

KENTUCKY
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
For FY 2019-2022

ADMINISTRATIVE MODIFICATION #2018.164

I. Proposed Action:

Modify the FY 2019-2022 Statewide Transportation Improvement Program (STIP) to add the updated "Kentucky Public Transit Tier II Sponsor Transit Asset Management (TAM) Plan: that was revised on August 26, 2019 and includes performance measures and targets for 26 Tier II transit agencies.

II. Scope of Activity:


See the "Kentucky Public Transit Tier II Sponsor Transit Asset Management (TAM) Plan" attachment for detailed information.

III. Additional Remarks:

See the "Kentucky Public Transit Tier II Sponsor Transit Asset Management (TAM) Plan" attachment for detailed information.

IV. Modification Approval:

Modification Recommended for Approval:

 2/3/20

Kentucky Transportation Cabinet Date

Ronald B. Rigney, Director

Division of Program Management

Kentucky Public Transit Tier II Sponsor

Transit Asset Management Plan



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Final Adopted Plan Date: 9/18/2018
Revision Date: 8/26/2019

Background:

The Kentucky Transportation Cabinet/Office of Transportation Delivery (KYTC/OTD) is the designated recipient of the Federal Transit Administration (FTA) Section §5311, §5310, §5339 and §5309 funds. As the designated recipient, it is the Office of Transportation Delivery's responsibility to administer FTA funds and provide oversight for operating and capital projects for transit agencies across the Commonwealth of Kentucky, who provide services such as Demand Response, Deviated/Fixed Routes and Intercity Transportation. As the Office of Transportation Delivery is the designated recipient, we will be sponsoring the Tier II Group TAM plan for all of the subrecipients that have, or currently, receive federal funds, and possess capital assets with Federal interest.

The objective of the Kentucky Transportation Cabinet/Office of Transportation Delivery (KYTC/OTD) Tier II Sponsored Transit Asset Management Plan is to provide a quality plan using accurate data that supports the decision making tools used to determine the replacement or maintenance value of existing assets in a cost-effective way, and, assist transit agencies in managing their physical assets and maintain a State of Good Repair (SGR), which means the condition in which a capital asset is able to operate at a full level of performance. This implementation would minimize the overall rehabilitation/maintenance costs and maximize the assets useful life. Transit agencies that utilize the Transit Asset Management Plan, could potentially make investment decisions that ultimately reduce the costs of maintaining its system.

Introduction:

The TAM final rule requires transit providers that receive federal financial assistance to develop a TAM Plan, or, be involved in a sponsored group plan. All TAM Plans for Tier II providers must include the following components:

- I. An inventory of assets – Listing of Capital assets and information about assets.
- II. Condition assessment of inventory assets – Rating of the asset's physical state; to be completed for assets an agency has direct capital responsibility for (level of detail sufficient to monitor and predict performance of inventoried assets).
- III. Description of Decision support tools – An analytical process of tools that 1. Assists in capital asset investment prioritization and/or 2. Estimates capital needs over time.
- IV. Prioritized list of investments – A prioritized list of projects or programs to manage or improve the SGR of capital assets.

The Office of Transportation Delivery has developed the Transit Asset Management Plan for Tier II providers, in five (5) stages. These stages include:

- Contacting subrecipients for group TAM participation, and establishing the accountable executive for each recipient;
- Determine if the agency is willing to participate in the sponsored plan, or has declined and will be creating their own plan;
- Compiling assets for each transit agency and conditioning the assets;
- Creating decision support tools and prioritizing investments;
- Assessing the condition of inventoried assets, which includes creating a prioritized list of projects or programs to manage or improve the SGR of capital assets.

Participants:

The plan will encompass 26 agencies and includes the following participants:

AACS – Audubon Area Community Services	LWT – Louisville Wheels Transportation
BGCAP – Blue Grass Community Action Partnership	MKCAP – Middle Kentucky Community Action Partnership
CCWT – Carroll County Wellness Transit	MCTA – Murray Calloway Transit Authority
CKCAC – Central Kentucky Community Action Council	MTS- Maysville Transit System
DBCAA- Daniel Boone Community Action Agency	NKCAA – Northeast Kentucky Community Action Agency
HCCAA – Harlan County Community Action Agency	OCPT – Owen County Public Transit
FKFT – Frankfort Transit System	PTA – Paducah Transit Authority
FCTA – Fulton County Transit Authority	PACS – Pennyriple Allied Community Services
GCSO - Gateway Community Action Service Organization	RTEC – Rural Transit Enterprises Coordinated
GTS – Glasgow Transit System	SVTS – Sandy Valley Transportation Services
KRF – Kentucky River Foothills Development Council	SCOT-Scottsville Transit System
LKLP – Leslie Knott Letcher Perry Community Action Council	UoL – University of Louisville Transportation
LVCAP – Licking Valley Community Action Program	WKU – Western Kentucky University Transportation

Inventory of Assets:

The Kentucky Transportation Cabinet/Office of Transportation Delivery compiled data for the 26 participating agencies in the sponsored Transit Asset Management Plan. The below table (Table 1) summarizes the number of assets in each category, the average age, and, the average mileage for Rolling Stock and the Non-Revenue Service Vehicles (equipment).

Table 1

Asset Category	Total Number	Average Age	Average Mileage
Equipment – Non-Revenue Service Vehicles	33	9 Years	73,803
Equipment - Other	4	9 Years	N/A
Facilities – Administrative/Maintenance	38	15 Years	N/A
Facilities – Passenger/Parking Structures	3	10 Years	N/A
Rolling Stock	1,574	5 Years	93,538

Condition Assessment of Inventory Assets:

The below table (Table 2) demonstrates the amount of assets, the average age, and the average assessment of the assets per asset category. Assets include equipment, facilities and rolling stock. The Transit Economic Requirements Model (TERM) was utilized to assess the condition of the facilities. Assessing components of the facility, a final TERM rating is assigned based on the condition.

The vehicles were assessed by determining the remaining useful life, utilizing the Useful Life Benchmarks provided by the Federal Transit Administration (FTA). (Please see Appendix B)

Table 2

Asset Category	Count	Avg Age	Avg TERM (Facilities)/ Condition Rating	Met or Exceeded ULB
Equipment				
Non-Revenue Service Vehicles	33	9 Years	N/A	62%
Maintenance/Administrative	3	9 Years	3.33	N/A
Bus Shelter	1	12 Years	4	N/A
Facilities				
Administrative/Maintenance	38	15 Years	4.07	N/A
Parking/Park and Ride	2	10 Years	4	N/A
Passenger Bus Transfer Station	1	9 Years	4	N/A
Rolling Stock:				
Buses	45	9 Years	N/A	19%
Other Passenger Vehicles	1,529	4 Years	N/A	12%
Infrastructure:				
None	N/A	N/A	N/A	N/A

For a full listing of each individual asset class Condition Ratings/Assessments based upon age, mileage and/or useful life, please see Appendix A.

Prioritization of Investments:

The Kentucky Transportation Cabinet/Office of Transportation Delivery is responsible for overseeing and updating the Sponsored Group Transit Asset Management Plan and prioritizing investments. Utilizing the Transit Asset Management Plan’s decision support tools (see below in Description of Support Tools Used, Table 4), along with the asset condition ratings completed for each asset, our office is able to prioritize distribution of funds based on need. Our office reasonably prioritizes capital projects based on these tools and the anticipated funding provided from FTA. Formula grants designated specifically for capital projects under Sections §5310 and §5339 will use the prioritization list of projects listed below.

Performance Targets are established, annually, by reviewing data for each asset class. When reviewing each asset class, the Sponsored Plan closely looks at assets that have met or exceeded the Useful Life Benchmark (ULB), the asset’s age, mileage, and condition. A TERM or Condition rating for each asset is created on a scale from one to five with the following descriptors: Poor, Marginal, Adequate, Good, or Excellent. OTD’s goal to prioritize investments by replacing assets that meet the lowest scores first which replaces those assets that are in the greatest need of repair. Therefore, items that are ranked Poor or Marginal will be replaced before assets that rank Adequate, Good, or Excellent. With the amount of funds estimated in the Statewide Transportation Improvement Plan (STIP), Section 5311 funds will be dispersed for Maintenance of Effort (MOE) first. Remaining Section 5311 funds will be used for capital projects based on the following priorities. (Please see Table 3):

Table 3

Prioritization List of Projects	
1.) Rolling Stock - Replacement	6.) Rolling Stock - Expansion
2.) Replacement of Accessible Features	7.) New Equipment Purchases
3.) Replacement of Equipment	8.) New Building/Construction
4.) Renovate Facilities	9.) Non Revenue Service Vehicles - Expansion
5.) Non-Revenue Service Vehicles - Replacement	

Description of Support Tools Used:

The Kentucky Transportation Cabinet/Office of Transportation Delivery utilizes multiple support tools to determine investment priorities. These decision support tools assist The Kentucky Transportation Cabinet/Office of Transportation Delivery in determining where the greatest needs are. By utilizing these support tools, we are able to address the needs of the participating agencies, and, ultimately help better serve their communities by providing safe and reliable transportation. The following table (Table 4) details the tools used when funding determinations are made.

Table 4

Process/Tool	Brief Description
Monthly Reports	OTD requires Monthly Reports to track Performance Indicators including ridership, mileage, vehicle revenue hours and operating expenses.
Annual Reports: Vehicle Inventory	OTD requires an Annual Vehicle Inventory from each rural recipient to give a mileage update, useful life evaluation and overall condition assessment from the agencies evaluation.
Preliminary Assessments	A vehicle ranking form that ranks each vehicle in the agencies rolling stock fleet that the agency is requesting to replace. The ranking form assesses the condition of the vehicle using factors such as age, mileage and ridership to determine if the vehicle is in need of replacement.
Onsite Inspections	OTD conducts inspections of agencies at least every three years to review rolling stock, non-revenue service vehicles, equipment, facilities including administrative, maintenance, passenger and parking structures.
TERM Scale	The five (5) category rating system used to condition asset a facility.
Condition Rating	OTD conducted a condition rating of all rolling stock, facilities and equipment using the FTA ULB, Age, SMP Useful Life and/or Mileage when applicable.
3 Year Capital Budgets	Projected 3 year capital needs included in the annual grant application.

Performance Targets:

The Kentucky Transportation Cabinet/Office of Transportation Delivery has set performance targets for each asset class, based on realistic expectations, and both the most recent data available and the financial resources from all sources that we reasonably expect will be available (See Table 5).

Table 5

Asset Category	Performance Measure	Target
Rolling Stock – Buses	The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.	19%
Rolling Stock – Other Passenger Vehicles	The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.	12%
Facilities – Administrative/Maintenance	The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%
Facilities – Parking/Park and Ride	The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%
Facilities – Passenger Bus Transfer Station	The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%
Equipment – Non-Revenue Vehicles	The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB.	62%
Equipment – Maintenance/Administrative	N/A	N/A
Infrastructure	N/A	N/A

Policy and Implementation Strategy

Implementation strategy means a transit provider’s approach to carrying out TAM practices. The Accountable Executive roles have been defined and the individuals who have direct capital responsibility for each participating agency have been identified (See Appendix C). Each Accountable Executive will be responsible for implementing the decision support tools provided

within the Sponsored Transit Asset Management Plan to determine the condition of their assets and determine their priorities.

Appendices

- Appendix A Asset Inventory and Condition Data
- Appendix B Useful Life Benchmark Cheat Sheet
- Appendix C List of Accountable Executives
- Appendix D Four Year Performance Measure/Target Outlook

UNIT #	Names of Agency	YR	AGE	MAKE	VIN NUMBER	CURRENT MILEAGE	TAM ULB BENCHMARK	% ULB Life Used	%ULB Remaining	TAM ULB STATUS	TAM ULB AGE Rating	Condition Rating Based Upon Mileage Useful Life	Overall Condition Rating Per Vehicle and Type	Overall Condition Rating Description
CK-18	CKCAC	2006	14	Ford	1FAHP53U46A213293	202,012	8	175.00%	-75.00%	MET OR EXCEEDED	1	1	1	Poor
6	GCSO	2009	11	Ford	1FAHP23W99G110078	162,217	8	137.50%	-37.50%	MET OR EXCEEDED	1	2	1.5	Marginal
6	LVCAP	2004	16	Chevy	KLITD52654B181081	152,296	8	200.00%	-100.00%	MET OR EXCEEDED	1	2	1.5	Marginal
22A	LVCAP	2007	13	Chevy	1G1AK55F777152585	165,987	8	162.50%	-62.50%	MET OR EXCEEDED	1	2	1.5	Marginal
19	LVCAP	2007	13	Ford	1FAFP34N37W336722	154,292	8	162.50%	-62.50%	MET OR EXCEEDED	1	2	1.5	Marginal
20	PACS Aging	2001	19	Ford	2FAFP71W51X195197	196,029	8	237.50%	-137.50%	MET OR EXCEEDED	1	2	1.5	Marginal
1	FCTA	2007	13	Ford	3FAHP07137R247249	147,083	8	162.50%	-62.50%	MET OR EXCEEDED	1	3	2	Marginal
7A	LVCAP	2009	11	Pontiac	5Y2SP67899Z446417	128,970	8	137.50%	-37.50%	MET OR EXCEEDED	1	3	2	Marginal
7	Louis Wheels	2007	13	Ford	1FTSX21P77EB16367	33,917	8	162.50%	-62.50%	MET OR EXCEEDED	1	5	3	Adequate
5A	LVCAP	2012	8	Ford	1FAHP3F28CL211724	70,493	8	100.00%	0.000%	EXCEEDED	2	4	3	Adequate
291	LKLP	2015	5	Chevy	1G11B5SL4FF334730	66,996	8	62.50%	37.50%	BELOW	3	4	3.5	Good
292	LKLP	2015	5	Chevy	1G11B5SL6FF351982	51,339	8	62.50%	37.50%	BELOW	3	4	3.5	Good
312	LKLP	2015	5	Chevy	1G11B5SL4FF224244	55,513	8	62.50%	37.50%	BELOW	3	4	3.5	Good
313	LKLP	2015	5	Chevy	1G11B5SL7FU116647	60,981	8	62.50%	37.50%	BELOW	3	4	3.5	Good
290	LKLP	2015	5	Chevy	1G11B5SL5FU152207	37,890	8	62.50%	37.50%	BELOW	3	5	4	Excellent
293	LKLP	2015	5	Chevy	1G11B5SL9FF354567	31,857	8	62.50%	37.50%	BELOW	3	5	4	Excellent
328	LKLP	2016	4	Chevy	1G11B5SA3GF130047	41,921	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
329	LKLP	2016	4	Chevy	1G11B5SA9GF114595	29,598	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
330	LKLP	2016	4	Chevy	1G11B5SA2GF168157	24,691	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
331	LKLP	2016	4	Chevy	1G11B5SA6GF115543	24,023	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent

8.85

FY 19 STATS:	
Overall Condition Rating:	2.9
Rounded Overall Condition:	3
Total Agencies who have Non Revenue Vehicles	7
Total Non Revenue Vehicles	20
# of Vehicles Below ULB	10
# of Vehicles Met or Exceeded ULB	10
% Below ULB	50.00%
% Met or Exceeded ULB	50.00%
# of Vehicles that Met or Exceeded Condition Rating of Adequate	12
# of Vehicles w/ Condition Rating of Marginal or Poor	8
% Met or Exceeded Condition Rating of Adequate	60.00%
% w/ Condition Rating of Marginal or Poor	40.00%

UNIT#	Name of AGENCY / Title Holder / Lead Agency	YR	AGE	MAKE	VIN NUMBER	CURRENT MILEAGE	USEFUL LIFE BENCHMARK	% ULB Life Used	%ULB Remaining	TAM Rating Description	TAM ULB STATUS	TAM ULB Age Rating	Condition Rating Based Upon Mileage Useful Life	Overall Condition Rating Per Vehicle and Type	Overall Condition Rating Description
348	PATS	2003	17	GILLIG	1FGGE271831090600	376,703	14	121.43%	-21.43%	Poor	EXCEEDED	1	2	1.5	Marginal
349	PATS	2003	17	GILLIG	15GGE271X31090601	336,010	14	121.43%	-21.43%	Poor	EXCEEDED	1	2	1.5	Marginal
350	PATS	2003	17	GILLIG	15GGE271131090602	344,427	14	121.43%	-21.43%	Poor	EXCEEDED	1	2	1.5	Marginal
391	PATS	2003	17	GILLIG	15GGE271731090555	325,555	14	121.43%	-21.43%	Poor	EXCEEDED	1	2	1.5	Marginal
502	MTS	2003	17	Trolley	IT88R3B2311102380	56,580	14	121.43%	-21.43%	Poor	EXCEEDED	1	5	3	Adequate
100	SVTS	2003	17	Optima	1C9S2HSS72W535269	34,994	14	121.43%	-21.43%	Poor	EXCEEDED	1	5	3	Adequate
158	PACS Aging	2004	16	Ford	1FDWE35L94HB00391	269,789	14	114.29%	-14.3%	Poor	EXCEEDED	1	1	1	Marginal
R-1	KRFDC	2006	14	Ford	1FDXE45S66HB30128	139,480	14	100.00%	0.0%	Marginal	EXCEEDED	2	4	3	Adequate
EKU-2	KRFDC	2007	13	Chevy	1GBE5V1257F406176	104,374	14	92.86%	7.1%	Marginal	BELOW	2	4	3	Adequate
W-1	KRFDC	2007	13	Ford	1FDXE45S76DA96062	144,441	14	92.86%	7.1%	Marginal	BELOW	2	4	3	Adequate
RT-3	KRFDC	2007	13	Ford	1FDXE45S77DB47643	168,892	14	92.86%	7.1%	Marginal	BELOW	2	4	3	Adequate
RT-4	KRFDC	2007	13	Ford	1FDXE45S57DB47639	172,724	14	92.86%	7.1%	Marginal	BELOW	2	4	3	Adequate
EKU-1	KRFDC	2007	13	Chevy	1GBE5V1207F406148	94,800	14	92.86%	7.1%	Marginal	BELOW	2	5	3.5	Good
EKU-3	KRFDC	2007	13	Chevy	1GBE5V1207F405694	99,474	14	92.86%	7.1%	Marginal	BELOW	2	5	3.5	Good
501	MTS	2007	13	GLAVAL	5B4LP152473423154	72,996	14	92.86%	7.14%	Marginal	BELOW	2	5	3.5	Good
511	MTS	2005	15	Champion	4UZAACBW95CU34598	74,444	14	107.14%	-7.14%	Poor	EXCEEDED	1	5	3	Good
401	RTEC	2004	16	Optima	1Z9S2HSS54W216294	12,639	14	114.29%	-14.29%	Poor	EXCEEDED	1	5	3	Good
501	RTEC	2005	15	TROLLEY	4UZAACBW65CU45185	16,673	14	107.14%	-7.14%	Poor	EXCEEDED	1	5	3	Good
601	RTEC	2006	14	Optima	1Z9S2HSS36W216328	12,205	14	100.00%	0.00%	Marginal	EXCEEDED	2	5	3.5	Good
334	SVTS	2005	15	Champion	4UZAACBW05CU3459	18,678	14	107.14%	-7.14%	Poor	EXCEEDED	1	5	3	Good
17	PACS Transportation	2009	11	Ford	1FTSS34L09DA19677	237,365	14	78.57%	21.4%	Marginal	BELOW	2	1	1.5	Marginal
903	KRFDC	2009	11	Ford	1FDFF45S79DA80914	203,373	14	78.57%	21.4%	Marginal	BELOW	2	3	2.5	Adequate
84	PACS Transportation	2009	11	Ford	1FTSS34L99DA19676	192,944	14	78.57%	21.4%	Marginal	BELOW	2	2	2	Adequate
89A	FKFT	2010	10	Trolley	4UZAB9DT8ACAP8113	74,497	14	71.43%	28.57%	Adequate	BELOW	3	5	4	Good
EKU-4	KRFDC	2008	12	Chevy	1GBG5U1938F414777	77,794	14	85.71%	14.3%	Marginal	BELOW	2	5	3.5	Good
801	KRFDC	2008	12	Ford Trolley	1F6MF53Y770A06616	54,937	14	85.71%	14.3%	Marginal	BELOW	2	5	3.5	Good
902	KRFDC	2009	11	Ford	1FDFF45S99DA80915	161,995	14	78.57%	21.4%	Marginal	BELOW	2	4	3	Good
908	KRFDC	2009	11	Chevy	1GBE5V1969F408065	161,412	14	78.57%	21.4%	Marginal	BELOW	2	4	3	Good
909	KRFDC	2009	11	Chevy	1GBE5V1949F408243	152,542	14	78.57%	21.4%	Marginal	BELOW	2	4	3	Good
177	LKLP	2009	11	Chevy	1GBE5V1979F406809	47,998	14	78.57%	21.43%	Marginal	BELOW	2	5	3.5	Good
10182	PATS	2010	10	Freightliner	4UZAB9DT6ACAP8112	56,808	14	71.43%	28.57%	Adequate	BELOW	3	5	4	Good
1101	KRFDC	2011	9	Ford	1FDFF4FS0BDB14793	165,212	14	64.29%	35.7%	Adequate	BELOW	3	4	3.5	Good
1102	KRFDC	2011	9	Ford	1FDFF4FS0BDB14938	156,989	14	64.29%	35.7%	Adequate	BELOW	3	4	3.5	Good
1401	KRFDC	2014	6	Ford	1FDFF4FS9EDA05902	102,483	14	42.86%	57.1%	Good	BELOW	4	4	4	Good
35	PACS Transportation	2011	9	Ford	1FTSS3EL7BDB25726	90,939	14	64.29%	35.7%	Adequate	BELOW	3	4	3.5	Good
11177	PATS	2011	9	Freightliner	4UZADEDU3CCB58365	37,618	14	64.29%	35.71%	Adequate	BELOW	3	5	4	Excellent
5	WKU	2013	7	GILLIG	15GGD2710D1182417	88,700	14	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
8	WKU	2013	7	GILLIG	15GGD2719D1182416	103,750	14	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
9	WKU	2013	7	GILLIG	15GGD2717D1182415	84,870	14	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
1501	KRFDC	2015	5	Ford	1FDFF4FS8FDA00756	82,780	14	35.71%	64.3%	Good	BELOW	4	5	4.5	Excellent
1609	KRFDC	2016	4	Ford	1FDGF5GY0GEC06885	25,245	14	28.57%	71.4%	Good	BELOW	4	5	4.5	Excellent
1610	KRFDC	2016	4	Ford	1FDGF5GY2GEC06872	18,288	14	28.57%	71.4%	Good	BELOW	4	5	4.5	Excellent
1611	KRFDC	2016	4	Ford	1FDFF4FS8HDC01429	33,898	14	28.57%	71.4%	Good	BELOW	4	5	4.5	Excellent
1701	KRFDC	2017	3	Ford	1FDXE4FSXHDC37689	17,643	14	21.43%	78.6%	Excellent	BELOW	5	5	5	Excellent
1704	KRFDC	2017	3	Ford	1FDFF4FS2HDC66955	279	14	21.43%	78.6%	Excellent	BELOW	5	5	5	Excellent
503	MTS	2015	5	Ford	1FDGF5GY8FED71453	105,278	14	35.71%	64.29%	Good	BELOW	4	4	4	Excellent

FY 19 STATS:	
Overall Condition Rating:	3.3
Rounded Overall Condition:	3
Total Agencies who have Non Revenue Vehicles	10
Total Non Revenue Vehicles	46
# of Vehicles Below ULB	33
# of Vehicles Met or Exceeded ULB	13
% Below ULB	71.74%
% Met or Exceeded ULB	28.26%
# of Vehicles that Met or Exceeded Condition Rating of Adequate	40
# of Vehicles w/ Condition Rating of Marginal or Poor	6
% Met or Exceeded Condition Rating of Adequate	86.96%
% w/ Condition Rating of Marginal or Poor	13.04%

UNIT#	Name of AGENCY / Title Holder / Lead Agency	YR	Age	MAKE	VIN NUMBER	Current Mileage	TAM ULB Benchmark	% ULB Life Used	%ULB Remaining	TAM ULB STATUS	TAM ULB Age Rating	Condition Rating Based Upon Mileage Useful Life	Overall Condition Rating Per Vehicle and Type	Overall Condition Rating Description
1354/6200	MKCAP	2000	20	Ford	1FDWE35L7HC01354	109,803	10	200.00%	-100.00%	EXCEEDED	1	3	2	Marginal
25-7	KRFDC	2003	17	Ford	1FDWE35S63HA93907	186,402	10	170.00%	-70.0%	EXCEEDED	1	2	1.5	Marginal
BCSC47	BGCAP	2003	17	Champion	1FDWE35S63HA67713	133,270	10	170.00%	-70%	EXCEEDED	1	3	2	Marginal
1	GCSO	2003	17	Ford	1FTSS34L83HB77877	126,832	10	170.00%	-70.00%	EXCEEDED	1	3	2	Marginal
157	CKCAC	2004	16	Ford	1FDWE35L24HA98953	367,022	10	160.00%	-60.00%	EXCEEDED	1	1	1	Poor
2	FCTA/Fulton Co Senior Cit	2004	16	Ford	1FDWE35L84HA96303	326664	10	160.00%	-60.0%	EXCEEDED	1	1	1	Poor
FE-2	KRFDC	2004	16	Ford	1FDWE35L84HB00379	165,279	10	160.00%	-60.0%	EXCEEDED	1	2	1.5	Marginal
FE-6	KRFDC	2004	16	Ford	1FDWE35L14HB00384	163,000	10	160.00%	-60.0%	EXCEEDED	1	2	1.5	Marginal
FCCA1	BGCAP	2004	16	Ford	1FDWE35L44HA96265	131,129	10	160.00%	-60%	EXCEEDED	1	3	2	Marginal
3	GCSO	2004	16	Ford	1FDWE35L54HB45585	103,605	10	160.00%	-60.00%	EXCEEDED	1	3	2	Marginal
SCP31	BGCAP	2004	16	Ford	1FDWE35L24HA96264	49,967	10	160.00%	-60%	EXCEEDED	1	5	3	Adequate
40	PACS Transportation	2006	14	Ford	1FDWE35S66DA28535	206,490	10	140.00%	-40.0%	EXCEEDED	1	1	1	Poor
28	PACS Transportation	2006	14	Ford	1FDWE35S46DA32163	157,207	10	140.00%	-40.0%	EXCEEDED	1	2	1.5	Marginal
GCSC29	BGCAP	2006	14	Ford	1FDWE35L76DA89109	132,936	10	140.00%	-40%	EXCEEDED	1	3	2	Marginal
LCSC4	BGCAP	2006	14	Ford	1FDWE35L76DA83195	138,920	10	140.00%	-40%	EXCEEDED	1	3	2	Marginal
LCSC1	BGCAP	2006	14	Ford	1FDWE35L26HB33588	140,207	10	140.00%	-40%	EXCEEDED	1	3	2	Marginal
ACSC11	BGCAP	2006	14	Ford	1FDWE35S36DB32965	73,621	10	140.00%	-40%	EXCEEDED	1	4	2.5	Adequate
BOSC38	BGCAP	2006	14	Ford Starcraft	1FDWE35L06HB24274	82,905	10	140.00%	-40%	EXCEEDED	1	4	2.5	Adequate
WCSC48	BGCAP	2006	14	Ford	1FDWE35S26DB28308	95,807	10	140.00%	-40%	EXCEEDED	1	4	2.5	Adequate
YMCA1	BGCAP	2006	14	Ford	1FDWE35S36DA96288	33,638	10	140.00%	-40%	EXCEEDED	1	5	3	Adequate
1701	RTEC	2006	14	Champion	1FDXE45S56DB07141	28,555	10	140.00%	-40.00%	EXCEEDED	1	5	3	Adequate
65	BGCAP	2007	13	II	1FDWE35S47DA13419	255,095	10	130.00%	-30%	EXCEEDED	1	1	1	Poor
723	RTEC	2007	13	Ford	1FDWE35L67DB21548	296,734	10	130.00%	-30.00%	EXCEEDED	1	1	1	Poor
P-1	KRFDC	2007	13	Ford	1FDWE35L47DA47725	167,585	10	130.00%	-30.0%	EXCEEDED	1	2	1.5	Marginal
110	AACS/GRITS	2007	13	Ford	1FDWE35S87DB21574	125,972	10	130.00%	-30.0%	EXCEEDED	1	3	2	Marginal
802	KRFDC	2008	12	Ford	1FD3E35L18DA98524	215,297	10	120.00%	-20.0%	EXCEEDED	1	1	1	Poor
808	KRFDC	2008	12	Ford	1FTD3E35L58DB56411	215,665	10	120.00%	-20.0%	EXCEEDED	1	1	1	Poor
901	RTEC	2008	12	Ford	1FD3E35L38DB56407	338,419	10	120.00%	-20.00%	EXCEEDED	1	1	1	Poor
903	RTEC	2008	12	Ford	1FD3E35L38DB56410	242,926	10	120.00%	-20.00%	EXCEEDED	1	1	1	Poor
JCSC16	BGCAP	2008	12	Champion	1FD4E45SX8DB59256	152,349	10	120.00%	-20%	EXCEEDED	1	2	1.5	Marginal
809	KRFDC	2008	12	Ford	1FD3E35L58DB56408	187,940	10	120.00%	-20.0%	EXCEEDED	1	2	1.5	Marginal
71	PACS Transportation	2008	12	Ford	1FD3E35L38DB38134	165,367	10	120.00%	-20.0%	EXCEEDED	1	2	1.5	Marginal
81	FKFT	2008	12	Chevy	1GBE5V1908F416502	245,030	10	120.00%	-20.00%	EXCEEDED	1	3	2	Marginal
125	AACS/GRITS	2008	12	Ford	1FD4E45S48DB42789	186,609	10	120.00%	-20.0%	EXCEEDED	1	4	2.5	Adequate
126	AACS/GRITS	2008	12	Ford	1FD4E45S38DB46025	187,848	10	120.00%	-20.0%	EXCEEDED	1	4	2.5	Adequate

FY 19 STATS:	
Overall Condition Rating:	3.3
Rounded Overall Condition:	3
Total Agencies who have Non Revenue Vehicles	23
Total Non Revenue Vehicles	637
# of Vehicles Below ULB	478
# of Vehicles Met or Exceeded ULB	159
% Below ULB	75.04%
% Met or Exceeded ULB	24.96%
# of Vehicles that Met or Exceeded Condition Rating of Adequate	517
# of Vehicles w/ Condition Rating of Marginal or Poor	120
% Met or Exceeded Condition Rating of Adequate	81.16%
% w/ Condition Rating of Marginal or Poor	18.84%

Rolling Stock Condition Rating by Type: CU

59	Glasgow Transit System	2008	12	FORD	1FD4E45SS48DB32120	160,308	10	120%	-20%	EXCEEDED	1	4	2.5	Adequate
60	Glasgow Transit System	2008	12	FORD	1FD4E45SS68DB32121	160,302	10	120%	-20%	EXCEEDED	1	4	2.5	Adequate
149	AACS/GRITS	2009	11	Ford	1FDEE35S99DA42140	233,664	10	110.00%	-10.0%	EXCEEDED	1	1	1	Marginal
52	BGCAP	2009	11	Ford Starcraft	1FDEE35L69DA29936	270,712	10	110.00%	-10%	EXCEEDED	1	1	1	Marginal
78	BGCAP	2009	11	Ford Starcraft	1FDEE35L79DA61858	248,469	10	110.00%	-10%	EXCEEDED	1	1	1	Marginal
86	BGCAP	2009	11	Ford Starcraft	1FDEE35L99DA57133	282,757	10	110.00%	-10%	EXCEEDED	1	1	1	Marginal
87	BGCAP	2009	11	Ford Starcraft	1FDEE35L39DA54650	301,246	10	110.00%	-10%	EXCEEDED	1	1	1	Marginal
89	BGCAP	2009	11	Ford Starcraft	1FDEE35L59DA57128	292,891	10	110.00%	-10%	EXCEEDED	1	1	1	Marginal
91	BGCAP	2009	11	Ford Starcraft	1FDEE35L59DA57131	284,408	10	110.00%	-10%	EXCEEDED	1	1	1	Marginal
101	BGCAP	2009	11	Ford Coach	1FDEE35S99DA26875	221,123	10	110.00%	-10%	EXCEEDED	1	1	1	Marginal
102	BGCAP	2009	11	Ford Coach	1FDEE35S99DA39425	212,347	10	110.00%	-10%	EXCEEDED	1	1	1	Marginal
107	BGCAP	2009	11	Ford Coach	1FDEE35S59DA42068	289,827	10	110.00%	-10%	EXCEEDED	1	1	1	Marginal
108	BGCAP	2009	11	Ford Coach	1FDEE35S59DA44113	254,279	10	110.00%	-10%	EXCEEDED	1	1	1	Marginal
5	FCTA	2009	11	Ford	1FDEE35L49DA76088	314,451	10	110.00%	-10.0%	EXCEEDED	1	1	1	Marginal
10	FCTA	2009	11	Ford	1FDEE35L29DA75330	343,903	10	110.00%	-10.0%	EXCEEDED	1	1	1	Marginal
12	FCTA	2009	11	Ford	1FDEE35L89DA72433	343,426	10	110.00%	-10.0%	EXCEEDED	1	1	1	Marginal
18	FCTA	2009	11	Ford	1FDEE35L39DA90807	324,953	10	110.00%	-10.0%	EXCEEDED	1	1	1	Marginal
7	GCSO	2009	11	Ford	1FDEE35L49DA42099	251,901	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
907	KRFDC	2009	11	Ford	1FDEE35L99DA77690	202,376	10	110.00%	-10.0%	EXCEEDED	1	1	1	Marginal
39	PACS Transportation	2009	11	Ford	1FDEE35L59DA26638	264,125	10	110.00%	-10.0%	EXCEEDED	1	1	1	Marginal
83	PACS Transportation	2009	11	Ford	1FDEE35L99DA22897	225,296	10	110.00%	-10.0%	EXCEEDED	1	1	1	Marginal
914	RTEC	2009	11	Ford	1FDEE35L39DA57144	275,787	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
918	RTEC	2009	11	Ford	1FDEE35L39DA57127	305,553	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
920	RTEC	2009	11	Ford	1FDEE35L29DA57135	248,070	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
921	RTEC	2009	11	Ford	1FDEE35L49DA57136	272,085	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
922	RTEC	2009	11	Ford	1FDEE35L89DA57138	237,776	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
924	RTEC	2009	11	Ford	1FDEE35L09DA57134	292,253	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
926	RTEC	2009	11	Ford	1FDEE35L69DA57137	206,465	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
927	RTEC	2009	11	Ford	1FDEE35LX9DA57139	243,981	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
934	RTEC	2009	11	Ford	1FDEE35L59DA61857	233,937	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
935	RTEC	2009	11	Ford	1FDEE35LX9DA61868	274,805	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
937	RTEC	2009	11	Ford	1FDEE35L69DA61852	275,647	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
938	RTEC	2009	11	Ford	1FDEE35LX9DA61854	294,024	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
945	RTEC	2009	11	Ford	1FDEE35L89DA39075	266,990	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
946	RTEC	2009	11	Ford	1FDEE35L29DA40092	224,821	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
949	RTEC	2009	11	Ford	1FDEE35L69DA52844	257,735	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
950	RTEC	2009	11	Ford	1FDEE35L89DA52845	297,492	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
951	RTEC	2009	11	Ford	1FDEE35L49DA57069	365,724	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
953	RTEC	2009	11	Ford	1FDEE35L29DA57071	387,540	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
957	RTEC	2009	11	Ford	1FDEE35L29DA83332	247,490	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
958	RTEC	2009	11	Ford	1FDEE35L49DA83333	266,279	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
961	RTEC	2009	11	Ford	1FDEE35L69DA88582	279,916	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal

Rolling Stock Condition Rating by Type: CU

962	RTEC	2009	11	Ford	1FDEE35LX9DA88584	302,657	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
963	RTEC	2009	11	Ford	1FDEE35L19DA88585	315,647	10	110.00%	-10.00%	EXCEEDED	1	1	1	Marginal
105	BGCAP	2009	11	Ford Coach	1FDEE35S19DA42066	184,470	10	110.00%	-10%	EXCEEDED	1	2	1.5	Marginal
53	FCTA	2009	11	Ford	1FD3E35L78DB59276	161,078	10	110.00%	-10.0%	EXCEEDED	1	2	1.5	Marginal
150	AACS/GRITS	2009	11	Ford	1FDEE35S89DA39472	271,348	10	110.00%	-10.0%	EXCEEDED	1	3	2	Adequate
151	AACS/GRITS	2009	11	Ford	1FDEE35S29DA39466	219,192	10	110.00%	-10.0%	EXCEEDED	1	3	2	Adequate
152	AACS/GRITS	2009	11	Ford	1FDEE35S79DA39463	283,187	10	110.00%	-10.0%	EXCEEDED	1	3	2	Adequate
153	AACS/GRITS	2009	11	Ford	1FDEE35S49DA39470	222,112	10	110.00%	-10.0%	EXCEEDED	1	3	2	Adequate
154	AACS/GRITS	2009	11	Ford	1FDEE35S19DA39457	225,455	10	110.00%	-10.0%	EXCEEDED	1	3	2	Adequate
155	AACS/GRITS	2009	11	Ford	1FDEE35SX9DA39456	227,848	10	110.00%	-10.0%	EXCEEDED	1	3	2	Adequate
156	AACS/GRITS	2009	11	Ford	1FDEE35S89DA39469	214,617	10	110.00%	-10.0%	EXCEEDED	1	3	2	Adequate
157	AACS/GRITS	2009	11	Ford	1FDEE35S99DA39464	201,270	10	110.00%	-10.0%	EXCEEDED	1	3	2	Adequate
158	AACS/GRITS	2009	11	Ford	1FDEE35S09DA39465	233,367	10	110.00%	-10.0%	EXCEEDED	1	3	2	Adequate
82	FKFT	2009	11	Chevy	1GBE5V1949F403866	238,945	10	110.00%	-10.00%	EXCEEDED	1	3	2	Adequate
159	HCCAA	2009	11	Ford	1FTSS34629DA30776	135,030	10	110.00%	-10.00%	EXCEEDED	1	3	2	Adequate
160	HCCAA	2009	11	Ford	1FTSS34609DA30775	125,941	10	110.00%	-10.00%	EXCEEDED	1	3	2	Adequate
161	HCCAA	2009	11	Ford	1FTSS34649DA30777	140,395	10	110.00%	-10.00%	EXCEEDED	1	3	2	Adequate
48	PACS Transportation	2009	11	Ford	1FDWE35L69DA50094	133,300	10	110.00%	-10.0%	EXCEEDED	1	3	2	Adequate
931	RTEC	2009	11	Ford	1FD4E45S9DA39130	232,051	10	110.00%	-10.00%	EXCEEDED	1	3	2	Adequate
943	RTEC	2009	11	Ford	1FD4E45S89DA67007	253,322	10	110.00%	-10.00%	EXCEEDED	1	3	2	Adequate
160	AACS/GRITS	2009	11	Ford	1FD4E45L19DA75314	170,359	10	110.00%	-10.0%	EXCEEDED	1	4	2.5	Adequate
159	AACS/GRITS	2009	11	Ford	1FD4E45LX9DA75313	103,907	10	110.00%	-10.0%	EXCEEDED	1	4	2.5	Adequate
163	AACS/GRITS	2009	11	Ford	1FD4E45L79DA75317	102,897	10	110.00%	-10.0%	EXCEEDED	1	4	2.5	Adequate
164	AACS/GRITS	2009	11	Ford	1FD4E45L99DA75318	105,208	10	110.00%	-10.0%	EXCEEDED	1	4	2.5	Adequate
90	FKFT	2009	11	Chevy	1GBE5V1969F407255	184,616	10	110.00%	-10.00%	EXCEEDED	1	4	2.5	Adequate
63	PACS Transportation	2009	11	Ford	1FDEE35L29DA92483	99,087	10	110.00%	-10.0%	EXCEEDED	1	4	2.5	Adequate
941	RTEC	2009	11	Ford	1FD4E45S49DA67005	170,427	10	110.00%	-10.00%	EXCEEDED	1	4	2.5	Adequate
161	AACS/GRITS	2009	11	Ford	1FD4E45L39DA75315	81,244	10	110.00%	-10.0%	EXCEEDED	1	5	3	Good
165	AACS/GRITS	2009	11	Ford	1FD4E45L09DA75319	79,513	10	110.00%	-10.0%	EXCEEDED	1	5	3	Good
KN8764	DBCAA	2009	11	Ford	1FDEE35L99DA50232	36,124	10	110.00%	-10.00%	EXCEEDED	1	5	3	Good
162	HCCAA	2009	11	Ford	1FD4E45S69DA47158	4,208	10	110.00%	-10.00%	EXCEEDED	1	5	3	Good
912	RTEC	2009	11	Chevy	1GBE5V1GX9F402493	50,501	10	110.00%	-10.00%	EXCEEDED	1	5	3	Good
18	BGCAP	2010	10	Ford Coach	1FDEE3FL4ADA34930	222,198	10	100.00%	0%	EXCEEDED	2	1	1.5	Marginal
21	BGCAP	2010	10	Ford Coach	1FDEE3FL1ADA34934	237,017	10	100.00%	0%	EXCEEDED	2	1	1.5	Marginal
26	BGCAP	2010	10	Ford Coach	1FDEE3FL3ADA34935	253,398	10	100.00%	0%	EXCEEDED	2	1	1.5	Marginal
54	BGCAP	2010	10	Ford Coach	1FDEE3FL5ADA34936	263,891	10	100.00%	0%	EXCEEDED	2	1	1.5	Marginal
58	BGCAP	2010	10	Ford Coach	1FDEE3FL7ADA34937	248,431	10	100.00%	0%	EXCEEDED	2	1	1.5	Marginal
79	BGCAP	2010	10	Ford II	1FDEE3FS2ADA69957	243,867	10	100.00%	0%	EXCEEDED	2	1	1.5	Marginal
96	BGCAP	2010	10	Ford Coach	1FDEE3FL9ADA34938	250,156	10	100.00%	0%	EXCEEDED	2	1	1.5	Marginal
20	FCTA	2010	10	Ford	1FDEE3FL3ADA01336	327,830	10	100.00%	0.0%	EXCEEDED	2	1	1.5	Marginal
22	FCTA	2010	10	Ford	1FDEE3FL5ADA03699	296,817	10	100.00%	0.0%	EXCEEDED	2	1	1.5	Marginal
24	FCTA	2010	10	Ford	1FDEE3FL8ADA03700	280,601	10	100.00%	0.0%	EXCEEDED	2	1	1.5	Marginal

Rolling Stock Condition Rating by Type: CU

912	KRFDC	2010	10	Ford	1FDEE3FL6AD34931	249,331	10	100.00%	0.0%	EXCEEDED	2	1	1.5	Marginal
920	Louis Wheels	2010	10	Ford	1FDEE3FL9ADA34941	200,170	10	100.00%	0.000%	EXCEEDED	2	1	1.5	Marginal
966	RTEC	2010	10	Ford	1FDEE3FL2ADA12974	295,433	10	100.00%	0.00%	EXCEEDED	2	1	1.5	Marginal
968	RTEC	2010	10	Ford	1FDEE3FL6ADA12976	211,572	10	100.00%	0.00%	EXCEEDED	2	1	1.5	Marginal
366	SVTS	2010	10	Ford	1FDDE4FS7ADA23258	310,527	10	100.00%	0.00%	EXCEEDED	2	1	1.5	Marginal
368	SVTS	2010	10	Chevrolet	1GB6G2A63A1121738	261,422	10	100.00%	0.00%	EXCEEDED	2	1	1.5	Marginal
171	AACS/GRITS	2010	10	Ford	1FDDE4FS9ADA58433	165,795	10	100.00%	0.0%	EXCEEDED	2	2	2	Marginal
183	AACS/GRITS	2010	10	Ford	1FDDE4FS2ADA90138	188,627	10	100.00%	0.0%	EXCEEDED	2	2	2	Marginal
52	FCTA	2010	10	Ford	1FDEE3FL8ADA34929	174,620	10	100.00%	0.0%	EXCEEDED	2	2	2	Marginal
922	Louis Wheels	2010	10	Ford	1FDEE3FL5ADA46407	199,907	10	100.00%	0.000%	EXCEEDED	2	2	2	Marginal
173	AACS/GRITS	2010	10	Ford	1FDDE4FS0ADA58708	128,955	10	100.00%	0.0%	EXCEEDED	2	3	2.5	Adequate
182	AACS/GRITS	2010	10	Ford	1FDDE4FSXADA90128	135,857	10	100.00%	0.0%	EXCEEDED	2	3	2.5	Adequate
184	AACS/GRITS	2010	10	Ford	1FDDE4FS4ADA90139	133,624	10	100.00%	0.0%	EXCEEDED	2	3	2.5	Adequate
KN9950	DBCAA	2010	10	Ford	1FDEE3FL0ADA15632	148,077	10	100.00%	0.00%	EXCEEDED	2	3	2.5	Adequate
KP0614	DBCAA	2010	10	Ford	1FDEE3FL1ADA21083	111,437	10	100.00%	0.00%	EXCEEDED	2	3	2.5	Adequate
KN9949	DBCAA	2010	10	Ford	1FDEE3FL2ADA15633	106,005	10	100.00%	0.00%	EXCEEDED	2	3	2.5	Adequate
KP0610	DBCAA	2010	10	Ford	1FDEE3FL3ADA15639	131,154	10	100.00%	0.00%	EXCEEDED	2	3	2.5	Adequate
KN9954	DBCAA	2010	10	Ford	1FDEE3FL3ADA15642	109,425	10	100.00%	0.00%	EXCEEDED	2	3	2.5	Adequate
KN9953	DBCAA	2010	10	Ford	1FDEE3FL6ADA15635	131,061	10	100.00%	0.00%	EXCEEDED	2	3	2.5	Adequate
KN9952	DBCAA	2010	10	Ford	1FDEE3FL8ADA15636	111,220	10	100.00%	0.00%	EXCEEDED	2	3	2.5	Adequate
KP0606	DBCAA	2010	10	Ford	1FDEE3FLXADA15637	119,193	10	100.00%	0.00%	EXCEEDED	2	3	2.5	Adequate
919	Louis Wheels	2010	10	Ford	1FDEE3FL0ADA34939	141,405	10	100.00%	0.000%	EXCEEDED	2	3	2.5	Adequate
921	Louis Wheels	2010	10	Ford	1FDEE3FL9ADA34955	143,247	10	100.00%	0.000%	EXCEEDED	2	3	2.5	Adequate
10153	PATS	2010	10	FORD	1FDDE4FL5ADA76033	101,302	10	100.00%	0.00%	EXCEEDED	2	3	2.5	Adequate
1003	RTEC	2010	10	Ford	1FDEE3FL8ADA38043	125,957	10	100.00%	0.00%	EXCEEDED	2	3	2.5	Adequate
167	AACS/GRITS	2010	10	FORD	1FDEE3FS3ADA55632	179,485	10	100.00%	0.0%	EXCEEDED	2	4	3	Adequate
169	AACS/GRITS	2010	10	FORD	1FDEE3FS7ADA55634	165,418	10	100.00%	0.0%	EXCEEDED	2	4	3	Adequate
172	AACS/GRITS	2010	10	Ford	1FDDE4FS9ADA58707	68,021	10	100.00%	0.0%	EXCEEDED	2	4	3	Adequate
174	AACS/GRITS	2010	10	Ford	1FDDE4FS2ADA58709	70,997	10	100.00%	0.0%	EXCEEDED	2	4	3	Adequate
BCSC1	BGCAP	2010	10	Ford	1FDEE3FL7ADA69946	59,659	10	100.00%	0%	EXCEEDED	2	4	3	Adequate
KP0611	DBCAA	2010	10	Ford	1FDEE3FL1ADA15641	62,461	10	100.00%	0.00%	EXCEEDED	2	4	3	Adequate
KP0613	DBCAA	2010	10	Ford	1FDEE3FLXAA21082	74,419	10	100.00%	0.00%	EXCEEDED	2	4	3	Adequate
1001	RTEC	2010	10	Ford	1FDEE3FL6ADA38039	59,853	10	100.00%	0.00%	EXCEEDED	2	4	3	Adequate
KP0615	DBCAA	2010	10	Ford	1FDEE3FL3ADA21084	24,588	10	100.00%	0.00%	EXCEEDED	2	5	3.5	Good
KP0608	DBCAA	2010	10	Ford	1FDEE3FL5ADA15643	42,774	10	100.00%	0.00%	EXCEEDED	2	5	3.5	Good
KP0612	DBCAA	2010	10	Ford	1FDEE3FL8ADA21081	24,458	10	100.00%	0.00%	EXCEEDED	2	5	3.5	Good
10	LKLP	2010	10	Ford	1FDEE3FL2ADA38054	27,785	10	100.00%	0.00%	EXCEEDED	2	5	3.5	Good
11	LKLP	2010	10	Ford	1FDEE3FL5ADA38050	33,362	10	100.00%	0.00%	EXCEEDED	2	5	3.5	Good
1002	RTEC	2010	10	Ford	1FDEE3FL6ADA38042	47,843	10	100.00%	0.00%	EXCEEDED	2	5	3.5	Good
1004	RTEC	2010	10	Ford	1FDEE3FL5ADA38047	14,975	10	100.00%	0.00%	EXCEEDED	2	5	3.5	Good
186	AACS/GRITS	2011	9	Ford	1FDEE3FS8BDA73514	296,308	10	90.00%	10.0%	BELOW	2	1	1.5	Marginal
187	AACS/GRITS	2011	9	Ford	1FDEE3FS5BDA73518	261,358	10	90.00%	10.0%	BELOW	2	1	1.5	Marginal

Rolling Stock Condition Rating by Type: CU

32	BGCAP	2011	9	Ford Starcraft	1FDEE3FS3BDA63375	217,661	10	90.00%	10%	BELOW	2	1	1.5	Marginal
33	BGCAP	2011	9	Ford Starcraft	1FDEE3FS5BDA63376	242,593	10	90.00%	10%	BELOW	2	1	1.5	Marginal
6	FCTA	2011	9	Ford	1FDEE3FS8BDA32560	343,572	10	90.00%	10.0%	BELOW	2	1	1.5	Marginal
59	PACS Transportation	2011	9	Ford	1FDEE3FL3BDA73509	207,054	10	90.00%	10.0%	BELOW	2	1	1.5	Marginal
371	SVTS	2011	9	Ford	1FDEE3FL6BDB09659	259,285	10	90.00%	10.00%	BELOW	2	1	1.5	Marginal
372	SVTS	2011	9	Ford	1FDEE3FL2BDB09660	326,779	10	90.00%	10.00%	BELOW	2	1	1.5	Marginal
373	SVTS	2011	9	Ford	1FDEE3FL4BDB09661	261,466	10	90.00%	10.00%	BELOW	2	1	1.5	Marginal
374	SVTS	2011	9	Ford	1FDEE3FL1BDB10119	317,073	10	90.00%	10.00%	BELOW	2	1	1.5	Marginal
375	SVTS	2011	9	Ford	1FDEE3FL3BDB12289	247,710	10	90.00%	10.00%	BELOW	2	1	1.5	Marginal
376	SVTS	2011	9	Ford	1FDEE3FLXBDB12290	303,694	10	90.00%	10.00%	BELOW	2	1	1.5	Marginal
377	SVTS	2011	9	Ford	1FDEE3FL1BDB12291	310,840	10	90.00%	10.00%	BELOW	2	1	1.5	Marginal
188	AACS/GRITS	2011	9	Ford	1FDEE3FS7BDA73522	192,478	10	90.00%	10.0%	BELOW	2	2	2	Marginal
11167	PATS	2011	9	FORD	1FDEE3FS1BDB14761	159,442	10	90.00%	10.00%	BELOW	2	2	2	Marginal
11169	PATS	2011	9	FORD	1FDEE3FD0BDB14766	183,155	10	90.00%	10.00%	BELOW	2	2	2	Marginal
11172	PATS	2011	9	FORD	1FDEE3FS6BDB14772	177,130	10	90.00%	10.00%	BELOW	2	2	2	Marginal
927	Louis Wheels	2011	9	Starcraft	1FDFEAFS6BDB07234	238,626	10	90.00%	10.000%	BELOW	2	3	2.5	Adequate
928	Louis Wheels	2011	9	Starcraft	1FDFE4FS5BDB07242	233,355	10	90.00%	10.000%	BELOW	2	3	2.5	Adequate
58	Murray Canalway Transit Authority	2011	9	FORD	1FDFE4FS4BDA34705	138,873	10	90.00%	10.00%	BELOW	2	3	2.5	Adequate
11166	PATS	2011	9	FORD	1FDEE3FSXBDB14760	149,850	10	90.00%	10.00%	BELOW	2	3	2.5	Adequate
11168	PATS	2011	9	FORD	1FDEE3FS1BDB14762	148,348	10	90.00%	10.00%	BELOW	2	3	2.5	Adequate
11170	PATS	2011	9	FORD	1FDEE3FL4BDA73504	130,573	10	90.00%	10.00%	BELOW	2	3	2.5	Adequate
185	AACS/GRITS	2011	9	Ford	1FDEE3FS0BDA19544	168,245	10	90.00%	10.0%	BELOW	2	4	3	Adequate
JCSC33	BGCAP	2011	9	Ford Starcraft	1FDEE3FS4BDA63367	88,272	10	90.00%	10%	BELOW	2	4	3	Adequate
WCSC60	BGCAP	2011	9	Ford Starcraft	1FDEE3FS8BDA63372	82,590	10	90.00%	10%	BELOW	2	4	3	Adequate
FCCA2	BGCAP	2011	9	Ford Starcraft	1FDEE3FS1BDA63374	51,536	10	90.00%	10%	BELOW	2	4	3	Adequate
923	Louis Wheels	2011	9	Ford	1FDEE3FS2BDA19545	147,758	10	90.00%	10.000%	BELOW	2	4	3	Adequate
924	Louis Wheels	2011	9	Ford	1FDEE3FS6BDA19547	198,525	10	90.00%	10.000%	BELOW	2	4	3	Adequate
925	Louis Wheels	2011	9	Ford	1FDEE3FS4BDA19546	125,645	10	90.00%	10.000%	BELOW	2	4	3	Adequate
926	Louis Wheels	2011	9	Ford	1FDEE3FS8BDA19548	169,558	10	90.00%	10.000%	BELOW	2	4	3	Adequate
18	PACS Transportation	2011	9	Ford	1FDEE3FL8BDA68550	89,683	10	90.00%	10.0%	BELOW	2	4	3	Adequate
121	BGCAP	2012	8	Ford Starcraft	1FDEE3FS4CDA71289	226,749	10	80.00%	20%	BELOW	2	1	1.5	Marginal
380	SVTS	2012	8	Ford	1FDEE3FL4CDA29214	281,913	10	80.00%	20.00%	BELOW	2	1	1.5	Marginal
381	SVTS	2012	8	Ford	1FDEE3F3FLXCDA29203	282,605	10	80.00%	20.00%	BELOW	2	1	1.5	Marginal
120	BGCAP	2012	8	Ford Starcraft	1FDEE3FS2CDA71288	176,379	10	80.00%	20%	BELOW	2	2	2	Adequate
123	BGCAP	2012	8	Ford Starcraft	1FDEE3FSXCDA87142	189,619	10	80.00%	20%	BELOW	2	2	2	Adequate
124	BGCAP	2012	8	Ford Starcraft	1FDEE3FS1CDA87143	190,140	10	80.00%	20%	BELOW	2	2	2	Adequate
CK-1	CKCAC	2012	8	Ford	1FDFE4FS4CDA32518	180,970	10	80.00%	20.00%	BELOW	2	2	2	Adequate
1205	RTEC	2012	8	Ford	1FDEE3FL1CDA29199	199,821	10	80.00%	20.00%	BELOW	2	2	2	Adequate
CK-2	CKCAC	2012	8	Ford	1FDFE4FS3CDA39203	136,847	10	80.00%	20.00%	BELOW	2	3	2.5	Adequate
12178	PATS	2012	8	FORD	1FDFE4FSXCDA70576	104,628	10	80.00%	20.00%	BELOW	2	3	2.5	Adequate
0	PATS	2012	8	FORD	1FDFE4FS2CDB10259	110,894	10	80.00%	20.00%	BELOW	2	3	2.5	Adequate
198	AACS/GRITS	2012	8	Ford	1FDEE3FL9CDA39222	264,947	10	80.00%	20.0%	BELOW	2	3	2.5	Adequate

Rolling Stock Condition Rating by Type: CU

194	AACS/GRITS	2012	8	Ford	1FD4E4FS7CDA05748	239,804	10	80.00%	20.0%	BELOW	2	3	2.5	Adequate
195	AACS/GRITS	2012	8	Ford	1FD4E4FS6CDA05756	234,706	10	80.00%	20.0%	BELOW	2	3	2.5	Adequate
199	AACS/GRITS	2012	8	Ford	1FD4E3FL0CDA39223	248,799	10	80.00%	20.0%	BELOW	2	3	2.5	Adequate
SCSC65	BGCAP	2012	8	Ford Starcraft	1FD4E3FS3CDA87144	72,156	10	80.00%	20%	BELOW	2	4	3	Good
76	FKFT	2012	8	Ford	1FDGF5GT8CEC97600	161,183	10	80.00%	20.00%	BELOW	2	4	3	Good
77	FKFT	2012	8	Ford	1FDGF5GT9CED10466	119,474	10	80.00%	20.00%	BELOW	2	4	3	Good
79	FKFT	2012	8	Ford	1FDGF5GTXCEC97601	117,019	10	80.00%	20.00%	BELOW	2	4	3	Good
930	Louis Wheels	2012	8	Starcraft	1FD4E3FL0CDA96103	133,567	10	80.00%	20.000%	BELOW	2	4	3	Good
931	Louis Wheels	2012	8	Starcraft	1FD4E3FL8CDA94437	144,305	10	80.00%	20.000%	BELOW	2	4	3	Good
932	Louis Wheels	2012	8	Starcraft	1FD4E3FL1CDA94439	126,138	10	80.00%	20.000%	BELOW	2	4	3	Good
22	PACS Transportation	2013	7	Ford	1FD4E3FL5DDA44693	231,946	10	70.00%	30.0%	BELOW	3	1	2	Marginal
391	SVTS	2013	7	Ford	1FD4E3FL5DDA53099	223,803	10	70.00%	30.00%	BELOW	3	1	2	Marginal
392	SVTS	2013	7	Ford	1FD4E3FL3DDA53103	240,166	10	70.00%	30.00%	BELOW	3	1	2	Marginal
393	SVTS	2013	7	Ford	1FD4E3FL5DDA53104	256,035	10	70.00%	30.00%	BELOW	3	1	2	Marginal
394	SVTS	2013	7	Ford	1FD4E3FL2DDA53111	239,561	10	70.00%	30.00%	BELOW	3	1	2	Marginal
395	SVTS	2013	7	Ford	1FD4E3FL6DDA53113	253,770	10	70.00%	30.00%	BELOW	3	1	2	Marginal
396	SVTS	2013	7	Ford	1FD4E3FL6DDA44685	214,125	10	70.00%	30.00%	BELOW	3	1	2	Marginal
397	SVTS	2013	7	Ford	1FD4E3FLXDDA44687	232,996	10	70.00%	30.00%	BELOW	3	1	2	Marginal
399	SVTS	2013	7	Ford	1FD4E3FL8DDA50956	203,605	10	70.00%	30.00%	BELOW	3	1	2	Marginal
209	AACS/GRITS	2013	7	Ford	1FD4E4FS0DDB00234	164,613	10	70.00%	30.0%	BELOW	3	2	2.5	Adequate
133	BGCAP	2013	7	Ford Starcraft	1FD4E3FS2DDA20732	189,182	10	70.00%	30%	BELOW	3	2	2.5	Adequate
134	BGCAP	2013	7	Ford Starcraft	1FD4E3FS8DDA20735	181,022	10	70.00%	30%	BELOW	3	2	2.5	Adequate
135	BGCAP	2013	7	Ford Starcraft	1FD4E3FS5DDA20739	169,901	10	70.00%	30%	BELOW	3	2	2.5	Adequate
136	BGCAP	2013	7	Ford Starcraft	1FD4E3FS1DDA20740	171,749	10	70.00%	30%	BELOW	3	2	2.5	Adequate
137	BGCAP	2013	7	Ford Starcraft	1FD4E3FS8DDA20752	193,937	10	70.00%	30%	BELOW	3	2	2.5	Adequate
CK-3	CKCAC	2013	7	Ford	1FD4E3FLXDDA69976	185,007	10	70.00%	30.00%	BELOW	3	2	2.5	Adequate
25	FCTA	2013	7	Ford	1FD4E3FS5DDB28990	162,422	10	70.00%	30.0%	BELOW	3	2	2.5	Adequate
41	PACS Transportation	2013	7	Ford	1FD4E3FL0DDA44682	154,533	10	70.00%	30.0%	BELOW	3	2	2.5	Adequate
398	SVTS	2013	7	Ford	1FD4E3FL6DDA50955	161,033	10	70.00%	30.00%	BELOW	3	2	2.5	Adequate
207	AACS/GRITS	2013	7	Ford	1FD4E4FS4DDB00222	107,783	10	70.00%	30.0%	BELOW	3	3	3	Adequate
NE113	FTSB/NEAST	2013	7	Ford	1FTDS3EL0DDA47639	115,052	10	70.00%	30.0%	BELOW	3	3	3	Adequate
56	PACS Transportation	2013	7	Ford	1FD4E3FL1DDA44688	107,716	10	70.00%	30.0%	BELOW	3	3	3	Adequate
M138	BGCAP	2013	7	Ford	1FD4E3FS0DDA31003	63,866	10	70.00%	30%	BELOW	3	4	3.5	Good
935	Louis Wheels	2013	7	Starcraft	1FD4E3FL5DDA28915	106,469	10	70.00%	30.000%	BELOW	3	4	3.5	Good
936	Louis Wheels	2013	7	Starcraft	1FD4E3FL0DDA28918	119,696	10	70.00%	30.000%	BELOW	3	4	3.5	Good
937	Louis Wheels	2013	7	Starcraft	1FD4E3FL2DDA28919	184,174	10	70.00%	30.000%	BELOW	3	4	3.5	Good
939	Louis Wheels	2013	7	Starcraft	1FD4E3FL9DDA30988	103,120	10	70.00%	30.000%	BELOW	3	4	3.5	Good
ACSC1	BGCAP	2013	7	Dodge Grand Caravan	2C4RDGBG4DR629108	24,507	10	70.00%	30%	BELOW	3	5	4	Good
933	Louis Wheels	2013	7	Starcraft	1FD4E3FL7DDA28913	79,814	10	70.00%	30.000%	BELOW	3	5	4	Good
934	Louis Wheels	2013	7	Starcraft	1FD4E3FL3DDA28914	89,768	10	70.00%	30.000%	BELOW	3	5	4	Good
938	Louis Wheels	2013	7	Starcraft	1FD4E3FL8DDA30982	91,752	10	70.00%	30.000%	BELOW	3	5	4	Good
140	BGCAP	2014	6	Ford Starcraft	1FD4E3FS2EDA05858	203,687	10	60.00%	40%	BELOW	3	1	2	Adequate

Rolling Stock Condition Rating by Type: CU

144	BGCAP	2014	6	Ford Starcraft	1FDEE3FS0EDA05857	190,397	10	60.00%	40%	BELOW	3	2	2.5	Adequate
145	BGCAP	2014	6	Ford Starcraft	1FDEE3FS1EDA05849	174,728	10	60.00%	40%	BELOW	3	2	2.5	Adequate
37	FCTA	2014	6	Ford	1FDEE3FS1EDA05852	150,698	10	60.00%	40.0%	BELOW	3	2	2.5	Adequate
947	Louis Wheels	2014	6	Ford	1DFE4S2EDA52933	152,338	10	60.00%	40.000%	BELOW	3	2	2.5	Adequate
35	Murray Canalway Transit Authority	2014	6	FORD	1FDEE3FLXEDB10348	151,877	10	60.00%	40.00%	BELOW	3	2	2.5	Adequate
1408	RTEC	2014	6	Ford	1FDEE3FLXEDA09083	163,841	10	60.00%	40.00%	BELOW	3	2	2.5	Adequate
1409	RTEC	2014	6	Ford	1FDEE3FL5EDA13428	172,803	10	60.00%	40.00%	BELOW	3	2	2.5	Adequate
1410	RTEC	2014	6	Ford	1FDEE3FL2EDA13435	188,656	10	60.00%	40.00%	BELOW	3	2	2.5	Adequate
401	SVTS	2014	6	Ford	1FDEE3FL7EDA83657	195,062	10	60.00%	40.00%	BELOW	3	2	2.5	Adequate
402	SVTS	2014	6	Ford	1FDEE3FL9EDA83658	168,236	10	60.00%	40.00%	BELOW	3	2	2.5	Adequate
403	SVTS	2014	6	Ford	1FDEE3FL0EDA83659	167,628	10	60.00%	40.00%	BELOW	3	2	2.5	Adequate
404	SVTS	2014	6	Ford	1FDEE3FL4EDB10328	163,507	10	60.00%	40.00%	BELOW	3	2	2.5	Adequate
215	AACS/GRITS	2014	6	Ford	1FDEE3FL5EDA18256	141,521	10	60.00%	40.0%	BELOW	3	3	3	Good
141	BGCAP	2014	6	Ford Starcraft	1FDEE3FS4EDA05845	126,020	10	60.00%	40%	BELOW	3	3	3	Good
142	BGCAP	2014	6	Ford Starcraft	1FDEE3FSXEDA05851	122,682	10	60.00%	40%	BELOW	3	3	3	Good
143	BGCAP	2014	6	Ford Starcraft	1FDEE3FS8EDA05847	144,946	10	60.00%	40%	BELOW	3	3	3	Good
146	BGCAP	2014	6	Ford Starcraft	1FDEE3FS0EDA05860	125,154	10	60.00%	40%	BELOW	3	3	3	Good
CK-8	CKCAC	2014	6	Ford	1FDFE4FS3EDA66002	108,923	10	60.00%	40.00%	BELOW	3	3	3	Good
276	LKLP	2014	6	Ford	1FDEE3FL5EDB10337	109,716	10	60.00%	40.00%	BELOW	3	3	3	Good
277	LKLP	2014	6	Ford	1FDEE3FL7EDB10338	123,566	10	60.00%	40.00%	BELOW	3	3	3	Good
278	LKLP	2014	6	Ford	1FDEE3FL9EDB10339	101,935	10	60.00%	40.00%	BELOW	3	3	3	Good
945	Louis Wheels	2014	6	FORD	1FDFE4FS9EDA52931	128,429	10	60.00%	40.000%	BELOW	3	3	3	Good
946	Louis Wheels	2014	6	Ford	1FDFE4FS0EDA52932	145,625	10	60.00%	40.000%	BELOW	3	3	3	Good
948	Louis Wheels	2014	6	Ford	1FDFE4FS9EDA78705	145,326	10	60.00%	40.000%	BELOW	3	3	3	Good
36	Murray Canalway Transit Authority	2014	6	FORD	1FDEE3FL9EDA65175	102,297	10	60.00%	40.00%	BELOW	3	3	3	Good
104	NKCAA	2014	6	Ford	1FDEE3FL5EDA37969	106,368	10	60.00%	40.0%	BELOW	3	3	3	Good
10	PACS Transportation	2014	6	Ford	1FDEE3FLXEDA13439	119,215	10	60.00%	40.0%	BELOW	3	3	3	Good
1407	RTEC	2014	6	Ford	1FDEE3FL5EDA05832	123,714	10	60.00%	40.00%	BELOW	3	3	3	Good
940	Louis Wheels	2014	6	Starcraft	1FDEE3FL0EDA13434	104,931	10	60.00%	40.000%	BELOW	3	4	3.5	Good
942	Louis Wheels	2014	6	Starcraft	1FDEE3FL6EDA13437	100,974	10	60.00%	40.000%	BELOW	3	4	3.5	Good
103	NKCAA	2014	6	Ford	1FDEE3FL2EDA52350	66,984	10	60.00%	40.0%	BELOW	3	4	3.5	Good
25	PACS Transportation	2014	6	Ford	1FDEE3FLXEDA13442	58,794	10	60.00%	40.0%	BELOW	3	4	3.5	Good
1429	RTEC	2014	6	Ford	1FDFE4FS5EDA88888	116,060	10	60.00%	40.00%	BELOW	3	4	3.5	Good
941	Louis Wheels	2014	6	Starcraft	1FDEE3FL4EDA13436	89,715	10	60.00%	40.000%	BELOW	3	5	4	Good
#77	Owen Co. Fiscal Court	2014	6	Ford	1FDEE3FL1EDA65204	34,996	10	60.00%	40.00%	BELOW	3	5	4	Good
1430	RTEC	2014	6	Ford	1FDFE4FS7EDA88892	96,574	10	60.00%	40.00%	BELOW	3	5	4	Good
219	AACS/GRITS	2015	5	Ford	1FDFE4FS6FDA00755	161,007	10	50.00%	50.0%	BELOW	4	2	3	Good
HO1	PACS Transportation	2015	5	Ford	1FDEE3FLXFDA07318	171,186	10	50.00%	50.0%	BELOW	4	2	3	Good
HO2	PACS Transportation	2015	5	Ford	1FDEE3FL2FDA07345	162,501	10	50.00%	50.0%	BELOW	4	2	3	Good
220	AACS/GRITS	2015	5	Ford	1FDFE4FS3FDA00776	131,429	10	50.00%	50.0%	BELOW	4	3	3.5	Good
150	BGCAP	2015	5	Ford Starcraft	1FDEE4FS2FDA03206	148,526	10	50.00%	50%	BELOW	4	3	3.5	Good
151	BGCAP	2015	5	Ford Starcraft	1FDEE3FS5FDA03202	101,994	10	50.00%	50%	BELOW	4	3	3.5	Good

Rolling Stock Condition Rating by Type: CU

152	BGCAP	2015	5	Ford Starcraft	1FDEE3FS4FDA03207	111,904	10	50.00%	50%	BELOW	4	3	3.5	Good
153	BGCAP	2015	5	Ford Starcraft	1FDEE3FS7FDA03198	140,225	10	50.00%	50%	BELOW	4	3	3.5	Good
154	BGCAP	2015	5	Ford Starcraft	1FDEE3FS8FDA03193	122,989	10	50.00%	50%	BELOW	4	3	3.5	Good
155	BGCAP	2015	5	Ford Starcraft	1FDEE3FS3FDA03201	101,345	10	50.00%	50%	BELOW	4	3	3.5	Good
CK-9	CKCAC	2015	5	Ford	1FDEE3FL3FDA07323	143,053	10	50.00%	50.00%	BELOW	4	3	3.5	Good
39	FCTA	2015	5	Ford	1FDEE3FS8FDA07468	113,846	10	50.00%	50.0%	BELOW	4	3	3.5	Good
1503	KRFDC	2015	5	Ford	1FDEE3FL1FDA07336	111,668	10	50.00%	50.0%	BELOW	4	3	3.5	Good
280	LKLP	2015	5	Ford	1FDEE3FL0FDA15900	116,430	10	50.00%	50.00%	BELOW	4	3	3.5	Good
281	LKLP	2015	5	Ford	1FDEE3FL2FDA15901	131,226	10	50.00%	50.00%	BELOW	4	3	3.5	Good
283	LKLP	2015	5	Ford	1FDEE3FL6FDA15903	100,343	10	50.00%	50.00%	BELOW	4	3	3.5	Good
950	Louis Wheels	2015	5	Ford	1FDEE3FL1FDA07305	146,889	10	50.00%	50.000%	BELOW	4	3	3.5	Good
952	Louis Wheels	2015	5	Ford	1FDEE3FL0FDA07313	116,130	10	50.00%	50.000%	BELOW	4	3	3.5	Good
1501	RTEC	2015	5	Ford	1FDEE3FL9FDA07312	117,755	10	50.00%	50.00%	BELOW	4	3	3.5	Good
1504	RTEC	2015	5	Ford	1FDEE3FL0FDA07330	116,614	10	50.00%	50.00%	BELOW	4	3	3.5	Good
1505	RTEC	2015	5	Ford	1FDEE3FLXFDA07335	112,945	10	50.00%	50.00%	BELOW	4	3	3.5	Good
1506	RTEC	2015	5	Ford	1FDEE3FL0FDA07358	111,950	10	50.00%	50.00%	BELOW	4	3	3.5	Good
1507	RTEC	2015	5	Ford	1FDEE3FL9FDA07374	144,913	10	50.00%	50.00%	BELOW	4	3	3.5	Good
405	SVTS	2015	5	Ford	1FDEE3FL6FDA17571	100,466	10	50.00%	50.00%	BELOW	4	3	3.5	Good
221	AACS/GRITS	2015	5	Ford	1FD4E4FS3FDA00793	88,867	10	50.00%	50.0%	BELOW	4	4	4	Good
222	AACS/GRITS	2015	5	Ford	1FD4E4FS1FDA03255	63,257	10	50.00%	50.0%	BELOW	4	4	4	Good
CK-15	CKCAC	2015	5	Ford	1FDEE3FL9FDA23882	94,908	10	50.00%	50.00%	BELOW	4	4	4	Good
CK-16	CKCAC	2015	5	Ford	1FDEE3FL0FDA23883	76,076	10	50.00%	50.00%	BELOW	4	4	4	Good
1502	KRFDC	2015	5	Ford	1FDEE3FL4FDA07315	82,454	10	50.00%	50.0%	BELOW	4	4	4	Good
949	Louis Wheels	2015	5	Ford	1FDEE3FLXFDA07304	91,217	10	50.00%	50.000%	BELOW	4	4	4	Good
951	Louis Wheels	2015	5	Ford	1FDEE3FL3FDA07306	84,904	10	50.00%	50.000%	BELOW	4	4	4	Good
953	Louis Wheels	2015	5	FORD	1FDEE3FL1FDA07319	76,409	10	50.00%	50.000%	BELOW	4	4	4	Good
954	Louis Wheels	2015	5	Ford	1FDEE3FLXFDA07321	71,879	10	50.00%	50.000%	BELOW	4	4	4	Good
955	Louis Wheels	2015	5	Ford	1FDEE3FL1FDA07322	71,215	10	50.00%	50.000%	BELOW	4	4	4	Good
1508	RTEC	2015	5	Ford	1FDEE3FL8FDA07382	7,723	10	50.00%	50.00%	BELOW	4	5	4.5	Excellent
156	BGCAP	2016	4	Ford Starcraft	1FDEE3FS1GDC03706	119,243	10	40.00%	60%	BELOW	4	3	3.5	Good
157	BGCAP	2016	4	Ford Starcraft	1FDEE3FS3GDC03707	111,664	10	40.00%	60%	BELOW	4	3	3.5	Good
158	BGCAP	2016	4	Ford Starcraft	1FDEE3FS2GDC03746	117,055	10	40.00%	60%	BELOW	4	3	3.5	Good
162	BGCAP	2016	4	Ford Starcraft	1FDEE3FS4GDC22704	100,015	10	40.00%	60%	BELOW	4	3	3.5	Good
1522	RTEC	2016	4	Ford	1FDEE3FL1GDC03584	115,228	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1523	RTEC	2016	4	Ford	1FDEE3FL1GDC03603	112,055	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1524	RTEC	2016	4	Ford	1FDEE3FL2GDC03609	131,224	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1526	RTEC	2016	4	Ford	1FDEE3FL4GDC03546	128,181	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1527	RTEC	2016	4	Ford	1FDEE3FL3GDC03571	128,136	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1528	RTEC	2016	4	Ford	1FDEE3FL4GDC03577	127,627	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1533	RTEC	2016	4	Ford	1FDEE3FL1GDC03598	122,638	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1537	RTEC	2016	4	Ford	1FDEE3FL0GDC03513	109,769	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1540	RTEC	2016	4	Ford	1FDEE3FL6GDC03516	114,814	10	40.00%	60.00%	BELOW	4	3	3.5	Good

Rolling Stock Condition Rating by Type: CU

1551	RTEC	2016	4	Ford	1FDEE3FLXGDC03616	107,033	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1553	RTEC	2016	4	Ford	1FDEE3FL7GDC03623	126,367	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1525	RTEC	2016	4	Ford	1FDEE3FL3GDC03618	100,185	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1531	RTEC	2016	4	Ford	1FDEE3FL9GDC03591	106,785	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1532	RTEC	2016	4	Ford	1FDEE3FL6GDC03595	102,433	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1548	RTEC	2016	4	Ford	1FDEE3FLXGDC03583	101,380	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1552	RTEC	2016	4	Ford	1FDEE3FL1GDC03617	106,459	10	40.00%	60.00%	BELOW	4	3	3.5	Good
1557	RTEC	2016	4	Ford	1FDEE3FL4GDC03661	102,655	10	40.00%	60.00%	BELOW	4	3	3.5	Good
406	SVTS	2016	4	Ford	1FDEE3FL2GDC03593	128,827	10	40.00%	60.00%	BELOW	4	3	3.5	Good
407	SVTS	2016	4	Ford	1FDEE3FL4GDC03594	123,408	10	40.00%	60.00%	BELOW	4	3	3.5	Good
408	SVTS	2016	4	Ford	1FDEE3FL4GDC03627	123,917	10	40.00%	60.00%	BELOW	4	3	3.5	Good
409	SVTS	2016	4	Ford	1FDEE3FLXGDC03602	126,651	10	40.00%	60.00%	BELOW	4	3	3.5	Good
410	SVTS	2016	4	Ford	1FDEE3FL5GDC03538	121,280	10	40.00%	60.00%	BELOW	4	3	3.5	Good
411	SVTS	2016	4	Ford	1FDEE3FL7GDC03539	130,708	10	40.00%	60.00%	BELOW	4	3	3.5	Good
412	SVTS	2016	4	Ford	1FDEE3FLXGDC03552	146,913	10	40.00%	60.00%	BELOW	4	3	3.5	Good
413	SVTS	2016	4	Ford	1FDEE3FLGDC03567	102,956	10	40.00%	60.00%	BELOW	4	3	3.5	Good
415	SVTS	2016	4	Ford	1FDEE3FL9GDC03638	122,298	10	40.00%	60.00%	BELOW	4	3	3.5	Good
416	SVTS	2016	4	Ford	1FDEE3FL7GDC03685	137,586	10	40.00%	60.00%	BELOW	4	3	3.5	Good
225	AACS/GRITS	2016	4	Starcraft	1FDDE4FS4GDC50495	60,110	10	40.00%	60.0%	BELOW	4	4	4	Good
226	AACS/GRITS	2016	4	Starcraft	1FDDE4FS6GDC50496	55,889	10	40.00%	60.0%	BELOW	4	4	4	Good
160	BGCAP	2016	4	Ford Starcraft	1FDEE3FSXGDC23520	73,684	10	40.00%	60%	BELOW	4	4	4	Good
161	BGCAP	2016	4	Ford Starcraft	1FDEE3FSGDC22709	56,859	10	40.00%	60%	BELOW	4	4	4	Good
163	BGCAP	2016	4	Ford Starcraft	1FDEE3FSXGDC23517	87,357	10	40.00%	60%	BELOW	4	4	4	Good
164	BGCAP	2016	4	Ford Starcraft	1FDEE3FS0GDC23512	72,480	10	40.00%	60%	BELOW	4	4	4	Good
165	BGCAP	2016	4	Ford Starcraft	1FDEE3FS4GDC23514	81,829	10	40.00%	60%	BELOW	4	4	4	Good
166	BGCAP	2016	4	Ford Starcraft	1FDEE3FS3GDC23519	91,142	10	40.00%	60%	BELOW	4	4	4	Good
168	BGCAP	2016	4	Ford Starcraft	1FDEE3FS7GDC33325	67,996	10	40.00%	60%	BELOW	4	4	4	Good
CK-17	CKCAC	2016	4	Ford	1FDEE3FL1GDC03648	90,723	10	40.00%	60.00%	BELOW	4	4	4	Good
CK-32	CKCAC	2016	4	Ford	1FDEE3FL5GDC26107	87,895	10	40.00%	60.00%	BELOW	4	4	4	Good
45	FCTA	2016	4	Ford	1FDEE3FL4GDC09010	99,594	10	40.00%	60.0%	BELOW	4	4	4	Good
46	FCTA	2016	4	Ford	1FDEE3FL8GDC09012	86,957	10	40.00%	60.0%	BELOW	4	4	4	Good
47	FCTA	2016	4	Ford	1FDEE3FS5GDC50382	65,993	10	40.00%	60.0%	BELOW	4	4	4	Good
302	LKLP	2016	4	Ford	1FDEE3FL7GDC30949	89,701	10	40.00%	60.00%	BELOW	4	4	4	Good
303	LKLP	2016	4	Ford	1FDEE3FL3GDC30950	99,410	10	40.00%	60.00%	BELOW	4	4	4	Good
321	LKLP	2016	4	Ford	1FDEE3FL3GDC24257	52,389	10	40.00%	60.00%	BELOW	4	4	4	Good
323	LKLP	2016	4	Ford	1FDEE3FL4GDC24252	66,998	10	40.00%	60.00%	BELOW	4	4	4	Good
348	LKLP	2016	4	Ford	1FDEE3FLXGDC27205	87,936	10	40.00%	60.00%	BELOW	4	4	4	Good
350	LKLP	2016	4	Ford	1FDEE3FL8GDC27378	60,159	10	40.00%	60.00%	BELOW	4	4	4	Good
351	LKLP	2016	4	Ford	1FDEE3FL1GDC27383	63,715	10	40.00%	60.00%	BELOW	4	4	4	Good
353	LKLP	2016	4	Ford	1FBZX2CM2GKB32757	78,913	10	40.00%	60.00%	BELOW	4	4	4	Good
354	LKLP	2016	4	Ford	1FBZX2CM4GKB32758	57,962	10	40.00%	60.00%	BELOW	4	4	4	Good

Rolling Stock Condition Rating by Type: CU

355	LKLP	2016	4	Ford	1FBZX2CMXGKB45238	65,241	10	40.00%	60.00%	BELOW	4	4	4	Good
359	LKLP	2016	4	Ford	1FBZX2CM2GKB45234	56,988	10	40.00%	60.00%	BELOW	4	4	4	Good
958	Louis Wheels	2016	4	Ford	1FDEE3FL0GDC03575	54,945	10	40.00%	60.000%	BELOW	4	4	4	Good
961	Louis Wheels	2016	4	Ford	1FDEE3FL3GDC22721	54,680	10	40.00%	60.000%	BELOW	4	4	4	Good
962	Louis Wheels	2016	4	Ford	1FDEE3FL6GDC22731	57,224	10	40.00%	60.000%	BELOW	4	4	4	Good
963	Louis Wheels	2016	4	Ford	1FDEE3FL1GDC22734	51,288	10	40.00%	60.000%	BELOW	4	4	4	Good
39	Murray Canalway Transit Authority	2016	4	FORD	1FDEE3FLXGDC05396	81,280	10	40.00%	60.00%	BELOW	4	4	4	Good
200	PACS Transportation	2016	4	Ford	1FDEE3FL3GDC24243	53,368	10	40.00%	60.0%	BELOW	4	4	4	Good
201	PACS Transportation	2016	4	Ford	1FDEE3FL5GDC24244	61,914	10	40.00%	60.0%	BELOW	4	4	4	Good
202	PACS Transportation	2016	4	Ford	1FDEE3FL4GDC24249	59,148	10	40.00%	60.0%	BELOW	4	4	4	Good
HO3	PACS Transportation	2016	4	Ford	1FDEE3FL8GDC13240	98,873	10	40.00%	60.0%	BELOW	4	4	4	Good
16184	PATS	2016	4	FORD	1FDFF4FS1GDC03831	87,075	10	40.00%	60.00%	BELOW	4	4	4	Good
16185	PATS	2016	4	FORD	1FDFF4FS4GDC03841	63,234	10	40.00%	60.00%	BELOW	4	4	4	Good
16186	PATS	2016	4	FORD	1FDFF4FS5GDC03847	64,765	10	40.00%	60.00%	BELOW	4	4	4	Good
16192	PATS	2016	4	FORD	1FDFF4FS1GDC08477	72,061	10	40.00%	60.00%	BELOW	4	4	4	Good
16193	PATS	2016	4	FORD	1FDFF4FS3GDC08478	57,682	10	40.00%	60.00%	BELOW	4	4	4	Good
16195	PATS	2016	4	FORD	1FDFF4FS2GDC50494	82,926	10	40.00%	60.00%	BELOW	4	4	4	Good
1529	RTEC	2016	4	Ford	1FDEE3FL9GDC03588	90,747	10	40.00%	60.00%	BELOW	4	4	4	Good
1530	RTEC	2016	4	Ford	1FDEE3FL0GDC03589	73,776	10	40.00%	60.00%	BELOW	4	4	4	Good
1534	RTEC	2016	4	Ford	1FDEE3FL3GDC03599	85,907	10	40.00%	60.00%	BELOW	4	4	4	Good
1535	RTEC	2016	4	Ford	1FDEE3FL5GDC03605	87,439	10	40.00%	60.00%	BELOW	4	4	4	Good
1536	RTEC	2016	4	Ford	1FDEE3FL9GDC03512	81,391	10	40.00%	60.00%	BELOW	4	4	4	Good
1538	RTEC	2016	4	Ford	1FDEE3FL2GDC03514	90,991	10	40.00%	60.00%	BELOW	4	4	4	Good
1539	RTEC	2016	4	Ford	1FDEE3FL4GDC03515	76,740	10	40.00%	60.00%	BELOW	4	4	4	Good
1542	RTEC	2016	4	Ford	1FDEE3FL8GDC03520	91,604	10	40.00%	60.00%	BELOW	4	4	4	Good
1545	RTEC	2016	4	Ford	1FDEE3FL3GDC05370	89,152	10	40.00%	60.00%	BELOW	4	4	4	Good
1546	RTEC	2016	4	Ford	1FDEE3FLXGDC05379	77,082	10	40.00%	60.00%	BELOW	4	4	4	Good
1549	RTEC	2016	4	Ford	1FDEE3FL5GDC03586	94,532	10	40.00%	60.00%	BELOW	4	4	4	Good
1550	RTEC	2016	4	Ford	1FDEE3FL8GDC03615	84,465	10	40.00%	60.00%	BELOW	4	4	4	Good
1554	RTEC	2016	4	Ford	1FDEE3FL9GDC03624	95,832	10	40.00%	60.00%	BELOW	4	4	4	Good
1555	RTEC	2016	4	Ford	1FDEE3FL8GDC03646	72,526	10	40.00%	60.00%	BELOW	4	4	4	Good
1556	RTEC	2016	4	Ford	1FDEE3FL4GDC03658	83,242	10	40.00%	60.00%	BELOW	4	4	4	Good
1558	RTEC	2016	4	Ford	1FDEE3FL8GDC03663	95,456	10	40.00%	60.00%	BELOW	4	4	4	Good
1559	RTEC	2016	4	Ford	1FDEE3FL7GDC03671	97,507	10	40.00%	60.00%	BELOW	4	4	4	Good
1560	RTEC	2016	4	Ford	1FDEE3FL4GDC03675	86,785	10	40.00%	60.00%	BELOW	4	4	4	Good
1561	RTEC	2016	4	Ford	1FDEE3FL3GDC03683	65,391	10	40.00%	60.00%	BELOW	4	4	4	Good
1603	RTEC	2016	4	Ford	1FDEE3FL9GDC22626	64,497	10	40.00%	60.00%	BELOW	4	4	4	Good
1604	RTEC	2016	4	Ford	1FDEE3FL2GDC22628	73,216	10	40.00%	60.00%	BELOW	4	4	4	Good
1608	RTEC	2016	4	Ford	1FDEE3FL4GDC23473	80,196	10	40.00%	60.00%	BELOW	4	4	4	Good
1609	RTEC	2016	4	Ford	1FDEE3FS4GDC49224	93,144	10	40.00%	60.00%	BELOW	4	4	4	Good
1610	RTEC	2016	4	Ford	1FDEE3FS1GDC50377	65,804	10	40.00%	60.00%	BELOW	4	4	4	Good

Rolling Stock Condition Rating by Type: CU

1611	RTEC	2016	4	Ford	1FDEE3FS5GDC50379	54,015	10	40.00%	60.00%	BELOW	4	4	4	Good
1613	RTEC	2016	4	Ford	1FDEE3FS9GDC50384	58,709	10	40.00%	60.00%	BELOW	4	4	4	Good
1614	RTEC	2016	4	Ford	1FDEE3FS0GDC50385	61,890	10	40.00%	60.00%	BELOW	4	4	4	Good
1616	RTEC	2016	4	Ford	1FDEE3FS6GDC50388	80,033	10	40.00%	60.00%	BELOW	4	4	4	Good
1617	RTEC	2016	4	Ford	1FDEE3FS8GDC50389	69,394	10	40.00%	60.00%	BELOW	4	4	4	Good
1618	RTEC	2016	4	Ford	1FDEE3FS4GDC50390	66,162	10	40.00%	60.00%	BELOW	4	4	4	Good
1619	RTEC	2016	4	Ford	1FDEE3FSXGDC50393	92,150	10	40.00%	60.00%	BELOW	4	4	4	Good
1620	RTEC	2016	4	Ford	1FDEE3FS1GDC50394	58,443	10	40.00%	60.00%	BELOW	4	4	4	Good
1621	RTEC	2016	4	Ford	1FDEE3FS3GDC50395	66,689	10	40.00%	60.00%	BELOW	4	4	4	Good
1622	RTEC	2016	4	Ford	1FDEE3FS9GDC50398	51,741	10	40.00%	60.00%	BELOW	4	4	4	Good
1623	RTEC	2016	4	Ford	1FDEE3FS0GDC50399	65,142	10	40.00%	60.00%	BELOW	4	4	4	Good
1624	RTEC	2016	4	Ford	1FDEE3FS5GDC50401	53,456	10	40.00%	60.00%	BELOW	4	4	4	Good
1626	RTEC	2016	4	Ford	1FDEE3FS4GDC50406	72,143	10	40.00%	60.00%	BELOW	4	4	4	Good
1627	RTEC	2016	4	Ford	1FDEE3FS5GDC51385	58,247	10	40.00%	60.00%	BELOW	4	4	4	Good
1628	RTEC	2016	4	Ford	1FDEE3FS7GDC51386	70,215	10	40.00%	60.00%	BELOW	4	4	4	Good
417	SVTS	2016	4	Ford	1FDEE3FL9GDC03686	94,983	10	40.00%	60.00%	BELOW	4	4	4	Good
420	SVTS	2016	4	Ford	1FDEE3FS5GDC58272	64,652	10	40.00%	60.00%	BELOW	4	4	4	Good
421	SVTS	2016	4	Ford	1FDEE3FS2GDC58276	72,232	10	40.00%	60.00%	BELOW	4	4	4	Good
223	AACS/GRITS	2016	4	Ford	1FDGF5GY6GEA40341	56,772	10	40.00%	60.0%	BELOW	4	5	4.5	Excellent
227	AACS/GRITS	2016	4	Starcraft	1FDFE4FS4GDC50512	35,626	10	40.00%	60.0%	BELOW	4	5	4.5	Excellent
ACSC160	BGCAP	2016	4	Ford	1FDEE3FS9GDC33326	9,435	10	40.00%	60%	BELOW	4	5	4.5	Excellent
CK-19	CKCAC	2016	4	Ford	1FDEE3FLXGDC19122	38,299	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
92	FKFT	2016	4	Ford	1FDFE4FS8GDC15538	48,435	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
93	FKFT	2016	4	Ford	1FDEE3FL4GDC26034	46,430	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
94	FKFT	2016	4	Ford	1FDEE3FLXGDC26037	37,688	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
95	FKFT	2016	4	Ford	1FDFE4FS3GDC55249	31,732	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
1607	KRFDC	2016	4	Ford	1FDEE3FS7GDC45426	43,575	10	40.00%	60.0%	BELOW	4	5	4.5	Excellent
322	LKLP	2016	4	Ford	1FDEE3FL5GDC24258	49,201	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
346	LKLP	2016	4	Ford	1FDEE3FL0GDC27388	49,982	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
347	LKLP	2016	4	Ford	1FDEE3FL0GDC27391	49,528	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
349	LKLP	2016	4	Ford	1FDEE3FL5GDC27208	34,778	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
352	LKLP	2016	4	Ford	1FDEE3FL9GDC27387	46,372	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
356	LKLP	2016	4	Ford	1FBZX2CM4GKB45235	36,300	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
357	LKLP	2016	4	Ford	1FBZX2CM8GKB45237	46,351	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
358	LKLP	2016	4	Ford	1FBZX2CM6GKB45236	44,375	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
959	Louis Wheels	2016	4	Ford	1FDEE3FL2GDC03576	47,456	10	40.00%	60.000%	BELOW	4	5	4.5	Excellent
960	Louis Wheels	2016	4	Ford	1FDEE3FL4GDC03580	41,727	10	40.00%	60.000%	BELOW	4	5	4.5	Excellent
964	Louis Wheels	2016	4	Ford	1FDEE3FL1GDC23463	42,879	10	40.00%	60.000%	BELOW	4	5	4.5	Excellent
965	Louis Wheels	2016	4	Ford	1FDEE3FLXGDC23476	63,668	10	40.00%	60.000%	BELOW	4	5	4.5	Excellent
966	Louis Wheels	2016	4	Ford	1FDEE3FLXGDC23493	73,600	10	40.00%	60.000%	BELOW	4	5	4.5	Excellent
967	Louis Wheels	2016	4	Ford	1FDEE3FL3GDC23495	86,626	10	40.00%	60.000%	BELOW	4	5	4.5	Excellent
40	Murray Canalway Transit Authority	2016	4	FORD	1FDEE3FS7GDC58273	45,431	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
#05	Owen Co. Fiscal Court	2016	4	Ford	1FDEE3FL3GDC03649	16,385	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
203	PACS Transportation	2016	4	Ford	1FDEE3FL2GDC24282	9,326	10	40.00%	60.0%	BELOW	4	5	4.5	Excellent

Rolling Stock Condition Rating by Type: CU

205	PACS Transportation	2016	4	Ford	1FDEE3FL2GDC23505	44,829	10	40.00%	60.0%	BELOW	4	5	4.5	Excellent
206	PACS Transportation	2016	4	Ford	1FDEE3FL1GDC24287	29,424	10	40.00%	60.0%	BELOW	4	5	4.5	Excellent
16187	PATS	2016	4	FORD	1FDFF4FS8GDC02692	83,622	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
16188	PATS	2016	4	FORD	1FDFF4FSXGDC05092	60,124	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
16189	PATS	2016	4	FORD	1FDFF4FS9GDC05844	83,544	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
16190	PATS	2016	4	FORD	1FDFF4FS6GDC05090	91,556	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
16191	PATS	2016	4	FORD	1FDFF4FS1GDC05093	95,410	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
16194	PATS	2016	4	FORD	1FDFF4FS5GDC08479	44,492	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
1562	RTEC	2016	4	Ford	1FDFF4FS6GDC03825	84,710	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
1563	RTEC	2016	4	Ford	1FDFF4FS7GDC03834	81,758	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
1564	RTEC	2016	4	Ford	1FDFF4FS8GDC03826	66,570	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
1605	RTEC	2016	4	Ford	1FDEE3FL7GDC22625	26,093	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
1612	RTEC	2016	4	Ford	1FDEE3FS1GDC50380	45,574	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
1615	RTEC	2016	4	Ford	1FDEE3FS2GDC50386	38,567	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
1625	RTEC	2016	4	Ford	1FDEE3FS0GDC50404	40,132	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
16183	PATS	2016	4	FORD	1FDFF4FS8GDC00019	19,092	10	40.00%	60.00%	BELOW	4	5	4.5	Excellent
170	BGCAP	2017	3	Ford Starcraft	1FDEE3FS6HDC01337	51,947	10	30.00%	70%	BELOW	4	4	4	Excellent
174	BGCAP	2017	3	Ford Starcraft	1FDEE3FS2HDC01349	57,216	10	30.00%	70%	BELOW	4	4	4	Excellent
175	BGCAP	2017	3	Ford Starcraft	1FDEE3FS4HDC01353	56,116	10	30.00%	70%	BELOW	4	4	4	Excellent
176	BGCAP	2017	3	Ford Starcraft	1FDEE3FS0HDC01334	54,065	10	30.00%	70%	BELOW	4	4	4	Excellent
48	FCTA	2017	3	Ford	1FDEE3FS5HDC01328	50,832	10	30.00%	70.0%	BELOW	4	4	4	Excellent
49	FCTA	2017	3	Ford	1FDEE3FS5HDC01331	57,713	10	30.00%	70.0%	BELOW	4	4	4	Excellent
974	Louis Wheels	2017	3	Ford	1FDEE3FS8HDC01372	50,156	10	30.00%	70.000%	BELOW	4	4	4	Excellent
976	Louis Wheels	2017	3	Ford	1FDEE3FS0HDC05335	58,448	10	30.00%	70.000%	BELOW	4	4	4	Excellent
M1	PACS Transportation	2017	3	Ford	1FDEE3FS5HDC36502	52,155	10	30.00%	70.0%	BELOW	4	4	4	Excellent
M2	PACS Transportation	2017	3	Ford	1FDEE3FS7HDC36503	58,258	10	30.00%	70.0%	BELOW	4	4	4	Excellent
422	SVTS	2017	3	Ford	1FDEE3FS5HDC01345	62,895	10	30.00%	70.00%	BELOW	4	4	4	Excellent
423	SVTS	2017	3	Ford	1FDEE3FS7HDC01346	60,999	10	30.00%	70.00%	BELOW	4	4	4	Excellent
424	SVTS	2017	3	Ford	1FDEE3FS9HDC01350	70,795	10	30.00%	70.00%	BELOW	4	4	4	Excellent
425	SVTS	2017	3	Ford	1FDEE3FS0HDC01351	91,432	10	30.00%	70.00%	BELOW	4	4	4	Excellent
427	SVTS	2017	3	Ford	1FDEE3FS6HDC01371	64,603	10	30.00%	70.00%	BELOW	4	4	4	Excellent
428	SVTS	2017	3	Ford	1FDEE3FSXDC01325	68,837	10	30.00%	70.00%	BELOW	4	4	4	Excellent
229	AACS/GRITS	2017	3	Starcraft	1FDFF4FS7HDC06752	27,529	10	30.00%	70.0%	BELOW	4	5	4.5	Excellent
171	BGCAP	2017	3	Ford Starcraft	1FDEE3FSXHDC01339	46,860	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1177	BGCAP	2017	3	Ford StarTrans	1FDEE3FS9HDC57465	26,994	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1178	BGCAP	2017	3	Ford StarTrans	1FDEE3FS3HDC55825	23,258	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1179	BGCAP	2017	3	Ford StarTrans	1FDEE3FS4HDC57471	20,629	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1180	BGCAP	2017	3	Ford StarTrans	1FDEE3FS7HDC55830	24,180	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1181	BGCAP	2017	3	Ford StarTrans	1FDEE3FS5HDC57477	20,063	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1182	BGCAP	2017	3	Ford StarTrans	1FDEE3FS7HDC57478	32,642	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1183	BGCAP	2017	3	Ford StarTrans	1FDEE3FS7HDC57464	22,066	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1184	BGCAP	2017	3	Ford StarTrans	1FDEE3FS0HDC57466	26,659	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1185	BGCAP	2017	3	Ford StarTrans	1FDEE3FS8HDC57473	24,027	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1186	BGCAP	2017	3	Ford StarTrans	1FDEE3FS2HDC57467	21,732	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1187	BGCAP	2017	3	Ford StarTrans	1FDEE3FS4HDC57468	22,463	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1188	BGCAP	2017	3	Ford StarTrans	1FDEE3FS6HDC57469	26,628	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1189	BGCAP	2017	3	Ford StarTrans	1FDEE3FS6HDC57472	29,098	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1190	BGCAP	2017	3	Ford StarTrans	1FDEE3FSXHDC57474	20,043	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1191	BGCAP	2017	3	Ford StarTrans	1FDEE3FS1HDC57475	21,075	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1192	BGCAP	2017	3	Ford StarTrans	1FDEE3FS2HDC57470	19,159	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1193	BGCAP	2017	3	Ford StarTrans	1FDEE3FS5HDC61027	25,880	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1194	BGCAP	2017	3	Ford StarTrans	1FDEE3FS3HDC57476	20,429	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1195	BGCAP	2017	3	Ford StarTrans	1FDEE3FS0HDC61033	17,635	10	30.00%	70%	BELOW	4	5	4.5	Excellent
1196	BGCAP	2017	3	Ford StarTrans	1FDEE3FS2HDC61034	17,859	10	30.00%	70%	BELOW	4	5	4.5	Excellent

Rolling Stock Condition Rating by Type: CU

CK-38	CKCAC	2017	3	Ford	1FDEE3FS3HDC22355	19,483	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
CK-39	CKCAC	2017	3	Ford	1FDEE3FS0HDC22345	16,027	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
CK-40	CKCAC	2017	3	Ford	1FDEE3FS9HDC22358	37,105	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
CK-41	CKCAC	2017	3	FORD	1FDEE3FS8HDC22366	24,317	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
50	FCTA	2017	3	Ford	1FDEE3FS7HDC01332	43,436	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
51	FCTA	2017	3	Ford	1FDEE3FS9HDC01333	40,747	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
61	FCTA	2017	3	FORD	1FDEE3FS7HDC61028	15,709	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
62	FCTA	2017	3	FORD	1FDEE3FS4HDC61035	13,756	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
63	FCTA	2017	3	FORD	1FDEE3FS5HDC62016	21,135	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
64	FCTA	2017	3	FORD	1FDEE3FS9HDC62018	5,811	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
65	FCTA	2017	3	FORD	1FDEE3FS8HDC61037	19,410	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
66	FCTA	2017	3	FORD	1FDEE3FSXHDC61038	21,991	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
67	FCTA	2017	3	FORD	1FDEE3FSXHDC61041	21,940	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
68	FCTA	2017	3	FORD	1FDEE3FS0HDC62022	19,772	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
69	FCTA	2017	3	FORD	1FDEE3FSXHDC62013	13,699	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
70	FCTA	2017	3	FORD	1FDEE3FS0HDC62019	16,297	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
71	FCTA	2017	3	FORD	1FDEE3FSXHDC62027	17,554	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
83	FKFT	2017	3	Ford	1FDXE4FS5HDC03154	32,101	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
84	FKFT	2017	3	Ford	1FDXE4FS1HDC73934	5,226	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
96	FKFT	2017	3	Ford	1FDWE3FS2HDC61054	8,490	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
970	Louis Wheels	2017	3	Ford	1FDEE3FS6HDC01354	46,216	10	30.00%	70.000%	BELOW	4	5	4.5	Excellent
971	Louis Wheels	2017	3	Ford	1FDEE3FS8HDC01355	25,573	10	30.00%	70.000%	BELOW	4	5	4.5	Excellent
972	Louis Wheels	2017	3	Ford	1FDEE3FS0HDC01365	42,510	10	30.00%	70.000%	BELOW	4	5	4.5	Excellent
973	Louis Wheels	2017	3	Ford	1FDEE3FS2HDC01366	45,180	10	30.00%	70.000%	BELOW	4	5	4.5	Excellent
975	Louis Wheels	2017	3	Ford	1FDEE3FS9HDC05334	22,845	10	30.00%	70.000%	BELOW	4	5	4.5	Excellent
977	Louis Wheels	2017	3	Ford	1FDEE3FS1HDC05344	22,775	10	30.00%	70.000%	BELOW	4	5	4.5	Excellent
969	Louis Wheels	2017	3	Ford	1FDEE3FS8HDC01340	3,591	10	30.00%	70.000%	BELOW	4	5	4.5	Excellent
968	Louis Wheels	2017	3	Ford	1FDEE3FS8HDC01338	6,352	10	30.00%	70.000%	BELOW	4	5	4.5	Excellent
101	Authority	2017	3	FORD	1FDEE3FS4HDC33669	29,599	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
#SC1	Owen Co. Fiscal Court	2017	3	Ford	1FDEE3FS3HDC41651	1,446	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
#11	Owen Co. Fiscal Court	2017	3	Ford	1FDEE3FS0HDC64305	1,311	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
207	PACS Transportation	2017	3	Ford	1FDEE3FS8HDC01341	35,238	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
208	PACS Transportation	2017	3	Ford	1FDEE3FSXHDC01342	23,698	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
17196	PATS	2017	3	FORD	1FDXE4FS6HDC01414	34,818	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
17197	PATS	2017	3	FORD	1FDXE4FS6HDC01400	31,673	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
17198	PATS	2017	3	FORD	1FDXE4FS1HDC01398	35,193	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
17199	PATS	2017	3	FORD	1FDXE4FS3HDC01399	40,756	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
17214	PATS	2017	3	FORD	1FDXE4FS1HDC49211	11,040	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
17215	PATS	2017	3	FORD	1FDXE4FS5HYDC67193	24,636	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
17216	PATS	2017	3	FORD	1FDXE4FS7HDC67194	12,010	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
17217	PATS	2017	3	FORD	1FDXE4FS9HDC67195	14,066	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
17218	PATS	2017	3	FORD	1FDXE4FS0HDC67196	11,963	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
17219	PATS	2017	3	FORD	1FDXE4FS2HDC67197	7,360	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
17220	PATS	2017	3	FORD	1FDXE4FS4HDC67198	9,747	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1702	RTEC	2017	3	Ford	1FDEE3FS8HDC17894	26,565	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1706	RTEC	2017	3	Ford	1FDEE3FS7HDC52989	22,977	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1707	RTEC	2017	3	Ford	1FDEE3FS3HDC52990	18,921	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1708	RTEC	2017	3	Ford	1FDEE3FS5HDC52991	28,591	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1709	RTEC	2017	3	Ford	1FDEE3FS7HDC52992	36,615	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1710	RTEC	2017	3	Ford	1FDEE3FS9HDC52993	28,640	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1711	RTEC	2017	3	Ford	1FDEE3FS0HDC52994	36,366	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1712	RTEC	2017	3	Ford	1FDEE3FS6HDC52997	14,404	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1713	RTEC	2017	3	Ford	1FDEE3FS8HDC52998	20,353	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1714	RTEC	2017	3	Ford	1FDEE3FSXHDC52999	29,859	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1715	RTEC	2017	3	Ford	1FDEE3FS5HDC61030	21,849	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent

Rolling Stock Condition Rating by Type: CU

1716	RTEC	2017	3	Ford	1FDEE3FS7HDC61031	18,071	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1717	RTEC	2017	3	Ford	1FDEE3FS9HDC61032	14,505	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1718	RTEC	2017	3	Ford	1FDEE3FS6HDC610336	29,464	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1719	RTEC	2017	3	Ford	1FDEE3FS1HDC61039	23,123	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1720	RTEC	2017	3	Ford	1FDEE3FS6HDC62025	11,810	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1721	RTEC	2017	3	Ford	1FDEE3FS8HDC62026	16,499	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1722	RTEC	2017	3	Ford	1FDEE3FS1HDC62028	21,624	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1723	RTEC	2017	3	Ford	1FDEE3FS2HDC64306	19,171	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1724	RTEC	2017	3	Ford	1FDEE3FS3HDC64315	22,468	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1725	RTEC	2017	3	Ford	1FDEE3FS0HDC64319	18,463	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1726	RTEC	2017	3	Ford	1FDEE3FS9HDC64321	18,121	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1727	RTEC	2017	3	Ford	1FDEE3FS0HDC64322	26,348	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1728	RTEC	2017	3	Ford	1FDEE3FS7HDC64303	26,696	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1729	RTEC	2017	3	Ford	1FDEE3FS9HDC64304	21,105	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1730	RTEC	2017	3	Ford	1FDEE3FS4HDC64307	31,737	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1731	RTEC	2017	3	Ford	1FDEE3FS6HDC64308	17,599	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1732	RTEC	2017	3	Ford	1FDEE3FS8HDC64309	17,767	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1733	RTEC	2017	3	Ford	1FDEE3FS4HDC64310	21,090	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1734	RTEC	2017	3	Ford	1FDEE3FS6HDC64311	12,427	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1735	RTEC	2017	3	Ford	1FDEE3FS8HDC64312	18,444	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1736	RTEC	2017	3	Ford	1FDEE3FSXHDC64313	15,774	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1737	RTEC	2017	3	Ford	1FDEE3FS1HDC64314	17,411	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1738	RTEC	2017	3	Ford	1FDEE3FS5HDC64316	15,800	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1739	RTEC	2017	3	Ford	1FDEE3FS7HDC64317	15,249	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1740	RTEC	2017	3	Ford	1FDEE3FS9HDC64318	7,719	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1741	RTEC	2017	3	Ford	1FDEE3FS7HDC64320	7,656	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1742	RTEC	2017	3	Ford	1FDEE3FS2HDC64323	15,621	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1743	RTEC	2017	3	Ford	1FDEE3FS4HDC64324	5,179	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1746	RTEC	2017	3	Ford	1FDEE3FSXHDC64327	5,477	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1747	RTEC	2017	3	Ford	1FDEE3FS1HDC64328	7,489	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1748	RTEC	2017	3	Ford	1FDEE3FS3HDC64329	6,274	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1749	RTEC	2017	3	Ford	1FDEE3FSXHDC64330	4,046	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1750	RTEC	2017	3	Ford	1FDEE3FS1HDC64331	4,525	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1751	RTEC	2017	3	Ford	1FDEE3FS3HDC64332	5,622	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1752	RTEC	2017	3	Ford	1FDEE3FS5HDC64333	5,046	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1753	RTEC	2017	3	Ford	1FDEE3FS7HDC64334	2,394	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1754	RTEC	2017	3	Ford	1FDEE3FS9HDC64335	902	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1755	RTEC	2017	3	Ford	1FDEE3FS0HDC64336	2,662	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1756	RTEC	2017	3	Ford	1FDZX2CM4HKB38326	1,259	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1757	RTEC	2017	3	Ford	1FDZX2CM6HKB38327	4,340	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1758	RTEC	2017	3	Ford	1FDZX2CM8HKB38328	7,154	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
1759	RTEC	2017	3	Ford	1FDZX2CMXHKB38329	4,143	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
426	SVTS	2017	3	Ford	1FDEE3FS4HDC01370	49,545	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
438	SVTS	2017	3	Ford	1FDEE3FS5HDC55826	46,531	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
439	SVTS	2017	3	Ford	1FDEE3FS9HDC55831	34,689	10	30.00%	70.00%	BELOW	4	5	4.5	Excellent
183	BGCAP	2018	2	Ford StarTrans	1FDEE3FS5JDC06602	334	10	20.00%	80%	BELOW	5	5	5	Excellent
184	BGCAP	2018	2	Ford StarTrans	1FDEE3FS1JDC16527	338	10	20.00%	80%	BELOW	5	5	5	Excellent
185?	BGCAP	2018	2	Ford StarTrans	1FDEE3F33JDC16531	330	10	20.00%	80%	BELOW	5	5	5	Excellent
LCSC6	BGCAP	2018	2	Ford StarTrans	1FDEE3FS1JDC16530	326	10	20.00%	80%	BELOW	5	5	5	Excellent

Rolling Stock Condition Rating by Type: CU

1801	KRFDC	2018	2	Ford	1FDDE4FS0JDC07700	373	10	20.00%	80.00%	BELOW	5	5	5	Excellent
1802	KRFDC	2018	2	Ford	1FDDE4FS0JDC07702	380	10	20.00%	80.00%	BELOW	5	5	5	Excellent
1803	KRFDC	2018	2	Ford	1FDDE4FS2JDC07703	370	10	20.00%	80.00%	BELOW	5	5	5	Excellent
980	Louis Wheels	2018	2	Ford	1FDDE3FS7JDC06603	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
982	Louis Wheels	2018	2	Ford	1FDDE3FS8JDC06609	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
985	Louis Wheels	2018	2	Ford	1FDDE3FSXJDC06630	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
986	Louis Wheels	2018	2	Ford	1FDDE3FS1JDC06631	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
987	Louis Wheels	2018	2	Ford	1FDDE3FS5JDC06633	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
988	Louis Wheels	2018	2	Ford	1FDDE3FS7JDC6634	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
989	Louis Wheels	2018	2	Ford	1FDDE3FS0JDC06605	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
979	Louis Wheels	2018	2	Ford	1FDDE3FS6JDC06601	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
981	Louis Wheels	2018	2	Ford	1FDDE3FS6JDC06608	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
983	Louis Wheels	2018	2	Ford	1FDDE3FS4JDC06610	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
984	Louis Wheels	2018	2	Ford	1FDDE3FS6JDC06611	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
990	Louis Wheels	2018	2	Ford	1FDDE3FS3JDC07618	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
991	Louis Wheels	2018	2	Ford	1FDDE3FSXJDC16526	314	10	20.00%	80.000%	BELOW	5	5	5	Excellent
102	Murray Calloway Transit Authority	2018	2	FORD	1FDDE3FS1HDC62014	21,342	10	20.00%	80.00%	BELOW	5	5	5	Excellent
103	Murray Calloway Transit Authority	2018	2	FORD	1FDDE3FS8HDC61040	40,045	10	20.00%	80.00%	BELOW	5	5	5	Excellent
104	Murray Calloway Transit Authority	2018	2	FORD	1FDDE3FS2HDC62023	14,447	10	20.00%	80.00%	BELOW	5	5	5	Excellent
105	Murray Calloway Transit Authority	2018	2	FORD	1FDDE3FS4HDC62024	10,947	10	20.00%	80.00%	BELOW	5	5	5	Excellent
106	Murray Calloway Transit Authority	2018	2	FORD	1FDDE3FS3HDC62015	12,430	10	20.00%	80.00%	BELOW	5	5	5	Excellent
107	Murray Calloway Transit Authority	2018	2	FORD	1FDDE3FS9HDC62021	12,037	10	20.00%	80.00%	BELOW	5	5	5	Excellent
1810	RTEC	2018	2	Ford	1FDDE3FS0JDC07608	462	10	20.00%	80.00%	BELOW	5	5	5	Excellent
1811	RTEC	2018	2	Ford	1FDDE3FS9JDC07610	461	10	20.00%	80.00%	BELOW	5	5	5	Excellent

Rolling Stock Condition Rating by Type: MV

UNIT #	Names of Agency	YR	AGE	MAKE	VIN NUMBER	CURRENT MILEAGE	TAM ULB BENCHMARK	% ULB Life Used	%ULB Remaining	TAM Rating Description	TAM ULB STATUS	TAM ULB AGE Rating	Condition Rating Based Upon Mileage Useful Life	Overall Condition Rating Per Vehicle and Type	Overall Condition Rating Description
2	CCMH	2008	12	Chrysler	ZA8HR44H58R707685	122,382	8	150.00%	-50.000%	Poor	EXCEEDED	1	1	1	Poor
196	CKCAC	2008	12	Chevy	1GBDV13W28D210780	305,108	8	150.00%	-50.00%	Poor	EXCEEDED	1	1	1	Poor
165	CKCAC	2006	14	Chevy	1GBDV13L76D222622	300,113	8	175.00%	-75.00%	Poor	EXCEEDED	1	1	1	Poor
KM1343	DBCAA	2003	17	Dodge	1D4GP25R83B271333	219,698	8	212.50%	-112.50%	Poor	EXCEEDED	1	1	1	Poor
K9164	DBCAA	2003	17	Chevy	1GNDX03E03D147556	211,410	8	212.50%	-112.50%	Poor	EXCEEDED	1	1	1	Poor
KM2680-repl	DBCAA	2004	16	Ford	2FMZA50614BB30164	278,445	8	200.00%	-100.00%	Poor	EXCEEDED	1	1	1	Poor
KM2684-repl	DBCAA	2004	16	Ford	2FMZA50674BB30167	239,951	8	200.00%	-100.00%	Poor	EXCEEDED	1	1	1	Poor
KM2679-repl	DBCAA	2004	16	Ford	2FMZA506X4BB30163	264,439	8	200.00%	-100.00%	Poor	EXCEEDED	1	1	1	Poor
M9582	DBCAA	2006	14	Chevy	1GBDV13L06D209324	217,440	8	175.00%	-75.00%	Poor	EXCEEDED	1	1	1	Poor
M9584	DBCAA	2006	14	CHEVY	1GBDV13L86D211824	221,321	8	175.00%	-75.00%	Poor	EXCEEDED	1	1	1	Poor
KN3029	DBCAA	2007	13	Chevy	1GBDV13107D156060	237,811	8	162.50%	-62.50%	Poor	EXCEEDED	1	1	1	Poor
KN3026	DBCAA	2007	13	Chevy	1GBDV13147D156224	204,251	8	162.50%	-62.50%	Poor	EXCEEDED	1	1	1	Poor
KN3024	DBCAA	2007	13	Chevy	1GBDV131X7D164313	246,551	8	162.50%	-62.50%	Poor	EXCEEDED	1	1	1	Poor
KN6413	DBCAA	2008	12	Dodge	1D8HN44H48B158077	261,867	8	150.00%	-50.00%	Poor	EXCEEDED	1	1	1	Poor
KN6415	DBCAA	2008	12	Dodge	1D8HN44H48B158080	302,462	8	150.00%	-50.00%	Poor	EXCEEDED	1	3	2	Marginal
154	ACS Transportati	2007	13	Dodge	1D4GP24E87B176677	146,436	8	162.50%	-62.5%	Poor	EXCEEDED	1	1	1	Poor
138	LVCAP	2005	15	Chevy	1GBDV13E85D119709	208,223	8	187.50%	-87.500%	Poor	EXCEEDED	1	2	1.5	Marginal
T-112	LVCAP	2002	18	Chevy	1GNDU23E52D179129	162,030	8	225.00%	-125.000%	Poor	EXCEEDED	1	3	2	Marginal
T-107	LVCAP	2001	19	Dodge	1B4GP25371B264067	146,668	8	237.50%	-137.500%	Poor	EXCEEDED	1	1	1	Poor
114	LVCAP	2002	18	Chevy	1GNDU23E02D176672	216,607	8	225.00%	-125.000%	Poor	EXCEEDED	1	2	1.5	Marginal
139	LVCAP	2005	15	Chevy	1GBDV13E65D117912	168,281	8	187.50%	-87.500%	Poor	EXCEEDED	1	1	1	Poor
116	LVCAP	2002	18	Chevy	1GNDU23EX2D158549	207,794	8	225.00%	-125.000%	Poor	EXCEEDED	1	1	1	Poor
30	CKCAC	2010	10	Dodge	2D4RN4DE5AR208701	344,421	8	125.00%	-25.00%	Poor	EXCEEDED	1	3	2	Marginal
91	LVCAP	2008	12	Chrysler	2A8HR44H78R627630	108,031	8	150.00%	-50.000%	Poor	EXCEEDED	1	1	1	Poor
115	LVCAP	2002	18	Chevy	1GNDU23E72D179889	206,961	8	225.00%	-125.000%	Poor	EXCEEDED	1	1	1	Poor
KP0618	DBCAA	2010	10	Dodge	2D4RN4DE8AR308047	244,273	8	125.00%	-25.00%	Poor	EXCEEDED	1	1	1	Poor
KN6414	DBCAA	2008	12	Dodge	1D8HN44HX8B158083	276,248	8	150.00%	-50.00%	Poor	EXCEEDED	1	1	1	Poor
28	CKCAC	2010	10	Dodge	2D4RN4DEXAR208693	245,272	8	125.00%	-25.00%	Poor	EXCEEDED	1	2	1.5	Marginal
M9583	DBCAA	2006	14	CHEVY	1GBDV13LX6D212120	191,722	8	175.00%	-75.00%	Poor	EXCEEDED	1	2	1.5	Marginal
KN8757	DBCAA	2008	12	Chevy	1GBDV13W38D209718	175,027	8	150.00%	-50.00%	Poor	EXCEEDED	1	1	1	Poor
26	CKCAC	2010	10	Dodge	2D4RN4DE7AR208697	288,794	8	125.00%	-25.00%	Poor	EXCEEDED	1	2	1.5	Marginal
137	LVCAP	2005	15	Chevy	1GBDV13E95D116043	195,844	8	187.50%	-87.500%	Poor	EXCEEDED	1	3	2	Marginal
135	LVCAP	2004	16	Chevy	1GNDU03E14D250379	145,107	8	200.00%	-100.000%	Poor	EXCEEDED	1	2	1.5	Marginal
121	LVCAP	2003	17	Chevy	1GNDU23E43D175350	156,539	8	212.50%	-112.500%	Poor	EXCEEDED	1	2	1.5	Marginal
133	LVCAP	2004	16	Chevy	1GNDU03E74D247177	166,164	8	200.00%	-100.000%	Poor	EXCEEDED	1	1	1	Poor
160	PACS Aging	2007	13	Dodge	1D4GP24E17B176679	323,715	8	162.50%	-62.5%	Poor	EXCEEDED	1	1	1	Poor
56	CKCAC	2010	10	Dodge	2D4RN4DE4AR220077	309,909	8	125.00%	-25.00%	Poor	EXCEEDED	1	1	1	Poor

FY 19 STATS:	
Overall Condition Rating:	2.9
Rounded Overall Condition:	3
Total Agencies who have Non Revenue Vehicles	25
Total Non Revenue Vehicles	410
# of Vehicles Below ULB	263
# of Vehicles Met or Exceeded ULB	147
% Below ULB	64.15%
% Met or Exceeded ULB	35.85%
# of Vehicles that Met or Exceeded Condition Rating of Adequate	276
# of Vehicles w/ Condition Rating of Marginal or Poor	134
% Met or Exceeded Condition Rating of Adequate	67.32%
% w/ Condition Rating of Marginal or Poor	32.68%

Rolling Stock Condition Rating by Type: MV

27	CKCAC	2010	10	Dodge	2D4RN4DE7AR208702	220,882	8	125.00%	-25.00%	Poor	EXCEEDED	1	2	1.5	Marginal
T-102	LVCAP	2001	19	Dodge	1B4GP25301B243948	154,432	8	237.50%	-137.500%	Poor	EXCEEDED	1	1	1	Poor
KN6412	DBCAA	2008	12	Dodge	1D8HN44H88B158082	270,683	8	150.00%	-50.00%	Poor	EXCEEDED	1	1	1	Poor
26	ACS Transportati	2010	10	Dodge	2D4RN4DE6AR248608	240,530	8	125.00%	-25.0%	Poor	EXCEEDED	1	1	1	Poor
175	AACS/GRITS	2010	10	Dodge	2D4RN4DE6AR220081	210,988	8	125.00%	-25.0%	Poor	EXCEEDED	1	1	1	Poor
142	LVCAP	2005	15	Chevy	1GBDV13E85D136512	201,347	8	187.50%	-87.500%	Poor	EXCEEDED	1	1	1	Poor
KP0619	DBCAA	2010	10	Dodge	2D4RN4DE6AR308046	227,247	8	125.00%	-25.00%	Poor	EXCEEDED	1	3	2	Marginal
93	LVCAP	2009	11	Chrysler	2A8HR44E29R521352	114,418	8	137.50%	-37.500%	Poor	EXCEEDED	1	1	1	Poor
37	ACS Transportati	2007	13	Dodge	1D4GP24E67B176676	268,588	8	162.50%	-62.5%	Poor	EXCEEDED	1	3	2	Marginal
78	ACS Transportati	2010	10	Dodge	2D4RN4DE3AR259274	105,226	8	125.00%	-25.0%	Poor	EXCEEDED	1	1	1	Poor
KN6416	DBCAA	2008	12	Dodge	1D8HN44H68B158081	262,911	8	150.00%	-50.00%	Poor	EXCEEDED	1	4	2.5	Adequate
142	LKLP	2004	16	Chrysler	2C4GP44R34R522255	95,989	8	200.00%	-100.00%	Poor	EXCEEDED	1	1	1	Poor
158	HCCAA	2009	11	Dodge	1D8HN44EX9B505774	209,223	8	137.50%	-37.50%	Poor	EXCEEDED	1	1	1	Poor
16	ACS Transportati	2008	12	Dodge	1D8HN44H78B176086	231,206	8	150.00%	-50.0%	Poor	EXCEEDED	1	1	1	Poor
29	CKCAC	2010	10	Dodge	2D4RN4DE8AR208692	329,681	8	125.00%	-25.00%	Poor	EXCEEDED	1	3	2	Marginal
804	KRFDC	2008	12	Chevy	1GBDV13W48D165342	125,583	8	150.00%	-50.0%	Poor	EXCEEDED	1	3	2	Marginal
803	KRFDC	2008	12	Chevy	1GBDV13W28D165291	145,854	8	150.00%	-50.0%	Poor	EXCEEDED	1	2	1.5	Marginal
136	LVCAP	2004	16	Chevy	1GNDU03E44D266012	150,169	8	200.00%	-100.000%	Poor	EXCEEDED	1	1	1	Poor
54	CKCAC	2010	10	Dodge	2D4RN4DE0AR220075	300,173	8	125.00%	-25.00%	Poor	EXCEEDED	1	1	1	Poor
906	RTEC	2008	12	Chevy	1GBDV13W18D199206	256,510	8	150.00%	-50.00%	Poor	EXCEEDED	1	1	1	Poor
25	CKCAC	2010	10	Dodge	2D4RN4DE1AR208694	291,662	8	125.00%	-25.00%	Poor	EXCEEDED	1	2	1.5	Marginal
66	ACS Transportati	2008	12	Dodge	1D8HN44H98B176087	160,196	8	150.00%	-50.0%	Poor	EXCEEDED	1	1	1	Poor
55	CKCAC	2010	10	Dodge	2D4RN4DE2AR220076	318,001	8	125.00%	-25.00%	Poor	EXCEEDED	1	2	1.5	Marginal
KN3025	DBCAA	2007	13	Chevy	1GBDV13147D156093	171,659	8	162.50%	-62.50%	Poor	EXCEEDED	1	4	2.5	Adequate
85	ACS Transportati	2010	10	Dodge	2D4RN4DEXAR259272	87,833	8	125.00%	-25.0%	Poor	EXCEEDED	1	1	1	Poor
179	AACS/GRITS	2010	10	Dodge	2D4RN4DE0AR236177	244,480	8	125.00%	-25.0%	Poor	EXCEEDED	1	1	1	Poor
33	ACS Transportati	2010	10	Dodge	2D4RN4DE7AR248603	230,420	8	125.00%	-25.0%	Poor	EXCEEDED	1	4	2.5	Adequate
23A	LVCAP	2003	17	Ford	2FMZA5143BB70551	79,379	8	212.50%	-112.500%	Poor	EXCEEDED	1	2	1.5	Marginal
69	ACS Transportati	2010	10	Dodge	2D4RN4DE9AR248604	180,413	8	125.00%	-25.0%	Poor	EXCEEDED	1	3	2	Marginal
KP7529	DBCAA	2012	8	Dodge	2C4RDGBG6CR398498	139,078	8	100.00%	0.00%	Marginal	EXCEEDED	2	1	1.5	Marginal
196	AACS/GRITS	2012	8	Dodge	2C4RDGBGXCR233912	227,202	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal
23	CKCAC	2010	10	Dodge	2D4RN4DE9AR208703	369,941	8	125.00%	-25.00%	Poor	EXCEEDED	1	3	2	Marginal
13	LKLP	2011	9	DODGE	2D4RN4DG6BR796224	149,616	8	112.50%	-12.50%	Poor	EXCEEDED	1	3	2	Adequate
53	ACS Transportati	2012	8	Dodge	2C4RDGBG4CR149780	118,675	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal
76	CKCAC	2011	9	Dodge	2D4RN4DG0BR788586	279,364	8	112.50%	-12.50%	Poor	EXCEEDED	1	5	3	Good
1304	RTEC	2012	8	Dodge	2C4RDGBG9CR398463	44,787	8	100.00%	0.00%	Marginal	EXCEEDED	2	1	1.5	Marginal
32	ACS Transportati	2012	8	Dodge	2C4RDGBG0CR180685	266,524	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal
119	LVCAP	2003	17	Chevy	1GNDU23E23D176707	209,284	8	212.50%	-112.500%	Poor	EXCEEDED	1	3	2	Marginal
60	ACS Transportati	2012	8	Dodge	2C4RDGBG2CR180686	139,937	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal
1109	RTEC	2010	10	Dodge	2D4RN4DE7AR463091	293,706	8	125.00%	-25.00%	Poor	EXCEEDED	1	1	1	Poor
205	AACS/GRITS	2012	8	Dodge	2C4RDGBGXCR398455	209,363	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal
80	LVCAP - Aquanta Group	2008	12	Chevy	1GBDV13W58D209171	220,788	8	150.00%	-50.000%	Poor	EXCEEDED	1	2	1.5	Marginal
193	AACS/GRITS	2012	8	Dodge	2C4RDGBG8CR166906	169,956	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal

Rolling Stock Condition Rating by Type: MV

KN7987	DBCAA	2008	12	Chevy	1GBDV13W78D209723	283,414	8	150.00%	-50.00%	Poor	EXCEEDED	1	2	1.5	Marginal
KP7526	DBCAA	2012	8	Dodge	2C4RDGBG8CR398938	179,975	8	100.00%	0.00%	Marginal	EXCEEDED	2	1	1.5	Marginal
T-111	LVCAP	2002	18	Chevy	1GNDU23E12D174526	228,570	8	225.00%	-125.000%	Poor	EXCEEDED	1	2	1.5	Marginal
192	AACS/GRITS	2012	8	Dodge	2C4RDGBG4CR166904	197,497	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal
92	ACS Transportati	2012	8	Ford	1FDEE3FL5CDA39220	200,154	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal
P3019	DBCAA	2011	9	Dodge	2D4RN4DG3BR621283	214,978	8	112.50%	-12.50%	Poor	EXCEEDED	1	3	2	Adequate
#72	ven Co. Fiscal Co	2008	12	Chev	1GBDV13W58D210062	141,458	8	150.00%	-50.00%	Poor	EXCEEDED	1	2	1.5	Marginal
KN3028	DBCAA	2007	13	Chevy	1GBDV13167D156077	196,071	8	162.50%	-62.50%	Poor	EXCEEDED	1	2	1.5	Marginal
134	LVCAP	2004	16	Chevy	1GNDU03EX4D262191	170,440	8	200.00%	-100.000%	Poor	EXCEEDED	1	2	1.5	Marginal
12	LKLP	2011	9	Dodge	2D4RN4DG3BR645082	154,640	8	112.50%	-12.50%	Poor	EXCEEDED	1	1	1	Marginal
200	AACS/GRITS	2012	8	Dodge	2C4RDGBG5CR366755	207,574	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal
53	CKCAC	2010	10	Dodge	2D4RN4DE9AR220074	273,226	8	125.00%	-25.00%	Poor	EXCEEDED	1	2	1.5	Marginal
197	AACS/GRITS	2012	8	Dodge	2C4RDGBG3CR180745	178,393	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal
KP5085	DBCAA	2012	8	Dodge	2C4RDGBG9CR231844	234,587	8	100.00%	0.00%	Marginal	EXCEEDED	2	1	1.5	Marginal
1108	RTEC	2010	10	Dodge	2D4RN4DE5AR463090	301,388	8	125.00%	-25.00%	Poor	EXCEEDED	1	4	2.5	Adequate
92	LVCAP	2011	9	Dodge	2D4RN5DG2BR632670	91,414	8	112.50%	-12.500%	Poor	EXCEEDED	1	2	1.5	Marginal
202	AACS/GRITS	2012	8	Dodge	2C4RDGBG4CR398452	193,802	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal
KN4724	DBCAA	2008	12	Dodge	1D8HN44H68B158078	249,897	8	150.00%	-50.00%	Poor	EXCEEDED	1	1	1	Poor
KP0620	DBCAA	2010	10	Dodge	2D4RN4DE4AR308045	206,951	8	125.00%	-25.00%	Poor	EXCEEDED	1	1	1	Poor
57	ACS Transportati	2010	10	Dodge	2D4RN4DE1AR259273	269,668	8	125.00%	-25.0%	Poor	EXCEEDED	1	1	1	Poor
22	CKCAC	2010	10	Dodge	2D4RN4DE0AR208699	301,740	8	125.00%	-25.00%	Poor	EXCEEDED	1	1	1	Poor
177	AACS/GRITS	2010	10	Dodge	2D4RN4DE7AR236175	219,577	8	125.00%	-25.0%	Poor	EXCEEDED	1	2	1.5	Marginal
3	ACS Transportati	2007	13	Dodge	1D4GP24EX7B176681	191,494	8	162.50%	-62.5%	Poor	EXCEEDED	1	1	1	Poor
905	RTEC	2008	12	Chevy	1GBDV13W68D204870	352,054	8	150.00%	-50.00%	Poor	EXCEEDED	1	2	1.5	Marginal
122	LVCAP	2003	17	Chevy	1GNDU23E13D175418	172,107	8	212.50%	-112.500%	Poor	EXCEEDED	1	1	1	Poor
KN8758	DBCAA	2008	12	Chevy	1GBDV13W58D209946	280,313	8	150.00%	-50.00%	Poor	EXCEEDED	1	1	1	Poor
58	CKCAC	2010	10	Dodge	2D4RN4DE8AR220079	272,197	8	125.00%	-25.00%	Poor	EXCEEDED	1	1	1	Poor
1303	RTEC	2012	8	Dodge	2C4RDGBG7CR398462	222,155	8	100.00%	0.00%	Marginal	EXCEEDED	2	3	2.5	Adequate
11	Calloway	2013	7	DODGE	2C4RDGBG0DR617506	127,574	8	87.50%	12.50%	Marginal	BELOW	2	4	3	Good
4	GCSO	2014	6	Dodge	2C4RDGBG8ER259735	95,958	8	75.00%	25.00%	Adequate	BELOW	3	1	2	Marginal
15	ACS Transportati	2011	9	Dodge	2D4RN4DG0BR723060	228,575	8	112.50%	-12.5%	Poor	EXCEEDED	1	3	2	Adequate
11	LVCAP	2013	7	Dodge	2C4RDGBG5CR398458	135,876	8	87.50%	12.500%	Marginal	BELOW	2	1	1.5	Marginal
204	AACS/GRITS	2012	8	Dodge	2C4RDGBG8CR398454	220,135	8	100.00%	0.0%	Marginal	EXCEEDED	2	3	2.5	Adequate
20	LVCAP	2014	6	Dodge	2C7WDGBG0ER162292	104,163	8	75.00%	25.000%	Adequate	BELOW	3	1	2	Marginal
P3021	DBCAA	2011	9	Dodge	2D4RN4DGXBR621281	240,351	8	112.50%	-12.50%	Poor	EXCEEDED	1	2	1.5	Marginal
89	ACS Transportati	2012	8	Dodge	2C4RDGBG0CR252971	167,661	8	100.00%	0.0%	Marginal	EXCEEDED	2	2	2	Marginal
87	LVCAP	2012	8	Dodge	2C4RDGBG0CR123483	156,177	8	100.00%	0.000%	Marginal	EXCEEDED	2	1	1.5	Marginal
190	AACS/GRITS	2012	8	Dodge	2C4RDGBG2CR166898	262,976	8	100.00%	0.0%	Marginal	EXCEEDED	2	2	2	Marginal
KP3215	DBCAA	2011	9	Dodge	2D4RN4DG9BR769969	199,295	8	112.50%	-12.50%	Poor	EXCEEDED	1	3	2	Adequate
15	LKLP	2012	8	Dodge	2C4RDGBG5CR398489	123,584	8	100.00%	0.00%	Marginal	EXCEEDED	2	5	3.5	Good
1404	RTEC	2014	6	Dodge	2C7WDGBG8ER162282	41,076	8	75.00%	25.00%	Adequate	BELOW	3	3	3	Adequate
45	ACS Transportati	2012	8	Dodge	2C4RDGB0CR398500	122,504	8	100.00%	0.0%	Marginal	EXCEEDED	2	2	2	Marginal
91	ACS Transportati	2012	8	Dodge	2C4RDGBG4CR252973	163,641	8	100.00%	0.0%	Marginal	EXCEEDED	2	4	3	Adequate

Rolling Stock Condition Rating by Type: MV

387	SVTS	2012	8	Dodge	2C4RDGBG7CR180747	60,749	8	100.00%	0.00%	Marginal	EXCEEDED	2	2	2	Marginal
#31	ven Co. Fiscal Co	2011	9	Dodge	2D4RN4DG5BR649005	171,979	8	112.50%	-12.50%	Poor	EXCEEDED	1	3	2	Adequate
17	HCCAA	2014	6	Dodge	2C7WDGBG6ER162281	125,350	8	75.00%	25.00%	Adequate	BELOW	3	1	2	Marginal
52	ACS Transportati	2011	9	Dodge	2D4RN4DG6BR723063	218,595	8	112.50%	-12.5%	Poor	EXCEEDED	1	2	1.5	Marginal
1427	RTEC	2014	6	Dodge	2C7WDGBG7ER380083	181,281	8	75.00%	25.00%	Adequate	BELOW	3	1	2	Marginal
210	AACS/GRITS ivurray	2014	6	Dodge	2C7WDGBG0ER162275	212,904	8	75.00%	25.0%	Adequate	BELOW	3	3	3	Adequate
34	Calloway	2014	6	DODGE	2C7WDGBG0ER162311	117,003	8	75.00%	25.00%	Adequate	BELOW	3	3	3	Adequate
27	ACS Transportati	2014	6	Dodge	2C4RDGBG1ER246311	117,671	8	75.00%	25.0%	Adequate	BELOW	3	1	2	Marginal
189	AACS/GRITS	2012	8	Dodge	2C4RDGBG0CR166897	251,535	8	100.00%	0.0%	Marginal	EXCEEDED	2	1	1.5	Marginal
KN6411	DBCAA	2008	12	Dodge	1D8HN44H88B158079	234,490	8	150.00%	-50.00%	Poor	EXCEEDED	1	2	1.5	Marginal
123	LVCAP	2003	17	Chevy	1GNDU23E23D175976	168,467	8	212.50%	-112.500%	Poor	EXCEEDED	1	1	1	Poor
1201	RTEC	2012	8	Dodge	2C4RDGBG5CR123480	242,984	8	100.00%	0.00%	Marginal	EXCEEDED	2	2	2	Marginal
203	AACS/GRITS	2012	8	Dodge	2C4RDGBG6CR398453	195,882	8	100.00%	0.0%	Marginal	EXCEEDED	2	2	2	Marginal
P3020	DBCAA	2011	9	Dodge	2D4RN4DG1BR621282	157,171	8	112.50%	-12.50%	Poor	EXCEEDED	1	2	1.5	Marginal
120	LVCAP	2003	17	Chevy	1GNDU23E43D177678	154,061	8	212.50%	-112.500%	Poor	EXCEEDED	1	2	1.5	Marginal
201	AACS/GRITS	2012	8	Dodge	2C4RDGBG4CR398449	191,828	8	100.00%	0.0%	Marginal	EXCEEDED	2	3	2.5	Adequate
252	LKLP	2012	8	Dodge	2C4RDGBG4CR225739	128,202	8	100.00%	0.00%	Marginal	EXCEEDED	2	2	2	Marginal
9	ACS Transportati	2012	8	Dodge	2C4RDGBG1CR398487	192,662	8	100.00%	0.0%	Marginal	EXCEEDED	2	2	2	Marginal
1406	RTEC	2014	6	Dodge	2C7WDGBG3ER162285	195,225	8	75.00%	25.00%	Adequate	BELOW	3	2	2.5	Adequate
KP5088	DBCAA	2012	8	Dodge	2C4RDGBG5CR166930	155,868	8	100.00%	0.00%	Marginal	EXCEEDED	2	2	2	Marginal
KP9493	DBCAA	2013	7	Dodge	2C4RDGBG4DR813299	150,301	8	87.50%	12.50%	Marginal	BELOW	2	2	2	Adequate
62	ACS Transportati	2014	6	Dodge	2C7WDGBG9ER162291	165,361	8	75.00%	25.0%	Adequate	BELOW	3	2	2.5	Adequate
4758	MKCAP	2014	6	Dodge	2C4RDGBG5ER214758	153,342	8	75.00%	25.00%	Adequate	BELOW	3	2	2.5	Adequate
88	ACS Transportati	2012	8	Dodge	2C4RDGBG2CR252972	178,203	8	100.00%	0.0%	Marginal	EXCEEDED	2	2	2	Marginal
CK-5	CKCAC	2014	6	Dodge	2C7WDGBG8ER162296	199,023	8	75.00%	25.00%	Adequate	BELOW	3	2	2.5	Adequate
87	ACS Transportati	2014	6	Dodge	2C7WGBG6ER162300	175,569	8	75.00%	25.0%	Adequate	BELOW	3	2	2.5	Adequate
1423	RTEC	2014	6	Dodge	2C7WDGBG3ER380078	152,920	8	75.00%	25.00%	Adequate	BELOW	3	1	2	Marginal
59	CKCAC	2010	10	Dodge	2D4RN4DE4AR220080	286,517	8	125.00%	-25.00%	Poor	EXCEEDED	1	1	1	Poor
1302	RTEC	2012	8	Dodge	2C4RDGBG3CR398460	203,740	8	100.00%	0.00%	Marginal	EXCEEDED	2	3	2.5	Adequate
14	LKLP	2012	8	DODGE	2C4RDGBG4CR166918	129,033	8	100.00%	0.00%	Marginal	EXCEEDED	2	1	1.5	Marginal
KP7532	DBCAA	2013	7	Dodge	2C4RDGBG2DR609911	200,720	8	87.50%	12.50%	Marginal	BELOW	2	2	2	Adequate
100	NKCAA	2014	6	Dodge	2C4RDGBG7ER222059	152,901	8	75.00%	25.0%	Adequate	BELOW	3	5	4	Good
14	WKU ivurray	2013	7	Dodge	2C4RDGBG1DR617496	23,600	8	87.50%	12.50%	Marginal	BELOW	2	3	2.5	Adequate
10	Calloway	2013	7	DODGE	2C4RDGBG9DR617505	134,769	8	87.50%	12.50%	Marginal	BELOW	2	1	1.5	Marginal
49	ACS Transportati	2011	9	Dodge	2D4RN4DG4BR723062	211,607	8	112.50%	-12.5%	Poor	EXCEEDED	1	3	2	Adequate
86	ACS Transportati	2014	6	Dodge	2C7WDGBG5ER162286	131,089	8	75.00%	25.0%	Adequate	BELOW	3	3	3	Adequate
1419	RTEC	2014	6	Dodge	2C4RDGBG1ER400838	111,148	8	75.00%	25.00%	Adequate	BELOW	3	4	3.5	Good
318	LKLP	2016	4	Dodge	2C7WDGBG2GR202889	74,438	8	50.00%	50.00%	Good	BELOW	4	3	3.5	Good
KCO748	DBCAA	2014	6	Dodge	2C7WDGBG6ER162295	114,218	8	75.00%	25.00%	Adequate	BELOW	3	3	3	Adequate
21	ACS Transportati	2013	7	Dodge	2C4RDGBG2DR731863	131,530	8	87.50%	12.5%	Marginal	BELOW	2	3	2.5	Adequate
#76	ven Co. Fiscal Co	2014	6	Dodge	2C7WDGBG7ER162290	131,119	8	75.00%	25.00%	Adequate	BELOW	3	4	3.5	Good
KC3424	DBCAA	2015	5	Dodge	2C7WDGBG2FR614230	83,970	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
18	HCCAA	2014	6	Dodge	2C7WDGBG0ER162289	122,436	8	75.00%	25.00%	Adequate	BELOW	3	3	3	Adequate

Rolling Stock Condition Rating by Type: MV

28	LVCAP	2014	6	Dodge	2C7WDGBG2ER162293	120,833	8	75.00%	25.00%	Adequate	BELOW	3	4	3.5	Good
KC3423	DBCAA	2015	5	Dodge	2C7WDGBG2FR614227	83,967	8	62.50%	37.50%	Adequate	BELOW	3	1	2	Adequate
206	AACS/GRITS	2012	8	Dodge	2C4RDGBG1CR398456	229,323	8	100.00%	0.0%	Marginal	EXCEEDED	2	2	2	Marginal
105	NKCAA	2013	7	Dodge	2C4RDGCG7DR669147	166,666	8	87.50%	12.5%	Marginal	BELOW	2	3	2.5	Adequate
12	Murray Calloway	2013	7	DODGE	2C4RDGBG2DR617507	131,133	8	87.50%	12.50%	Marginal	BELOW	2	2	2	Adequate
1405	RTEC	2014	6	Dodge	2C7WDGBG1ER162284	198,740	8	75.00%	25.00%	Adequate	BELOW	3	2	2.5	Adequate
64	ACS Transportati	2011	9	Dodge	2D4RN4DG2BR723061	174,621	8	112.50%	-12.5%	Poor	EXCEEDED	1	2	1.5	Marginal
505	MKCAP	2014	6	Dodge	2C4RDGBG5ER220505	179,136	8	75.00%	25.00%	Adequate	BELOW	3	2	2.5	Adequate
101	NKCAA	2014	6	Dodge	2C4RDGBG3ER222060	165,534	8	75.00%	25.0%	Adequate	BELOW	3	3	3	Adequate
13	ACS Transportati	2014	6	Dodge	2C7WDGBG9ER162288	129,974	8	75.00%	25.0%	Adequate	BELOW	3	4	3.5	Good
1111	RTEC	2012	8	Dodge	2C4RDGBG8CR149779	69,515	8	100.00%	0.00%	Marginal	EXCEEDED	2	4	3	Adequate
36	LVCAP	2015	5	Dodge	2C4RDGBG0FR687476	61,475	8	62.50%	37.500%	Adequate	BELOW	3	2	2.5	Adequate
1426	RTEC	2014	6	Dodge	2C7WDGBG5ER380082	152,737	8	75.00%	25.00%	Adequate	BELOW	3	3	3	Adequate
1420	RTEC	2014	6	Dodge	2C4RDGBG3ER400839	121,179	8	75.00%	25.00%	Adequate	BELOW	3	2	2.5	Adequate
KP5084	DBCAA	2012	8	Dodge	2C4RDGBG7CR231843	166,319	8	100.00%	0.00%	Marginal	EXCEEDED	2	1	1.5	Marginal
34	ACS Transportati	2010	10	Dodge	2D4RN4DE0AR248605	283,872	8	125.00%	-25.0%	Poor	EXCEEDED	1	5	3	Adequate
LCSC3	BGCAP	2006	14	Chevrolet	1GBDV13L76D235466	37,529	8	175.00%	-75%	Poor	EXCEEDED	1	5	3	Adequate
39	FKFT	2012	8	Dodge	2C4RDGBGXCR302386	44,752	8	100.00%	0.00%	Marginal	EXCEEDED	2	4	3	Adequate
KP7530	DBCAA	2012	8	Dodge	2C4RDGBG8CR398499	95,001	8	100.00%	0.00%	Marginal	EXCEEDED	2	4	3	Adequate
378	SVTS	2012	8	Dodge	2C4RGBG7CR166928	61,441	8	100.00%	0.00%	Marginal	EXCEEDED	2	4	3	Adequate
KP8607	DBCAA	2013	7	Dodge	2C4RDGBG3DR694970	99,747	8	87.50%	12.50%	Marginal	BELOW	2	3	2.5	Adequate
KC0749	DBCAA	2014	6	Dodge	2C7WDGBG4ER162294	101,033	8	75.00%	25.00%	Adequate	BELOW	3	3	3	Adequate
219	ACS Transportati	2014	6	Dodge	2C7WDBGBXER380109	124,259	8	75.00%	25.0%	Adequate	BELOW	3	1	2	Marginal
211	AACS/GRITS	2014	6	Dodge	2C7WDGBG2ER162276	212,273	8	75.00%	25.0%	Adequate	BELOW	3	2	2.5	Adequate
1402	RTEC	2014	6	Dodge	2C4RDGBG9ER109956	192,220	8	75.00%	25.00%	Adequate	BELOW	3	2	2.5	Adequate
KP7531	DBCAA	2013	7	Dodge	2C4RDGBG4DR609912	166,480	8	87.50%	12.50%	Marginal	BELOW	2	3	2.5	Adequate
1421	RTEC	2014	6	Dodge	2C4RDGBGXER400840	135,357	8	75.00%	25.00%	Adequate	BELOW	3	4	3.5	Good
400	SVTS	2014	6	Dodge	2C4RDGBGXER380007	71,319	8	75.00%	25.00%	Adequate	BELOW	3	3	3	Adequate
94	ACS Transportati	2013	7	Dodge	2C4RDGBG1DR663359	100,988	8	87.50%	12.5%	Marginal	BELOW	2	3	2.5	Adequate
9	LVCAP	2013	7	Dodge	2C4RDGBG3CR398457	128,903	8	87.50%	12.500%	Marginal	BELOW	2	4	3	Good
25	HCCAA	2016	4	Dodge	2C7WDGBG0GR202857	54,973	8	50.00%	50.00%	Good	BELOW	4	3	3.5	Good
16	LKLP	2013	7	Dodge	2C4RDGBG5DR662781	114,177	8	87.50%	12.50%	Marginal	BELOW	2	1	1.5	Marginal
191	AACS/GRITS	2012	8	Dodge	2C4RDGBG4CR166899	204,130	8	100.00%	0.0%	Marginal	EXCEEDED	2	2	2	Marginal
1425	RTEC	2014	6	Dodge	2C7WDGBG3ER380081	152,343	8	75.00%	25.00%	Adequate	BELOW	3	2	2.5	Adequate
214	AACS/GRITS	2014	6	Dodge	2C7WDGBG4ER162280	198,331	8	75.00%	25.0%	Adequate	BELOW	3	4	3.5	Good
258	ACS Transportati	2014	6	Dodge	2C7WDBGB3ER380114	88,251	8	75.00%	25.0%	Adequate	BELOW	3	2	2.5	Adequate
KC0746	DBCAA	2014	6	Dodge	2C4RDGBG5ER214736	174,960	8	75.00%	25.00%	Adequate	BELOW	3	4	3.5	Good
#02	yen Co. Fiscal Co	2015	5	Dodge	2C7WDGBG9FR634295	95,117	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
102	NKCAA	2014	6	Dodge	2C7WDGBG3ER162271	138,339	8	75.00%	25.0%	Adequate	BELOW	3	2	2.5	Adequate
1401	RTEC	2014	6	Dodge	2C4RDGBG5ER109954	186,860	8	75.00%	25.00%	Adequate	BELOW	3	5	4	Good
KC5771	DBCAA	2015	5	Dodge	2C7WDGBG9FR614211	38,739	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
218	AACS/GRITS	2014	6	Dodge	2C4RDGBG8ER393404	139,799	8	75.00%	25.0%	Adequate	BELOW	3	4	3.5	Good
BOSC2	BGCAP	2013	7	Dodge Grand Caravan	2C4RDGBG2DR629110	67,816	8	87.50%	13%	Marginal	BELOW	2	4	3	Good

Rolling Stock Condition Rating by Type: MV

CK-13	CKCAC	2015	5	Dodge	2C7WDGBG1FR541979	93,736	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
KC0745	DBCAA	2014	6	Dodge	2C4RDGBG3ER214735	123,699	8	75.00%	25.00%	Adequate	BELOW	3	4	3.5	Good
KC4945	DBCAA	2015	5	Dodge	2C7WDGBG9FR634264	79,095	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
41	FCTA	2015	5	Dodge	2C7WDGBG2FR614289	129,941	8	62.50%	37.5%	Adequate	BELOW	3	3	3	Good
19	LKLP	2014	6	Dodge	2C4RDGBG2ER303115	110,350	8	75.00%	25.00%	Adequate	BELOW	3	4	3.5	Good
1602	KRFDC	2015	5	Dodge	2C7WDGBGXFR634273	54,816	8	62.50%	37.5%	Adequate	BELOW	3	3	3	Good
296	LKLP	2015	5	Dodge	2C7WDGBG9FR634331	113,419	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
297	LKLP	2015	5	Dodge	2C7WDGBG9FR634328	103,001	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
298	LKLP	2015	5	Dodge	2C7WDGBG9FR634362	101,519	8	62.50%	37.50%	Adequate	BELOW	3	5	4	Excellent
KC7290	DBCAA	2016	4	Dodge	2C4RDGBG5GR345717	41,299	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
KC4151	DBCAA	2015	5	Dodge	2C7WDGBG2FR614213	69,149	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
341	LKLP	2016	4	Dodge	2C7WDGBG8GR262322	76,831	8	50.00%	50.00%	Good	BELOW	4	3	3.5	Good
4398	MKCAP	2015	5	Dodge	2C7WDGBG8FR634398	104,152	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
1511	RTEC	2015	5	Dodge	2CFWDGBG3FR614270	126,696	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
165	ACS Transportati	2015	5	Dodge	2C7WDGBG8FR541963	65,772	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
1515	RTEC	2015	5	Dodge	2C7WDGBG3FR634230	98,263	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
4419	MKCAP	2015	5	Dodge	2C7WDGBG1FR634419	114,651	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
236	ACS Transportati	2015	5	Dodge	2C7WDGBG4FR536761	140,687	8	62.50%	37.5%	Adequate	BELOW	3	5	4	Excellent
171	ACS Transportati	2015	5	Dodge	2C7WDGBG5FR634388	45,646	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
CK-33	CKCAC	2016	4	Dodge	2C7WDGBG9GR262314	64,682	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
315	LKLP	2016	4	Dodge	2C7WDGBG1GR235687	56,151	8	50.00%	50.00%	Good	BELOW	4	3	3.5	Good
1510	RTEC	2015	5	Dodge	2C7WDGBG3FR614267	121,082	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
293	ACS Transportati	2015	5	Dodge	2C4RDGBG5FR542465	122,219	8	62.50%	37.5%	Adequate	BELOW	3	3	3	Good
1517	RTEC	2015	5	Dodge	2C7WDGBG2FR634364	123,760	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
270	ACS Transportati	2015	5	Dodge	2C7WDGBG2FR536760	112,665	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
21	HCCAA	2015	5	Dodge	2C7WDGBG1FR634405	95,223	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
204	ACS Transportati	2015	5	Dodge	2C7WDGBG5FR536784	71,799	8	62.50%	37.5%	Adequate	BELOW	3	3	3	Good
1513	RTEC	2015	5	Dodge	2C7WDGBG3FR614298	118,232	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
#01	ven Co. Fiscal Co	2015	5	Dodge	2C7WDGBG9FR634426	70,441	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
CK-34	CKCAC	2016	4	Dodge	2C7WDGBG9GR262328	65,589	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
337	LKLP	2016	4	Dodge	2C7WDGBG9GR235713	57,915	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
KC3422	DBCAA	2015	5	Dodge	2C7WDGBG2FR614258	81,283	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
1428	RTEC	2014	6	Dodge	2C7WDGBG5ER380115	122,660	8	75.00%	25.00%	Adequate	BELOW	3	2	2.5	Adequate
1403	RTEC	2014	6	Dodge	2C4RDGBG4ER109962	195,923	8	75.00%	25.00%	Adequate	BELOW	3	2	2.5	Adequate
213	AACS/GRITS	2014	6	Dodge	2C7WDGBG4ER162278	183,356	8	75.00%	25.0%	Adequate	BELOW	3	3	3	Adequate
280	ACS Transportati	2015	5	Dodge	2C4RDGBG1FR537327	103,469	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
243	ACS Transportati	2015	5	Dodge	2C4RDGBGXFR537326	70,850	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
343	LKLP	2016	4	Dodge	2C7WDGBG8GR262319	60,918	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
CK-10	CKCAC	2015	5	Dodge	2C7WDGBG1FR614218	90,195	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
22	HCCAA	2015	5	Dodge	2C7WDGBG2FR614308	106,321	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
316	LKLP	2016	4	Dodge	2C7WDGBG1GR235690	94,742	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
319	LKLP	2016	4	Dodge	2C7WDGBG3GR202853	91,945	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
340	LKLP	2016	4	Dodge	2C7WDGBG9GR235677	43,477	8	50.00%	50.00%	Good	BELOW	4	4	4	Good

Rolling Stock Condition Rating by Type: MV

CK-35	CKCAC	2016	4	Dodge	2C7WDGBGXGR202882	73,423	8	50.00%	50.00%	Good	BELOW	4	2	3	Adequate
1509	RTEC	2015	5	Dodge	2C7WDGBG3FR614253	164,386	8	62.50%	37.50%	Adequate	BELOW	3	5	4	Excellent
167	ACS Transportati	2015	5	Dodge	2C7WDGBG8FR614216	36,301	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
24	HCCAA	2015	5	Dodge	2C7WDGBG2FR623025	91,314	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
314	LKLP	2016	4	Dodge	2C7WDGBG1GR235673	66,690	8	50.00%	50.00%	Good	BELOW	4	3	3.5	Good
CK-12	CKCAC	2015	5	Dodge	2C7WDGBG1FR541982	135,025	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
49	LVCAP	2015	5	Dodge	2C4RDGBG0FR670306	71,965	8	62.50%	37.500%	Adequate	BELOW	3	4	3.5	Good
244	ACS Transportati	2015	5	Dodge	2C7WDGBG3FR536783	94,664	8	62.50%	37.5%	Adequate	BELOW	3	1	2	Adequate
212	AACS/GRITS	2014	6	Dodge	2C7WDGBG4ER162277	236,977	8	75.00%	25.0%	Adequate	BELOW	3	5	4	Good
1	Carroll County	2015	5	Dodge	2C4RDGBG6FR671332	23,758	8	62.50%	37.500%	Adequate	BELOW	3	4	3.5	Good
KC5769	DBCAA	2015	5	Dodge	2C7WDGBG9FR634278	81,166	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
42	Murray Calloway	2016	4	DODGE	2C4RDGBG4GR383164	85,521	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
172	ACS Transportati	2015	5	Dodge	2C7WDGBG5FR634391	64,198	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
1601	RTEC	2015	5	Dodge	2C7WDGBG8FR634417	94,067	8	62.50%	37.50%	Adequate	BELOW	3	5	4	Excellent
173	ACS Transportati	2015	5	Dodge	2C7WDGBG5FR634407	42,711	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
43	FCTA	2015	5	dodge	2C7WDGBG2FR614275	96,209	8	62.50%	37.5%	Adequate	BELOW	3	3	3	Good
1514	RTEC	2015	5	Dodge	2C7WDGBG3FR614303	118,229	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
48	LVCAP	2015	5	Dodge	2C4RDGBG5FR664260	60,313	8	62.50%	37.500%	Adequate	BELOW	3	4	3.5	Good
27	LVCAP	2015	5	Dodge	2C4RDGBG0FR687445	55,700	8	62.50%	37.500%	Adequate	BELOW	3	3	3	Good
KP9491	DBCAA	2013	7	Dodge	2C4RDGBG7DR813300	111,908	8	87.50%	12.50%	Marginal	BELOW	2	5	3.5	Good
#SC2	ven Co. Fiscal Co	2016	4	Dodge	2C7WDGBG4GR235716	1,962	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
KC2912	DBCAA	2015	5	Dodge	2C7WDGBG7FR536768	82,659	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
1512	RTEC	2015	5	Dodge	2C7WDGBG3FR614284	129,912	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
334	LKLP	2016	4	Dodge	2C7WDGBG8GR262305	51,778	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
1601	KRFDC	2015	5	Dodge	2C7WDGBGXFR634256	49,506	8	62.50%	37.5%	Adequate	BELOW	3	5	4	Excellent
339	LKLP	2016	4	Dodge	2C7WDGBG9GR235680	36,375	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
166	ACS Transportati	2015	5	Dodge	2C7WDGBG8FR541977	63,603	8	62.50%	37.5%	Adequate	BELOW	3	5	4	Excellent
169	ACS Transportati	2015	5	Dodge	2C7WDGBG5FR634360	30,905	8	62.50%	37.5%	Adequate	BELOW	3	3	3	Good
CK-11	CKCAC	2015	5	Dodge	2C7WDGBG1FR634422	124,341	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
168	ACS Transportati	2015	5	Dodge	2C7WDGBG8FR614233	74,253	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
332	LKLP	2016	4	Dodge	2C7WDGBG8GR262286	52,129	8	50.00%	50.00%	Good	BELOW	4	3	3.5	Good
37	Murray Calloway	2015	5	DODGE	2C4RDGBGXFR605818	147,646	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
317	LKLP	2016	4	Dodge	2C7WDGBG1GR202852	90,787	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
KC2914	DBCAA	2015	5	Dodge	2C7WDGBG5FR536770	62,080	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
42	FCTA	2015	5	dodge	2C7WDGBG2FR614292	112,154	8	62.50%	37.5%	Adequate	BELOW	3	5	4	Good
KC4947	DBCAA	2015	5	Dodge	2C7WDGBG9FR634250	26,977	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
23	HCCAA	2015	5	Dodge	2C7WDGBG2FR614311	79,663	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
1516	RTEC	2015	5	Dodge	2C7WDGBG3FR634244	85,955	8	62.50%	37.50%	Adequate	BELOW	3	5	4	Excellent
KC5770	DBCAA	2015	5	Dodge	2C7WDGBG9FR634281	6,480	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
KC4153	DBCAA	2015	5	Dodge	2C7WDGBG2FR614261	77,545	8	62.50%	37.50%	Adequate	BELOW	3	5	4	Excellent
176	ACS Transportati	2015	5	Dodge	2C7WDGBG8FR599443	41,327	8	62.50%	37.5%	Adequate	BELOW	3	5	4	Excellent
174	ACS Transportati	2015	5	Dodge	2C7WDGBG5FR634424	34,276	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
320	LKLP	2016	4	Dodge	2C7WDGBG1GR235706	98,403	8	50.00%	50.00%	Good	BELOW	4	3	3.5	Good

Rolling Stock Condition Rating by Type: MV

250	ACS Transportati	2015	5	Dodge	2C4RDGBG4FR549827	114,270	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
20	LKLP	2015	5	Dodge	2C7WDGBG6FR536776	93,352	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
KC5772	DBCAA	2015	5	Dodge	2C7WDGBG9FR614225	65,001	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
31	LVCAP	2015	5	Dodge	2C7WDGBG2FR536757	94,097	8	62.50%	37.500%	Adequate	BELOW	3	4	3.5	Good
41	Murray Calloway	2016	4	DODGE	2C4RDGBG0GR383162	83,870	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
106	NKCAA	2016	4	Dodge	2C7WDGBG8GR235704	73,635	8	50.00%	50.0%	Good	BELOW	4	4	4	Good
336	LKLP	2016	4	Dodge	2C7WDGBG8GR235685	50,088	8	50.00%	50.00%	Good	BELOW	4	4	4	Good
13	LVCAP	2015	5	Dodge	2C4RDGBG9FR670305	73,989	8	62.50%	37.500%	Adequate	BELOW	3	5	4	Excellent
335	LKLP	2016	4	Dodge	2C7WDGBG8GR235718	39,897	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
170	ACS Transportati	2015	5	Dodge	2C7WDGBG5FR634374	34,870	8	62.50%	37.5%	Adequate	BELOW	3	3	3	Good
CK-14	CKCAC	2015	5	Dodge	2C7WDGBG2FR541991	137,484	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
1518	RTEC	2015	5	Dodge	2C7WDGBG2FR634381	128,842	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
30	LVCAP	2015	5	Dodge	2C7WDGBG1FR536765	92,012	8	62.50%	37.500%	Adequate	BELOW	3	4	3.5	Good
KC4152	DBCAA	2015	5	Dodge	2C7WDGBG2FR614244	53,705	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
333	LKLP	2016	4	Dodge	2C7WDGBG8GR235699	76,232	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
175	ACS Transportati	2015	5	Dodge	2C7WDGBGXFR665412	47,478	8	62.50%	37.5%	Adequate	BELOW	3	4	3.5	Good
4384	MKCAP	2015	5	Dodge	2C7WDGBG8FR634384	96,337	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
KC2913	DBCAA	2015	5	Dodge	2C7WDGBG7FR536771	116,729	8	62.50%	37.50%	Adequate	BELOW	3	3	3	Good
38	Murray Calloway	2015	5	DODGE	2C4RDGBG1FR605819	129,250	8	62.50%	37.50%	Adequate	BELOW	3	4	3.5	Good
342	LKLP	2016	4	Dodge	2C7WDGBG9GR262300	59,017	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
1809	RTEC	2017	3	Dodge	2C7WDGBG2HR793114	6,797	8	37.50%	62.50%	Good	BELOW	4	4	4	Excellent
KC7288	DBCAA	2016	4	Dodge	2C4RDGBG7GR345718	54,258	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
KC7291	DBCAA	2016	4	Dodge	2C4RDGBG9GR345719	37,790	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
KC7289	DBCAA	2016	4	Dodge	2C4RDGBG5GR345720	31,770	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
40	FKFT	2015	5	Dodge	2C7WDGBG6FR614277	34,892	8	62.50%	37.50%	Adequate	BELOW	3	5	4	Excellent
41	FKFT	2016	4	Dodge	2C7WDGBG1GR314891	11,237	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
42	FKFT	2016	4	Dodge	2C7WDGBG6GR262318	11,314	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
43	FKFT	2016	4	Dodge	2C7WDGBG6GR235720	10,695	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
44	FKFT	2016	4	Dodge	2C7WDGBG6GR262321	6,317	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
45	FKFT	2017	3	Dodge	2C7WDGBG2HR775941	440	8	37.50%	62.50%	Good	BELOW	4	4	4	Excellent
344	LKLP	2016	4	Dodge	2C7WDGBG9GR202890	51,835	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
41	LVCAP	2016	4	DODGE	2C7WDGBG8GR202850	45,508	8	50.00%	50.000%	Good	BELOW	4	5	4.5	Excellent
51	LVCAP	2016	4	Dodge	2C7WDGBG5GR202871	48,917	8	50.00%	50.000%	Good	BELOW	4	5	4.5	Excellent
61	LVCAP	2016	4	Dodge	2C7WDGBGXGR202879	48,346	8	50.00%	50.000%	Good	BELOW	4	5	4.5	Excellent
102	Louis Wheels Murray Calloway	2017	3	Ford	5FNRL5H24HB003353	12,799	8	37.50%	62.500%	Good	BELOW	4	4	4	Excellent
43	Murray Calloway	2016	4	DODGE	2C4RDGBG2GR383163	51,438	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
4089	MKCAP	2017	3	Dodge	2C7WDGBG6HR784089	3,524	8	37.50%	62.50%	Good	BELOW	4	4	4	Excellent
338	LKLP	2016	4	Dodge	2C7WDGBG9GR235694	61,093	8	50.00%	50.00%	Good	BELOW	4	5	4.5	Excellent
17202	PATS	2017	3	DODGE	2C7WDGBG2HR718560	468	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
CK-42	CKCAC	2017	3	Dodge	2C7WDGBG4HR718561	37,256	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
CK-43	CKCAC	2017	3	Dodge	2C7WDGBG6HR718139	15,618	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
CK-44	CKCAC	2017	3	Dodge	2C7WDGBG5HR712963	26,076	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
CK-47	CKCAC	2017	3	Dodge	2C7WDGBG8HR756245	9,297	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent

Rolling Stock Condition Rating by Type: MV

CK-48	CKCAC	2017	3	Dodge	2C7WDGBG4HR767467	12,752	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
CK-49	CKCAC	2017	3	Dodge	2CFWDGBG7HR762103	14,979	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
CK-50	CKCAC	2017	3	Dodge	2CFWDGBG5HR756199	10,167	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
CK-51	CKCAC	2017	3	Dodge	2CFWDGBG3HR756234	11,474	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
CK-52	CKCAC	2017	3	Dodge	2C7WDGBG6HR767499	6,176	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
CK-70	CKCAC	2017	3	Dodge	2C7WDGBG7HR767463	7,463	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
CK-64	CKCAC	2017	3	Dodge	2C7WDGBG6HR756230	15,364	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
CK-65	CKCAC	2017	3	Dodge	2C7WDGBG2HR762090	15,553	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KC7893	DBCAC	2017	3	Dodge	2C7WDGBG9HR562856	34,750	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KC7894	DBCAC	2017	3	Dodge	2C7WDGBG9HR562887	31,382	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KC9000	DBCAC	2017	3	Dodge	2C7WDGBGHR562848	17,827	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KC9001	DBCAC	2017	3	Dodge	2C7WDGBG9HR562890	20,097	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KD0646	DBCAC	2017	3	Dodge	2C7WDGBG6HR712955	6,012	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KD0647	DBCAC	2017	3	Dodge	2C7WDGBG4HR712954	1,753	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KC9003	DBCAC	2017	3	Dodge	5FNRL5H28HB000391	8,924	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KC9004	DBCAC	2017	3	Dodge	5FNRL5H20HB001907	10,578	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KD1514	DBCAC	2017	3	Dodge	2C7WDGBG1HR802210	3,202	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KD1513	DBCAC	2017	3	Dodge	2C7WDGBG0HR784119	405	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KD1512	DBCAC	2017	3	Dodge	2C7WDGBG0HR784105	5,097	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KD2768	DBCAC	2017	3	Dodge	2C7WDGBG7HR784120	400	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
KD1516	DBCAC	2018	2	Honda	5FNRL6H26JB009974	9,316	8	25.00%	75.00%	Excellent	BELOW	5	5	5	Excellent
KD1515	DBCAC	2018	2	Honda	5FNRL6H29JB009970	7,025	8	25.00%	75.00%	Excellent	BELOW	5	5	5	Excellent
KD1517	DBCAC	2018	2	Honda	5FNRL6H2XJB037132	12,505	8	25.00%	75.00%	Excellent	BELOW	5	5	5	Excellent
KD1519	DBCAC	2018	2	Honda	5FNRL6H22JB026464	8,136	8	25.00%	75.00%	Excellent	BELOW	5	5	5	Excellent
KD1518	DBCAC	2018	2	Honda	5FNRL6H23JB038431	9,470	8	25.00%	75.00%	Excellent	BELOW	5	5	5	Excellent
58	FCTA	2017	3	HONDA	5FNRL5H26HB002401	33,908	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
59	FCTA	2017	3	HONDA	5FNRL5H26HB017030	30,657	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
60	FCTA	2017	3	HONDA	5FNRL5H27HB017067	24,964	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
43	LVCAP	2017	3	Dodge	2C7WDGBG8HR618348	23,479	8	37.50%	62.500%	Good	BELOW	4	5	4.5	Excellent
56	LVCAP	2017	3	Dodge	2C7WDGBG8HR618334	26,074	8	37.50%	62.500%	Good	BELOW	4	5	4.5	Excellent
63	LVCAP	2017	3	Dodge	2C7WDGBG8HR618365	24,217	8	37.50%	62.500%	Good	BELOW	4	5	4.5	Excellent
64	LVCAP	2017	3	Dodge	2C7WDGBG8HR618351	19,541	8	37.50%	62.500%	Good	BELOW	4	5	4.5	Excellent
77	LVCAP	2017	3	Dodge	2C7WDGBGXHR712957	7,605	8	37.50%	62.500%	Good	BELOW	4	5	4.5	Excellent
78	LVCAP	2017	3	Dodge	2C7WDGBGXHR718550	1527	8	37.50%	62.500%	Good	BELOW	4	5	4.5	Excellent
79	LVCAP	2017	3	Dodge	2C7WDGBG0HR718573	18,278	8	37.50%	62.500%	Good	BELOW	4	5	4.5	Excellent
95	LVCAP	2018	2	HONDA	5FNRL6H2XJB033257	285	8	25.00%	75.000%	Excellent	BELOW	5	5	5	Excellent
96	LVCAP	2018	2	HONDA	5FNRL6H21JB026469	165	8	25.00%	75.000%	Excellent	BELOW	5	5	5	Excellent
97	LVCAP	2018	2	HONDA	5FNRL6H25JB026457	201	8	25.00%	75.000%	Excellent	BELOW	5	5	5	Excellent
98	LVCAP	2018	2	HONDA	5FNRL6H23JB028255	452	8	25.00%	75.000%	Excellent	BELOW	5	5	5	Excellent
44	Murray Calloway	2018	2	HONDA	5FNRL5H22HB001004	21,393	8	25.00%	75.00%	Excellent	BELOW	5	5	5	Excellent
45	Murray Calloway	2018	2	HONDA	5FNRL5H28HB017093	14,194	8	25.00%	75.00%	Excellent	BELOW	5	5	5	Excellent
109	NKCAA	2017	3	Dodge	2c7wdgbg8hr562850	33,768	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
110	NKCAA	2017	3	Dodge	2C7WDGBG8HR775930	9,574	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent

Rolling Stock Condition Rating by Type: MV

111	NKCAA	2017	3	Dodge	2C7WDGBG0HR767482	10,637	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
#06	ven Co. Fiscal Co	2017	3	Dodge	2C7WDGBGXHR562851	36,188	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
#12	ven Co. Fiscal Co	2017	3	Dodge	2C7WDGBG3HR767489	2,185	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
#13	ven Co. Fiscal Co	2017	3	Dodge	2C7WDGBG3HR775916	6,553	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
209	ACS Transportati	2017	3	Dodge	2C7WDGBG4HR562862	28,973	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
210	ACS Transportati	2017	3	Dodge	2C7WDGBG3HR562884	23,680	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
211	ACS Transportati	2017	3	Dodge	2C7WDGBG4HR562859	27,055	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
212	ACS Transportati	2017	3	Dodge	2C7WDGBG7HR618373	24,274	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
213	ACS Transportati	2017	3	Dodge	2C7WDGBGXHR718161	8,732	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
214	ACS Transportati	2017	3	Dodge	2C7WDGBGXHR718158	8,028	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
215	ACS Transportati	2017	3	Dodge	2C7WDGBG1HR718145	21,072	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
216	ACS Transportati	2017	3	Dodge	2C7WDGBG0HR718153	20,550	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
217	ACS Transportati	2017	3	Dodge	2C7WDGBG3HR793106	5,774	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
218	ACS Transportati	2017	3	Dodge	2C7WDGBG2HR793100	8,961	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
220	ACS Transportati	2017	3	Dodge	2C7WDGBG7HR802289	2,000	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
221	ACS Transportati	2017	3	Dodge	2C7WDGBG1HR802272	9,315	8	37.50%	62.5%	Good	BELOW	4	5	4.5	Excellent
17200	PATS	2017	3	DODGE	2C7WDGBG2HR718137	39,549	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
17201	PATS	2017	3	DODGE	2C7WDGBG4HR718138	30,125	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
17221	PATS	2017	3	DODGE	2C7WDGBG6HR784111	400	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
17222	PATS	2017	3	DODGE	2C7WDGBG7HR802244	883	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
17223	PATS	2017	3	DODGE	2C7WDGBG3HR808719	927	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
1801	RTEC	2017	3	Dodge	2C7WDGBG4HR767470	6,753	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
1802	RTEC	2017	3	Dodge	2C7WDGBG6HR767485	8,124	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
1803	RTEC	2017	3	Dodge	2C7WDGBGXHR775931	7,643	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
1804	RTEC	2017	3	Dodge	2C7WDGBG8HR775944	6,665	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
1805	RTEC	2017	3	Dodge	2C7WDGBG1HR784095	1,584	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
1806	RTEC	2017	3	Dodge	2C7WDGBG1HR793105	5,926	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
1807	RTEC	2017	3	Dodge	2C7WDGBGXHR802206	7,311	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent
1808	RTEC	2017	3	Dodge	2C7WDGBG0HR802215	626	8	37.50%	62.50%	Good	BELOW	4	5	4.5	Excellent

6.897561

Rolling Stock Condition Rating by Type: SV

UNIT #	Names of Agency	YR	AGE	MAKE	VIN NUMBER	CURRENT MILE AGE	TAM ULB BENCHM ARK	% ULB Life Used	%ULB Remaining	TAM ULB STATUS	TAM ULB AGE Rating	Condition Rating Based Upon Mileage Useful Life	Overall Condition Rating Per Vehicle and Type	Overall Condition Rating Description
K7147	DBCAA	2002	18	Dodge	1B4HS38N32F163074	145,467	8	225.00%	-125.00%	EXCEED	1	3	2	Marginal
136	HCCAA	2002	18	Chevy	1GNDT13W82K166313	139,893	8	225.00%	-125.00%	EXCEED	1	3	2	Marginal
K7146	DBCAA	2002	18	Dodge	1B4HS38N12F163073	98,984	8	225.00%	-125.00%	EXCEED	1	4	2.5	Adequate
212	RTEC	2002	18	Chevy	1GNDT13W22K186749	88,862	8	225.00%	-125.00%	EXCEED	1	4	2.5	Adequate
K9613	DBCAA	2003	17	Dodge	1D4HS38N33F555849	152,310	8	212.50%	-112.50%	EXCEED	1	2	1.5	Marginal
K9334	DBCAA	2003	17	Dodge	1D4HS38N03F523344	122,560	8	212.50%	-112.50%	EXCEED	1	3	2	Marginal
K9518	DBCAA	2003	17	Dodge	1D4HS38N13F555848	112,461	8	212.50%	-112.50%	EXCEED	1	3	2	Marginal
KM2683	DBCAA	2004	16	Chevy	1GNDT13X34K166117	214,369	8	200.00%	-100.00%	EXCEED	1	1	1	Poor
1	HCCAA	2004	16	Chevy	1GNDT13X64K161073	111,129	8	200.00%	-100.00%	EXCEED	1	3	2	Marginal
157	HCCAA	2008	12	Jeep	1J8GR48K98C231998	160,590	8	150.00%	-50.00%	EXCEED	1	2	1.5	Marginal
911	RTEC	2008	12	Dodge	1D8HB38N08F156399	41,635	8	150.00%	-50.00%	EXCEED	1	5	3	Adequate
185	CKCAC	2009	11	Dodge	1D8GU28K19W534964	#####	8	137.50%	-37.50%	EXCEED	1	1	1	Poor
KG0201	DBCAA	2009	11	Ford	1FMCU59309KC96811	256,062	8	137.50%	-37.50%	EXCEED	1	1	1	Poor
KN9488	DBCAA	2009	11	Ford	1FMCU59319KC96820	273,983	8	137.50%	-37.50%	EXCEED	1	1	1	Poor
KG0198	DBCAA	2009	11	Ford	1FMCU59329KC96812	277,141	8	137.50%	-37.50%	EXCEED	1	1	1	Poor
KG0202	DBCAA	2009	11	Ford	1FMCU59339KC96821	241,486	8	137.50%	-37.50%	EXCEED	1	1	1	Poor
KG0200	DBCAA	2009	11	Ford	1FMCU59359KC96819	265,976	8	137.50%	-37.50%	EXCEED	1	1	1	Poor
KG0199	DBCAA	2009	11	Ford	1FMCU59359KC96822	258,815	8	137.50%	-37.50%	EXCEED	1	1	1	Poor
4	FCTA	2009	11	Ford	3FAHP06Z29R179214	312,943	8	137.50%	-37.5%	EXCEED	1	1	1	Poor
34	FCTA	2009	11	Dodge	1D8GU28K89W556928	296,993	8	137.50%	-37.5%	EXCEED	1	1	1	Poor
35	FCTA	2009	11	Dodge	1D8GU28KX9W556929	263,902	8	137.50%	-37.5%	EXCEED	1	1	1	Poor
36	FCTA	2009	11	Dodge	1D8GU28K69W556930	209,638	8	137.50%	-37.5%	EXCEED	1	1	1	Poor
6	HCCAA	2009	11	Ford	1FMCU59399KC96810	213,670	8	137.50%	-37.50%	EXCEED	1	1	1	Poor
7	HCCAA	2009	11	Ford	1FMCU593X9KC96816	310,180	8	137.50%	-37.50%	EXCEED	1	1	1	Poor
83	LVCAP	2009	11	Ford	1FMCU59319KC96817	230,856	8	137.50%	-37.500%	EXCEED	1	1	1	Poor
82	LVCAP	2009	11	Ford	1FMCU59389DC96815	223,166	8	137.50%	-37.500%	EXCEED	1	1	1	Poor
4820	MKCAP	2009	11	Dodge	1D8GU28K09W554820	#####	8	137.50%	-37.50%	EXCEED	1	1	1	Poor
79	ACS Transportatic	2009	11	Dodge	1D8GU28K19W531711	200,318	8	137.50%	-37.5%	EXCEED	1	1	1	Poor
76	ACS Transportatic	2009	11	Dodge	1D8HB38P79F715420	139,032	8	137.50%	-37.5%	EXCEED	1	3	2	Marginal
77	ACS Transportatic	2009	11	Dodge	1D8GU28K59W531713	125,430	8	137.50%	-37.5%	EXCEED	1	3	2	Marginal
81	ACS Transportatic	2009	11	Dodge	1D8GU28K79W531714	136,888	8	137.50%	-37.5%	EXCEED	1	3	2	Marginal
82	ACS Transportatic	2009	11	Dodge	1D8GU28K69W540713	115,610	8	137.50%	-37.5%	EXCEED	1	3	2	Marginal
147	AACS/GRITS	2009	11	Dodge	1D8GU28K09W531716	#####	8	137.50%	-37.5%	EXCEED	1	4	2.5	Adequate
148	AACS/GRITS	2009	11	Dodge	1D8GU28K99W531715	#####	8	137.50%	-37.5%	EXCEED	1	4	2.5	Adequate
38	ACS Transportatic	2009	11	Dodge	1D8HB38P0F715419	88,001	8	137.50%	-37.5%	EXCEED	1	4	2.5	Adequate
74	ACS Transportatic	2009	11	Dodge	1D8HB38P99F715418	98,582	8	137.50%	-37.5%	EXCEED	1	4	2.5	Adequate
150	ACS Transportatic	2009	11	Jeep	1J8HR48P19C531634	82,466	8	137.50%	-37.5%	EXCEED	1	4	2.5	Adequate
152	ACS Transportatic	2009	11	Dodge	1D8HB38P99F715290	70,678	8	137.50%	-37.5%	EXCEED	1	4	2.5	Adequate

FY 19 STATS:	
Overall Condition Rating:	3.1
Rounded Overall Condition:	3
Total Agencies who have Non Revenue Vehicles	16
Total Non Revenue Vehicles	107
# of Vehicles Below ULB	56
# of Vehicles Met or Exceeded ULB	51
% Below ULB	52.34%
% Met or Exceeded ULB	47.66%
# of Vehicles that Met or Exceeded Condition Rating of Adequate	68
# of Vehicles w/ Condition Rating of Marginal or Poor	39
% Met or Exceeded Condition Rating of Adequate	63.55%
% w/ Condition Rating of Marginal or Poor	36.45%

Rolling Stock Condition Rating by Type: SV

KG1190	DBCAA	2010	10	Ford	1FMCU5K31AKA00936	307,651	8	125.00%	-25.00%	EXCEED	1	1	1	Poor
KG1192	DBCAA	2010	10	Ford	1FMCU5K33AKA00937	255,027	8	125.00%	-25.00%	EXCEED	1	1	1	Poor
8	HCCAA	2010	10	Ford	1FMCU5K37AKA00942	260,268	8	125.00%	-25.00%	EXCEED	1	1	1	Poor
9	HCCAA	2010	10	Ford	1FMCU5K33AKA00940	293,471	8	125.00%	-25.00%	EXCEED	1	1	1	Poor
84	LVCAP	2010	10	Ford	1FMCU5K30AKA00944	220,966	8	125.00%	-25.00%	EXCEED	1	1	1	Poor
KG1191	DBCAA	2010	10	Ford	1FMCU5K3XAKA00935	242,205	8	125.00%	-25.00%	EXCEED	1	1	1	Poor
5458	MKCAP	2010	10	Ford	1FMCU9DGXAKB55458	#####	8	125.00%	-25.00%	EXCEED	1	2	1.5	Marginal
10138*	PATS	2010	10	DODGE	1D4PU2GK8AW122693	124,228	8	125.00%	-25.00%	EXCEED	1	3	2	Marginal
10139*	PATS	2010	10	DODGE	1D4PU2GKXAW122694	133,497	8	125.00%	-25.00%	EXCEED	1	3	2	Marginal
365	SVTS	2010	10	Ford	1FMCU5K35AKA00941	#####	8	125.00%	-25.00%	EXCEED	1	3	2	Marginal
10137	PATS	2010	10	FORD	1FMCU5K35AKA00938	84,696	8	125.00%	-25.00%	EXCEED	1	4	2.5	Adequate
369	SVTS	2011	9	Ford	1FMCU9DG2BKB74054	#####	8	112.50%	-12.50%	EXCEED	1	3	2	Adequate
#74	Wen Co. Fiscal Cou	2012	8	Ford	1FMCU9D73CKB05813	#####	8	100.00%	0.00%	EXCEED	2	3	2.5	Adequate
KC4156	DBCAA	2015	5	Jeep	1C4PJMAB0FW741547	70,400	8	62.50%	37.50%	BELOW	3	4	3.5	Good
KC4158	DBCAA	2015	5	Jeep	1C4PJMAB9FW746780	72,953	8	62.50%	37.50%	BELOW	3	4	3.5	Good
KC4157	DBCAA	2015	5	Jeep	1C4PJMAB2FW746779	75,284	8	62.50%	37.50%	BELOW	3	4	3.5	Good
1520	RTEC	2015	5	Jeep	1C4PJMAB7FW741416	9,815	8	62.50%	37.50%	BELOW	3	5	4	Excellent
1521	RTEC	2015	5	Jeep	1C4PJMAB9FW741417	6,339	8	62.50%	37.50%	BELOW	3	5	4	Excellent
CK-31	CKCAC	2016	4	Jeep	1C4PJMAB0GW176010	64,869	8	50.00%	50.00%	BELOW	4	4	4	Good
KC5773	DBCAA	2016	4	Jeep	1C4PJMAB4GW191612	53,185	8	50.00%	50.00%	BELOW	4	4	4	Good
KC7885	DBCAA	2016	4	Jeep	1C4PJMAS7GW354706	51,854	8	50.00%	50.00%	BELOW	4	4	4	Good
KC7886	DBCAA	2016	4	Jeep	1C4PJMAS3GW352368	50,689	8	50.00%	50.00%	BELOW	4	4	4	Good
28	HCCAA	2016	4	Jeep	1C4PJMAB2GW246770	60,987	8	50.00%	50.00%	BELOW	4	4	4	Good
304	LKLP	2016	4	Jeep	1C4PJMAB4GW233079	88,752	8	50.00%	50.00%	BELOW	4	4	4	Good
309	LKLP	2016	4	Jeep	1C4PJMAB4GW241960	72,144	8	50.00%	50.00%	BELOW	4	4	4	Good
310	LKLP	2016	4	Jeep	1C4PJMAB6GW241961	56,395	8	50.00%	50.00%	BELOW	4	4	4	Good
311	LKLP	2016	4	Jeep	1C4PJMABXGW246676	83,015	8	50.00%	50.00%	BELOW	4	4	4	Good
KC5774	DBCAA	2016	4	Jeep	1C4PJMAB9GW205567	41,704	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
KC7887	DBCAA	2016	4	Jeep	1C4PJMAS5GW354705	25,519	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
KC7888	DBCAA	2016	4	Jeep	1C4PJMAS9GW354707	12,370	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
27	HCCAA	2016	4	Jeep	1C4PJMAB6GW246769	20,888	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
1606	KRFDC	2016	4	Jeep	1C4PJMAB2GW227880	18,456	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
325	LKLP	2016	4	Jeep	1C4PJMAB3GW268521	43,750	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
5821	MKCAP	2016	4	Jeep	1C4PJMAB9GW225821	49,049	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
418	SVTS	2016	4	Jeep	1C4PJMAB1GW239096	40,098	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
419	SVTS	2016	4	Jeep	1C4PJMAB3GW239097	41,844	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
230	AACS/GRITS	2017	3	Ford	1FM5K8B87HGD25034	4,155	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
231	AACS/GRITS	2017	3	Ford	1FM5K8B89HGD25035	3,493	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
KD0651	DBCAA	2017	3	Ford	1FM5K8B85HGD06000	7,153	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
KD0650	DBCAA	2017	3	Ford	1FM5K8B87HGH06001	6,768	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
KD0648	DBCAA	2017	3	Ford	1FM5K8B89HGH06002	1,806	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
KD0649	DBCAA	2017	3	Ford	1FM5K8B80HGD06003	5,118	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
KD0652	DBCAA	2017	3	Ford	1FM5K8B83HGD17948	4,402	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
KD0653	DBCAA	2017	3	Ford	1FM5K8B84HGD17943	3,813	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent

Rolling Stock Condition Rating by Type: SV

111	FKFT	2017	3	Ford	1FM5K8B81HGE25551	3,570	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
110	FKFT	2017	3	Ford	1FM5K8B8XHGE25550	1,202	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
36	HCCAA	2017	3	Ford	1FM5K8B82HGD05998	3,022	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
37	HCCAA	2017	3	Ford	1FM5K8B84HGD05999	7,928	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
40	HCCAA	2017	3	Ford	1FM5K8B8XHGD17946	8,015	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
81	LVCAP	2017	3	FORD	1FM5K8B88HGD06461	632	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
89	LVCAP	2017	3	FORD	1FM5K8B8XHGD06459	740	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
90	LVCAP	2017	3	FORD	1FM5K8B86HGD06460	1002	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
7944	MKCAP	2017	3	Ford	1FM5K8B86HGD17944	11,811	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
7945	MKCAP	2017	3	Ford	1FM5K8B86HGD17945	8,651	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
#07	wen Co. Fiscal Cou	2017	3	Ford	1FM5K8B7HGD05995	14,647	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
#08	wen Co. Fiscal Cou	2017	3	Ford	1FM5K8B2H6D17942	10,795	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
17205	PATS	2017	3	FORD	1FM5K8B8XHGD24928	5,745	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
17207	PATS	2017	3	FORD	1FM5K8B88HGD24930	7,267	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
17208	PATS	2017	3	FORD	1FM5K8B8XHGD24931	5,192	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
17209	PATS	2017	3	FORD	1FM5K8B81HGD24932	5,211	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
17210	PATS	2017	3	FORD	1FM5K8B83HGD24933	6,222	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
17211	PATS	2017	3	FORD	1FM5K8B85HGD24934	5,097	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
17213	PATS	2017	3	FORD	1FM5K8B89HGD24936	6,704	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
435	SVTS	2017	3	Ford	1FM58B89HGD05996	13,926	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
436	SVTS	2017	3	Ford	1FM5K8B80HGD05997	18,348	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
437	SVTS	2017	3	Ford	1FM5K8B885HGD17949	14,506	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
17602	PATS	2017	3	FORD	1FM5K8B81HGD24929	4,943	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
46	Transit Authority	2018	2	FORD	1FM5K8B84HGD06005	8,905	8	25.00%	75.00%	BELOW	5	5	5	Excellent
47	Transit Authority	2018	2	FORD	1FM5K8B82HGD06004	4,425	8	25.00%	75.00%	BELOW	5	5	5	Excellent

7.448598

Rolling Stock Condition Rating by Type: VN

UNIT #	Names of Agency	YR	AGE	MAKE	VIN NUMBER	CURRENT MILE AGE	TAM ULB BENCHMARK	% ULB Life Used	%ULB Remaining	TAM ULB STATUS	TAM ULB AGE Rating	Condition Rating Based Upon Mileage Useful Life	Overall Condition Rating Per Vehicle and Type	Overall Condition Rating Description
9	FCTA	1998	22	Dodge	1B4GP44G7WB677288	255,130	8	275.00%	-175.0%	EXCEEDED	1	1	1	Poor
42	RTEC	2000	20	Dodge	2B6LB31ZXYK1179328	223,644	8	250.00%	-150.00%	EXCEEDED	1	1	1	Poor
9	RTEC	2000	20	Dodge	2B6LB31Z2YK114649	115,958	8	250.00%	-150.00%	EXCEEDED	1	3	2	Marginal
38	FCTA	2000	20	Ford	2FMZA5143VBBB9979	93,032	8	250.00%	-150.0%	EXCEEDED	1	4	2.5	Adequate
210	RTEC	2002	18	Dodge	2B5WB35Y92K109605	159,804	8	225.00%	-125.00%	EXCEEDED	1	2	1.5	Marginal
40	LVCAP	2002	18	Dodge	2B7LB31Z12K117187	126,957	8	225.00%	-125.000%	EXCEEDED	1	3	2	Marginal
KK9706	DBCAA	2003	17	Chevy	1GAHG39U131169649	183,108	8	212.50%	-112.50%	EXCEEDED	1	2	1.5	Marginal
125	LVCAP	2003	17	Ford	1FTSS34L83HB66281	188,281	8	212.50%	-112.500%	EXCEEDED	1	2	1.5	Marginal
KK9705	DBCAA	2003	17	Chevy	1GAHG39U831168126	119,491	8	212.50%	-112.50%	EXCEEDED	1	3	2	Marginal
KK9704	DBCAA	2003	17	Chevy	1GAHG39UX31169150	103,275	8	212.50%	-112.50%	EXCEEDED	1	3	2	Marginal
124	LVCAP	2003	17	Ford	1FTSS34LX3HB58702	133,166	8	212.50%	-112.500%	EXCEEDED	1	3	2	Marginal
320	RTEC	2003	17	Ford	1FTSS34L33HB98071	107,985	8	212.50%	-112.50%	EXCEEDED	1	3	2	Marginal
44	LVCAP	2003	17	Ford	1FTSS34L73HA97700	91,092	8	212.50%	-112.500%	EXCEEDED	1	4	2.5	Adequate
457	RTEC	2004	16	Ford	1FDSS34L24HB21642	272,411	8	200.00%	-100.00%	EXCEEDED	1	1	1	Poor
KM2675	DBCAA	2004	16	Ford	1FDWE35L24HA56668	167,565	8	200.00%	-100.00%	EXCEEDED	1	2	1.5	Marginal
KM2676	DBCAA	2004	16	Ford	1FDWE35L64HA58858	117,621	8	200.00%	-100.00%	EXCEEDED	1	3	2	Marginal
407	Louis Wheels	2004	16	Ford	1FBSS31P44HA73559	105,132	8	200.00%	-100.000%	EXCEEDED	1	3	2	Marginal
140	LVCAP	2004	16	Ford	1FTSS34L04HB52411	88,853	8	200.00%	-100.000%	EXCEEDED	1	4	2.5	Adequate
408	Louis Wheels	2004	16	Ford	1FBSS31P04HA73560	54,071	8	200.00%	-100.000%	EXCEEDED	1	4	2.5	Adequate
409	Louis Wheels	2004	16	Ford	1FBSS31P44HA73562	54,184	8	200.00%	-100.000%	EXCEEDED	1	4	2.5	Adequate
411	Louis Wheels	2004	16	Ford	1FBSS31P74HA89741	72,835	8	200.00%	-100.000%	EXCEEDED	1	4	2.5	Adequate
412	Louis Wheels	2004	16	Ford	1FBSS31P94HA89742	91,683	8	200.00%	-100.000%	EXCEEDED	1	4	2.5	Adequate
410	Louis Wheels	2004	16	Ford	1FBSS31P24HA73561	47,132	8	200.00%	-100.000%	EXCEEDED	1	5	3	Adequate
50	PACS Aging	2005	15	Ford	2FMZA50615BA53894	249,706	8	187.50%	-87.5%	EXCEEDED	1	1	1	Poor
8	LVCAP	2005	15	Ford	1FTSS34L45HB01575	130,821	8	187.50%	-87.500%	EXCEEDED	1	3	2	Marginal
503	RTEC	2005	15	Ford	1FDSS34S5HA65751	114,892	8	187.50%	-87.50%	EXCEEDED	1	3	2	Marginal
10	LVCAP	2005	15	Ford	1FTSS34L85HB01577	61,250	8	187.50%	-87.500%	EXCEEDED	1	4	2.5	Adequate
67	LVCAP	2005	15	Ford	2FMZA51615BA01972	88,842	8	187.50%	-87.500%	EXCEEDED	1	4	2.5	Adequate
17	LVCAP	2006	14	Ford	1FB5531L86DA37980	210,084	8	175.00%	-75.000%	EXCEEDED	1	1	1	Poor
M9589	DBCAA	2006	14	Ford	1FDWE35L26DA68314	85,434	8	175.00%	-75.00%	EXCEEDED	1	4	2.5	Adequate
M9588	DBCAA	2006	14	Ford	1FDWE35L46DA68315	69,775	8	175.00%	-75.00%	EXCEEDED	1	4	2.5	Adequate
KM9586	DBCAA	2006	14	Ford	1FDWE35LX6DA68318	67,628	8	175.00%	-75.00%	EXCEEDED	1	4	2.5	Adequate
513	RTEC	2006	14	Ford	1FTSS34L66HA38190	75,643	8	175.00%	-75.00%	EXCEEDED	1	4	2.5	Adequate
514	RTEC	2006	14	Ford	1FTSS34L26HA33326	47,654	8	175.00%	-75.00%	EXCEEDED	1	5	3	Adequate
722	RTEC	2007	13	Ford	1FTSS34L37DB48669	311,441	8	162.50%	-62.50%	EXCEEDED	1	1	1	Poor
801	RTEC	2007	13	Ford	1FTSS34L57DB48673	206,221	8	162.50%	-62.50%	EXCEEDED	1	1	1	Poor
4866	MKCAP	2007	13	Ford	1FTSS34L67DA54866	#####	8	162.50%	-62.50%	EXCEEDED	1	3	2	Marginal
47	LVCAP	2007	13	Ford	1FBNE31L67DA64942	73,578	8	162.50%	-62.500%	EXCEEDED	1	4	2.5	Adequate
2407	MKCAP	2007	13	Ford	1BFZX2CM8GKA62407	24,814	8	162.50%	-62.50%	EXCEEDED	1	5	3	Adequate
802	RTEC	2008	12	Ford	1FTSS34L68DA63861	210,701	8	150.00%	-50.00%	EXCEEDED	1	1	1	Poor
KN6473	DBCAA	2008	12	Ford	1FD3E35L28DB56432	108,334	8	150.00%	-50.00%	EXCEEDED	1	3	2	Marginal
55	PACS Transportation	2008	12	Chevy	1GBDV13W48D209047	136,501	8	150.00%	-50.0%	EXCEEDED	1	3	2	Marginal
2192	MKCAP	2008	12	Ford	2C4RDGBG8CR232192	45,070	8	150.00%	-50.00%	EXCEEDED	1	5	3	Adequate
186	CKCAC	2009	11	Ford	1FTSS34L89DA40261	#####	8	137.50%	-37.50%	EXCEEDED	1	1	1	Poor
928	RTEC	2009	11	Ford	1FTSS34L19DA76809	320,499	8	137.50%	-37.50%	EXCEEDED	1	1	1	Poor
929	RTEC	2009	11	Ford	1FTSS34L59DA76814	296,185	8	137.50%	-37.50%	EXCEEDED	1	1	1	Poor
930	RTEC	2009	11	Ford	1FTSS34L49DA80014	223,568	8	137.50%	-37.50%	EXCEEDED	1	1	1	Poor
932	RTEC	2009	11	Ford	1FTSS34LX9DA51987	227,803	8	137.50%	-37.50%	EXCEEDED	1	1	1	Poor
6815	MKCAP	2009	11	Ford	1FTSS34L79DA76815	#####	8	137.50%	-37.50%	EXCEEDED	1	2	1.5	Marginal
249	NKCAA	2009	11	Ford	1FTSS34L49DA51984	187,220	8	137.50%	-37.5%	EXCEEDED	1	2	1.5	Marginal
KN8760	DBCAA	2009	11	Ford	1FTSS34L49DA30780	128,616	8	137.50%	-37.50%	EXCEEDED	1	3	2	Marginal
KN9535	DBCAA	2009	11	Ford	1FTSS34L99DA82776	141,582	8	137.50%	-37.50%	EXCEEDED	1	3	2	Marginal
254	NKCAA	2009	11	Ford	1FTSS34L39DA76813	145,810	8	137.50%	-37.5%	EXCEEDED	1	3	2	Marginal

FY 19 STATS:	
Overall Condition Rating:	3.2
Rounded Overall Condition:	3
Total Agencies who have Non Revenue Vehicles	20
Total Non Revenue Vehicles	170
# of Vehicles Below ULB	98
# of Vehicles Met or Exceeded ULB	72
% Below ULB	57.65%
% Met or Exceeded ULB	42.35%
# of Vehicles that Met or Exceeded Condition Rating of Adequate	123
# of Vehicles w/ Condition Rating of Marginal or Poor	47
% Met or Exceeded Condition Rating of Adequate	72.35%
% w/ Condition Rating of Marginal or Poor	27.65%

Rolling Stock Condition Rating by Type: VN

255	NKCAA	2009	11	Ford	1FTSS34L99DA76816	113,129	8	137.50%	-37.5%	EXCEEDED	1	3	2	Marginal
256	NKCAA	2009	11	Ford	1FTSS34L09DA76817	120,132	8	137.50%	-37.5%	EXCEEDED	1	3	2	Marginal
85	LVCAP	2009	11	Ford	1FMNE11W19DA03796	60,670	8	137.50%	-37.500%	EXCEEDED	1	4	2.5	Adequate
512	MTS	2009	11	Ford	1FDXE45S29DA55973	70,363	8	137.50%	-37.50%	EXCEEDED	1	4	2.5	Adequate
904	KRFDC	2009	11	Ford	1FTSS34L69DA80015	37,424	8	137.50%	-37.5%	EXCEEDED	1	5	3	Adequate
905	KRFDC	2009	11	Ford	1FTSS34L89DA80016	37,021	8	137.50%	-37.5%	EXCEEDED	1	5	3	Adequate
906	KRFDC	2009	11	Ford	1FTSS34LX9DA80017	47,511	8	137.50%	-37.5%	EXCEEDED	1	5	3	Adequate
64	CKCAC	2011	9	Ford	1FTSS3EL5BDA26208	267,162	8	112.50%	-12.50%	EXCEEDED	1	1	1	Marginal
65	CKCAC	2011	9	Ford	1FTSS3EL7BDA26209	267,035	8	112.50%	-12.50%	EXCEEDED	1	1	1	Marginal
1101	RTEC	2011	9	Ford	1FTSS3EL2BDA23881	320,012	8	112.50%	-12.50%	EXCEEDED	1	1	1	Marginal
1103	RTEC	2011	9	Ford	1FTSS3EL2BDA23878	119,049	8	112.50%	-12.50%	EXCEEDED	1	3	2	Adequate
1104	RTEC	2011	9	Ford	1FTSS3EL4BDA23879	81,082	8	112.50%	-12.50%	EXCEEDED	1	4	2.5	Adequate
1105	RTEC	2011	9	Ford	1FTSS3EL0BDA23880	44,618	8	112.50%	-12.50%	EXCEEDED	1	5	3	Good
382	SVTS	2012	8	Ford	1FTDS3EL4CDA38344	#####	8	100.00%	0.00%	EXCEEDED	2	1	1.5	Marginal
383	SVTS	2012	8	Ford	1FTDS3EL6CDA38345	#####	8	100.00%	0.00%	EXCEEDED	2	1	1.5	Marginal
384	SVTS	2012	8	Ford	1FTD3EL8CDA38346	#####	8	100.00%	0.00%	EXCEEDED	2	1	1.5	Marginal
385	SVTS	2012	8	Ford	1FTDS3ELXCDA38347	#####	8	100.00%	0.00%	EXCEEDED	2	1	1.5	Marginal
386	SVTS	2012	8	Ford	1FTDS3EL1CDA38348	#####	8	100.00%	0.00%	EXCEEDED	2	1	1.5	Marginal
8670	MKCAP	2012	8	Ford	1FTSS34LX7DB48670	#####	8	100.00%	0.00%	EXCEEDED	2	2	2	Marginal
389	SVTS	2013	7	Ford	1FTDS3EL7DDA38789	#####	8	87.50%	12.50%	BELOW	2	1	1.5	Marginal
504	MTS	2013	7	Dodge	2C4RDGBG2DR617524	72,997	8	87.50%	12.50%	BELOW	2	4	3	Good
15	LVCAP	2013	7	Ford	1FTSS3EL2DDA47634	27,008	8	87.50%	12.500%	BELOW	2	5	3.5	Good
1412	RTEC	2014	6	Ford	1FTDS3EL5EDA22334	163,717	8	75.00%	25.00%	BELOW	3	2	2.5	Adequate
1416	RTEC	2014	6	Ford	1FTDS3EL8EDA48846	159,346	8	75.00%	25.00%	BELOW	3	2	2.5	Adequate
1418	RTEC	2014	6	Ford	1FTSS3EL0EDA35449	169,286	8	75.00%	25.00%	BELOW	3	2	2.5	Adequate
1411	RTEC	2014	6	Ford	1FTDS3EL3EDA22333	154,026	8	75.00%	25.00%	BELOW	3	2	2.5	Adequate
CK-6	CKCAC	2014	6	Ford	1FTDS3EL1EDA22332	137,460	8	75.00%	25.00%	BELOW	3	3	3	Adequate
24	PACS Transportation	2014	6	Dodge	2C4RDGBGXER246310	118,091	8	75.00%	25.0%	BELOW	3	3	3	Adequate
1413	RTEC	2014	6	Ford	1FTSS3EL2EDA28230	127,709	8	75.00%	25.00%	BELOW	3	3	3	Adequate
1415	RTEC	2014	6	Ford	1FTSS3EL1EDA65043	148,155	8	75.00%	25.00%	BELOW	3	3	3	Adequate
1417	RTEC	2014	6	Ford	1FTDS3ELXEDA48847	124,572	8	75.00%	25.00%	BELOW	3	3	3	Adequate
286	LKLP	2015	5	Ford	NM0GE9F7XF1178846	108,455	8	62.50%	37.50%	BELOW	3	3	3	Good
287	LKLP	2015	5	Ford	NM0GE9F77F1178884	111,293	8	62.50%	37.50%	BELOW	3	3	3	Good
288	LKLP	2015	5	Ford	NM0GE9F77F1223144	102,239	8	62.50%	37.50%	BELOW	3	3	3	Good
289	LKLP	2015	5	Ford	NM0GE9F74F1181614	100,969	8	62.50%	37.50%	BELOW	3	3	3	Good
505	MTS	2015	5	Dodge	2C7WDGB6FR541959	18,649	8	62.50%	37.50%	BELOW	3	5	4	Excellent
299	LKLP	2016	4	Ford	1FBZX2CM3GKA18475	106,865	8	50.00%	50.00%	BELOW	4	3	3.5	Good
301	LKLP	2016	4	Ford	1FBZX2CM7GKA18477	105,470	8	50.00%	50.00%	BELOW	4	3	3.5	Good
306	LKLP	2016	4	Ford	1FBZX2CM7GKA37868	107,661	8	50.00%	50.00%	BELOW	4	3	3.5	Good
228	AACS/GRITS	2016	4	Ford	1FBZX2CM7GKB28610	73,903	8	50.00%	50.0%	BELOW	4	4	4	Good
224	AACS/GRITS	2016	4	Ford	1FBZX2CM0GKA08440	97,489	8	50.00%	50.0%	BELOW	4	4	4	Good
CK-37	CKCAC	2016	4	Ford	1FBZX2CM5GKB48273	64,488	8	50.00%	50.00%	BELOW	4	4	4	Good
1603	KRFDC	2016	4	Ford	1FBZX2CM4GKA45779	57,948	8	50.00%	50.0%	BELOW	4	4	4	Good
300	LKLP	2016	4	Ford	1FBZX2CM5GKA18476	97,934	8	50.00%	50.00%	BELOW	4	4	4	Good
305	LKLP	2016	4	Ford	1FBZX2CM9GKA37869	72,517	8	50.00%	50.00%	BELOW	4	4	4	Good
307	LKLP	2016	4	Ford	1FBZX2CM5GKA37870	62,700	8	50.00%	50.00%	BELOW	4	4	4	Good
#03	Owen Co. Fiscal Cour	2016	4	Ford	1FBZX2CM4GKA08439	59,188	8	50.00%	50.00%	BELOW	4	4	4	Good
#04	Owen Co. Fiscal Cour	2016	4	Ford	1FBZX2CM0GKB28612	55,861	8	50.00%	50.00%	BELOW	4	4	4	Good
1565	RTEC	2016	4	Ford	1FBZX2CM3FKB23533	77,199	8	50.00%	50.00%	BELOW	4	4	4	Good
1566	RTEC	2016	4	Ford	1FBZX2CM1FKB23532	75,127	8	50.00%	50.00%	BELOW	4	4	4	Good
1629	RTEC	2016	4	Ford	1FBZX2CM5GKB22823	74,542	8	50.00%	50.00%	BELOW	4	4	4	Good
1630	RTEC	2016	4	Ford	1FBZX2CM7GKB22824	58,198	8	50.00%	50.00%	BELOW	4	4	4	Good
429	SVTS	2016	4	Ford	1FBZX2CM0GKB48276	54,739	8	50.00%	50.00%	BELOW	4	4	4	Good
CK-36	CKCAC	2016	4	Ford	1FBZX2CM2GKB48277	44,957	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
29	HCCAA	2016	4	Ford	1FBZX2CM0GKA69058	25,362	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
31	HCCAA	2016	4	Ford	1FBZX2CM9GKB28611	31,639	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
32	HCCAA	2016	4	Ford	1FBZX2CM7GKB48274	32,377	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
33	HCCAA	2016	4	Ford	1FBZX2CM9GKB48275	18,159	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
1604	KRFDC	2016	4	Ford	1FBZX2CM0GKA45780	45,441	8	50.00%	50.0%	BELOW	4	5	4.5	Excellent
107	NKCAA	2016	4	Ford	1FBZX2CM8GKB25943	38,903	8	50.00%	50.0%	BELOW	4	5	4.5	Excellent
108	NKCAA	2016	4	Ford	1FBZX2CM7GKB29188	32,764	8	50.00%	50.0%	BELOW	4	5	4.5	Excellent

Rolling Stock Condition Rating by Type: VN

1606	RTEC	2016	4	Ford	1FBZX2CMXGKA62408	22,699	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
1607	RTEC	2016	4	Ford	1FBZX2CM1GKA62409	4,072	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
1631	RTEC	2016	4	Ford	1FBZX2CMXGKB25944	37,512	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
1632	RTEC	2016	4	Ford	1FBZX2CM1GKB25945	44,038	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
1633	RTEC	2016	4	Ford	1FBZX2CM9GKB45232	47,362	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
1634	RTEC	2016	4	Ford	1FBZX2CM0GKB45233	47,245	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
1704	RTEC	2016	4	Ford	1FBZX2CM3GKB22822	10,637	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent
434	SVTS	2017	3	Ford	1FBZX2CM8HKA62392	50,320	8	37.50%	62.50%	BELOW	4	4	4	Excellent
432	SVTS	2017	3	Ford	1FBZX2CM7HKA41954	52,325	8	37.50%	62.50%	BELOW	4	4	4	Excellent
232	AACS/GRITS	2017	3	Ford	1FBZX2CM3HKA62381	23,102	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
233	AACS/GRITS	2017	3	Ford	1FBZX2CM7HKA62383	25,973	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
234	AACS/GRITS	2017	3	Ford	1FBZX2CM9HKA62384	22,551	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
237	AACS/GRITS	2017	3	Ford	1FBZX2CM2HKA62386	10,476	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
180	BGCAP	2017	3	Van	1FBZX2CM5HKA62382	155	8	37.50%	63%	BELOW	4	5	4.5	Excellent
181	BGCAP	2017	3	Van	1FBZX2CM6HKA62391	137	8	37.50%	63%	BELOW	4	5	4.5	Excellent
182	BGCAP	2017	3	Van	1FBZX2CM7HKA62397	146	8	37.50%	63%	BELOW	4	5	4.5	Excellent
CK-45	CKCAC	2017	3	Ford	1FBZX2CMXHKA41950	16,570	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
CK-46	CKCAC	2017	3	Ford	1FBZX2CM6HKA41959	19,306	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
55	FCTA	2017	3	Ford	1FBZX2CM3HKA41949	34,862	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
56	FCTA	2017	3	Ford	1FBZX2CM2HKA41957	29,071	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
57	FCTA	2017	3	Ford	1FBZX2CM4HKA41958	23,835	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
8	GCSO	2017	3	Ford	1FBZX2CM3HKA73395	207	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
34	HCCAA	2017	3	Ford	1FDZX2CMXHKA41941	10,818	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
35	HCCAA	2017	3	Ford	1FBZX2CM4HKA41961	12,483	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
38	HCCAA	2017	3	Ford	1FBZX2CM3HKA62378	9,279	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
39	HCCAA	2017	3	Ford	1FBZX2CM5HKA62379	10,822	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
42	HCCAA	2017	3	Ford	1FDZX2CMXHB35429	221	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
43	HCCAA	2017	3	Ford	1FDZX2CM6HKB35430	3,228	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
44	HCCAA	2017	3	Ford	1FDZX2CM1HKA41942	2,358	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
45	HCCAA	2017	3	Ford	1FDZX2CM5HKA41944	2,212	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
46	HCCAA	2017	3	Ford	1FBZX2CM9HKA41955	2,330	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
47	HCCAA	2017	3	Ford	1FBZX2CM1HKA62380	8,093	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
1702	KRFDC	2017	3	Ford	1FDZX2CM0HKA41947	508	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
1703	KRFDC	2017	3	Ford	1FBZX2CM0HKA41956	229	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
66	LVCAP	2017	3	HONDA	5FNRL5H23HB017096	11,716	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
75	LVCAP	2017	3	HONDA	5FNRL5H29HB017488	15,994	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
76	LVCAP	2017	3	HONDA	5FNRL5H25HB017097	15,993	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
99	LVCAP	2017	3	Dodge	2C7WDGBG9HR767481	301	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
100	LVCAP	2017	3	Dodge	2C7WDGBG2HR767483	301	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
103	LVCAP	2017	3	Dodge	2C7WDGBG4HR767484	300	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
104	LVCAP	2017	3	Dodge	2C7WDGBG1HR767488	302	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
105	LVCAP	2017	3	Dodge	2C7WDGBG1HR767491	302	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
106	LVCAP	2017	3	Dodge	2C7WDGBG2HR767497	301	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
108	LVCAP	2017	3	Dodge	2C7WDGBG4HR767498	300	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
117	LVCAP	2017	3	Ford	1FDZX2CM1HKA41939	172	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
118	LVCAP	2017	3	Ford	1FDZX2CM9HKA41946	185	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
114	Transit Authority	2017	3	FORD	1FBZX2CM7HKA73416	416	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
115	Transit Authority	2017	3	FORD	1FBZX2CM9HKA73417	416	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
112	NKCAA	2017	3	Ford	1FDZX2CM3HKA41943	5,089	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
114	NKCAA	2017	3	Ford	1FDZX2CM6HKA41936	4,770	8	37.50%	62.5%	BELOW	4	5	4.5	Excellent
#09	Owen Co. Fiscal Cour	2017	3	Ford	1FBZX2CM2HKA41960	5,367	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
#10	Owen Co. Fiscal Cour	2017	3	Ford	1FBZX2CM1HKA41948	10,089	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
#14	Owen Co. Fiscal Cour	2017	3	Ford	1FBZX2CM9HKA62398	337	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
430	SVTS	2017	3	Ford	1FBZX2CM3HKA41952	48,340	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
431	SVTS	2017	3	Ford	1FBZX2CM5HKA41953	47,955	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
433	SVTS	2017	3	Ford	1FBZX2CM1HKA62377	45,065	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent

Equipment Condition Rating of Non-Revenue Service Vehicles

UNIT #	Names of Agency	YR	AGE	MAKE	VIN NUMBER	Vehicle TYPE (AO-Automobile; BU-Bus; CU-Cutaway:	CURRENT MILEAGE	TAM ULB BENCHMARK	% ULB Life Used	%ULB Remaining	TAM ULB STATUS	TAM ULB AGE Rating	Condition Rating Based Upon Mileage Useful Life	Overall Condition Rating Per Vehicle and Type	Overall Condition Rating Description	
93	BGCAP	2001	19	Ford	Taurus	1FAFP58201A255824	AO	147,202	8	237.50%	-138%	MET OR	1	3	2	Marginal
26	FCTA	2005	15	Ford		1FTRF12W65NA96160	AO	114,026	8	187.50%	-87.5%	MET OR	1	3	2	Marginal
251	NKCAA	2009	11	Ford		1FTSS34L89DA76810	VN	134,208	8	137.50%	-37.5%	MET OR	1	3	2	Marginal
6	RTEC	1997	23	Ford		1FTDR15X6VPA76145	AO	160,858	8	287.50%	-187.50%	MET OR	1	2	1.5	Marginal
711	RTEC	2007	13	Dodge		1D4GP24R77B227783	MV	109,165	8	162.50%	-62.50%	MET OR	1	3	2	Marginal
313	SVTS	2003	17	Ford		1FTSS34L53HB15028	VN	121,037	8	212.50%	-112.50%	MET OR	1	3	2	Marginal
M2677	DBCAA	2004	16	Ford		1FTNW21L34ED65211	AO	83,469	8	200.00%	-100.00%	MET OR	1	4	2.5	Adequate
KN8762	DBCAA	2009	11	Ford		1FTSX21599EB00575	AO	36,717	8	137.50%	-37.50%	MET OR	1	5	3	Adequate
39A	FKFT	2003	17	Ford		2FTRX18W53CA40976	AO	131,488	8	212.50%	-112.50%	MET OR	1	3	2	Marginal
807	KRFDC	2008	12	Dodge		1D8HB38N98F120288	SV	74,513	8	150.00%	-50.0%	MET OR	1	4	2.5	Adequate
7	Louis Wheels	2007	13	Ford		1FTSX21P77EB16367	AO	33,917	8	162.50%	-62.500%	EXCEEDED	1	5	3	Adequate
8	Louis Wheels	2008	12	Ford		1FMCU59H28KE61283	SV	78,125	8	150.00%	-50.000%	MET OR	1	4	2.5	Adequate
406	Louis Wheels	2004	16	Dodge		1D4GP24RX4B546185	VN	80,830	8	200.00%	-100.000%	MET OR	1	4	2.5	Adequate
234	SVTS	2003	17	Dodge		2B6LB1Z61K555142	VN	90,522	8	212.50%	-112.50%	MET OR	1	4	2.5	Adequate
351	PATS	2003	17	FORD		1FDWX36PX3EC90603	AO	32,233	8	212.50%	-112.50%	MET OR	1	5	3	Adequate
914	KRFDC	2010	10	Dodge		1D4PU2GKXAW140824	SV	51,960	8	125.00%	-25.0%	MET OR	1	4	2.5	Adequate
6113	FCTA - Simulator Tractor	2006	14	Freightliner		1FUJA6CV66LW12182	Semi-Tractor	69,417	14	100.00%	0.00%	MET OR	2	4	3	Adequate
405	Louis Wheels	2004	16	Dodge		1D4GP24R84B546184	MV	52,774	8	200.00%	-100.000%	MET OR	1	4	2.5	Adequate
1519	RTEC	2015	5	Jeep		1C4PJMAB5FW741415	SV	12,518	8	62.50%	37.50%	BELOW	3	5	4	Excellent
101	Louis Wheels	2017	3	Ford		1FM5K7D89HGA84343	MV	8,399	8	37.50%	62.500%	BELOW	4	5	4.5	Excellent
17212	PATS	2017	3	FORD		1FM5K8B87HGD24935	SV	12,174	8	37.50%	62.50%	BELOW	4	5	4.5	Excellent
1602	RTEC	2016	4	Ford		1FD7X2B60GEB43143	AO	24,389	8	50.00%	50.00%	BELOW	4	5	4.5	Excellent

12.90909

FY 19 STATS:	
Overall Condition Rating:	2.8
Rounded Overall Condition:	3
Total Agencies who have Non Revenue Vehicles	11
Total Non Revenue Vehicles	22
# of Vehicles Below ULB	4
# of Vehicles Met or Exceeded ULB	18
% Below ULB	18.18%
% Met or Exceeded ULB	81.82%
# of Vehicles that Met or Exceeded Condition Rating of Adequate	15
# of Vehicles w/ Condition Rating of Marginal or Poor	7
% Met or Exceeded Condition Rating of Adequate	68.18%
% w/ Condition Rating of Marginal or Poor	31.82%

TAM Equipment Inventory Condition Assessment Form

Name of AGENCY	FTA EQUIPMENT DESCRIPTION	YEAR of PURCHASE	AGE	SERIAL NUMBER or ID NUMBER	SECTION (5307, 5309, 5310, 5311, 5316, 5317)	PURCHASE PRICE		USEFUL LIFE	CONDITION of EQUIPMENT (Excellent, Good, Adequate, Poor, Failure)	Maintenance Plan	Amount of Hours to Present Date	Direct Capital/Financial Responsibility	% Age of Vehicle Used vs Useful Life	% of Age Remaining	Condition Rating	Conditon Rating Description
						TOTAL COST	FEDERAL SHARE									
PTA	Generator	2010	10	263385	Tiger	\$ 92,400.00	\$ 92,400.00	25	Excellent	Yes - 2,000 Ho	260	Yes	0.4	60.00%	4	Good
PTA	IVR Server	2010	10	100017	MSAA	\$ 92,050.00	\$ 92,050.00	10	Good	Yes	N/A	Yes	1	0.00%	2	Marginal
FCTA	Driver Training Simulator/Trailer	2006	14	1KKVD53284L214393	5309	\$ 1,263,313.00	\$ 1,263,313.00	40	Good	Yes	N/A	Yes	0.35	65.00%	4	Good
UoL	Bus Shelter	2007	13	N/A	5309	\$ 56,000.00	\$ 56,000.00	40	Good	Yes	N/A	No	0.325	67.50%	4	Good

Average Age: 11.75

Stats:	
Overall Condition Rating of Equipment:	3.3333
Rounded Overall Equipment Condition Rating:	3
Total No of Equipment with Direct Capital Financial Responsibility:	3
% Below Condition Rating	33.33%
% Met Condition Rating	0.00%
% Above Condition Rating	66.67%

Passenger/Parking Facility Condition Assessment Form

Inspection Date: 7/15/2019
Inspector Name: James Morgan
Facility Name: RTEC Somerset Transit Park n Ride
Address/Location: 1500 KY 2227, Somerset, KY 42503
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					Line Total
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interior		4				4
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Fare Collection		4				4
J.	Site		4				4
Facility Condition Term Scale Average Rating							4

Inspection Date: 7/15/2019
Inspector Name: James Morgan
Facility Name: RTEC London Transit Park n Ride Center
Address/Location: 100 Broad Street, London, KY 40741
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					Line Total
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interior		4				4
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Fare Collection		4				4
J.	Site		4				4
Facility Condition Term Scale Average Rating							4

Stats:		
Average TERM Rating:	4	
Total Parking/Park and Ride Facilities	2	
	# of Facilities	% of Facilities
TERM Rating 2.99 or Below	0	0.00%
Median Term Rating (3 to 3.99)	0	0.00%
TERM Rating 4 or Higher	2	100.00%

Inspection Date: 7/15/2019
Inspector Name: Geoffrey Atherton
Facility Name: University of Louisville - Floyd Street Garage Bus Station
Address/Location: 2126 S. Floyd Street, Louisville, KY 40208
Year Facility was built and/or renovated: 2009

ID #		Percent of Asset Quantity by Condition					Line Total
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interior		4				4
D.	Conveyance						0
E.	Plumbing						0
F.	HVAC		4				4
G.	Fire Protection						0
H.	Electrical		4				4
I.	Fare Collection						0
J.	Site		4				4
Facility Condition Term Scale Average Rating							4

Stats:		
Average TERM Rating:	4	
Total Passenger Facilities	1	
	# of Facilities	% of Facilities
TERM Rating 2.99 or Below	0	0.00%
Median Term Rating (3 to 3.99)	0	0.00%
TERM Rating 4 or Higher	1	100.00%

Administrative/Maintenance Facility Condition Assessment Form

Inspection Date: 7/12/2019
Inspector Name: Dan Lanham
Facility Name: AACS/GRITS Administrative Office and Parking Garage
Address/Location: 222 St. Elizabeth Street, Owensboro, KY

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance		4				4
E.	Plumbing		4				4
F.	HVAC				2		2
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Equipment		4				4
J.	Site		4				4
Facility Condition Term Scale Average Rating							3.8

Stats:		
Average TERM Rating:	4	
Average Rounded TERM Rating:	4	
Total Administrative/Maintenance Facilities	36	
	# of Facilities	% of Facilities
TERM Rating 2.99 or Below	1	2.78%
Median Term Rating (3 to 3.99)	14	38.89%
TERM Rating 4 or Higher	21	58.33%

Inspection Date: 7/12/2019
Inspector Name: Dan Lanham
Facility Name: AACS/GRITS Maintenance Facility
Address/Location: 2016 W. Second Street, Owensboro, KY

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance		4				4
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Equipment		4				4
J.	Site				2		2
Facility Condition Term Scale Average Rating							3.8

Inspection Date: 7/12/2019
Inspector Name: Dan Lanham
Facility Name: AACS/GRITS Wash Bay Facility
Address/Location: 2002 W. 2nd Street, Owensboro, KY

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance		4				4
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Equipment		4				4
J.	Site		4				4
Facility Condition Term Scale Average Rating							4

Inspection Date: 7/10/2019
Inspector Name: Taylor Veatch
Facility Name: BUS Danville Intermodal Transit Administrative Office
Address/Location: 225 W. Walnut Street, Danville, KY 40422

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection	5					5
H.	Electrical		4				4
I.	Equipment						0
J.	Site		4				4

Facility Condition Term Scale Average Rating	4.125
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Inspection Date: 7/8/2019
Inspector Name: Diane Mattingly
Facility Name: CKCAA (CKCATS) Administrative Facility
Address/Location: 328 Hood Avenue, Lebanon, KY 40033

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure				2		2
B.	Shell				2		2
C.	Interiors				2		2
D.	Conveyance						0
E.	Plumbing				2		2
F.	HVAC				2		2
G.	Fire Protection				2		2
H.	Electrical				2		2
I.	Equipment		4				4
J.	Site		4				4

Facility Condition Term Scale Average Rating	2.44444444
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Inspection Date: 7/10/2019
 Inspector Name: Eugene Henson and John Johnson
 Facility Name: DBCAA - Clay County Transit Facility
 Address/Location: 1535 Shamrock Road, Manchester, KY 40962

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure	5					5
B.	Shell	5					5
C.	Interiors	5					5
D.	Conveyance						0
E.	Plumbing	5					5
F.	HVAC	5					5
G.	Fire Protection						0
H.	Electrical	5					5
I.	Equipment		4				4
J.	Site		4				4
Facility Condition Term Scale Average Rating						4.75	

Inspection Date: 7/10/2019
 Inspector Name: Eugene Henson and John Johnson
 Facility Name: DBCAA - Clay County Transit Maintenance Garage
 Address/Location: 1535 Shamrock Road, Manchester, KY 40962

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure	5					5
B.	Shell	5					5
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing	5					5
F.	HVAC	5					5
G.	Fire Protection						0
H.	Electrical	5					5
I.	Equipment	5					5
J.	Site		4				4
Facility Condition Term Scale Average Rating						4.75	

Inspection Date: 7/10/2019
 Inspector Name: Eugene Henson and John Johnson
 Facility Name: DBCAA - Jackson County Transit Facility
 Address/Location: 5748 KY Highway 290, McKee, KY 40447

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure	5					5
B.	Shell	5					5
C.	Interiors	5					5
D.	Conveyance						0
E.	Plumbing	5					5
F.	HVAC	5					5
G.	Fire Protection						0
H.	Electrical	5					5
I.	Equipment						0
J.	Site	5					5
Facility Condition Term Scale Average Rating							5

Inspection Date: 7/10/2019
 Inspector Name: Eugene Henson and John Johnson
 Facility Name: DBCAA - Lee County Transit Facility
 Address/Location: 1970 Old Highway 11, Beattyville, KY 41311

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure	5					5
B.	Shell	5					5
C.	Interiors	5					5
D.	Conveyance						0
E.	Plumbing	5					5
F.	HVAC	5					5
G.	Fire Protection						0
H.	Electrical	5					5
I.	Equipment						0
J.	Site		4				4
Facility Condition Term Scale Average Rating							4.857142857

Inspection Date: 7/9/2019
 Inspector Name: Jennifer Hall
 Facility Name: Frankfort Transit Wash Bay
 Address/Location: 301 Bald Knob Drive, Frankfort, KY 40601

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure	5					5
B.	Shell	5					5
C.	Interiors	5					5
D.	Conveyance						0
E.	Plumbing	5					5
F.	HVAC	5					5
G.	Fire Protection		4				4
H.	Electrical	5					5
I.	Equipment	5					5
J.	Site		4				4

Facility Condition Term Scale Average Rating 4.77777778

Inspection Date: 7/9/2019
 Inspector Name: Jennifer Hall
 Facility Name: Frankfort Transit Administrative/Maintenance Garage Facility
 Address/Location: 301 Bald Knob Drive, Frankfort, KY 40601

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure			3			3
B.	Shell			3			3
C.	Interiors			3			3
D.	Conveyance						0
E.	Plumbing			3			3
F.	HVAC				2		2
G.	Fire Protection		4				4
H.	Electrical			3			3
I.	Equipment	5					5
J.	Site			3			3

Facility Condition Term Scale Average Rating 3.22222222

Inspection Date: 7/9/2019
Inspector Name: Paul Maxwell
Facility Name: Fulton County Transit Authority Administrative Office Building
Address/Location: 302 Eastwood Drive, Fulton, KY 42041

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Equipment		4				4
J.	Site		4				4

Facility Condition Term Scale Average Rating	4
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Inspection Date: 7/9/2019
Inspector Name: Paul Maxwell
Facility Name: Fulton County Transit Authority Maintenance Garage
Address/Location: 302 Eastwood Drive, Fulton, KY 42041

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Equipment	5					5
J.	Site					1	1

Facility Condition Term Scale Average Rating	3.77777778
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Inspection Date: 7/9/2019
Inspector Name: Wendy Houchens
Facility Name: Glasgow Transit DPW/Transit Garage
Address/Location: 310 West Front Street

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure			3			3
B.	Shell			3			3
C.	Interiors			3			3
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection						0
H.	Electrical		4				4
I.	Equipment			3			3
J.	Site		4				4

Facility Condition Term Scale Average Rating	3.5
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Inspection Date: 6/28/2019
Inspector Name: Bob Yost
Facility Name: HCCAA Administrative Facility
Address/Location: 319 Camden Street, Harlan, KY 40831

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell			3			3
C.	Interiors		4				4
D.	Conveyance		4				4
E.	Plumbing			3			3
F.	HVAC			3			3
G.	Fire Protection			3			3
H.	Electrical				2		2
I.	Equipment						0
J.	Site			3			3

Facility Condition Term Scale Average Rating	3.22222222
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Inspection Date: 7/17/2019
Inspector Name: David Estep
Facility Name: Kentucky River Foothills Development Council Administrative Office
Address/Location: 309 Spangler Driver, Richmond, KY 40475

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure			3			3
B.	Shell				2		2
C.	Interiors		4				4
D.	Conveyance	5					5
E.	Plumbing			3			3
F.	HVAC				2		2
G.	Fire Protection		4				4
H.	Electrical			3			3
I.	Equipment						0
J.	Site			3			3

Facility Condition Term Scale	3.22222222
Average Rating	

Inspection Date: 8/20/2019
 Inspector Name: Darrell Grigsby
 Facility Name: LKLP Hazard Administrative Facility
 Address/Location: 398 Roy Campbell Drive, Hazard, KY

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance		4				4
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Equipment		4				4
J.	Site		4				4

Facility Condition Term Scale
 Average Rating 4

Inspection Date: 8/20/2019
 Inspector Name: Darrell Grigsby
 Facility Name: LKLP Leslie Co. Transit Facility
 Address/Location: 121 Maple Street, Hyden, KY 41749

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Equipment		4				4
J.	Site		4				4

Facility Condition Term Scale
 Average Rating 4

Inspection Date: 8/20/2019
Inspector Name: Darrell Grigsby
Facility Name: LKLP Morgan Co. Transit Facility
Address/Location: 260 Prestonsburg St. West Liberty, KY 41472
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance		4				4
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Equipment		4				4
J.	Site		4				4
Facility Condition Term Scale Average Rating							4

Inspection Date: 7/24/2019
Inspector Name: Mike Williams
Facility Name: Louisville Wheels Administrative Facility
Address/Location: 1134 South Preston Street, Louisville, KY 40203
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure	5					5
B.	Shell	5					5
C.	Interiors	5					5
D.	Conveyance	5					5
E.	Plumbing	5					5
F.	HVAC	5					5
G.	Fire Protection	5					5
H.	Electrical	5					5
I.	Equipment	5					5
J.	Site	5					5
Facility Condition Term Scale Average Rating							5

Inspection Date: 7/24/2019
Inspector Name: Mike Williams
Facility Name: Louisville Wheels Transportation Maintenance Garage
Address/Location: 1134 South Preston Street, Louisville, KY 40203
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure	5					5
B.	Shell	5					5
C.	Interiors	5					5
D.	Conveyance						0
E.	Plumbing	5					5
F.	HVAC	5					5
G.	Fire Protection	5					5
H.	Electrical	5					5
I.	Equipment	5					5
J.	Site	5					5
Facility Condition Term Scale Average Rating							5

Inspection Date: 9/4/2019
Inspector Name: Ricky L. Pruitt
Facility Name: MKCAA Administrative Office
Address/Location: 171 Howell Heights Road, Jackson, KY 41339
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell			3			3
C.	Interiors		4				4
D.	Conveyance		4				4
E.	Plumbing		4				4
F.	HVAC	5					5
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Equipment		4				4
J.	Site			3			3
Facility Condition Term Scale Average Rating							3.9

Inspection Date: 9/24/2019
Inspector Name: Ricky L. Pruitt
Facility Name: MKCAA Maintenance Garage
Address/Location: 171 Howell Heights Road, Jackson, KY 41339
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell			3			3
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing	5					5
F.	HVAC	5					5
G.	Fire Protection			3			3
H.	Electrical		4				4
I.	Equipment	5					5
J.	Site				2		2
Facility Condition Term Scale Average Rating							4

Inspection Date: 8/22/2019
Inspector Name: Art Cripps
Facility Name: MCTA Administrative Office
Address/Location: 1111 Transit Way, Murray, KY 42071
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC			3			3
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Equipment		4				4
J.	Site		4				4

Facility Condition Term Scale Average Rating	3.88888889
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Inspection Date: 7/8/2019
Inspector Name: Reba Henderson
Facility Name: Northeast Kentucky Community Action Agency Maintenance Garage
Address/Location: 539 Hitchins Ave, Olive Hill, KY 41164
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing						0
F.	HVAC						0
G.	Fire Protection	5					5
H.	Electrical	5					5
I.	Equipment		4				4
J.	Site					1	1

Facility Condition Term Scale Average Rating	3.857142857
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Inspection Date: 7/8/2019
Inspector Name: Reba Henderson
Facility Name: Northeast Kentucky Community Action Agency Wash Bay
Address/Location: 539 Hitchins Ave, Olive Hill, KY 41164
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure	5					5
B.	Shell	5					5
C.	Interiors	5					5
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC					1	1
G.	Fire Protection					1	1
H.	Electrical	5					5
I.	Equipment	5					5
J.	Site					1	1

Facility Condition Term Scale Average Rating	3.5
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Inspection Date: 7/12/2019
Inspector Name: Arthur Boykin
Facility Name: Paducah Area Transit System
Address/Location: 850 Harrison Street - Paducah, KY 42001
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors	5					5
D.	Conveyance						0
E.	Plumbing	5					5
F.	HVAC		4				4
G.	Fire Protection	5					5
H.	Electrical	5					5
I.	Equipment		4				4
J.	Site		4				4

Facility Condition Term Scale Average Rating	4.44444444
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Inspection Date: 8/21/2019
Inspector Name: Kenneth Johnston
Facility Name: PACS Transportation Annex
Address/Location: 1200 S. Clay Street, Hopkinsville, KY 42240
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure						0
B.	Shell			3			3
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing			3			3
F.	HVAC		4				4
G.	Fire Protection						0
H.	Electrical			3			3
I.	Equipment			3			3
J.	Site			3			3

Facility Condition Term Scale Average Rating	3.285714286
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Inspection Date: 8/20/2019
Inspector Name: Kenneth Johnston
Facility Name: PACS Transportation Administrative Facility
Address/Location: 111 S. Clay Street, Hopkinsville, KY 42240
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure						0
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection						0
H.	Electrical		4				4
I.	Equipment						0
J.	Site		4				4
Facility Condition Term Scale Average Rating						4	

Inspector Date: 7/15/2019
Inspector Name: Dale Shelton & James Phillips
Facility Name: RTEC Main Office
Address/Location: 100 Main Street, Mount Vernon, KY 40456
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC		4				4
G.	Fire Protection		4				4
H.	Electrical		4				4
I.	Equipment						0
J.	Site		4				4
Facility Condition Term Scale Average Rating							4

Inspection Date: 7/15/2019
Inspector Name: Dale Shelton and James Phillips
Facility Name: RTEC Maintenance Garage
Address/Location: 85 Spring Street, Mounty Vernon, KY 40456
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure			4			4
B.	Shell			4			4
C.	Interiors			4			4
D.	Conveyance						0
E.	Plumbing			4			4
F.	HVAC			4			4
G.	Fire Protection			4			4
H.	Electrical			4			4
I.	Equipment			4			4
J.	Site			4			4
Facility Condition Term Scale Average Rating							4

Inspection Date: 7/15/2019
Inspector Name: Dale Shelton and James Phillips
Facility Name: RTEC Trolley Café
Address/Location: 145 Spring Street, Mount Vernon, KY 40456
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure			4			4
B.	Shell			4			4
C.	Interiors			4			4
D.	Conveyance						0
E.	Plumbing			4			4
F.	HVAC			4			4
G.	Fire Protection			4			4
H.	Electrical			4			4
I.	Equipment			4			4
J.	Site			4			4

Facility Condition Term Scale Average Rating	4
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Inspection Date: 7/9/2019
Inspector Name: Stacey Prater
Facility Name: SVTS Pikeville Administrative Transit Parking Office
Address/Location: 805 Hanbly BLVD, Pikeville, KY 41501
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure			4			4
B.	Shell			4			4
C.	Interiors			4			4
D.	Conveyance			4			4
E.	Plumbing			4			4
F.	HVAC			4			4
G.	Fire Protection			4			4
H.	Electrical			4			4
I.	Equipment						0
J.	Site			4			4

Facility Condition Term Scale Average Rating	4
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Inspection Date: 7/9/2019
Inspector Name: Stacey Prater
Facility Name: SVTS Main Administrative Office
Address/Location: 81 Resource Court, Prestonsburg, KY 41653
Year Facility was built and/or renovated: 1999

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure			4			4
B.	Shell			4			4
C.	Interiors			4			4
D.	Conveyance			4			4
E.	Plumbing			4			4
F.	HVAC			4			4
G.	Fire Protection			4			4
H.	Electrical			4			4
I.	Equipment						0
J.	Site			4			4

Facility Condition Term Scale Average Rating	4
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Inspection Date: 7/9/2019
Inspector Name: Stacey Prater
Facility Name: SVTS Maintenance Garage
Address/Location: 81 Resource Court, Prestonsburg, KY 41653
Year Facility was built and/or renovated: 1995

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure			4			4
B.	Shell			4			4
C.	Interiors			4			4
D.	Conveyance						0
E.	Plumbing			4			4
F.	HVAC			4			4
G.	Fire Protection			4			4
H.	Electrical			4			4
I.	Equipment						0
J.	Site			4			4

Facility Condition Term Scale Average Rating	4
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Inspection Date: 6/19/2019
Inspector Name: Kerra Ogden and Dan Uhls
Facility Name: WKU Parking and Transportation Administrative Office
Address/Location: 578 Campbell Lane, Bowling Green, KY 42101
Year Facility was built and/or renovated:

ID #		Percent of Asset Quantity by Condition					LineTotal
		5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor	
A.	Substructure		4				4
B.	Shell		4				4
C.	Interiors		4				4
D.	Conveyance						0
E.	Plumbing		4				4
F.	HVAC			3			3
G.	Fire Protection						0
H.	Electrical		4				4
I.	Equipment		4				4
J.	Site		4				4

Facility Condition Term Scale Average Rating	3.875
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FEDERAL TRANSIT ADMINISTRATION

Default Useful Life Benchmark (ULB) Cheat Sheet

Source: 2017 Asset Inventory Module Reporting Manual, Page 53

Transit Agencies will report the age of all vehicles to the National Transit Database. FTA will track the performance of revenue vehicles (Rolling Stock) and 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 age-based equivalent of a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale. Transit agencies can adjust their Useful Life Benchmarks with approval from FTA.

Vehicle Type		Default ULB (in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MB	Minibus	10
MO	Monorail vehicle	31
MV	Minivan	8
	Other rubber tire vehicles	14
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
RT	Rubber-tired vintage trolley	14
SB	School bus	14
	Steel wheel vehicles	25
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58

Documentation of analytical processes and decision support tools used in TAM plan development:

Documentation of analytical references that Kentucky Transportation Cabinet (KYTC)/Office of Transportation Delivery (OTD) and participating members of the Tier II Group Sponsored Transit Asset Management (TAM) Plan. OTD opted to use the Default Useful Life Benchmark (ULB) Cheat Sheet and the TAM Facility Performance Measure Condition Assessment Calculation to set its process of creating condition ratings for all Rolling Stock, Equipment and Facilities including Administrative and Parking Facilities. Based upon this guidance, OTD created condition-rating formulas to determine the ULB rating of Rolling Stock and Condition Rating of all Rolling Stock and some Equipment. Facilities were TERM Scale rated based upon the physical inspections of the facilities Condition Assessment Calculation. OTD is able to utilize these ratings to prioritize what investments are in the biggest need of being repaired or replaced and allocate assets towards meeting a State of Good Repair.

Rolling Stock Condition Assessment Rating Requirements

Rolling Stock Condition Criteria	Description	Rating Scale for Rolling Stock	Condition Rating Definition
-200%	Extremely High Mileage (Negative Percent) Over 200% of SMP Useful Life	1	Poor
0%	High Mileage: Over 150% to 200% SMP Useful Life Used	2	Marginal
25%	Passed Mid Mileage: Over 100% to 150% SMP Useful Life Used	3	Adequate
50%	Mid Mileage: More than 50% - 100% SMP Useful Life Used	4	Good
75%	Low Mileage: New or Nearly New - 50% of SMP Useful Life Used	5	Excellent

Rolling Stock SMP Useful Life

Rolling Stock Condition Rating Scale: Maximum Mileage per Rating

<u>Type of Vehicle</u>	<u>Useful Life</u>	0-50%	50.01% - 100%	100.01% - 150%	150.01% - 200%	>200%
Semi Truck	14 Years and/or 750,000 Miles	0	187,501	375,001	750,001	1,000,000
	Term Rating	5	4	3	2	1

Rolling Stock SMP Useful Life

Rolling Stock Condition Rating Scale: Maximum Mileage per Rating using SMP Useful Life

<u>Type of Vehicle</u>	<u>SMP Useful Life</u>	Rolling Stock Condition Rating Scale: Maximum Mileage per Rating using SMP Useful Life				
		0-50%	50.01% - 100%	100.01% - 150%	150.01% - 200%	>200%
Van/Cutaway (5-15 Passenger)	4 Years and/or 100,000 Miles	0	50,001	100,001	150,001	200,001
Medium Bus	7 Years and/or 200,000 Miles	0	100,001	200,001	300,001	400,001
Large Bus (Includes Rubber Wheeled Trolleys 30-35 Passenger)	10 Years and/or 350,000 Miles	0	175,001	350,001	525,001	700,001
Large Bus (36 passenger and greater)	12 Years and/or 500,000 Miles	0	250,001	500,001	750,001	1,000,001
	Term Rating	5	4	3	2	1

Equipment Condition Assessment Rating Requirements for all Equipment Over 50,000 that is NOT Non-Revenue Service Vehicles

Equipment Condition Criteria	Condition Description	Condition Rating Scale for Equipment	Condition Rating Description
-200%	Extremely Age (Negative Percent) Over 200% of Facility Useful Life	1	Poor
0%	High Age: Over 150% to 200% Facility Useful Life	2	Marginal
25%	Passed Mid Age: Over 100% to 150% Facility Useful Life	3	Adequate
50%	Mid Age: More than 50% - 100% of Facility Useful Life	4	Good
75%	New or Nearly New - 50% of Facility Useful Life	5	Excellent

Equipment Non-Revenue Condition Assessment Rating Requirements

Equipment Non-Revenue Condition Criteria	Description	Equipment Non-Revenue Rating	Condition Rating Definition
-200%	Extremely High Mileage (Negative Percent) Over 200% of SMP Useful Life	1	Poor
0%	High Mileage: Over 150% to 200% SMP Useful Life Used	2	Marginal
25%	Passed Mid Mileage: Over 100% to 150% SMP Useful Life Used	3	Adequate
50%	Mid Mileage: More than 50% - 100% SMP Useful Life Used	4	Good
75%	Low Mileage: New or Nearly New - 50% of SMP Useful Life Used	5	Excellent

TAM Facility Performance Measure Reporting Guidebook:

Condition Assessment Calculation

Federal Transit Administration

U.S. Department of Transportation

Version 1.2 March 2018

Update Appendix B



U.S. Department
of Transportation

**Federal Transit
Administration**

Table of Contents

Table of Contents	0
1.0 Introduction	1
1.1 Background and Purpose.....	1
1.2 Intended Audience	1
1.3 Document Organization	2
1.4 Legislative Background.....	2
1.5 Inventory.....	2
1.6 Steps to Conducting & Reporting a Facility Condition Assessment	3
2.0 Identify Facility Types and Rating Levels	4
2.1 Facility Types.....	4
2.2 Condition Assessment Measure – TERM Scale	6
2.3 Facility Assessment Rating Levels.....	7
2.4 Summary	8
3.0 Condition Assessment Procedures	8
3.1 Identify Primary and Secondary Rating Levels in Facility.....	8
3.2 Condition Assessment Guidelines and Rating Descriptions	12
3.3 Condition Assessment Procedures	14
3.4 Quality Management.....	19
4.0 Condition Rating Aggregation Approaches	20
4.1 Alternative 1: Weighted Average Condition	21
4.2 Alternative 2: Median Value	22
4.3 Alternative 3: Alternative Weighting	23
5.0 Calculate Performance Measures	23
6.0 Reporting and Data Requirements	24
6.1 Reporting Procedures	24
Appendices	26
Appendix A: Definitions	26
Appendix B: Condition Rating Descriptions	27
Appendix C: Sample Administrative/Maintenance Facility Condition Assessment Form	27
Appendix D: Sample Passenger/Parking Facility Condition Assessment Form.....	46
Appendix E: References.....	47

1.0 Introduction

1.1 Background and Purpose

The Moving Ahead for Progress in the 21st Century Act (MAP–21) (Pub. L. 112–141, July 6, 2012), established new Transit Asset Management (TAM) data-reporting requirements at 49 U.S.C. § 5326. FTA recently promulgated the TAM rule at 49 CFR part 625 to effect this statutory requirement. The objective of this guidebook is to detail the methodology for transit agencies to use in fulfilling several of those requirements.

In accordance with 49 U.S.C. § 5335, agencies are required to calculate and report new data elements to the National Transit Database (NTD). This guidebook focuses on data elements regarding facility conditions and performance measures for administrative and maintenance facilities, as well as for passenger and parking facilities.

New and updated regulations require transit agencies reporting to the NTD to include condition information on assets reported to the database. To satisfy this new requirement, the condition of each facility supporting transit operations, must be reported to the NTD at least once every four years.

The TAM rule established performance measures to be reported to the NTD Asset Inventory Module (AIM) at 49 CFR part 625, Subpart D - Performance Management. This guidebook outlines the calculation of the Facility Condition Assessment for reporting to the NTD. In addition to AIM reporting, the TAM rule requires asset inventory and asset condition assessments at a level of detail sufficient to monitor and predict the performance of assets and to inform investment prioritization in the TAM Plan. Facility condition assessments must be conducted by assessing the condition of and assigning a rating for facility assets using FTA's Transit Economic Requirements Model (TERM) scale. This guidebook provides procedures for compliance with the condition assessment requirement.

Information on facility conditions is intended to supplement other facility-related information entered in the NTD AIM. The NTD AIM will be available for optional reporting in 2017, one year prior to mandatory reporting.

1.2 Intended Audience

This guidebook is intended for any organization receiving funds from FTA that owns, operates, or manages transit capital assets for which it has direct capital responsibility. While this guidebook may be helpful for those who occupy Accountable Executive positions at their agencies, it is specifically directed at those who will conduct or report transit asset condition assessments, and those who will compile the agency's asset inventory.

Agencies that share direct capital responsibility for facility assets should determine how to coordinate condition assessment reporting – FTA does not require each entity to conduct a separate assessment, although each will report the result.

1.3 Document Organization

This guidebook is organized into six main sections:

- **Section 1.0** describes the scope of this document and provides a brief policy background, linking this guidance to the requirements of the NTD.
- **Section 1.0** identifies facility types and rating levels.
- **Section 2.0** provides instructions on how to assess the condition of facility.
- **Section 3.0** offers solutions to aggregating condition ratings to determine an overall facility rating.
- **Section 4.0** provides instructions on how to calculate performance measures for each facility asset category.
- **Section 5.0** outlines data requirements and definitions relating to reporting facility condition data.

1.4 Legislative Background

The guidance presented here is intended to help agencies fulfill the NTD facility condition data reporting requirements of 49 U.S.C. § 5335. Section 5335 contains several provisions impacting NTD reporting requirements. Of note is a new requirement to report “asset condition information” to the NTD. FTA effected this statutory requirement with the recent promulgation of the TAM rule at 49 CFR part 625. The rule includes definitions for “transit asset management plan”, “state of good repair” (SGR), and establishes performance measures for equipment, rolling stock, infrastructure, and facilities asset categories. These requirements are also included with the Asset Inventory Reporting notice of 49 CFR part 630 that was published in the Federal Register on July 26, 2016 (81 FR 48971).

This guidebook offers a methodology for defining, gathering, calculating and reporting facility condition data to NTD and links these requirements to TAM plan requirements.

1.5 Inventory

The NTD AIM stores basic information on assets and infrastructure applied by U.S. transit agencies. A pilot version of the AIM was made available as a Microsoft Excel spreadsheet on the NTD webpage. The data elements shown on the pilot version will be incorporated as part of the online NTD reporting system and will be available for optional reporting in 2017. Inventory data must be reported to the NTD AIM. Specific form numbers, by asset category, will be provided on the NTD website.

The NTD facility asset inventory¹ forms gather required information on administrative, maintenance, passenger, and parking facilities, such as facility name, address, square footage, year built or substantially reconstructed, and the primary mode served by or operated out of the facility. An agency must report all facilities for which it has a full or partial capital responsibility.

¹ See full instructions from the latest Asset Inventory Reporting Manual (2015), pages 20 and 26.

Further, for each reportable facility, an agency must indicate its percent of responsibility for capital replacement costs, including costs that would be part of the planning, design, and replacement of a facility. The form also specifies facility sub-type based on size and function.

1.6 Steps to Conducting & Reporting a Facility Condition Assessment

Agencies are required to report the overall condition of all facilities for which they have direct or shared capital responsibility using a single numeric value. Assessing facility asset condition is the focus of this guidebook. Each facility can be divided into primary rating levels and secondary rating levels. Information in the following sections of this guidebook will explain approaches to aggregating condition data for reporting.

Before performing any assessments, it is first necessary for agencies to determine exactly what items must be assessed. Agencies should first divide facilities into primary rating levels. Some agencies may determine the primary level rating by inspection and assessing each secondary level.

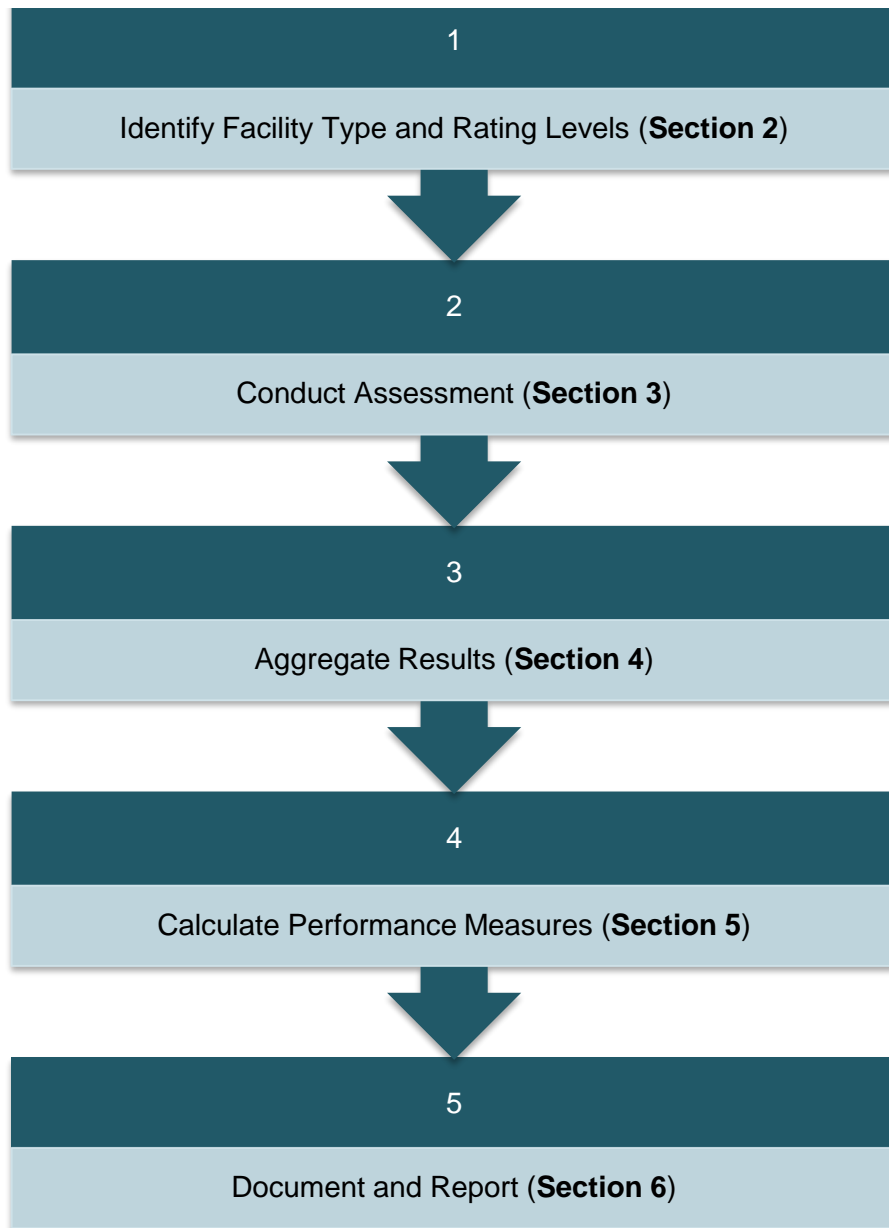
Section 2.1 of this guidebook describes the recommended levels for inclusion in a condition assessment. Next, Section 2.2 describes how to apply the five-point condition scale to each, providing condition state language for each. Once the identification of primary and secondary level to rate and condition state language are defined, the next step is to perform the condition assessment, described further in Section 2.3.

Next, agencies should aggregate the condition ratings of secondary (if any ratings) and then primary level facility ratings to determine the overall condition rating of each facility. Section 3.0 describes how to aggregate the data to determine an overall facility condition rating.

Using the condition rating for each facility, agencies must then calculate a performance measure for their administrative and maintenance facilities and a performance measure for their passenger and parking facilities. Calculating performance measures is reviewed in Section 4.0. Finally, agencies must report asset conditions and asset category performance measures, set targets, and prepare any required supporting documentation. Data requirements and reporting is discussed in Section 5.0.

The figure below illustrates the basic steps to assessing and reporting facility conditions and performance measures.

Figure 1. Steps to Assessing and Reporting Facility Conditions and Performance Measures



1.0 Identify Facility Types and Rating Levels

This section defines the facility data agencies must collect. The NTD Policy Manual offers definitions on the building types agencies must assess, while the NTD AIM details the specific data that must be reported for each facility type.

1.1 Facility Types

Condition assessment data must be gathered on all facilities for which an agency has direct

capital responsibility. A single facility is defined as one building, so a compound with four buildings would be four facilities. The 2017 AIM Manual itemizes all facility types that will be reported to the NTD. Each of these facility types and any other building where transit administrative, maintenance, or operations functions are conducted should be considered an independent facility even when it is adjacent to or on the same property as another building. The definitions for different types of facilities are listed below. These definitions are stated in the NTD Policy Manual and are included in this document for completeness.

The guidebook does not list each possible type of facility but instead provides general descriptions to allow agencies to assess which facility type best fits their facility. Additionally, while the final rule provides a minimum standard for regulation, if an entity elects to inventory and conduct condition assessments on facilities that are beyond the standard, they must follow the same methodology required by regulated facilities.

There are two overarching *groups* of facilities: 1) Administrative and Maintenance; and 2) Passenger and Parking; and four *types* of facilities that fall under them. Transit agencies will submit condition assessments for each facility, which will be aggregated to calculate the facility condition performance measure metric. Agencies must submit one performance measure metric and one target for administrative and maintenance facilities, and one metric and target for passenger and parking facilities.

1.1.1 Maintenance and Administrative Facilities

Administrative Facilities

Administrative facilities are typically offices that house management and supporting activities for overall transit operations such as accounting, finance, engineering, legal, safety, security, customer services, scheduling, and planning. They also include facilities for customer information or ticket sales, but that are not part of any passenger station.

Maintenance Facilities

Maintenance facilities are those where routine maintenance and repairs or heavy maintenance or unit rebuilds are conducted. Agencies must not report maintenance facilities where third-party vendors perform services, such as a local gasoline service or body shop. Note that characterizing a facility as one maintenance facility type over another will not alter the maintenance and administrative facility performance measure. For extensive list and definitions of maintenance facility types visit the NTD glossary.

1.1.2 Passenger and Parking Facilities

Passenger Facilities

Agencies report passenger station information for fixed route, fixed schedule services (rail modes, bus modes, trolleybus, ferryboat, and aerial tramway). Each agency must report inventory data for all passenger stations the agency uses in public transportation even if the agency does not own the stations.

Passenger stations are significant structures on a separate right-of-way (ROW). For rail modes, passenger facilities typically mean a platform area and any associated access structures or accessory spaces accessible to passengers or by staff who are in support of passenger service. This definition of passenger facilities includes:

- All rail passenger facilities (except for light rail, cable car, and streetcar modes)
- All light rail, cable car, and streetcar passenger facilities that have platforms and serve track that is in a separate ROW (not in mixed-street traffic)
- All motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate ROW that have an enclosed structure (building) for passengers for items such as ticketing, information, restrooms, and concessions
- All transportation, transit or transfer centers, and transit malls if they have an enclosed structure (building) for passengers for items such as ticketing, information, restrooms, concessions, and telephones

As an example, a bus stop on a street or in a median is not a station if the bus stop does not have a separate, enclosed building. Open shelters, canopies, lighting, signage, or ramps for accessibility alone are not enough to establish a passenger station.

Parking Facilities

Parking facilities include park & ride lots as well as parking garages. Note that passenger and parking facilities are often collectively referenced as “passenger facilities.” Parking facilities are those immediately adjacent to passenger facilities.

1.2 Condition Assessment Measure – TERM Scale

The condition measure used in the NTD is the five-point scale used by FTA's TERM. Agencies must use this scale to report the condition of their facility assets. This scale has the following values:

Table 1. FTA TERM Condition Assessment Scale

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

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 not be in good repair if it has a rating of 1 or 2. This scale as it applies to rating levels is reviewed further in Section 2.0 of this guidebook.

This guidebook provides direction on how to assign a condition rating and calculate performance measures. However, it does not include detailed information on inspections. Agencies may have procedures already in place or develop new procedures to complete inspections.

1.3 Facility Assessment Rating Levels

To determine the overall condition of a facility, an agency must inspect and assess the following *at a minimum*:

- A. Substructure
- B. Shell
- C. Interiors
- D. Conveyance (Elevators and Escalators)
- E. Plumbing
- F. HVAC
- G. Fire Protection
- H. Electrical
- I. Site
- J. Equipment (for Administrative and Maintenance Facilities)
- K. Fare Collection (for Passenger and Parking Facilities)

Agencies must also assess equipment for administrative and maintenance facilities, and fare collection for passenger and parking facilities. Section 2.0 of this document describes how to assess the primary level and their secondary levels, and Section 3.0 describes how to aggregate the assessments into an overall facility rating.

1.4 Summary

The following is a summary of the facility condition assessment requirements described above.

Facility Condition Assessment Requirements

- Transit agencies reporting to the NTD are required to report the overall condition of each administrative, maintenance, passenger, and parking facility that is listed in the NTD AIM and for which the agency has direct capital responsibility.
- Transit agencies must update facility conditions every four years at a minimum.
- The overall condition of a facility is specified using the following scale:

5 – Excellent

4 – Good

3 – Adequate

2 – Marginal

1 – Poor

A facility is deemed to be in good repair if it has a condition rating of 3, 4, or 5 on this scale, and is deemed to not be in good repair if it has a rating of 1 or 2.

- To establish the overall condition of a facility an agency must first assess the condition of primary levels (potentially starting with secondary levels) then aggregate the primary level data to obtain an overall facility condition rating. Example aggregation approaches are reviewed in Section 4.
- Facility primary rating level types include:
 - Substructure
 - Shell
 - Interiors
 - Conveyance (Elevators and Escalators)
 - Plumbing
 - HVAC
 - Fire Protection
 - Electrical
 - Equipment (Administrative and Maintenance Facilities only)
 - Fare Collection (Passenger Facilities only)
 - Site

It is recommended that agencies document their procedures for performing condition assessments, including procedures for performing inspections, and assuring/controlling data quality. Similar to other aspects of an agency's activities related to NTD reporting, these procedures may be subject to review by FTA.

2.0 Condition Assessment Procedures

2.1 Define Primary and Secondary Facility Ratings

This section describes the procedures for conducting a facility condition assessment. The

classification is based upon American Society of Testing and Materials (ASTM) documents that provide standards for classification of buildings and related features, but these have been customized in certain respects to address common features of transit facilities.

Table 2 provides a list of rating levels for administrative and maintenance facilities, while Table 3 provides a list for passenger and parking facilities. The primary difference between these facility groups is the inclusion of specialized equipment – maintenance and operations – in administrative and maintenance facilities, and fare collection and passenger amenities in passenger and parking facilities.

Table 2. Administrative and Maintenance Facilities: Rating Level

ID#	Primary Level	Secondary Level
A.	Substructure	<ul style="list-style-type: none"> • Foundations: Walls, columns, pilings, etc. • Basement: Materials, insulation, slab, floor underpinnings
B.	Shell	<ul style="list-style-type: none"> • Superstructure / structural frame: Columns, pillars, walls • Roof: Roof surface, gutters, eaves, skylights, chimney surrounds • Exterior: Windows, doors, and all finishes (paint, masonry) • Shell appurtenances: Balconies, fire escapes, gutters, downspouts
C.	Interiors	<ul style="list-style-type: none"> • Partitions: Walls, interior doors, fittings and signage • Stairs: Interior stairs and landings • Finishes: Materials used on walls, floors, and ceilings <p>Covers all interior spaces, regardless of use.</p>
D.	Conveyance	<ul style="list-style-type: none"> • Elevators • Escalators • Lifts: Any other such fixed apparatuses for the movement of goods or people
E.	Plumbing	<ul style="list-style-type: none"> • Fixtures • Water distribution • Sanitary waste • Rain water drainage
F.	HVAC (Heating, ventilation, and air conditioning)	<ul style="list-style-type: none"> • Energy supply • Heat generation and distribution systems • Cooling generation and distribution systems • Testing, balancing, controls and instrumentation • Chimneys and vents
G.	Fire Protection	<ul style="list-style-type: none"> • Sprinklers • Standpipes • Hydrants and other fire protection specialties

ID#	Primary Level	Secondary Level
H.	Electrical	<ul style="list-style-type: none"> • Electrical service & distribution • Lighting & branch wiring (interior and exterior) • Communications & security • Other electrical system-related pieces such as lightning protection, generators, and emergency lighting
I.	Equipment*	<ul style="list-style-type: none"> • Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies
J.	Site	<ul style="list-style-type: none"> • Roadways/driveways and associated signage, markings, and equipment • Parking lots and associated signage, markings, and equipment • Pedestrian areas and associated signage, markings, and equipment • Site development such as fences, walls, and miscellaneous structures • Landscaping and irrigation • Site utilities

* Agencies may choose to include equipment assets as an administrative and maintenance facilities asset or inventory the equipment in their TAM Plan in the Equipment asset category. Equipment valued between \$10,000 and \$50,000 may be rated in a facility. If equipment is valued at \$50,000 or more, or is a piece of equipment you would inventory separately in your TAM Plan, it may not be rated in a facility.

Table 3. Passenger and Parking Facilities: Rating Levels

ID#	Primary Level	Secondary Level
A.	Substructure	<ul style="list-style-type: none"> • Foundations: Walls, columns, pilings, etc. • Basement: Materials, insulation, slab, floor underpinnings
B.	Shell	<ul style="list-style-type: none"> • Superstructure / structural frame: Columns, pillars, walls • Roof: Roof surface, gutters, eaves, skylights, chimney surrounds • Exterior: Windows, doors, and all finishes (paint, masonry) • Shell appurtenances: Balconies, fire escapes, gutters, downspouts
C.	Interiors	<ul style="list-style-type: none"> • Passenger areas: Platform and access tunnels / passageways • Partitions: Walls, interior doors, fittings and signage • Stairs: Interior stairs and landings • Finishes: Materials used on walls, floors, and ceilings

ID#	Primary Level	Secondary Level
		Covers all interior spaces, regardless of use.
D.	Conveyance	<ul style="list-style-type: none"> • Elevators • Escalators • Lifts: Any other such fixed apparatuses for the movement of goods or people
E.	Plumbing	<ul style="list-style-type: none"> • Fixtures • Water distribution • Sanitary waste • Rain water drainage
F.	HVAC (Heating, ventilation, and air conditioning)	<ul style="list-style-type: none"> • Energy supply • Heat generation and distribution systems • Cooling generation and distribution systems • Testing, balancing, controls, and instrumentation • Chimneys and vents
G.	Fire Protection	<ul style="list-style-type: none"> • Sprinklers • Standpipes • Hydrants and other fire protection specialties
H.	Electrical	<ul style="list-style-type: none"> • Electrical service & distribution • Lighting & branch wiring (interior and exterior) • Communications & security • Other electrical system-related pieces such as lightning protection, generators, and emergency lighting
I.	Fare Collection Equipment	<ul style="list-style-type: none"> • Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement
J.	Site	<ul style="list-style-type: none"> • Roadways/driveways and associated signage, markings, and equipment • Parking lots and associated signage, markings, and equipment • Pedestrian areas and associated signage, markings, and equipment • Site development such as fences, walls, and miscellaneous structures • Landscaping and irrigation • Site utilities

Example 1: Classification of Facility Rating Levels

Question: How are the following items classified using the proposed facility rating levels?

- Staircases
- Sprinkler systems
- Maintenance elevator and bays
- Track within a station
- Switch gears used to power a subway system

Answer:

- Staircases are classified as part of the Interior, but any fire escapes on the outside of a building are classified as part of the Shell.
- Sprinkler systems are classified as part of Fire Protection. Other fixtures not associated with fire protection are part of Plumbing.
- Maintenance elevators are included in Conveyance. Bays and other major pieces of equipment are part of Equipment.
- The track within a station is not inspected as part of the facility, but is instead part of the guideway.
- Switch gears and other assets associated directly with the movement of vehicles are not inspected as part of the facility and are instead classified as part of the guideway.

2.2 Condition Assessment Guidelines and Rating Descriptions

This section provides descriptions of conditions corresponding to each TERM scale condition rating for each level. Use these descriptions as a guide to assign a score to the individual levels. Individual agencies may find it necessary to tailor the condition descriptions provided here; this may include customizations to address specialized assets or conditions, incorporating existing practices and data, and/or leveraging more detailed data the agency collects.

2.2.1 Condition Assessment Rating Scale

Table 4 details the condition rating scale established in FTA’s TERM. This table was also provided in Section 1.0. Subsequent tables detail how this general scale must be applied. Note the scale is categorical, and thus only integer values on the scale are defined. To rate primary or secondary levels which are partially in one condition and partially in another, it is recommended that an inspector record the secondary level condition ratings, and then aggregate the ratings later to determine the primary level rating. Aggregation approaches are explained further in Section 3.0. The following sections detail how to apply the overall rating definitions to the recommended set of rating levels.

Table 4. FTA TERM Condition Assessment Scale

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under


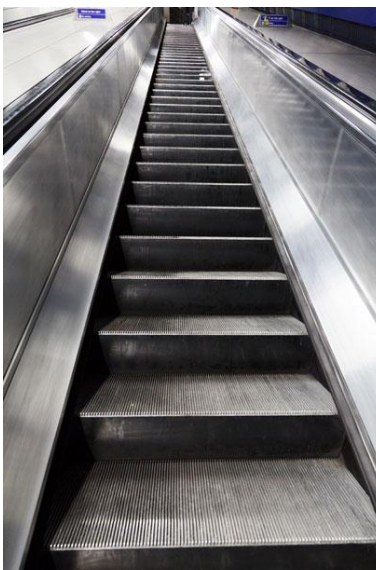
		warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective ; but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

Condition rating descriptions are provided in detail in Appendix B: Condition Rating Descriptions . An example of the application of the rating scale is provided in Table 5 below. Note that the photos in the below example do not necessarily correspond to the TERM rating they appear beside.

Table 5. Example Condition Rating Descriptions

Note: Tables for each rating level are included in Appendix B: Condition Rating Descriptions .

D. Conveyance	TERM Rating	Description
<ul style="list-style-type: none"> • Elevators • Escalators • Lifts: Any other such fixed apparatuses for the movement of goods or people. 	5: Excellent	New construction, no visible defects or damage.
	4: Good	Minor improvement needed; only shows superficial damage or defect with no functional impact. Issues are addressed via routine maintenance.
	3: Adequate	Repairs are needed; signs of corrosion and damage. They are cosmetically “fair”, but functioning as intended under maintenance schedule.

D. Conveyance	TERM Rating	Description
	2: Marginal	Need replacement or extensive repair. More substantial part replacement and/or repair is frequent. There currently does not appear to be any safety issue. Maintenance schedule is interrupted by more frequent breakdowns.
	1: Poor	Critical defects are affecting function. They are in visibly poor condition and must be replaced rather than repaired. They have exceeded their useful life and warrant structural review. Maintenance schedule is reactive rather than proactive due to frequent malfunction.

Example 2: Condition Assessment Rating Scale

Question: An inspection is performed on a relatively new facility. All facility rating levels are functioning well. There are no functional defects or repairs needed, but in some cases there is superficial damage such as scratches or dents. How should these be rated?

Answer: Those still in new condition would be rated “5: Excellent.” Those with no more than superficial defects would be rated as “4: Good.”

2.3 Condition Assessment Procedures

This section describes how to assess the condition of a facility based on inspections

recommended in Section 2.1 using the condition assessment language described in Section 2.2.

The condition assessment is primarily intended to assess the overall physical condition of the facility to support capital investment decisions. However, inspectors must also note and report any defects that may constitute a safety concern or potential service delay as these types of defects may require immediate attention. Primary level ratings with a portion or all of their secondary levels assigned a rating of 1 may have issues warranting a structural or detailed review. Within this guidebook, the terms “structural review” and “detailed review” are defined as review by a person qualified, as determined by the agency, to evaluate the field observed conditions and make a determination of the impacts of the conditions on the performance of the asset. Such reviews may include examination of the field inspection results, as well as any notes or photos from the inspection, review of as-built plans, and/or supplemental analysis as deemed appropriate to evaluate the performance. Agencies may establish additional guidance to aid the inspector in determining field circumstances where structural or other detailed review is warranted, taking into consideration the education, training and experience of their inspection staff.

Prior to a facility condition assessment, it is recommended that the inspector gather and review the results of any previous inspections as well as the following:

- **Agency procedures:** Review inspection and maintenance procedures, how they have been followed or updated in the past.
- **Inspection schedule:** Understand how the inspection schedule aligns with the reporting schedule discussed in the first part of this guidebook.
- **Data needs:** Review applicable fields in the AIM and review these during the inspection process where applicable.
- **Warranty status** and any additional information on the age of the facility and building materials; this may be helpful in understanding useful life and obsolescence.
- **Any other known issues**, such as whether the asset has been built to current standards. Inspectors are required to have on hand the results of previous inspections and records of past defects found and/or corrected.

Example 3: Condition Assessment Procedures

Question: What actions must occur if an inspector rates a primary or secondary level condition as “1: Poor”?

Answer: A suitably qualified individual must review the inspection results and other associated information for any level rated “1: Poor” using procedures established by the agency.

This information provides useful background to the survey of the facility’s condition, revealing if work has recently taken place, recently been identified, or if needs have already been met, identified, or deferred. These documents may also reveal areas that require more careful review during the inspection process.

2.3.1 Secondary level Condition Assessments

During the on-site assessment, the inspector will observe the primary and secondary level conditions identified in Section 2.1. These are expected to be readily visible and accessible, with information on less easily accessible features like internal systems and wiring gained via documentation and interview. This means that entering limited access areas such as crawl spaces, utility pits, and sloped roofs is not necessary and that their condition can be observed from a point of access.

The inspector will assess each using the FTA TERM condition rating scale. For example, using Table 6 below, when inspecting plumbing, condition ratings should be recorded for water distribution pipes and fixtures; sanitary waste; and rainwater drainage. It is up to the agency to determine how to combine these into a single rating for the ID # E. Plumbing. Generally speaking, area or percentages of area (i.e., building area in square footage) or number of units, can be used to measure secondary level quantities. This approach may be helpful for facilities that were built in phases causing different portions of the ID # A. Substructure or others to have different conditions. For ID # J. Site, agencies should omit the portion of the site occupied by buildings when calculating the percentage of site area in each condition rating.

Agencies may choose how to weight their secondary levels, when aggregating to the primary level rating. It is expected that agencies will develop and document a methodology for aggregating ratings for a given facility.

Example 4: Rating Primary Level

Question: Major pieces of equipment in a maintenance facility include a bus washer valued at \$1 million, a paint booth valued at \$1.5 million, and three lifts, each valued at \$0.5 million. All of these are in good condition, except one lift that appears damaged and requires review. How should the Equipment be rated? Note that replacement costs can be used to aggregate ratings to determine an overall facility rating. Section 4 describes how these values are aggregated to describe overall conditions.

Answer: In this case, replacement value is known and thus can be used to combine the ratings for different assets. The total replacement value for the Equipment is \$4 million. Of this total 87.5% (\$3.5 million) is rated as 4: Good and 12.5% is rated as 1: Poor.

Table 6 below details the assessment tasks for each of the rating levels.

Table 6. Assessment Tasks

ID	Primary level	Secondary level
A.	Substructure	<ul style="list-style-type: none"> • Foundations: Inspect walls, columns, pilings, other structural elements for signs of decay. • Basement: Inspect non-foundation and structural elements

ID	Primary level	Secondary level
		such as facing materials, insulation, slab, floor underpinnings, crawl spaces, etc.
B.	Shell	<ul style="list-style-type: none"> • Inspect superstructure / structural frame, including columns, pillars, and walls. • Inspect façade, curtain wall system, glazing system, exterior sealants, exterior balconies, doors, stairways, parapets, fire escapes, gutters, downspouts. • Inspect windows, doors, and all finishes (paint, masonry). • Inspect roof, including roof surface (tiles, membrane, shingles, gravel etc.), gutters, eaves, skylights, flashing, chimney surrounds, and sealants, hardware and painted or coated surfaces. Note evidence of ponding, or roof leaks, significant age – and other indicators that repair may be necessary. Note age of roof(s) and whether warranty is still in effect.
C.	Interiors	<ul style="list-style-type: none"> • Inspect soundness and finish of drywall, partitions, interior doors, fittings, ceiling tiles, and signage. • Inspect stairs including fire and access issues. • Inspect interior finishes, including materials used on walls, floors, and ceilings, such as tile, paint, and other coatings. Look for roughness and damage.
D.	Conveyance	<ul style="list-style-type: none"> • Inspect condition, function, and code compliance of elevators, escalators, lifts, and any other fixed apparatuses for the movement of goods or people.
E.	Plumbing	<ul style="list-style-type: none"> • Inspect fixtures and pipes for water distribution, sanitary waste, rainwater drainage, and any leaks.
F.	HVAC (Heating, ventilation, and air conditioning)	<ul style="list-style-type: none"> • Inspect systems and their elements for energy supply, heating and cooling systems, distribution systems, terminal and package units, controls and instrumentation including testing and balancing, and chimneys. Specifically, inspect coils, housing, drains, and wiring and evaluate overall performance of the system. • Note apparent or reported age of the equipment, past material element replacements/ upgrades, and the apparent level of maintenance exercised. If heating equipment is shut down or not operational at the time of the walk-through survey, provide an opinion of the condition to the extent observed. Note refrigerants and fuels used and

ID	Primary level	Secondary level
		their suitability or need for improvement / upgrade.
G.	Fire Protection	<ul style="list-style-type: none"> Inspect sprinklers, standpipes, hydrants, fire alarms, emergency lighting, smoke evacuation, stairwell pressurization, and any other specialized elements relating to overall protection system and compliance.
H.	Electrical	<ul style="list-style-type: none"> Inspect electrical service & distribution, noting deficiencies or needed / recommended upgrades Inspect lighting and branch wiring (interior and exterior), communications and security, noting deficiencies or needed / recommended upgrades Examine other electrical system-related pieces such as lightning protection, generators, emergency lighting, and elements related to electrical service and distribution such as conduit, boxes, solar panels and mountings for any damage wire chaffing or loose or corroded connections. Evaluate overall performance of the system.
I.	Equipment / Fare Collection	<ul style="list-style-type: none"> Inspect equipment, noting age, condition, and functional deficiencies. For Maintenance Facilities, this is focused on major pieces of equipment integral to the function of the facility. For Passenger Facilities, this item is focused on the fare collection system and any associated elements.
J.	Site	<ul style="list-style-type: none"> Inspect roadways/driveways and associated signage, markings, and equipment. Look for cracking or settling of the concrete or asphalt. Inspect parking lots and associated signage, markings, and equipment. Look for cracking or settling of the concrete or asphalt Inspect pedestrian areas and associated signage, markings, and equipment. Inspect the curbing and ramps for cracking, settling, holes, uneven surfaces and trip hazards. Pay special attention to wheelchair ramp areas and other ADA / access considerations Site development such as fences, walls, and miscellaneous structures. Look for corrosion, structural integrity and condition of paint. Landscaping, Site Utilities: Look for signs of drainage problems such as flooded areas, eroded soil and water damage to the asphalt and clogged storm drain inlets.

ID	Primary level	Secondary level
		<p>Visually inspect the irrigation system, if installed. Look for signs of leaks, such as sagging areas in grass and/or pooling water. Look for dead spots in the grass indicating lack of water possibly caused by a mechanical failure.</p> <ul style="list-style-type: none"> Inspect passenger huts and benches for corrosion, paint condition, glass condition and damage.

2.4 Quality Management

FTA’s *Quality Management System Guidelines* describe basic concepts of quality management and how to establish a quality management program in a transit agency. This document was written primarily to address quality as it applies to capital projects. However, the basic concepts described in the guidelines apply to other transit agency activities. Also, the document includes an appendix describing how to apply quality management concepts to operations and maintenance activities that may also be applied to activities such as assessing asset conditions.

As described in the guidelines, the term Quality Control (QC) generally refers to “the act of taking measurements, testing, and inspecting a process or product to assure that it meets specification.” In the context of a condition assessment, QC is concerned with activities such as verifying that condition assessment results are captured and recorded accurately. In contrast, Quality Assurance (QA) is a more proactive set of activities. QA “emphasizes actions at a management level that directly improve the chances that QC actions will result in a product or service that meets requirements.”

Quality Control (QC) is the act of taking measurements, testing, and inspecting a process or product to assure that it meets specification.

Quality Assurance (QA) is a more proactive set of activities that emphasizes actions at a management level that directly improve the chances that QC actions will result in a product or service that meets requirements.

For instance, a QA program might emphasize the need for inspector training to help improve the overall quality of the condition assessment process. In practice, QA and QC strategies are employed together as part of an overall quality management program that uses a combination of proactive and reactive approaches to maximize quality.

Below are key quality elements described in Section 2 of the FTA *Quality Management System Guidelines* applicable to supporting a high quality condition assessment process. All agencies must incorporate consideration of these elements into the condition assessment process. Larger agencies may document specific QA/QC activities undertaken to enhance the quality of their condition assessments. The key quality elements and activities relevant to each include:

- **Management Responsibility:** responsibility for condition assessment QA/QC must be clearly delineated.

- **Documented Quality Management System:** the agency's approach for QA/QC must be documented.
- **Design Control:** in the context of a condition assessment, this refers to establishing condition assessment procedures, such as those described in this document. If an agency has established additional or alternative procedures to performing condition assessments besides those described here, they must be well documented.
- **Document Control:** all documents used to support the condition assessment process need to be under document control to verify that staff are using the correct versions of the documents when assessing conditions. This includes documentation of procedures, condition rating descriptions, assessment forms, and other documents.
- **Product Identification and Traceability:** as inspections are performed it is important to have an approach to identifying when an inspection was performed and what facility or system was inspected. Though seemingly straightforward, this tracking can become complicated if an agency has a large number of assets and/or lacks a well-defined asset register.
- **Inspection and Testing:** inspection procedures must be clearly established. Over time an agency may need to review and supplement its procedures based on experience with the condition assessment process.
- **Inspection, Measuring, and Test Equipment:** the condition assessment approach described here relies on visual inspections. While recognizing that visual inspections are inherently subjective, it is important for agencies with large facility inventories to monitor inspection results to verify that similar conditions are assessed in a similar fashion between inspectors. Basic techniques used to improve quality include performing inspections in teams and rotating inspectors between facilities (coupled with follow-up to determine the cause of any significant changes in condition observed between different inspectors). No specialized equipment is required to implement the condition assessment approach described here. However, if an agency adopts procedures utilizing any specialized equipment for supporting condition assessment, such devices are expected to be carefully calibrated.
- **Inspection and Test Status:** it is important to track inspection status and verify that inspections are conducted in a timely fashion.
- **Quality Records:** an agency must have an approach to keeping records related to the condition assessment process. Ideally condition assessment results must be kept in a machine-readable form (e.g., a database) to facilitate their use and minimize risk of data loss.
- **Training:** particularly given the condition inspection process is based largely on visual inspections, it is imperative to provide training to all inspectors to improve the consistency of condition assessments and minimize errors.

3.0 Condition Rating Aggregation Approaches

Once the conditions of individual facility levels are assessed and aggregated, the next step required to support NTD reporting is to calculate an overall condition rating for the facility and

then the overall performance measure for each of the two facility groups – administrative and maintenance, and passenger and parking facilities. It is important to use a consistent, repeatable method for this calculation and there are several conventions used in similar applications. The text below describes alternative approaches to aggregating primary and secondary level condition data into a single overall value for facility condition. Provided an agency has sufficient data, the recommended approach is Alternative 1, to calculate a weighted average condition rating. However, an agency may use any of the approaches described below.

3.1 Alternative 1: Weighted Average Condition

This approach requires utilizing known replacement costs. Given these replacement costs, the average rating is calculated for each primary level as described below, and an overall rating is calculated by weighting each primary and secondary level rating by the replacement cost. The specific steps in the calculation are:

Step 1:

Calculate the average rating of the facility using the primary level TERM scores and their respective replacement costs. To calculate the condition rating, take the sum of each primary level TERM score multiplied by its respective replacement cost, and divide the total by the sum of all replacement costs (weights). The aggregated facility condition rating is calculated as follows:

$$FR = \frac{\sum_i CR_i CW_i}{\sum_i CW_i}$$

where FR is the overall facility rating, CR_i is the TERM score for rating level i , and CW_i is the weighting, or replacement cost, for rating level i .

Weighting

Replacement costs should be the only method of weighting for the weighted average condition approach as it is expected that agencies will have an understanding of their assets at the primary level.

Step 2:

Round off the overall rating value for the facility to the nearest integer value and report the integer condition rating to NTD. If the fractional portion of the rating is less than 0.5 the rating would be rounded down; if it is 0.5 or greater it would be rounded up.

Example 5: Calculating Facility Condition Using Alternative 1

The following is an example calculation to determine the overall facility condition rating using Alternative 1: Weighted Average Condition.

	Replacement Cost	Rating
Substructure	\$10,000	1.87
Shell	\$5,000	2.11
Interiors	\$5,000	3.10
Conveyance	\$2,500	2.38
Plumbing	\$10,000	2.08
HVAC	\$7,000	2.83
Fire Protection	\$3,000	2.91
Electrical	\$8,000	2.48
Equipment	\$6,000	3.00
Site	\$5,000	4.01
Total	\$61,500	

$$FR = (\$10K * 1.87) + (\$5K * 2.11) + (\$5K * 3.10) + (\$2.5K * 2.38) + (\$10K * 2.08) + (\$7K * 2.83) + (\$3K * 2.91) + (\$8K * 2.48) + (\$6K * 3.00) + (\$5K * 4.01) = 157,930$$

$$FR = 157,930 / \$61,500 = 2.568$$

Based on this method, the average rating is 2.568. This rounds to an overall facility rating of 3.

$$FR = 3$$

3.2 Alternative 2: Median Value

If an agency has limited data on replacement costs, an alternative approach for calculating the overall condition rating of a facility is to use the median value of all primary or secondary rating levels. The median value is the middle value in a series of sorted numbers. The specific steps in the calculation are as follows:

Determine the condition rating of each level, and then sort the TERM scores in ascending order. When there is an odd number of a value, the median is the value that falls in the middle of the list. When there is an even number of values, choose the lower of the two middle values since that is the condition rating that at least 50% are at or below.

For instance, if 50% of the secondary level have a TERM rating of 2, 30% have a TERM rating of 3, and 20% have a TERM rating of 4, then the aggregated rating would be 2, as over half of the secondary level have a rating of 2 or less. Note that the median in this case is not an

average, or mean value, meaning that you do not take the individual value of each number into account.

Example 6: Calculating Overall Facility Condition Using Alternative 2

The following is an example calculation for an overall passenger facility rating using Alternative 2: Median Value. Based on this method, the overall rating is 2, as 5 of the 10 have a rating of 2 or worse.

	Rating
Substructure	1
Shell	1
Interiors	2
Conveyance	2
Plumbing	2
HVAC	3
Fire Protection	3
Electrical	3
Fare Collection	3
Site	4

Overall Facility Rating = 2

3.3 Alternative 3: Alternative Weighting

An agency may use an alternative approach provided the approach is consistent, repeatable, and that it yields a single value for each facility using the five-point TERM condition scale. For example, an agency may prefer to calculate a weighted average condition, such as that illustrated in Alternative 1, but lacks sufficient data on replacement costs. Instead, an agency may choose to compute a weighted average condition, weighting each level by a factor that serves as a proxy for asset value or develop a measure of criticality, which could be used as a weighting factor. Equal weighting is another option for agencies. As the name implies, if using the equal weighting option, each secondary level would be weighed equally. The equal weighting approach is not recommended for primary level. If an agency does choose to use such an alternative approach, the calculation approach and rationale for its use must be documented. These techniques may also be used to calculate the primary level rating after inspecting each secondary level of the asset. While not reported to NTD, ratings must be retained in the event an agency changes its aggregation approach and needs to recalculate previously-reported conditions.

4.0 Calculate Performance Measures

After determining the overall facility ratings for each of its administrative and maintenance, and passenger and parking facilities, an agency must calculate the performance measure for each

of the overarching facility groups:

- 1) Administration and maintenance facilities
- 2) Passenger and parking facilities

To determine the performance measure for a facility category (i.e., administrative and maintenance; passenger and parking), count the number of facilities in that category with a rating below 3 and divide the value by the total number of facilities in the facility category (e.g., passenger and parking). Note that the performance measure is the minimum each agency is required to report, grantees are invited to expand upon its requirement as part of their TAM plan.

Example 7: Calculating Facility Performance Measures

The following is an example calculation for the performance measure for the passenger and parking facility category. As there are 4 facilities with a condition rating under 3 on the TERM scale, the performance measure for this facility category is 40%.

Facility	Rating
Passenger 1	4
Passenger 2	4
Passenger 3	4
Passenger 4	2
Passenger 5	2
Parking 1	1
Parking 2	3
Parking 3	3
Parking 4	4
Parking 5	2
Performance Measure	4/10 * 100 = 40%

5.0 Reporting and Data Requirements

5.1 Reporting Procedures

The NTD Policy Manual lists requirements regarding collecting and reporting financial data, inventory, service data, and safety data for transit agencies that receive 49 U.S.C. §§ 5307 and 5311 funds. Transit agencies that receive funds from FTA, and own, operate, or manage capital assets for which they have direct capital responsibility are now required to submit facility asset condition data and performance measure metrics and targets annually within four months after the end of the agency's fiscal year.

As part of this annual report, an agency must submit overall facility condition ratings for each facility in its asset inventory for which it has direct capital responsibility. However, this does not imply that condition data must be collected annually. FTA requires that facility condition data be fully updated every four years, at a minimum. Agencies may choose to do a quarter of their facilities every year or more frequently. Each annual report must include updated facility condition data incorporating any assessments completed since the last report. Agencies that share direct capital responsibility for facility assets should determine how to coordinate condition assessment reporting. Only facilities that are actively used to support revenue service are required to have their condition assessed. As such, facilities under construction are exempt from condition assessment requirements.

It is recommended that agencies document their procedures for performing condition assessments, including procedures for performing inspections, and assuring/controlling data quality. Similar to other aspects of an agency's activities related to NTD reporting, these procedures may be subject to review by FTA.

Appendices

Appendix A: Definitions

Note: Definitions are based largely on those in ASTM Standard E2018-08 and FTA's NTD Glossary.

Asset Inventory Module

The interface through which asset inventory and condition data are collected for the NTD.

ASTM

American Society of Testing and Materials

HVAC

Heating, ventilating and air conditioning.

Readily Accessible

Available for observation at the time of a walk-through survey; does not require the removal or relocation of materials or personal property, such as furniture, floor, wall, or ceiling coverings; is safe to observe.

Routine Maintenance

A repair that does not require specialized equipment, professional services, or contractors, but rather can be corrected within the budget and skill set of typical property maintenance staff.

State of Good Repair Formula Program

The FTA State of Good Repair Program is a formula program that replaced the Fixed Guideway Modernization program. It provides capital assistance to maintain fixed guideway and high intensity bus systems in a state of good repair. It is further defined in 49 U.S.C. § 5337.

Structural Frame

The building system that supports the building's weight.

Transit Asset Management Plan

A plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Useful Life

The average amount of time in years that an item, or system is estimated to function, when installed new and assuming routine maintenance is practiced.

Appendix B: Condition Rating Descriptions





Note that the photos in the below examples do not necessarily correspond to the TERM rating they are placed next to. Instead, these photos are simply here to show agencies an image of the described.

Table 7. FTA TERM Scale

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

Administrative/ Maintenance Facilities

Table 8. Substructure

Substructure	Rating	Description
	5: Excellent	New construction, no visible defects.
	4: Good	Minor improvement or superficial repairs needed, can be addressed through routine maintenance. No significant visible damage such as cracking, spalling, sagging, rust, or shifting.
	3: Adequate	Needs some repair. There may be surface cracking, rust, shifting, and spalling on elements. Insulation or drainage may need maintenance. Substructure is cosmetically "fair", and functioning as designed; within useful life.
	2: Marginal	Elements need extensive repair at a minimum. They show signs of significant cracking, sagging, rust, shifting, and spalling / decay. Significant insulation or drainage issues may be present. There are no apparent safety issues, however. Elements are functional but have exceeded their useful lives.





Substructure	Rating	Description
	1: Poor	<p>Elements show critical defects affecting function, health, or safety. They are visibly in poor condition. They cannot be repaired; must be replaced. They have exceeded their useful life and warrant structural review.</p>

Table 9. Shell

Shell	Rating	Description
	5: Excellent	New construction, no visible defects or damage
	4: Good	<p>Minor improvement needed; sub-elements are more than five years old but are functioning without issue under routine maintenance. Only minor superficial damage or defect. No sagging, corrosion, cracking, shifting, or leaks.</p>
	3: Adequate	<p>Repairs are needed. Element or sub-elements show signs of minor cracking, drainage issues, sagging, corrosion, or shifting. They are cosmetically "fair", but functioning as designed.</p>




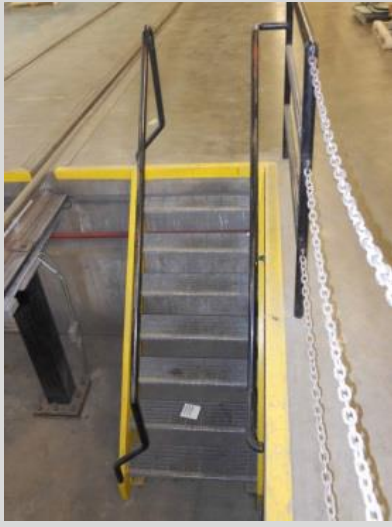


Shell	Rating	Description
	2: Marginal	Element or sub-elements show signs of significant cracking, sagging, swelling, corrosion, leaks, or shifting. Significant repairs are needed, but there currently does not appear to be a safety issue on any single sub-element.
	1: Poor	Element or sub-elements have critical defects affecting function, health, or safety. They are in visibly poor condition and must be replaced rather than repaired. They have exceeded their useful life and warrant structural review.

Table 10. Interiors

Interiors	Rating	Description
	5: Excellent	New construction, no visible defects or damage.

Interiors	Rating	Description
	4: Good	<p>Minor improvement needed; only shows superficial damage or defect. Minimal signs of wear, no major problems, minimal signs of deterioration. Primarily cosmetic issues with no functional impact, which can be addressed through routine maintenance.</p>
	3: Adequate	<p>Repairs are needed. Element or sub-elements show signs of cracking, drainage issues, sagging, corrosion, or shifting. They are cosmetically "fair", but functioning as designed.</p>
	2: Marginal	<p>Interior shows deterioration: cracking, sagging, swelling, corrosion, leaks, etc. Finishes are worn. Significant repairs or upgrades are needed, but there currently does not appear to be a safety issue.</p>

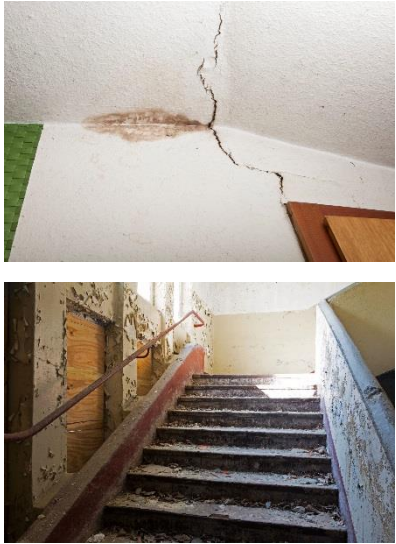


Interiors	Rating	Description
	1: Poor	Element or sub-elements have critical defects affecting function, health, or safety. They are in visibly poor condition and must be replaced rather than repaired. They have exceeded their useful life and warrant structural review.

Table 11. Conveyance

Conveyance	Rating	Description
	5: Excellent	New construction, no visible defects or damage.
	4: Good	Minor improvement needed; only shows superficial damage or defect with no functional impact. Issues are addressed via routine maintenance.



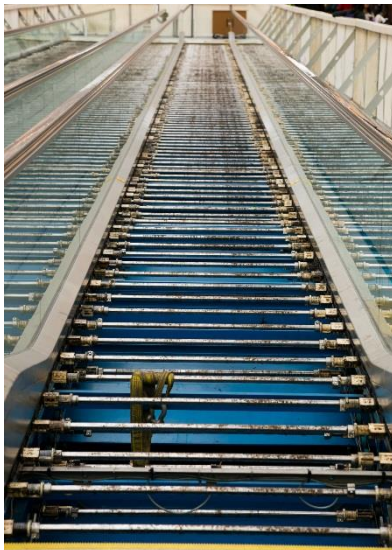




Conveyance	Rating	Description
	3: Adequate	Repairs are needed; elements show signs of corrosion and damage. They are cosmetically “fair”, but functioning as intended under maintenance schedule.
	2: Marginal	Element or sub-elements need extensive repair at a minimum. More substantial part replacement and/or repair is frequent. There currently does not appear to be any safety issue. Maintenance schedule is interrupted by more frequent breakdowns.
	1: Poor	Element or sub-elements have critical defects affecting function. They are in visibly poor condition and must be replaced rather than repaired. Maintenance schedule is reactive rather than proactive due to frequent malfunction. Apparatuses have exceeded their useful life and warrant detailed review.

Table 12. Plumbing

Plumbing	Rating	Description
	<p>5: Excellent</p>	<p>New construction, no visible defects or damage.</p>
	<p>4: Good</p>	<p>Minor wear and tear or superficial deterioration or defect with no functional impact typically addressed through routine maintenance. No corrosion or leaks.</p>
	<p>3: Adequate</p>	<p>Repairs are needed; some deterioration exists, such as corrosion. Repairs are typical to more intensive routine maintenance and system is functioning as designed.</p>
	<p>2: Marginal</p>	<p>Plumbing system elements need extensive repair at a minimum. Currently does not appear to be any safety issue.</p>



Plumbing	Rating	Description
	1: Poor	System has defects affecting function and necessitating frequent maintenance. Plumbing is in poor condition and must be replaced rather than repaired. The system has exceeded its useful life and warrants detailed review.

Table 13. HVAC

HVAC	Rating	Description
	5: Excellent	New construction, no visible defects or damage. Meets efficiency and capacity goals and maintains desired temperature and air quality throughout the facility.
	4: Good	Minor improvements needed, may be slightly outdated and less efficient and consistent. Minor deterioration or defect with no functional impact typically addressed through routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are significant. With these, the system meets needs. Still within its useful life.





HVAC	Rating	Description
	2: Marginal	System has exceeded its useful life; fails to meet standards or needs. Elements need extensive repair at a minimum. Currently does not appear to be any safety issue.
	1: Poor	System is well past its useful life and has critical defects affecting function; its issues are beyond repair and warrant detailed review.

Table 14. Fire Protection

Fire Protection	Rating	Description
	5: Excellent	New system, no visible defects or damage. Meets facility needs.
	4: Good	Minor wear and tear; system may be slightly outdated but still meets needs of facility with routine maintenance.




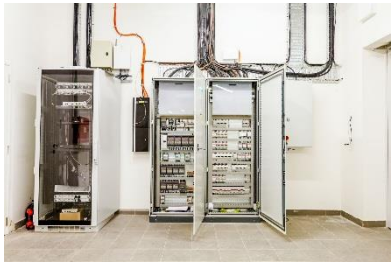


Fire Protection	Rating	Description
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are significant. With these, the system meets requirements. Still within its useful life.
	2: Marginal	System has exceeded its useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum. Currently does not appear to be any safety issue.
	1: Poor	System is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.

Table 15. Electrical

Electrical	Rating	Description
	<p>5: Excellent</p>	<p>New system, no apparent defects. Meets facility needs.</p>
	<p>4: Good</p>	<p>Minor deterioration; system may be slightly outdated but still meets needs of facility with minimal routine maintenance. Limitation on system flexibility such as future expansion.</p>
	<p>3: Adequate</p>	<p>Repairs are needed; some deterioration exists, and maintenance needs are significant. There is limited flexibility for improvement. However, the system meets requirements and is still within its useful life.</p>



Electrical	Rating	Description
	2: Marginal	System has exceeded its useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum. Currently does not appear to be any safety issue.
	1: Poor	System is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.

Table 16. Site

Site	Rating	Description
	5: Excellent	New construction, no apparent defects, serving the needs of the facility.
	4: Good	Minor deterioration, primarily cosmetic defects such as damaged signage or small pavement cracks, landscaping updates. Still meets needs of facility with routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, such as signs needing replacement and pavement cracks needing fill. More routine maintenance is needed. However, site is still functioning as designed.
	2: Marginal	Site sub-elements are worn and need extensive repair at a minimum. Pavement may show damage beyond what can be fixed with crack filler (over 2" wide / potholes). Signage may be outdated, fences need replacement, irrigation no longer efficient, etc.



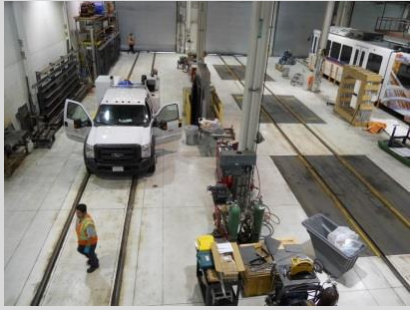
Site	Rating	Description
	1: Poor	Site has critical defects affecting function, health, or safety. Issues are beyond repair and warrant detailed review.

Table 17. Equipment (Only for Administrative and Maintenance Facilities)

Equipment	Rating	Description
	5: Excellent	New equipment, no apparent defects, serving the needs of the facility.
	4: Good	Minor deterioration; equipment may be slightly outdated but still meets needs of facility with minimal routine maintenance.







Equipment	Rating	Description
	<p>3: Adequate</p>	<p>Repairs are needed; some deterioration exists, and maintenance needs are considerable. However, equipment meets needs and is still within its useful life.</p>
 <p>Source: Iowa Department of Transportation</p>	<p>2: Marginal</p>	<p>Equipment has exceeded useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum.</p>
 <p>Source: Iowa Department of Transportation</p>	<p>1: Poor</p>	<p>Equipment is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.</p>

Table 18. Fare Collection (Only For Passenger and Parking Facilities)

Fare Collection	Rating	Description
	5: Excellent	New equipment, no apparent defects, serving the needs of the facility.
	4: Good	Minor deterioration; equipment may be slightly outdated but still meets needs of facility with minimal routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are considerable. However, equipment meets needs and is still within its useful life.
N/A	2: Marginal	Equipment has exceeded useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum.

Fare Collection	Rating	Description
N/A	1: Poor	Equipment is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.

Image Sources

- 123RF Stock Photos, available at: <http://www.123rf.com/>
- Denver Regional Transportation District, *State of Good Repair: FM Building Inspection Standards*, last revised June 2014.
- Flickr, *Enter BART with Clipper*, photo credit to Adam P. Fagen, available at: <https://www.flickr.com/photos/afagen/7663770600/>. Photo taken March 14, 2012.
- FTA, *TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation*, 2016.
- Staff photo, photo credit to Frances Fisher. Photo taken December 1, 2016.

Table 19. Image Sources Matrix

Primary Level Asset	Rating				
	5: Excellent	4: Good	3: Adequate	2: Marginal	1: Poor
Substructure	1	4	1	2	1
Shell	4	2	2	2	1
Interiors	4	2	2	1	1
Conveyance	1	2	2	5	1
Plumbing	1	4	1	1	1
HVAC	2	2	2	2	2
Fire Protection	1	1	4	1	4
Electrical	1	2	1	2	2
Site	1	2	2	2	2
Equipment	2	2	4	N/A	N/A
Fare Collection	1	4	3	N/A	N/A

Appendix C: Sample Administrative/Maintenance Facility Condition Assessment Form

Inspection Date:
Inspector Name:
Facility Name:
Address/Location:

ID #		Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
				5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
A.	Substructure							
B.	Shell							
C.	Interiors							
D.	Conveyance							
E.	Plumbing							
F.	HVAC							
G.	Fire Protection							
H.	Electrical							
I.	Equipment							
J.	Site							

Appendix D: Sample Passenger/Parking Facility Condition Assessment Form

Inspection Date:
Inspector Name:
Facility Name:
Address/Location:

ID #		Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
				5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
A.	Substructure							
B.	Shell							
C.	Interior							
D.	Conveyance							
E.	Plumbing							
F.	HVAC							
G.	Fire Protection							
H.	Electrical							
I.	Fare Collection							
J.	Site							

Appendix E: References

ASTM International. 2008. *Standard Guide for Property Condition Assessment: Baseline Property Condition Assessment Process*, Standard E2018-08.

ASTM International. 2009. *Standard Classification for Building Elements and Related Sitework—UNIFORMAT II*, Standard E1557-09.

FTA Office of Budget and Policy. 2016. *Asset Inventory Module FY 2017 Reporting Manual*.

FTA Office of Budget and Policy. 2016. *National Transit Database Glossary*.

FTA Office of Budget and Policy. 2016. *National Transit Database Policy Manual*.

FTA. *Quality Management System Guidelines*. Report FTA-PA-27-51914-12.1.

U.S. Government Publishing Office. 2016. *Transit Asset Management*. 49 CFR part 625.

U.S. Government Publishing Office. 2016. *National Transit Database*. 49 CFR part 630.

APPENDIX C - LISTING OF ACCOUNTABLE EXECUTIVES

<u>Agency Name</u>	<u>Name of Accountable Executive</u>
KYTC/OTD - Group Tier II Group Plan Accountable Executive	Eric Perez
Audubon Area Community Services (GRITS)	Charles Dan Lanham
Blue Grass Community Action Partnership	Troy Roberts
Carroll County Wellness Transit	Leslie Yocum
Central Kentucky Community Action Council	Hal B. Goode
City of Frankfort/Frankfort Transit System	Bill May
City of Glasgow/Glasgow Transit System	Harold Armstrong
City of Maysville/Maysville Transit System	Debbie Mattingly
City of Scottsville/Scottsville Transit System	David Burch
Daniel Boone Community Action Agency, Inc.	Mike Buckles
Harlan County Community Action Agency, Inc.	Donna Pace
Fulton County Transit Authority	Kenney Etherton
Gateway Community Action Service Organization, Inc.	Charlene Engle
Kentucky River Foothills Development Council, Inc.	Brian Mullins
Leslie Knott Letcher Perry Community Action Council, Inc.	Cena Whitaker
Licking Valley Community Action Program	Kerri Moran
Louisville Wheels Transportation, Inc.	Beecher Hudson
Middle Kentucky Community Action Partnership, Inc.	Darrell Shouse
Murray Calloway Transit Authority	Rodney Skinner
Northeast Kentucky Community Action Agency	Reba Henderson
Owen County Fiscal Court/Owen County Public Transit	Dan Brenyo
Paducah Transit Authority	Arthur Boykin
Pennyrile Allied Community Service, Inc.	Harold Monroe
Rural Transit Enterprises Coordinated, Inc.	Shirley Cummins
Sandy Valley Transportation Services, Inc.	Joyce Hinkle
University of Louisville Transportation	Mark Watkins
Western Kentucky University Transportation	Dr. Jennifer Tougas

Appendix D – Four Year Performance Measure/Target Outlook

	Performance Measure	2020 Target	2021 Target	2022 Target	2023 Target
Rolling Stock – Buses	The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.	19%	19%	16%	16%
Rolling Stock – Other Passenger Vehicles	The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.	12%	10%	10%	9%
Facilities – Administrative/Maintenance	The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%	0%	0%	0%
Facilities – Parking/Park and Ride	The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%	0%	0%	0%
Facilities – Passenger Bus Transfer Station	The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%	0%	0%	0%
Equipment – Non-Revenue Vehicles	The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB.	62%	62%	60%	60%
Equipment – Maintenance/Administrative	N/A	N/A	N/A	N/A	N/A
Infrastructure	N/A	N/A	N/A	N/A	N/A