



OKLAHOMA
Transportation

TIER II GROUP TRANSIT ASSET MANAGEMENT (TAM) PLAN

2024



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EXECUTIVE SUMMARY

As a direct recipient of transit funding from the Federal Transit Administration (FTA), the Oklahoma Department of Transportation (ODOT) Office of Mobility and Public Transit is the sponsor of this Tier II Group Transit Asset Management (TAM) Plan for 30 providers of transit services throughout the state. The Group TAM Plan is part of the ongoing efforts of these agencies to advance understanding of the lifecycle management of their assets to sustain them in a state of good repair and to improve practices in how they operate and maintain these assets to ensure reliable and safe service delivery for transit riders across the state.

The agencies participating in the Group TAM Plan are classified as Tier II providers by FTA because they each operate fewer than 100 rubber-tired vehicles in peak period service. A combination of rural and small urban agencies, they receive Federal funding from three different programs (although a few receive funding from more than one program). Of the 30 agencies, 19 are subrecipients of FTA’s Section 5311 Funding Program (Rural Formula) and 8 are subrecipients of the FTA Section 5310 Funding Program (Enhanced Mobility of Seniors & Individuals with Disabilities); 3 agencies that receive FTA Section 5307 Funding Program (Urban Formula) have also elected to participate in this Group TAM Plan.

Figure ES-1: Tier II Group TAM Plan Transit Providers by Funding Program



Asset Portfolio & Performance Targets

Together, the 30 participants in this Group TAM Plan operate 984 vehicles – 965 revenue vehicles and 19 non-revenue vehicles. In addition, they make use of 95 facilities (buildings) to deliver the transit service, out of which only 25 are the direct capital responsibility of the agencies. Of the facilities, 81 percent are administrative and/or maintenance facilities, typically used for dispatch and other operations. The others are passenger or parking facilities. With the total asset portfolio valued at about \$244.6 million, revenue vehicles represent about 45 percent of the total by value.

Figure ES-2: Asset inventory breakdown by category

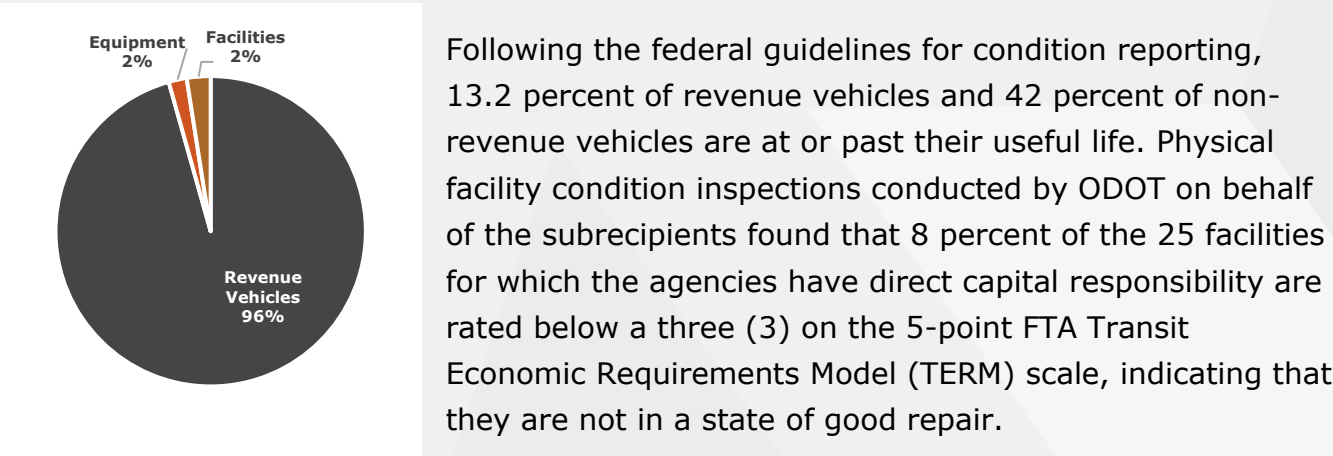

















Figure ES-3: Asset inventory and performance

INVENTORY	CURRENT PERFORMANCE	TARGET (2024) PERFORMANCE
     965 revenue vehicles	 13% at or past ULB	16% at or past ULB
  19 non-revenue vehicles	 42% at or past ULB	50% at or past ULB
     25 facilities	 8% in poor condition	12% in poor condition

**Only those with capital responsibility*

Funding Analysis and Investment Prioritization

To maintain Oklahoma public transportation assets in a state of good repair, consistent with the State Management Plan, ODOT employed an age-based decision-support tool to

analyze its capital investment needs over time. The tool considers the condition of the assets currently in the group asset inventory, projects their future condition, and identifies investment levels needed. Figure ES-4 and Figure ES-5 display the projected level of investment needed to maintain existing assets in a state of good repair over the next 10 years.

Figure ES-4: 10-Year capital investment needs by category

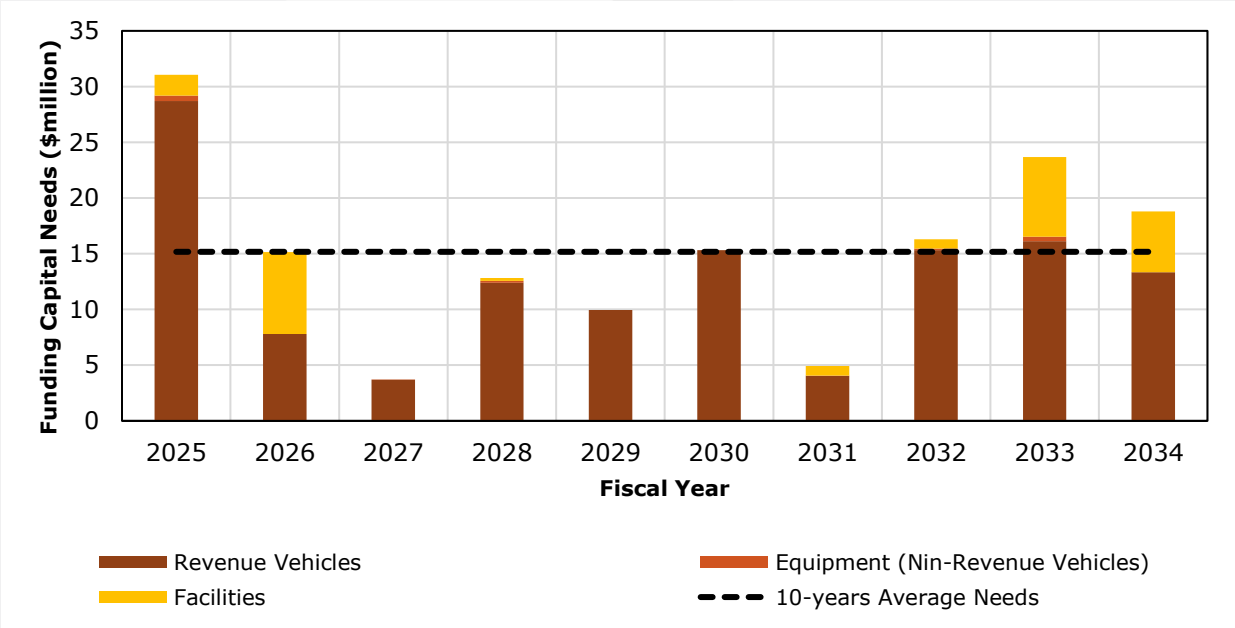
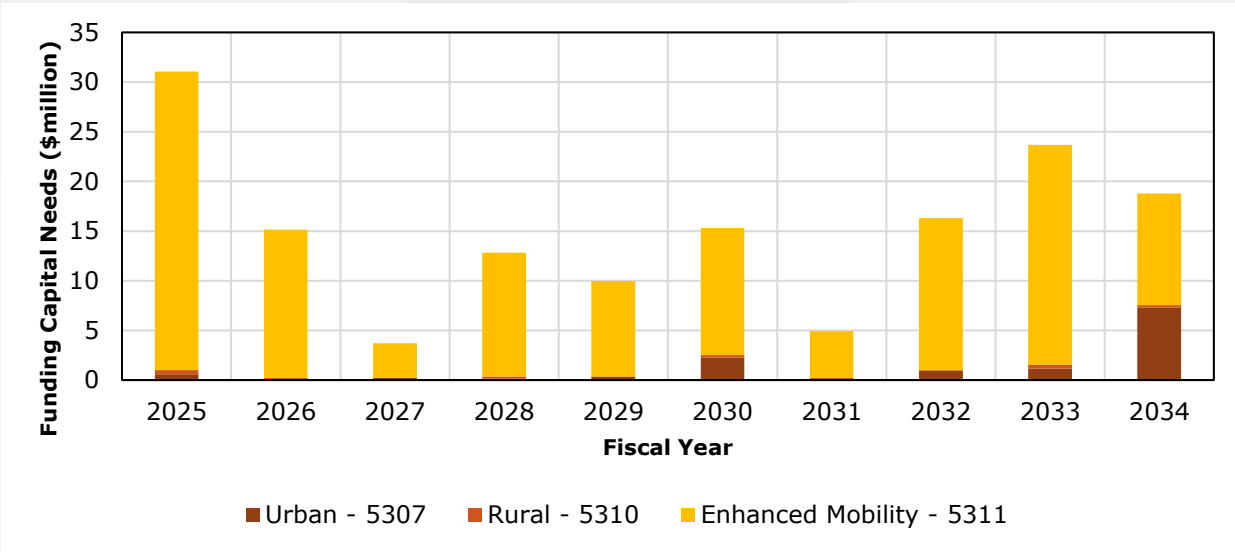


Figure ES-5: 10-Year capital investment needs by FTA funding program



To prioritize planned investments to align with available funding, the TAM Plan also examines historical funding levels to estimate the projected level of financial resources available to address the identified capital needs. The resulting comparison of projected available funding and capital investment needs reveals a gap in the sufficiency of FTA Section 5311 program funding to meet the needs of 5311-funding subrecipients, as shown in Table ES-1. (Capital needs to support service expansion to meet the state's transit demands are not included in this funding gap assessment, which is limited to current service levels and backlog elimination.)

Table ES-1: Summary of Group TAM Plan funding analysis

Current and Projected Capital Needs and Funding (\$million)				
Funding Subgroup	Funding Source Availability	Projected Capital Funding Available (\$ million annual)	Forecasted Capital Needs (\$ million annual)	Difference (\$ million annual)
5307	5307¹	1.98	1.31	+0.67
5310	5310	0.23	0.20	+0.30
5311	5311	1.61	13.67	-12.06
	5339	4.00		+4.00
	PTRF (State)	1.61		+1.61
	Subtotal	7.22	13.67	-6.45
Total		9.43	15.18	-5.45

Note:

¹ 5307 Historical available funding includes directly generated, federal, state and local funding

Each of the providers participating in this Group TAM Plan employs analytical processes and the decision-support tools that it may have available to analyze and prioritize its capital needs and determine what investments are planned consistent with the projected available funding. ODOT analyzes and prioritizes the capital investment projects requested by subrecipients pursuant to the criteria it has developed to support decisions

on the allocation of the State’s share of FTA Section 5310, Section 5311, and Section 5339 funding.

The TAM Plan includes the resulting prioritized list of project-based investments to improve or manage the state of good repair of the capital assets and related investments for the group of Oklahoma’s Tier II transit providers participating in this Group TAM Plan. It takes into consideration the estimation of funding levels from all available sources that can reasonably expect to be available in each fiscal year during the TAM Plan horizon period. It also recognizes the need for increased levels of transit service provided by Group TAM Plan participants, as also documented in the State Management Plan and Oklahoma Public Transit Policy Plan.

Table ES-2 presents a summary of the level of investment for major categories of project-based expenditures by ODOT and Group TAM Plan participants anticipated over the period of FY 2024 through FY 2028.

Table ES-2: Major categories of prioritized project investments

Anticipated Total Investments FY24 through FY28	
Category	Total Value of Projects
Revenue Vehicle Replacements	▪ \$28,633,557
Facility Repairs/Upgrades/Replacements	▪ \$ 9,324,966
Revenue Vehicle Expansions	▪ \$12,223,577

Continuous Improvement

FTA regulations require updates of the TAM Plan every four years, at a minimum, giving the Group an opportunity to continuously improve the maturity of asset management practices at the ODOT Office of Mobility and Public Transit and at the individual participating agencies. Progress has been made in advancing some of the improvement initiatives identified in the 2020 update to the Group TAM Plan. This 2024 Tier II Group TAM Plan identifies some initiatives for consideration over the next four years, including continued refinement of analytical processes and project prioritization in investment decision-making, sharing of best practices in investment prioritization frameworks and tools among Group TAM Plan participants, and refinement of Useful Life Benchmarks.

ACCOUNTABLE EXECUTIVES

This Tier II Group Transit Asset Management Plan has been approved by the following Accountable Executives with receipt of a signed letter of approval.

Accountable Executives of Group TAM Plan Participating Agencies		
Agency	Accountable Executive	
Aging Services, Inc. (ASCC)	Name	Tammy C. Vaughn
	Title	Executive Director
Beaver City Transit (BCT)	Name	Joyce Clark
	Title	Transit Director
Big Five Community Services, Inc. (SORTS)	Name	Tanya Gleghorn
	Title	Transportation Director
Central Oklahoma Community Action Agency, Inc. (COTS)	Name	Tina Lowery
	Title	Director of Transit
City of Cushing (CUSH)	Name	Ryan N. Ochsner
	Title	City Manager
City of Edmond CityLink (CE)	Name	Christy Batterson
	Title	Director
City of Norman (CON)	Name	Scott Sturtz
	Title	Director of Public Works

Accountable Executives of Group TAM Plan Participating Agencies

City of Moore – Moore Council on Aging (MCA)	Name	Michael Meyer
	Title	President
City of Sand Springs (CSS)	Name	Arlena Barnes
	Title	Finance Director
Community Action Development Corporation – Red River Transportation service (RED)	Name	Leslea Hixson
	Title	Executive Director
Daily Living Centers Inc. (DLC)	Name	Amanda Dirmeyer
	Title	President and CEO
Delta Community Action Foundation, Inc. (DELTA)	Name	Karen Nichols
	Title	Executive Director
Enid Public Transportation Authority (ENID)	Name	Jerald Gilbert
	Title	City Manager
First Capital Trolley (FIRST)	Name	Melissa Fesler
	Title	Director
Grand Gateway Economic Development Association, Inc. – Pelivan Transit (PEL)	Name	Kendra McGeady
	Title	Director
Inca Community Services, Inc. (JAMM)	Name	Erica Pogue
	Title	Executive Director
LIFT Community Action Agency, Inc. (LIFT)	Name	Jeannie McMillin
	Title	Transportation Director
KI BOIS Community Action Foundation, Inc. (KATS)	Name	Caroll Huggins
	Title	Executive Director

Accountable Executives of Group TAM Plan Participating Agencies

MPower, Inc. (MPWR)	Name	Amy Spiva
	Title	Executive Director
MAGB Transportation Inc. (MAGB)	Name	Micky Flynn
	Title	Executive Director
Muskogee County Public Transit Authority (MCT)	Name	Trisha Cook
	Title	Executive Director
Northern Oklahoma Development Authority (CST)	Name	Jonathon Cross
	Title	Executive Director
OSU-Stillwater Community Transit Services (OSU)	Name	Joseph Bailey
	Title	Transit Manager
Pontotoc County Public Transit Authority/Call A Ride Public Transit (CAR)	Name	Misty Knoeppel
	Title	Director
Sagebrush Inc. (SAGE)	Name	Stacey Sands
	Title	Director
Southwest Oklahoma Community Action Group, Inc. (SW)	Name	Ingrid Gifford
	Title	Executive Director
City of Guymon- The Ride (GT)	Name	Martin Hernandez
	Title	Transportation Director
United Community Action Program (CPTS)	Name	Laura Corff
	Title	Transit Director
Washita Valley Community Action Council (WVT)	Name	Liane Howell
	Title	Executive Director

1 | INTRODUCTION

This Oklahoma Department of Transportation (ODOT) Tier II Group Transit Asset Management (TAM) Plan has been developed to document the statewide approach to transit asset management. The ODOT Group TAM Plan will improve the practices of Oklahoma's small transit providers as they operate and maintain their capital assets to ensure reliable and safe service delivery for transit riders across the state. The plan has been developed in compliance with requirements defined in the Code of Federal Regulations: 49 CFR 625-Transit Asset Management and 49 CFR 630-National Transit Database.

ODOT is the Governor's designee for the administration of state and federal transit financial assistance grant programs for the state of Oklahoma. ODOT serves as the designated recipient for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities, Section 5311 Formula Grants for Rural Areas, and Section 5339 Bus and Bus Facilities funding programs. ODOT has assigned responsibility to its Office of Mobility and Public Transit (OMPT) for the administration and oversight of the agencies in the State (subrecipients) that are eligible to receive funding from these FTA financial assistance programs and Oklahoma's Public Transit Revolving Fund.

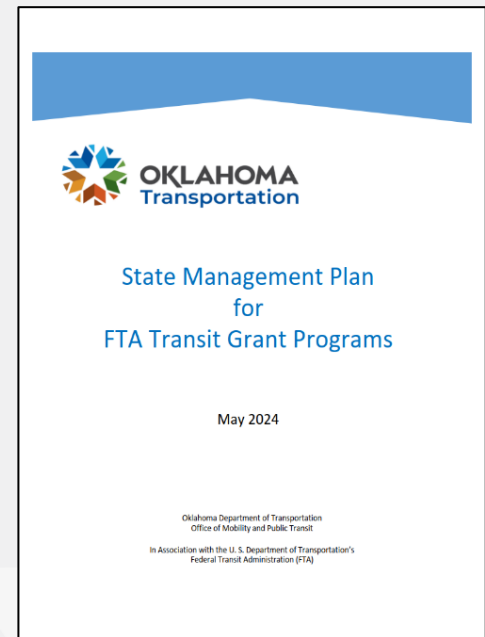
1.1 Asset Management Policy

The goal of Oklahoma's State and Federally funded transit programs, as stated in the ODOT May 2024 State Management Plan for FTA Grant Programs, is to provide a safe and effective transportation network that will enhance and increase the mobility of all people, including seniors, disadvantaged persons, individuals with disabilities, and

individuals with special needs, as well as people living in tribal, non-urbanized and small urban areas of the state. Among the objectives to obtain that goal are to use available Federal and State funding to:

- Support and maintain existing transit systems and establish new services in the state, and
- Maintain assets in accordance with asset management plans.

The ODOT Transit Program goal and objectives complement the Mission Statement of the Oklahoma Public Transit Policy Plan, adopted in 2020, to ensure a coordinated statewide public transit network that meets the mobility needs of all Oklahomans in a safe, efficient, and economical manner.



The Policy Plan assessed the state's transit needs for the 20-year period from 2021 through 2040. The analysis found that there was a backlog created by underfunding of capital investment, requiring strategic investment outcomes, including replacing old and aging vehicles to achieve State of Good Repair -- defined as the updates and replacements required to ensure the statewide fleet can operate at a full level of performance -- to maintain the safety of the state's transit fleet. Thousands of additional vehicles statewide will also need to be replaced by 2040 to sustain the fleet in a state of good repair.

(Oklahoma's rural transit agency vehicles account for 68 percent of the statewide fleet, most of which are cutaway buses and vans.)

Bringing the fleet into a state of good repair and assuring that it remains in that condition is considered a critical need to increase safety, reduce cost, and allow current service levels to be maintained. (In addition, the Policy Plan notes that significant investment in vehicle and facilities expansion will be required to meet increased levels of service in line with transit service needs.)



1.2 Federal Requirements

Following Congressional adoption of the Moving Ahead for Progress in the 21st Century (MAP-21) authorization and the subsequent Fixing America's Surface Transportation (FAST) Act, the Federal Transit Administration (FTA) enacted regulations for Transit Asset Management (TAM) that require transit service providers that receives federal financial assistance to establish asset management performance measures and targets, develop a TAM Plan, and report asset performance to the National Transit Database (NTD).

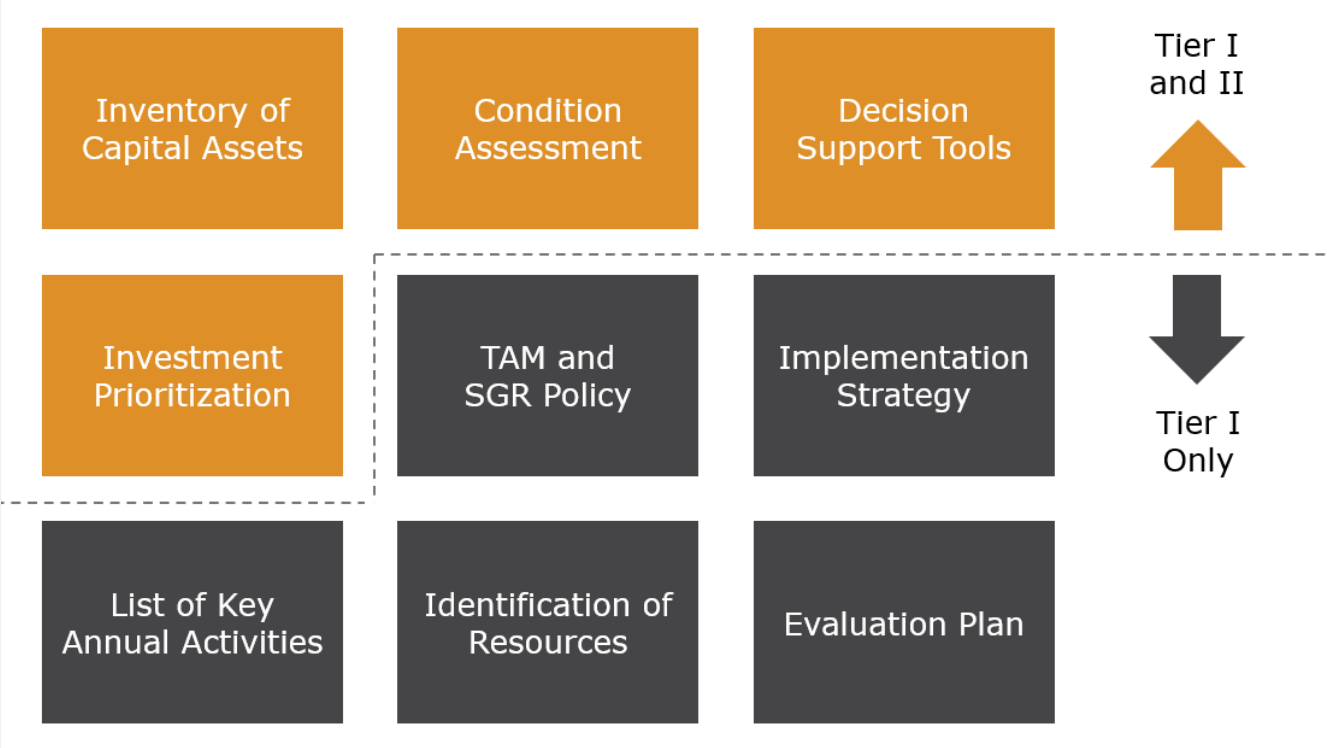
While all transit providers are subject to the rule, the FTA distinguishes requirements between larger and smaller or rural transit agencies. Large (Tier I) agencies that own, operate or manage more than 100 public transit vehicles in peak period service and/or operate rail transit service are required to develop their own TAM Plans, while a smaller (Tier II) agency can fulfill the TAM Plan requirements either through participation in a group plan or with its own individual plan.

As a direct recipient of federal transit funding, ODOT is required to sponsor a Group TAM Plan for small transit providers in the state of Oklahoma that are subrecipients of federal funding through ODOT. In addition, participation in the ODOT Group TAM Plan has been extended to Tier II providers who are direct recipients of federal funding or subrecipients of another agency. Three Tier II providers that receive FTA transit funding assistance through the Section 5307 Urbanized Area Formula Grant program have elected to participate in this Group TAM Plan.

Each transit agency participating in the group must identify an Accountable Executive to approve the TAM Plan.

A TAM Plan provides an organization-wide view of the work necessary to assure the organization's assets can support its goals and objectives. A Tier II provider's TAM plan or group TAM plan must include the first four elements shown in orange in Figure 1-1: Inventory of Capital Assets, Condition Assessment, Decision Support Tools, and Investment Prioritization.

Figure 1-1: Required TAM Plan elements



The TAM Plan requirements (U.S. 49 CFR § 625) for a Tier II provider are shown in Table 1-2 and cross-referenced to the relevant sections of this TAM Plan.

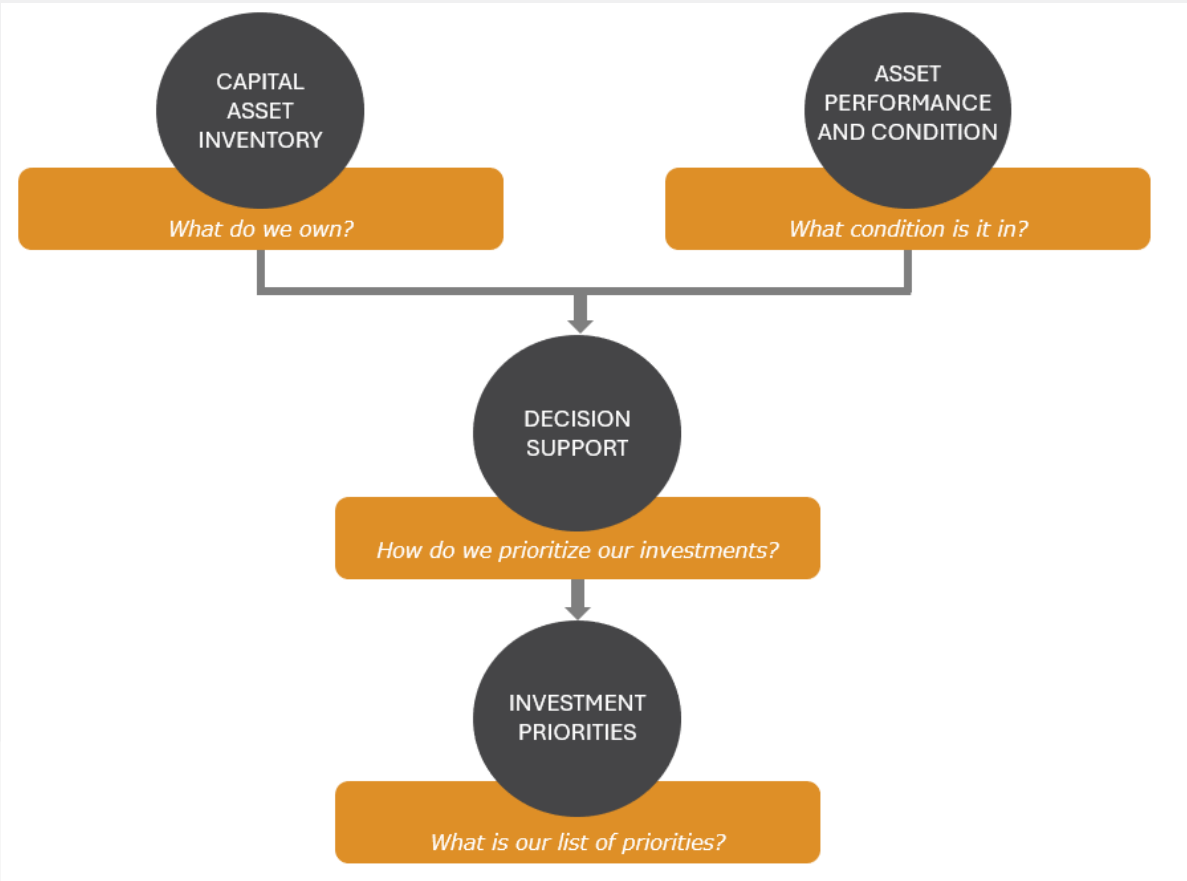
Table 1-1: 49 CFR Part 625 Requirements Mapped to TAM Plan

Tier II Group TAM Plan Required Elements	
49 CFR Part 625	TAM Plan Section
625.25 (a) (2) Each tier II provider must develop its own TAM plan or participate in a group TAM plan. A tier II provider's TAM plan and a group TAM plan only must include elements under paragraphs (b)(1) through (4) of this section.	
625.25 (3) A provider’s Accountable Executive.	Following Executive Summary
625.25 (b) A TAM plan must include (1) An inventory of the number and type of capital assets.	3
(2) A condition assessment of those inventoried assets for which a provider has direct capital responsibility.	4

Tier II Group TAM Plan Required Elements	
(3) A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization;	6
(4) A provider’s project-based prioritization of investments	7

Figure 1-2 illustrates the relationship among the four required elements of the TAM Plan and the process described in detail in the sections that follow.

Figure 1-2: Transit Asset Management process overview



The ODOT Tier II Group TAM Plan also includes sections regarding Oklahoma’s public transportation state of good repair policy, ODOT and the participating agencies’ levels of service and performance management methodologies, their asset lifecycle management strategies, and their commitment to continuous improvement.

In addition to the TAM Plan, ODOT is required to establish a set of State of Good Repair performance measures and targets for each of the asset classes in the portfolio to provide a basis for agencies to determine whether assets are in a condition sufficient to operate at a full level of performance. The ODOT OMPT has coordinated and consolidated asset inventory and condition data to develop this Group TAM Plan to meet the performance and NTD requirements in the Federal regulation.

In accordance with the regulations, the TAM Plan is required to be updated every four years but can be updated more frequently if there is a significant, unexpected change with funding levels, asset conditions, or policies that reshape the investment prioritization in this plan, and the TAM Plan may also be amended in the interim between updates to reflect such actions as a change in participants' Accountable Executives, changes in the inventory or condition assessment, or minor changes to the participating agencies' budgets.

1.3 Group TAM Plan Participants

This Group TAM Plan covers the 30 agencies listed in Table 1-1. The list is categorized by the type of funding they receive.

Table 1-2: Group TAM Plan participants

Agency Abbreviation	Agency Name	Type of Service		Service Area
		Fixed Route	Demand Responsive	
5307 Recipients				
CE	Edmond City Link	X	X	Operates City of Edmond
CON	City of Norman	X	X	Operates City of Norman
ENID	Enid Public Transportation Authority		X	Operates City of Enid
5310 Recipients				
ASCC	Aging Services, Inc.		X	Serves over 60 population in Cleveland County
CUSH	City of Cushing		X	Operates in the city of Cushing.

Agency Abbreviation	Agency Name	Type of Service		Service Area
		Fixed Route	Demand Responsive	
CDD	Council for Developmental Disabilities Inc.		X	Services disabled populations in Oklahoma.
CSS	City of Sand Springs		X	Operates in the city of Sand Springs
DLC	Daily Living Centers Inc.		X	Serves senior and disabled populations in Oklahoma and Canadian Counties
MCA	City of Moore – Moore Council on Aging		X	Serves senior populations in Cleveland County.
MPWR	MPower, Inc.		X	Serves disabled populations in Payne County.
SAGE	Sagebrush Inc.		X	Serves disabled populations in Sayre and Elk City.
5311 Recipients				
BCT	Beaver City Transit		X	Serves the City of Beaver, Forgan, Gate/Knowles, Balko and Turpin all in Beaver County.
CAR	Pontotoc County Public Transit Authority/Call A Ride Public Transit		X	Serves towns of Ada, Byng, Latta, Pickett and Stonewall, and Pontotoc County
COTS	Central Oklahoma Community Action Agency, Inc.		X	Serves Pottawatomie and Seminole counties
CPTS	United Community Action Program/Cimarron Public Transit System		X	Operates in Creek, Pawnee, Osage, Washington and Kay Counties
CST	Northern Oklahoma Development Authority		X	Operates in Alfalfa, Blaine, Grant, Kingfisher, Noble, and parts of Garfield and Kay counties.

Agency Abbreviation	Agency Name	Type of Service		Service Area
		Fixed Route	Demand Responsive	
DELTA	Delta Community Action Foundation, Inc.		X	Operates in McClain, Garvin and southern parts of Cleveland country.
FIRST	First Capital Trolley	X	X	Serves the city of Guthrie and Logan, Lincoln and Payne Counties.
GT	City of Guymon- The Ride		X	Serves the city limits of Guymon.
JAMM	INCA Community Services, Inc.		X	Operates in Johnston, Atoka, Marshall and Murray Counties.
KATS	KI BOIS Community Action Foundation, Inc.		X	Serves Adair, Okmulgee, Cherokee, Haskell, Hughes, Latimer, Leflore, McIntosh, Sequoyah, Pittsburg, Okfuskee and Wagoner.
LIFT	LIFT Community Action Agency, Inc.		X	Serves populations in Hugo, Antlers, Broken Bow, Idabel and Clayton.
MAGB	MAGB Transportation		X	Serves Major and Woods Counties and private services to Northwest Oklahoma.
MCT	Muskogee County Transit	X	X	Serves the City of Muskogee and Muskogee County residents.
OSU	OSU-Stillwater Community Transit	X	X	Serves approx. 23 of the 27 sq. miles of the City of Stillwater City limits.
PEL	Pelivan Transit		X	Rogers County, Delaware County, Ottawa County, Northern Tulsa County, Mayes County and Craig County.

Agency Abbreviation	Agency Name	Type of Service		Service Area
		Fixed Route	Demand Responsive	
RED	Community Action Development Corporation – Red River Transportation Service		X	Western, Southwestern and South Central Oklahoma since 1984 and also includes selected cities within the counties of Roger Mills, Beckham, Custer, Washita, Kiowa, Tillman, Cotton, Jefferson, Stephens, Woodward, Caddo, Carter (limited service), Comanche, Ellis, Dewey, and Canadian.
SORTS	Big Five Community Service, Inc.		X	Serves Bryan, Carter, Coal and Love counties with limited service to Pontotoc County.
SW	Southwest Oklahoma Community Action Group, Inc.		X	Serves Jackson, Harmon and Greer Counties with primary operations in Altus, Hollis, Mangum, and Granite
WVT	Washita Valley Community Action Council		X	Communities in Grady including town of Chickasha, Rush Springs, Alex, Bradle, Ninnekah, Minco, Tuttle, Amber, Pocasset, and Verden.

1.4 Changes Since the Previous TAM Plan Update

This document is the most recent ODOT Tier II Group TAM Plan and follows the first TAM Plan developed for Tier II providers in Oklahoma in 2018 and the subsequent 2020 update to that Plan. The most significant changes since the 2020 update are shown in Table 1-3.

Table 1-3: Changes since 2020 update¹

TAM Plan 2020 and 2024 Comparison		
	2020	2024
Total Asset Value (\$)	\$120.3M	\$244.6M
Total Agencies Included	35	30
Total Revenue Vehicles	1,000	965
Total Non-Revenue Vehicles	15	19
Total Facilities with Direct Capital Responsibility	26	25

¹ \$2020 Asset value inflated to \$2024

2 | LEVELS OF SERVICE AND PERFORMANCE

In asset management planning, a “line of sight” is established between an organization’s strategic business objectives, the services it provides, and the physical assets that support those services. ODOT and the transit providers participating in this Group TAM Plan measure performance from the perspective of both the level of service provided by their operations and the level of service provided by their assets.

For transit assets to deliver the highest possible levels of service, this TAM Plan first considers the participants’ ridership and other operating performance and customer-facing service levels. Customer levels of service, or service standards, are the quantitative factors that help an agency track and improve the quality of service it provides. They are directly impacted by technical levels of service which examines asset performance, specifically asset condition performance measures.

2.1 Ridership Trends

The 30 transit providers participating in this Group TAM Plan served over 11.4 million passenger trips from FY2020 through FY2024. The average annual ridership of the 5307 and 5311 providers for FY24 in total was about 1,421,026. Table 2-1 shows total ridership for each 5307 and 5311 provider individually, highlighting the range of sizes of the providers participating in this Group TAM Plan. Over the five years, ridership dipped noticeably for many providers in 2021 but has steadily increased every year after.

Table 2-1: Ridership of 5307 agencies and 5311 subrecipients from FY2020 to FY2024

Agencies	FY2020	FY2021	FY2022	FY2023	FY2024
5307 PARTICIPANTS					
ENID	34,283	35,395	38,599	42,504	45,571
CON	282,923	206,002	266,107	330,398	429,039
CE	111,791	134,018	145,737	166,816	42,108
5311 PARTICIPANTS					
BCT	7,799	7,180	7,107	6,568	7,634
CAR	20,553	19,023	15,025	12,210	12,045
COTS	13,066	12,919	13,873	15,190	16,392
CPTS	90,330	78,241	90,101	107,834	115,832
CST	38,498	41,997	42,100	46,158	46,713
DELTA	30,974	22,963	31,748	36,714	35,953
FIRST	125,766	113,523	121,701	137,104	138,298
GT	24,281	25,343	28,827	25,320	28,893
JAMM	133,219	97,412	88,135	90,445	91,973
KATS	535,797	502,633	508,053	573,032	623,101
LIFT	64,289	53,816	55,838	53,789	54,954
MAGB	24,448	22,426	23,695	27,298	41,321
MCT	65,943	38,183	46,844	39,031	37,248
OSU	315,776	207,478	254,054	299,727	332,856

Agencies	FY2020	FY2021	FY2022	FY2023	FY2024
PEL	124,173	84,170	62,174	65,995	72,610
RED	154,679	153,754	168,260	165,084	177,115
SORTS	60,272	53,201	65,770	51,022	44,384
SW	53,567	33,245	40,712	45,135	53,787
WVT	11,528	11,600	9,518	9,659	10,756
Grand Total	1,894,958	1,579,107	1,673,535	1,807,315	1,941,865
Average	99,735	83,11	88,081	95,122	102,203

Table 2-2 shows total ridership for each 5310 provider individually, which also illustrates the range in size of the providers participating in this Group TAM Plan. As 5310 ridership data was not reported consistently for the past 5 years, averages are used when data was missing.

Table 2-2 Ridership of 5310 subrecipients from FY2020 to FY2024

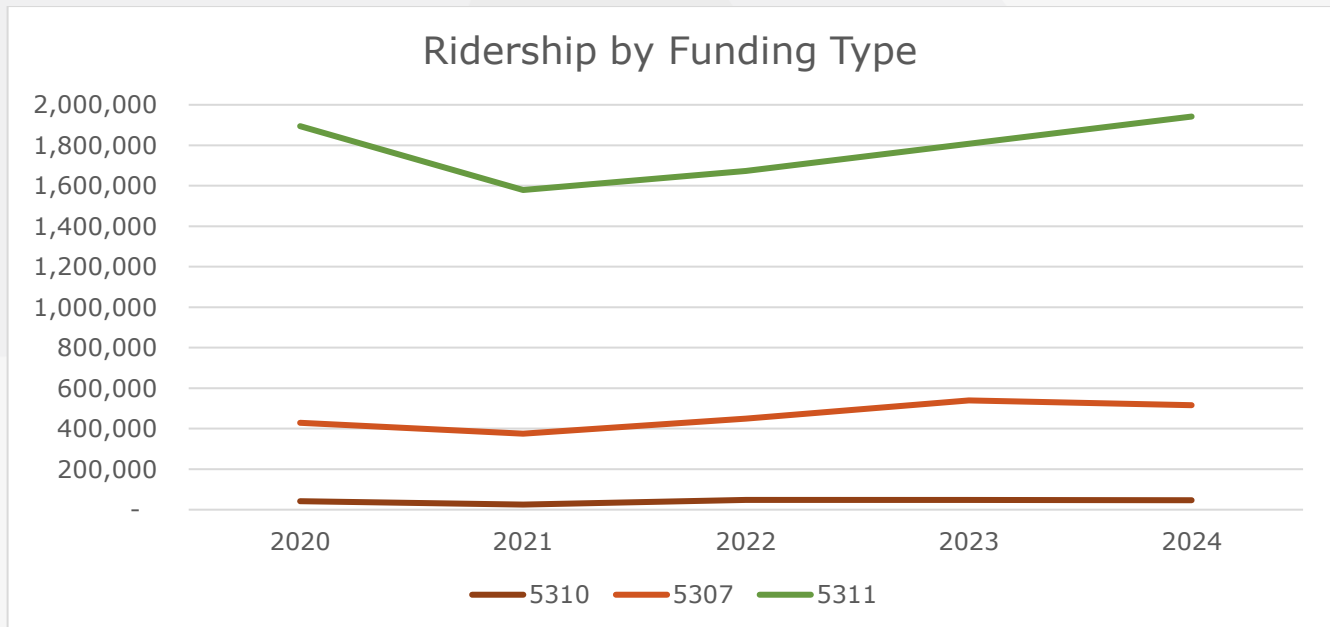
Subrecipient	FY2020	FY2021	FY2022	FY2023	FY2024
5310 PARTICIPANTS					
ASCC	58	822	2915	3358	236
CDD	3491	3400	9,078	20,801	16,815
CSS	1,546	130	1,819	1,950	2,285
CUSH	1,872	1,773	4,455	5,394	3,908
DLC	0	338	338	347	329

Subrecipient	FY2020	FY2021	FY2022	FY2023	FY2024
MCA	1,190	2,820	4,408	5,768	2,535
MPWR	29,878	13,248	20,664	5,962	17,438
SAGE	3,655	2,625	3,903	4,437	3,655
TOTAL	36,489	24,818	47,247	48,017	23,823

Figure 2-1 summarizes ridership by funding source, showing that the annual ridership dipped significantly in 2021 but has been increasing every year since 2021, with ridership now at or above 2020 ridership.

The trends in the last few years indicate that ridership has been steadily increasing since 2021. This represents an important factor in anticipating the demand for transit vehicles and informs decisions regarding investments in expanding the vehicle fleet.

Figure 2-1 Ridership by funding source by fiscal year



2.2 Operating Performance Measures

In addition to ridership, ODOT tracks specific performance measures to evaluate each agency’s operations. These metrics indicate the degree to which an agency is efficiently providing service. Some of these measures are also used in the investment prioritization process to determine funding allocations per agency. A more extensive set of performance measures is used for assessing the operational performance of the FTA Section 5311-funded agencies than is applied to FTA Section 5310-funded agencies.

2.2.1 5307 Agencies Performance Measures

MEASURES AND PERFORMANCE

Table 2-3 describes the performance metrics established by the 5307-funded transit agencies to monitor and track operating performance. Performance by the 5307 agencies for FY 2020 to FY 2024 is shown in Table 2-4.

Table 2-3: 5307 recipients' performance measures and service standards

5307 Operating Performance Measures	
Performance Measure	Definition
Enid	
Revenue Miles	<ul style="list-style-type: none"> Number of miles traveled while in revenue service
Revenue Less Intercity Miles	<ul style="list-style-type: none"> Revenue miles minus intercity miles
Intercity Miles	<ul style="list-style-type: none"> Number of miles traveled between two or more urbanized areas which has the capacity to make a meaningful connection with scheduled intercity providers to a more distant point
Seat Miles	<ul style="list-style-type: none"> Number of seats available multiplied by the number of miles driven
Passenger Miles	<ul style="list-style-type: none"> Total number of miles traveled by passengers
Empty Miles	<ul style="list-style-type: none"> Total number of miles traveled by no passengers
Elderly Trips	<ul style="list-style-type: none"> Trips for passengers who are 55 or older
Disabled Trips	<ul style="list-style-type: none"> Trips for passengers who are disabled
Eld/Dis Trips	<ul style="list-style-type: none"> Trips for passengers who are both elderly and disabled
Hours of Service	<ul style="list-style-type: none"> Number of hours operated by revenue vehicles while in service
City of Norman (CON)	
Paratransit Ridership	<ul style="list-style-type: none"> Number of passenger trips
Revenue Miles	<ul style="list-style-type: none"> Number of miles traveled while in revenue service
On-Time Performance (Fixed Route)	<ul style="list-style-type: none"> Within 2 minutes of the scheduled time points along the route
On-Time Performance (Paratransit)	<ul style="list-style-type: none"> Within 15 minutes (early or late) of the scheduled time

5307 Operating Performance Measures

City of Edmond (CE)

Revenue Miles	▪ Number of miles traveled while in revenue service
Revenue Hours	▪ Number of hours while in revenue service
Paratransit Ridership	▪ Number of passenger trips
On-Time Performance (Fixed Route)	▪ Within 5 minutes of scheduled arrival time
On-Time Performance (Paratransit)	▪ Within 15 minutes (early or late) of the scheduled time

Table 2-4: 5307 recipients' operational performance FY2020 to FY2024

Agencies	FY2020	FY2021	FY2022	FY2023	FT2024
EDMOND (CE)					
Revenue Miles	281,576	304,609	348,586	355,432	94,881
Revenue Hours	20,504	22,165	26,751	29,789	8,133
Paratransit Ridership	--	11,198	14,661	15,627	17,329
On-Time Performance (Fixed Route)	--	96.77%	99.35%	98.98%	97.68%
On-Time Performance (Paratransit)	--	99.96%	99.91%	99.84%	99.86%
ENID					
Revenue Miles	169,336	177,138	175,720	197,212	212,772
Revenue Less Intercity Miles	168,989	176,734	175,524.0	197,212.0	212,772

Agencies	FY2020	FY2021	FY2022	FY2023	FT2024
Intercity Miles	347	404	196	-	-
Seat Miles	1,811,635	2,223,220	2,314,436	2,518,474	2,655,272
Passenger Miles	148,537	155,632	183,541	198,447.0	216,848
Empty Miles	92,631.1	89,390	78,679	95,492	98,864
Elderly Trips	3,894	4,073	4,362	5,629	5,446
Disabled Trips	4,887	5,180	4,059	3,229	3,025.0
Eld/Dis Trips	4,774	4,679	3,866	3,590	3,067
Hours of Service	18,049	17,257	15,158	18,368	19,118
NORMAN (CON)					
Paratransit Ridership	19,468	16,388	21,625	23,131	23,236
Revenue Miles	478,976	471,987	403,857	422,909	533,876
On-Time Performance (Fixed Route)	--	--	78.97%	75.0%	67.1%*
On-Time Performance (Paratransit)	--	99.13%	98.42%	97.84%	97.35%

*Extensive changes to route network in FY24

2.2.2 5310 Agencies Performance Measures

MEASURES AND PERFORMANCE

Table 2-5 describes the performance metrics established by ODOT to monitor and track operating performance by the 5310 subrecipients. Performance by the 5310 agencies for FY 2020 to FY 2024 is shown in Table 2-6.

Table 2-5: 5310 subrecipients' performance measures and service standards

5310 Agency Operating Performance Measures	
Performance Measure	Definition
Vehicle Miles	<ul style="list-style-type: none"> Total miles traveled by vehicle while in revenue service
Days In Service	<ul style="list-style-type: none"> Total number of days transit vehicles operate and provide revenue service
Elderly Trips	<ul style="list-style-type: none"> Trips for passengers who are 55 or older
Disabled Trips	<ul style="list-style-type: none"> Trips for passengers who are disabled

Table 2-6: 5310 subrecipients' operational performance FY2020 to FY2024

5310 Agencies	FY2020	FY2021	FY2022	FY2023	FT2024
OPERATIONAL PERFORMANCE					
Vehicle Miles	1,396,743	2,964,089	2,546,717	2,383,312	1,863,690
Days In Service	24,165	58,004	38,260	37,779	27,496
Elderly Trips	23,970	59,116	56,015	52,479	45,002
Disabled Trips	79,985	1,376,869	89,779	100,357	77,776

2.2.3 5311 Agencies Performance Measures

MEASURES AND PERFORMANCE

Table 2-7 describes the performance metrics established by ODOT to monitor and track operating performance by the 5311 subrecipients. Performance by the 5311 agencies for FY 2020 to FY 2024 is shown in Table 2-8.

Table 2-7: 5311 subrecipients' performance measures and service standards

5311 Agency Operating Performance Measures	
Performance Measure	Definition
Revenue Miles	<ul style="list-style-type: none"> Number of miles traveled while in revenue service
Revenue Less Intercity Miles	<ul style="list-style-type: none"> Revenue miles minus intercity miles
Intercity Miles	<ul style="list-style-type: none"> Number of miles traveled between two or more urbanized areas which has the capacity to make a meaningful connection with scheduled intercity providers to a more distant point
Seat Miles	<ul style="list-style-type: none"> Number of seats available multiplied by the number of miles driven
Passenger Miles	<ul style="list-style-type: none"> Total number of miles traveled by passengers
Empty Miles	<ul style="list-style-type: none"> Total number of miles traveled by no passengers
Elderly Trips	<ul style="list-style-type: none"> Trips for passengers who are 55 or older
Disabled Trips	<ul style="list-style-type: none"> Trips for passengers who are disabled
Elderly and Disabled Trips	<ul style="list-style-type: none"> Trips for passengers who are both elderly and disabled
Hours of Service	<ul style="list-style-type: none"> Number of hours operated by revenue vehicles while in service

Table 2-8: 5311 subrecipients' operational performance FY2020 to FY2024

5311 Agencies	FY2020	FY2021	FY2022	FY2023	FT2024
OPERATIONAL PERFORMANCE					
Revenue Miles	11,864,571	11,118,664	12,522,220	13,157,821	13,303,030
Revenue Less Intercity Miles	11,860,407	11,117,259	12,520,486	13,157,799	13,301,910
Intercity Miles	4,163	1,405	1,734	22	1,120
Seat Miles	105,040,715	99,241,023	104,615,271	109,824,574	112,350,087
Passenger Miles	17,507,667	14,655,521	17,186,913	18,805,237	19,778,085
Empty Miles	5,377,700	5,017,240	5,536,382	5,653,997	5,817,401
Elderly Trips	343,780	319,257	334,157	347,690	379,569
Disabled Trips	204,609	183,993	183,183	204,680	223,356
Elderly and Disabled Trips	229,029	215,037	206,441	201,685	201,442
Hours of Service	895,034	845,762	894,848	935,341	953,266

2.3 Asset Performance Measures

Asset performance measures relate to assuring the reliability of Oklahoma's public transportation services by maintaining vehicles and related infrastructure in a state of good repair. FTA requires that transit agencies establish State of Good Repair performance measures and targets for each asset class to convey the current condition and condition goal for the coming year for each asset class. On an annual basis the performance and targets for the coming year are reported to the National Transit

Database, intended to keep Congress informed about the condition of the nation's transit assets and infrastructure and their funding needs.

Useful life benchmark (ULB) is the measure identified by the FTA to track the performance of revenue vehicles (public transportation passenger rolling stock) and service vehicles (equipment), and the metric used is the percentage of vehicles that have met or exceeded the ULB for that type of vehicle. ULB is defined in US Code (49 U.S.C. Chapter 53) as "the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA." The ULB is the realistic expectation for when an asset would be disposed of or replaced based on operating environment and procurement timelines because it can no longer provide the service for which it is intended. ULB can vary between and within asset classes and among different providers.

For facilities assets, a transit agency must conduct a visual condition assessment of the building to generate a score using FTA's Transit Economic Requirements Model (TERM) Scale shown in Table 2-7, and the metric is is the percentage of the facilities rated below "3" on the TERM condition rating scale. A TERM rating of "3" (Adequate) or above is considered to be a state of good repair.

Table 2-8 summarizes the performance measures for the asset portfolio of participants in this Group TAM Plan

Table 2-9: TERM Facility Condition Rating Scale

Facilities Assets Performance Measures		
Condition	Rating	Description
Excellent	5	No visible defects, new or near new condition, may still be under warranty if applicable
Good	4	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
Adequate	3	Moderately deteriorated or defective components; but has not exceeded useful life
Marginal	2	Defective or deteriorated component(s) in need of replacement; exceeded useful life

Facilities Assets Performance Measures		
Poor	1	Critically damaged component(s) or in need of immediate repair; well past useful life

Table 2-10: ODOT Group TAM Plan performance measures

Asset Performance Measures for All TAM Asset Categories			
Asset Category	Asset Class	ULB	Performance Measure
Rolling Stock	Automobile (AO)	8	Percentage of vehicles that have met or exceeded their Useful Life Benchmark
	Bus (BU)	14	
	Over the Road Bus (BR)	14	
	Cutaway (CU)	10	
	Minivan (MV)	8	
	School Bus (SB)	14	
	Sport Utility Vehicle (SV)	8	
	Van (VN)	8	
Equipment (non-revenue vehicles)	Automobile (AO)	8	Percentage of vehicles that have met or exceeded their Useful Life Benchmark
	Minivan (MV)	8	
	Van (VN)	8	
	Cutaway (CU)	10	
	Truck (TR)	14	
	Maintenance Vehicle (MX)	14	

Asset Performance Measures for All TAM Asset Categories			
Facilities	Administrative and Maintenance	40	Percentage of facilities within an asset class rated below condition 3 on the TERM Scale
	Passenger and Parking	40	

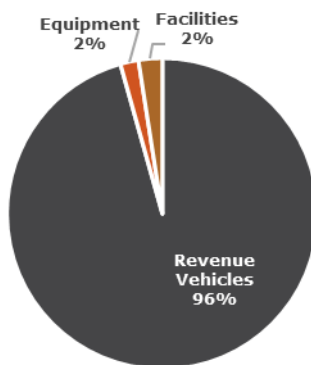
3 | CAPITAL ASSET INVENTORY

In accordance with the Code of Federal Regulations (625.25(b)) this section provides an inventory of the number and type of capital assets owned and/or operated by the Group Plan participants. The inventory includes all capital assets that a provider owns, except equipment with an acquisition value under \$50,000 that is not a service vehicle. (Such non-vehicle equipment is generally found within an agency facility.) The inventory also includes third-party owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, and rolling stock used by a provider in the provision of public transportation. The inventory is presented at the level of detail commensurate with the level of detail in the providers' program of capital projects.

3.1 Transit Asset Inventory

The transit providers participating in this Group TAM Plan rely on three asset categories to deliver their services: revenue vehicles, equipment (including non-revenue vehicles), and facilities.

Figure 3-1: Group TAM Plan asset inventory by asset category



The following sections present summaries of the inventory of assets in each of the categories for the participants in this Group TAM Plan as a whole. A more detailed summary for each agency individually is contained in Appendix B.

ODOT currently uses MYLEOnet, a web-based inventory database system, to collect information about assets from the small providers to develop the inventory. (ODOT is currently in the process of moving the inventory data to a system using Black Cat software.) Data for the 5307-funding recipients is not tracked in MYLEOnet, and

therefore, an Excel-based data collection template was used to collect that data. Revenue (Public Transportation) Vehicles Inventory

Altogether, the Group currently operates 965 revenue vehicles. Cutaways and minivans represent 69 percent of the total revenue fleet. This large percentage is consistent with the service provided by rural transit agencies focused primarily on demand response services.

Table 3-1: Group revenue vehicles inventory by asset class

Rolling Stock Inventory			
Asset Class	Quantity	% of Total	Average Age
Bus (BU)	55	6%	11
Cutaway (CU)	184	19%	8
Minivan (MV)	481	50%	6
Van (VN)	245	25%	4

3.2 Equipment (Non-Revenue Vehicles) Inventory

The 19 service vehicles in the asset inventories of the 5307 and 5311 funding providers support revenue service delivery in activities that include agency operations and passenger pick-ups due to vehicle breakdowns. (The 5310 funding subrecipients participating in this Group TAM Plan reported having no non-revenue vehicles.)

Table 3-2: Group non-Revenue vehicles inventory by asset class

Equipment (Non-Revenue Vehicles) Inventory (FY24)			
Asset Class	Quantity	% of Total	Average Age
Automobile (A))	1	5%	6
Sport Utility (SV)	12	63%	5
Truck (TR)	6	32%	14

3.3 Other Equipment Valued at >\$50,000 Inventory

Participants reported no non-vehicle major equipment valued at greater than \$50,000 in their asset inventories.

3.4 Facilities Inventory

Group agencies use 95 facilities to deliver transit service, of which they have capital responsibility for 25 as shown in Table 3-3. Due to the nature of the service provided, administrative facilities are the most predominant facility type, and typically these types of facilities also serve functions such as dispatch with parking areas.

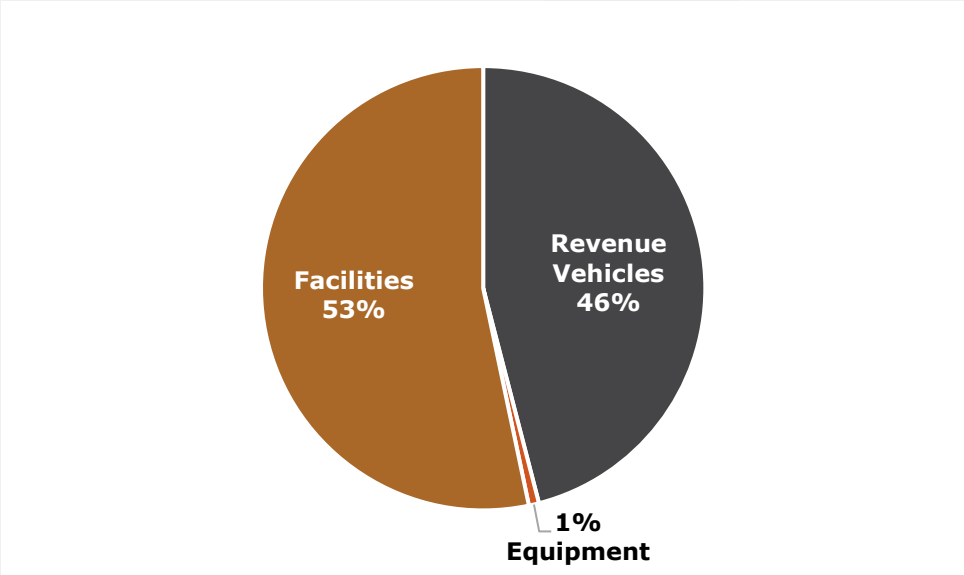
Table 3-3: Group facilities inventory by facility type

All Group Facilities			
Facility Type	Quantity	Percentage	# with Direct Capital Responsibility
Administrative and Maintenance	77	81%	23
Passenger or Parking	18	19%	2

3.5 Asset Inventory Valuation

The total inventory for the Tier II Group is estimated to be valued at \$244.6 million (total replacement cost in 2024 dollars) with facilities accounting for approximately 53% of the total value and revenue vehicles making up 46%, as shown in Figure 3-2. For valuation purposes, replacement costs were used as the modeling approach. Revenue vehicle values were estimated using the latest purchase costs for each model, averaged across different models within each asset class. For facilities, a standardized value of \$800 per square foot was assumed.

Figure 3-2: Asset value, 2024



4 | ASSET CONDITION AND PERFORMANCE

In accordance with the same TAM regulation, this section includes a condition assessment of those inventoried assets for which public transportation providers have direct capital responsibility. The condition assessments described here generate information at a level of detail sufficient to monitor and predict the performance of the assets and to inform investment prioritization.

Code of Federal Regulations Section 625.45 describes the requirements for setting performance targets for capital assets. Providers must set one or more performance targets for each applicable performance measure (described in Section 2 of this TAM Plan) based on realistic expectations, and both the most recent data available and the financial resources from all sources that are reasonably expected to be available during the TAM plan horizon period.

4.1 Asset Condition

With the Tier II Group asset portfolio comprised of assets of different types and ages, it is expected that condition deteriorates at different rates. Section 2 of this TAM Plan describes the asset performance measures used by ODOT and Group participants to assess asset condition. The approaches described in Section 2 produce condition ratings that are assessed against the targets that are set for each asset class. The following sections provide summaries of asset condition for each asset category and class. Given that funding is not distributed to agencies across funding types, the analysis is also presented with a breakdown by funding type.

4.2 Revenue Vehicles Condition

Table 4-1 presents the performance of revenue vehicles by asset class. Table 4-2 through Table 4-4 provide a summary of the asset condition for each funding type. As described in Section 2, ODOT currently employs an age-based approach to measuring revenue vehicle performance based on the Useful Life Benchmark (ULB), the period during which an asset can reasonably be expected to be used reliably and safely in Oklahoma's operating environment. For this Group TAM Plan, ODOT has adopted the FTA default ULBs. As shown, about 13.2 percent of the overall revenue vehicle inventory is not in a state of good repair, with 5311 program participants showing 13 percent of revenue vehicles past their useful life, and 5307 program participants with 11 percent revenue vehicles past their useful life.

Table 4-1: Revenue vehicles asset performance by asset class

Rolling Stock Current (FY24) Condition			
Asset Class	Total Quantity	Quantity At or Past FTA ULB	Percent At or Past FTA ULB (%)
Bus (BU)	55	16	29.1%
Cutaway (CU)	184	40	21.7%
Minivan (MV)	481	60	12.5%
Van (VN)	245	11	4.5%
Total	965	127	13.2%

Table 4-2: 5307 participants' revenue vehicles asset performance by asset class

Rolling Stock Current (FY24) Performance			
Asset Class	Total Quantity	Quantity At or Past FTA ULB	Percent At or Past FTA ULB (%)
Bus (BU)	11	0	0%
Cutaway (CU)	32	2	6%
Minivan (MV)	10	5	50%

Rolling Stock Current (FY24) Performance			
Van (VN)	9	0	0%
Total	55	7	11%

Table 4-3: 5310 participants' revenue vehicles asset performance by asset class

Rolling Stock Current (FY24) Performance			
Asset Class	Total Quantity	Quantity At or Past FTA ULB	Percent At or Past FTA ULB (%)
Bus (BU)	1	0	0%
Cutaway (CU)	6	3	50%
Minivan (MV)	11	1	9%
Van (VN)	2	0	0%
Total	20	4	20%

Table 4-4: 5311 participants' revenue vehicles asset performance by asset class

Rolling Stock Current (FY24) Performance			
Asset Class	Total Quantity	Quantity At or Past FTA ULB	Percent At or Past FTA ULB (%)
Bus (BU)	43	16	37%
Cutaway (CU)	146	35	24%
Minivan (MV)	460	54	12%
Van (VN)	234	11	5%
Total	883	116	13%

4.3 Equipment (Non-Revenue Vehicles) Condition

Table 4-5 presents the performance of non-revenue (service) vehicles by asset class. Table 4-6 and Table 4-7 provide a summary of the asset condition for each funding type. As for revenue vehicles, ODOT has adopted the FTA default ULBs. For this asset category, almost 42 percent of the inventory is not in a state of good repair, with 5311 funding subrecipients showing 47 percent of non-revenue vehicle past their ULBs.

Table 4-5: Non-Revenue vehicles asset performance by asset class

Equipment (Non-Revenue Vehicles) Current (FY24) Condition			
Asset Class	Total Quantity	Quantity At or Past FTA ULB	Percent At or Past FTA ULB (%)
Automobile (AO)	1	0	0%
Sport Utility Vehicle (SV)	12	4	33%
Truck (TR)	6	4	67%
Total	19	8	42%

Table 4-6: 5307 recipients' non-revenue vehicles asset performance by asset class

Equipment (Non-Revenue Vehicles) Current (FY24) Condition			
Asset Class	Total Quantity	Quantity At or Past FTA ULB	Percent At or Past FTA ULB (%)
Sport Utility Vehicle (SV)	3	0	0%
Truck (TR)	1	1	100%
Total	4	1	25%

Table 4-7: 5311 subrecipients' non-revenue vehicles asset performance by asset class

Equipment (Non-Revenue Vehicles) Current (FY24) Condition			
Asset Class	Total Quantity	Quantity At or Past FTA ULB	Percent At or Past FTA ULB (%)
Automobile (AO)	1	0	0%
Sport Utility Vehicle (SV)	9	4	44%
Truck (TR)	5	3	60%
Total	15	7	47%

4.4 Facilities Condition

Overall condition ratings for each facility for which providers have direct capital responsibility are shown in Table 4-8 and Tables 4-9 through 4-11. ODOT conducted physical inspections of Group TAM Plan participants' facilities in 2024 consistent with the FTA's Facility Condition Assessment Guide.² The providers included in this TAM Plan have direct capital responsibility for 25 out of the 95 facilities identified in the Asset Inventory. Table 4-8 provides a summary of the condition of those 25 facilities and Table 4-9 through Table 4-11 provide the summary by funding type. In this case, 5310 funding recipients reported no facilities with capital responsibility.

Table 4-8: Group plan participants' facilities asset performance by asset class

Facilities for which Agencies Have Direct Capital Responsibility Current (FY24) Condition			
Asset Class	Total Quantity	Quantity Rated <3 on the TERM scale	Percent Rated <3 on the TERM scale (%)
Administrative and Maintenance	23	2	8.7%
Passenger or Parking	2	0	0%

² TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation, updated Version 1.2 March 2018

Table 4-9: 5307 participants' facilities asset performance by asset class

Facilities for which Agencies Have Direct Capital Responsibility Current (FY24) Condition			
Asset Class	Total Quantity	Quantity Rated <3 on the TERM scale	Percent Rated <3 on the TERM scale (%)
Administrative and Maintenance	6	0	0%
Passenger or Parking	1	0	0%

Table 4-10: 5310 participants' facilities asset performance by asset class

Facilities for which Agencies Have Direct Capital Responsibility Current (FY24) Condition			
Asset Class	Total Quantity	Quantity Rated <3 on the TERM scale	Percent Rated <3 on the TERM scale (%)
Administrative and Maintenance	0	0	0%
Passenger or Parking	0	0	0%

Table 4-11: 5311 participants' facilities asset performance by asset class

Facilities for which Agencies Have Direct Capital Responsibility Current (FY24) Condition			
Asset Class	Total Quantity	Quantity Rated <3 on the TERM scale	Percent Rated <3 on the TERM scale (%)
Administrative and Maintenance	17	2 ³	11.7%

³ Funds are programmed in this Group TAM Plan to restore one of the two facilities rated as being in less than a state of good repair (see Section 7.2). The agency that owns the other facility rated

Facilities for which Agencies Have Direct Capital Responsibility Current (FY24) Condition			
Passenger or Parking	1	0	0%

as being in less than a state of good repair is currently in the process of working with FTA to dispose of that facility.

5 | ASSET LIFECYCLE STRATEGIES

As described in the federal regulation, Transit Asset Management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective and reliable public transportation. (49 CFR 625.5) The management of the inventory of public transportation assets throughout the lifecycle of those assets, including procurement, preventive maintenance, rehabilitation, replacement, and disposal, is described in this section. The description of these strategies is drawn primarily drawn from the guidance and policies provided by ODOT's Office of Mobility and Public Transit (OMPT), documented in detail in the ODOT State Management Plan (SMP), as supplemented by information provided by the Group TAM Plan participating agencies themselves.

5.1 Lifecycle Asset Management by ODOT and at the Group TAM Plan Participating Agencies

For all the transit organizations participating in this Group TAM Plan, asset management activity is coordinated by the ODOT OMPT. ODOT develops specific program standards, criteria, procedures and policies for the federal financial assistance programs, and participants in the programs are required to complete and submit periodic forms designed to capture data that reflects key performance and utilization aspects of their efforts in providing transportation services. ODOT OMPT monitors projects through on-site reviews, equipment inspections, implementation of reporting requirements, and other activities, as necessary, and assigns Project Managers, each responsible for a specific set of agencies to coordinate throughout the year on the different aspects of the

planning process. As needed for group TAM planning, representatives from each agency are brought together for discussions and workshops.

Responsibility for asset management among the Group TAM Plan participants may reside in the Finance, Operations, Maintenance or other functional areas of each agency or across multiple functional areas.

Beyond compliance with the eligibility requirements for federal funding, most participants see the vision for asset management in their organizations and motivation for participation in this Group TAM Plan as getting the most value out of their public transportation assets, collecting more information on their assets, improving asset management practices, and being able to understand where things are breaking, predict failure patterns, and address issues before the failures and break downs occur.

5.2 Capital Investment Decisions

ODOT is responsible for actively pursuing available FTA Program funds for the development and maintenance of rural public transportation services and the distribution of these funds to eligible transit operators throughout the state. ODOT's Office of Mobility and Public Transit is charged with oversight of these activities.

Funding is received through federal public transportation financial assistance programs for non-urbanized areas of the state including the FTA Section 5310, 5311, and 5339 programs. Financial assistance for urbanized areas of the state including the FTA 5307 and 5339 programs may be received directly by the transit provider or through another direct recipient. Each of these provides funding for a specific program purpose:

- Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities
- Section 5307 – Urbanized Area Formula Grants
- Section 5311 - Formula Grants for Rural Areas - supports public transportation for rural areas less than 50,000 population
- Section 5339 - Grants for Buses and Bus Facilities Program - provides funding to replace, rehabilitate and purchase buses and related equipment and construction of transit-related facilities.

Investments funded by these programs are included as an element of ODOT's Statewide Transportation Improvement Program (STIP) and therefore go through the STIP review process.

Section 5311 and Section-5307 program funding has historically been used primarily for operating and administrative purposes, while ODOT policy is to allocate the use of the Section 5310 program funding, as well as the Section 5339 funding for which it is the direct recipient, for capital funding. Capital expenses include the acquisition, construction and improvement of public transit facilities and equipment needed for safe, efficient and coordinated public transportation. Eligible capital expenditures include, but are not limited to, buses, vans, paratransit vehicles, communication equipment, wheelchair lifts, vehicle rehabilitation and computer hardware and software.

Capital funds are allocated to subrecipients based on the performance measures described in Section 2, including asset condition (percent past ULB), and 2020 Census population data (agency's service area(s)). The measures used change from year to year, determined annually by ODOT with input from the subrecipients at the time that funding is made available.

The analytical process used to determine capital investment needs and the resulting prioritized list of planned investments are described in Section 6 and Section 7, respectively, of this TAM Plan.

5.3 Asset Procurement

Asset procurement follows all federal and state regulations regardless of the amount of purchase. All purchases of equipment with a useful life of over one year and a unit cost greater or equal to \$1,000 are reported to the Office of Mobility and Public Transit using the inventory management tool (currently MYLEOnet). In addition, subrecipients coordinate the procurement of capital items by notifying ODOT of their intent to make a capital purchase. ODOT oversees and assists the subrecipients during the bid process review and delivery of the vehicles.

ODOT requires all subrecipients to have written procurement policies that reflect the required elements of applicable state and local purchasing regulations. These policies must also address all federal requirements as addressed in FTA Circular 4220.1F and 2 CFR § 200. Each subrecipient submits its procurement policy to OMPT and certifies during the Annual Request for Certification that the policy is up-to-date and properly implemented.

Subrecipients use their own documented procurement procedures which reflect applicable federal, state, and local laws and regulations, provided that the procurements

conform to applicable federal law and the standards identified in 2 CFR § 200.318 - § 200.326. In addition, subrecipients' procurement procedures must align with the OMPT procurement policy and procedures manual.

Subrecipients maintain oversight to ensure that contractors perform in accordance with the terms, conditions, and specifications of their contracts or purchase orders.

5.4 Asset Maintenance

Proper maintenance of assets is key to protecting assets purchased with federal funds and prolonging their useful life. All subrecipients must have a written maintenance policy and plan(s) for FTA-funded assets, submitted to OCTA OMPT, which they certify annually as being up-to-date and properly implemented. Plans are updated as needed when new vehicles are purchased to account for new technology and/or new manufacturer's recommended maintenance intervals and programs.

Maintenance plans typically include:

- Organization and assignment of responsibility for vehicle, facilities and associated accessory maintenance.
- A system of periodic inspections and preventive maintenance activities to be performed at certain defined intervals -- at a minimum following the manufacturer's recommended maintenance schedule -- to maintain each vehicle type and model, as well as facilities, equipment, wheelchair lifts, and other accessibility equipment. Preventive maintenance activities include daily pre-trip inspections by the vehicle operators, including daily checks of wheelchair lifts and associated accessibility equipment to ensure proper and safe working conditions and routine maintenance service as recommended by the manufacturer.
- A record-keeping system that maintains adequate permanent records of maintenance and inspection activity for vehicles and associated accessories.

Vehicle maintenance includes both preventive maintenance and repair/corrective maintenance. Maintenance activities and record-keeping should be monitored through a maintenance management system, which can range from paper reports to specialized asset maintenance software.

A majority of the agencies participating in this Group TAM Plan outsource their revenue vehicle, non-revenue vehicle, and facility maintenance, but a few perform all maintenance in-house and several employ a combination of in-house and outsourced

resources for maintenance. Maintenance practices and priorities vary, as reported by the Group TAM Plan participants. The agencies that perform in-house maintenance may follow the routine preventive maintenance schedules provided by the manufacturer and/or the agency’s own maintenance policy and criteria. Maintenance needs may be prioritized based on vehicle miles, the tracked cost of repairs, or the use of the vehicle (e.g., emergency vehicles). More extensive maintenance needs, e.g., a major breakdown or vehicle failure, may be performed as needed, considering available budget and priority, and may need to be outsourced for specialized maintenance services, e.g., heavy line work on vehicles or facility HVAC and plumbing systems.

When maintenance work is outsourced, coordination and scheduling with approved vendors may include preventive maintenance and repairs or same-day urgent repairs based on issue diagnosis. For non-routine or urgent maintenance, the process may include getting estimates and bids for the job, and the agency may check on work by the vendor during the process to make sure the work is being performed within the price and time limit agreed upon.

5.5 Asset Replacement

To ensure that vehicles are adequately maintained and remain in service for their full expected service life, ODOT has established minimum useful life standards for vehicles funded with state or federal funds (see Table 5-1).

Vehicles can be retired or replaced based on mileage and/or years in service, whichever exceeds useful life standards first. Note that the threshold minimum vehicle useful life before replacement standards may be slightly different than the ULB used to determine the asset management condition rating of the vehicle asset category.

Table 5-1: Revenue (public transportation passenger) Vehicle Minimum Useful Life Standards⁴

Vehicle Replacement Minimums		
Classification	Length	Useful Life
Small Vehicles (Minivans, Accessible & Standard Vans and Light-Duty Bus)	<ul style="list-style-type: none"><20ft – 22ft	<ul style="list-style-type: none">4 years and/or 100,000 miles

⁴ ODOT does not use state or federal funds to replace non-revenue vehicles.

Vehicle Replacement Minimums		
Medium-Size Vehicles (Light-Duty Bus & Van Body on Chassis/Cutaway)	<ul style="list-style-type: none"> 20ft – 25ft 	<ul style="list-style-type: none"> 5 years and/or 150,000 miles
Medium-Size Vehicles (Medium-Duty Transit Bus Chassis /Cutaway)	<ul style="list-style-type: none"> 25ft – 30ft 	<ul style="list-style-type: none"> 7 years and/or 200,000 miles
Medium-Size Vehicles (Heavy-Duty Transit Bus)	<ul style="list-style-type: none"> 30ft – 35ft 	<ul style="list-style-type: none"> 10 years and/or 350,000 miles
Large Vehicles (Heavy-Duty Transit Bus)	<ul style="list-style-type: none"> 35ft or greater 	<ul style="list-style-type: none"> 12 years and/or 500,000 miles

5.6 Asset Disposal

Once a vehicle has met its useful life and the subrecipient decides to dispose of the vehicle, the subrecipient must request approval from ODOT prior to initiating the disposal process. FTA retains a “federal interest” in the assets in which federal funds have been invested. For revenue vehicles and other assets purchased with federal assistance and valued at greater than \$5,000, the recipient may retain a portion of the funds -- \$5,000 plus the percentage of its local share -- in the original award. The remaining proceeds from the sale of a vehicle are returned to OMPT. OMPT use the funds to support public transportation purposes and reimburse the FTA their duly allowed amount. If a vehicle is replaced before achieving the minimum useful life standard, the proceeds of the sale must be used in part to repay the federal government for the remaining federal interest share of the vehicle.

5.7 Lifecycle Asset Management-Related Tools

Participant agencies use a variety of means to support their asset management activities, such as asset inventories and work order management, ranging from Excel spreadsheets to in-house developed software and commercial maintenance management or asset management software. Some rely on paper records, and some noted that they rely on ODOT’s MYLEOnet system for such purposes. Section 6.5 and Section 6.6 of this TAM Plan provide a detailed description of the tools used by participating agencies for asset management, analysis of needs, and investment decision support.

6 | ANALYTICAL PROCESS/INVESTMENT DECISION SUPPORT

To maintain Oklahoma public transportation assets in a state of good repair, consistent with the State Management Plan, ODOT employed an age-based decision-support tool to analyze its capital investment needs over time. The tool considers the condition of the assets currently in the Group asset inventory, projects their future condition, and identifies needed investment levels. On an annual basis, ODOT tracks and reviews the inventory of revenue vehicles that are at or beyond their Useful Life Benchmarks in determining its allocation of available funding to requesting transit providers. For this Group TAM Plan, the analysis has examined needs over the next 10 years more generally and specifically over the horizon period covered by this Group TAM Plan.

ODOT must prioritize investment to align with available funding, and this section of the TAM Plan also examines historical funding levels to estimate the projected level of financial resources available to address the identified capital needs. As noted in Section 1.1 of this TAM Plan, the analysis conducted for the Public Transit Policy Plan found that there was a backlog created by underfunding of capital investment, requiring strategic investment outcomes, including replacing old and aging vehicles to achieve a state of good repair -- defined as the updates and replacements required to operate at a full level of performance.

The last part of the section describes the analytical processes and decision-support tools used by Group TAM Plan participants to analyze and prioritize their capital needs and determine what investments are planned consistent with the projected available funding. As noted in the Policy Plan, bringing the fleet and support vehicles and facilities into a state of good repair and assuring that they remain in that condition is considered a critical need to increase safety, reduce cost, and allow current service levels to be maintained. The Policy Plan also notes that in addition, significant investment in vehicle and facilities expansion will be required to meet increased levels of service in line with transit service needs.

6.1 Capital Needs

For this Group TAM Plan, ODOT used an age-based decision-support tool to estimate unconstrained capital investment needs — specifically, eliminating the backlog and maintain it at \$0 — over a 10-year period. This tool estimates capital replacement needs based on each asset class, age, replacement cost, and expected useful life. Because of the parameters for expenditures distinct to each funding source, the investment needs projections were also separated by funding type. Figure 6-1 illustrates the annual investment needs for the participating urban (5307), rural (5311), and enhanced mobility (5310) sub/recipients for the 10-year period, and Figure 6-2 shows the annual investment needs by asset category. The initial backlog for the group in 2024 is at \$31.1 million, with the majority share of that need born by 5311 funding subrecipients.

One of the key assumptions of the unconstrained capital needs analysis is that vehicles will be replaced once they reach the Useful Life Benchmark (ULB). Due to the variety of vehicle models and types of services, FTA ULB default values were used in the analysis. However, these ULBs may be overly conservative, given the specific nature of the service. It is possible that vehicle replacement might not be necessary as frequently as the ULBs suggest, particularly if a vehicle has not yet reached its mileage threshold and continues to incur stable maintenance costs throughout its lifecycle. The backlog and capital needs in the 2020 Group TAMP show similar investment levels, indicating that the fleet is being maintained with capital investments at levels comparable to those in previous years. A similar situation applies to facilities, where an overall deterioration rate

is assumed based on FTA national values that may not fully reflect the actual conditions facilities are experiencing. As part of continuous improvement, ODOT proposes evaluating the ULBs to recommend values tailored to regional conditions and the services provided, including additional measures such as life to date mileage.

Figure 6-1: 10-Year capital investment needs by FTA funding program

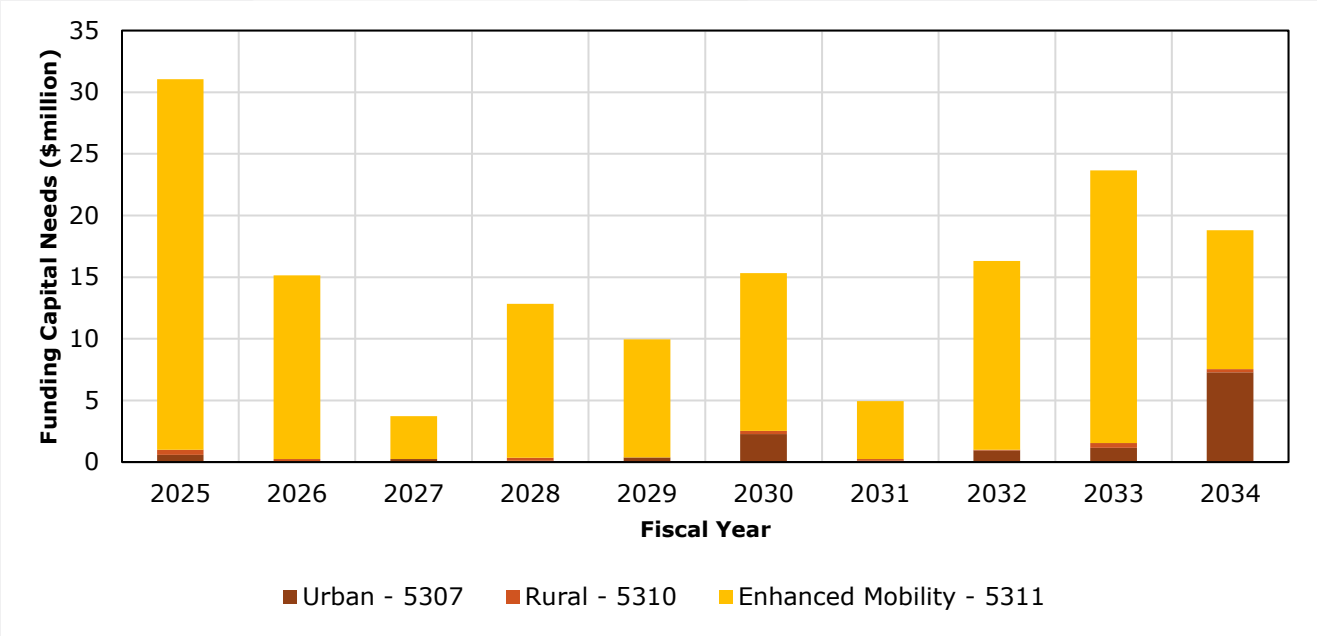
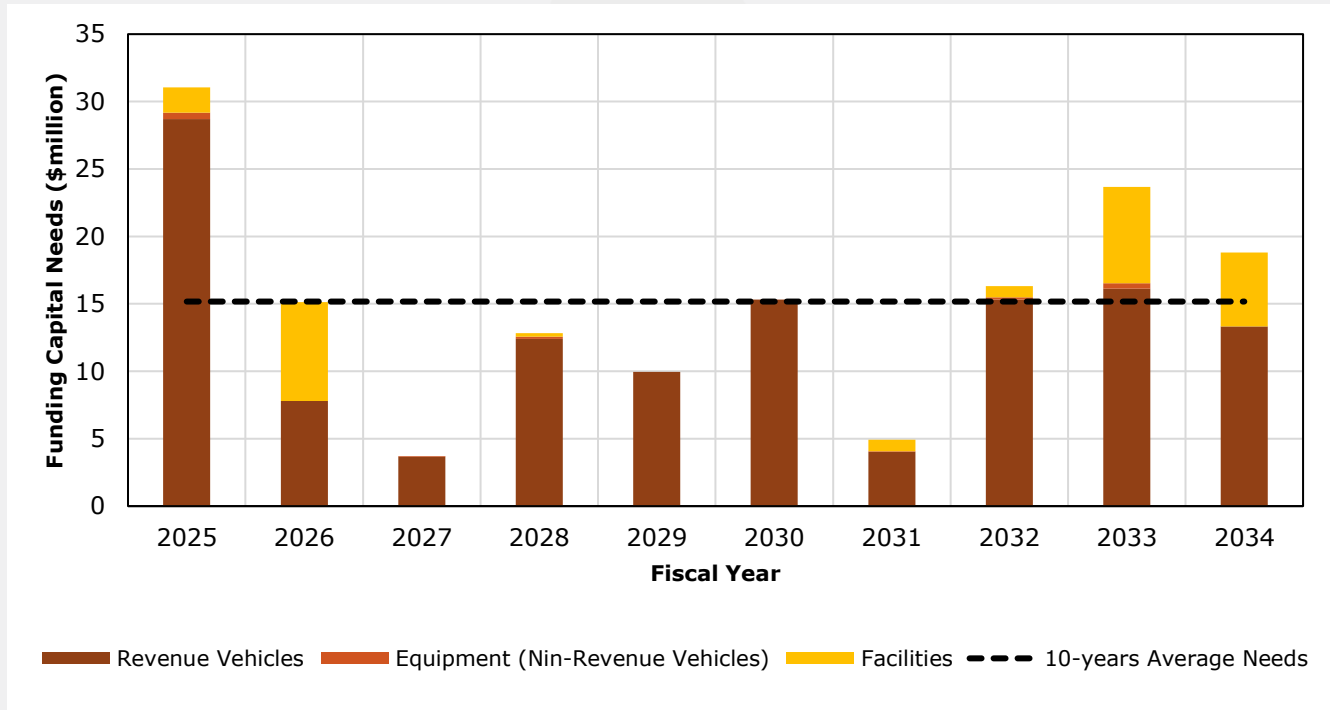


Figure 6-2: 10-Year capital investment needs by asset category



As shown in Table 6-1, the group has an average annual 10-year capital need of \$15.7 million to maintain transit assets in a state of good repair. These needs are primarily driven by revenue vehicles, which account for more than 83 percent of the total investment. This aligns with the asset inventory, where revenue vehicles outnumber facilities and equipment (including non-revenue vehicles) by an order of magnitude. Estimates further indicate that rural subrecipients (5311) drive 90% of the total 10-year capital needs.

Table 6-1: 10-year capital needs by FTA funding program type and asset category

FTA Program	10-year Capital Needs (\$million)	Annual Capital Needs (\$million annual)
5307 – Urban	13.1	1.3
Revenue Vehicles	9.55	0.95
Equipment (Non-Revenue Vehicles)	0.23	0.02
Facilities	3.29	0.33

FTA Program	10-year Capital Needs (\$million)	Annual Capital Needs (\$million annual)
5310 – Enhanced Mobility	2.0	0.2
Revenue Vehicles	2.0	0.2
Equipment (Non-Revenue Vehicles)	-	-
Facilities	-	-
5311 – Rural	136.7	13.7
Revenue Vehicles	115.1	11.5
Equipment (Non-Revenue Vehicles)	1.1	0.1
Facilities	20.5	2.0
TOTAL	151.72	15.17

6.2 Funding Sources and Levels

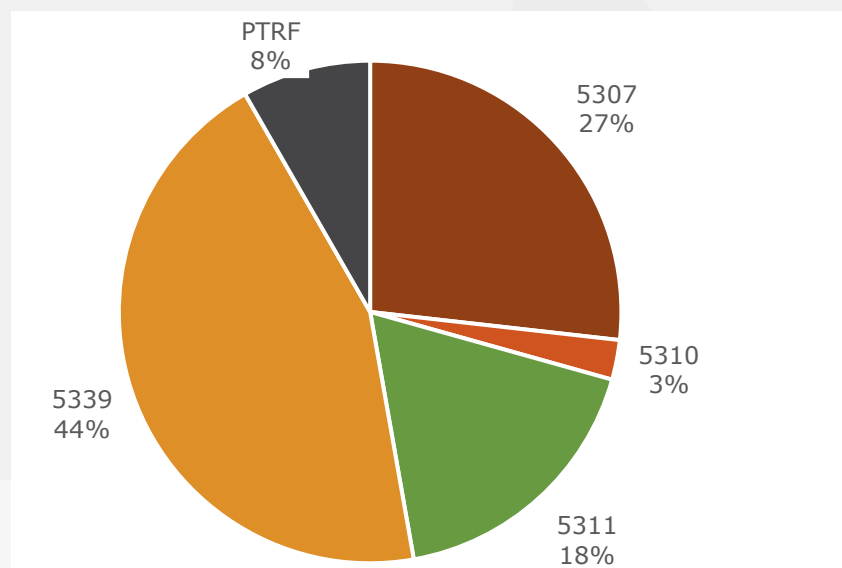
Capital investment funding primarily comes from FTA’s Section 5339, 5307, and 5310 programs, each designated to support different aspects of transit asset management, with contributions to capital funding varying across these sources. Historical expenditures indicate that all federal funding from Sections 5339 and 5310 is allocated to capital expenditures, whereas only 10% of total average funding from Section 5311 and approximately 22% from Section 5307 is directed toward capital investments. The remaining funds are allocated to administrative and operating activities. The analysis in this section focuses exclusively on capital funding.

FTA’s Section 5339 funds are available to both rural and urban agencies; however, the City of Norman, Edmond CityLink, and Enid Transit—the three small urban agencies participating in this Group TAM Plan—are the only eligible recipients of urban funding (5307) and are not eligible for rural funding (5311). Additionally, Section 5310 funding is exclusively available to agencies providing enhanced mobility services for seniors and individuals with disabilities.

Additionally, the Oklahoma Public Transit Revolving Fund (PTRF) also contributes to capital investment funding. For FY25, \$10.75 million were allocated to 5311 subrecipients through this fund. It is estimated that approximately 10 percent of these funds are directed toward capital investments. The remaining funds are typically used for operating and administrative expenses, which are critical to sustaining day-to-day transit services. This funding source adds another layer of capital funding to address capital needs.

Due to this relatively complex funding structure, the Group TAM Plan analysis separates funding sources and needs to provide the most accurate representation of the funding landscape. Figure 6-3 illustrates the distribution of capital funding available to Group TAM Plan participants from FY 2020 to 2024. Historical funding from shows that Section 5339 accounted for 45% of available transit funding, followed by Section 5307 with 27%, Section 5311 with 18%, PTRF with 8%, and Section 5310 with 2%.

Figure 6-3: Distribution of capital funding for FY2020 to FY 2024



Notes: Historical Capital Investment Levels - Data Sources

- **Section 5307:** Agency Transit Profiles from the National Transit Database (NTD). These profiles include general agency information, financial and modal data, as well as performance and trend indicators. Final historical expenditures verified by the Group TAM Plan participants.
- **Sections 5339 and 5310:** FTA Allocations for Formula and Discretionary Programs by State (FY 1998–2024). This data source provides a state-by-state analysis of FTA apportionments and

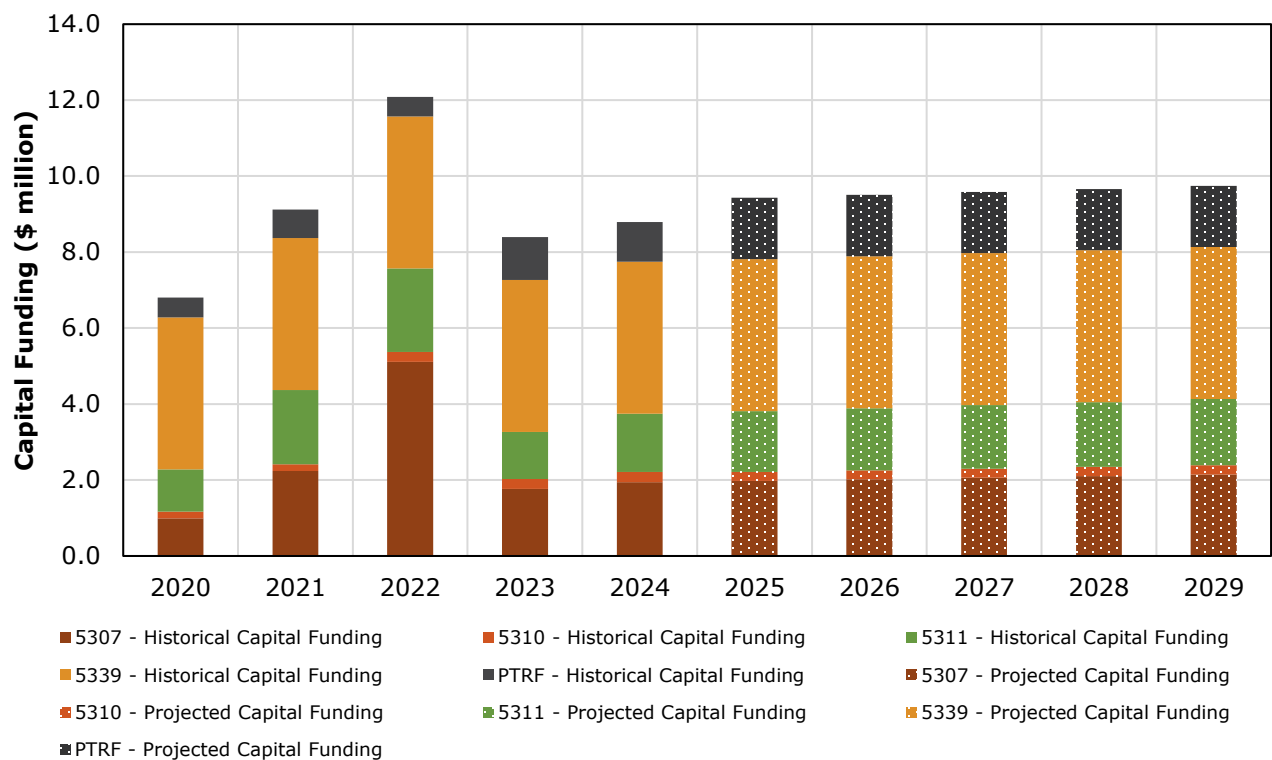
allocations. Funds under the Section 5307 Urbanized Area Formula, 5310 Enhanced Mobility, and 5339 Bus Formula Programs are apportioned to Urbanized Areas (UZAs), with some UZAs spanning multiple states.

- **Section 5311:** Contract amounts provided by ODOT OMPT.
- **PTRF:** Historical available capital funding obtained from the "Rural and Urban Performance Allocation" report for 5311 developed by ODOT OMPT.

This historical funding analysis does not account for one-time funding allocations, such as the federal "Coronavirus Aid, Relief, and Economic Security Act" (CARES Act) and the Infrastructure Investment and Jobs Act (IIJA) and a one-time allocation from the Governor in 2024. While these funds provide additional sources of potential capital funding, they have been excluded from the historical funding sources shown in Figure 6-3 and the historical and projected capital funding for the next four years shown in Figure 6-4.

Accordingly, Figure 6-4 illustrates the trend in capital funding levels for each source from FY 2020 through 2024, along with projections based on the historical average federal program expenditures (adjusted for inflation) for the next four years. These projections estimate average annual capital funding at \$1.60 million for 5311, \$1.99 million for 5307, \$0.23 million for 5310, \$4.00 million for 5339, and \$1.61 million from state funding via the Oklahoma PTRF. This results in a total average annual funding forecast of \$9.43 million over the next four years.

Figure 6-4: Projected capital funding based on historical funding levels



6.3 Gap Assessment

Table 6-2 portrays the level of anticipated annual capital funding available from each FTA program compared with the estimated capital investment needs of the Group TAM Plan participants in that funding program.

Table 6-2: Summary of Group TAM Plan funding analysis

Current and Projected Capital Needs and Funding (\$million)				
Funding Subgroup	Funding Source Availability	Projected Capital Funding Available (\$ million annual)	Forecasted Capital Needs (\$ million annual)	Difference (\$ million annual)
5307	5307 ¹	1.98	1.31	+0.67
5310	5310	0.23	0.20	+0.30
5311	5311	1.61	13.67	-12.06

Current and Projected Capital Needs and Funding (\$million)				
	5339	4.00		+4.00
	PTRF (State)	1.61		+1.61
	Subtotal	7.22	13.67	-6.45
Total		9.43	15.18	-5.45

Note:

¹ 5307 Historical available funding includes directed generated, federal, state and local funding

Based on the capital needs and funding analyses, it is evident that the projected funding levels for the group are insufficient over the 10-year period to meet the capital investment needs required to maintain all assets in a state of good repair, resulting in an average annual funding gap of approximately \$5.45 million. While the capital needs and historical funding analyses indicate that projected funding levels for 5307 and 5310 are likely adequate to address their respective capital needs, funding levels for 5311 fall short of covering the forecasted capital requirements. These results align with the challenges the DOT has been experiencing in recent years, highlighting the ongoing struggle to secure sufficient funding to meet capital needs, particularly for rural transit providers. In 2024, ODOT is receiving a one-time allocation of State funding from the Governor of \$6.17 million that ODOT will use to support vehicle acquisitions by rural transit providers, which will help reduce the funding gap. Note that the assumptions made in the unconstrained capital needs analysis play an important role in estimating investment levels, and the difference for the 5311 program may stem from overly conservative assumptions regarding the ULBs.

This funding analysis focuses on addressing the needs for eliminating the initial backlog, maintaining transit assets in a state of good repair, and sustaining current service levels for each agency. However, in determining investment needs, ODOT OMPT also accounts for service expansion to meet the state's transit demands, consistent with the State Management Plan and Public Transit Policy Plan. These expansions require additional investments in new assets, further increasing projected capital investment needs. Expansion needs have not been included in the funding gap assessment, which is limited to current service levels and backlog elimination.

6.4 ODOT Management, Analysis and Decision-Support Tools

As described earlier in this Group TAM Plan, ODOT retains the asset inventory and performance data for all of its subrecipient transit providers in MYLEOnet, a web-based asset management module used to keep track of operating and capital costs, total annual revenue, and revenue vehicle miles, among other measures. Subrecipients are required to periodically complete and submit forms in MYLEOnet designed to capture data that reflects key performance and utilization aspects of their efforts in providing transportation services, working with their respective OMPT project managers. MYLEOnet provides ODOT OMPT with the information to actively manage and analyze the assets and performance of this diverse set of transportation agencies and provides monthly, quarterly and annual reports for sharing that information with the providers and ODOT decision-makers. The range of capabilities supported by this tool range from regular review and resolution of reimbursement of claims to the annual processes of reviewing, prioritizing, and approving the allocation of FTA assistance program funding among the state's transit providers. ODOT is in the process of transitioning these capabilities to a new Black Cat software system.

6.5 5311 and 5310 Participants' Investment Analysis and Tools

Participating agencies employ a variety of analytical processes and tools to support decisions as to their priority investment needs.

Participants review their asset inventories, considering the mileage and age-based useful life benchmarks. Some also review vehicle maintenance records to determine which vehicles are costing more money to repair and keep in service, for which information some use software programs that track vehicle age, mileage and the cost of repairs.

Vehicles eligible for disposal and replacement and facilities elements requiring major repair or replacement are examined against available funding sources. This process is generally done annually and may be coordinated with when the grant funding becomes available. The agency leads then may determine how much federal and local share is available; for at least one agency the determination of local share availability is based on sales tax revenue projections.

Depending on the agency, ultimate decision-making authority, including approval of the needed amount of local match, may rest with the Board of Directors of the agency or the City Manager and the City Council.

Applications for grant funding follow grant guidelines and processes, as well as local jurisdiction (e.g., County) County purchasing procedures. The agency's director or designated manager is then responsible for applying for the grants and acquiring bids.

For some agencies, that determination of costs is conducted first as an input to the decision-making authority's considerations. And a budgeting process may be conducted annually in advance of any requests and approvals for procuring specific assets.

In most cases, the amount of funding available largely determines how much is spent on repairs and replacements, with needs prioritized by agency criteria such as age and condition/degree of disrepair.

Agency fiscal policy and procurement policy may sets thresholds and requirements for purchases, such as when a contract must be put out for bid, when to advertise and solicit, and how many quotes must be obtained before there can be an award.

When considering the types of vehicles to be acquired, one agency regularly looks at trip and passenger data, and, for example, if a great majority of rides are one or two passengers, the decision might be to purchase more vans and minivans than cutaways or CDL vehicles.

The analytical processes used by 5310- and 5311-funded agencies to support investment decisions regarding vehicle replacement are shown in Table 6-3.

Table 6-3: Analytical processes used by participating agencies

Processes	Agencies
Vehicle Replacement Decision Making Process	
Management decides if funds are available to acquire or replace vehicles	CAR, GT, MAGB
Generate reports on vehicle mileage and maintenance, then discuss with staff to decide on replacements	KATS, LIFT, MCT
Staff review maintenance records and years of service for each vehicle and decide which vehicle	COTS, CPTS, DELTA, FIRST

Processes	Agencies
should be replaced based on age and maintenance costs	
Monthly meetings to discuss issues with rolling stock and future funding	SORTS, WVT

To manage their asset inventories and lifecycle strategies, including operation and maintenance, their financial management needs, and to support their investment decisions, the 5310- and 5311-funded agencies employ a variety of tools, as shown in Table 6-4.

Table 6-4: Analytical, management and decision support tools used by participating agencies

Tools and How They Are Used	Agencies
Myleonet	
To track preventive maintenance and maintenance	FIRST
Unknown	ASCC, CDD, CPTS, GT, WVT
Black Cat	
Unknown	GT, MCT
Fleet Tracking System Software	
Fleet Verizon Connect	MCT
KellyPro for revenue vehicle inventory	CAR
PhylyTrac	LIFT
WellRyde	LIFT
Maintenance Management System	
In-house developed system	DELTA, LIFT
In-house developed system	KATS
Central Square Naviline Work Order system for Facilities work and Naviline Fleet Maintenance Job Order system for vehicle repairs/service	CSS

Tools and How They Are Used	Agencies
CIC	CST
Scheduling, routing, and business operations technology	
Transit Assistant	CAR, CPTS, DELTA, LIFT
Unknown	MCT
Financial Management Software	
MIP Fund Accounting	CPTS
NetSuites Accounting Software	LIFT
Unknown	SORTS, MAGB, MCT
MS Excel or Access	
For documenting vehicle condition, tracking maintenance, and comparing repair costs to replacement costs (JAMM, MCT)	CPTS, OSU, MCT
For documenting vehicle maintenance, scheduling preventive tasks, monitoring inventory and costs, and alerting when vehicles reach useful life benchmark (CAR, SORTS)	CAR, CDD, SORTS
For logging mileage, maintenance, and scheduling maintenance	MAGB
Unknown	ASCC, COTS, DELTA, KATS, LIFT, WVT
Inspection Sheets / Paper forms	
ASCC, CAR, CDD, DELTA, FIRST, GT, KATS, LIFT, MCT, SORTS, WVT	

6.6 5307 Participants' Investment Analytical Process and Prioritization

The analytical processes and tools described in Section 6.4 are used internally by those agencies, but they also inform the agency-side of TAM investment prioritization process overseen by ODOT and described in Section 7.1. The three Section 5307-funded small Tier II urban transit providers that are participating in this Group TAM Plan employ similar processes and tools, but they also conduct their own investment prioritization

processes and decision-making independent of ODOT oversight and the processes conducted by ODOT that are described in Section 7.1. [The results of the 5307-funded agencies investment decisions are incorporated together with the other participants in this Group TAM Plan in the Project-Based Prioritized List of Investments in Section 7.2 of this TAM Plan.]

The analytical processes and tools used by the three agencies are shown in Table 6-5 and Table 6-6.

Table 6-5: Analytical processes used by 5307 agencies

Processes	Management decides if funds are available to acquire or replace vehicles	Generate reports on vehicle mileage and maintenance, then discuss with staff to decide on replacements	Staff review maintenance records and years of service for each vehicle and decide which vehicle should be replaced based on age and maintenance costs	Monthly meetings to discuss issues with rolling stock and future funding
CE	-	-	X	-
CON	-	-	-	X
ENID	-	-	-	-

Table 6-6: Analytical, management, and decision support tools used by 5307 agencies

Tools	MyLeonet Asset Management Module	Fleet Tracking System Software	Maintenance Management System	Enterprise Asset Management System
CE	X	Passio	In-house developed system	
CON	-	Asset Works	Asset Works	-
ENID	X	Complicore	Cartegraph	-
Tools	Scheduling, routing, and business operations technology	Financial Management Software	MS Excel or Access	Inspection Sheets or Paper forms
CE	Ecolane	Central Square	For asset inventory, depreciation	X
CON	RouteMatch	Munis	For asset inventory, depreciation	-
ENID	Transit Assistant	-	-	X

7 | INVESTMENT PRIORITIZATION

Informed by the investment needs and analytical processes described in Section 6, this section describes ODOT’s process for prioritizing needs and developing its prioritized list of planned capital project investments over the horizon period covered by this Group TAM Plan.

7.1 Prioritization Criteria

Because the eligibility criteria and uses of each FTA funding program differ, as described earlier in this Group TAM Plan, ODOT’s investment prioritization processes are specific to each funding source, but ODOT funding allocations to agencies from all funding sources are data driven.

All vehicles and related capital assets for which ODOT provides funding must be used exclusively for public transit services and must be ADA compliant. To maximize efficiencies in use of the available funds, vehicle types and accessories are limited to those available on the statewide contract.

[The three 5307-funded small urban agencies that are participants in this Group TAM Plan undertake their own investment analysis and prioritization processes as described in Section 6.5.]

7.1.1 5310 Funding

Minimum eligibility requirements for 5310 funding include factors specific to the purposes of this FTA funding program, such as the agency’s participation in the Locally Developed, Coordinated Public Transit Human Services Transportation Plan and public participation and coordination requirements, as well as civil rights, Equal Employment Opportunity and Title VI requirements.

Accordingly, the evaluation and prioritization criteria reflect those public purposes, with projects awarded points, up to a maximum “score” of 100 points, based on such factors

as the agency's Title VI, EEO, and DBE Plans and its Public Participation/Coordination Plan and participation in coordination plan meetings. ODOT also reviews and awards points based on the adequacy and completeness of the agency's vehicle maintenance records, as well as its record in providing service as measured by ridership.

Table 7-1: Analytical process and prioritization criteria for allocation of 5310 funding

Investment Prioritization for Use of 5310 Funds	
Criterion	Weight
Primary Purpose/System Description	15%
Performance Measures	15%
Public Participation and Coordination Requirements	10%
Past Performance in the Section 5310 Program	10%
Project	50%

7.1.2 5311 Funding

Allocation of Oklahoma's statewide allotment of 5311 funds is determined by a two-phase analysis and prioritization process. In the first, Incentive Allotment, phase, priority is determined by the annual average passenger fare revenues, either paid into the farebox or as payment for a transit pass. In the second, Performance Allotment, phase the analysis process includes three prioritization criteria based the following annualized performance indicators:

- Passenger miles: thirty-five percent (35%) based on each subrecipient's pro-rata share of the preceding two years annual average passenger miles reported statewide
- Revenue miles: twenty percent (20%) based on each subrecipient's pro-rata share of the preceding two years annual average revenue miles reported statewide
- Passenger trips: forty-five percent (45%) based on each subrecipient's pro-rata share of the preceding two years annual average passenger trips reported statewide

Table 7-2: Analytical process and prioritization criteria for allocation of 5311 funding

Investment Prioritization Process for 5311 Funds, Phase 1: Incentive Allotment	
Criterion	Weight
Passenger Revenue	100%
Investment Prioritization Process for 5311 Funds, Phase 2: Performance Allotment	
Criterion	Weight
Passenger Miles	35%
Revenue Miles	20%
Passenger Trips	45%

7.1.3 5339 Funding

Section 5339 program funding can be used for both replacement of vehicles beyond their Useful Life Benchmarks and for expansion of service, but a minimum of at least 50 percent of the number of new vehicles requested must be dedicated to replacement.

Each subrecipient is allotted a pro-rata share of total 5339 funds available to Oklahoma. The multi-criteria decision-making analytical process allocates funding to projects based on the following prioritization criteria:

- **Useful Life Benchmark:** Forty percent (40%) of the State's allotment of 5311 funds is assigned based on how many vehicles each subrecipient has that are past their useful life benchmark.
- **Passenger trips:** Fifteen percent (15%) of the State's allotment is determined by the percentage of total reported statewide annual passenger trips represented by each subrecipient's preceding two (2) years' annual average passenger trips.
- **Revenue miles:** Fifteen percent (15%) of the State's allotment is determined by the percentage of average annual revenue miles reported statewide represented by each subrecipient's preceding two (2) years' annual average revenue miles.
- **Population:** Ten percent (10%) of the allotment is based on the county population (using 2020 census data) in which the subrecipient operates.

- **Guaranteed funds:** Twenty percent (20%) of the allotment is evenly divided among subrecipients to ensure that all have an opportunity to purchase rolling stock and/or transit related equipment. [Each eligible subrecipient is guaranteed a minimum, sixty thousand dollars (\$60,000.00).]

Table 7-3: Analytical process and prioritization criteria for allocation of 5339 funding

Investment Prioritization for Use of 5339 Funds	
Criterion	Weight
At or exceeding Useful Life Benchmark	40%
Passenger Trips	15%
Revenue Miles	15%
County Population Served	10%
Guaranteed Base Funding	20%

7.2 Project-Based Prioritized Investments

The program of projects shown in Table 7.4 includes projects to improve or manage the state of good repair of the capital assets for the group of Oklahoma’s Tier II transit providers participating in this Group TAM Plan over the Plan’s horizon period, considering those that address an identified unacceptable safety risk. The program also takes into consideration the estimation of funding levels from all available sources that can reasonably expect to be available in each fiscal year during the TAM Plan horizon period. (The applicable projects also take into consideration requirements under 49 CFR 37.161 and 37.163 concerning maintenance of accessible features and the requirements under 49 CFR 37.43 concerning alteration of transportation facilities.)

Table 7-4: Prioritized list of investments by priority and year

Project	Funding Source	FY24	FY25	FY26	FY27	FY28	Total 2024-2028	Priority
Revenue Vehicles Replacement								
Van	5310	\$ 651,000 7 vehicles (1 CFL, 1 CPTS, 1 FIRST, 4 Ki Bois)	\$ 773,760 8 vehicles (2 CFL, 1 CPTS, 2 FIRST, 1 INCA, 2 Ki Bois)		\$1,464,573 14 vehicles (2 CPTS, 2 HOH, 2 FIRST, 2 CFL, 3 KATS, 2 MAGB, 1 MCT)	\$1,087,968 ca. 10 vehicles (TBD)	\$3,977,301 ca. 39 vehicles	High
Van	5311		\$ 386,880 4 vehicles (4 MAGB)	\$ 402,355 4 vehicles (4 MAGB)	\$ 418,449 4 vehicles (4 MAGB)	\$ 435,187 4 vehicles (TBD)	\$1,642,871 16 vehicles	High
Van	5339a		\$4,545,840 47 vehicles (1 COTS, 3 CPTS, 1 Delta, 5 FIRST, 2 JAMM, 14	\$3,721,786 37 vehicles (1 COTS, 2 CPTS, 1 Delta, 5 FIRST, 2 JAMM, 9 KATS, 2 LIFT, 1	\$3,870,657 37 vehicles (1 COTS, 2 CPTS, 1 Delta, 5 FIRST, 2 JAMM, 9	\$4,025,483 37 vehicles (TBD)	\$16,163,766 158 vehicles	High

Project	Funding Source	FY24	FY25	FY26	FY27	FY28	Total 2024-2028	Priority
			KATS, 2 LIFT, 1 MAGB, 4 PEL, 10 RED, 4 SW)	MAGB, 4 PEL, 8 RED, 2 SW)	KATS, 2 LIFT, 1 MAGB, 4 PEL, 8 RED, 2 SW)			
Paratransit Vehicle (type TBD)	5339a/5339c			\$ 100,000 1 vehicle (1 CON)	\$ 300,000 3 vehicles (3 CON)	\$ 200,000 2 vehicles (2 CON)	\$ 600,000 6 vehicles	High
Cutaway	5339, STBG, local funding		\$ 707,180 4 vehicles (4 CE)	\$ 183,867 1 vehicle (1 CE)	\$ 382,442 2 vehicles (2 CE)	\$ 198,870 1 vehicle (1 CE)	\$1,472,359 8 vehicles (8 CE)	High
Bus	5339a		\$ 762,320 1 vehicle (1 OSU)	\$ 792,813 1 vehicle (1 OSU)	\$ 824,525 1 vehicle (1 OSU)	\$ 857,506 1 vehicle (TBD)	\$3,237,164 4 vehicles	High
Bus	STBG		\$1,540,096 2 vehicles (2 CON)				\$1,540,096 2 vehicles	

Project	Funding Source	FY24	FY25	FY26	FY27	FY28	Total 2024-2028	Priority
Non-Revenue Vehicles Replacement								
Van	5311	\$93,000 1 vehicle (1 CAR)					\$ 93,000 1 vehicle	Medium
Facilities								
Upgrade and Repairs	5339	\$ 40,000 (CAR)	\$ 197,356 (CON)				\$ 237,356	High
New Facilities	5339b		\$ 859,725 (KATS)				\$ 859,725	High
New Facility	CARES		\$7,939,118 (OSU)				\$7,939,118	High
Parking Lot	5339b and CARES	\$ 288,767 (ENID)					\$ 288,767	High

Project	Funding Source	FY24	FY25	FY26	FY27	FY28	Total 2024-2028	Priority
Major Equipment								
Hydraulic Lifts (2)	5339b		\$ 22,000 (MCT)				\$ 22,000	High
Revenue Vehicles Expansion								
Van	5310	\$1,581,000 17 vehicles (1 CEL, 1 CHCSEK, 3 CEC, 3 FIRST, 3 HOH, 4 MAGB, 2 SOAR)	\$ 773,760 8 vehicles (1 CSAC, 1 EI Reno, 2 HOH, 1 MAGB, 1 MCT, 1 Mercy, 1 OPI)	\$ 796,000 8 vehicles (1 CFL, 1 CPTS, 2 FIRST, 1 INCA, 2 Ki Bois, 1 MAGB)	\$ 313,837 3 vehicles (1 HOH, 1 CFL, 1 KATS)	\$ 543,984 ca. 5 vehicles (TBD)	\$3,212,581 ca. 33 vehicles	Medium
Van	5311	\$ 279,000 3 vehicles (3 MAGB)					\$ 279,000 3 vehicles	Medium
Van	5339a		\$1,837,680 19 vehicles	\$1,911,187 19 vehicles	\$1,987,635 19 vehicles	\$2,067,140 19 vehicles	\$7,803,642 76 vehicles	Medium

Project	Funding Source	FY24	FY25	FY26	FY27	FY28	Total 2024-2028	Priority
			(1 COTS, 2 CPTS, 3 FIRST, 2 JAMM, 5 KATS, 2 LIFT, 3 MAGB, 1 PEL)	(1 COTS, 2 CPTS, 3 FIRST, 2 JAMM, 5 KATS, 2 LIFT, 3 MAGB, 1 PEL)	(1 COTS, 2 CPTS, 3 FIRST, 2 JAMM, 5 KATS, 2 LIFT, 3 MAGB, 1 PEL)	(TBD)		
Van	5339, STBG			\$ 344,850 2 vehicles (2 CE)			\$ 344,850 2 vehicles	Medium
Cutaway	5310	\$ 336,000 3 vehicles (2 CFL, 1 PEL)	\$ 116,480 1 vehicle (1 Mangum)			\$ 131,024 1 vehicle (TBD)	\$ 583,504 5 vehicles	Medium

8 | CONTINUOUS IMPROVEMENT

FTA regulations requiring updates of the Group TAM Plan every four years, at a minimum, provide the group with an opportunity to continuously improve the maturity of asset management practices in the Office of Mobility and Public Transit and at the individual agency level. Progress has been made in advancing some of the improvement initiatives identified in the 2020 update to the Group TAM Plan. The following initiatives have been identified for consideration over the next four years:

Analytical Processes and Project Prioritization in Investment Decisions

In the 2020 Group TAM Plan update, one improvement initiative proposed for consideration was to review the processes for allocating federal funding to ensure that the best use is made of available resources, incorporating asset management principles, and ODOT OMPT has subsequently made significant strides in creating or refining its funding allocation processes. In 2020, ODOT had only recently assumed responsibility for the planning and funding of the State's 5310 agencies, and prioritization criteria and a process for the 5310-funded subrecipients had yet to be established. As described in Section 7.1.1, an analytical process and prioritization criteria for allocation of the State's 5310 funds has now been created, and the allocation processes for 5311 and 5339 funds have both been refined. More can be done in coming years to further the objective of strengthening asset management practices and assuring that limited available funding is best applied to meeting state of good repair investment needs. One area of consideration, for example, might be extending the type of criteria developed for evaluating the 5310 agencies applying for funding directly to the prioritization of the projects themselves. ODOT and the 5307-funded participants in the Group may also want to consider development of more uniform processes and prioritization criteria for 5307 agencies wishing to participate in the ODOT Group TAM Plan in the future.

Best Practices in Investment Prioritization Framework/Tools

As shown in Section 6.4, participants in this Group TAM Plan use a variety of processes and tools in analyzing their needs and prioritizing their proposed investments. Opportunities for sharing best practices and lessons learned among the Group TAM Plan participants could lead to improved practices by some. Moreover, as ODOT OMPT refines

and improves its processes and prioritization criteria, as suggested above, the participating agencies in the Group TAM Plan will want to keep their processes in sync.

Useful Life Benchmark Refinement

The funding gap identified for meeting the investment needs of Group participants, particularly 5311-funded agencies, over the life of this TAM Plan is based on FTA “default” Useful Life Benchmarks (ULBs). FTA encourages agencies to set their own ULBs based on their experience operating vehicles or maintaining facilities in their own respective operating environments. As tools used by agencies for capturing asset performance and condition become more widespread and asset condition and maintenance histories become more extensive and informative as the basis for repair and replacement decisions, it may behoove ODOT and the Group TAM Plan participants to establish either Oklahoma-specific or agency-type (by FTA funding program)-specific ULBs. Toward that end, a workshop among Group TAM Plan participants to share knowledge about the factors they look at and when in making the decision that, for example, a vehicle must be replaced might assist in formulating more realistic ULBs for asset management planning purposes.

APPENDIX A: KEY DEFINITIONS

ACCOUNTABLE EXECUTIVE

Defined by 49 U.S.C. Chapter 53 as a “single, identifiable person who has ultimate responsibility for carrying out the safety management systems of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency’s public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency’s transit asset management plan in accordance with 49 U.S.C. 5326.

TRANSIT ASSET OR TRANSIT CAPITAL ASSET

A depreciable physical Asset required to support transit service either directly or indirectly, including vehicles, stations, facilities, guideway and systems Assets, whether mobile or fixed.

ASSET INVENTORY

Refers to a register of agency’s assets and information about those assets.

LIFECYCLE

The time interval that begins with the acquisition of a Transit Asset and ends with the disposal of the Transit Asset. Lifecycle phases may include planning, design, procurement, construction, operations, maintenance, rehabilitation, and asset replacement/disposal.

STATE OF GOOD REPAIR

Defined by 49 U.S.C. Chapter 53 as the “condition in which a [transit asset or] capital asset is able to [safely] operate at a full level of performance.” The State of Good Repair is further defined by an asset’s Useful Life Benchmark (for rolling stock and equipment) or physical condition (for facilities). Assets are considered in a State of Good Repair when they do not meet or exceed their ULB or physical condition threshold. Vehicle and equipment assets, for example, are considered in a State of Good Repair, when rated as a 2.5 or above on TERM Lite scale, where 2.5 is equivalent to the ULB set for an asset class. Additionally, facilities, are considered in a State of Good Repair when rated as a 3 or above on FTA’s TERM scale. *Also see definition for Useful Life Benchmark.*

STATE OF GOOD REPAIR BACKLOG

The cumulative dollar value of deferred capital maintenance and replacement needs.

TERM SCALE

The five-category rating system used in the FTA's TERM Model to describe the condition of an asset, where 5 is excellent condition and 1 is poor condition.

TIER I TRANSIT PROVIDER

An entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient, that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

TIER II TRANSIT PROVIDER

An entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

TRANSIT ASSET MANAGEMENT (TAM)

Defined by 49 U.S.C. Chapter 53 as "the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation."

TRANSIT ASSET MANAGEMENT (TAM) PLAN

This document, which describes: the capital asset inventory; condition of inventoried assets; TAM performance measures, targets, and prioritization of investments aligned with the agency's strategic goals and objectives; as well as the strategies, activities, and resources required for delivering this plan (including decision support tools and processes); and other agency-wide approaches to continually improve TAM practices.

GROUP TAM PLAN

Defined by 49 U.S.C. Chapter 53 as "a single TAM Plan that is developed by a sponsor on behalf of at least one tier II provider.

USEFUL LIFE

Defined by 49 U.S.C. Chapter 53 as “either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.” It generally defines the minimum eligibility for retirement, replacement, or disposal of an asset.

USEFUL LIFE BENCHMARK (ULB)

Defined by 49 U.S.C. Chapter 53 as “the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.” The ULB is the realistic expectation for when an asset would be disposed or replaced based on operating environment and procurement timelines. It is not the same as “Useful Life” in FTA grant programs, is reported by age (in years), and usually only pertains to rolling stock or equipment. It is a single number shared for or within specified asset classes, although may vary across different asset classes and providers.

APPENDIX B: AGENCY PORTFOLIO SUMMARIES

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

ASCC

Aging Services, Inc

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	1	10	-	-
MINIVAN (MV)	-	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TOTAL	1	-	-	-

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	-	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	-	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

BCT

Town of Beaver

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	2	10	2	100%
MINIVAN (MV)	-	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TOTAL	2	-	2	100%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	1	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	1	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

CAR

Pontotoc County Public Transit Authority

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	1	10	1	100%
MINIVAN (MV)	6	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	2	8	-	-
TOTAL	9	-	1	11%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	2	2	1	50%
Passenger or Parking	-	-	-	-
TOTAL	2	2	1	50%

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

CDD

Council for Developmental Disabilities Inc.

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	1	10	-	-
MINIVAN (MV)	3	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TOTAL	4	-	-	-

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	-	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	-	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

CE

City of Edmond

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	13	10	1	8%
MINIVAN (MV)	-	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	4	8	-	-
TOTAL	17	-	1	6%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	1	1	0	0%
Passenger or Parking	-	-	-	-
TOTAL	1	1	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

CON

City of Norman

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	11	14	-	-
CUTAWAY (CU)	9	10	-	-
MINIVAN (MV)	3	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	5	8	-	-
TOTAL	28	-	-	-

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	3	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	1	14	1	-
TOTAL	4	-	1	25%

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	2	2	0	0%
Passenger or Parking	1	1	0	0%
TOTAL	3	3	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

COTS

Central Oklahoma Community Action Agency, Inc.

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	-	10	-	-
MINIVAN (MV)	10	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	2	8	-	-
TOTAL	12	-	-	-

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	1	-	-	-
Passenger or Parking	1	-	-	-
TOTAL	2	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

CPTS

United Community Action Program

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	11	10	-	-
MINIVAN (MV)	40	8	1	3%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	12	8	-	-
TOTAL	63	-	1	2%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	3	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	3	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	1	-	-	-
Passenger or Parking	3	-	-	-
TOTAL	4	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

CSS

City of Sand Springs

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	1	10	1	100%
MINIVAN (MV)	-	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TOTAL	1	-	1	100%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	-	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	-	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

CST

Northern Oklahoma Development Authority

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	3	10	3	100%
MINIVAN (MV)	41	8	4	10%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	3	8	2	67%
TOTAL	47	-	9	19%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	1	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	1	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	8	1	0	0%
Passenger or Parking	-	-	-	-
TOTAL	8	1	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

CUSH

City of Cushing

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	1	10	1	100%
MINIVAN (MV)	1	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TOTAL	2	-	1	50%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	-	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	-	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

DELTA

Delta Community Action Foundation, Inc

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	1	10	1	100%
MINIVAN (MV)	7	8	1	14%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	2	8	-	-
TOTAL	10	-	2	20%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	2	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	2	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

DLC

Daily Living Centers INC.

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	-	10	-	-
MINIVAN (MV)	2	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	1	8	-	-
TOTAL	3	-	-	-

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	-	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	-	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

ENID

Enid Public Transportation Authority

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	10	10	1	10%
MINIVAN (MV)	7	8	5	71%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TOTAL	17	-	6	35%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	3	3	0	0%
Passenger or Parking	-	-	-	-
TOTAL	3	3	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAM, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

FIRST

Logan County Historical Society/First Capital Trolley

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	6	14	6	100%
CUTAWAY (CU)	3	10	-	-
MINIVAN (MV)	64	8	5	8%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	11	8	-	-
TOTAL	84	-	11	13%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	1	1	0	0%
Passenger or Parking	-	-	-	-
TOTAL	1	1	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

GT

The City of Guymon

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	3	10	1	33%
MINIVAN (MV)	1	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	3	8	-	-
TOTAL	7	-	1	14%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	2	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	2	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAM, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

JAMM

INCA Community Services, Inc

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	20	10	3	15%
MINIVAN (MV)	22	8	11	50%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	10	8	3	30%
TOTAL	52	-	17	33%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	1	14	-	-
TOTAL	1	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	1	-	-	-
Passenger or Parking	3	-	-	-
TOTAL	4	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

KATS

KI BOIS Community Action Foundation, Inc.

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	37	10	3	8%
MINIVAN (MV)	95	8	3	3%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	101	8	2	2%
TOTAL	233	-	8	3%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	18	2	0	0%
Passenger or Parking	1	-	-	-
TOTAL	19	2	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

LIFT

LIFT Community Action Agency, Inc.

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	6	10	5	83%
MINIVAN (MV)	24	8	4	17%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	5	8	-	-
TOTAL	35	-	9	26%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	3	2	1	50%
Passenger or Parking	3	1	0	0%
TOTAL	6	3	1	33%

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

MAGB

MAGB Transportation INC.

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	-	10	-	-
MINIVAN (MV)	14	8	2	14%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TOTAL	14	-	2	14%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	1	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	2	8	2	100%
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	3	-	2	67%

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	1	-	-	-
Passenger or Parking	1	-	-	-
TOTAL	2	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

MCA

Moore Council on Aging (City of Moore)

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	1	10	-	-
MINIVAN (MV)	-	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TOTAL	1	-	-	-

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	-	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	-	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAM, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

MCT

Muskogee County Public Transit Authority

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	4	10	-	-
MINIVAN (MV)	11	8	1	9%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	13	8	-	-
TOTAL	28	-	1	4%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	1	8	1	100%
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	1	-	1	100%

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	2	2	0	0%
Passenger or Parking	-	-	-	-
TOTAL	2	2	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

MPWR

MPower, Inc.

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	1	10	1	100%
MINIVAN (MV)	5	8	1	20%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	1	8	-	-
TOTAL	7	-	2	29%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	-	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	-	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

OSU

OSU/ Stillwater Community Transit Services

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	29	14	4	14%
CUTAWAY (CU)	6	10	-	-
MINIVAN (MV)	-	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TOTAL	35	-	4	11%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	1	8	1	100%
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	1	-	1	100%

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	2	2	0	0%
Passenger or Parking	-	-	-	-
TOTAL	2	2	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

PEL

Grand Gateway Economic Development Association, Inc

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	6	14	4	67%
CUTAWAY (CU)	6	10	2	33%
MINIVAN (MV)	21	8	1	5%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	40	8	1	3%
TOTAL	73	-	8	11%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	1	14	1	-
TOTAL	1	-	1	100%

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	5	2	0	0%
Passenger or Parking	-	-	-	-
TOTAL	5	2	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024



Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAM, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

RED

Community Action Development Corporation

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	22	10	9	41%
MINIVAN (MV)	60	8	16	27%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	24	8	3	13%
TOTAL	106	-	28	26%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	1	14	-	-
TOTAL	1	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	9	1	0	0%
Passenger or Parking	3	-	-	-
TOTAL	12	1	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

SAGE

Sagebrush Inc.

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	1	14	-	-
CUTAWAY (CU)	-	10	-	-
MINIVAN (MV)	-	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TOTAL	1	-	-	-

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	-	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	-	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAM, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

SORTS

Big Five Community Services, Inc.

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	2	14	2	100%
CUTAWAY (CU)	11	10	-	-
MINIVAN (MV)	26	8	-	-
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	1	8	-	-
TOTAL	40	-	2	5%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	1	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	2	14	2	-
TOTAL	3	-	2	67%

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	5	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	5	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

SW

Southwest Oklahoma Community Action Group, Inc.

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	10	10	5	50%
MINIVAN (MV)	10	8	3	30%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	5	8	-	-
TOTAL	25	-	8	32%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	6	1	0	0%
Passenger or Parking	2	-	-	-
TOTAL	8	1	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

Agency Asset Inventory and Performance

These tables provide a summary of your asset inventory and an overview of the condition for each asset category included in the Group TAMP, in accordance with 49 CFR 625.25(b)(1) and (2). Please review the total quantity for each asset category.

Subrecipient

WVT

Washita Valley Community Action Council

Table 1: Revenue Vehicles

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
BUS (BU)	-	14	-	-
CUTAWAY (CU)	-	10	-	-
MINIVAN (MV)	8	8	2	25%
OVER THE ROAD BUS (BR)	-	14	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TOTAL	8	-	2	25%

Table 2: Non-revenue Vehicles (Service Vehicles)

Asset Class	Total Quantity ¹	Useful Life Benchmark (years)	Quantity at or Past ULB ²	Percent at or Past ULB (%)
AUTOMOBILE (AO)	-	8	-	-
CUTAWAY (CU)	-	10	-	-
MAINTENANCE VEHICLE (MX)	-	14	-	-
MINIVAN (MV)	-	8	-	-
SPORT UTILITY VEHICLE (SV)	-	8	-	-
VAN (VN)	-	8	-	-
TRUCK (TR)	-	14	-	-
TOTAL	-	-	-	-

Table 3: Facilities

Asset Class	Total Quantity ^{1,3}	Direct Capital Responsibility		
		Total Quantity ⁴	Quantity Below 3 on TERM Scale ⁵	Percent Below 3 on TERM Scale
Administrative / Maintenance	1	-	-	-
Passenger or Parking	-	-	-	-
TOTAL	1	-	-	-

Footnotes:

¹ Total quantity reported as of 10/17/2024

² Number of vehicles at or past ULB as of 09/30/2024

³ Facilities captured on MYLEOnet as of 10/17/2024

⁴ Number of facilities for which subrecipients holds capital responsibility (per ODOT)

⁵ Facility condition assessments conducted as of 10/17/2024

APPENDIX C: ACCOUNTABLE EXECUTIVE APPROVALS



OKLAHOMA

TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Tommy C. Vaughn (Name), Accountable Executive of Aging Services Inc. (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: Tommy C. Vaughn

Date: 12.20.24



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, JOYCE CLARK (Name), Accountable Executive of BEAVER CITY TRANSIT (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: Joyce Clark

Date: 12.27.2024



OKLAHOMA

TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Tanya Gleghorn (Name), Accountable Executive of Big Five Community Services, Inc. (BFS) (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: Tanya Gleghorn

Date: 12/20/2024



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Tracy Izell (Name), Accountable Executive of
Central Oklahoma Community Action Agency (Subrecipient Agency), confirm that I have
reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma
DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group
Plan and all the information contained therein, including the annual performance targets for Fiscal Year
2024.

Signed: Tracy Izell

Date: 12-20-25



OKLAHOMA

TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Ryan N. Ochsner (Name), Accountable Executive of City of Cushing - Senior Citizens Center (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: _____

Date: _____

12/30/24



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Christy Batterson (Name), Accountable Executive of
Citylink Edmond (Subrecipient Agency), confirm that I have
reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma
DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group
Plan and all the information contained therein, including the annual performance targets for Fiscal Year
2024.

Signed:

Date: 12-30-2024



OKLAHOMA

TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Scott Sturtz (Name), Accountable Executive of
City of Norman (Subrecipient Agency), confirm that I have
reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma
DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group
Plan and all the information contained therein, including the annual performance targets for Fiscal Year
2024.

Signed:

Date:

12/30/24



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Michael Meyer (Name), Accountable Executive of Moore Council on Aging (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: Michael Meyer

Date: 12/30/24



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Arlena Barnes (Name), Accountable Executive of
City of Sand Springs (Subrecipient Agency), confirm that I have
reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma
DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group
Plan and all the information contained therein, including the annual performance targets for Fiscal Year
2024.

Signed: Arlena Barnes

Date: 12/20/2024



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Leslea Hixson (Name), Accountable Executive of Community Action Development Corp. (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: Leslea Hixson

Date: 12-23-24



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Amanda Dirmeyer (Name), Accountable Executive of Daily Living Centers (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: Amanda Dirmeyer

Date: 12-30-2024



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Karen Nichols (Name), Accountable Executive of Delta Community Action Fnd., Inc. (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: Karen Nichols

Date: 12-20-24



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Jerald Gilbert (Name), Accountable Executive of Enid Public Transportation Authority (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: 

Date: December 30, 2024



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Chris Hirzel (Name), Accountable Executive of
Logan County Historical Society, Inc. dba First Capital Trolley (Subrecipient Agency), confirm that I have
reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma
DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group
Plan and all the information contained therein, including the annual performance targets for Fiscal Year
2024.

Signed:

Date:

12/23/24



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Kendra McBeady (Name), Accountable Executive of Pelican Transit (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: Kendra McBeady

Date: 12-30-24



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Erica Pogue (Name), Accountable Executive of INCA Community Services, Inc. dba JAMM Transit (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: Erica Pogue

Date: 12/30/2024



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Carroll Huggins (Name), Accountable Executive of KI BOIS Community Action Foundation, Inc. (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: 

Date: 12/13/2024



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Amy Spiva (Name), Accountable Executive of
MPower (Subrecipient Agency), confirm that I have
reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma
DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group
Plan and all the information contained therein, including the annual performance targets for Fiscal Year
2024.

Signed: Amy Spiva

Date: 1/2/25



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Micky Flynn (Name), Accountable Executive of
MAGB Transportation, Inc. (Subrecipient Agency), confirm that I have
reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma
DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group
Plan and all the information contained therein, including the annual performance targets for Fiscal Year
2024.

Signed: Micky Flynn

Date: 12/20/2024



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Trisha Cook (Name), Accountable Executive of
Muskogee County Transit (Subrecipient Agency), confirm that I have
reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma
DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group
Plan and all the information contained therein, including the annual performance targets for Fiscal Year
2024.

Signed: Trisha Cook

Date: 12/20/24



OKLAHOMA

TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Jonathon Cross (Name), Accountable Executive of
NDDA (Subrecipient Agency), confirm that I have
reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma
DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group
Plan and all the information contained therein, including the annual performance targets for Fiscal Year
2024.

Signed: [Signature]

Date: 12-31-2024



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Joseph Bailey (Name), Accountable Executive of OSU-Stillwater Community Transit (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: _____

Date: _____

12/30/2024



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Misty Knoeppel (Name), Accountable Executive of Pontotoc County Public Transit Authority/Call A Ride (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: Misty Knoeppel

Date: 12/20/2024



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Stacey Sands (Name), Accountable Executive of
Sagebrush Inc (Subrecipient Agency), confirm that I have
reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma
DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group
Plan and all the information contained therein, including the annual performance targets for Fiscal Year
2024.

Signed: Stacey Sands

Date: 12-30-2024



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Ingrid Gifford (Name), Accountable Executive of Southwest Oklahoma Community Action Group, Inc. (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed:

Date:

12/30/24



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Martin Hernandez (Name), Accountable Executive of
City of Guymon The Ride (Subrecipient Agency), confirm that I have
reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma
DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group
Plan and all the information contained therein, including the annual performance targets for Fiscal Year
2024.

Signed: Martin Hernandez

Date: 12/20/24



TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Laura Corff (Name), Accountable Executive of HCAP / Cimarron Public Transit (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: Laura Corff

Date: 12-20-24

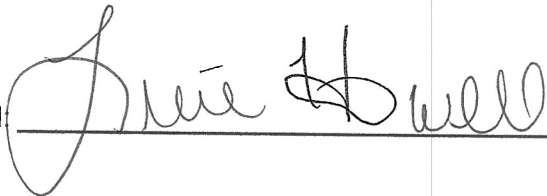


TRANSIT ASSET MANAGEMENT GROUP PLAN

ACCOUNTABLE EXECUTIVE APPROVAL

I, Liane Howell (Name), Accountable Executive of Washita Valley Community Action Council (Subrecipient Agency), confirm that I have reviewed the 2024 Oklahoma Transit Asset Management Group Plan prepared by the Oklahoma DOT Office of Mobility and Public Transit Division.

Per the regulations established by the Federal Transit Administration, I hereby approve the TAM Group Plan and all the information contained therein, including the annual performance targets for Fiscal Year 2024.

Signed: 

Date: 12-20-24