	11

Infrastructure: Missouri Tier II agencies in this report do not manage infrastructure assets, therefore this section is not addressed.

Chapter 2: Condition Assessment

Once the asset inventory is complete, the results are analyzed for condition based primarily on performance measures developed by the FTA. This section provides a high-level overview of the aggregate results of submissions from participating agencies and the vehicle inventory MoDOT maintains.

Rolling Stock: MoDOT Transit Section utilizes guidance from FTA for measuring the Useful Life Benchmark (ULB) for its revenue vehicles. FTA-provided guidance determines the maximum useful life of an asset, or the point in which an asset enters the State of Good Repair (SGR) backlog. The ULB is the performance measure used to analyze whether the vehicle can continue to operate in a safe and efficient manner. Appendix D (*FTA Useful Life Benchmark (ULB) Cheat Sheet*) lists all vehicle classes FTA recognizes, but the State of Missouri utilizes only the following four classes of vehicles in our TAM Plan.

Useful Life Benchmark (ULB) used in this report:

Rolling Stock	ULB
Automobiles, Minivans, Vans	8 years
Cutaways	10 years
Buses	14 years
Ferry Boats	42 years

The table below shows the results of all revenue-generating vehicles in the State of Missouri's control, and any vehicles listed in the assessments received from our participating agencies that are still in use, but not State-controlled.

Asset Type	ULB per FTA (yrs.)	Total Inventory	No. Past Useful Life	% Past Useful Life	Target	Variance
Automobiles	8	18	14	78%	40%	+38%
Minivans	8	335	111	33%	40%	-7%
Vans	8	122	33	27%	40%	-13%
Cutaways	10	469	195	42%	40%	+2%
Buses	14	97	27	28%	40%	-12%
Ferry Boat	42	1	0	0%	30%	0%
Totals		1042	380	36%		

Primary consideration for Rolling Stock in this report is given to the number of units that are outside the ULB standard mandated by FTA.

Facilities: The condition assessment used for facilities is the Transit Economic Requirements Model (TERM) Rating Scale, a five-point scale used by FTA.

The TERM Rating Scale breaks down the categories and subcategories into a Score Card. Agencies must use the Score Card and TERM Rating Scale to assess the condition of facility assets. The overall rating for facilities is based on Score Card total points and the replacement cost to compute the average weighted condition.

The TERM Rating Scale used in this report:

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 be slightly defective or deteriorated, but is overall functional
3 - Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2 - Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1 - Poor	Critically damaged or in need of immediate repair; well past useful life

The table below shows the number and condition of the various facilities utilized by the agencies represented in this TAM Plan (See Appendix A). Facilities that are used, but not owned, by agencies are included (for example, a transit agency administration team using county office space will include that facility in their submissions).

Facility Type	# of Units	Avg TERM Condition	# of Units <3.0 TERM	% <3.0 TERM	Target
Administration	22	3.86	0	0%	30%
Maintenance	12	3.53	2	17%	25%
Parking/Passenger	11	3.83	0	0%	30%
Totals	45	3.76	2	4%	

Equipment: For the purposes of the TAM Plan, FTA defines Equipment as non-revenue vehicles (automobiles, service and support vehicles that do not carry passengers), and equipment used for service and support with replacement values over $50,000 (See Appendix C).

Non-revenue vehicles use the same evaluation metric and target rate as the revenue-generating vehicles, the ULB. Non-revenue vehicles were determined by comparing the MoDOT vehicle inventory (all revenue-generating vehicles) to the vehicles submitted by each participating agency, resulting in a list of vehicles meeting the FTA definition that are in use, but not generating revenue. Below is a list of these vehicles.

Asset Type	ULB per FTA (yrs.)	Total Inventory	No. Past Useful Life	% Past Useful Life	Target	% O/U Target
Automobiles	8	4	2	50%	40%	+10%
Trucks	8	8	5	63%	40%	+23%
Totals		12	7	58%		

As with Rolling Stock, consideration is given to the number of units that are outside the ULB standard mandated by FTA.

Infrastructure: None of the agencies participating in the 2026 MoDOT Sponsored Group TAM Plan utilize this section.

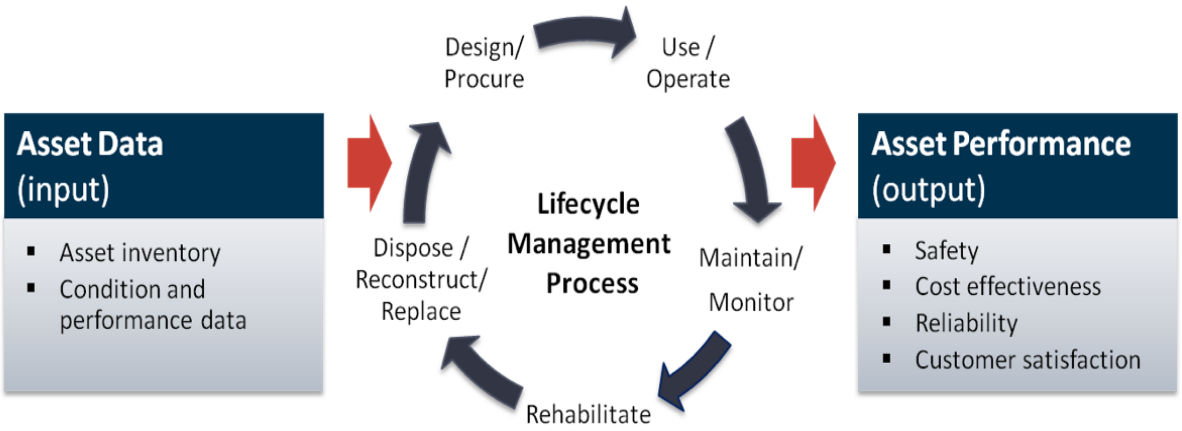
Chapter 3: Decision Support

There are several variables involved in making asset management decisions in the State of Missouri. Identifying and prioritizing which assets to address relies on communication between the Agency and MoDOT.

The MoDOT Sponsored Group TAM Plan enables MoDOT to work in partnership with the Accountable Executives of participating agencies in collecting data, monitoring, and decision making. The goal of the Plan is to maintain assets at or below the established SGR targets. Agency data used in the Sponsored Group TAM Plan is submitted to MoDOT by the Accountable Executive of the agency (Appendix B), who is responsible for its accuracy and completeness.

Asset Life Cycle:

The Asset Life Cycle is the most basic tool available to identify how assets are used from procurement through disposal. The graphic below illustrates the cycle. Chapters 1 and 2 addressed the Asset Data (input) box on the left. This chapter will address processes used to determine which assets will be prioritized for replacement or disposal.



Rolling Stock

The 2026 MoDOT Sponsored Group TAM Plan lists 1,041 revenue generating vehicles and one ferry boat. Methods used to analyze these assets include the ULB published by the FTA, site visits, and coordination with Agency Accountable Executives to determine the best use of these assets.

The ULB helps determine the condition of vehicles compared to the useful life standards set by the age of the vehicle. Chapter 2 lists the ULB years for each class of vehicle identified in this report. This benchmark is reached when a vehicle reaches a TERM score of 2.5 under normal operating circumstances. Appendix E describes the TERM scale as it relates to rolling stock. ULB converts this scale into years of useful life.

The Rolling Stock ULB and targets for the 2026 TAM Plan are as follows:

Rolling Stock	ULB	Target %
Automobiles, Minivans, Vans	8 years	40%
Cutaways	10 years	40%
Buses	14 years	40%
Ferry Boats	42 years	30%

Below is a chart listing the vehicles past the useful life based on this benchmark.

Past Useful Life by Year						
Year	Automobile	Minivan	Van	Cutaway	Bus	Total
2001					1	1
2002					2	2
2004		1				1
2005					5	5
2006				2	1	3
2008			2	2		4
2009		9	5	39		53
2010		3		2	4	9
2011		6		31	6	43
2012	5	11		29	8	53
2013			1	7		8
2014		14	3	42		59
2015	4	11		24		39
2016	1	9	2	17		29
2017		20	19			39
2018	4	27	1			32
Total	14	111	33	195	27	380

Priority for replacement or disposal is focused on the older vehicles on this chart. Age is not the only criteria used, though. Other considerations include mileage, condition, the Fair Market Value and local funding availability. Utilizing these criteria aids MoDOT and agency Accountable Executives in achieving and maintaining rolling stock within performance targets.

Facilities

The condition of facilities is reported by each participating agency to MoDOT and compiled for the TAM Plan. Agencies are provided with a Facility Assessment (see Appendix F) with the components to evaluate and rate. Each component is broken down into subcomponents that are rated, with an estimated replacement cost entry. An overall rating score of 1 to 5 is given to each facility. TAM Plan targets for facilities are based on the percentage of facilities with a condition rating of below 3.0, as described in the chart below.

Facilities	
Administration, passenger stations (buildings) and parking facilities	No more than 30% with a condition rating at or below 3.0 on FTA's TERM Scale
Maintenance facilities	No more than 25% with a condition rating at or below 3.0 on FTA's TERM Scale

The TERM Rating Scale for facilities rates the condition of the facility based on the rating scale below. These descriptions are included in the Facility Assessment (Appendix F) sent to the agencies.

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 be slightly defective or deteriorated, but is overall functional
3 - Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2 - Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1 - Poor	Critically damaged or in need of immediate repair; well past useful life

The goal for this component is to have no more than 30% with a condition rating below 3.0 on Administration/Passenger Facilities and no more than 25% with a condition rating below 3.0 on Maintenance Facilities.

Facility Type	# of Units	Avg TERM Condition	# of Units <3.0 TERM	% <3.0 TERM	Target
Administration	22	3.86	0	0%	30%
Maintenance	12	3.53	2	17%	25%
Parking/Passenger	11	3.83	0	0%	30%
Totals	45		2	4%	

Two agencies reported Maintenance facility scores less than the ‘Adequate’ (3.0) or better score on the TERM scale. These agencies will be encouraged to address the issues causing this score and make corrections necessary to bring the facilities into a state of good repair.

Chapter 4: Investment Prioritization

With the information compiled for the MoDOT Sponsored Group TAM Plan, strategies are put into place to determine the best ways for agencies to prioritize and manage capital assets. Decisions are based on the availability of funds and the ability of agencies to attain any required match funding.

The goal of prioritizing is to ensure every Missouri citizen has access to safe and reliable transportation, and that support assets used to maintain revenue vehicles are in a SGR minimizing potential risks that Missouri citizens are exposed to.

Three components are evaluated when considering investment priorities:

1. Risk Management
2. Preventative Maintenance
3. Disposal Strategy

Risk Management

The safety of the citizens of Missouri is the top priority when making investment decisions. Collaborating with the Accountable Executives of participating agencies, the following risk factors are analyzed:

- Age: Vehicle reliability drops with age, increasing the risk of stranding riders or mechanical failure on the road. Age determines which vehicles fall out of the SGR metric.
- Condition of vehicle: Normal wear-and-tear creates risks, such as tears in the flooring accessibility equipment failure that can limit the vehicle ability to perform its intended function.

Preventative Maintenance

Recipients of FTA funds are required to maintain the assets they receive, usually according to manufacturers' standards. Agencies receiving federally funded assets establish and maintain written facility/vehicle maintenance programs. Steps to accomplish this metric include:

- Adherence to the chassis manufacturers' maintenance schedule (time or mileage).
- Adherence to maintenance schedules for equipment modifications, including accessibility equipment installed.
- Maintaining records of pre-trip inspections.

Disposal Strategy

The main strategy for deciding when to dispose of vehicles is the ULB established by the FTA. Vehicles past the ULB statistically have a higher risk of major repairs or breakdowns. When considering replacement or disposal, the following data is analyzed:

- Useful Life Benchmark (ULB)
- Service and Maintenance records
- Mileage of vehicle
- Ridership (for potential impact of service)

Prioritization

In the State of Missouri, prioritization is put on replacing vehicles that are past the ULB before adding vehicles to a fleet. Identifying vehicles past ULB by year creates a baseline for contacting agencies about replacement or disposal of older vehicles. Considerations being addressed in this report include disposing of cutaway buses and replacing some of them with minivans. An attempt is also being made to match the number of vehicles being purchased with those being disposed of to match and exceed the target rates established in this report. Appendix G lists reported vehicles by type and age. Non-revenue vehicles are considered as funds allow.

The priority for facilities in this report is to address the two maintenance facilities that are below the 3.0 benchmark established in the TERM Rating Scale. This will require identifying the deficiencies and working with the agencies to correct these deficiencies. Other capital projects will be considered as funds allow.

The prioritization for this report reflects both the facility and vehicle planned investments. Below is the list of proposed investments for the next five project years.

Proposed Investments

Project	Project Year				
Asset Type	2026	2027	2028	2029	2030
Facilities					
Administration	0	0	0	0	0
Maintenance	0	0	1	1	0
Parking/ Passenger	0	0	0	0	0
Revenue Vehicles					
# Automobiles	5	5	4	1	1
# Buses	8	5	6	4	4
# Cutaways	70	75	65	35	20
# Minivans / Vans	47	40	14	30	40
Projected Need	*$18,505,000.00*	*$18,725,000.00*	*$18,485,000.00*	*$10,410,000.00*	*$7,340,000.00*
	2 lg BU, 6 sm BU	4 lg BU, 1 sm BU	1 lg BU, 5 sm BU	4 sm BU	4 sm BU

Approving the Plan

MoDOT will collaborate with participants in determining investment prioritization and other TAM decision-making. The Accountable Executive of each participating agency approves of the Sponsored Group TAM Plan. The agency is ultimately responsible for implementation of the Sponsored Group TAM Plan and the condition of the facilities and vehicles it owns. MoDOT shares the Sponsored Group TAM Plan with its partners and stakeholders, and the final report will be posted on the MoDOT website.

Resources

MoDOT website: http://www.modot.org
Federal Transit Administration: www.transit.dot.gov
National Rural Transit Assistance Program: http://nationalrtap.org

Appendices

Appendix A: State of Missouri Transit Providers

Tier I (Responsible for their own TAM Plan)

- Metro Bi-state – St. Louis area
- Kansas City Area Transportation Authority (KCATA), includes the City of Lee's Summit and KC Streetcar

Tier II (Option to submit their own TAM Plan or join MoDOT Group Plan)

The following Tier II agencies are either submitting their own plan, or submitting with a Tier I plan

- City of Lee's Summit (Included in KCATA TAM Plan)
- City of St. Joseph (Small Urban 5307 recipient)

The following Tier II agencies have opted into the 2026 MoDOT Group TAM Plan

- City of Springfield – City Utilities (Large Urban 5307 recipient)
- Cape Girardeau County Transit Authority (Small Urban 5307 recipient)
- City of Columbia (Go COMO) (Small Urban 5307 recipient)
- City of Jefferson (JeffTran) (Small Urban 5307 recipient)
- City of Joplin (Small Urban 5307 recipient)

5311 Subrecipients (Included in the 2026 MoDOT Group TAM Plan)

- City of Carthage
- City of Clinton
- City of El Dorado Springs
- City of Excelsior Springs
- City of Houston
- City of Lamar
- City of Mt. Vernon
- City of Nevada
- City of West Plains
- Dunklin County Transit Service, Inc.
- Mississippi County Transit System
- New Bourbon Port Authority
- OATS Transit
- Ray County Transportation, Inc.
- Ripley County Transit, Inc.
- Scott County Transit System, Inc.
- SERVE, Inc.
- Southeast Missouri Transportation Service, Inc. (SMTS)

Appendix B: Agencies and Accountable Executives included in the MoDOT Sponsored Group TAM Plan

Agency Name	Accountable Executive
City of Springfield – City Utilities (Lg. Urban 5307 recipient)	Matthew Crawford
Cape Girardeau County Transit Authority (Sm. Urban 5307 recipient)	Kathy Mangells
City of Columbia (Go COMO) (Sm. Urban 5307 recipient)	Shannon Hemenway
City of Jefferson (JeffTran) (Sm. Urban 5307 recipient)	Gerry Stegeman
City of Joplin (Sm. Urban 5307 recipient)	Gina Thompson
City of Carthage (5311 subrecipient)	Sgt. Heather Wolfe
City of Clinton (5311 subrecipient)	Chuck Bailey
City of El Dorado Springs (5311 subrecipient)	Britney Spencer
City of Excelsior Springs (5311 subrecipient)	Chad Birdsong
City of Houston (5311 subrecipient)	Dulcey Spurlin
City of Lamar (5311 subrecipient)	Tiffany Triebel
City of Mt. Vernon (5311 subrecipient)	Robert Harrington
City of Nevada (5311 subrecipient)	Michael Sharock
City of West Plains (5311 subrecipient)	Darryl Newcomb
Dunklin County Transit Service, Inc. (5311 subrecipient)	Kristi Rawlings
Mississippi County Transit System (5311 subrecipient)	Samantha Jones
New Bourbon Port Authority (5311 subrecipient)	Jeremy Tanz
OATS Transit, Inc. (5311 subrecipient)	Dorothy Yeager
Ray County Transportation, Inc. (5311 subrecipient)	Janine Clampitt
Ripley County Transit, Inc. (5311 subrecipient)	Kristy Bailey
Scott County Transit System, Inc. (5311 subrecipient)	Letricia Bowden
SERVE, Inc. (5311 subrecipient)	Marilyn Bartley
Southeast Missouri Transportation Service (STMS) (5311 subrecipient)	Daniel Smith
Southeast Missouri State University (former 5309 subrecipient)	Dr. Richard Flotron

Appendix C: Asset Definitions in CFR Part 625

Appendix C to Part 625—Assets Included in National TAM System Provisions

Table 1—Assets Included in National TAM System Provisions

MAP-21 Asset Category	TAM Plan Element		SGR Performance Measure 625.43 (a) – (d)
	Asset inventory 625.15 (c)(1)	Condition assessment 625.15 (c)(2)	
Equipment	All non-revenue service vehicles and equipment over $50,000 used in the provision of public transit, except third-party equipment assets.	Only inventoried equipment with direct capital responsibility, no third party assets	Only non-revenue service vehicles with direct capital responsibility.
Rolling Stock	All revenue vehicles used in the provision of public transit	Only revenue vehicles with direct capital responsibility	Only revenue vehicles with direct capital responsibility, by mode
Infrastructure	All guideway infrastructure used in the provision of public transit	Only guideway infrastructure with direct capital responsibility	Only fixed rail guideway with direct capital responsibility
Facilities	All passenger stations and all exclusive-use maintenance facilities used in the provision of public transit, excluding bus shelters	Only passenger stations and exclusive-use maintenance facilities with direct capital responsibility, excluding bus shelters	1- Maintenance and Administrative facilities with direct capital responsibility, 2- Passenger stations (buildings) and Parking facilities with direct capital responsibility

Appendix D: FTA Useful Life Benchmark (ULB) Cheat Sheet

FTA
FEDERAL TRANSIT ADMINISTRATION

Default Useful Life Benchmark (ULB) Cheat Sheet

Sources: NTD Reporting Manual

Transit Agencies must report the age of all vehicles to the National Transit Database. FTA tracks the performance of revenue vehicles (Rolling Stock) and non-revenue service vehicles (Equipment), by asset class, by calculating the percentage of vehicles that have met or exceeded the useful life benchmark (ULB).

FTA has set a default ULB as the expected service years for each vehicle class in the table below. ULB is the average number of years at which a vehicle would reach a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale, assuming a standard maintenance schedule. When entering fleet data in the NTD, Transit Agencies have the option to either use the pre-populated default ULB or submit an adjusted ULB based on differences in operating environment and/or agency maintenance practices. In cases where the submitted ULB differs significantly from the default value, agencies may be prompted to submit justification.

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
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
SB	School bus	14
	Steel wheel vehicles	25
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
	Trucks and other rubber tire vehicles	14
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58

FTA

Appendix E: Transit Asset Condition Rating Scale – Rolling Stock

Transit Asset Condition Rating Scale for Rolling Stock						
Description	**Asset Condition**	**Asset Performance**	**Asset Level of Maintenance Required**	**Rating**	**Scoring**	**Rating Range**
Asset is new or nearly new 75% - 100%	Asset is new or like new.	Asset meets or exceeds all performance and reliability metrics, industry standards.	Asset requires routine preventative maintenance according to scheduled maintenance cycles.	5	Excellent	4.8 - 5.0
Asset is nearing its mid-point 50% - 75%	Asset is showing minimal signs of wear and deterioration.	Asset generally meets performance and reliability, based on manufacturer's performance standards.	Asset needs some minor repairs for minor subcomponents between maintenance cycles.	4	Good	4.0 - 4.7
Asset has passed it's mid point 25% - 50%	Asset is showing moderately signs of defective or deteriorated components.	and reliability may decrease and cause service interruption for non schedule maintenance.	Asset needs more frequent minor repairs on subcomponents.	3	Adequate	3.0 - 3.9
Asset nearing or at end of it's ULB 0% - 25%	Asset's major subcomponents needs to be rebuilt or replaced.	Asset performance and reliability is becoming more substantial, but does not pose a safety risk.	Asset's maintenance has significantly increased in repairs between preventative maintenance cycles.	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable .	Asset does not meet performance standards and would pose a safety hazard if put in service.	Major component failures	1	Poor	1.0 - 1.9

Appendix F: Facility Assessment (Condensed)

Facility Assessment			
Agency Name:			
Address of Facility			
City and Zip			
Is federally funded through MoDOT - please indicate Yes or No			
If yes, Grant #			
(Please indicate with an X which type of facility is being assessed)			
Administration		Passenger	
Maintenance		Parking	
Inspection Date		Phone # of Inspector	
Date			
Name of Inspector			
Signature of Inspector			

Condition	Rating Scale Description
5 - Excellent	New Construction, no visible defects or damage, new or near new condition, may still be under warranty if applicable
4 - Good	Good condition, minor improvement, but no longer new, may be slightly defective or deteriorated, but is overall functional, issues are addressed via routine maintenance.
3 - Adequate	Moderately deteriorated or defective; but has not exceeded useful life. Repairs are needed, but functioning as intended under maintenance schedule.
2 - Marginal	Defective or deteriorated in need of replacement, exceeded useful life. Need replacement or repairs, or does not appear to be any safety issues.
1 - Poor	Critically damaged or in need of immediate repair; well past useful life or must be replaced instead of repaired.

Assessment - Rating		
Category	Rating of Condition - Please enter #	Today's Estimated Replacement Cost
Foundation		
Basement		
Conveyance		

Appendix F: Facility Assessment (Condensed) (Cont'd)

Shell
Interiors –Inspect soundness, finish, doors, ceiling tiles
Plumbing
HVAC
Fire Protection
Electrical
Site

MoDOT's Internal Use Only

Overall Assessment

Asset	Todays Estimated Replacement Cost	Estimated Weighted Cost
Foundation	$ -	$ -
Basement	$ -	$ -
Conveyance	$ -	$ -
Shell	$ -	$ -
Interiors	$ -	$ -
Plumbing	$ -	$ -
HVAC	$ -	$ -
Fire Protection	$ -	$ -
Electrical	$ -	$ -
Site	$ -	$ -
Total	$ -	$ -
	Term Score	$ -

Appendix G: 2026 TAM Plan Revenue Generating Vehicle Inventory

Year	AO	MV	VN	CU	BU	Total
2001					1	1
2002					2	2
2004		1				1
2005					5	5
2006				2	1	3
2008			2	2		4
2009		9	5	39		53
2010		3		2	4	9
2011		6		31	6	43
2012	5	11		29	8	53
2013			1	7	11	19
2014		14	3	42	1	60
2015	4	11		24	3	42
2016	1	9	2	17	1	30
2017		20	19	32	1	72
2018	4	27	1	33	14	79
2019	1	38	39	121	7	206
2020	1	7	6	1	9	24
2021	1	6		6	7	20
2022	1	5	3	4		13
2023		113	2	9	4	128
2024		8	1	43	12	64
2025		43	38	3		84
2026		4		22		26
Grand Total	18	335	122	469	97	1041
# Past Useful Life	14	111	33	195	27	380
Target	40%	40%	40%	40%	40%	40%
% Past Useful Life	78%	33%	27%	42%	28%	39%

Note: Numbers highlighted in red are past the ULB.