



2022

MONTANA GROUP TRANSIT CAPITAL MANAGEMENT PLAN

TABLE OF CONTENTS

1. Introduction and Background	1
Roles and responsibilities	1
Montana Department of Transportation	1
Participating Transit Agencies	1
Federal Transit Administration	4
Montana Capital Assistance Review Committee	4
The Purpose of a Transit Capital Management Plan (TCMP)	4
Context and Process for TAM Plan Development	5
Goals of the Montana Group TCMP	6
Time Horizon for TAM Plan Updates and Data Submissions	7
State of Good Repair (SGR)	8
Useful Life Benchmark	8
Context of this TCMP and Compliance with FTA Rule	11
2. Asset Inventory and Condition Assessment	12
Revenue Vehicles	12
Equipment	16
Facilities	16
3. Performance Targets and Measures	19
State of Good Repair (SGR)	19
SGR Targets for assets	20
SGR Targets for Rolling Stock	20
SGR Targets for Facilities	20
SGR Targets for Equipment	20
Summary of 2022-2026 SGR Targets	21
4. Asset Replacement and Decision Support Tool	22
Replacement Prioritization Scoring (RPS) for Vehicles	22
Vehicle Mileage Rating	22
Vehicle Age Rating	23
Vehicle Condition Rating	23
Equation for RPS and Priority Categories	24
5. Investment Prioritization	26
Rolling Stock Capital Investment Scenarios	26
Capital Investment opportunities for facilities	28
6. Implementation	29
Implementation Strategy	29
Capital Investment Programming at MDT	29
Perform Key Annual Activities	31
Engage in Continuous Improvement	31

LIST OF TABLES

Table 1. Participating Transit Providers in the Group TCMP and Their Accountable Executives	3
Table 2. USDOT-Required Performance Planning	6
Table 3. Purposes of a Transit Capital Management Plan (TCMP)	7
Table 4. Schedule for TCMP Implementation and Ongoing Updates: 2022-2026	8
Table 5. NTD Asset Class Definitions and Useful Life Benchmarks	10
Table 6. Summary of the TCMP Chapters Meeting FTA Rule Requirements	11
Table 7. Percentage of Revenue Vehicles Over Age ULB and/or Mileage ULB	13
Table 8. Revenue Service Vehicle Status Relative to Age-Based and Mileage-Based ULBs.....	13
Table 9. Count of Revenue Vehicles by Agency and Vehicle Type	14
Table 10. Percentage of Revenue Vehicles Exceeding Mileage or Age-Based ULBs by Agency .	15
Table 11. Percentage of Non-Revenue Vehicles Exceeding Mileage or Age-Based ULBs	16
Table 12. NTD Definitions for Facility Classes	17
Table 13. Participating Agencies' Facilities	18
Table 14: 2022-2026 SGR Targets.....	21
Table 15. Vehicle Mileage Rating Criteria for RPS	22
Table 16. Vehicle Age Rating Criteria RPS	23
Table 17. Vehicle Condition Rating for RPS	23
Table 18. Weight Factors for RPS Criteria	24
Table 19. RPS-Based Replacement Priority Categories.....	24
Table 20. Per-Vehicle Replacement Cost by Asset Group and Year.....	24
Table 21. Vehicles Exceeding Age-Based ULB by Budget Scenario: FY2023-FY2027	27
Table 23. Recommendations for Continuous Improvement	32

LIST OF FIGURES

Figure 1. Montana Tier II Transit Providers by Region	2
Figure 2. Elements of an SGR Framework to Prioritize Asset Replacement.....	5
Figure 3. Multi-Step Approach in Developing a Transit Capital Management Plan.....	6
Figure 4. Percentage of Participating Agency Revenue Vehicles by Class	12
Figure 5. Vehicles Exceeding Age-Based ULB by Budget Scenario: FY2023-FY2027	27
Figure 6. Capital Assistance Review (CAR) Committee Scoring Breakdown for Vehicles	29



1. INTRODUCTION AND BACKGROUND

A Transit Asset Management (TAM) plan is a strategic and systematic planning tool to manage transit capital assets based on careful planning and improved decision-making. TAM plans use transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain the overall transit fleet and facilities to a target level of State of Good Repair (SGR). It is essentially a business model that evaluates asset condition to develop a prioritized asset replacement strategy.

ROLES AND RESPONSIBILITIES

MONTANA DEPARTMENT OF TRANSPORTATION

The Federal Transit Administration (FTA) requires all transit providers to develop a TAM plan. FTA rules categorize all the Section §5311 (Formula Grants for Rural Areas – 5311) providers in Montana as Tier II systems, which allows the Montana Department of Transportation (MDT) to sponsor a single group plan covering all the state's §5311 providers. In sponsoring the Group Transit Capital Management Plan (TCMP), MDT is responsible for reaching out to the state's transit agencies to invite participation and provide the opportunity for input. In the event a subrecipient agency opts out of the group plan and elects to prepare its own FTA-compliant TAM plan, MDT provides oversight as an element of its ongoing compliance monitoring.

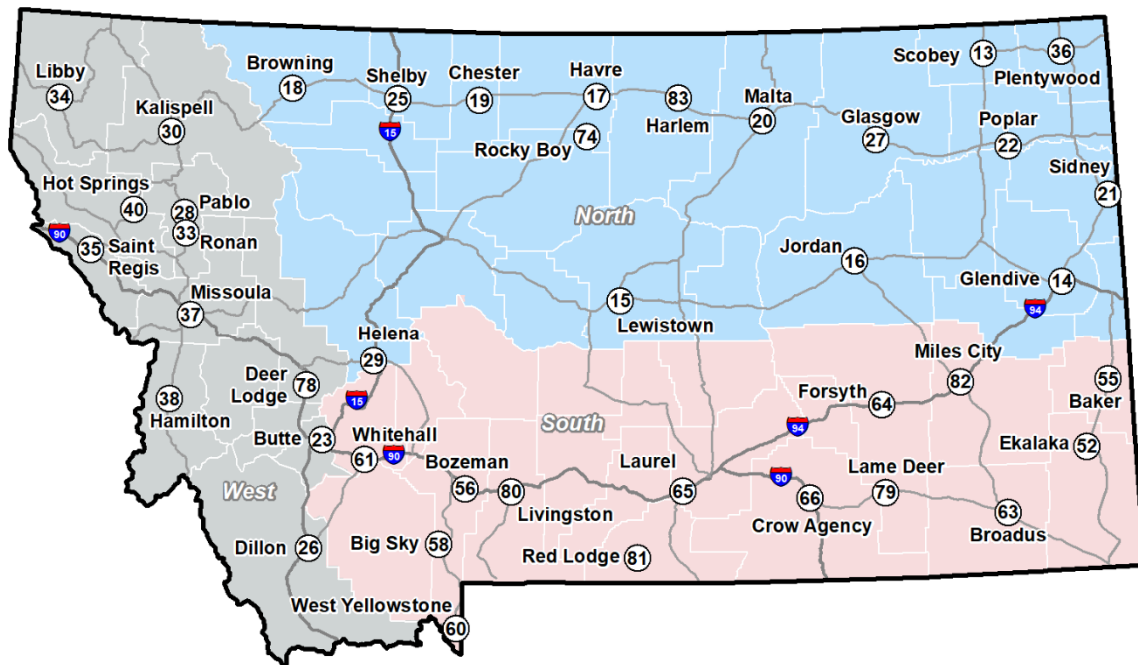
PARTICIPATING TRANSIT AGENCIES

All forty-four §5311 subrecipients in Montana have elected to participate in this group plan. This plan, called the Montana Group Transit Capital Management Plan (TCMP) hereinafter, meets the FTA requirements for TAM plans. The Montana Tier II transit systems included in this TCMP are shown in **Error! Reference source not found.** on the following page. Table 1 lists the forty-four §5311 public transportation providers covered by this Group TCMP, including each provider's official provider name, DBA (Doing Business As) common name, the name of the agency's Accountable Executive, and the providers' MDT-assigned ID based on the original TCMP. FTA requirements call for each provider to designate a single Accountable Executive, who is ultimately responsible for carrying out the plan. In the case of a group plan such as this, each participating agency's Accountable Executive must also approve the group plan.

While this Group TCMP is sponsored and developed by MDT, its development has been coordinated with the participating agencies and they have had the opportunity to provide input or to opt out of the group plan and develop their own FTA-compliant TAM plan.



Figure 1. Montana Tier II Transit Providers by Region



Northern Region

- 13. Daniels Memorial Healthcare Center
- 14. Urban Transportation District of Dawson County
- 15. Fergus County Council on Aging
- 16. Garfield County
- 17. Opportunity Link, Inc.
- 18. Blackfeet Nation Transit Department
- 19. Liberty County
- 20. Phillips Transit Authority
- 21. Richland County
- 22. Fort Peck Tribes
- 25. Toole County
- 27. Valley County
- 29. City of Helena
- 36. Glen-Wood, Inc.
- 74. Chippewa Cree Tribe
- 83. Fort Belknap Indian Community

Southern Region

- 52. Carter County
- 55. Fallon County
- 56. Human Resource Dev. Council District IX, Inc.
- 58. Big Sky Transportation District
- 60. West Yellowstone Foundation, Inc.
- 61. Liberty Place, Inc.
- 63. Powder River County
- 64. Rosebud Community Hospital
- 65. City of Laurel
- 66. Crow Tribe of Indians of Montana
- 79. Northern Cheyenne Tribe
- 80. Park County
- 81. Red Lodge Area Community Foundation
- 82. Custer County

Western Region

- 23. Butte Silver Bow County
- 26. City of Dillon
- 28. Confederated Salish and Kootenai Tribes
- 30. Flathead County
- 33. Lake County Council on Aging
- 34. Lincoln County Transportation Service, Inc.
- 35. Mineral County Pioneer Council, Inc.
- 37. Missoula Ravalli Transportation Management Association
- 38. Ravalli County Council on Aging
- 40. Sanders County
- 78. Powell County Executive Board on Aging

Intercity Bus-Only Providers*

- 84. Jefferson Partners L.P.
- 85. Western Trails Charter & Tours LLC
- 86. Black Hills Stage Lines, Inc.

*Note: Intercity bus providers are not noted on the Montana graphic in Figure 1



Table 1. Participating Transit Providers in the Group TCMP and Their Accountable Executives

ID	ProviderName	DBA	City	Region	Accountable Executive
13	Daniels Memorial Healthcare Center	Daniels County Transportation	Scobey	North	Bridget Norby
14	Urban Transportation District of Dawson County	Dawson County UTD	Glendive	North	Leslie Hunter
15	Fergus County Council on Aging	Central Montana Shuttle	Lewistown	North	Nancy Fry-Moline
16	Garfield County	Big Dry Transit	Jordan	North	Annette Thomas
17	Opportunity Link, Inc.	North Central Montana Transit	Havre	North	Susan Tharp
18	Blackfeet Nation Transit Department	Blackfeet Transit	Browning	North	Warren Blackman
19	Liberty County	Liberty County Transit	Chester	North	Glenda Hanson
20	Phillips Transit Authority		Malta	North	Betty Hasler
21	Richland County	Richland County Transportation Service	Sidney	North	Jodi Berry
22	Fort Peck Tribes	Fort Peck Transit	Poplar	North	Elmer Decoteau
23	Butte Silver Bow Transit	The Bus	Butte	West	Cory Johns
25	Toole County	Toole County Transit	Shelby	North	David Irvin
26	City of Dillon		Dillon	West	Deb Pierce
27	Valley County	Valley County Transit	Glasgow	North	Colleen Pankratz
28	Confederated Salish and Kootenai Tribes	Flathead Transit	Pablo	West	Corky Silas
29	City of Helena	Capital T	Helena	North	Elroy Goleman
30	Flathead County	Mountain Climber Transit	Kalispell	West	Liz Wood
33	Lake County Council on Aging		Ronan	West	Dara Rodda
34	Lincoln County Transportation Service, Inc.		Libby	West	Ona Steward
35	Mineral County Pioneer Council, Inc.		St. Regis	West	Lyn Hellegaard
36	Glen-Wood, Inc.	Quality Transit	Plentywood	North	Anne Hoyer
37	Missoula Ravalli Transportation Management Association	MRTMA	Missoula	West	Lynn Hellegaard
38	Ravalli County Council on Aging	Bitterroot Bus	Hamilton	West	LaNette Moore
40	Sanders County	Sanders County Transportation	Hot Springs	West	Kelly Dossett
52	Carter County	Carter Charter	Ekalaka	South	Patricia Lovet
55	Fallon County	Fallon County COA Transportation System	Baker	South	Carla Brown
56	Human Resource Dev. Council District IX, Inc.	Streamline / Galavan	Bozeman	South	Sunshine Ross
58	Big Sky Transportation District	Skyline	Big Sky	South	Darren Brugmann
60	West Yellowstone Foundation, Inc.		West Yellowstone	South	Carrie Coan
61	Liberty Place, Inc.	Whitehall Public Transportation	Whitehall	South	Teresa Oyama
63	Powder River County	Powder River Transportation	Broadus	South	Christy Olson
64	Rosebud Community Hospital		Forsyth	South	Jerrae Kuntz
65	City of Laurel	Laurel Transit	Laurel	South	Bethany Keeler
66	Crow Tribe of Indians of Montana	Crow Nation Reservation Transit System	Crow Agency	South	Oliver Hill
74	Chippewa Cree Tribe	Rocky Boy's Transit Service	Rock Boy	North	John Johnson
78	Powell County Executive Board on Aging	Powell County Transit	Deer Lodge	West	Dodie Rennfield
79	Northern Cheyenne Tribe	Rez Runner	Lame Deer	South	Reginald Killnight
80	Park County	Windrider Transit	Livingston	South	Sheryl Raddas
81	Red Lodge Area Community Foundation	Carbon County Area Ride & Transit	Red Lodge	South	David Kallenbach
82	Custer County	Custer County Transit	Miles City	South	Jeff Faycosh
83	Fort Belknap Indian Community	FBIC Transit	Harlem	North	Elizabeth Horsecapture
84	Jefferson Partners L.P.	Jefferson Lines	Intercity Bus		Steve Woelfel
85	Western Trails Charter & Tours LLC	Salt Lake Express	Intercity Bus		Kathy Pope
86	Black Hills Stage Lines, Inc.	Express Arrow	Intercity Bus		Janice Johnson



FEDERAL TRANSIT ADMINISTRATION

FTA is responsible for management of the federal transit programs that fund the assets covered by this TCMP. FTA reviews annual TCMP, narrative reports, and data submittals to National Transit Database (NTD) as part of MTD's State Management Reviews.

MONTANA CAPITAL ASSISTANCE REVIEW COMMITTEE

The Montana Capital Assistance Review (CAR) Committee also plays a role in transit asset management in the state. The CAR Committee operates jointly with the MDT Transit Section to score project funding requests based on need, program management, and Transportation Advisory Committee (TAC) prioritization. The program considers capital needs for both replacement and system expansion, and explicitly considers maintenance history, useful life, provider's spare vehicle ratio, and safety concerns in system operations. The decision tool and prioritization list developed under this TCMP is intended to assist MDT and the CAR Committee in scoring and selecting capital asset projects as noted in the remainder of this report.

THE PURPOSE OF A TRANSIT CAPITAL MANAGEMENT PLAN (TCMP)

FTA requires TAM plans to address rolling stock, equipment, facilities, and infrastructure. Montana transit providers participating in this Group TCMP do not have any fixed guideway assets, so this plan does not address fixed guideway infrastructure. Transit providers in Montana have a wide variety of capital assets to operate and maintain, including revenue vehicles, non-revenue vehicles, and facilities. These providers, as stewards of these assets and providers of transit service to the public, must maintain, rehabilitate, and replace these physical assets to sustain a State of Good Repair (SGR) at their agencies, and to provide reliable, safe service to their passengers. This TCMP provides a set of tools and plans to guide MDT and its participating transit providers in managing their assets, prioritizing their capital investments, and achieving and maintaining SGR.

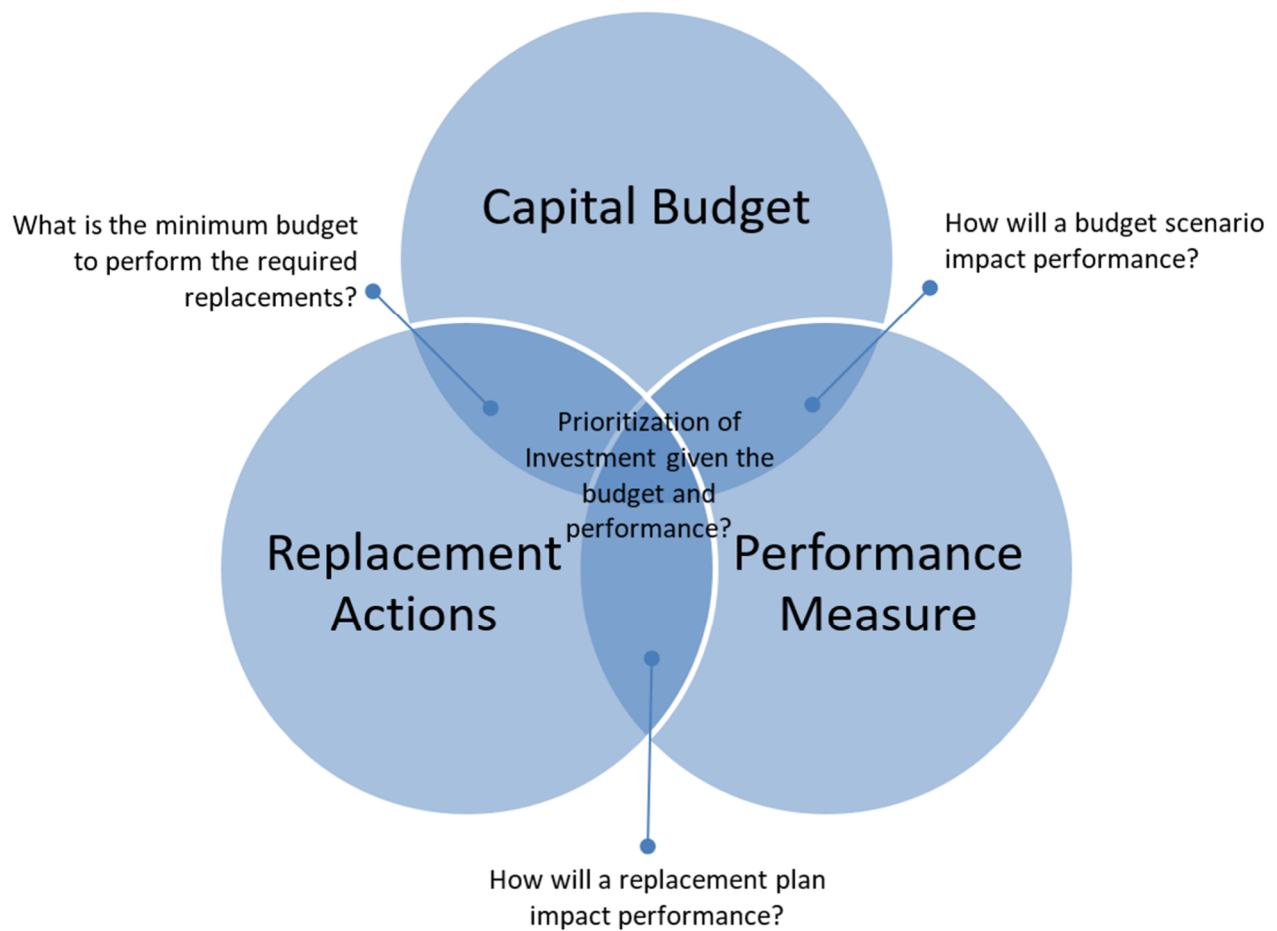
This TCMP is built upon certain fundamental questions a transit provider needs to answer when planning their capital investment. These questions are:

- What level of funding is needed to achieve SGR targets?
- What is the minimum level of budget needed to perform recommended asset rehabilitation and replacement work?
- What if this level of budget is increased or cut? What if no money is available to invest in the system? What will be the impact of these scenarios on the performance of the system?

Transit providers rely heavily on their available data for the asset inventory, asset condition, current performance, and budgetary data to answer these questions; therefore, having accurate, quality, comprehensive data is a pillar of a successful transit asset management planning. Figure 2**Error! Reference source not found.** illustrates these fundamental questions and how answering them will help each transit provider with their prioritized capital investment plan.



Figure 2. Elements of an SGR Framework to Prioritize Asset Replacement¹



CONTEXT AND PROCESS FOR TAM PLAN DEVELOPMENT

FTA's requirements for a TAM plan fits within the overall context of transportation planning and the emphasis on performance planning that was established by MAP-21. FHWA is the other agency within USDOT with performance planning requirements. **Error! Reference source not found.** lists eight topic areas for performance planning as mandated by MAP-21 and carried forward by the FAST Act and the Infrastructure Investment and Jobs Act (IIJA). The development of a TAM plan is just one of the linked planning efforts by FTA and FHWA.

¹ Adapted from TCRP Report 157



Table 2. USDOT-Required Performance Planning

FTA	FHWA
Transit Asset Management Plan	Highway Asset Management Plan
National Public Transit Safety Plan	Pavement and Bridge Condition
Public Transportation Agency Safety Plan (\$5307 Agencies)	Safety Performance
	Highway Safety Improvement Plan
	System Performance and CMAQ

The TAM development process is illustrated in TCRP Report 172, which proposed a framework for developing a TCMP as a logical, multi-step approach which can be tailored to the needs and size of the transit provider agency. The same approach has been used to develop this TCMP. Figure 3~~Error! Reference source not found.~~ shows how TCRP Report 172 charts the flow and the relationship between TCMP elements.

Figure 3. Multi-Step Approach in Developing a Transit Capital Management Plan²



GOALS OF THE MONTANA GROUP TCMP

The Montana Group TCMP is meant to be a management tool for monitoring the assets owned by Montana's §5311 (Formula Grants for Rural Areas – 5311) providers.

The intent of this TCMP is to address the fundamental questions on prioritized capital investment, meet all applicable FTA requirements, and provide a decision-making process that is useful to MDT and Montana §5311 transit providers. Table 3 lists some of the characteristics of what a TCMP is intended to be, and to not be.

² TCRP Report 172, "Guidance for Developing a Transit Asset Management Plan," Transportation Research Board (TRB), Sponsored by Federal Transit Administration, 2014.

**Table 3. Purposes of a Transit Capital Management Plan (TCMP)**

A TCMP is <u>NOT</u>...	A TCMP <u>IS</u>...
An isolated new planning tool that is unrelated to other planning efforts.	One aspect of coordinated performance-based planning as implemented in MAP-21 and the FAST ACT.
A simple list of best practices in asset management.	A plan outlining specific steps for Montana to improve their asset management practices and results.
A pointless planning exercise with no useful real-world application.	A framework to support decisions for optimized asset management within a given budget scenario.
A reference tool applicable only for the occasional tough decision.	A comprehensive tool supporting all asset management decisions.
A one-time effort to check off Federal requirements.	A foundation for optimizing long-term asset management.
A static plan.	A base plan with annual reports on progress and a four-year update cycle.

TIME HORIZON FOR TAM PLAN UPDATES AND DATA SUBMISSIONS

49 CFR §625.31(a) established October 2018 as the deadline for agencies nationwide to develop their first complete TAM plan. The Montana Group TCMP is required to be updated in its entirety at least every four years and amended whenever there is a significant change in the asset inventory or management conditions. The four-year cycle for the TCMP update was specifically designed to coincide with the cycle for the State Transportation Improvement Program (STIP). Although formal approvals are not required, FTA does require coordination between the state DOT, MPOs, and transit agencies in the development of TAM plans and project programming. The deadline for the first major update of the Montana Group TCMP is October 2022. Deadlines for all TAM requirements from 2022 to 2026 are listed in Table 4.

**Table 4. Schedule for TCMP Implementation and Ongoing Updates: 2022-2026**

Required Task	Due Date
Complete Updated TAM Plan (2nd TAM Plan) Report FY21 data to NTD Submit SGR targets for FY22 to NTD Submit narrative report to NTD	October 2022
Report FY22 data to NTD Submit SGR targets for FY23 to NTD Submit narrative report to NTD	October 2023
Report FY23 data to NTD Submit SGR targets for FY24 to NTD Submit narrative report to NTD	October 2024
Report FY24 data to NTD Submit SGR targets for FY25 to NTD Submit narrative report to NTD	October 2025
Complete Updated TAM Plan (3rd TAM Plan) Report FY25 data to NTD Submit SGR targets for FY26 to NTD Submit narrative report to NTD	October 2026

The annual October deadline for each FY reporting requirement lines up well with MDT's fiscal year which runs from July 1-June 30.

STATE OF GOOD REPAIR (SGR)

State of Good Repair (SGR) is defined by FTA as the condition in which assets are fit to perform at their full level. SGR is considered to be met for a particular asset when:

- The asset is able to perform its designed function.
- The asset does not pose a known unacceptable safety risk. In practice, for a transit vehicle this means that the vehicle must not only be operable but must be reliable in order to not run the risk of stranding passengers in unsafe or unhealthy situations.
- The lifecycle investments for the asset must have been met or recovered.

SGR is defined by the FTA in their TAM final rule and detailed in TCRP Report 172. SGR is explained in more detail later in this report.

USEFUL LIFE BENCHMARK

The Useful Life Benchmark (ULB) is the expected lifecycle of an asset. The ULB is an informative performance measure that helps determine whether it is cost effective to continue to maintain and repair a vehicle, or whether it is preferable to replace the vehicle. The ULB by vehicle class is the measure used to track the condition of each vehicle relative to its maximum expected service life.

MDT uses two sets of ULBs: age-based and mileage-based. For the purpose of meeting FTA TAM Plan requirements and reporting to NTD, FTA requires the use of an age-based ULB for the various



classes of vehicles. For facilities, FTA requires the use of a rating based on the Transit Economic Requirements Model (TERM) scale.

MDT, in collaboration with participating agencies, has the ability to define the ULB for each of the asset types included in the plan. Table 5 shows the age-based ULB values and the mileage-based ULB values which have been developed specifically for MDT. The table also provides a description of the asset classes in Montana's fleet that is covered by the Group TCMP.

Montana's operating environment with mountainous roads, severe weather, and long trip lengths may result in a shorter service life for transit vehicles than for vehicles operating under less taxing conditions. These operating conditions were taken into consideration when establishing MDT's mileage-based ULBs.





Table 5. NTD Asset Class Definitions and Useful Life Benchmarks

NTD Label	Asset Class	Asset Description	FTA's Age-Based ULB	MDT Mileage-Based ULB
AO	Automobile	Automobile is a passenger car up to and including station wagons in size. Excludes minivans and anything larger.	8	100,000
BU	Bus	Bus (BU) is a rubber-tired passenger vehicle powered by diesel, gasoline, battery, or alternative fuel engines contained within the vehicle. Vehicles in this category do not include school buses or cutaways.	14	350,000
BR	Over-the-Road Bus	Over-the-Road Bus (BR) is a bus characterized by an elevated passenger deck located over a baggage compartment. Note: MDT has funded several BR refurbishments. There is not an FTA-provided ULB for bus rehabilitation. MDT uses a ULB of 2 years after refurbishment.	14	600,000
CU	Cutaway	Cutaway (CU) is a transit vehicle is built on a van or truck chassis by a second stage manufacturer. The chassis is purchased by the body builder, a framework is built for the body, and then the body is finished for a complete vehicle. For example, a truck chassis may be used as the base for a small transit bus. Cutaways typically seat 15 or more passengers, and typically may accommodate some standing passengers.	9	125,000
MV	Minivan	Minivan (MV) is a light duty vehicle having a typical seating capacity of up to seven passengers plus a driver. A minivan is smaller, lower, and more streamlined than a full-sized van, but it is typically taller and has a higher floor than a passenger car. Minivans normally cannot accommodate standing passengers.	8	100,000
SV	Sports Utility Vehicle	Sports Utility Vehicle (SV) is a high-performance four-wheel drive car built on a truck chassis. It is a passenger vehicle, which combines the towing capacity of a pickup truck with the passenger-carrying space of a minivan or station wagon. Most SUVs are designed with a roughly square cross-section, an engine compartment, a combined passenger and cargo compartment, and no dedicated trunk. Most mid-size and full-size SUVs have three rows of seats with a cargo area directly behind the last row of seats. Compact SUVs and mini SUVs may have five or fewer seats.	8	100,000
VN	Van	Van (VN) is an enclosed vehicle having a typical seating capacity of 8 to 18 passengers and a driver. A van is typically taller and with a higher floor than a passenger car, such as a hatchback or station wagon. Vans normally cannot accommodate standing passengers.	8	100,000



CONTEXT OF THIS TCMP AND COMPLIANCE WITH FTA RULE

Even though this document serves as a Group TCMP for Tier II transit providers in Montana, the content of the TCMP goes beyond the minimum requirements for Tier II providers outlined in the FTA rule and addresses some of the requirements for Tier I providers as well, as summarized in Table 6.

Table 6. Summary of the TCMP Chapters Meeting FTA Rule Requirements

#	FTA Requirement	Tier I	Tier II	Chapter of this TCMP
1	Inventory of Capital Assets	●	●	2. <i>Asset Inventory and Condition Assessment</i>
2	Condition Assessment	●	●	2. <i>Asset Inventory and Condition Assessment</i>
3	Decision Support Tool	●	●	4. <i>Asset Replacement and Decision Support Tool</i>
4	Investment Prioritization	●	●	5. <i>Investment Prioritization</i>
5	TAM and SGR Policy	●		3. <i>Performance Targets and Measures</i>
6	Implementation Strategy	●		6. <i>Implementation</i>
7	List of Key Annual Activities	●		6. <i>Implementation</i>
8	Evaluation/Continuous Improvement Plan	●		6. <i>Implementation</i>

Required TCMP element #1, the Inventory of Capital Assets, is addressed in this TCMP in Chapter 2. This Task involved a survey of all 43 Montana §5311 transit providers to develop an accurate inventory of their revenue vehicles, back-up vehicles, non-revenue vehicles, equipment, and facilities.

Required TCMP element #2 is a condition assessment of all inventoried assets. This element is documented as part of the *Asset Inventory* section, but also depends on the Performance Targets and Measures as defined under this same name in Chapter 3.

Required TCMP element #3 is a decision support tool, which is documented as Chapter 4 of this TCMP. This Task uses a customized Transit Asset Prioritization Tool (TAPT) that is based on the TAPT developed by FTA.

Required TCMP element #4 is the resulting list of prioritized asset replacement projects by year. This element of the TCMP is addressed in Chapter 5.

The implementation strategy and list of key annual activities is not required for Tier II providers but is included as Chapter 6 in order to provide MDT with a more comprehensive and complete TCMP process. That Task includes recommendations to guide the initial implementation and the long-term improvement of the TCMP.



2. ASSET INVENTORY AND CONDITION ASSESSMENT

The required asset inventory is a listing of providers' assets which meet certain criteria as specified in FTA's Final Rule. Assets include vehicles, facilities, and equipment that support the delivery of public transportation services. All assets must be reported in the TCMP regardless of whether or not they were purchased with FTA funds or are still under lien. Defined assets include:

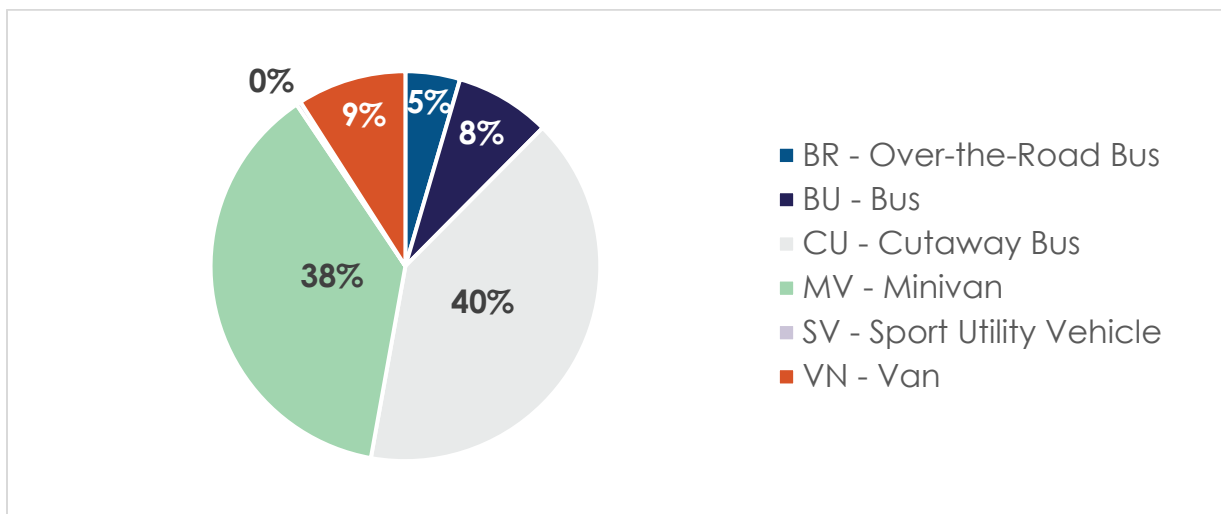
- Revenue vehicles
- Non-revenue vehicles
- Facilities with an acquisition cost of \$50,000 or greater
- Equipment with an acquisition cost of \$50,000 or greater

While data collection was a major effort during production of the original TCMP, requiring extensive surveying of providers, MDT has advanced its grant management practices by implementing the BlackCat grant management system. The BlackCat system allows MDT staff and MDT's subrecipients to continuously maintain an accurate inventory of all assets and pertinent data. Data used in the inventory that follows was exported from the BlackCat system in June 2022.

REVENUE VEHICLES

The participating providers collectively have an inventory of 265 revenue vehicles as shown in Table 7. Most providers run a mix of vehicle types. Four providers have only one revenue vehicle, and seven providers have two revenue vehicles. At the other end of the scale, six providers run more than 10 revenue vehicles, with the largest provider having twenty-six. Figure 4 shows the composition of the state's fleet by vehicle class. Cutaway buses (body-on-chassis) are the single largest vehicle class, representing 40% of the fleet, with minivans following closely behind at 38% of the fleet. With only one vehicle of the 265, the Sport Utility Vehicle shows up in Figure 4 as 0%.

Figure 4. Percentage of Participating Agency Revenue Vehicles by Class





The condition of the fleet is evaluated by comparing each vehicle to the Age-Based and the Mileage-Based ULBs. Table 7 presents data on the number of individual vehicles by class that exceed the Age-Based ULB and /or the Mileage-Based ULB. Table 8 presents data on the average mileage and average age of each class of vehicles relative to the Age-Based ULB and the Mileage-Based ULB. Across all vehicle types, 28% of revenue vehicles exceed the Age-Based ULB, the measure of primary interest to FTA. Twenty-five percent of revenue vehicles exceed the Mileage-Based ULB established by MDT.

Table 7. Percentage of Revenue Vehicles Over Age ULB and/or Mileage ULB

Vehicle Class	Number of Vehicles	Number Over Age ULB	% Over Age ULB	Number Over Mileage ULB	% Over Mileage ULB
VN - Van	24	12	50%	10	42%
SV - Sport Utility Vehicle	1	1	100%	1	100%
MV - Minivan	100	18	18%	19	19%
CU - Cutaway Bus	107	33	31%	29	27%
BU - Bus	21	3	14%	0	0%
BR - Over-the-Road Bus	12	7	58%	8	67%
Total	265	74	28%	67	25%

Table 8. Revenue Service Vehicle Status Relative to Age-Based and Mileage-Based ULBs

Vehicle Class	Number of Vehicles	Mileage-Based ULB	Average Mileage	Age-Based ULB	Average Vehicle Age
VN - Van	24	100,000	126,012	8	7.6
SV - Sport Utility Vehicle	1	100,000	241,405	8	21.0
MV - Minivan	100	100,000	54,587	8	5.0
CU - Cutaway Bus	107	125,000	93,997	9	7.0
BU - Bus	21	350,000	172,669	14	7.0
BR - Over-the-Road Bus	12	600,000	833,398	14	9.9

Table 9 and Table 10 present data for individual transit agencies participating in this Group TCMP. Table 9 provides each agency's revenue fleet makeup in terms of the number and type of vehicles in each NTD class. Table 10 provides the percentage of each agency's revenue vehicles that is past the Mileage-Based ULB and the Age-Based ULB.



Table 9. Count of Revenue Vehicles by Agency and Vehicle Type

Transit Agency	Over-the-Road Bus	Bus	Cutaway Bus	Minivan	SUV	Van	Total
Big Sky Transportation District		5	6			7	18
Blackfeet Nation Transit Department			1	1			2
Butte Silver Bow County		2	2	5		1	10
Carter County			1	1			2
Chippewa Cree Tribe				1			1
Custer County			1	1			2
Daniels Memorial Healthcare Foundation			1	2			3
Dillon, City of			1				1
Fallon County			3	1			4
Fergus County Council on Aging			4	4			8
Flathead County			14	3			17
Fort Peck Tribes				2			2
Garfield County			1	2		1	4
Glen-wood, Inc.			4	4			8
Helena, City of			9	2		2	13
Human Resource Dev. Council District IX, Inc.		13	9	2		2	26
Jefferson Partners L.P.	12						12
Lake County Council on Aging				9			9
Laurel, City of						1	1
Liberty County			3	4			7
Liberty Place, Inc.			1	6		1	8
Lincoln County Transportation Service, Inc.			2	1			3
Mineral County Pioneer Council, Inc.			1	3			4
Missoula Ravalli Transportation Management Assn.				12		5	17
Opportunity Link Inc			5	2	1	1	9
Park County			2				2
Phillips Transit Authority			1	3			4
Powder River County				6		2	8
Powell County Executive Board on Aging			1	2		1	4
Ravalli County Council on Aging			3	4			7
Red Lodge Area Community Foundation				2			2
Richland County			5	2			7
Rosebud Community Hospital			1	2			3
Sanders County Council on Aging			4	6			10
Toole County			6	1			7
Urban Transportation District of Dawson County			6	1			7
Valley County		1	7	2			10
West Yellowstone Foundation, Inc.			1	1			2
Western Trails Charter & Tours LLC			1				1
Total	12	21	107	100	1	24	265

**Table 10. Percentage of Revenue Vehicles Exceeding Mileage or Age-Based ULBs by Agency**

Transit Agency	Number of Vehicles	% over Age-Based ULB	% Over Mileage-Based ULB
Big Sky Transportation District	18	28%	50%
Blackfeet Nation Transit Department	2	100%	50%
Butte Silver Bow County	10	10%	10%
Carter County	2	50%	50%
Chippewa Cree Tribe	1	0%	100%
Custer County	2	0%	0%
Daniels Memorial Healthcare Foundation	3	33%	0%
Dillon, City of	1	0%	0%
Fallon County	4	25%	0%
Fergus County Council on Aging	8	13%	0%
Flathead County	17	35%	41%
Fort Peck Tribes	2	0%	0%
Garfield County	4	25%	0%
Glenwood, Inc.	8	13%	0%
Helena, City of	13	8%	23%
Human Resource Development Council District IX, Inc.	26	19%	15%
Jefferson Partners L.P.	12	58%	67%
Lake County Council on Aging	9	22%	22%
Laurel, City of	1	100%	0%
Liberty County	7	71%	0%
Liberty Place, Inc.	8	13%	13%
Lincoln County Transportation Service, Inc.	3	67%	100%
Mineral County Pioneer Council, Inc.	4	25%	0%
Missoula Ravalli Transportation Management Association	17	24%	12%
Opportunity Link Inc	9	56%	56%
Park County	2	0%	0%
Phillips Transit Authority	4	25%	50%
Powder River County	8	13%	25%
Powell County Executive Board on Aging	4	50%	0%
Ravalli County Council on Aging	7	57%	57%
Red Lodge Area Community Foundation	2	0%	0%
Richland County	7	14%	0%
Rosebud Community Hospital	3	0%	0%
Sanders County Council on Aging	10	20%	30%
Toole County	7	29%	29%
Urban Transportation District of Dawson County	7	43%	43%
Valley County	10	40%	20%
West Yellowstone Foundation, Inc.	2	0%	0%
Western Trails Charter & Tours LLC	1	0%	100%
Total	265	28%	25%



EQUIPMENT

The agencies participating in this plan did not have any non-vehicular equipment with an acquisition value greater than \$50,000 to report.

FTA treats non-revenue vehicles as a subset of the general category of Equipment for TAM plans. Of the forty-four providers in Montana, only one agency, Fort Peck Tribes, has non-revenue vehicles. That agency has a 2021 Ford E-450 and a 2020 Ford Eco Sport. Given the recent model years of these non-revenue vehicles, 0% of the non-revenue vehicle asset group exceeds the Age-Based ULB of 8 years or the Mileage-Based ULB of 100,000 miles.

Table 11. Percentage of Non-Revenue Vehicles Exceeding Mileage or Age-Based ULBs

Vehicle Class	Number of Vehicles	Mileage-Based ULB	Average Mileage	Age-Based ULB	Average Age	% Over Mileage ULB	% Over Age ULB
AU - Automobile	1	100,000	-	8	2	0%	0%
VN - Van	1	100,000	-	8	1	0%	0%
Total	2					0%	0%

FACILITIES

Twenty-one of the forty-four agencies participating in this TCMP have facilities that are reported to NTD on an annual basis. NTD facility classes are defined in Table 12 for reference. Thirteen of the twenty-four facilities reported in Montana are Combined Administrative and Maintenance Facilities. Five agencies have General Purpose Maintenance Facilities. Table 13 provides a list of the facilities in Montana covered by this plan, including the facility type, location, year in which it was built or reconstructed, the date of the most recent inspection, and the TERM rating. The TERM methodology, required by FTA for evaluating facility condition, yields a rating the physical condition of an asset's components on a 5-point scale ranging from poor (1) to excellent (5). Each facility's overall rating is the median value of its components' ratings.



Table 12. NTD Definitions for Facility Classes

Facility Type	FTA Definition
Maintenance Facility (Service and Inspection)	Number of facilities inventoried by each agency wherein mechanics, machinists and other maintenance personnel perform preventive maintenance, daily service and inspection, and/or corrective maintenance activities on revenue vehicles to keep them in-service.
General Purpose Maintenance	Number of facilities inventoried by each agency wherein mechanics and other maintenance department personnel, provide basic service readiness inspection (e.g. tire pressure, oil/fluid levels) and light repair (e.g. mirror replacement) or service (e.g. sweeping) on revenue.
Administrative Office / Sales Office	Number of facilities inventoried by each agency which house the executive management and supporting activities for transit operations, with the exception of vehicle maintenance, that could include accounting, finance, engineering, legal, safety, security, customer services, scheduling and planning. These buildings may include customer information or ticket sale offices, which are owned by the transit agency but not part of passenger stations.
Combined Administrative and Maintenance Facility	Number of facilities inventoried by each agency wherein facility with combined functions of at least one of the administrative facilities and one of the maintenance facilities.
Bus Transfer Center	Number of inventoried terminal stations for several routes or a large mid-route transfer facility where passengers may connect between two or more fixed-route bus services.




Table 13. Participating Agencies' Facilities

Agency Name	Facility Type	City	Year Built or Reconstructed	Assessment Date	Condition Assessment
Blackfeet Nation Transit Department	General Purpose Maintenance	Browning	2007	8/2/2022	5
Butte Silver Bow Transit	General Purpose Maintenance	Butte	2010	9/30/2019	5
Butte Silver Bow Transit	Bus Transfer Center	Butte	2004	10/31/2019	5
Confederated Salish and Kootenai Tribes	Maintenance Facility (Service and Inspection)	Pablo	2010	6/25/2018	5
Daniels Memorial Healthcare Foundation	General Purpose Maintenance	Scobey	2013	7/30/2019	4
Flathead Area IX Agency on Aging	Combined Administrative and Maintenance Facility	Kalispell	2004	NA	NA
Fort Belknap Indian Community	Combined Administrative and Maintenance Facility	Harlem	2014	1/21/2020	4
Fort Peck Tribes	Combined Administrative and Maintenance Facility	Poplar	1995	9/30/2022	5
Helena Area Transit Service	Combined Administrative and Maintenance Facility	Helena	2010	8/11/2022	5
Human Resource Development Council District IX, Inc.	Combined Administrative and Maintenance Facility	Bozeman	2010	9/2/2022	5
Liberty County	Combined Administrative and Maintenance Facility	Chester	2011	9/11/2019	5
Liberty Place, Inc.	Combined Administrative and Maintenance Facility	Whitehall	2019	9/30/2019	5
Lincoln County Transportation Service	General Purpose Maintenance	Libby	2010	10/1/2019	5
Missoula Ravalli Transportation Management Association	Administrative Office / Sales Office	Missoula	2004	6/30/2020	4
Opportunity Link	Combined Administrative and Maintenance Facility	Havre	2020	8/4/2022	5
Powder River County	Combined Administrative and Maintenance Facility	Broadus	2012	8/15/2022	5
Ravalli County Council on Aging	Combined Administrative and Maintenance Facility	Hamilton	2009	9/13/2022	5
Richland County	General Purpose Maintenance	Sidney	2012	9/1/2022	5
Richland County	General Purpose Maintenance	Sidney	2012	9/1/2022	5
Richland County	Administrative Office / Sales Office	Sidney	1958	9/1/2022	5
Toole County	Combined Administrative and Maintenance Facility	Shelby	2011	8/3/2022	5
Urban Transportation District of Dawson County	Combined Administrative and Maintenance Facility	Glendive	2010	9/1/2022	5
Valley County Transit	Combined Administrative and Maintenance Facility	Glasgow	2005	8/29/2022	5
West Yellowstone Foundation, Inc.	Combined Administrative and Maintenance Facility	West Yellowstone	2011	2/2/2018	5



3. PERFORMANCE TARGETS AND MEASURES

A robust system-wide State of Good Repair (SGR) that will preserve transit capital assets and support quality customer service is the goal of MDT. The capital expenditures that are necessary to maintain a State of Good Repair include preventative maintenance, repair of faulty components, rehabilitation or overhaul, and replacement. Setting SGR targets for Montana's transit assets enables MDT to plan for success, track progress, and provide direction and guidance in the prioritization of capital improvements and maintenance.

STATE OF GOOD REPAIR (SGR)

According to the FTA, SGR is “the condition in which a capital asset is able to operate at a full level of performance.” (TAM Final Rule 49 USC 625, §625.5) This means the asset can perform its designed function, does not pose a known unacceptable safety risk, and its lifecycle investments have been met or recovered. This definition of SGR has been developed based on a condition or performance assessment, rather than on maintenance or replacement activities.

The SGR definition from the FTA's TAM Final Rule has been adopted for this TCMP. The definition of SGR is important because it relates to the appropriate targets and measure progress relative to a set benchmark. The SGR therefore provides direction and guidance for the entire TCMP process of systematic and data-driven asset management.

The TAM Final Rule established three performance measures which are a minimum national standard for transit operators. These performance measures are:

Asset Category	FTA Established Performance Measure
Rolling Stock	% of revenue vehicles exceeding ULB
Equipment	% of non-revenue service vehicles and other equipment exceeding ULB
Facilities	% of facilities rated under 3.0 on the TERM scale

The purpose of MDT's Group TCMP is to keep the state's assets in a state of good repair through setting these targets for its providers and optimizing the capital investment plan to achieve these targets. Failure to achieve or maintain a state of good repair leads to:

- Safety risks for the users of public transit
- Decreased system reliability, more road calls, and shorter distances between failures
- Higher maintenance costs
- Lower system performance and eventually lower customer satisfaction.



SGR TARGETS FOR ASSETS

These targets identified below meet the requirements of FTA's final rulemaking on transit asset management and are achievable and reasonable for MDT and transit providers. Current and future year targets represent the percentage of each asset category that would not be in a state of good repair; MDT and participating agencies strive to maintain their assets in a manner that keeps the actual percentage of assets not in a state of good repair below that target number. In other words, for any given class of assets, a lower percentage indicates a better state of good repair than a high percentage.

SGR TARGETS FOR ROLLING STOCK

As stated previously in Table 7, currently 28% of revenue vehicles covered by this plan have exceeded their Age-Based ULB, the benchmark used as FTA's performance measure. In other words, 191 of the 265 vehicles used in revenue service have not reached the years of service at which point they should be considered for replacement. Of the 74 vehicles exceeding the age benchmark in 2022, 48 also exceed MDT's Mileage-Based ULB. There is, therefore, some overlap between the two benchmarks, but they are not identical.

A suggested age-based target for state of good repair is 25% exceeding the age-based ULB. Currently at 28%, the fleet almost meets this benchmark. The percentage of assets exceeding ULB is expected to decrease in the next four years given the anticipated replacements.

SGR TARGETS FOR FACILITIES

Currently, 100% of facilities have a TERM Rating of above 3.0.

SGR TARGETS FOR EQUIPMENT

As mentioned above, the participating agencies do not have any non-vehicular equipment with an acquisition cost over \$50,000, but one agency does have two non-revenue vehicles. Though the mileage of the two non-revenue vehicles in the fleet is not known, both are expected to remain in a state of good repair until the next document update so a target of 0% of assets exceeding their ULB is appropriate.



SUMMARY OF 2022-2026 SGR TARGETS

MDT has set the targets shown in Table 14 for FY2023 through FY2026.

Table 14: 2022-2026 SGR Targets

Asset Class	June 2022 Actual	FY22 Target (STIP)**	% Exceeding Age ULB			
			FY23 Target	FY24 Target	FY25 Target	FY26 Target
Rolling Stock	26%	-	25%	25%	25%	25%
VN - Van	50%	40%				
SV - Sport Utility Vehicle	100%	0%				
MV - Minivan	18%	15%				
CU - Cutaway Bus	31%	36%				
BU - Bus	14%	2%				
BR - Over-the-Road Bus	58%	NA				
Equipment – Non-Revenue Vehicles	0%	NA	0%	0%	0%	0%
Facilities*	0%	0%	0%	0%	0%	0%

*Percent below 3.0 TERM rating.

** Based on 2022 Draft STIP.



4. ASSET REPLACEMENT AND DECISION SUPPORT TOOL

This chapter outlines MDT's process of scoring vehicles in order to prioritize replacements, the decision support tool that is used for the development of this TCMP.

REPLACEMENT PRIORITIZATION SCORING (RPS) FOR VEHICLES

To inform the decisions of the CAR Committee and provide them with a data-driven prioritization scoring, MDT developed the Replacement Prioritization Scoring (RPS) system for vehicles based on a combination of age, mileage, and condition. The RPS is on a scale of 100 in which the higher scores mean higher priority for replacement.

VEHICLE MILEAGE RATING

To rate the vehicles for their mileage, the RPS rating uses the asset class mileage ULB as previously discussed in Table 5. The mileage ULB recognizes the expiration of vehicle warranties. After a vehicle has exceeded its mileage ULB, recommended service schedules begin to repeat, requiring major service every 30,000 to 40,000 miles. At the same time, wear on the vehicle's other systems tend to make major service or repairs less cost-effective than vehicle replacement. MDT has set the targets shown in Table 14 for FY2023 through FY2026.

Table 14 provides the rating system details for vehicle mileage, based on a 1-5 scale, with 1 representing the vehicles that still have more than 20,000 miles until exceeding the mileage ULB (best mileage rating), and 5 representing the vehicles which have exceeded the Mileage-Based ULB by more than 30,000 miles (worst mileage rating).

Vehicle Mileage Milestones were provided in Table 5.

Table 5. MDT Asset Class Definitions and Useful Life Benchmarks

MDT Label	Asset Class	Asset Description	FTA's Age-Based ULB	MDT Mileage-Based ULB
AO	Automobile	Automobile is a passenger car up to and including station wagons in size. Excludes minivans and anything larger.	8	100,000
BU	Bus	Bus (BU) is a rubber-tired passenger vehicle powered by diesel, gasoline, battery, or alternative fuel engines contained within the vehicle. Vehicles in this category do not include school buses or cutaways.	14	350,000
BR	Over-the-Road Bus	Over-the-Road Bus (BR) is a bus characterized by an elevated passenger deck located over a baggage compartment. Note: MDT has funded several BR refurbishments. There is not an FTA-provided ULB for bus rehabilitation. MDT uses a ULB of 2 years after refurbishment.	14	600,000
CU	Cutaway	Cutaway (CU) is a transit vehicle built on a van or truck chassis by a second stage manufacturer. The chassis is purchased by the body builder, a framework is built for the body, and then the body is finished for a complete vehicle. For example, a truck chassis may be used as the base for a small transit bus. Cutaways typically seat 15 or more passengers, and typically may accommodate some standing passengers.	9	125,000
MV	Minivan	Minivan (MV) is a light duty vehicle having a typical seating capacity of up to seven passengers plus a driver. A minivan is smaller, lower, and more streamlined than a full-sized van, but it is typically taller and has a higher floor than a passenger car. Minivans normally cannot accommodate standing passengers.	8	100,000
SV	Sports Utility Vehicle	Sports Utility Vehicle (SV) is a high-performance four-wheel drive car built on a truck chassis. It is a passenger vehicle, which combines the towing capacity of a pickup truck with the passenger-carrying space of a minivan or station wagon. Most SUVs are designed with a roughly square cross-section, an engine compartment, a combined passenger and cargo compartment, and no dedicated trunk. Most mid-size and full-size SUVs have three rows of seats with a cargo area directly behind the last row of seats. Compact SUVs and mini SUVs may have five or fewer seats.	8	100,000
VN	Van	Van (VN) is an enclosed vehicle having a typical seating capacity of 8 to 18 passengers and a driver. A van is typically taller and with a higher floor than a passenger car, such as a hatchback or station wagon. Vans normally cannot accommodate standing passengers.	8	100,000

Table 15. Vehicle Mileage Rating Criteria for RPS

Scoring Criteria	Description	Rating
Mileage \leq (ULB - 20,000)	The vehicle has more than 20,000 miles until it reaches the ULB	1
(ULB - 20,000) < Mileage \leq ULB	The vehicle has less than 20,000 miles until it reaches ULB but has not exceeded ULB.	2
ULB < Mileage \leq (ULB + 15,000)	The vehicle has surpassed ULB by up to 15,000 miles.	3
(ULB + 15,000) < Mileage \leq (ULB + 30,000)	The vehicle has surpassed ULB by 15,000 to 30,000 miles.	4
(ULB + 30,000) < Mileage	The vehicle has surpassed ULB by more than 30,000 miles.	5



VEHICLE AGE RATING

FTA has suggested using Useful Life Benchmark (ULB) as a measure to track performance of vehicles. According to FTA, “each vehicle type’s ULB estimates how many years that vehicle can be in service and still be in a state of good repair. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs.”³ Table 16 shows the rating scale of 1-5, where a rating of 1 represents the vehicles that have more than 2 years until exceeding their ULB (best age rating), and 5 represents vehicles that have exceeded their ULBs for more than 5 years (worst age rating).

Table 16. Vehicle Age Rating Criteria RPS

Age Criteria	Description	Rating
Age ≤ ULB- 2	The vehicle has more than two years until it reaches the ULB.	1
(ULB-2) < Age ≤ ULB	The vehicle has up to two years before reaching the ULB.	2
ULB < Age ≤ (ULB + 2)	The vehicle has exceeded its ULB by up to 2 years.	3
(ULB + 2) < Age ≤ (ULB + 5)	The vehicle has exceeded its ULB by 2 to 5 years.	4
(ULB + 5) < Age	The vehicle has exceeded its ULB exceeded by more than 5 years)	5

VEHICLE CONDITION RATING

MDT providers use a condition rating system on a scale of 1-5 to report condition as summarized in Table 17. The current system for assessing vehicle condition is based on providers’ input into BlackCat. As such, this measure can be considered as subjective, and does not distinguish the difference between the condition of various vehicle components such as the engine, running gear, body, and general appearance.

Table 17. Vehicle Condition Rating for RPS

Condition	Rating
Excellent	1
Good	2
Adequate	3
Fair	4
Poor	5

³ FTA. “Transit Asset Management: Archives Questions and Answers.”
<https://www.transit.dot.gov/TAM/gettingstarted/FAQsArchive>. Accessed 8/26/2022.



EQUATION FOR RPS AND PRIORITY CATEGORIES

Based on the importance of the above-mentioned factors to the decision-making process at MDT, weights were assigned to these factors, as summarized in Table 18. In addition, Table 19 summarizes high, medium, and low priorities for replacement based on ranges of RPS.

Table 18. Weight Factors for RPS Criteria

Criteria	Scale	Weight	Maximum Rating
Mileage	1-5	10	50
Age	1-5	8	40
Condition	1-5	2	10
		Total RPS	100

Table 19. RPS-Based Replacement Priority Categories

RPS Range	Replacement Priority
RPS \geq 80	High
60 \leq RPS < 80	Medium
RPS < 60	Low

The last consideration in prioritization of assets depends on replacement cost for each asset type. Replacement costs by asset type were assigned with 2022 dollars and inflated 6% per year afterwards. Table 20 shows the replacement costs per asset by year.

Table 20. Per-Vehicle Replacement Cost by Asset Group and Year

	2022	2023	2024	2025	2026
VN - Van	\$75,000	\$80,000	\$85,000	\$90,000	\$95,000
SV - Sport Utility Vehicle	\$85,000	\$90,000	\$95,000	\$100,000	\$110,000
MV - Minivan	\$40,000	\$45,000	\$45,000	\$50,000	\$50,000
CU - Cutaway Bus	\$110,000	\$115,000	\$125,000	\$130,000	\$140,000
BU - Bus	\$450,000	\$480,000	\$505,000	\$535,000	\$570,000
BR - Over-the-Road Bus	\$700,000	\$745,000	\$790,000	\$835,000	\$885,000

The cost of future facility rehabilitation and/or replacement is not estimated here given the variety of facilities, functions, and sizes. However, just as inflation will have a significant impact on the cost of vehicle replacements, inflation can be expected to have a significant impact on the cost of future facility projects.

Outcomes of this approach are:

- Prioritization based on MDT-specific RPS system, and thus addressing the high-risk assets first.
- Maximizing utilization of the capital investment budget over the analysis period.



- Meeting the performance targets and maintaining the SGR.



5. INVESTMENT PRIORITIZATION

This chapter outlines the investment prioritization, results of the analysis, and a refined capital investment program for the next four years of this study (FY2023-FY2026). The prioritization framework is described in the previous chapter and this chapter focuses on the results of the analysis.

ROLLING STOCK CAPITAL INVESTMENT SCENARIOS

An objective of the transit asset management plan was looking at how different annual capital investment levels would impact the long-term performance of the transit assets. For this purpose, MDT assessed how the overall system would function if no rolling stock assets were replaced. This scenario is known as the "do nothing" scenario. Additionally, to determine if there is a minimum level of spending that needs to occur to keep the fleet operating at a desired SGR, MDT assessed four different annual theoretical budget scenarios for rolling stock asset replacement:

- **\$0: a do-nothing scenario for illustrative purposes**
- **\$3,500,000 in vehicle replacement**
- **\$2,975,000: a decrease of 15% of funding**
- **\$4,025,000: an increase of 15% in funding**
- **\$4,550,000: an increase of 30% in funding**

The results of the scenario testing exercise are presented in Table 21 and Figure 5. MDT's planned level of funding, \$3.5M per year, is highlighted in green. The data shows that if MDT spends at least \$4m annually to replace the rolling stock assets that are over the age ULB, that they should theoretically remain within their target 25% SGR over the four-year life of the plan. **Appendix A** shows the results of the replacement prioritization scoring and which vehicles should be considered for replacement to maintain the target SGR for each fiscal year.

Additional observations from the scenario analysis include the following:

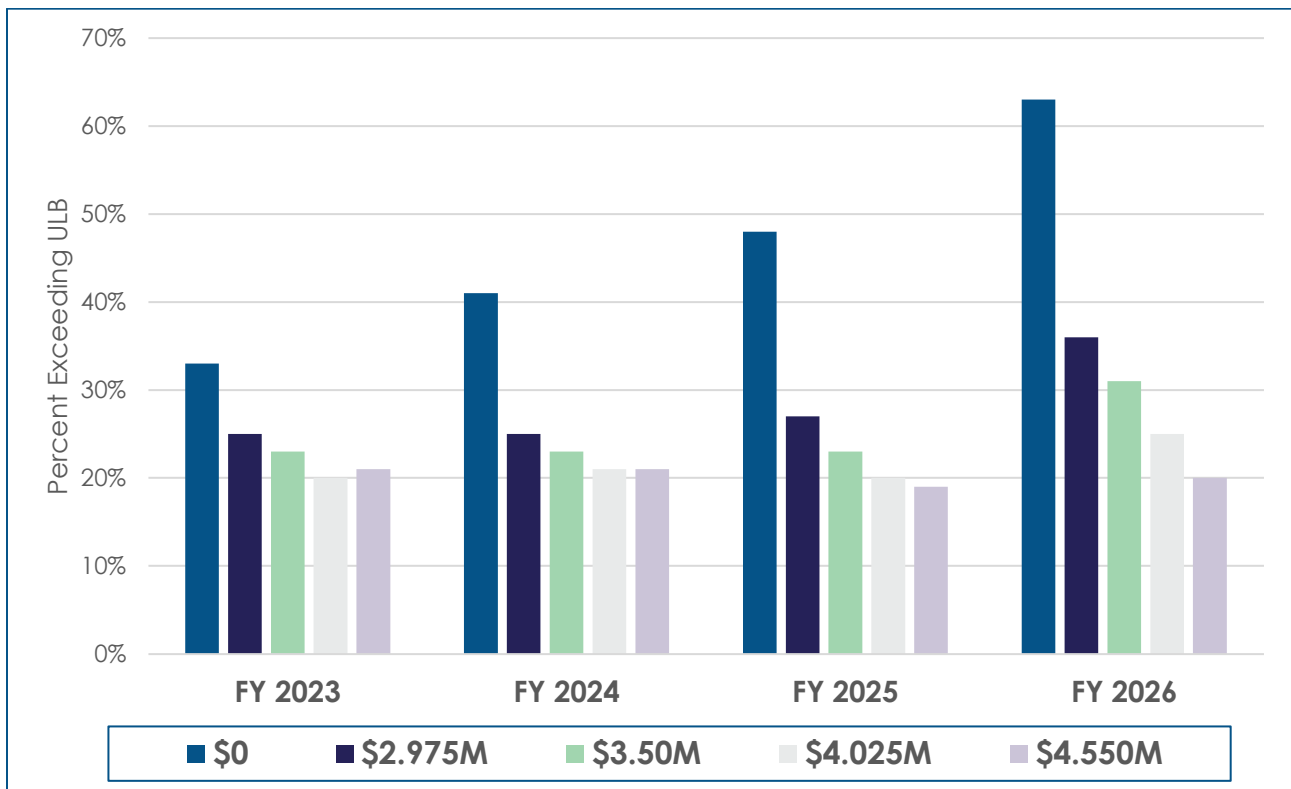
- Hypothetically, if MDT were to stop investing in rolling stock replacement altogether, 63% of the statewide fleet would exceed ULB by FY2027.
- As would be expected, the higher the level of funding, the lower the SGR metric (i.e. the lower the percentage of vehicles exceeding ULB.)
- At times, despite ongoing investment, the number and percentage of vehicles exceeding ULB still increases year to year simply due to fleet characteristics. Under the \$3.5M per year funding scenario, the statewide fleet's SGR metric remains at 23% until FY2026, at which time 40 vehicles move past their Age Based ULB and the metric increases to 31%. Similarly, under the "Fund 15% More" scenario, 28 of vehicles would reach their ULB in 2026, impacting the statewide fleets overall SGR metric.
- The timing of the replacement of over-the-road buses, the most expensive type of bus in the fleet, has a negative impact on overall SGR since it allows for fewer overall vehicles to be replaced. In FY2024 under the "Fund 15% More" scenario, and in FY2023 and FY2024 under the "Fund 30% More" scenario, more than two over-the-road buses would be replaced, again negatively impacting overall SGR.



Table 21. Vehicles Exceeding Age-Based ULB by Budget Scenario: FY2023-FY2027

Scenario	FY 2023		FY 2024		FY 2025		FY 2026	
	#	%	#	%	#	%	#	%
No Funding: \$0	88	33%	109	41%	126	48%	166	63%
Fund 15% Less than Planned: \$2,975,000	67	25%	66	25%	71	27%	96	36%
Fund as Planned: \$3,500,000	61	23%	61	23%	61	23%	81	31%
Fund 15% More than Planned \$4,025,000	54	20%	56	21%	52	20%	66	25%
Fund 30% More than Planned \$4,550,000	55	21%	55	21%	50	19%	54	20%

Figure 5. Vehicles Exceeding Age-Based ULB by Budget Scenario: FY2023-FY2027





CAPITAL INVESTMENT OPPORTUNITIES FOR FACILITIES

MDT expects to allocate about \$500K per year for facility projects between FY2023 and FY2027. Though no facility projects are planned at this time, there have been discussions about potential future projects in Big Sky, Red Lodge, and Hot Springs. During the time frame of this TCMP, MDT may undertake a feasibility study for a new facility in Big Sky that would include identification of potential sites and development of conceptual designs.





6. IMPLEMENTATION

This TCMP establishes measurable objectives for moving the providers toward the objective of the TCMP, which is establishing a strategic and systematic method for the transit providers to operate, manage, and replace their capital assets. The plan also identifies a series of implementing actions to address this objective.

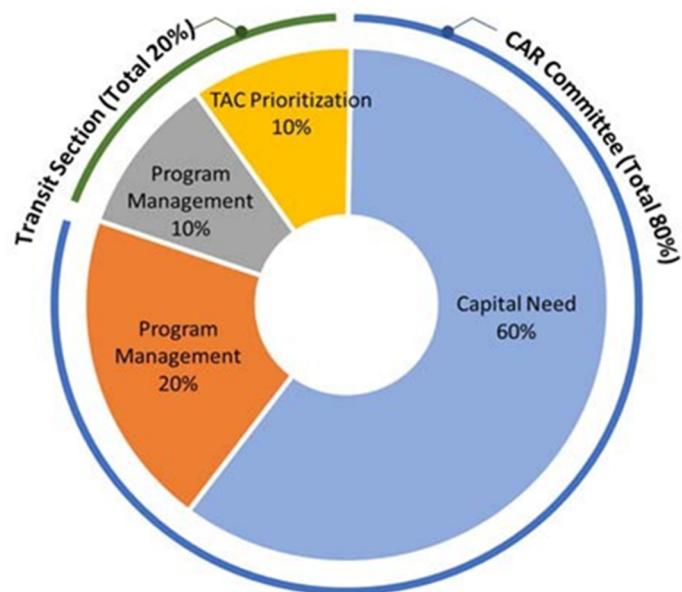
IMPLEMENTATION STRATEGY

CAPITAL INVESTMENT PROGRAMMING AT MDT

MDT invites transit agencies to apply for capital assistance for vehicle replacement, fleet expansion, equipment, and facilities projects. Funds are awarded through a competitive process. In addition to making a compelling case for their capital needs to be funded, each agency must also assure MDT that it has the local funds available to provided non-federal match for the federal funds requested. Availability of **local matching funds**, therefore, is a prerequisite to securing assistance from MDT and influences the make-up of MDT's overall program of projects. When agencies with aging vehicles lack sufficient matching funds to implement vehicle replacement projects, it can impact MDT's ability to address certain SGR projects and, in turn, impact statewide SGR metrics.

Capital assistance applications are reviewed and scored by the **Capital Assistance Review (CAR) Committee** and the Transit Section. Scoring is based on 100 total points. The CAR, which is made up of members who represent all facets of transit systems in the state, scores a total of 80 points and the Transit Section scores a total of 20 points. Of the 80 points for which the CAR provides scoring, 60 points represent "Capital Need" and 20 points represent "Program Management." The **MDT Transit Section** scores a total of 10 points for "Program Management" and a total of 10 points for "**Transportation Advisory Committee (TAC) Prioritization**." The breakdown of scoring points from the Transit Section and from the CAR is shown in Figure 6.

Figure 6. Capital Assistance Review (CAR) Committee Scoring Breakdown for Vehicles



The 20 points scored by the Transit Section are formula generated and represent required meetings attendance, timeliness of quarterly report submittals, and prioritization by the TAC for each local transportation service area.



SCORING OF NEED

It is the applicant's responsibility to state their program's capital need and provide a general statement of their program administration. Capital need statements shall clearly define the need and circumstances or logic in which each capital request is necessary to continue adequate transportation services. Excellent statements may include supporting documents such as planning studies, surveys, meeting minutes, public input, detailed vehicle service records, or facility improvement quotes. Need statements should consider both expansion and replacement. Need statements shall include application characteristics for each capital item such as expansion or replacement, service type (i.e. fixed route, demand response, etc.), and trip purpose (health care, employment, nutrition, recreation, etc.) Expansion and replacement statements may include the following information:

Expansion:

- Consumer demand vs. vehicle availability and capacity
- Expansion of service hours or service area
- Benefits of new technology or of bus or passenger shelter

Replacement:

- Maintenance history of the replacement item
- Asset Replacement and Decision Support Tool
- Useful life and current miles and years of the replacement item
- Spare ratio, defined as the ratio of service vehicles to backup vehicles
- Safety concerns (i.e. breakdowns, risky service area)

SCORING OF PROGRAM MANAGEMENT

Transit agency applications are also scored for Program Management, referring to the agency's administration of the transportation program for which has applied for capital funding. The applicant shall clearly explain their level of local coordination and capital maintenance program management. The applicant will provide a brief program management narrative describing their transportation service, current and prospective level of coordination, a brief description of their capital maintenance program, and any other pertinent supporting information they find relevant. Capital maintenance refers to the mechanical and physical upkeep of an agency's vehicle fleet and facilities. Coordination and maintenance statements may include the following information:

Coordination:

- Annual petitioning and participation of local interest groups
- General summary of the cooperative agreements
- Future anticipated cooperative agreements
- Frequency of TAC meetings



Maintenance:

- Basic maintenance policies and practices structure
- Staff and contractor duties related to maintenance
- Cooperative maintenance agreements with local service providers
- Fleet replacement forecasting
- Fleet and facility conditions

PROJECT SELECTION

After the CAR Committee has evaluated all capital items, the composite scores are calculated and prioritized. Based on the available amounts of funding and the MDT management approval process, agencies are funded from the highest priority down until the available funding is completely spent.

PERFORM KEY ANNUAL ACTIVITIES

MDT will cooperate with participating transit agencies to perform the annual asset management activities prescribed in the TAM Final Rule. Each entity that develops a TAM plan is required to report annually to FTA's National Transit Database (NTD). This submission should include:

- 1) projected targets for the next fiscal year.
- 2) The results of condition assessments and performance results.
- 3) a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.

It is recommended that MDT add this submission to their calendar to ensure all data required for this annual report are collected in the quality and format necessary for the report, in a timely manner, throughout the year.

In addition to annual reporting, the TAM Final Rule indicates that the TAM, MDT's TCMP, should be reviewed and revised on an annual basis and should be revised in its entirety every four years. These revisions will require input from various internal and external stakeholders. The Transit Asset Management Working Group will be instrumental in providing coordination between the internal and external parties.

ENGAGE IN CONTINUOUS IMPROVEMENT

MDT's vision is to continually improve the state practice of transit asset management. Successfully implementing this TCMP by following the recommendations provided herein will assist the agency in improving its TCMP maturity. Annual review of progress and performance measures will inform the revision of this document within the context of the agency's other strategic plans. Annual review of performance will also align MDT's capital investment decisions with its TCMP vision.



Engagement of the executive management (especially the Accountable Executive) for each transit provider, will play a strong role in the success of this implementation.

Table 22. Recommendations for Continuous Improvement

Incorporate Performance in Capital Investment Decisions	Currently, the Capital Assistance Review (CAR) committee scores the capital replacement awards based on a combination of capital needs, program management and TAC prioritization. Part of the decision is based on useful life or current miles of the asset as well as safety concerns. This TCMP includes a Replacement Prioritization Score (RPS) that incorporates mileage, age, and condition concerns into one score that can be used for prioritization of vehicles. It is recommended that the CAR committee considers the RPS in their decision making, making the capital replacements more targeted toward replacements that would have the highest impact on improving the performance of the transit system across the state. This is outlined in chapters 4 and 5 of this TCMP.
Include Asset Management Discussions in the Fall Transit Workshops	A TCMP is successful when it becomes part of the institutional culture and gains buy-in and commitment from across the agency at all levels, and also from the transit providers. This will require an ongoing dialog between the stakeholders and those who are involved with day-to-day maintenance, operation, and management of the state's transit capital assets, from revenue vehicles to equipment and facilities. MDT's Fall Transit Workshop would be an appropriate venue to have this dialog as it brings together representatives of transit providers from across the state.
Research BlackCat Asset Management Module for Potential Implementation	MDT should review the BlackCat module for asset management and work with the Montana Transit Association to jointly evaluate whether it would benefit MDT and the state's transit agencies. The Wisconsin Department of Transportation (WisDOT) is a peer agency that uses this module and could potentially offer lesson's learned from their experience.
Schedule facility assessments using the TERM scale across a four-year period	Scheduling facility inspections across a three year period will allow MDT to reduce the burden on performing inspections in a more concentrated time period, while ensuring that all facilities are inspected at least one every four years in accordance with FTA requirements.

Appendix A - Rolling Stock Investment Prioritization FY2023-2026

Investment Prioritization in FY 2023 (top 50 vehicles)

Mile. Score	Age Score	Cond. Score	Mile. wt score (*10)	Age wt score (*8)	Cond. wt score (*2)	total score (SPR)	Subrecipient	VIN	Replace Cost (2023)	Vehicle Year	Condition Rating	Current Mileage	Useful Life Years Remain (in 2023)*	Avg miles per year	Useful Miles Remain (in 2023)*	Asset Class	Year ULB	Mileage ULB
5	5	5	50	40	10	100	Opportunity Link Inc	3GNFK16T51G195089	\$90,000	2001	Poor	241,405	-14	11,495	-152,900	SV - Sport Utility Vehicle	8	100000
5	5	3	50	40	6	96	Ravalli County Council on Aging	1GBJG31U831141677	\$115,000	2003	Adequate	289,494	-11	15,237	-179,731	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Ravalli County Council on Aging	2D4GP44L55R324258	\$45,000	2005	Good	243,312	-10	14,312	-157,624	MV - Minivan	8	100000
5	5	2	50	40	4	94	Human Resource Development Council District IX, Inc.	1GBDV13W68D164824	\$45,000	2009	Good	127,064	-6	9,774	-36,838	MV - Minivan	8	100000
5	5	2	50	40	4	94	Phillips Transit Authority	1GBDV13W48D163817	\$45,000	2009	Good	137,535	-6	10,580	-48,115	MV - Minivan	8	100000
5	5	2	50	40	4	94	Opportunity Link Inc	WD0PF445395373017	\$80,000	2009	Good	246,860	-6	18,989	-165,849	VN - Van	8	100000
5	5	2	50	40	4	94	Urban Transportation District of Dawson County	1GBJG31U141142381	\$115,000	2004	Good	189,284	-10	10,516	-74,800	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Flathead County	1FDFE45P69DA21364	\$115,000	2009	Good	221,704	-5	17,054	-113,758	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Blackfeet Nation Transit Department	1D8HN44E39B512131	\$45,000	2009	Excellent	121,138	-6	9,318	-30,456	MV - Minivan	8	100000
5	5	1	50	40	2	92	Lake County Council on Aging	2D4RN4DE9AR140807	\$45,000	2010	Excellent	160,334	-5	13,361	-73,695	MV - Minivan	8	100000
5	5	1	50	40	2	92	Lake County Council on Aging	2D4RN4DE0AR140808	\$45,000	2010	Excellent	172,938	-5	14,412	-87,350	MV - Minivan	8	100000
5	5	1	50	40	2	92	Powder River County	2D4RN4DEXAR497512	\$45,000	2010	Excellent	124,884	-5	10,407	-35,291	MV - Minivan	8	100000
5	5	1	50	40	2	92	Human Resource Development Council District IX, Inc.	WD0PF445695390488	\$80,000	2009	Excellent	246,863	-6	18,989	-165,852	VN - Van	8	100000
5	5	1	50	40	2	92	Human Resource Development Council District IX, Inc.	WDYPF4AC295428914	\$80,000	2009	Excellent	263,445	-6	20,265	-183,710	VN - Van	8	100000
5	5	1	50	40	2	92	Urban Transportation District of Dawson County	1GBJG31U471229227	\$115,000	2007	Excellent	175,856	-7	11,724	-62,580	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Opportunity Link Inc	4UZACBBV67CY97975	\$115,000	2007	Excellent	168,852	-7	11,257	-55,109	CU - Cutaway Bus	9	125000
5	4	3	50	32	6	88	Liberty Place, Inc.	2C4RDGCG9DR787314	\$45,000	2013	Adequate	123,026	-2	13,670	-36,696	MV - Minivan	8	100000
5	4	3	50	32	6	88	Opportunity Link Inc	1FDGF5GT3BEC82727	\$115,000	2011	Adequate	317,145	-3	28,831	-220,976	CU - Cutaway Bus	9	125000
5	4	3	50	32	6	88	Flathead County	1GB6G5BL9C1118478	\$115,000	2012	Adequate	168,316	-2	16,832	-60,148	CU - Cutaway Bus	9	125000
5	4	3	50	32	6	88	Jefferson Partners L.P.	2M93JMDA56W063757	\$745,000	2006	Adequate	1,812,522	-3	113,283	-1,325,805	BR - Over-the-Road Bus	14	600000
5	4	3	50	32	6	88	Jefferson Partners L.P.	2M93JMDA76W063761	\$745,000	2006	Adequate	1,862,828	-3	116,427	-1,379,255	BR - Over-the-Road Bus	14	600000
5	4	2	50	32	4	86	Flathead County	1GB6G5BL9C1113801	\$115,000	2012	Good	202,431	-2	20,243	-97,674	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Jefferson Partners L.P.	2M93JMPAX7W063900	\$745,000	2007	Good	1,072,769	-2	71,518	-544,287	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Ravalli County Council on Aging	2C4RDGCG7DR787313	\$45,000	2013	Excellent	158,930	-2	17,659	-76,589	MV - Minivan	8	100000
5	4	1	50	32	2	84	Big Sky Transportation District	1GBZGUCG0C1177959	\$80,000	2012	Excellent	262,853	-3	26,285	-189,138	VN - Van	8	100000
5	4	1	50	32	2	84	Big Sky Transportation District	1GBZGUCG7C1177893	\$80,000	2012	Excellent	227,065	-3	22,707	-149,772	VN - Van	8	100000
5	4	1	50	32	2	84	Big Sky Transportation District	1GBZGUC94C1179388	\$80,000	2012	Excellent	212,420	-3	21,242	-133,662	VN - Van	8	100000
5	4	1	50	32	2	84	Big Sky Transportation District	1GBGUCG4C1178256	\$80,000	2012	Excellent	243,764	-3	24,376	-168,140	VN - Van	8	100000
5	4	1	50	32	2	84	Big Sky Transportation District	1GBZGUCG6C1178257	\$80,000	2012	Excellent	241,255	-3	24,126	-165,381	VN - Van	8	100000
5	4	1	50	32	2	84	Opportunity Link Inc	1FDUF5GT1BEB01336	\$115,000	2010	Excellent	266,175	-4	22,181	-163,356	CU - Cutaway Bus	9	125000
5	4	1	50	32	2	84	Flathead County	1GB6G5BL7D1117704	\$115,000	2012	Excellent	175,614	-2	17,561	-68,175	CU - Cutaway Bus	9	125000
5	4	1	50	32	2	84	Toole County	1FDFE4FS8ADA76020	\$115,000	2010	Excellent	162,820	-4	13,568	-51,388	CU - Cutaway Bus	9	125000
5	4	1	50	32	2	84	Urban Transportation District of Dawson County	1FDFE4FL4ADA49227	\$115,000	2010	Excellent	146,052	-4	12,171	-33,223	CU - Cutaway Bus	9	125000
4	5	2	40	40	4	84	Sanders County Council on Aging	2D4RN4DE8AR155492	\$45,000	2010	Good	107,059	-5	8,922	-15,981	MV - Minivan	8	100000

4	5	2	40	40	4	84	Sanders County Council on Aging	1FDWE35S54HB38675	\$115,000	2005	Good	139,262	-9	8,192	-22,454	CU - Cutaway Bus	9	125000
5	4	0	50	32	0	82	Flathead County	4UZAACDU8ACAP8105	\$115,000	2010		219,742	-4	18,312	-113,054	CU - Cutaway Bus	9	125000
5	3	2	50	24	4	78	Toole County	1FOFE4F54DD832782	\$115,000	2013	Good	140,930	-1	15,659	-31,589	CU - Cutaway Bus	9	125000
5	3	2	50	24	4	78	Helena, City of	1GBGG5BL9E1107628	\$115,000	2013	Good	147,859	-1	16,429	-39,288	CU - Cutaway Bus	9	125000
4	4	3	40	32	6	78	Missoula Ravalli Transportation Management Association	2C4RDGCGXCR324712	\$45,000	2012	Adequate	112,420	-3	11,242	-23,662	MV - Minivan	8	100000
5	3	1	50	24	2	76	Jefferson Partners L.P.	2M93JMEA38W064908	\$745,000	2008	Excellent	928,473	-1	66,320	-394,793	BR - Over-the-Road Bus	14	600000
5	3	1	50	24	2	76	Jefferson Partners L.P.	2M93JMEA58W064909	\$745,000	2008	Excellent	853,605	-1	60,972	-314,577	BR - Over-the-Road Bus	14	600000
5	3	1	50	24	2	76	Jefferson Partners L.P.	2W93JMEA88W064905	\$745,000	2008	Excellent	1,032,588	-1	73,756	-506,344	BR - Over-the-Road Bus	14	600000
5	3	1	50	24	2	76	Jefferson Partners L.P.	2M93JMEAX8W064906	\$745,000	2008	Excellent	1,002,482	-1	71,606	-474,088	BR - Over-the-Road Bus	14	600000
4	4	1	40	32	2	74	Lincoln County Transportation Service, Inc.	1FDFE4FL8ADA49036	\$115,000	2010	Excellent	130,319	-4	10,860	-16,179	CU - Cutaway Bus	9	125000
4	4	1	40	32	2	74	Ravalli County Council on Aging	1FDFE4FL1ADA49038	\$115,000	2010	Excellent	135,358	-4	11,280	-21,638	CU - Cutaway Bus	9	125000
3	5	2	30	40	4	74	Valley County	1FDFE45PXDA26664	\$115,000	2009	Good	124,457	-5	9,574	-9,031	CU - Cutaway Bus	9	125000
5	2	3	50	16	6	72	Helena, City of	1FDEE4FL9GDC07131	\$115,000	2015	Adequate	136,836	1	19,548	-31,384	CU - Cutaway Bus	9	125000
3	5	1	30	40	2	72	Blackfeet Nation Transit Department	1FDFE45P99DA12352	\$115,000	2009	Excellent	119,069	-5	9,159	-3,228	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Phillips Transit Authority	2C7WDGBG8FR536777	\$45,000	2015	Good	117,804	0	16,829	-34,633	MV - Minivan	8	100000
5	2	2	50	16	4	70	Human Resource Development Council District IX, Inc.	1FDEE4FL0FDA19807	\$115,000	2015	Good	213,492	1	30,499	-118,991	CU - Cutaway Bus	9	125000

* A negative value denotes there is no useful life remaining and is over its ULB by the number listed.

Investment Prioritization in FY 2024 (top 70 vehicles)

Mile. Score	Age Score	Cond. Score	Mile. wt score (*10)	Age wt score (*8)	Cond. wt score (*2)	total score (SPR)	Subrecipient	VIN	Replace Cost (2024)	Vehicle Year	Condition Rating	Current Mileage	Useful Life Years Remain (in 2024)*	Avg miles per year	Useful Miles Remain (in 2024)*	Asset Class	Year ULB	Mileage ULB
5	5	5	50	40	10	100	Opportunity Link Inc	3GNFK16T51G195089	\$95,000	2001	Poor	241,405	-15	11,495	-164,396	SV - Sport Utility Vehicle	8	100000
5	5	3	50	40	6	96	Ravalli County Council on Aging	1GBJG31U831141677	\$125,000	2003	Adequate	289,494	-12	15,237	-194,967	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Ravalli County Council on Aging	2D4GP44L55R324258	\$45,000	2005	Good	243,312	-11	14,312	-171,937	MV - Minivan	8	100000
5	5	2	50	40	4	94	Human Resource Development Council District IX, Inc.	1GBDV13W68D164824	\$45,000	2009	Good	127,064	-7	9,774	-46,612	MV - Minivan	8	100000
5	5	2	50	40	4	94	Phillips Transit Authority	1GBDV13W48D163817	\$45,000	2009	Good	137,535	-7	10,580	-58,694	MV - Minivan	8	100000
5	5	2	50	40	4	94	Opportunity Link Inc	WD0PF445395373017	\$85,000	2009	Good	246,860	-7	18,989	-184,838	VN - Van	8	100000
5	5	2	50	40	4	94	Urban Transportation District of Dawson County	1GBJG31U141142381	\$125,000	2004	Good	189,284	-11	10,516	-85,316	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Flathead County	1FDFE45P69DA21364	\$125,000	2009	Good	221,704	-6	17,054	-130,812	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Sanders County Council on Aging	1FDWE35S54HB38675	\$125,000	2005	Good	139,262	-10	8,192	-30,646	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Blackfeet Nation Transit Department	1D8HN44E39B512131	\$45,000	2009	Excellent	121,138	-7	9,318	-39,775	MV - Minivan	8	100000
5	5	1	50	40	2	92	Lake County Council on Aging	2D4RN4DE9AR140807	\$45,000	2010	Excellent	160,334	-6	13,361	-87,056	MV - Minivan	8	100000
5	5	1	50	40	2	92	Lake County Council on Aging	2D4RN4DE0AR140808	\$45,000	2010	Excellent	172,938	-6	14,412	-101,761	MV - Minivan	8	100000
5	5	1	50	40	2	92	Powder River County	2D4RN4DEXAR497512	\$45,000	2010	Excellent	124,884	-6	10,407	-45,698	MV - Minivan	8	100000
5	5	1	50	40	2	92	Human Resource Development Council District IX, Inc.	WD0PF445695390488	\$85,000	2009	Excellent	246,863	-7	18,989	-184,842	VN - Van	8	100000
5	5	1	50	40	2	92	Human Resource Development Council District IX, Inc.	WDYPF4AC295428914	\$85,000	2009	Excellent	263,445	-7	20,265	-203,975	VN - Van	8	100000
5	5	1	50	40	2	92	Urban Transportation District of Dawson County	1GBJG31U471229227	\$125,000	2007	Excellent	175,856	-8	11,724	-74,303	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Opportunity Link Inc	4UZACBBV67CY97975	\$125,000	2007	Excellent	168,852	-8	11,257	-66,366	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Toole County	1FDFE4FS8ADA76020	\$125,000	2010	Excellent	162,820	-5	13,568	-64,957	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Opportunity Link Inc	1FDUF5GT1BEB01336	\$125,000	2010	Excellent	266,175	-5	22,181	-185,538	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Urban Transportation District of Dawson County	1FDFE4FL4ADA49227	\$125,000	2010	Excellent	146,052	-5	12,171	-45,394	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Ravalli County Council on Aging	1FDFE4FL1ADA49038	\$125,000	2010	Excellent	135,358	-5	11,280	-32,918	CU - Cutaway Bus	9	125000
5	5	0	50	40	0	90	Flathead County	4UZAACDU8ACAP8105	\$125,000	2010		219,742	-5	18,312	-131,366	CU - Cutaway Bus	9	125000
5	4	3	50	32	6	88	Missoula Ravalli Transportation Management Association	2C4RDGCGXCR324712	\$45,000	2012	Adequate	112,420	-4	11,242	-34,904	MV - Minivan	8	100000
5	4	3	50	32	6	88	Liberty Place, Inc.	2C4RDGCG9DR787314	\$45,000	2013	Adequate	123,026	-3	13,670	-50,365	MV - Minivan	8	100000
5	4	3	50	32	6	88	Opportunity Link Inc	1FDGF5GT3BEC82727	\$125,000	2011	Adequate	317,145	-4	28,831	-249,808	CU - Cutaway Bus	9	125000
5	4	3	50	32	6	88	Flathead County	1GB6G5BL9C1118478	\$125,000	2012	Adequate	168,316	-3	16,832	-76,979	CU - Cutaway Bus	9	125000
5	4	3	50	32	6	88	Jefferson Partners L.P.	2M93JMDA56W063757	\$790,000	2006	Adequate	1,812,522	-4	113,283	-1,439,087	BR - Over-the-Road Bus	14	600000
5	4	3	50	32	6	88	Jefferson Partners L.P.	2M93JMDA76W063761	\$790,000	2006	Adequate	1,862,828	-4	116,427	-1,495,682	BR - Over-the-Road Bus	14	600000
5	4	2	50	32	4	86	Flathead County	1GB6G5BL9C1113801	\$125,000	2012	Good	202,431	-3	20,243	-117,917	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Helena, City of	1GBGG5BL9E1107628	\$125,000	2013	Good	147,859	-2	16,429	-55,717	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Toole County	1FOFE4F54DDB32782	\$125,000	2013	Good	140,930	-2	15,659	-47,248	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Jefferson Partners L.P.	2M93JMPAX7W063900	\$790,000	2007	Good	1,072,769	-3	71,518	-615,805	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Ravalli County Council on Aging	2C4RDGCG7DR787313	\$45,000	2013	Excellent	158,930	-3	17,659	-94,248	MV - Minivan	8	100000
5	4	1	50	32	2	84	Big Sky Transportation District	1GBZGUCG0C1177959	\$85,000	2012	Excellent	262,853	-4	26,285	-215,424	VN - Van	8	100000

5	4	1	50	32	2	84	Big Sky Transportation District	1GBZGUCG7C1177893	\$85,000	2012	Excellent	227,065	-4	22,707	-172,478	VN - Van	8	100000
5	4	1	50	32	2	84	Big Sky Transportation District	1GBZGUC94C1179388	\$85,000	2012	Excellent	212,420	-4	21,242	-154,904	VN - Van	8	100000
5	4	1	50	32	2	84	Big Sky Transportation District	1GBGUCG4C1178256	\$85,000	2012	Excellent	243,764	-4	24,376	-192,517	VN - Van	8	100000
5	4	1	50	32	2	84	Big Sky Transportation District	1GBZGUCG6C1178257	\$85,000	2012	Excellent	241,255	-4	24,126	-189,506	VN - Van	8	100000
5	4	1	50	32	2	84	Flathead County	1GB6G5BL7D1117704	\$125,000	2012	Excellent	175,614	-3	17,561	-85,737	CU - Cutaway Bus	9	125000
5	4	1	50	32	2	84	Valley County	1FDfE4FS3DDA31135	\$125,000	2013	Excellent	135,263	-2	15,029	-40,321	CU - Cutaway Bus	9	125000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2M93JMEA38W064908	\$790,000	2008	Excellent	928,473	-2	66,320	-461,112	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2M93JMEA58W064909	\$790,000	2008	Excellent	853,605	-2	60,972	-375,549	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2W93JMEA88W064905	\$790,000	2008	Excellent	1,032,588	-2	73,756	-580,101	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2M93JMEAX8W064906	\$790,000	2008	Excellent	1,002,482	-2	71,606	-545,694	BR - Over-the-Road Bus	14	600000
4	5	2	40	40	4	84	Sanders County Council on Aging	2D4RN4DE8AR155492	\$45,000	2010	Good	107,059	-6	8,922	-24,902	MV - Minivan	8	100000
4	5	2	40	40	4	84	Valley County	1FDfE45PXDA26664	\$125,000	2009	Good	124,457	-6	9,574	-18,604	CU - Cutaway Bus	9	125000
4	5	2	40	40	4	84	Fergus County Council on Aging	1FDfE4FS3ADA68939	\$125,000	2010	Good	123,152	-5	10,263	-18,677	CU - Cutaway Bus	9	125000
4	5	1	40	40	2	82	Lincoln County Transportation Service, Inc.	1FDfE4FL8ADA49036	\$125,000	2010	Excellent	130,319	-5	10,860	-27,039	CU - Cutaway Bus	9	125000
4	5	1	40	40	2	82	Lincoln County Transportation Service, Inc.	1FDfE4FLxADA49037	\$125,000	2010	Excellent	126,201	-5	10,517	-22,235	CU - Cutaway Bus	9	125000
5	3	2	50	24	4	78	Butte Silver Bow County	2C7WDGGBXFR536764	\$45,000	2015	Good	109,083	-1	15,583	-40,250	MV - Minivan	8	100000
5	3	2	50	24	4	78	Phillips Transit Authority	2C7WDGGBG8FR536777	\$45,000	2015	Good	117,804	-1	16,829	-51,462	MV - Minivan	8	100000
5	3	1	50	24	2	76	Lincoln County Transportation Service, Inc.	2C7WDGGBG0FR536773	\$45,000	2015	Excellent	110,186	-1	15,741	-41,668	MV - Minivan	8	100000
5	3	1	50	24	2	76	Big Sky Transportation District	1GBZ6WCG8F1162268	\$85,000	2015	Excellent	283,366	-1	40,481	-264,328	VN - Van	8	100000
5	3	0	50	24	0	74	Big Sky Transportation District	1GBZGWCG9F1161839	\$85,000	2015		153,800	-1	21,971	-97,743	VN - Van	8	100000
3	5	2	30	40	4	74	Butte Silver Bow County	1FTS53FP2ADA22005	\$85,000	2010	Good	88,772	-6	7,398	-3,567	VN - Van	8	100000
5	2	3	50	16	6	72	Helena, City of	1FDfE4FL9GDC07131	\$125,000	2015	Adequate	136,836	0	19,548	-50,932	CU - Cutaway Bus	9	125000
5	2	3	50	16	6	72	Helena, City of	1FDGF5GT6GEC33870	\$125,000	2016	Adequate	120,818	1	20,136	-36,091	CU - Cutaway Bus	9	125000
4	4	0	40	32	0	72	Missoula Ravalli Transportation Management Association	2C4RDGCG6CR324710	\$45,000	2012		102,272	-4	10,227	-22,726	MV - Minivan	8	100000
3	5	1	30	40	2	72	Blackfeet Nation Transit Department	1FDfE45P99DA12352	\$125,000	2009	Excellent	119,069	-6	9,159	-12,387	CU - Cutaway Bus	9	125000
3	5	1	30	40	2	72	Mineral County Pioneer Council, Inc.	1FTSS3EPOADA22004	\$125,000	2010	Excellent	113,026	-5	9,419	-6,864	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Human Resource Development Council District IX, Inc.	1FDfE4FL0FDA19807	\$125,000	2015	Good	213,492	0	30,499	-149,490	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Flathead County	1FDGF5GT8GEC33871	\$125,000	2016	Good	136,313	1	22,719	-56,751	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Sanders County Council on Aging	1FDfE4FS9HDC26534	\$125,000	2017	Good	130,360	2	26,072	-57,504	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Big Sky Transportation District	1FDAF5GY7HED35553	\$125,000	2017	Good	210,588	2	42,118	-169,823	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Big Sky Transportation District	1FDAF5GYXHED61144	\$125,000	2017	Good	182,031	2	36,406	-129,843	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Flathead County	1FDfE4FS2GDC03174	\$125,000	2015	Good	132,589	0	18,941	-45,472	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Chippewa Cree Tribe	2C7WDGGBGXGR342611	\$45,000	2016	Excellent	108,575	0	18,096	-44,767	MV - Minivan	8	100000
5	2	1	50	16	2	68	Powder River County	2C4RDGCGXGR378098	\$45,000	2016	Excellent	129,663	0	21,611	-72,884	MV - Minivan	8	100000
5	2	1	50	16	2	68	Valley County	2C4RDGCGXGR378095	\$45,000	2016	Excellent	102,052	0	17,009	-36,069	MV - Minivan	8	100000
5	2	1	50	16	2	68	Carter County	5TDKZ3DC9JS912516	\$45,000	2018	Excellent	106,180	2	26,545	-59,270	MV - Minivan	8	100000

* A negative value denotes there is no useful life remaining and is over its ULB by the number listed.

Investment Prioritization in FY 2025 (Top 90 vehicles)

Mile. Score	Age Score	Cond. Score	Mile. wt score (*10)	Age wt score (*8)	Cond. wt score (*2)	total score (SPR)	Subrecipient	VIN	Replace Cost (2025)	Vehicle Year	Condition Rating	Current Mileage	Useful Life Years Remain (in 2025)*	Avg miles per year	Useful Miles Remain (in 2025)*	Asset Class	Year ULB	Mileage ULB
5	5	5	50	40	10	100	Opportunity Link Inc	3GNFK16T51G195089	\$100,000	2001	Poor	241,405	-16	11,495	-175,891	SV - Sport Utility Vehicle	8	100000
5	5	3	50	40	6	96	Missoula Ravalli Transportation Management Association	2C4RDGCGXCR324712	\$50,000	2012	Adequate	112,420	-5	11,242	-46,146	MV - Minivan	8	100000
5	5	3	50	40	6	96	Ravalli County Council on Aging	1GBJG31U831141677	\$130,000	2003	Adequate	289,494	-13	15,237	-210,204	CU - Cutaway Bus	9	125000
5	5	3	50	40	6	96	Opportunity Link Inc	1FDGF5GT3BEC82727	\$130,000	2011	Adequate	317,145	-5	28,831	-278,639	CU - Cutaway Bus	9	125000
5	5	3	50	40	6	96	Jefferson Partners L.P.	2M93JMDA56W063757	\$835,000	2006	Adequate	1,812,522	-5	113,283	-1,552,370	BR - Over-the-Road Bus	14	600000
5	5	3	50	40	6	96	Jefferson Partners L.P.	2M93JMDA76W063761	\$835,000	2006	Adequate	1,862,828	-5	116,427	-1,612,108	BR - Over-the-Road Bus	14	600000
5	5	2	50	40	4	94	Ravalli County Council on Aging	2D4GP44L55R324258	\$50,000	2005	Good	243,312	-12	14,312	-186,249	MV - Minivan	8	100000
5	5	2	50	40	4	94	Human Resource Development Council District IX, Inc.	1GBDV13W68D164824	\$50,000	2009	Good	127,064	-8	9,774	-56,386	MV - Minivan	8	100000
5	5	2	50	40	4	94	Phillips Transit Authority	1GBDV13W48D163817	\$50,000	2009	Good	137,535	-8	10,580	-69,274	MV - Minivan	8	100000
5	5	2	50	40	4	94	Sanders County Council on Aging	2D4RN4DE8AR155492	\$50,000	2010	Good	107,059	-7	8,922	-33,824	MV - Minivan	8	100000
5	5	2	50	40	4	94	Opportunity Link Inc	WD0PF445395373017	\$90,000	2009	Good	246,860	-8	18,989	-203,828	VN - Van	8	100000
5	5	2	50	40	4	94	Urban Transportation District of Dawson County	1GBJG31U141142381	\$130,000	2004	Good	189,284	-12	10,516	-95,831	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Flathead County	1FDFE45P69DA21364	\$130,000	2009	Good	221,704	-7	17,054	-147,866	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Sanders County Council on Aging	1FDWE35S54HB38675	\$130,000	2005	Good	139,262	-11	8,192	-38,838	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Blackfeet Nation Transit Department	1D8HN44E39B512131	\$50,000	2009	Excellent	121,138	-8	9,318	-49,093	MV - Minivan	8	100000
5	5	1	50	40	2	92	Lake County Council on Aging	2D4RN4DE9AR140807	\$50,000	2010	Excellent	160,334	-7	13,361	-100,418	MV - Minivan	8	100000
5	5	1	50	40	2	92	Lake County Council on Aging	2D4RN4DE0AR140808	\$50,000	2010	Excellent	172,938	-7	14,412	-116,173	MV - Minivan	8	100000
5	5	1	50	40	2	92	Powder River County	2D4RN4DEXAR497512	\$50,000	2010	Excellent	124,884	-7	10,407	-56,105	MV - Minivan	8	100000
5	5	1	50	40	2	92	Human Resource Development Council District IX, Inc.	WD0PF445695390488	\$90,000	2009	Excellent	246,863	-8	18,989	-203,831	VN - Van	8	100000
5	5	1	50	40	2	92	Human Resource Development Council District IX, Inc.	WDYPF4AC295428914	\$90,000	2009	Excellent	263,445	-8	20,265	-224,240	VN - Van	8	100000
5	5	1	50	40	2	92	Big Sky Transportation District	1GBZGUCG0C1177959	\$90,000	2012	Excellent	262,853	-5	26,285	-241,709	VN - Van	8	100000
5	5	1	50	40	2	92	Big Sky Transportation District	1GBZGUCG7C1177893	\$90,000	2012	Excellent	227,065	-5	22,707	-195,185	VN - Van	8	100000
5	5	1	50	40	2	92	Big Sky Transportation District	1GBZGUC94C1179388	\$90,000	2012	Excellent	212,420	-5	21,242	-176,146	VN - Van	8	100000
5	5	1	50	40	2	92	Big Sky Transportation District	1GBGUCG4C1178256	\$90,000	2012	Excellent	243,764	-5	24,376	-216,893	VN - Van	8	100000
5	5	1	50	40	2	92	Big Sky Transportation District	1GBZGUCG6C1178257	\$90,000	2012	Excellent	241,255	-5	24,126	-213,632	VN - Van	8	100000
5	5	1	50	40	2	92	Urban Transportation District of Dawson County	1GBJG31U471229227	\$130,000	2007	Excellent	175,856	-9	11,724	-86,027	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Urban Transportation District of Dawson County	1FDFE4FL4ADA49227	\$130,000	2010	Excellent	146,052	-6	12,171	-57,565	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Toole County	1FDFE4FS8ADA76020	\$130,000	2010	Excellent	162,820	-6	13,568	-78,525	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Opportunity Link Inc	1FDUF5GT1BEB01336	\$130,000	2010	Excellent	266,175	-6	22,181	-207,719	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Opportunity Link Inc	4UZACBBV67CY97975	\$130,000	2007	Excellent	168,852	-9	11,257	-77,622	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Ravalli County Council on Aging	1FDFE4FL1ADA49038	\$130,000	2010	Excellent	135,358	-6	11,280	-44,198	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Lincoln County Transportation Service, Inc.	1FDFE4FL8ADA49036	\$130,000	2010	Excellent	130,319	-6	10,860	-37,899	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Lincoln County Transportation Service, Inc.	1FDFE4FLxADA49037	\$130,000	2010	Excellent	126,201	-6	10,517	-32,751	CU - Cutaway Bus	9	125000
5	5	0	50	40	0	90	Missoula Ravalli Transportation Management Association	2C4RDGCG6CR324710	\$50,000	2012		102,272	-5	10,227	-32,954	MV - Minivan	8	100000

5	5	0	50	40	0	90	Flathead County	4UZAACDU8ACAP8105	\$130,000	2010		219,742	-6	18,312	-149,678	CU - Cutaway Bus	9	125000
5	4	3	50	32	6	88	Liberty Place, Inc.	2C4RDGCG9DR787314	\$50,000	2013	Adequate	123,026	-4	13,670	-64,035	MV - Minivan	8	100000
5	4	3	50	32	6	88	Flathead County	1GB6G5BL9C1118478	\$130,000	2012	Adequate	168,316	-4	16,832	-93,811	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Butte Silver Bow County	2C7WDGBXFR536764	\$50,000	2015	Good	109,083	-2	15,583	-55,833	MV - Minivan	8	100000
5	4	2	50	32	4	86	Butte Silver Bow County	2C7WDGBG5FR536767	\$50,000	2015	Good	92,980	-2	13,283	-32,829	MV - Minivan	8	100000
5	4	2	50	32	4	86	Phillips Transit Authority	2C7WDGBG8FR536777	\$50,000	2015	Good	117,804	-2	16,829	-68,291	MV - Minivan	8	100000
5	4	2	50	32	4	86	Flathead County	1GB6G5BL9C1113801	\$130,000	2012	Good	202,431	-4	20,243	-138,160	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Toole County	1FOFE4F54DDB32782	\$130,000	2013	Good	140,930	-3	15,659	-62,907	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Helena, City of	1GBGG5BL9E1107628	\$130,000	2013	Good	147,859	-3	16,429	-72,145	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Human Resource Development Council District IX, Inc.	1HVBTAFM57W392913	\$535,000	2007	Good	320,205	-4	21,347	-34,246	BU - Bus	14	350000
5	4	2	50	32	4	86	Jefferson Partners L.P.	2M93JMPAX7W063900	\$835,000	2007	Good	1,072,769	-4	71,518	-687,323	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Ravalli County Council on Aging	2C4RDGCG7DR787313	\$50,000	2013	Excellent	158,930	-4	17,659	-111,907	MV - Minivan	8	100000
5	4	1	50	32	2	84	Lincoln County Transportation Service, Inc.	2C7WDGBG0FR536773	\$50,000	2015	Excellent	110,186	-2	15,741	-57,409	MV - Minivan	8	100000
5	4	1	50	32	2	84	Big Sky Transportation District	1GBZ6WCG8F1162268	\$90,000	2015	Excellent	283,366	-2	40,481	-304,809	VN - Van	8	100000
5	4	1	50	32	2	84	Valley County	1FDFE4FS3DDA31135	\$130,000	2013	Excellent	135,263	-3	15,029	-55,351	CU - Cutaway Bus	9	125000
5	4	1	50	32	2	84	Flathead County	1GB6G5BL7D1117704	\$130,000	2012	Excellent	175,614	-4	17,561	-103,298	CU - Cutaway Bus	9	125000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2M93JMEA38W064908	\$835,000	2008	Excellent	928,473	-3	66,320	-527,432	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2M93JMEA58W064909	\$835,000	2008	Excellent	853,605	-3	60,972	-436,520	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2W93JMEA88W064905	\$835,000	2008	Excellent	1,032,588	-3	73,756	-653,857	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2M93JMEAX8W064906	\$835,000	2008	Excellent	1,002,482	-3	71,606	-617,300	BR - Over-the-Road Bus	14	600000
4	5	2	40	40	4	84	Valley County	1FDFE45PXDA26664	\$130,000	2009	Good	124,457	-7	9,574	-28,178	CU - Cutaway Bus	9	125000
4	5	2	40	40	4	84	Fergus County Council on Aging	1FDFE4FS3ADA68939	\$130,000	2010	Good	123,152	-6	10,263	-28,940	CU - Cutaway Bus	9	125000
5	4	0	50	32	0	82	Big Sky Transportation District	1GBZGWCG9F1161839	\$90,000	2015		153,800	-2	21,971	-119,714	VN - Van	8	100000
4	5	1	40	40	2	82	Blackfeet Nation Transit Department	1FDFE45P99DA12352	\$130,000	2009	Excellent	119,069	-7	9,159	-21,546	CU - Cutaway Bus	9	125000
4	5	1	40	40	2	82	Mineral County Pioneer Council, Inc.	1FTSS3EPOADA22004	\$130,000	2010	Excellent	113,026	-6	9,419	-16,283	CU - Cutaway Bus	9	125000
5	3	3	50	24	6	80	Helena, City of	1FDEE4FL9GDC07131	\$130,000	2015	Adequate	136,836	-1	19,548	-70,480	CU - Cutaway Bus	9	125000
5	3	2	50	24	4	78	Sanders County Council on Aging	2C4RDGCG6GR140602	\$50,000	2016	Good	94,711	-1	15,785	-42,067	MV - Minivan	8	100000
5	3	2	50	24	4	78	Human Resource Development Council District IX, Inc.	1FDEE4FL0FDA19807	\$130,000	2015	Good	213,492	-1	30,499	-179,989	CU - Cutaway Bus	9	125000
5	3	2	50	24	4	78	Flathead County	1FDFE4FS2GDC03174	\$130,000	2015	Good	132,589	-1	18,941	-64,413	CU - Cutaway Bus	9	125000
5	3	1	50	24	2	76	Chippewa Cree Tribe	2C7WDGBGXGR342611	\$50,000	2016	Excellent	108,575	-1	18,096	-62,863	MV - Minivan	8	100000
5	3	1	50	24	2	76	Powder River County	2C4RDGCGXGR378098	\$50,000	2016	Excellent	129,663	-1	21,611	-94,495	MV - Minivan	8	100000
5	3	1	50	24	2	76	Valley County	2C4RDGCGXGR378095	\$50,000	2016	Excellent	102,052	-1	17,009	-53,078	MV - Minivan	8	100000
5	3	1	50	24	2	76	Jefferson Partners L.P.	1M86DMEAXAP059266	\$835,000	2010	Excellent	1,279,690	-1	106,641	-999,613	BR - Over-the-Road Bus	14	600000
4	4	2	40	32	4	76	Missoula Ravalli Transportation Management Association	2C4RDGCG4GR140601	\$50,000	2015	Good	87,123	-2	12,446	-24,461	MV - Minivan	8	100000
5	3	0	50	24	0	74	Western Trails Charter & Tours LLC	4VZADSDT4GCHK2099	\$130,000	2015		314,068	-1	44,867	-323,669	CU - Cutaway Bus	9	125000
4	4	1	40	32	2	74	Liberty County	2C4RDGCG5DR787312	\$50,000	2013	Excellent	91,524	-4	10,169	-22,032	MV - Minivan	8	100000
3	5	2	30	40	4	74	Butte Silver Bow County	1FTS53FP2ADA22005	\$90,000	2010	Good	88,772	-7	7,398	-10,965	VN - Van	8	100000
5	2	3	50	16	6	72	Helena, City of	1FDGF5GT6GEC33870	\$130,000	2016	Adequate	120,818	0	20,136	-56,227	CU - Cutaway Bus	9	125000
3	5	1	30	40	2	72	Liberty County	2D4RN3DG1BR640599	\$50,000	2011	Excellent	81,312	-6	7,392	-3,488	MV - Minivan	8	100000
3	5	1	30	40	2	72	Richland County	2C4RDGBG3CR265245	\$50,000	2012	Excellent	78,228	-5	7,823	-1,696	MV - Minivan	8	100000
5	2	2	50	16	4	70	Sanders County Council on Aging	5TDKZ3DC8JS913303	\$50,000	2018	Good	83,452	1	20,863	-46,041	MV - Minivan	8	100000

5	2	2	50	16	4	70	Flathead County	1FDGF5GT8GEC33871	\$130,000	2016	Good	136,313	0	22,719	-79,470	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Sanders County Council on Aging	1FDFE4FS9HDC26534	\$130,000	2017	Good	130,360	1	26,072	-83,576	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Big Sky Transportation District	1FDAF5GY7HED35553	\$130,000	2017	Good	210,588	1	42,118	-211,941	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Big Sky Transportation District	1FDAF5GYXHED61144	\$130,000	2017	Good	182,031	1	36,406	-166,250	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Carter County	5TDKZ3DC9JS912516	\$50,000	2018	Excellent	106,180	1	26,545	-85,815	MV - Minivan	8	100000
5	2	1	50	16	2	68	Powder River County	5TDKZ3DC5JS931175	\$50,000	2018	Excellent	99,493	1	24,873	-74,113	MV - Minivan	8	100000
5	2	1	50	16	2	68	Flathead County	1FDFE4FS3HDC26528	\$130,000	2017	Excellent	109,863	1	21,973	-50,781	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Toole County	1FDFE4FS2HDC27556	\$130,000	2017	Excellent	108,744	1	21,749	-48,990	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Valley County	1FDFE4FS8HDC26539	\$130,000	2017	Excellent	105,998	1	21,200	-44,597	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Toole County	1FDFE4FS3HDC26531	\$130,000	2017	Excellent	100,205	1	20,041	-35,328	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Valley County	1FDFE4FS4HDC26537	\$130,000	2017	Excellent	98,141	1	19,628	-32,026	CU - Cutaway Bus	9	125000
4	3	2	40	24	4	68	Fergus County Council on Aging	1FDEE4FL1FDA07097	\$130,000	2015	Good	100,254	-1	14,322	-18,220	CU - Cutaway Bus	9	125000
4	3	1	40	24	2	66	Urban Transportation District of Dawson County	1FDEE4FL3GDC03169	\$130,000	2015	Excellent	98,239	-1	14,034	-15,341	CU - Cutaway Bus	9	125000
3	4	2	30	32	4	66	Missoula Ravalli Transportation Management Association	5BZAF0AA7EN162308	\$90,000	2014	Good	83,560	-3	10,445	-14,895	VN - Van	8	100000
2	5	3	20	40	6	66	Laurel, City of	WD0PF445195365112	\$90,000	2009	Adequate	78,033	-8	6,003	3,959	VN - Van	8	100000

* A negative value denotes there is no useful life remaining and is over its ULB by the number listed.

Investment Prioritization in FY 2026 (Top 110 vehicles)

Mile. Score	Age Score	Cond. Score	Mile. wt score (*10)	Age wt score (*8)	Cond. wt score (*2)	total score (SPR)	Subrecipient	VIN	Replace Cost (2026)	Vehicle Year	Condition Rating	Current Mileage	Useful Life Years Remain (in 2026)*	Avg miles per year	Useful Miles Remain (in 2026)*	Asset Class	Year ULB	Mileage ULB
5	5	5	50	40	10	100	Opportunity Link Inc	3GNFK16T51G195089	\$110,000	2001	Poor	241,405	-17	11,495	-187,387	SV - Sport Utility Vehicle	8	100000
5	5	3	50	40	6	96	Missoula Ravalli Transportation Management Association	2C4RDGCGXCR324712	\$50,000	2012	Adequate	112,420	-6	11,242	-57,388	MV - Minivan	8	100000
5	5	3	50	40	6	96	Liberty Place, Inc.	2C4RDGCG9DR787314	\$50,000	2013	Adequate	123,026	-5	13,670	-77,704	MV - Minivan	8	100000
5	5	3	50	40	6	96	Ravalli County Council on Aging	1GBJG31U831141677	\$140,000	2003	Adequate	289,494	-14	15,237	-225,440	CU - Cutaway Bus	9	125000
5	5	3	50	40	6	96	Opportunity Link Inc	1FDGF5GT3BEC82727	\$140,000	2011	Adequate	317,145	-6	28,831	-307,470	CU - Cutaway Bus	9	125000
5	5	3	50	40	6	96	Flathead County	1GB6G5BL9C1118478	\$140,000	2012	Adequate	168,316	-5	16,832	-110,642	CU - Cutaway Bus	9	125000
5	5	3	50	40	6	96	Jefferson Partners L.P.	2M93JMDA56W063757	\$885,000	2006	Adequate	1,812,522	-6	113,283	-1,665,653	BR - Over-the-Road Bus	14	600000
5	5	3	50	40	6	96	Jefferson Partners L.P.	2M93JMDA76W063761	\$885,000	2006	Adequate	1,862,828	-6	116,427	-1,728,535	BR - Over-the-Road Bus	14	600000
5	5	2	50	40	4	94	Ravalli County Council on Aging	2D4GP44L55R324258	\$50,000	2005	Good	243,312	-13	14,312	-200,562	MV - Minivan	8	100000
5	5	2	50	40	4	94	Human Resource Development Council District IX, Inc.	1GBDV13W68D164824	\$50,000	2009	Good	127,064	-9	9,774	-66,161	MV - Minivan	8	100000
5	5	2	50	40	4	94	Phillips Transit Authority	1GBDV13W48D163817	\$50,000	2009	Good	137,535	-9	10,580	-79,853	MV - Minivan	8	100000
5	5	2	50	40	4	94	Sanders County Council on Aging	2D4RN4DE8AR155492	\$50,000	2010	Good	107,059	-8	8,922	-42,745	MV - Minivan	8	100000
5	5	2	50	40	4	94	Opportunity Link Inc	WD0PF445395373017	\$95,000	2009	Good	246,860	-9	18,989	-222,817	VN - Van	8	100000
5	5	2	50	40	4	94	Urban Transportation District of Dawson County	1GBJG31U141142381	\$140,000	2004	Good	189,284	-13	10,516	-106,347	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Flathead County	1FDFE45P69DA21364	\$140,000	2009	Good	221,704	-8	17,054	-164,921	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Flathead County	1GB6G5BL9C1113801	\$140,000	2012	Good	202,431	-5	20,243	-158,403	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Sanders County Council on Aging	1FDWE35S54HB38675	\$140,000	2005	Good	139,262	-12	8,192	-47,030	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Valley County	1FDFE45PXDA26664	\$140,000	2009	Good	124,457	-8	9,574	-37,751	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Fergus County Council on Aging	1FDFE4FS3ADA68939	\$140,000	2010	Good	123,152	-7	10,263	-39,203	CU - Cutaway Bus	9	125000
5	5	2	50	40	4	94	Human Resource Development Council District IX, Inc.	1HVBTAFM57W392913	\$570,000	2007	Good	320,205	-5	21,347	-55,593	BU - Bus	14	350000
5	5	2	50	40	4	94	Jefferson Partners L.P.	2M93JMPAX7W063900	\$885,000	2007	Good	1,072,769	-5	71,518	-758,841	BR - Over-the-Road Bus	14	600000
5	5	1	50	40	2	92	Blackfeet Nation Transit Department	1D8HN44E39B512131	\$50,000	2009	Excellent	121,138	-9	9,318	-58,411	MV - Minivan	8	100000
5	5	1	50	40	2	92	Lake County Council on Aging	2D4RN4DE9AR140807	\$50,000	2010	Excellent	160,334	-8	13,361	-113,779	MV - Minivan	8	100000
5	5	1	50	40	2	92	Lake County Council on Aging	2D4RN4DE0AR140808	\$50,000	2010	Excellent	172,938	-8	14,412	-130,584	MV - Minivan	8	100000
5	5	1	50	40	2	92	Powder River County	2D4RN4DEXAR497512	\$50,000	2010	Excellent	124,884	-8	10,407	-66,512	MV - Minivan	8	100000
5	5	1	50	40	2	92	Ravalli County Council on Aging	2C4RDGCG7DR787313	\$50,000	2013	Excellent	158,930	-5	17,659	-129,566	MV - Minivan	8	100000
5	5	1	50	40	2	92	Liberty County	2C4RDGCG5DR787312	\$50,000	2013	Excellent	91,524	-5	10,169	-32,201	MV - Minivan	8	100000
5	5	1	50	40	2	92	Human Resource Development Council District IX, Inc.	WD0PF445695390488	\$95,000	2009	Excellent	246,863	-9	18,989	-222,821	VN - Van	8	100000
5	5	1	50	40	2	92	Human Resource Development Council District IX, Inc.	WDYPF4AC295428914	\$95,000	2009	Excellent	263,445	-9	20,265	-244,505	VN - Van	8	100000
5	5	1	50	40	2	92	Big Sky Transportation District	1GBZGUCG0C1177959	\$95,000	2012	Excellent	262,853	-6	26,285	-267,994	VN - Van	8	100000
5	5	1	50	40	2	92	Big Sky Transportation District	1GBZGUCG7C1177893	\$95,000	2012	Excellent	227,065	-6	22,707	-217,891	VN - Van	8	100000
5	5	1	50	40	2	92	Big Sky Transportation District	1GBZGUC94C1179388	\$95,000	2012	Excellent	212,420	-6	21,242	-197,388	VN - Van	8	100000
5	5	1	50	40	2	92	Big Sky Transportation District	1GBGUCG4C1178256	\$95,000	2012	Excellent	243,764	-6	24,376	-241,270	VN - Van	8	100000
5	5	1	50	40	2	92	Big Sky Transportation District	1GBZGUCG6C1178257	\$95,000	2012	Excellent	241,255	-6	24,126	-237,757	VN - Van	8	100000

5	5	1	50	40	2	92	Urban Transportation District of Dawson County	1GBJG31U471229227	\$140,000	2007	Excellent	175,856	-10	11,724	-97,751	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Urban Transportation District of Dawson County	1FDfE4FL4ADA49227	\$140,000	2010	Excellent	146,052	-7	12,171	-69,736	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Ravalli County Council on Aging	1FDfE4FL1ADA49038	\$140,000	2010	Excellent	135,358	-7	11,280	-55,477	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Toole County	1FDfE4FS8ADA76020	\$140,000	2010	Excellent	162,820	-7	13,568	-92,093	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Opportunity Link Inc	1FDUF5GT1BEB01336	\$140,000	2010	Excellent	266,175	-7	22,181	-229,900	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Opportunity Link Inc	4UZACBBV67CY97975	\$140,000	2007	Excellent	168,852	-10	11,257	-88,879	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Flathead County	1GB6G5BL7D1117704	\$140,000	2012	Excellent	175,614	-5	17,561	-120,860	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Lincoln County Transportation Service, Inc.	1FDfE4FL8ADA49036	\$140,000	2010	Excellent	130,319	-7	10,860	-48,759	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Lincoln County Transportation Service, Inc.	1FDfE4FLxADA49037	\$140,000	2010	Excellent	126,201	-7	10,517	-43,268	CU - Cutaway Bus	9	125000
5	5	1	50	40	2	92	Blackfeet Nation Transit Department	1FDfE45P99DA12352	\$140,000	2009	Excellent	119,069	-8	9,159	-30,706	CU - Cutaway Bus	9	125000
5	5	0	50	40	0	90	Missoula Ravalli Transportation Management Association	2C4RDGCG6CR324710	\$50,000	2012		102,272	-6	10,227	-43,181	MV - Minivan	8	100000
5	5	0	50	40	0	90	Flathead County	4UZAACDU8ACAP8105	\$140,000	2010		219,742	-7	18,312	-167,989	CU - Cutaway Bus	9	125000
5	4	3	50	32	6	88	Helena, City of	1FDfE4FL9GDC07131	\$140,000	2015	Adequate	136,836	-2	19,548	-90,028	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Butte Silver Bow County	2C7WDGGBXFR536764	\$50,000	2015	Good	109,083	-3	15,583	-71,416	MV - Minivan	8	100000
5	4	2	50	32	4	86	Butte Silver Bow County	2C7WDGGBG5FR536767	\$50,000	2015	Good	92,980	-3	13,283	-46,111	MV - Minivan	8	100000
5	4	2	50	32	4	86	Phillips Transit Authority	2C7WDGGBG8FR536777	\$50,000	2015	Good	117,804	-3	16,829	-85,121	MV - Minivan	8	100000
5	4	2	50	32	4	86	Missoula Ravalli Transportation Management Association	2C4RDGCG4GR140601	\$50,000	2015	Good	87,123	-3	12,446	-36,908	MV - Minivan	8	100000
5	4	2	50	32	4	86	Sanders County Council on Aging	2C4RDGCG6GR140602	\$50,000	2016	Good	94,711	-2	15,785	-57,852	MV - Minivan	8	100000
5	4	2	50	32	4	86	Toole County	1FOfE4F54DDB32782	\$140,000	2013	Good	140,930	-4	15,659	-78,566	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Helena, City of	1GBGG5BL9E1107628	\$140,000	2013	Good	147,859	-4	16,429	-88,574	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Human Resource Development Council District IX, Inc.	1FDfE4FL0FDA19807	\$140,000	2015	Good	213,492	-2	30,499	-210,487	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Flathead County	1FDfE4FS2GDC03174	\$140,000	2015	Good	132,589	-2	18,941	-83,354	CU - Cutaway Bus	9	125000
5	4	2	50	32	4	86	Fergus County Council on Aging	1FDfE4FL1FDA07097	\$140,000	2015	Good	100,254	-2	14,322	-32,542	CU - Cutaway Bus	9	125000
5	4	1	50	32	2	84	Lincoln County Transportation Service, Inc.	2C7WDGGBG0FR536773	\$50,000	2015	Excellent	110,186	-3	15,741	-73,149	MV - Minivan	8	100000
5	4	1	50	32	2	84	Chippewa Cree Tribe	2C7WDGGBGXGR342611	\$50,000	2016	Excellent	108,575	-2	18,096	-80,958	MV - Minivan	8	100000
5	4	1	50	32	2	84	Powder River County	2C4RDGCGXGR378098	\$50,000	2016	Excellent	129,663	-2	21,611	-116,105	MV - Minivan	8	100000
5	4	1	50	32	2	84	Valley County	2C4RDGCGXGR378095	\$50,000	2016	Excellent	102,052	-2	17,009	-70,087	MV - Minivan	8	100000
5	4	1	50	32	2	84	Big Sky Transportation District	1GBZ6WCG8F1162268	\$95,000	2015	Excellent	283,366	-3	40,481	-345,289	VN - Van	8	100000
5	4	1	50	32	2	84	Valley County	1FDfE4FS3DDA31135	\$140,000	2013	Excellent	135,263	-4	15,029	-70,380	CU - Cutaway Bus	9	125000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2M93JMEA38W064908	\$885,000	2008	Excellent	928,473	-4	66,320	-593,751	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2M93JMEA58W064909	\$885,000	2008	Excellent	853,605	-4	60,972	-497,492	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2W93JMEA88W064905	\$885,000	2008	Excellent	1,032,588	-4	73,756	-727,613	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Jefferson Partners L.P.	1M86DMEAXAP059266	\$885,000	2010	Excellent	1,279,690	-2	106,641	-1,106,253	BR - Over-the-Road Bus	14	600000
5	4	1	50	32	2	84	Jefferson Partners L.P.	2M93JMEAX8W064906	\$885,000	2008	Excellent	1,002,482	-4	71,606	-688,905	BR - Over-the-Road Bus	14	600000
4	5	2	40	40	4	84	Butte Silver Bow County	1FTS53FP2ADA22005	\$95,000	2010	Good	88,772	-8	7,398	-18,363	VN - Van	8	100000
5	4	0	50	32	0	82	Big Sky Transportation District	1GBZGWCG9F1161839	\$95,000	2015		153,800	-3	21,971	-141,686	VN - Van	8	100000
5	4	0	50	32	0	82	Western Trails Charter & Tours LLC	4VZADSDT4GCHK2099	\$140,000	2015		314,068	-2	44,867	-368,535	CU - Cutaway Bus	9	125000
4	5	1	40	40	2	82	Missoula Ravalli Transportation Management Association	5BZAF0AA7DN202465	\$95,000	2013	Excellent	79,850	-5	8,872	-15,339	VN - Van	8	100000
4	5	1	40	40	2	82	Mineral County Pioneer Council, Inc.	1FTSS3EPOADA22004	\$140,000	2010	Excellent	113,026	-7	9,419	-25,701	CU - Cutaway Bus	9	125000
5	3	3	50	24	6	80	Helena, City of	1FDGF5GT6GEC33870	\$140,000	2016	Adequate	120,818	-1	20,136	-76,363	CU - Cutaway Bus	9	125000

5	3	2	50	24	4	78	Flathead County	1FDGF5GT8GEC33871	\$140,000	2016	Good	136,313	-1	22,719	-102,188	CU - Cutaway Bus	9	125000
5	3	1	50	24	2	76	Powder River County	2C7WDGBG4HR742942	\$50,000	2017	Excellent	77,722	-1	15,544	-39,900	MV - Minivan	8	100000
4	4	2	40	32	4	76	Sanders County Council on Aging	2C4RD9CGX9R378097	\$50,000	2016	Good	70,984	-2	11,831	-18,307	MV - Minivan	8	100000
4	4	2	40	32	4	76	Missoula Ravalli Transportation Management Association	5BZAF0AA7EN162308	\$95,000	2014	Good	83,560	-4	10,445	-25,340	VN - Van	8	100000
3	5	3	30	40	6	76	Laurel, City of	WD0PF445195365112	\$95,000	2009	Adequate	78,033	-9	6,003	-2,043	VN - Van	8	100000
4	4	1	40	32	2	74	Fergus County Council on Aging	2C7WDGBGXGR342608	\$50,000	2016	Excellent	73,346	-2	12,224	-22,243	MV - Minivan	8	100000
4	4	1	40	32	2	74	Ravalli County Council on Aging	2C7WDGBG8GR342610	\$50,000	2016	Excellent	70,700	-2	11,783	-17,833	MV - Minivan	8	100000
4	4	1	40	32	2	74	Missoula Ravalli Transportation Management Association	5B2AD0AA2GN852874	\$95,000	2016	Excellent	74,868	-2	12,478	-24,780	VN - Van	8	100000
4	4	1	40	32	2	74	Missoula Ravalli Transportation Management Association	5BZAF0AA4GN851791	\$95,000	2016	Excellent	72,868	-2	12,145	-21,447	VN - Van	8	100000
4	4	1	40	32	2	74	Urban Transportation District of Dawson County	1FDEE4FL3GDC03169	\$140,000	2015	Excellent	98,239	-2	14,034	-29,376	CU - Cutaway Bus	9	125000
4	4	1	40	32	2	74	Valley County	1FDFE4FS9FDA19820	\$140,000	2015	Excellent	93,320	-2	13,331	-21,646	CU - Cutaway Bus	9	125000
5	2	3	50	16	6	72	Big Sky Transportation District	5WEASAA1DH400300	\$570,000	2013	Adequate	263,393	1	29,266	-30,457	BU - Bus	14	350000
3	5	1	30	40	2	72	Liberty County	2D4RN3DG1BR640599	\$50,000	2011	Excellent	81,312	-7	7,392	-10,880	MV - Minivan	8	100000
3	5	1	30	40	2	72	Richland County	2C4RDGBG3CR265245	\$50,000	2012	Excellent	78,228	-6	7,823	-9,519	MV - Minivan	8	100000
3	5	1	30	40	2	72	Valley County	1FDFE4FL9ADA49224	\$140,000	2010	Excellent	95,464	-7	7,955	-2,285	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Sanders County Council on Aging	5TDKZ3DC8JS913303	\$50,000	2018	Good	83,452	0	20,863	-66,904	MV - Minivan	8	100000
5	2	2	50	16	4	70	Sanders County Council on Aging	1FDFE4FS9HDC26534	\$140,000	2017	Good	130,360	0	26,072	-109,648	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Big Sky Transportation District	1FDAF5GY7HED35553	\$140,000	2017	Good	210,588	0	42,118	-254,058	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Big Sky Transportation District	1FDAF5GYXHED61144	\$140,000	2017	Good	182,031	0	36,406	-202,656	CU - Cutaway Bus	9	125000
5	2	2	50	16	4	70	Park County	1FDFE4FS5JDC04200	\$140,000	2018	Good	83,266	1	20,817	-41,532	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Carter County	5TDKZ3DC9JS912516	\$50,000	2018	Excellent	106,180	0	26,545	-112,360	MV - Minivan	8	100000
5	2	1	50	16	2	68	Custer county	5TDKZ3DC6JS909458	\$50,000	2018	Excellent	73,227	0	18,307	-46,454	MV - Minivan	8	100000
5	2	1	50	16	2	68	Powder River County	5TDKZ3DC5JS931175	\$50,000	2018	Excellent	99,493	0	24,873	-98,986	MV - Minivan	8	100000
5	2	1	50	16	2	68	Glen-wood, Inc.	5TDKZ3DC2JS949715	\$50,000	2018	Excellent	73,325	0	18,331	-46,650	MV - Minivan	8	100000
5	2	1	50	16	2	68	Fergus County Council on Aging	5FNRL6H7XLB043334	\$50,000	2020	Excellent	49,501	2	24,751	-48,503	MV - Minivan	8	100000
5	2	1	50	16	2	68	Powder River County	5FNRL6H74LB029154	\$50,000	2020	Excellent	61,013	2	30,507	-83,039	MV - Minivan	8	100000
5	2	1	50	16	2	68	Rosebud Community Hospital	5FNRL6H71LB037650	\$50,000	2020	Excellent	55,398	2	27,699	-66,194	MV - Minivan	8	100000
5	2	1	50	16	2	68	Flathead County	1FDFE4FS3HDC26528	\$140,000	2017	Excellent	109,863	0	21,973	-72,753	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Toole County	1FDFE4FS3HDC26531	\$140,000	2017	Excellent	100,205	0	20,041	-55,369	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Toole County	1FDFE4FS2HDC27556	\$140,000	2017	Excellent	108,744	0	21,749	-70,739	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Valley County	1FDFE4FS8HDC26539	\$140,000	2017	Excellent	105,998	0	21,200	-65,796	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Helena, City of	1FDGF5GT3CEC02344	\$140,000	2019	Excellent	209,619	2	69,873	-364,111	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Valley County	1FDFE4FS4HDC26537	\$140,000	2017	Excellent	98,141	0	19,628	-51,654	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Human Resource Development Council District IX, Inc.	1FDFE4FS0HDC26535	\$140,000	2017	Excellent	95,594	0	19,119	-47,069	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Human Resource Development Council District IX, Inc.	4UZA EJDU5HCJE2869	\$140,000	2017	Excellent	94,320	0	18,864	-44,776	CU - Cutaway Bus	9	125000
5	2	1	50	16	2	68	Flathead County	1FDFE4FS1HDC26527	\$140,000	2017	Excellent	89,884	0	17,977	-36,791	CU - Cutaway Bus	9	125000

* A negative value denotes there is no useful life remaining and is over its ULB by the number listed.