



Item # 6

DATE March 3, 2021

TO GCTD Board of Directors

FROM James Beck
Director of Operations & Maintenance

SUBJECT Consider Approval of Updated 2021 GCTD Fleet Management Plan & Transit Asset Management Plan

SUMMARY

The 2021 GCTD Fleet Management Plan includes an inventory of fixed route, paratransit, and support vehicles as well as an analysis of anticipated vehicle needs, an explanation of fleet replacement (10-year forecast) and funding sources along with vehicle acquisition plans for each vehicle category. The Transit Asset Management Plan is an overview of the condition of GCTD's assets required by the FTA.

BACKGROUND

This Fleet Management Plan presents GCTD's current fleet and future vehicle needs along with identifying opportunities and funding issues that GCTD will face in the next ten years. In constructing this Fleet Management Plan, GCTD gave consideration and weight to the Near-Zero Emissions Policy adopted by the GCTD Board in June 2018 and the California Air Resources Board (CARB) mandated Innovative Clean Transit Regulation (ICT), which requires all transit agencies to move to all zero emission vehicles over the next 20 years.

This Transit Asset Management Plan consist of an overview of the state of good repair (SGR) of all rolling stock, equipment, and facilities. This living document is required to be submitted to the FTA every four years but is reviewed yearly by GCTD and updated as needed.

RECOMMENDATION

It is recommended that the GCTD Board of Directors approve the 2021 GCTD Fleet Management Plan & updated Transit Asset Management Plan.

General Manager's Concurrence

Steven P. Brown
General Manager

GOLD COAST TRANSIT DISTRICT

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FLEET MANAGEMENT PLAN

March 2021

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1 INTRODUCTION

Gold Coast Transit District (GCTD) currently maintains and operates a fleet of 111 vehicles comprised of buses, paratransit vehicles and non-revenue vehicles. As a recipient of federal funds under Federal Transit Administration (FTA) Programs 5307 and 5339, GCTD is responsible for ensuring compliance with federal requirements related to fleet acquisition, operations, and maintenance.

This Fleet Management Plan presents GCTD's current and future fleet needs and identifies the issues and opportunities that the District must address to effectively and efficiently manage and expand these assets over the next ten years. GCTD shall update this plan periodically to aid in preparing the annual budget, Ten-year Capital Improvement Program, and Transit Asset Management Plan.



- In June 2018, the Board Adopted a Zero / Near-Zero Emissions Policy which directs staff to prioritize zero emissions (or near zero) when replacing vehicles.
- In September 2018, GCTD completed a Transit Asset Management (TAM) Plan as required by the FTA. Its purpose is to present a strategic approach to set objective standards for measuring the condition of capital assets and establish performance measures for state of good repair.
- In 2019, the California Air Resources Board (CARB) adopted the Innovative Clean Transit Regulation, which requires all transit fleets in California to plan for the transition of their fleet to zero emissions by 2040. To meet this goal, GCTD will need compete for grant funding, from local, state, and federal programs. In addition, CARB requires all transit agencies to develop and adopt a zero-emissions fleet transition plan by 2023.
- In 2020, GCTD completed a "Power Train Replacement" project on 14, 2006, New Flyer, 40 ft. buses. This power train replacement included a new CNG L9N "Near Zero" Engine, a rebuilt Allison transmission and an all-electric cooling system was also added.
- In 2021 GCTD plans to begin a campaign of replacing aging fleet and establishing a contingency fleet to ensure available vehicles for operational needs.
- By 2026, 31 buses will exceed their useful life. The estimated funding needs to replace all these vehicles is over \$22,000,000. Of these, 26 New Flyer buses have CNG fuel tanks that will expire in 2026. The expiration date is a HARD date and cannot be extended without replacement of the CNG cylinder tanks. Identification of funding and Procurement of these buses must begin well in advance of the expiration date.

1.1 FIXED ROUTE

GCTD's current fixed-route public transit service is carried out by a fleet of 61 compressed natural gas (CNG) powered heavy-duty buses. GCTD is a recipient of federal funds for the procurement of its fleet, therefore GCTD must comply with FTA regulations in its maintenance and replacement plans. FTA Circular 5010.1D specifies that the minimum useful life of a heavy-duty transit bus is 12 years or 500,000 miles. GCTD follows these guidelines and expects a ULB of 12 years or 500,000 miles for transit buses.

GCTD's Fleet and Facilities Department, maintains both time and mileage based preventive maintenance programs for its fixed-route fleet in accordance with the *FLEET MAINTENANCE GUIDE* as updated by the Fleet Manager in October 2019. It is an objective for GCTD to maintain a spare ratio within 20 percent of the peak service requirement in compliance with FTA Circular 9030.1D.

TABLE 1.1-1 FIXED ROUTE FLEET INVENTORY

Quantity	Size	Manufacturer	First Year Of Service	Last Year Of Service	FTA Minimum Useful Life Years	GCTD TAM Useful Life Years	FTA Funded
12	40-ft	New Flyer	2006	2021-22	12	12	Yes
9	35-ft	NABI	2008	2022	12	12	Yes
8	35-ft	NABI	2009	2023	12	12	Yes
14	40-ft	New Flyer*	2006	2024	12	17*	Yes
8	40-ft	Gillig	2015	2027	12	12	Yes
5	40-ft	Gillig	2016	2028	12	12	Yes
5	40-ft	Gillig	2019	2031	12	12	Yes
61 Total							

* Buses to remain in service past 12-year useful life as part of re-power project (+5 years)

1.2 PARATRANSIT

GCTD's paratransit vehicles were primarily procured with state funds. The MV-1's, Star Craft and Ford Nor-Cal vans were purchased with California state PTMISEA funds. Paratransit scheduling service and vehicle maintenance of its 26 vehicles "GO ACCESS" fleet is carried out under contract with GCTD's paratransit provider (MV Transportation) and in conjunction with the previously mentioned *Fleet Maintenance Guide*. Vehicle dispatch and maintenance is conducted at the providers facility.

GCTD has set the useful life at 8 years for vehicles in the paratransit fleet. GCTD currently does not have a formal spare paratransit fleet; all vehicles are assigned to revenue service. Near term procurements will provide sufficient on-hand vehicles to support peak service requirements.

TABLE 1.2-1 PARATRANSIT FLEET INVENTORY

Quantity	Model	Manufacturer	First Year Of Service	Last Year Of Service	FTA Minimum Useful Life	GCTD TAM Useful Life	FTA Funded
6	Van	MV-1	2015	2023	4	8	No
7	Van	MV-1	2016	2024	4	8	No
8	Cut-Away	Star Craft	2017	2025	4	8	No
5	Van	Ford	2019	2027	4	8	No
26 Total							

1.3 NON-REVENUE VEHICLES

GCTD has a fleet of 2 non-revenue vehicles for driver relief, supervision, maintenance, and administrative staff usage. Maintenance is typically performed by the GCTD Fleet and Facilities Department except in those cases requiring service from factory-trained or local dealership personnel. (Usually warranty work)

TABLE 1.3-1 NON-REVENUE FLEET INVENTORY

Admin	Van	2007 (073)	1
Relief	Sedans	2009 (090's)	3
Supervisor	Sedan	2009 (1000's)	2
Supervisor	Van	2010	1
Supervisor	Sedan	2012 (1300's)	2
Supervisor	Van	2013 (1303)	1
Supervisor	Sedan	2015 (1500's)	2
Relief	Sedan	2019	5
Relief	Sedan	2020	4

21 Total

Maintenance	Ford Pick-up	2000
Maintenance	GM Truck	2005
Maintenance	Toyota Truck	2015

3 Total

2 ASSUMPTIONS AND OBJECTIVES

The following will serve as guidelines in the implementation of this plan:

Fleet Size: GCTD will pursue funding to support plans for procurement of bus replacements in accordance with GCTD's Board approved SRTP and Ten-Year Capital Improvement Program.

Service Needs: The Planning & Marketing Department will advise the Finance and Administration, Transit Operations, and Fleet & Facilities Departments of bus, paratransit, and non-revenue vehicle needs within the fiscal-year time frame as part of the annual service planning and budget development process.

Useful Life: The minimum useful life for fixed-route and paratransit vehicles will meet requirements of FTA Circular 5010.1D. (12 years)

Fuel Type: Fixed route buses and Paratransit vehicles are currently fueled by CNG except for the 5 2019 Ford Vans which are powered by gasoline. However, advancement in design and technology in hybrid electric, pure electric and / or hydrogen vehicles will be evaluated annually by the Fleet Manager under the supervision of the Director of Operations and Maintenance. The mandated CARB rule will be considered in all future procurements. Buses to meet the CARB rule as well as infrastructure to support the bus technology chosen by GCTD will be considered.

Total Operating Fleet: Consists of vehicles equal to the sum of peak-hour requirements and operating spares

Operation Spares: Experience and requirements for meeting FTA regulations will determine the maximum number of spare vehicles planned to support total peak-hour requirements. Spare ratio is defined as the number of spare vehicles divided by the vehicles required for annual maximum service. Spare ratio is usually expressed as a percentage, e.g., 100 vehicles required, and 20 spare vehicles is a 20 percent spare ratio. GCTD will plan to operate within a fixed-route spare ratio that does not exceed the FTA guideline of 20 percent maximum.

Inventory: When possible, staff will maximize the commonality of vehicle families i.e., Gillig, New Flyer, MV-1, etc., to make operations, training, and maintenance easier for GCTD personnel.

On-Board Technology: Buses are equipped with Automated Stop Annunciation systems (Syncromatics), UTA passenger counters and Genefare fareboxes.

On Vehicle Advertising: Buses will be available to support the GCTD advertising program for sign installations and removals.

Zero & Near-Zero Emissions Vehicle Purchase Policy: In June 2018, the GCTD Board of Directors adopted a Zero & Near-Zero Emissions Vehicle Purchase Policy. This policy prioritizes purchasing vehicles with the lowest emissions possible. Given the significantly higher cost of zero emissions buses, GCTD will need to be strategic with seeking grant funding to fund these replacements.

Vehicle Configuration: Bus configuration will be determined by assessing how and where the buses will be used, e.g. passenger loads, comfort, areas to be served, street designs, frequency and other related factors that can affect GCTD's on-time performance and passenger and driver safety. The size of buses in each vehicle procurement cycle will include recommendations from analyses conducted by the Transit Operations and Planning & Marketing Departments. Transit Operations and Planning & Marketing Departments will also be requested to recommend driver and passenger seat types, passenger seats and flooring colors, and other recommendations based on driver input and passenger surveys.

Branding: Vehicle colors, paint, wraps, etc. shall adhere to GCTD's style guide.

3 ANALYSIS OF ANTICIPATED VEHICLE NEEDS

GCTD's primary focus over the next five years will be replacement of its aging fleet. To fund replacement buses, GCTD will need to compete for grants at the local, state, and federal level. Actual vehicle replacements will be limited by the award of grant funding we are able to secure. ***Planned replacement of fixed-route, paratransit, and non-revenue vehicles is presented in Tables 3.1-1 through 3.3-1.***

3.1 FIXED ROUTE

While COVID-19 pandemic related impact has resulted in reduced service levels starting in 2020, the same number of buses (61) are needed in order to accommodate standby trips, and to ensure passenger loads are minimized. Given the unknown nature of the length of time the pandemic will last, GCTD anticipates keeping a fleet of (61) buses but may potentially reducing its fleet size to (58) by 2022 (establishing a contingency fleet and/or retiring vehicles). The new GCTD contingency fleet will provide buses to Ventura County during emergencies and provide services as needed upon by the county.

At this time, no service expansions are planned unless a new source of funding is identified, such as the passage of a local revenue measure. Therefore, this plan does not forecast any additional fix-route fleet expansions until 2025. Upcoming replacement plans at this time include:

These replacements are planned to take place using CMAQ funds.

- In 2021 GCTD will replace (3) New Flyers.
- In 2022 GCTD will replace (9) New Flyers.

Additional replacement below are contingent on identification of funding.

- In 2022, nine (9) 2008 NABI's will reach the end of their useful life. GCTD plans to apply for grant funding to replace with Near Zero Emission CNG buses to replace these.

- In 2023, eight (8) 2009 NABI's will reach the end of their useful life. GCTD plans to apply for grant funding to replace with Near Zero Emission CNG buses to replace these.
- In 2024, fourteen (14) 2006 New Flyers, repowered in 2020 will reach the end of their useful life at 17-yrs. GCTD plans to apply for grant funding to support the integration of Zero Emission technology into the fleet.

The estimated total cost to replace these 31 buses is over \$22 million. This would include 17 CNG Near-Zero buses and 14 Zero-Emission Buses. There would be additional cost for Zero-Emission infrastructure dependent on the technology.

KEY

IDENTIFY FUNDING & PROCUREMENT ACTION (2-3 YRS NEEDED)
REPLACEMENT NEEDED
REPLACEMENT NEEDED / FUNDING IDENTIFIED
PLAN TO ACQUIRE ZERO EMISSION BUSES** If Grant Awarded
PLAN TO ACQUIRE CNG (Near Zero Engine) BUSES
Tank– Hard Deadline for Tank Expiration

TABLE 3.1-1 FIXED ROUTE VEHICLE ACQUISITION

Table 3.1-1 reflects the planned bus delivery year. The procurement date and lead time to identify funding will be determined by the Director of Finance and Administration.

Make	Useful Life	Size	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Fuel Type			CNG	CNG	CNG	ZERO		ZERO	ZERO	ZERO		ZERO	
# of Replacement Vehicles			3	9	8	14	0	0	4	4	0		
Expansion Vehicles by Year			0	0	0	0	0	5	0	0	0	6	0
New Flyer 2006 (3)	12-yrs	40'	3				Tank						
New Flyer 2006 (9)	12-yrs	40'	9	9			Tank						
NABI 2008 (9)	12-yrs	35'	9	9					Tank				
NABI 2009 (8)	12-yrs	35'	8	8	8					Tank			
New Flyer NZ 2006 (14)	17-yrs*	40'	14	14	14	14	Tank						
Gillig 2015 (8)	12-yrs	40'	8	8	8	8	8	8	8				
Gillig 2016 (5)	12-yrs	40'	5	5	5	5	5	5	5	5			
Gillig 2019 (5)	12-yrs	40'	5	5	5	5	5	5	5	5	5	5	5
Planned Gillig 2021 (3)	12-yrs	40'	3	3	3	3	3	3	3	3	3	3	3
Planned Gillig 2022 (9)	12-yrs	40'		9	9	9	9	9	9	9	9	9	9
Replace (9)	12-yrs	40'		9	9	9	9	9	9	9	9	9	9
Retire (3)	12-yrs	40'		-3									
Replace (8)	12-yrs	35'			8	8	8	8	8	8	8	8	8
Replace (14)	12-yrs	TBD				14	14	14	14	14	14	14	14
EXPANSION (5)	12-yrs	TBD						5	5	5	5	5	5
Replace (8)	12-yrs	TBD							8	8	8	8	8
Replace (5)	12-yrs	TBD								5	5	5	5
EXPANSION (6)	12-yrs	TBD										6	6
Fixed Route Fleet Size			61	58	58	58	58	63	63	63	63	69	69
Contingency Fleet			3	3	3	3	3	3	3	3	3	3	3

*New Flyer Repowered with Near Zero Engine in 2019 – Useful life extended to 17-yrs Tank = Tank replacement needed

3.2 PARATRANSIT

GCTD utilizes three types of vehicles for its paratransit service: cutaways, MV-1's, and gasoline powered Ford transit vans.

Cutaways feature a bus body mounted on top of a heavy-duty truck chassis whereas the MV-1's and the Ford vans are smaller passenger style vans. All configurations meet all ADA accessibility requirements. The 23-ft cutaways allow passengers flexibility in seating options. The useful range of the current Star Craft cutaways is approximately 225 miles based on a 37-gasoline gallon equivalent (GGE) fuel tank size and 6.1 miles per GGE. However, their disadvantage is difficulty in serving areas with narrow streets and shorter parking spaces.



The advantages of the MV-1's and Ford vans is their relatively small size that allows maneuvering in tight spaces, capacity to carry three ambulatory and one wheelchair passengers, and greater range up to 300 miles without refueling based on a 21 GGE fuel tank size and 14.3 miles per GGE. These vehicle's ranges are critical because the FTA requires GCTD to provide equivalent paratransit service in support of its 91 square mile fixed-route service area. In as much as the average vehicle mileage for cutaways is less than 150 miles, they may require more than one fueling per day. By comparison, the MV-1's and Ford vans with their longer range can stay in revenue service for one to two full days without refueling.

Paratransit service demand is increasing in areas that are difficult if not impossible to safely access with a 23-ft cutaway. Those areas include but are not limited to the beach front streets in Ventura, the Channel Islands Harbor neighborhoods and small mobile home parks located throughout the community. As new housing is introduced, it is significantly denser and their streets are narrower; both sides of the street are typically lined with parked cars, making it extremely difficult to deploy a lift when necessary. The smaller MV-1 vehicle bridges the unintended, yet severe mobility gaps created by these environmental factors that elderly and mobility challenged individuals encounter when trying to leave their homes.

The current mix of cutaways, smaller MV-1 and Ford vans should be adjusted to reflect recorded ridership trends based on destination requests for the type of service being requested. Fleet requirements must meet projected service demands by having sufficient vehicles and vehicle types available to meet all service requests and thus avoid missing scheduled trips. System efficiency will be gained with an optimal mix of vehicle types that can match each scheduled trip purpose and demand with the appropriate vehicle.

The framework for future paratransit procurements shall be based upon a cost-benefit analysis conducted by the Fleet Manager & Paratransit and Special Projects Manager under the supervision of the Director of Operations and Maintenance to determine an optimal paratransit fleet mix. The analysis should analyze vehicle cost, maintenance requirements, fuel type, vehicle life, spare ratios, passenger capacity, ridership trends, and other relevant factors.



TABLE 3.2-1 PARATRANSIT VEHICLE ACQUISITION

Make	Passengers	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Replacement Vehicles by Year		0	0	7	6	8	5	0	0	1	7
Expansion Vehicles by Year		0	1	0	0	2	1	0	0	0	0
MV-0	3 + 1WC	6	6	6							
MV-1	3 + 1WC	7	7	7	7						
Star Craft	14/4+3WC	8	8	8	8	8					
Ford Vans	4+1WC	5	5	5	5	5	5				
Expand	TBD	→	1	1	1	1	1	1	1	1	
Replace	TBD	→	→	7	7	7	7	7	7	7	7
Replace	TBD	→	→	→	6	6	6	6	6	6	6
Expand	TBD	→	→	→	→	2	2	2	2	2	2
Replace	TBD	→	→	→	→	8	8	8	8	8	8
Expand	TBD	→	→	→	→	→	1	1	1	1	1
Replace	TBD	→	→	→	→	→	5	5	5	5	5
Replace	TBD	→	→	→	→	→	→	→	→	1	1
Replace	TBD	→	→	→	→	→	→	→	→	→	7

3.3 NON – REVENUE FLEET

Replacement of GCTD's vans and sedans will be based on an on-going analysis of gasoline, hybrid, and electric vehicles available in the marketplace. The Fleet Manager, under the oversight of the Director of Operations and Maintenance, shall conduct the analysis to determine and select the most cost-effective vehicles to support ongoing administration, supervisory, and driver relief needs. The analysis will study fuel types, vehicle cost, maintenance (training and infrastructure requirements), battery life, mileage (before refueling), ease of refueling, road speeds, vehicle emissions, and projected useful life. The Operations Manager and Director of Planning & Marketing shall annually provide the number of driver relief vehicles required for fixed route service needs.

TABLE 3.3-1 NON-REVENUE VEHICLE ACQUISITION

Use	Type	Status	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Admin	Van	2007 (073)	1	1								
Relief	Sedans	2009 (090's)	3	3								
Supervisor	Sedan	2009 (1000's)	2	2								
Supervisor	Van	2010	1	1								
Supervisor	Sedan	2012 (1300's)	2	2	2	2						
Supervisor	Van	2013 (1303)	1	1	1	1						
Supervisor	Sedan	2015	1	1	1	1						
Admin	Sedan	2015	1	1	1	1	1					
Relief	Sedan	2019	5	5	5	5	5	5	5			
Relief	Sedan	2020	4	4	4	4	4	4	4			
Replace	Sedan	Relief	→	2	2	2	2	2	2	2	2	2
Replace	Van	Admin	→	1	1	1	1	1	1	1	1	1
Replace	Van	Supervisor	→	1	1	1	1	1	1	1	1	1
Replace	Sedan	Supervisor	→	→	→	2	2	2	2	2	2	2
Replace	Van	Supervisor	→	→	→	1	1	1	1	1	1	1
Replace	Sedan	Supervisor	→	→	→	1	1	1	1	1	1	1
Replace	Sedan	Admin	→	→	→	→	1	1	1	1	1	1
Replace	Sedan	Relief	→	→	→	→	→	→	9	9	9	9
TOTALS			21	18	18	18	18	18	18	18	18	18

	Represents replacement
	Retire

Table 3.3-1 NON-REVENUE / MAINTENANCE VEHICLE ACQUISITION

Use	Type	Status	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Maintenance	Pick-up	2000	1	1	1	1	1					
Maintenance	Truck	2005	1	1	1	1	1	1	1	1	1	1
Maintenance	Truck	2015	1	1	1	1	1	1	1	1	1	1
Maintenance	Truck	Replace					1	1	1	1	1	1
Total			3	3	3	3	3	3	3	3	3	3

4 COORDINATION OF FLEET REPLACEMENTS AT GCTD

The Finance & Administration, Fleet & Facilities, and Planning & Marketing Departments will coordinate identification of funding and procurement of new buses in on-going support of approved capital program budgets, service plans and bus manufacturer's delivery lead time. In addition, staff will begin to prepare to meet the CARB goal of transition to Zero-Emissions by 2040, which will include preparation of a zero-emissions transition plan as required by CARB in 2023 and identification of grant opportunities.

Potential projects that may be competitive for grant programs include:

- Federal: CMAQ – Purchase of CNG replacement buses
- Federal: 5339/Low-No- Purchase of Zero Emissions buses
- State: TIRCP– Purchase of Hydrogen Fuel Cell or Battery Electric Buses

For the fixed route fleet, an added time constraint that requires coordination is the expiration of the CNG fuel tanks. These expiration dates are a HARD date and cannot be extended without replacement of the CNG cylinder tanks. Identification of funding and procurement of these buses must begin well in advance of the expiration date. In addition, a significant amount of training, professional development will be required to successfully integrate these vehicles into our fleet.

5 CONCLUSION & BUDGET CONSIDERATIONS

This plan provides a brief understanding of GCTD's proposed Fleet Management program. The plan will be updated periodically to support of GCTD's annual budget process and 10-year capital plan.

The greatest challenge for implementing vehicle replacements is funding. By 2024, 31 fixed-route buses will exceed their useful life. In addition, most of the paratransit fleet will reach the end of its useful life in that same time period. Partner agencies like, Ventura County Transportation Commission (VCTC), as the administrator for formula funding, will need to be engaged in order to implement this plan.

Additional funding partners may include, CARB, CEC, CalSTA and FTA. Potential upcoming grant opportunities include: TIRCP (Transit and Intercity Rail Capital Program), CMAQ (Congestion Mitigation and Air Quality), and LowNo. These programs are highly competitive programs and have restrictions on the type of vehicle that can be purchases (such as Zero emissions.) Without a source of local funding, such as a transit sales tax, it will become increasingly challenging to achieve the goals of this plan.



TRANSIT ASSET MANAGEMENT PLAN

March 2021

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ACCOUNTABLE EXECUTIVE

Steven P. Brown
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Date

DOCUMENT DEVELOPMENT & TAM PLAN RESPONSIBILITY

James Beck Director of Operations and Maintenance

Juan De La Rosa Fleet Manager

1 INTRODUCTION

1.1 OVERVIEW OF GCTD

The Gold Coast Transit District (GCTD) was formed in 1973 originally under the name "South Coast Area Transit" (SCAT) and is the primary public transportation provider for western Ventura County. GCTD is the largest public transit system in Ventura County. The District's boundary includes all the area within the city limits of the cities of Ojai, Oxnard, Port Hueneme, and Ventura as well as adjacent unincorporated areas of western Ventura County. The area within the District's boundaries is 91 square-miles. The population of the District's service area is over 375,000.

The District is graced with a wealth of natural wonderlands, recreational playgrounds, and a wide array of entertainment, shopping, and dining experiences with a Pacific Ocean coastline attracting tourism year-round.

GCTD's mission is to provide safe, responsive, convenient, efficient, and environmentally responsible public transportation that serves the diverse needs of our community.

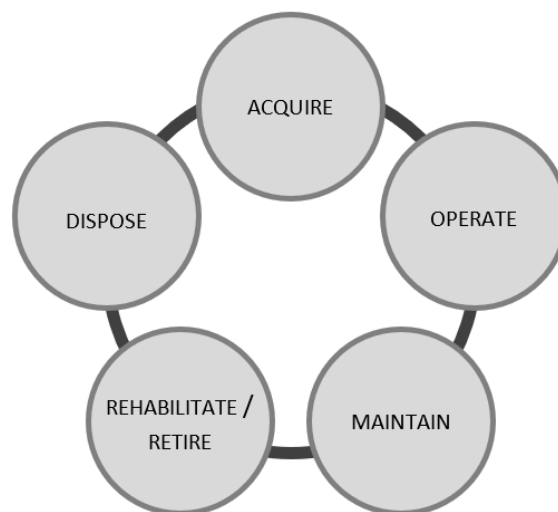
The District operates a fleet of 61 fixed route buses fueled by natural gas on 20 fixed routes. Service is provided from approximately 4:00 am to 10:00 pm seven (7) days a week. Most routes provide weekday evening service. The District also provides paratransit transportation for ADA-eligible and senior patrons with a fleet of 26 paratransit vehicles. 21 of the 26 vehicles are fueled by CNG.

In terms of the Federal Transit Administration's guidelines, GCTD is a Tier 2 transit agency.

1.2 TAM APPROACH

GCTD's core business is to provide safe, reliable, and sustainable transportation options to the communities it serves. To accomplish this, GCTD must continually improve its management of fleet and facilities. When executed properly, Transit Asset Management improves coordination of all departments across all phases of an asset's lifecycle as shown in the figure below.

TYPICAL LIFECYCLE PHASES OF A TRANSIT ASSET



The TAM Plan aims to optimize the costs, risks, and performance of the transit system assets, and provide a range of benefits to GCTD through an ongoing planning effort as depicted below.

ASSET MANAGEMENT OPTIMIZES COST, PERFORMANCE, AND RISK



In addition, the TAM Plan enhances the District's ability to communicate with the public and Board of Directors about the District's successful approach to asset management, the benefits of investing in the transit system, and the consequences of underinvestment. Federal regulations require that assets used in the provision of public transit be subject to this TAM Plan.

The following table illustrates GCTD's current asset categories and asset classes.

REVENUE VEHICLES	EQUIPMENT	FACILITIES
Bus	Non-Revenue/ Service Automobiles	Admin / Maintenance
Cutaway Bus, Van	Trucks	

REGIONAL TAM PROCESS

GCTD developed an individual TAM Plan as a federal recipient. However, the Ventura County Transportation Commission (VCTC), which serves as the Regional Transportation Planning Agency for Ventura County developed a Group TAM Plan for all sub-recipients in Ventura County.

2 FEDERAL TAM REQUIREMENTS

2.2 OVERVIEW & HISTORY

As part of MAP-21 and the subsequent Fixing America's Surface Transportation (FAST) Act, the FTA enacted regulations for transit asset management requiring transit service providers to establish asset management performance measures and targets and develop a TAM Plan.

The final TAM Rule was published on July 26, 2016 and went into effect on October 1, 2016. The rule itself amended the United States (U.S.) Code of Federal Regulations (CFR) Title 49 Parts 625 and 630, which relate to TAM and the NTD respectively.

The TAM Final Rule distinguishes requirements between larger and smaller or rural transit agencies. Based on the criteria, and the type of service provided, GCTD is a Tier 2 provider as defined by FTA.

TIER 2. A PROVIDER THAT OWNS, OPERATES, OR MANAGES 100 OR FEWER VEHICLES ACROSS ALL MODES OR ANY ONE NON-FIXED MODE DURING PEAK REGULAR SERVICE ACROSS NON-RAIL, FIXED ROUTE MODES, OR IS A SUB-RECIPIENT UNDER THE 5311 RURAL AREA FORMULA PROGRAM OR AMERICAN INDIAN TRIBE.

2.2 STATE OF GOOD REPAIR PERFORMANCE MEASURES

The TAM Rule requires that transit agencies establish state of good repair (SGR) performance measures and targets for each asset class. As a Tier 2 provider, GCTD must report on the SGR measures for the following asset categories:

Rolling stock: percent of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark.

Equipment: percent of vehicles that have met or exceeded their Useful Life Benchmark.

Facilities: percent of facilities with a condition rating below 3.0 the FTA Transit Economic Requirements Model scale.

2.3 TAM PLAN REQUIREMENTS

As a Tier 2 provider, GCTD must develop a TAM Plan that includes the first four (4) elements of the Final Rule. These elements must:

- Include the capital asset inventory
- Provide asset condition assessment information
- Describe the decision support tools used to prioritize capital investment needs
- Identify project-based prioritization of investments

2.4 TAM PLAN REPORTING REQUIREMENTS

The FTA requires transit providers to update TAM Plans at least once every four (4) years.

Title 49CFR§625.29 (a) states that a TAM Plan should cover a planning horizon of at least four (4) years. The District may amend the TAM Plan at any time, but this should be initiated following any major change to the asset inventory, condition assessment, or capital investment. The TAM Plan should also be updated following any change to the prioritization processes affecting the timing of future projects. Although TAM Plans are required to be updated at least once every four (4) years, GCTD currently plans to review its TAM Plan annually and update it as needed to reflect current conditions.

In addition to the performance targets and TAM Plan, the TAM Final Rule requires that two additional asset management reports be submitted to the NTD annually. The following reports are due to the NTD no later than four months after the District's fiscal year end:

- The **Data Report** should describe the condition of the transportation system currently and the SGR performance targets for the upcoming year.
- The **Narrative Report** should describe changes in the transportation system condition and report progress on meeting the performance targets from the prior year.

3 ASSET MANAGEMENT POLICY

Gold Coast Transit District has developed this TAM plan to ensure the safest useful service life for their rolling stock, equipment, and facilities, while meeting financial obligations for anticipated replacement of the District's assets. The plan provides critical asset decision making information by:

- Maintaining an asset inventory that includes facilities, equipment, and rolling stock used in the delivery of transit service.
- Determining the condition and performance of each asset in the inventory.
- Identifying all safety-critical assets within the asset inventory and prioritize efforts to maintain those assets in a State of Good Repair.
- Identifying the unacceptable risks with assets that are not in a State of Good Repair and determine the safety risks of those assets that are below a State of Good Repair.
- Set annual asset performance targets to monitor the progress towards meeting SGR targets.
- Deciding how to prioritize anticipated funds toward improving asset condition to an acceptable State of Good Repair level or towards the replacement of the asset based on condition, safety, risk, and full lifecycle benefit.
- Maintaining a Transit Asset Management Plan, in accordance with the FTA TAM Plan requirements.

3.2 TAM VISION

Transit Asset Management is a strategic approach in managing fleet and facilities; to optimize their performance; their useful life; and to minimize the total cost of ownership.

GCTD's vision for the TAM Plan is to provide safe, responsive, convenient, efficient, and environmentally responsible public transportation that serves the diverse needs of our community. To accomplish this, GCTD must continually improve its management of fleet and facilities. When executed properly, Transit Asset Management improves coordination of all departments across all phases of an asset's lifecycle. The TAM Plan is a living asset database that assists in the overall re-investment in our agency.

3.3 TAM GOALS

GCTD shall establish annual TAM goals, which are separate from annual SGR performance goals, based upon tangible criteria related to asset performance. For FY 2020 - 2021, GCTD will use this time period to gather data in order to establish baseline measures and create a Zero-Emission Roll-Out Plan with the input from the GCTD Board of Directors and a consulting firm selected from a Request for Procurement (RFP) process. The ZEB Roll-Out Plan is due to the FTA in July of 2023 but GCTD plans on having its plan ready for submittal in 2022.

It is the belief of GCTD that TAM implementation and monitoring provides a framework for maintaining an SGR by considering the condition of its assets in relation to the local operating environment. GCTD has developed its SGR policies to account for the preservation, maintenance, inspection, rehabilitation, disposal, and replacement of capital assets. The goal of these policies is to allow GCTD to determine and predict the cost to improve asset condition(s) at various stages of the asset lifecycle, while balancing prioritization of capital, operating, and expansion needs.

CATEGORY	ANNUAL TAM GOALS
Proactive Budget Planning	District departments collaboratively create annual capital project list Increase Capital Budget forecasting to five years to optimize capital investment and maintenance decisions
Improve Transparency and Accountability	Maintain SGR levels to improve system performance Reduce maintenance costs
Safety Risk	≤ 1 Preventable Accident per 100,000 miles $\geq 7,500$ miles Between Road Calls
System Reliability	$\geq 90\%$ On-time Performance $\leq 1\%$ Missed Trips

3.4 PERFORMANCE MEASURES

To comply with the FTA requirements associated with SGR, performance measures for capital assets have been established for each asset class along with performance targets. Targets for vehicles are expressed in terms of percentage of assets that are at or beyond the Useful Life Benchmark (ULB), therefore the ideal situation is to be less than the target.

Our vehicle targets were set by using our current bus replacement schedule and determining the number of vehicles we would need to replace on a yearly basis to continue to provide the same level of service to Ventura County, while operating within FTA guidelines. Targets set collaboratively through consultation with Department Directors regarding GCTD's fleet composition.

Fixed Route Buses. In the attached Asset Portfolio listing, the ULB is the recommended FTA standard 12-year ULB provided for buses. Based on our experience, the limiting factor for our buses is the availability of replacement spare parts from their OEM and third-party suppliers. Our experience shows that 12 years is a reasonable minimum estimate of how long we can expect to keep a vehicle in safe and reliable service. In 2018 GCTD established and executed a “Low Emission Repower Project”. The project consisted of replacing the conventional 8.3L Cummins CNG engine, which is not compliant with CARB strategies, and replacing them with Cummins L9 near zero emission engine. The cooling systems were upgraded with EMP’s E-fan drive system and rebuilding the B400 transmissions. This midlife overhaul extended the useful life of 14 New Flyer buses from 12 years to 17 years, allowing GCTD to avoid the need to replace all 26 New Flyer Buses at one time.

Paratransit Vehicles. Our goal for our paratransit vehicles is to operate them for the FTA’s recommended 5-years, however given our favorable weather in our geographic area we expect to operate our vehicles a minimum of 8-years. We rigorously inspect these vehicles annually, and based on availability of support and parts, have operated vehicles beyond the ULB.

Non-Revenue Vehicles: For all non-revenue vehicles, the District identifies a particular useful life based on the vehicle characteristics at time of purchase.

Facilities. Facilities and associated equipment have their condition assessed in line with the TERM guidelines published by the FTA (5 – excellent; 4 – good; 3 – adequate; 2 – marginal; 1 - poor) and determining the SGR threshold to be at 3.0.

PERFORMANCE TARGETS

ASSET CATEGORY	Asset Class	2021 Target	2022 Target	2023 Target	2024 Target
Performance Measure					
REVENUE VEHICLES					
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	BU - Bus	35%	29%	24%	0%
	CU - Cutaway Bus	0%	0%	0%	0%
	VN – MV1 Van	0%	0%	22%	25%
	VN – Ford Transit	0%	0%	0%	0%
EQUIPMENT					
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	42%	16%	16%	5%
	Trucks and other Rubber Tire Vehicles	33%	33%	0%	0%
FACILITIES					
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance	0% 5	0% 5	0% 5	0% 5

3.5 TAM AND SGR POLICY

GCTD has developed this TAM Plan to ensure the safest useful service life for their facilities, equipment, and rolling stock, while meeting financial obligations for anticipated replacement of the District's assets. The plan provides critical asset decision making information by:

- Maintaining an asset inventory that includes facilities, equipment, and rolling stock used in the delivery of transit service.
- Determining the condition and performance of each asset in the inventory.
- Identifying all safety-critical assets within the asset inventory and prioritize efforts to maintain those assets in a State of Good Repair.
- Identifying the unacceptable risks with assets that are not in a State of Good Repair and determine the safety risks of those assets that are below a State of Good Repair.
- Set annual asset performance targets to monitor the progress towards meeting SGR targets.
- Deciding how to prioritize anticipated funds toward improving asset condition to an acceptable State of Good Repair level or towards the replacement of the asset based on condition, safety, risk, and full lifecycle benefit.
- Maintaining a Transit Asset Management Plan, in accordance with GCTD's safety policies and the FTA TAM Plan requirements.

4 TRANSIT ASSET INVENTORY & CONDITION MONITORING

4.2 ASSET INVENTORY

A detailed Transit Asset inventory is maintained by GCTD. During asset procurement and receipt or acceptance, specific asset identification, useful life, warranty, and maintenance interval information is collected from the Original Equipment Manufacturer (OEM). This practice ensures the asset data is properly recorded for effective and efficient lifecycle management. Listed below is a summary of GCTD's asset inventory and a full inventory listing is attached as Appendix A.

ASSET INVENTORY SUMMARY

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	87	5.78	272,537	\$415,182.93
<i>BU - Bus</i>	61	7.75	302,048	\$569,642.86
<i>CU - Cutaway Bus</i>	8	4	117,853	\$100,000.00
<i>VN - Van</i>	18	5.6	134,733	\$66,500.00
Equipment	24	10.8	57,988	\$36,521.74
<i>Non-Revenue / Service Automobile</i>	21	6.52	68,285	\$34,500.00
<i>Trucks and other Rubber Tire Vehicles</i>	3	15.0	47,690	\$50,000.00
Facilities	1	2	N/A	\$38,500,000.00
<i>Maintenance/ Administration</i>	1	2	N/A	\$30,000,000.00
<i>Land</i>	1	2	N/A	\$8,500,000.00

4.3 ASSET CONDITION

Vehicle Condition Assessment. Condition ratings for vehicles are expressed in terms of the percentage of assets that are "at" or "beyond" the Useful Life Benchmark (ULB) based on FTA Circular 9030.1D, paragraph 4.a.

Facilities Condition Assessment. The FTA's Transit Economic Requirements Model (TERM) scale is used to determine an asset's condition. A TERM scale condition rating ranges from "5" for excellent condition to "1" for poor condition. Assets with a condition rating score of 3.0 and above are in a state of good repair. Assets with a lower condition score are said not to be in a state of good repair and may require prioritization during capital programming to ensure safe, efficient, and reliable transit service.

Condition assessments were performed using in-house staff where a particular set of skills or experience was necessary. The District uses the following table when completing an asset condition assessment.

ASSET CONDITION ASSESSMENT RATING CRITERIA

RATING	ASSESSMENT	CRITERIA
5	Excellent	<ul style="list-style-type: none"> New Asset, no visible defects Asset is new and within the warranty period Asset does not pose a known unacceptable safety risk
4	Good	<ul style="list-style-type: none"> Asset showing minimal signs of wear, some slightly deteriorated components Asset performs its designed function Asset does not pose a known unacceptable safety risk
3	Adequate	<ul style="list-style-type: none"> Asset has reached its mid-life, some moderately defective or deteriorated components Asset performs its designed function Asset does not pose a known unacceptable safety risk
2	Marginal	<ul style="list-style-type: none"> Asset reaching or just past the end of its useful life, increasing number of defective or deteriorated components Asset has met its useful life Asset does not pose a known unacceptable safety risk
1	Poor	<ul style="list-style-type: none"> Asset has met its useful life, is in need of immediate repair or replacement Asset does not perform its designed function Asset poses a known unacceptable safety risk

ASSET CONDITION SUMMARY

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	87	5.78	184,788	N/A	\$245,38012	24%
<i>BU - Bus</i>	61	7.75	302,408	N/A	\$569,642	35%
<i>CU - Cutaway Bus</i>	8	4	117,583	N/A	\$100,000	0%
<i>VN - Van</i>	18	5.6	134,733	N/A	\$66,500	0%
Equipment	24	10.8	57,988	N/A	\$42,250	41%
<i>Non-Revenue/Service Auto</i>	21	6.52	68,285	N/A	\$34,500	48%
<i>Trucks & other Vehicles</i>	3	15.0	47,690	N/A	\$50,000	33%
Facilities	1	2.0	N/A	5	\$38,500,000	N/A
<i>Maintenance</i>	1	2.0	N/A	5	\$30,000,000	N/A
<i>Land</i>	1	N/A	N/A	-	\$8,500,000	N/A

5 ASSET LIFECYCLE STRATEGIES

This section identifies GCTD's key asset management practices across the lifecycle for the Fleet and Facilities assets. The asset strategies set the approach for managing a specific asset class that delivers GCTD's strategic objectives in line with the TAM Policy and the TAM Vision.

Recognizing that each asset category and asset class is challenged with a unique set of performance characteristics and resource requirements, a facility maintenance module was added to the Fleet-Net program in 2020. GCTD has tracked vehicle inventory, labor, parts inventory and purchasing for over a decade. GCTD also maintains a Fleet Management Plan which tracks future vehicle purchases.

GCTD uses a combination of written documentation (work orders) generated by maintenance personnel in the computer-based maintenance tracking software (Fleet Net) that documents all maintenance activities. Fleet Net is used to monitor and manage assets, to achieve and maintain a state of good repair, improve safety, and increase reliability and performance. Fleet-Net software also tracks all the lifecycle management activities. These activities make up the lifecycle strategies. This includes all the preventive maintenance tasks, standard operating procedures, inspections, and proactive maintenance activities performed to ensure consistent asset lifecycle management at the asset class level.

5.1 MAINTENANCE MANUALS

GCTD has maintenance manuals to monitor and manage assets to achieve and maintain a state of good repair, improve safety, and increase reliability and performance. The purpose of the manuals is to provide an overview of the methods and procedures relating to vehicle inspection and maintenance, as well as the utilization and management of spares, and ongoing update of asset management to track lifecycle costs associated with the assets. Lastly, it defines the operational and safety protocols in effect at the GCTD maintenance facilities.

5.2 INVESTMENT PRIORITIZATION AND FUNDING

Part of the asset management process is optimizing how funds are spent based on the assessed asset inventory to help achieve and maintain a state of good repair. This includes both capital and operating funds. GCTD's capital budgeting process includes the planning, design, acquisition, capital maintenance, and rehabilitation of all assets subject to this TAM Plan. The operating budget funds the use and routine maintenance of those same assets, including the staff needed to perform those functions.

GCTD annually prepares and adopts an operating budget and a capital plan. The capital budget is a ten-year plan in which capital projects are programmed.

The basic process for assembling the Capital Improvement Plan (CIP) includes updating and assessing the asset inventory, including condition assessment, so that programming can be based on current data. The next step is evaluation of future Capital requirements, based on the condition of current assets and a projection of future operating requirements. Programming is prepared by the Finance and Administration Department using input submitted by each department. Because GCTD depends

primarily on Federal and State Grants to fund capital purchases, each project in the CIP is classified as either funding identified, or funding not yet identified.

Final evaluation and prioritization of items included in the CIP is performed by a committee comprised of the department directors. This preliminary CIP is approved by the General Manager and then ultimately the Board of Directors as part of the District's Annual Budget. The CIP is then used to estimate the spending levels in any given year for inclusion into the budget process.

5.3 CAPITAL INVESTMENT PRIORITIZATIONS

GCTD is implementing a capital project prioritization process which considers asset condition or age along with investment categorization. The basic unit of the prioritization process is the project request. Project requests are created by District staff and have required fields to assist in the prioritization process. The asset inventory and condition assessment are used in this step to create project requests based on the asset age or condition (as applicable to that asset class) for rehabilitation or replacement of the assets that are indicated within the CIP period. Requests can cover individual or groups of assets, and include a cost estimate, sponsoring department, project manager identification, and any relevant documentation.

There are two main fields for prioritization. The first field categorizes the project within five priority groupings, and the second assigns a priority within that grouping. The first field is shown in the table below with the highest priority item at the top. The second field consists of the relatively self-explanatory entries of high, medium, and low priority.

PRIORITY 1	DESCRIPTION
Safety	Requests that concern safety or security critical assets or initiatives. This applies to the safety of both riders and employees.
Compliance	Requests that are necessary to fulfil regulatory compliance requirements.
Maintenance	Requests for maintenance of existing assets. This encompasses the bulk of state of good repair requests.
Replacement	Requests to replace in-kind assets that are approaching or has exceeded their ULB.
Business Case	Requests that can show a quantifiable benefit from their implementation. These requests are generally not necessary from a maintenance standpoint but could save the District money in an identifiable and specific way.
Enhancement	Enhancement of existing assets or addition of new assets that are not required for maintenance purposes, i.e. expansion projects.

All project requests must go through an approval workflow process before they are programmed. This workflow goes through several approval steps: (1) project initiation; (2) project manager; (3) Department Director; (4) committee review; and (5) General

Manager. Requests approved at the General Manager step 5 are then collected for the programming process. Once the programming has been completed the final step is Finance and Administration Department creates a CIP from the approved requests.

The prioritization and programming are performed by a committee comprised of the department directors. The committee uses the prioritization fields and cost estimates from the project requests along with the capital funding projections to assemble the CIP.

5.4 OPERATING AND CAPITAL INVESTMENT PLANNING AND BUDGET

GCTD's operating budget funds service delivery and maintenance, including employee wages, spare parts, consumables, and a variety of support services used throughout the organization. This also includes payments to third-party contractors responsible for consulting and maintenance activities.

The operating budget is currently approved on a yearly basis through the Board of Directors. GCTD's FY 2020 - 2021 operating budget is \$28 million.

Along with the operating budget the Board also approves a capital improvement plan (CIP) for the fiscal year. The capital budget for the year includes the projected grant and District's capital spending for the projects included in the CIP.

5.5 PRIORITIZED LIST OF INVESTMENTS

The table below shows that GCTD's Prioritized List of Investments in all asset categories totals over \$31.7 Million over 5 years. The table includes all assets that have reached (or will reach) the end of their useful between 2021 and 2026. In addition to the list of investments below, GCTD prioritizes replacement based on its Fleet Management Plan and 10-year Capital Plan, which reflects fleet expansion needs as well as planned fleet replacements. When planning future fleet replacements, GCTD considers the requirements of the Innovative Clean Transit Regulation, which was issued by the California Air Resources Board in 2019.

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2021	3- Bus 40'	Revenue Vehicle	\$1,727,128.00	High
2022	2 - Sedan-RELIEF (2009/Honda/Civic)	Equipment	\$50,000.00	High
2022	1 - Van-SUPV (2010/Dodge/El Dorado)	Equipment	\$40,000.00	High
2022	9 - Bus 40'	Revenue Vehicle	\$5,285,770.00	High
2022	9 - Bus 35' (Replace with 40')	Revenue Vehicle	\$5,400,770.00	High
2023	6- Van (Paratransit)	Revenue	\$480,000.00	High
2023	8 - Bus 35'	Revenue Vehicle	\$4,000,000.00	High
2024	7 - Van (Paratransit)	Revenue Vehicle	\$560,000.00	High
2024	2 - Sedan-SUPV (2012/Honda/Civic)	Equipment	\$60,000.00	High
2024	1 - Van-SUPV (2013/Dodge/El Dorado)	Equipment	\$65,000.00	High
2024	14 - Bus 40' (Replace with Zero-Emission)	Revenue Vehicle	\$14,000,000	High
2025	1 - Truck CNG	Equipment	\$65,000.00	High

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	#	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	90	GCTD	2009	150337	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	93	GCTD	2009	149676	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	94	GCTD	2009	153441	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	1002	GCTD	2009	142801	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	1003	GCTD	2009	162650	\$30,000.00
Equipment	Non Revenue	Sedan / STAFF	Honda	Civic	1	1501	GCTD	2015	108418	\$30,000.00
Equipment	Non Revenue	Sedan / SUPV	Honda	Civic	1	1302	GCTD	2012	80457	\$30,000.00
Equipment	Non Revenue	Sedan / SUPV	Honda	Civic	1	1651	GCTD	2015	14589	\$30,000.00
Equipment	Non Revenue	Sedan/ DIRECTOR	Honda	Civic	1	1301	GCTD	2012	67329	\$30,000.00
Equipment	Non Revenue	Van / STAFF	Chevy	Uplander	1	73	GCTD	2007	56395	\$60,000.00
Equipment	Non Revenue	Van / SUPV	Dodge	El Dorado Amerivan	1	1101	GCTD	2010	141082	\$60,000.00
Equipment	Non Revenue	Van / SUPV	Dodge	El Dorado Amerivan	1	1303	GCTD	2013	132205	\$30,000.00
Equipment	Trucks	MAINTENANCE	Ford	F150	1	200	GCTD	2000	72417	\$60,000.00
Equipment	Trucks	MAINTENANCE	GMC	E-350	1	50	GCTD	2005	26021	\$70,000.00
Equipment	Trucks	MAINTENANCE	Toyota	Tundra	1	1304	GCTD	2013	44633	\$60,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E101	GCTD	2019	9513	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E102	GCTD	2019	9029	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E103	GCTD	2019	9584	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E104	GCTD	2019	8978	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E105	GCTD	2019	10035	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E106	GCTD	2020	9481	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E107	GCTD	2020	7806	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E108	GCTD	2020	8428	\$30,000.00
Equipment	Non Revenue	Sedan / SUPV	Nissan	Leaf	1	E109	GCTD	2020	1737	\$30,000.00
Facilities	301 E Third St	Maintenance	N.A.	N.A.	1	N.A.	GCTD	1983	N.A.	\$30,000,000.00
Facilities	1901 AutoCenter	Land	N.A.	N.A.	1	N.A.	GCTD	2014	N.A.	\$10,000,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	35' Low Floor	1	3500	GCTD	2008	395,129	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3501	GCTD	2008	428,467	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3502	GCTD	2008	436,002	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3503	GCTD	2008	420,262	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3504	GCTD	2008	452,297	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3505	GCTD	2008	446,735	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3506	GCTD	2008	414,558	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3507	GCTD	2008	448,306	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3508	GCTD	2008	432,758	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3509	GCTD	2009	402,032	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3510	GCTD	2009	413,539	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3511	GCTD	2009	425,865	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3512	GCTD	2009	421,588	\$500,000.00

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	#	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3513	GCTD	2009	394,089	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3514	GCTD	2009	396,490	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3515	GCTD	2009	405,192	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3516	GCTD	2009	409,917	\$500,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4019	GCTD	2006	555,690	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4020	GCTD	2006	560,334	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4021	GCTD	2006	552,211	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4022	GCTD	2006	566,011	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4023	GCTD	2006	553,073	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4024	GCTD	2006	550,839	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4025	GCTD	2006	568,898	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4026	GCTD	2006	567,287	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4027	GCTD	2006	579,520	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4028	GCTD	2006	552,496	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4029	GCTD	2006	537,361	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4030	GCTD	2006	570,911	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4031	GCTD	2006	578,824	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4032	GCTD	2006	541,059	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4033	GCTD	2006	582,975	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4034	GCTD	2006	561,529	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4035	GCTD	2006	575,244	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4036	GCTD	2006	567,491	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4037	GCTD	2006	597,031	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4038	GCTD	2006	582,742	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4039	GCTD	2006	528,128	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4040	GCTD	2006	530,166	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4041	GCTD	2006	569,840	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4042	GCTD	2006	574,472	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4043	GCTD	2006	560,331	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4044	GCTD	2006	572,970	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4045	GCTD	2015	243,111	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4046	GCTD	2015	232,080	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4047	GCTD	2015	193,180	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4048	GCTD	2015	240,487	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4049	GCTD	2015	182,952	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4050	GCTD	2015	219,611	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4051	GCTD	2015	220,579	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4052	GCTD	2015	229,120	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4053	GCTD	2016	176,028	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4054	GCTD	2016	163,513	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4055	GCTD	2016	168,680	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4056	GCTD	2016	177,619	\$600,000.00

Appendix A: Asset Register

RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4057	GCTD	2016	180,276	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4058	GCTD	2019	56,738	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4059	GCTD	2019	54,368	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4060	GCTD	2019	54,343	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4061	GCTD	2019	54,563	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4062	GCTD	2019	45,677	\$600,000.00
Asset Category	Asset Class	Asset Name	Make	Model	#	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2339	GCTD	2017	118,189	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2340	GCTD	2017	117,573	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2341	GCTD	2017	116,822	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2342	GCTD	2017	119,646	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2343	GCTD	2017	117,909	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2344	GCTD	2017	119,626	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2345	GCTD	2017	118,159	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2346	GCTD	2017	115,417	\$100,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1600	GCTD	2014	174,148	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1601	GCTD	2014	181,385	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1602	GCTD	2014	118,750	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1604	GCTD	2014	183,286	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1605	GCTD	2014	188,693	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1606	GCTD	2014	188,962	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1607	GCTD	2014	184,243	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1608	GCTD	2014	161,857	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1609	GCTD	2014	160,715	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1610	GCTD	2014	153,685	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1611	GCTD	2014	162,042	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1612	GCTD	2014	160,765	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1613	GCTD	2014	160,962	\$65,000.00
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	Nor Cal	1	2200	GCTD	2019	49,350	\$70,000.00
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	Nor Cal	1	2201	GCTD	2019	49,985	\$70,000.00
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	Nor Cal	1	2202	GCTD	2019	47,689	\$70,000.00
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	Nor Cal	1	2203	GCTD	2019	51,653	\$70,000.00
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	Nor Cal	1	2204	GCTD	2019	47,040	\$70,000.00

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

AssetCategory	AssetClass	AssetName	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BU - Bus	35' Bus CNG	1	3500	12	395,129	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3501	12	428,467	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3502	12	436,002	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3503	12	420,262	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3504	12	452,297	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3505	12	446,735	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3506	12	414,558	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3507	12	448,306	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3508	12	432,758	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3509	11	402,032	\$500,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	3510	11	413,539	\$500,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	3511	11	425,865	\$500,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	3512	11	421,588	\$500,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	3513	11	394,089	\$500,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	3514	11	396,490	\$500,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	3515	11	405,192	\$500,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	3516	11	409,917	\$500,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4019	15	555,690	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4020	15	560,334	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4021	15	552,211	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4022	15	566,011	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4023	15	553,073	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4024	15	550,839	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4025	15	568,898	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4026	15	567,287	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4027	15	579,520	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4028	15	552,496	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4029	15	537,361	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4030	15	570,911	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4031	15	578,824	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4032	15	541,059	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4033	15	582,975	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4034	15	561,529	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4035	15	575,244	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4036	15	567,491	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4037	15	597,031	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4038	15	582,742	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4039	15	528,128	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4040	15	530,166	\$600,000.00	17	No

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

AssetCategory	AssetClass	AssetName	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value		Past Useful Life Benchmark
RevenueVehicles	BU - Bus	40' Bus CNG	1	4041	15	569,840	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4042	15	574,472	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4043	15	560,331	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4044	15	572,970	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4045	6	243,111	\$600,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4046	6	232,080	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4047	6	193,180	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4048	6	240,487	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4049	6	182,952	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4050	6	219,611	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4051	6	220,579	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4052	6	229,120	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4053	5	176,028	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4054	5	163,513	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4055	5	168,680	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4056	5	177,619	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4057	5	180,276	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4058	2	56,738	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4059	2	54,368	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4060	2	54,343	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4061	2	54,563	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4062	2	45,677	\$600,000.00	12	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2339	4	118,189	\$100,000.00	8	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2340	4	117,573	\$100,000.00	8	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2341	4	116,822	\$100,000.00	8	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2342	4	119,646	\$100,000.00	8	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2343	4	117,909	\$100,000.00	8	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2344	4	119,626	\$100,000.00	8	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2345	4	118,159	\$100,000.00	8	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2346	4	115,417	\$100,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1600	7	174,148	\$65,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1601	7	181,385	\$65,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1602	7	118,750	\$65,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1604	7	183,286	\$65,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1605	7	188,693	\$65,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1606	7	188,962	\$65,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1607	7	184,243	\$65,000.00	8	No

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs.)	Past Useful Life Benchmark
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1608	7	161,857	\$65,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1609	7	160,715	\$65,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1610	7	153,685	\$65,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1611	7	162,042	\$65,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1612	7	160,765	\$65,000.00	8	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1613	7	160,962	\$65,000.00	8	No
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	2200	2	49,350	\$70,000.00	8	No
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	2201	2	49,985	\$70,000.00	8	No
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	2202	2	47,689	\$70,000.00	8	No
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	2203	2	51,653	\$70,000.00	8	No
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	2204	2	47,040	\$70,000.00	8	No

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Non Revenue/Service Automobile	Van Gasoline	1	73	14	56395	\$60,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	90	12	150337	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	93	12	149676	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	94	12	153441	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Van Gasoline	1	1101	11	141082	\$60,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1002	12	142801	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1003	12	162650	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1301	9	67329	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1302	9	80457	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1303	8	132205	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1501	6	108418	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1651	6	14589	\$30,000.00	8	No
Equipment	Trucks; Rubber Tire Vehicles	Pick-up CNG	1	200	21	72417	\$40,000.00	8	Yes
Equipment	Trucks; Rubber Tire Vehicles	Truck Diesel	1	50	16	26021	\$70,000.00	8	Yes
Equipment	Trucks; Rubber Tire Vehicles	Pick-up Gasoline	1	1304	8	44633	\$40,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E101	2	9513	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E102	2	9029	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E103	2	9584	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E104	2	8978	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E105	2	10035	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E106	1	9481	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E107	1	7806	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E108	1	8428	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E109	1	1737	\$30,000.00	8	No

Appendix B: Asset Condition Data

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Maintenance	301 East 3rd Street	1	N.A.	45	3	\$30,000,000.00
Facilities	Property (Land)	1901 Auto Center Drive	1	N.A.	N.A.	5	\$10,000,000.00