

Fixed Route**Rolling stock SGR as of 9/08/2026 - 3.9 (Average - All Revenue Vehicles) Goal 4.0****This Mode SGR as of 9/08/20226- 3.9**

	year	make	mileage	SGR/ Cond.	vin	fuel type	Recom. ULB	ULB Year	ULB rep. year	Replace Cost	funding	age
633	2021	Chevy Voyager	47,377	Y/4.0	2C4RC1DG8MR601955	UNL	100K/4yr	2025	2025	\$135,448	Local	5
634	2024	Ford Transit	31,376	Y/4.6	1FDVU4X83RKB44328	UNL	150K/5yr	2029	2029	\$135,448	State	2
635	2024	Ford Transit	25,888	Y/4.6	1FDVU4X82RKB44336	UNL	150K/5yr	2029	2029	\$135,448	State	2
637	2024	Ford Transit	30,310	Y/4.6	1FDVU4X86RKB44601	UNL	150K/5yr	2029	2029	\$135,448	State	2
638	2024	Ford Transit	32,004	Y/4.6	1FDVU4X81RKB44604	UNL	150K/5yr	2029	2029	\$135,448	State	2
639	2024	Ford Transit	27,799	Y/4.6	1FDVU4X88RKB44759	UNL	150K/5yr	2029	2029	\$135,448	State	2
647	2022	Gillig 29' LF	91,113	Y/4.4	15GGE2716N3094166	diesel	500K/12yr	2034	2034	\$725,000	FTA	4
648	2022	Gillig 29' LF	90,081	Y/4.4	15GGE2718N3094167	diesel	500K/12yr	2034	2034	\$725,000	FTA	4
649	2022	Gillig 29' LF	84,272	Y/4.4	15GGE271XN3094168	diesel	500K/12yr	2034	2034	\$725,000	FTA	4
650	2022	Gillig 29' LF	75,554	Y/4.4	15GGE2718N3094282	diesel	500K/12yr	2034	2034	\$725,000	FTA	4
651	2022	Gillig 29' LF	84,250	Y/4.4	15GGE271XN3094283	diesel	500K/12yr	2034	2034	\$725,000	FTA	4
652	2022	Gillig 29' LF	86,021	Y/4.6	15GGE2711N3094284	diesel	500K/12yr	2034	2034	\$725,000	FTA	4
653	2023	Gillig 35' LF	98,170	Y/4.6	15GGB2712P3199668	diesel	500K/12yr	2035	2035	\$725,000	FTA	3
654	2023	Gillig 35' LF	75,153	Y/4.6	15GGB2714P3199669	diesel	500K/12yr	2035	2035	\$725,000	FTA	3
655	2023	Gillig 35' LF	101,355	Y/4.6	15GGB2710P3199670	diesel	500K/12yr	2035	2035	\$725,000	FTA	3
608	2009	Gillig/35' LF	518,653	Y/3.0	15GGB211991079602	diesel	500K/12yr	2021	2021	\$725,000	FTA	17
609	2011	Gillig/35' LF	477,490	Y/3.0	15GGB2718B1178764	diesel	500K/12yr	2023	2023	\$725,000	FTA	15
610	2011	Gillig/35' LF	487,620	Y/3.0	15GGB271XB1178765	diesel	500K/12yr	2023	2023	\$725,000	FTA	15
611	2011	Gillig/35' LF	497,851	Y/3.0	15GGB2711B1178766	diesel	500K/12yr	2023	2023	\$725,000	FTA	15
612	2011	Gillig/35' LF	522,811	Y/3.0	15GGB2713B1178767	diesel	500K/12yr	2023	2023	\$725,000	FTA	15
613	2011	Gillig/35' LF	534,694	Y/3.0	15GGB2715B1178768	diesel	500K/12yr	2023	2023	\$725,000	FTA	15
642	2020	Gillig/35' LF	252,438	Y/3.8	15GGB2710L3194074	diesel	500K/12yr	2032	2032	\$725,000	FTA	6
643	2020	Gillig/35' LF	251,037	Y/3.8	15GGB2712L3194075	diesel	500K/12yr	2032	2032	\$725,000	FTA	6
644	2020	Gillig/35' LF	238,953	Y/3.8	15GGB2714L3194076	diesel	500K/12yr	2032	2032	\$725,000	FTA	6
645	2020	Gillig/35' LF	227,193	Y/3.8	15GGB2716L3194077	diesel	500K/12yr	2032	2032	\$725,000	FTA	6
646	2020	Gillig/35' LF	234,143	Y/3.8	15GGB2718L3194078	diesel	500K/12yr	2032	2032	\$725,000	FTA	6
614	2013	Gillig/40' LF	525,469	Y/3.0	15GGD2719D1180746	diesel	500K/12yr	2025	2025	\$750,000	FTA	13
615	2013	Gillig/40' LF	531,881	Y/3.0	15GGD2710D1180747	diesel	500K/12yr	2025	2025	\$750,000	FTA	13
616	2020	Gillig/40' LF	282,559	Y/3.7	15GGD2717L3194079	diesel	500K/12yr	2032	2032	\$750,000	FTA	6

617	2020	Gillig/40' LF	268,335	Y/3.7	15GGD2713L3194080	diesel	500K/12yr	2032	2032	\$750,000	FTA	6
618	2020	Gillig/40' LF	298,767	Y/3.7	15GGD2715L3194081	diesel	500K/12yr	2032	2032	\$750,000	FTA	6
619	2020	Gillig/40' LF	280,107	Y/3.7	15GGD2717L3194082	diesel	500K/12yr	2032	2032	\$750,000	FTA	6
909	2013	Gillig/40' LF S	753,755	Y/3.0	15GGD2714D1181951	diesel	500K/12yr	2025	2025	\$750,000	FTA	13
910	2013	Gillig/40' LF S	826,135	Y/3.0	15GGD2716D1181952	diesel	500K/12yr	2025	2025	\$750,000	FTA	13

Yellow = Asset's beyond FET ULB

Attachment 1 CTS TAMP 2026 (Page 2)

Fixed Route

This Mode SGR as of 9/08/2026 - 3.9

	year	make	mileage	SGR/ Cond.	vin	fuel type	Recom. ULB	ULB Year	ULB rep. year	Replace Cost	funding	age
912	2013	Gillig/40' LF S	782,189	Y/3.0	15GGD271XD1181954	diesel	500K/12yr	2025	2025	\$750,000	FTA	13
913	2013	Gillig/40' LF S	766,176	Y/3.0	15GGD2718D1181953	diesel	500K/12yr	2025	2025	\$750,000	FTA	13
914	2020	Gillig/40' LF S	384,092	Y/3.8	15GGD2719L3194083	diesel	500K/12yr	2032	2032	\$750,000	FTA	6
918	2024	Gillig/40' L/F Sub	88,716	Y/4.6	15GGD2710R3201091	diesel	500K/12yr	2036	2036	\$750,000	FTA	2
919	2024	Gillig/40' L/F Sub	71,713	Y/4.6	15GGD2712R3201092	diesel	500K/12yr	2036	2036	\$750,000	FTA	2
920	2024	Gillig/40' L/F Sub	73,011	Y/4.6	15GGD2716R3201094	diesel	500K/12yr	2036	2036	\$750,000	FTA	2
921	2024	Gillig/40' L/F Sub	64,247	Y/4.6	15GGD2714R3201093	diesel	500K/12yr	2036	2036	\$750,000	FTA	2
915	2022	D4500 Motor Coach	143,571	Y/4.2	1M8D2W91XNP104991	diesel	500K/12yr	2034	2034	\$975,196	FTA	4
916	2022	D4500 Motor Coach	211,907	Y/4.0	1M8D2W911NP104992	diesel	500K/12yr	2034	2034	\$975,196	FTA	4
917	2022	D4500 Motor Coach	225,887	Y/4.0	1M8D2W913NP104993	diesel	500K/12yr	2034	2034	\$975,196	FTA	4

Yellow = Asset's beyond FET ULB

Vehicle SGR/CONDITION

Paratransit Vehicles

This Mode SGR as of 9/08/2026 - 3.93 Goal is 4.0

							FTA		Target	Replace cost		
	year	make/model	mileage	SGR/ Cond.	vin	fuel type	ULB	ULB Year	rep. year	t time of replac	funding	age
251	2017	Star Trans E-450	188,832	Y/3	1FDFE4FS7HDC10350	Propane	150K/5yr	2022	2022	\$162,043	FTA	9
252	2017	Star Trans E-450	216,221	Y/3	1FDFE4FS0HDC10352	Propane	150K/5yr	2022	2022	\$162,043	FTA	9
254	2018	Star Trans E-450	158,286	Y/3	1FDFE4FS0HDC76044	Propane	150K/5yr	2023	2023	\$162,043	FTA	8
255	2018	Star Trans E-450	173,855	Y/3	1FDFE4FS1HDC76053	Propane	150K/5yr	2023	2023	\$162,043	FTA	8
282	2020	Star Trans E-450	136,375	Y/3.2	1FDFE4FS4KDC69184	Propane	150K/5yr	2025	2025	\$162,043	FTA	6
283	2020	Star Trans E-450	129,366	Y/3.2	1FDFE4FS7KDC69177	Propane	150K/5yr	2025	2025	\$162,043	FTA	6
284	2020	Star Trans E-450	101,050	Y/3.2	1FDFE4FS4KDC69167	Propane	150K/5yr	2025	2025	\$162,043	FTA	6
286	2020	Star Trans E-450	125,250	Y/3.2	1FDFE4FS6KDC69168	Propane	150K/5yr	2025	2025	\$162,043	FTA	6
287	2024	Ford Transit	22,353	Y/4.6	1FDVU4X81RKB44411	Gasoline	150K/5yr	2029	2029	\$178,247	FTA	2
288	2024	Ford Transit	26,091	Y/4.6	1FDVU4X82RKB44403	Gasoline	150K/5yr	2029	2029	\$178,247	FTA	2
289	2024	Ford Transit	27,318	Y/4.6	1FDVU4X80RKB44304	Gasoline	150K/5yr	2029	2029	\$178,247	FTA	2
290	2024	Ford Transit	29,273	Y/4.6	1FDVU4X86RKB44680	Gasoline	150K/5yr	2029	2029	\$178,247	FTA	2
291	2024	Ford Transit	31,311	Y/4.6	1FDVU4X8XRKB44343	Gasoline	150K/5yr	2029	2029	\$178,247	FTA	2
292	2024	Ford Transit	24,700	Y/4.6	1FDVU4X87RKB44638	Gasoline	150K/5yr	2029	2029	\$178,247	FTA	2
293	2024	Ford Transit	26,666	Y/4.6	1FDVU4X88RKB44602	Gasoline	150K/5yr	2029	2029	\$178,247	FTA	2
294	2024	Ford Transit	28,472	Y/4.6	1FDVU4X89RKB44298	Gasoline	150K/5yr	2029	2029	\$178,247	FTA	2
295	2024	Ford Transit	27,153	Y/4.6	1FDVU4X8XRKB44312	Gasoline	150K/5yr	2029	2029	\$178,247	FTA	2
296	2024	Ford Transit	25,871	Y/4.6	1FDVU4X83RKB44412	Gasoline	150K/5yr	2029	2029	\$178,247	FTA	2

Yellow = Asset's beyond FET ULB

Vehicle SGR/CONDITION

Vanpool Vehicles

This Mode SGR as of 9/08/2026 - 4.43 Goal 3.5

	year	make	mileage	SGR/ Cond.	vin	fuel type	CTS	ULB Year	Target rep. year	Replace cost at time of replace	funding	age
							Recom. ULB					
872	2017	Chevy Expres	132,257	Y/3.0	1GAZGPF7H1304330	UNL	100K/4yr	2021	2021	\$68,257	Local	9
873	2017	Chevy Expres	114,283	Y/3.0	1GAZGPF7H1333756	UNL	100K/4yr	2021	2021	\$68,257	Local	9
874	2018	Chevy Expres	182,368	Y/3.0	1GAZGPF7H1335815	UNL	100K/4yr	2022	2022	\$68,257	Local	8
875	2018	Chevy Expres	94,176	Y/3.0	1GAZGPF7H1336001	UNL	100K/4yr	2022	2022	\$68,257	Local	8
876	2018	Chevy Expres	125,639	Y/3.0	1GAZGPF7H1336047	UNL	100K/4yr	2022	2022	\$68,257	Local	8
877	2018	Chevy Expres	135,366	Y/3.0	1GAZGPF7H1336387	UNL	100K/4yr	2022	2022	\$68,257	Local	8
894	2024	Chevy Expres	41,703	Y/4.5	1GAWGEF75R1191664	UNL	100K/4yr	2028	2028	\$68,257	State	2
895	2024	Chevy Expres	56,268	Y/4.5	1GAWGEF79R1191876	UNL	100K/4yr	2028	2028	\$68,257	State	2
897	2024	Ford Transit	33,847	Y/4.5	1FBAX2Y87RKB01211	UNL	100K/4yr	2028	2028	\$68,257	State	2
898	2024	Ford Transit	14,316	Y/4.5	1FBAX2Y82RKB01164	UNL	100K/4yr	2028	2028	\$68,257	State	2
899	2024	Ford Transit	20,872	Y/4.5	1FBAX2Y82RKB00290	UNL	100K/4yr	2028	2028	\$68,257	State	2
8000	2024	Ford Transit	19,861	Y/4.5	1FBAX2Y84RKB00176	UNL	100K/4yr	2028	2028	\$68,257	State	2
8001	2024	Ford Transit	20,975	Y/4.5	1FBAX2Y8XRB01199	UNL	100K/4yr	2028	2028	\$68,257	State	2
8002	2024	Ford Transit	29,978	Y/4.5	1FBAX2Y84RKB00937	UNL	100K/4yr	2028	2028	\$68,257	State	2
8003	2024	Ford Transit	9,964	Y/4.5	1FBAX2Y86RKB00860	UNL	100K/4yr	2028	2028	\$68,257	State	2
8004	2024	Ford Transit	21,160	Y/4.5	1FBAX2Y86RKB01071	UNL	100K/4yr	2028	2028	\$68,257	State	2
8005	2024	Ford Transit	44,292	Y/4.5	1FBAX2Y89RKB01257	UNL	100K/4yr	2028	2028	\$68,257	State	2
8006	2026	Ford Transit	218	Y/5	1FBAX2Y89TKB14792	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8007	2026	Ford Transit	218	Y/5	1FBAX2Y87TKB14810	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8008	2026	Ford Transit	246	Y/5	1FBAX2Y83TKB14805	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8009	2026	Ford Transit	236	Y/5	1FBAX2Y84TKB14781	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8010	2026	Ford Transit	1,678	Y/5	1FBAX2Y85TKB14983	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8011	2026	Ford Transit	25	Y/5	1FBAX2Y83TKB14738	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8012	2026	Ford Transit	24	Y/5	1FBAX2Y83TKB14819	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8013	2026	Ford Transit	31	Y/5	1FBAX2Y84TKB14988	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8014	2026	Ford Transit	34	Y/5	1FBAX2Y83TKB14772	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8015	2026	Ford Transit	230	Y/5	1FBAX2Y84TKB14943	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8016	2026	Ford Transit	228	Y/5	1FBAX2Y84TKB14750	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8017	2026	Ford Transit	211	Y/5	1FBAX2Y80TKB14695	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8018	2026	Ford Transit	231	Y/5	1FBAX2Y85TKB14787	UNL	100K/4yr	2030	2030	\$68,257	Local	0
8019	2026	Ford Transit	210	Y/5	1FBAX2Y80TKB31352	UNL	100K/4yr	2030	2030	\$68,257	Local	0

Yellow = Asset's beyond FET ULB

Vehicle SGR/CONDITION

Support Vehicles

Equipment has separate SGR than rolling stock - SGR 3.8 as of 9/09/2026- Goal 3.5

	year	make	mileage	SGR/ Cond.	vin	fuel type	CTS Recom. ULB	ULB Year	Target replace year	Replace Cost	funding	age
701	2007	DODGE 3500 DU	70,552	Y/3.0	3D6WH46A47G779767	diesel	No Criteria	No Criteria	No Criteria	\$91,664	Local	19
710	2015	GM 1500 4wd	102,845	Y/3.0	1GCVKPEC3FZ370827	unlead	No Criteria	No Criteria	No Criteria	\$75,000	Local	11
711	2015	GM 1500 4wd	155,353	Y/3.0	1GCNKPEC5FZ394188	unlead	No Criteria	No Criteria	No Criteria	\$50,000	Local	11
712	2015	GM 1500 4wd	145,066	Y/3.0	1GCNKPEC5FZ398287	unlead	No Criteria	No Criteria	No Criteria	\$50,000	Local	11
713	2016	Ford F-350	39,986	Y/3.2	1FT8X3DT8GEC72880	diesel	No Criteria	No Criteria	No Criteria	\$90,000	State	10
714	2016	Ford Escape	95,973	Y/3.2	1FMCU9GXXGUC67363	unlead	No Criteria	No Criteria	No Criteria	\$47,937	State	10
716	2018	Chev Equinox	59,355	Y/3.6	2GNAXREV1J6216027	unlead	No Criteria	No Criteria	No Criteria	\$47,937	State	8
717	2018	Ford Fusion	122,446	Y/3.6	3FA6P0LUXJR146806	unlead/hyb	No Criteria	No Criteria	No Criteria	\$47,937	State	8
718	2019	Toyota Prius Pri	119,038	Y/3.8	JTDKARFP1K3114668	unlead/hyb	No Criteria	No Criteria	No Criteria	\$47,937	State	7
720	2019	FORD F-450	19,622	Y/3.8	1FDUF4HT3KEE58204	diesel	No Criteria	No Criteria	No Criteria	\$140,000	State	7
721	2022	Tesla Model 3	12,359	Y/4.0	5YJ3E1EA5PF409323	electric	No Criteria	No Criteria	No Criteria	\$41,340	Local	4
722	2022	Tesla Model 3	13,423	Y/4.0	5YJ3E1EA3PF412785	electric	No Criteria	No Criteria	No Criteria	\$41,340	Local	4
723	2024	Ford Escape 4wd	5,798	Y/4.6	1FMCU9GN2RUA74190	unlead	No Criteria	No Criteria	No Criteria	\$47,937	Local	2
724	2024	Ford Escape 4wd	9,486	Y/4.6	1FMCU9GN4RUA74028	unlead	No Criteria	No Criteria	No Criteria	\$47,937	Local	2
725	2024	Ford F150 4X4 H	24,152	Y/4.6	1FTFW3LD1RFA76507	unlead/hyb	No Criteria	No Criteria	No Criteria	\$75,000	Local	2
726	2024	FORD F150XL 4	18,918	Y/4.6	1FTFX1L88RKF04861	unlead	No Criteria	No Criteria	No Criteria	\$60,000	Local	2
727	2024	FORD F150XL 4	14,448	Y/4.6	1FTFX1L86RKF04910	unlead	No Criteria	No Criteria	No Criteria	\$60,000	Local	2
728	2024	Chevy Silveado 3	1,188	Y/4.6	1GB3YSEYXRF348998	diesel	No Criteria	No Criteria	No Criteria	\$130,000	Local	2
M223	2016	Maxi-Trailer	N/A	Y/3.4		N/A	No Criteria	No Criteria	No Criteria	\$15,000	TBD	10

Yellow = Asset's beyond FET ULB

Federal TAM equipment inventory: standalone non-vehicle equipment under \$50,000 omitted; facility components retained for lifecycle/condition planning.

Existing Components Related to Major Condition Planning											SGR/ Condition 2026=3.93
Year	Cost/ Value	Term % / yr	2026	2027	2028	2029	2030				
CTS GROUNDS											
Seal & stripe, Asphalt	2024	\$50,000	100 / 4			\$50,000					3.8
Lower Parking Lot Concrete	1995	\$20,000	100 / 20		\$20,000						3.3
Exterior Lighting	2013	\$25,000	100 / 25								3.9
Underground Fuel Storage	1995	\$600,000	100/30		\$600,000						3.8
Sub total				\$0	\$620,000	\$50,000	\$0	\$0			

CTS Admin/Ops BLDG.	1995	\$5,423,430	100 / 50								3.9
2 - 15 ton Heat pumps	2021	\$100,000	100 / 18								4
AHU-1 Fan Rebuild	2015	N/A	40 / 12								4
Carpet	2008	\$31,000	100 / 15		\$31,000						3.8
Security wall/ ADA Door	2023	\$50,000	100 / 25								4.1
Variable Speed Drive x 3	2005	\$20,000	100 / 15								3.8
Glazing	1995	\$36,000	50 / 30					\$36,000			3.9
HVAC Rebuild	2026	\$175,000	100 / 15	\$175,000							4.6
Heat Pump, Ductless IT	2006	\$10,100	60 / 15								3.7
Hot water tank	2019	\$4,400	100 / 15								4.4
Paint building, ext.	2024	\$12,000	100 / 15								4.6
Paint building, int.	1995	\$20,000	100 / 15		\$20,000						3.6
Camera System	2025	\$32,000	20 / 5								4.6
Return fans	1995	\$4,300	100 / 25								3.5
Lighting	2013	\$20,000	100 / 20								3.9
Sub total				\$175,000	\$51,000	\$0	\$0	\$36,000	\$0	\$0	

CTS MAINT. BLDG.	1995	\$4,178,570	100 / 50								3.8
Breakroom AC (1)	2007	\$5,000	100 / 12								3.8
Electric unit heaters (19)	2025	\$9,130	100 / 30								4.6
Waste oil heater	2015	\$15,000	100 / 15					\$15,000			3.6
Exhaust fans (4)	1995	\$700	100 / 12								3.9
Glazing	1995	\$26,000	50 / 30					\$26,000			3.9
Hot water tank	2020	\$2,100	100 / 25								4
Paint building, ext.	2024	\$12,000	100 / 15								4.6
Paint building, int.	1995	\$35,000	100 / 30	\$35,000							3.2
Electronic Lock System	2004	\$15,000	100 / 15								3.8
Interior Lighting	2013	\$20,000	100 / 20								3.7
Sub total				\$35,000	\$0	\$0	\$0	\$41,000	\$0	\$0	

Page 1

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Lift - Bay # 2 - LIFT2012	2012	\$140,000	100 / 18					\$140,000			3.9
Lift's Portable Koni	2022	\$90,000	100 / 20								4.6
			Sub total	\$350,000	\$0	\$0	\$0	\$140,000			

OTHER EQUIPMENT

Radio System/Phones	2022	\$55,000	100 / 10								4
Angeltrax Camera System	2026	\$350,000	100 / 15	\$350,000							3.4
			Sub total	\$350,000	\$0	\$0	\$0	\$0			

Page 2

		Cost/ Value	Term % / yr	2026	2027	2028	2029	2030			SGR/ Condition (2022)
SEQUIM TRANSIT CENTER	2005	\$ 1,124,488	100 / 50								3.8
Bike Lockers - <i>STCBIKE</i>	2008	\$20,000	100 / 20			\$20,000					3.7
Carpet break room	2025	\$8,000	100 / 20								4
Heat pumps	2009	\$4,000	100 / 15								3.9
Paint building, ext.	2024	\$8,000	100 / 15								4.4
Seal asphalt parking area	2015	\$6,000	100 / 5								3.8
			Sub total	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	

FORKS TRANSIT CENTER	1998	\$ 543,031	100 / 50								3.74
Seal asphalt parking lot	2007	\$15,000	50 / 8								3.8
Camera System	2025	\$18,000	20 / 5								4.6
Glazing	1998	\$10,000	50 / 25								3.8
Bike Lockers	2017	\$12,000	100 / 20								3.7
Auto E-Charge Station	2025	TBD	TBD								TBD
Paint building, ext.	2024	\$30,000	100 / 10								4.4
			Sub total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

GATEWAY TRANSIT CENTER	2009	\$4,167,311	100 / 50								3.8
Glazing	2009	\$20,000	100 / 25								4
HVAC Heat Pump	2009	\$10,000	100 / 15								3.7
Bike Lockers	2018	\$12,000	100 / 20								3.7
Interior Lighting	2013	\$5,000	100 / 20								3.9
Exterior Lighting	2013	\$15,000	100 / 20								3.8
Camera System	2009	\$48,000	20 / 5								4

Replace roof - flat	2009	\$50,000	100 / 25									3.8
Sub total				\$0	\$0	\$0	\$0	\$0	\$0	\$0	SGR/ Condition 2026 =3.9	

2026 2027 2028 2029 2030

Total Expenditures	\$910,000	\$671,000	\$70,000	\$0	\$217,000	\$0	\$0
Energy Rebates	\$0	\$0	\$0	\$0	\$0		
Grant Funding Adjust	\$595,000	\$0	\$0	\$0	\$0		
Total Cost to CTS	\$315,000	\$671,000	\$70,000	\$0	\$217,000	\$0	\$0

SGR Score for the 2026 TAMP is 3.7 (All Assets over the 50K threshold averaged, font in RED)

CTS Annual TAM Goals: FFY 2026-2030			
Criteria	Measure	FFY 2026-2030	
		Goal	Actual
Safety Risks	Number of accidents per 100,00 revenue miles by mode. (Fixed Route Service)	1	TBD
Safety Risks	Number of accidents per 100,00 revenue miles by mode. (Paratransit Service)	1	TBD
Safety Risks	Number of accidents per 100,00 revenue miles by mode. (VanPool Service)	1	TBD
Safety Risks	Number of facility-related accidents to employee or customer	0	TBD
System Reliability	On-Time performance, by mode. (Fixed Route Service)	95%	TBD
System Reliability	On-Time performance, by mode. (Paratransit Service)	95%	TBD
System Reliability	On-Time performance, by mode. (VanPool Service)	95%	TBD
Maintenance Resources	Number of vehicles out of service for 30 days or more by mode. (Fixed Route Service)	2	TBD
Maintenance Resources	Number of vehicles out of service for 30 days or more by mode. (Paratransit Service)	1	TBD
Maintenance Resources	Number of vehicles out of service for 30 days or more by mode. (VanPool Service)	1	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total run's by mode. (Fixed Route Service)	0%	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total run's by mode. (Paratransit Service)	0%	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total run's by mode. (VanPool Service)	0%	TBD

CTS AGENCY SGR GOAL

The Federal Transit Administration (FTA) Transit Asset Management (TAM) final rule became effective October 1, 2016. TAM is the new FTA regulation that applies to all transit agencies that own, operate, or manage transit capital assets used in the provision of public transportation, and receive federal financial assistance under 49 U.S.C. Chapter 53. This does include our agency and attached is a four page summary detailing the requirements.

Vehicle Category	FTA Minimal Useful Life
Support Vehicles - Standard	No Criteria
Support Vehicles - Specialty	No Criteria
Van - Vanpool	4 years/ 100,000 miles
Van - Special Service	4 years/ 100,000 miles
Cutaway Under 30 feet	5 years/ 150,000 miles
Heavy-duty < 30 feet	10 years/ 350,000 miles
Body on Chassis over 30 feet	9 years/ 250,000 miles
Heavy-duty 30, 35 & 40 feet	12 years/ 500,000 miles
Heavy-duty 45 feet OTR	12 years/ 500,000 miles

CTS's overall goal is 90percent State of Good Repair (SGR). As of October 1, 2026, the CTS revenue fleet, including **fixed route** and **paratransit** is at 67.74% of SGR, based upon the established ULB.

Rideshare (Vanpool) = 80.65% SGR, based upon the established ULB

Support Vehicles = 42.11% SGR, based upon the established ULB

CTS TAMP Decision Making Support Tools	
References	Description
Existing Asset Management Plan	The existing Asset Management Plan was originally certified and approved by the CTS Board of Directors in March of 2005. The plan was last updated in September of 2026 . This plan has set forth the overall asset management criteria followed by CTS Management Staff. The plan has established SGR and ULB, labor allocation, local conditions and topography, work assignments, preventative maintenance procedures, information system identification, parts inventory management, equipment management, work by others guidance, warranty recovery, cost analysis, asset inventory management. The plan also provides sample inspection sheets, appropriate memorandum, and other forms and items related to asset management in general.
OEM Fleet and Facility Manuals and Guidance	OEM Fleet and Facility Manuals received at time of asset procurement are a constant source of guidance in preventative maintenance, repair, rebuilds and general upkeep of assets. CTS believes in adherence to OEM recommendations and retains a well stocked library of OEM manuals and information. CTS works closely with vendors to maintain current data and information for all assets.
CTS Procurement Policy (#20-001) Last revision: 09/2022	CTS procures supplies, equipment, vehicles, services, and materials in accordance with applicable statutes. The policy complies with requirements set forth in FTA Circular 4220.1f (Third Party Procurement) and subsequent updates and amendments, the Federal Acquisition Regulation (FAR), and the recommendations of the FTA's Best Practices Manual. As a subrecipient of Federal Funds through WSDOT, CTS works closely with WSDOT and depends on their oversight and guidance recommendations.
CTS TAMP	The CTS Transit Asset Management Plan (TAMP) is a document containing a business model that uses the condition of assets (facility, rolling stock, and equipment) used in the provision of public transportation to guide the optimal prioritization of funding at transit agencies in order to keep transit systems statewide in a State of Good Repair (SGR). The CTS TAMP contains information related to data collection and reporting requirements, defined replacement and procurement criteria, inventory portfolios, and other critical information and data needed to perform effective and efficient asset management.

CTS TAMP Decision Making Support Tools (Cont'd)	
References	Description
Avail Management and Maintenance Software	Avail software allows CTS management and other qualified staff members to track, schedule, and record all vehicle related maintenance activities in a single platform. It allows custom reporting, various inventory control options, vendor coordination and history, create work orders, track pending work, track personnel activities and time, create documents, track fuel usage and history, tracking of asset/component warranty data.
Experience and knowledge	CTS strongly believes one of its strongest human assets is the experience and longevity of those personnel in leadership and management positions. The knowledge of these individuals is a factor in SGR determination, planning and cost effective approach to asset management, procurement and on-going maintenance.

TRANSIT ASSET CONDITION RATING SCALES

Recreated reference guide based on published WSDOT / FTA transit asset management guidance

1. Transit Asset Condition Rating Scale

Use for rating the physical condition of transit assets. A rating of 5 is excellent; a rating of 1 is poor.

Rating	Condition	Score range	Description
5	Excellent	4.8–5.0	New or nearly new condition. No visible defects.
4	Good	4.0–4.7	Good overall condition; some components may be slightly defective or deteriorated, but the asset remains functional.
3	Adequate	3.0–3.9	Moderate defects or deterioration are present. Maintenance or repairs may be needed, but the asset remains generally serviceable.
2	Marginal	2.0–2.9	Defective or deteriorated components need replacement or significant repair. Plan and prioritize corrective work.
1	Poor	1.0–1.9	Seriously damaged or critically deteriorated; immediate repair or replacement may be needed. Evaluate safety and serviceability promptly.

How to use this scale

- Assess the asset as it currently exists, considering physical condition, maintenance needs, safety, and accessibility where applicable.
- A score alone does not authorize continued use: the asset should also be safe and acceptable to operate, with maintenance/service records supporting that judgment.

2. Equipment (Support Vehicles) Condition Rating Scale

Use for non-revenue vehicles such as maintenance, service, and support vehicles. This companion scale applies the same 1–5 framework with descriptions tailored to vehicle condition.

Rating	Condition	Score range	Description
5	Excellent	4.8–5.0	New or nearly new support vehicle. No visible defects; major systems and safety equipment are in excellent condition.
4	Good	4.0–4.7	Vehicle is reliable and fully functional. Minor wear or small defects may be present, with no significant effect on safe operation.
3	Adequate	3.0–3.9	Moderate wear or defects are present. Vehicle remains serviceable, but maintenance or repairs should be scheduled and monitored.
2	Marginal	2.0–2.9	Significant deterioration or defects affect condition or reliability. Repairs or component replacement should be prioritized; assess whether continued operation is appropriate.
1	Poor	1.0–1.9	Vehicle is critically damaged, unreliable, or may be unsafe to operate. Prompt evaluation, immediate repair, or replacement is needed.

Equipment assessment notes

- Record the inspection result and supporting maintenance history. Condition assessments should be reviewed alongside safety, reliability, age, mileage, and repair/replacement needs.

Purpose, scope, and source notes

Purpose. This document separates the general Transit Asset Condition Rating Scale from a dedicated Equipment (Support Vehicles) Condition Rating Scale for easier use in inspections and asset management.

Important limitation. The original “2018 TAMP Draft Attachment 9 – WSDOT Condition Assessment Tools (Rolling Stock and Equipment)” was not available from the uploaded Windows shortcut. This is a professional reconstruction using published descriptions and context, not a verified reproduction of the original attachment. The equipment-specific wording is adapted for practical use and should be checked against agency-approved inspection criteria before formal adoption.

Assessment frequency and records. The Clallam Transit System 2018 TAMP states that assets are assessed annually at minimum where applicable and that completed inspection forms are retained for the life of the asset.

State of Good Repair (SGR). The TAMP says ratings of 2.5 or higher are considered SGR under FTA/WSDOT guidance. A rating should still be considered with the asset’s safe operating condition, maintenance records, and risk.

References

- Clallam Transit System, Transit Asset Management Plan, May 21, 2018, especially Section 1 (useful life benchmarks) and Section 3 (asset condition assessment).
- Federal Highway Administration, “Transit Infrastructure Conditions,” Exhibit 6-21, Definitions of Transit Asset Conditions.
- Federal Transit Administration, Transit Asset Management guidance and TERM condition rating definitions.

Online source: <https://irp-cdn.multiscreensite.com/0eaf265e/files/uploaded/TAM%20Plan%20Final%20052018.pdf>

Additional condition scale reference: <https://www.fhwa.dot.gov/policy/23cpr/chap6.cfm>