



Transit Asset Management Plan

City of New Braunfels, Texas

October 2025

The Transit Asset and Management Plan (TAM) is approved and signed.

Robert Camareno, City Manager

Date

Summary

The City of New Braunfels Transit Asset Management Plan (TAM) is being established to define the condition, safety and needed resources for a safe & reliable transportation service. The plan is also in alignment with federal regulations 49 CFR 625. At this time, the City of New Braunfels does not have any vehicles, facilities or other property purchased with Federal Transit Administration funding.

City of New Braunfels is defined by Federal legislation as a Tier II provider with less than 100 vehicles in both the fixed-route revenue service and the general demand response service during peak hours.

The goal for the City of New Braunfels assets covered under this plan:

- Achieve an average of State of Good Repair (SGR) of 85% for rolling stock and ensure they are operating within their Useful Life Benchmark (ULB).
- Maintain the parking & passenger facility condition of adequate (3.0+ on the TERM scale).
- Investigate future investments to prioritize assets that have exceeded or will soon exceed their useful life.

Over the total 4-year horizon, it is planned that the on-demand transit service will be contracted out and the contractor will be required to provide their own rolling stock.

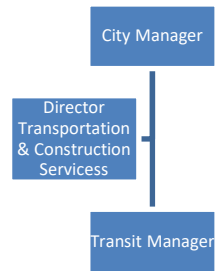
TAM Plan Period

The TAM plan will be updated every four years, with the next update to be completed by October 2029.

Roles and Responsibilities

The Accountable Executive who will ensure the necessary planning and coordination of resources and safety is the Director of Transportation and Construction Services for the City of New Braunfels. The Director of Transportation and Construction Services reports to the Deputy City Manager and ultimately to Council who can direct resources to implement the TAM plan. The Transit Manager provides input on the conditions and any required resources to the Director.

TAM Organizational Chart



About the TAM Plan

The TAM Plan contains five major components:

- ▶ TAM Targets and Goals
- ▶ Inventory of Capital Assets
- ▶ Condition & Ranking
- ▶ Management Approach
- ▶ Investment Prioritization

The TAM Targets and Goals section specifies the desired outcomes necessary to maintain an SGR. The Inventory of Assets section provides details on capital assets supporting the delivery of public transportation services, and the Condition Assessment component includes the current condition of the capital assets compared to the targets set for each asset category. The Management Approach breaks out the information supporting the decision-making process, investment prioritization, funding mechanisms and strategies for maintenance and disposal.

TAM Targets & Goals

Vehicles

The following provides the useful life benchmarks (ULB) for rolling stock assets based on the Altoona bus standards for age and mileage. In some cases, the vehicles could achieve more vehicle life than the Altoona standards, depending on the condition of each individual vehicle.

Vehicle Type	Altoona Age
Heavy Duty Large Bus (35' to 40' and articulated buses)	12 years or 500,000 miles
Heavy-Duty Small Bus (30' to 35')	10 years or 350,000 miles
Medium-Duty and Purpose-Built Bus (25' to 35')	7 years or 200,000 miles
Light-Duty Small Bus and Cutaways (20' to 25')	5 years or 150,000 miles

Light-Duty Van, Modified Van, Automobiles (16' to 20')	4 years or 100,000 miles
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If a vehicle is no longer used for public transportation, it will be disposed of immediately and in accordance with FTA Circular 5010.IE which provides the guidance for disposal.

Transit Facility

Transit facility conditions will be assessed using the FTA Transit Economic Requirement (TERM) Scale. A TERM chart follows below with a description for each rating. To be considered in a State of Good Repair (SGR), a facility must have a rating of 3.0 or higher. A facility with a rating of 2.0 (marginal) or lower is deemed not to be in an SGR

Transit Facility	Rating	Condition
No visible defects, new or near new condition, may still be under warranty if applicable	5	Excellent
Good condition, but no longer new, may be slightly defective, but is overall functional	4	Good
Moderately deteriorated or defective; but has not exceeded useful life	3	Adequate
Defective or deteriorated, in need of replacement; exceeded useful life	2	Marginal
Critically damaged or in need of immediate repair; well past useful life	1	Poor

TAM Targets

The target for rolling stock is less than or equal to 15% of fleet assets operating beyond their ULB for age as established by TxDOT.

The target for facilities is less than or equal to 15% of facilities operating in a condition lower than 3.0 on the TERM scale.

Goals

Goal 1: Achieve an average SGR of 85% (15% or less of assets are past their ULB) for all rolling stock assets across the 4-year planning horizon.

Goal 2: Maintain the state-wide facility condition of adequate (3.0+ on the TERM scale).

Goal 3: Leverage future investments to prioritize those assets that have exceeded or will soon exceed their useful life.

Goal 4: Refine and update the asset inventory list through a comprehensive review.

Goal 5: Perform inspections depending on the asset type.

Inventory & Condition of Capital Assets

Vehicles					
Description	I.D. Number	Acquisition Date	Years	Miles	Condition

Facilities					
Description	Address	Usage	Year Built	Sq. Ft.	Condition

Ranking by Asset Category

Asset Type	Quality	Consideration*
Marginal	0	1
Adequate	0	2
Good	0	3
Excellent	0	4

Using a Likert scale of 1-4, with 1 being the highest priority and 4 being the lowest, assets are grouped according to the priority of replacement.

Management Approach

The City of New Braunfels will assess the asset inventory based on condition data at the asset class level to prioritize those assets most in need of replacement or repair.

Proposed Investment and Resources

The City of New Braunfels utilizes 5307 funding primarily for operations and will seek out additional funding such as 5399(a) and other competitive program funds to purchase buses or to construct bus-related facilities in the future.

TAM Plan Amendments & Future Updates

TAM Plans are required to be updated every four years. The next major update will be completed in 2029.