



Spare Ratio Overview

May 2012



FTA Review Areas

- For fixed route buses operated in urban service (NTD motorbus category), does the spare ratio exceed FTA's 20 percent guideline for bus fleets of 50 or more revenue vehicles? For fleets of fewer than 50 buses, does the spare ratio appear reasonable?
- Is there a bus contingency fleet? If yes, is there a contingency plan?



Explanation

- For grantees with 50 or more fixed route buses in urban service, a reasonable spare ratio should not exceed 20 percent of the vehicles operated in maximum fixed route service.
- For fleets of fewer than 50 fixed route vehicles, judgment must be applied based on the age of the fleet and operating conditions to determine the reasonable number of spare vehicles.



To Calculate Spare Ratio:

A) Total number of revenue vehicles.

- Count the whole fleet; the spare ratio is not calculated for each vehicle type or location.
- Do not include buses delivered for future expansion, that have been replaced but are in the process of being disposed of, are part of a contingency fleet, are historic and used for parades or public relations, or have been converted to non-transit use (e.g., mobile offices).
- Whether vehicles are locally funded, FTA funded, or have exceeded their service life are not relevant factors.



To Calculate Spare Ratio:

- B) Number of vehicles required for maximum service.**
- Use the revenue vehicle count during the peak season of the year on the week and day that maximum service is provided, excluding atypical days and one-time special events.
- C) Number of spare vehicles (A minus B)**
- D) Spare ratio (C divided by B)**



Contingency Fleets

- Buses may be stockpiled in an inactive contingency fleet in preparation for emergencies.
- No bus may be stockpiled before it has reached the end of its service life.
- Buses held in a contingency fleet must be properly stored, maintained, and documented in a contingency plan.
- The plan should be updated as necessary to support the continuation of a contingency fleet.



Sources of Information

- Fleet status report (TEAM-Web).
- Rolling stock roster.
- Pull-out logs or fueling logs to verify peak hour requirements and buses in service at the time of the site visit.
- Print-out from scheduling software or other dispatch records documenting the peak of the peak.
- Equipment records for a listing of the fleet.
- Contingency plan, if the grantee has a contingency fleet.

Questions?

- Thank you for attending!

