



253 Elks Lane
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October 11, 2023

National Transit Database Narrative Report FY2023:

The below annual narrative report provides a description of any change in the condition of the San Luis Obispo Regional Transit Authority (RTA) transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.

AGENCY INFORMATION

Reporter Name: San Luis Obispo Regional Transit Authority (RTA)

NTD ID#: 90206

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Reporting Year: NTD 2023

REVENUE VEHICLES:

Useful Life Benchmark – Revenue Vehicles

The RTA operates a total of 64 revenue services vehicles (37 fixed-route vehicles and 27 demand-response vehicles). The fixed-route revenue service vehicles for the RTA consists of 33 buses, 2 cutaways medium-duty buses that provide fixed-route services and two (2) trolleys that provide seasonal fixed-route services. The demand-response revenue service vehicles consist of 12 light-duty cutaway vehicles and 15 ADA accessible minivan paratransit vehicles operated for the RTA Runabout program that provide demand-response services.

Additionally, the City of Atascadero (subrecipient to the RTA) operates four (4) light-duty cutaway vehicles as part of the Atascadero Dial-A-Ride program, which services the City of Atascadero only. Data on Atascadero's four Dial-A-Ride cutaway vehicles are included in the RTA's Group-Sponsored TAM Plan.

The RTA's regional transit service consists of five fixed-routes along the Central Coast as well as operates the complementary ADA paratransit (Runabout) service during the same days and hours as the fixed-route service. The RTA operates and maintains its fixed-route and Runabout paratransit

services from a single Bus Maintenance Facility (for maintenance, operations and administration functions) located at 253 Elks Lane, San Luis Obispo. Construction of the new Bus Maintenance Facility was completed in January 2022 and is owned by the RTA.

What Revenue Vehicle targets did your agency set?

- The RTA's fleet standard is to replace **buses, cutaways, mini-bus and ADA-accessible minivans** (revenue-service vehicles) at a rate that will allow for no more than 25% of these vehicles to exceed the FTA-defined useful life standard in terms of years or miles. (approximately no more than 15 of 63 vehicles)
- The RTA's fleet standard is to replace rubber-tire vintage trolleys (seasonal revenue-service vehicles) at a rate that will allow for no more than 25% of these vehicles to exceed the FTA-defined useful life standard in terms of years or miles. (approximately no more than 1 of the 2 trolleys)

How did your agency calculate these Revenue Vehicle targets?

Based on the RTA's Strategic Business Plan, the goal for all revenue vehicles is not-to-exceed more than 40% beyond the FTA-defined useful life standard in terms of years or miles. The RTA uses the TAM Fleet Replacement Module, the RTA Fleet Software, the RTA Vehicle Replacement Schedule to determine replacements and the Board adopted Innovative Clean Transit (ICT) Zero-Emission Fleet Transition Roll-Our Plan to determine identify replacement, prioritization and support investment decision-making. The Metropolitan Planning Organization (San Luis Obispo Council of Governments) in the Federal Transportation Infrastructure Plan (FTIP) and Program of Projects (POP) adopts capital vehicle replacement project years and funding.

How has your agency made progress toward its Revenue Vehicle targets?

Yes. The RTA continues to work towards these goals. The RTA uses its adopted Strategic Business Plan, RTA Vehicle Replacement Schedule, Condition Assessments, the TAM Fleet Replacement Module and the adopted ICT Zero-Emission Roll-Out Plan to justify the investment priority process of all of its fleet. In FY2023, the RTA replaced three (3) ADA accessible minivans.

Currently, the RTA has nine vehicle procurements in various states of progress with anticipated vehicle deliveries in late 2023 and 2024. In 2023 purchase orders were placed for three (3) mini-buses (ARBOCS), three (3) cutaways (2 fixed-route and 1 demand-response), two (2) zero-emission electric heavy duty 40-ft buses and one (1) diesel 40-ft bus. Delivery of these vehicles are anticipated in late 2023 and 2024.

Additionally, the RTA is in the process of issuing purchase orders to replace eight more vehicles; five (5) zero-emission electric heavy duty 40-ft buses and three (3) ADA accessible minivans with anticipated delivery in 2024 and 2025.

In 2024, the City of Atascadero (subrecipient to the RTA) intends to issue a purchase order to replace one (1) light duty cutaway vehicle for its Dial-A-Ride service.

The RTA has received grant funding to replace one (1) seasonal fixed-route rubber-tire vintage trolley in 2024. The RTA is currently researching available zero-emission technologies prior to issuing a purchase order for this replacement vehicle.

What challenges face your agency in making progress toward the Revenue Vehicle targets?

The RTA transit services span the entire San Luis Obispo County, and as a result operates several high-mileage routes. The RTA's revenue vehicles (buses and demand-response vehicles) are well maintained and receive regularly scheduled preventative maintenance. As a result of longer routes and regular preventative maintenance, many of our buses approach their useful life in miles well in advance of their useful life in years. However, due to the routine preventative maintenance and mid-life engine replacement projects, these revenue vehicles remain in excellent working condition.

Two major constraints limiting the deployment of BEB infrastructure are the availability of capital funding, and possible electrical capacity needed at the two leased park-out facilities (in Paso Robles and Arroyo Grande) and at opportunity charging locations. The most significant challenge facing transit agencies through the start-up and scaleup phases of the zero-emission transition is the financial requirements. ZEBs are more expensive to procure, and new infrastructure is required to operate and maintain the vehicles. The effort to implement opportunity charging systems necessarily must be coordinated with our transit agency partners that also operate within and adjacent to the RTA service area so that any investments can be shared across our respective fleets. This effort will require a focused planning/engineering study that is jointly funded and executed.

As our agency transitions to zero-emission electric fleet, available funding remains a significant challenge. Zero-emission technologies are nearly double the cost of conventional diesel-powered buses, making the transition to a fully clean fleet a challenge for all transit agencies. The RTA will continue to plan for this transition through its ICT Zero-Emission Fleet Transition Roll-Out Plan and replace vehicles with zero-emission technologies as funding becomes available.

NON-REVENUE SUPPORT VEHICLES/EQUIPMENT:

Useful Life Benchmark – Equipment (Non-Revenue Support Vehicles, Trucks and Other Rubber Tire Vehicles)

The RTA operates a total fleet of 17 non-revenue support vehicles, maintenance trucks and equipment. The total support fleet includes 12 support vehicles, 4 maintenance trucks and 1 forklift.

What Non-Revenue Support Vehicle, Trucks & Equipment targets did your agency set?

- The RTA's fleet standard is to replace **support service vehicles** (non-revenue vehicles) at a rate that will allow for no more than 30% of the vehicles beyond the FTA-defined useful life standard in terms of years or miles. (approximately no more than 4 of 12 sedans)
- The RTA's fleet standard is to replace **trucks and other rubber tire vehicles and equipment** (non-revenue vehicles) at a rate that will allow for no more than 30% of the vehicles beyond the FTA-defined useful life standard in terms of years or miles. (approximately no more than 1 of 4 maintenance trucks)
- The RTA's fleet standard is to replace **forklift** (non-revenue equipment) at a rate that will allow for no more than 40% of the equipment beyond the FTA-defined useful life standard in terms of years or hours. (projected replacement year of the forklift is 2028)

How did your agency calculate these Non-Revenue Support Vehicle, Trucks & Equipment targets?

The support vehicle and equipment (non-revenue support vehicle) goal is set based on the current age and when the replacement is tentatively scheduled to take place. The RTA has identified revenue vehicles as the top priority for replacement over non-revenue support vehicles, trucks and equipment. Support vehicles and trucks acquire less miles and therefore the useful-life in age can be extended until funding is made available.

How has your agency made progress toward its Non-Revenue Support Vehicle, Trucks & Equipment targets?

Yes. The RTA works towards these goals but also uses the Fleet Replacement Module to justify the investment priority process of all of its fleet. Vehicle replacement is dependent upon available grant funds. The RTA is in the process of issuing purchase orders for nine (9) non-revenue support vehicles (7 electric sedans and 2 service work trucks) with anticipated delivery in 2024.

What challenges face your agency in making progress toward the Non-Revenue Support Vehicle, Trucks & Equipment targets?

Financial constraints, supporting infrastructure and lack of standardization in the industry remain the most significant challenges facing transit agencies for vehicle replacements. Currently, there are no universal standards when it comes to connector types, installation, power rating, and payment systems. Repair and maintenance, safety and regulatory compliance (example: Buy America compliant level 2 chargers), and managing data collection and analysis are just some of the challenges manufacturers face in day-to-day operations.

FACILITIES:

Bus Maintenance Facility located at 253 Elks Lane, San Luis Obispo, CA 93401

Currently the RTA operates and maintains its fleet and equipment from a single maintenance and administration facility (Bus Maintenance Facility) located at 253 Elks Lane in San Luis Obispo. Construction of Bus Maintenance Facility was completed in January 2022. The Bus Maintenance

Facility was partially funded with FTA Section 5339 funds, various state grant funds, federal TIFIA loan and a private loan. The Bus Maintenance Facility is owned fully by the RTA. The RTA provides quarterly and annual inspections for the facility.

In 2023, the Bus Maintenance Facility was rated as a **5** indicating the facility and associated assets are in “**Excellent Condition**” with no visible defects, is in new condition and currently under warranty as applicable.

What Facility targets did your agency set?

The RTA uses the five-point scale condition measure identified below as required by the NTD and FTA. An asset is deemed to be adequate or better if it has a rating of 3, 4, or 5 on this scale.

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

RTA's facility condition assessment standard is to repair a facility assets that receive a condition rating of marginal (2) or poor (1) at a rate that will allow for no more than **40%** of the total facility assets to exceed its useful life in accordance with the NTD and FTA-defined condition measure five-point scale.

The RTA completes an Administration/Maintenance Facility Condition Assessment internally on a regular basis, updates annually, and will report to the NTD every four (4) years as required. The next NTD Facility Condition Assessment will be due in 2026.

San Luis Obispo Regional Transit Authority Transit Asset Management Plan

Geoff Straw, Accountable Executive

Last modified by Melissa C. Mudgett on 12 Oct 23 at 09:49

Introduction

The RTA is a Joint Powers Authority that was formed in 1989 that serves to connect various communities within San Luis Obispo County and nearby cities. Regional fixed-route and paratransit services throughout the region (including paratransit within the City of San Luis Obispo) are managed by the RTA. In addition, the RTA is contracted by the County of San Luis Obispo to operate community-based services in unincorporated areas (primarily in Nipomo, Shandon and Templeton), and by the City of Paso Robles to operate the Paso Express fixed-route services and the Paso Robles Dial-A-Ride service. The RTA also provides administrative oversight of the South County Transit's (SCT) fixed-route services in the Five Cities area. The RTA Board of Directors consists of a representative from all of the cities in which transportation services are provided, as well as all five San Luis Obispo County Supervisors. The Regional Transportation Advisory Committee (RTAC) meets quarterly and provides advice to the RTA Board. Services have been directly operated by the RTA employees since 2009, when the previously contracted services were brought in-house. The RTA's fleet standard is to replace 100% of all revenue vehicles with no more than 40% beyond the FTA-defined useful life standard in terms of years or miles. This is a Tier II Group Plan that also includes the City of Atascadero as a subrecipient to the RTA. The City of Atascadero provides only Dial-A-Ride services to their community.

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A				
	AO - Automobile	N/A				
	BR - Over-the-road Bus	N/A				
	BU - Bus	25%	25%	25%	25%	25%
	CU - Cutaway Bus	25%	25%	25%	25%	25%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	N/A				
	MV - Mini-van	25%	25%	25%	25%	25%
	RT - Rubber-tire Vintage Trolley	50%	50%	50%	50%	50%
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	N/A				
	VN - Van	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	30%	30%	30%	30%	30%
	Steel Wheel Vehicles	N/A				
	Trucks and other Rubber Tire Vehicles	30%	30%	30%	30%	30%
	Forklift	30%	30%	30%	30%	30%
	Custom 2	N/A				
	Custom 3	N/A				
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A				
	Maintenance	40%	40%	40%	40%	40%
	Parking Structures	N/A				
	Passenger Facilities	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				

Target Setting Methodology

Based on the RTA's Strategic Business Plan, the goal for all revenue vehicles is to not exceed more than 40% beyond the FTA-defined useful life standard in terms of years or miles. The equipment goal (non-revenue support vehicles) is set based on the current age and when the replacement is tentatively scheduled to take place.

Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

Asset Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	68	6.8	239,328	\$538,897.06
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	33	8.8	395,390	\$950,606.06
<i>CU - Cutaway Bus</i>	18	5.3	136,507	\$180,000.00
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	15	3.7	40,449	\$85,000.00
<i>RT - Rubber-tire Vintage Trolley</i>	2	9.5	81,299	\$380,000.00
<i>SB - School Bus</i>	0	-	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	-
<i>TB - Trolleybus</i>	0	-	-	-
<i>VN - Van</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Equipment	18	7.3	97,535	\$62,000.00
<i>Non Revenue/Service Automobile</i>	13	7.5	111,544	\$52,000.00
<i>Steel Wheel Vehicles</i>	0	-	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	4	6.8	76,324	\$91,250.00
<i>Forklift</i>	1	7.0	264	\$75,000.00
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Facilities	1	2.0	N/A	\$24,000,000.00
<i>Administration</i>	0	-	N/A	-
<i>Maintenance</i>	1	2.0	N/A	\$24,000,000.00
<i>Parking Structures</i>	0	-	N/A	-
<i>Passenger Facilities</i>	0	-	N/A	-
<i>Custom 1</i>	0	-	N/A	-
<i>Custom 2</i>	0	-	N/A	-
<i>Custom 3</i>	0	-	N/A	-

Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

Asset Condition Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	68	6.8	239,328	N/A	\$538,897.06	21%
<i>AB - Articulated Bus</i>	0	-	-	N/A	-	-
<i>AO - Automobile</i>	0	-	-	N/A	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	N/A	-	-
<i>BU - Bus</i>	33	8.8	395,390	N/A	\$950,606.06	18%
<i>CU - Cutaway Bus</i>	18	5.3	136,507	N/A	\$180,000.00	28%
<i>DB - Double Decked Bus</i>	0	-	-	N/A	-	-
<i>FB - Ferryboat</i>	0	-	-	N/A	-	-
<i>MB - Mini-bus</i>	0	-	-	N/A	-	-
<i>MV - Mini-van</i>	15	3.7	40,449	N/A	\$85,000.00	20%
<i>RT - Rubber-tire Vintage Trolley</i>	2	9.5	81,299	N/A	\$380,000.00	0%
<i>SB - School Bus</i>	0	-	-	N/A	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	N/A	-	-
<i>TB - Trolleybus</i>	0	-	-	N/A	-	-
<i>VN - Van</i>	0	-	-	N/A	-	-
<i>Custom 1</i>	0	-	-	N/A	-	-
<i>Custom 2</i>	0	-	-	N/A	-	-
<i>Custom 3</i>	0	-	-	N/A	-	-
Equipment	18	7.3	97,535	N/A	\$62,000.00	33%
<i>Non Revenue/Service Automobile</i>	13	7.5	111,544	N/A	\$52,000.00	46%
<i>Steel Wheel Vehicles</i>	0	-	-	N/A	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	4	6.8	76,324	N/A	\$91,250.00	0%
<i>Forklift</i>	1	7.0	264	N/A	\$75,000.00	0%
<i>Custom 2</i>	0	-	-	N/A	-	-
<i>Custom 3</i>	0	-	-	N/A	-	-
Facilities	1	2.0	N/A	5.0	\$24,000,000.00	N/A
<i>Administration</i>	0	-	N/A	-	-	N/A
<i>Maintenance</i>	1	2.0	N/A	5.0	\$24,000,000.00	N/A
<i>Parking Structures</i>	0	-	N/A	-	-	N/A
<i>Passenger Facilities</i>	0	-	N/A	-	-	N/A
<i>Custom 1</i>	0	-	N/A	-	-	N/A
<i>Custom 2</i>	0	-	N/A	-	-	N/A
<i>Custom 3</i>	0	-	N/A	-	-	N/A

Decision Support

Investment Prioritization

The RTA uses the Fleet Replacement Module to identify replacements and to justify the investment priority process.
The RTA uses the Facility Condition Assessment to identify repairs to the facility and to justify investment priorities.
The RTA uses the ICT Zero-Emission Bus Roll-Out Plan to support investment decision-making and prioritization.

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Fleet Replacement Module	Fleet replacement module was used to generate the projected replacement of the fleet based on thier useful life and condition of the fleet over the next five years (2022-2027). The RTA Fleet Software system uses asset inventory and condition information to support the fleet replacement schedule.
Facility Condition Assessment	The RTA will complete a Condition Assessment for the Bus Maintenance Facility located at 253 Elks Lane in San Luis Obispo. This Condition Assessment uses the NTD and FTA 5-point assessment rating scale for all assets related to the facility. The Condition Assessment will be conducted every 4 years and reported to the NTD and FTA.
Innovative Clean Transit (ICT) Fleet Roll-Out Plan	The RTA ICT Zero-Emission Bus Roll-Out Plan was adopted in March 2023. This Plan projects the replacement year & cost for vehicles with a Gross Vehicle Weight (GVW)greater than 14,000 lbs to 2040. The RTA will use this plan to support investment decision-making and prioritization.

Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

Appendices

Appendix A	Asset Register
Appendix B1	Revenue Vehicle (Rolling Stock) Condition Data
Appendix B2	Equipment Condition Data
Appendix B3	Facilities Condition Data
Appendix C	Proposed Investment Project List
Appendix D	Fleet Replacement Module Output

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Forklift	523	Toyota	forklift	1	67498	SLO RTA	2016	264	\$75,000.00
Equipment	Non Revenue/Service Automobile	506	HONDA	CIVIC HYBRID	1	JHMFA3F27A5000891	SLO RTA	2009	107,348	\$52,000.00
Equipment	Non Revenue/Service Automobile	516	DODGE	GRAND CARAVAN	1	2C7WDGBG4ER427019	SCT	2014	129,248	\$52,000.00
Equipment	Non Revenue/Service Automobile	517	DODGE	GRAND CARAVAN	1	2C7WDGBG0ER432170	SCT	2014	82,310	\$52,000.00
Equipment	Non Revenue/Service Automobile	518	FORD	ESCAPE	1	1FMCU0F79FUA82166	SLO RTA	2015	160,488	\$52,000.00
Equipment	Non Revenue/Service Automobile	519	FORD	ESCAPE	1	1FMCU07F0FUA82167	SLO RTA	2015	196,290	\$52,000.00
Equipment	Non Revenue/Service Automobile	520	FORD	ESCAPE	1	1FMCU0F72FUA82168	SLO RTA	2015	52,823	\$52,000.00
Equipment	Non Revenue/Service Automobile	521	FORD	ESCAPE	1	1FMCU0F71HUB03417	SLO RTA	2017	146,645	\$52,000.00
Equipment	Non Revenue/Service Automobile	525	CHEVROLET	EUV E-Bolt	1	1G1FY6S07P4139265	SLO RTA	2023	1,242	\$52,000.00
Equipment	Non Revenue/Service Automobile	1601	DODGE	BRAUN	1	2C7WDGBG8FR642808	SLO RTA	2016	96,932	\$52,000.00
Equipment	Non Revenue/Service Automobile	1602	DODGE	BRAUN	1	2C7WDGBG6FR652138	SLO RTA	2016	111,477	\$52,000.00
Equipment	Non Revenue/Service Automobile	1603	DODGE	BRAUN	1	2C7WDGBG6FR652141	SLO RTA	2016	121,640	\$52,000.00
Equipment	Non Revenue/Service Automobile	1604	DODGE	BRAUN	1	2C7WDGBG7FR652150	SLO RTA	2016	122,061	\$52,000.00
Equipment	Non Revenue/Service Automobile	1607	DODGE	BRAUN	1	2C7WDGBG8FR642792	SLO RTA	2016	121,567	\$52,000.00
Equipment	Trucks and other Rubber Tire Vehicles	511	FORD	F-250	1	1FT7X2A60EEB27771	SLO RTA	2014	104,220	\$85,000.00
Equipment	Trucks and other Rubber Tire Vehicles	512	FORD	F-250	1	1FD7X2A62EEB27850	SLO RTA	2014	65,398	\$100,000.00
Equipment	Trucks and other Rubber Tire Vehicles	522	FORD	F-250	1	1FD7X2A66GED42246	SLO RTA	2016	100,106	\$80,000.00
Equipment	Trucks and other Rubber Tire Vehicles	524	FORD	F-250	1	1FTFX1C50MKD87727	SLO RTA	2021	35,572	\$100,000.00
Facilities	Maintenance	Bus Maintenance Facility (BMF)			1		SLO RTA	2021		\$24,000,000.00
RevenueVehicles	BU - Bus	167	GILLIG	PHANTOM	1	15GCD271181112915	SLO RTA	2008	656,191	\$960,000.00
RevenueVehicles	BU - Bus	168	GILLIG	PHANTOM	1	15GCD271381112916	SLO RTA	2008	588,823	\$960,000.00
RevenueVehicles	BU - Bus	204	GILLIG	PHANTOM	1	15GCB201731112331	SCT	2003	550,809	\$960,000.00
RevenueVehicles	BU - Bus	1011	THOR	EZ RIDER	1	1N9MMACL2AC084310	SCT	2010	337,452	\$960,000.00
RevenueVehicles	BU - Bus	1012	THOR	EZ RIDER	1	1N9MMACL4AC084311	SCT	2010	267,781	\$960,000.00
RevenueVehicles	BU - Bus	1101	EL DORADO	BRT	1	1N9APACL6AC084207	SLO RTA	2011	278,856	\$650,000.00
RevenueVehicles	BU - Bus	1301	GILLIG	LOW FLOOR	1	15GGD2714D1182291	SLO RTA	2013	520,521	\$960,000.00
RevenueVehicles	BU - Bus	1302	GILLIG	LOW FLOOR	1	15GGD2716D1182292	SLO RTA	2013	459,958	\$960,000.00
RevenueVehicles	BU - Bus	1303	GILLIG	LOW FLOOR	1	15GGD2718D1182293	SLO RTA	2013	542,585	\$960,000.00
RevenueVehicles	BU - Bus	1304	GILLIG	LOW FLOOR	1	15GGD271XD1182294	SLO RTA	2013	517,895	\$960,000.00
RevenueVehicles	BU - Bus	1305	GILLIG	LOW FLOOR	1	15GGD2711D1182295	SLO RTA	2013	486,039	\$960,000.00
RevenueVehicles	BU - Bus	1306	GILLIG	LOW FLOOR	1	15GGD2713D1182296	SLO RTA	2013	523,373	\$960,000.00
RevenueVehicles	BU - Bus	1307	GILLIG	LOW FLOOR	1	15GGD2715D1182297	SLO RTA	2013	535,990	\$960,000.00
RevenueVehicles	BU - Bus	1308	GILLIG	LOW FLOOR	1	15GGB271XD1182298	SCT	2013	442,844	\$960,000.00
RevenueVehicles	BU - Bus	1309	GILLIG	LOW FLOOR	1	15GGB2711D1182299	SCT	2013	441,564	\$960,000.00
RevenueVehicles	BU - Bus	1310	GILLIG	LOW FLOOR	1	15GGB2714D1182300	SCT	2013	455,536	\$960,000.00
RevenueVehicles	BU - Bus	1501	GILLIG	LOW FLOOR	1	15GGD2719F1184847	SLO RTA	2015	483,279	\$960,000.00
RevenueVehicles	BU - Bus	1502	GILLIG	LOW FLOOR	1	15GGD2710F1184848	SLO RTA	2015	454,034	\$960,000.00
RevenueVehicles	BU - Bus	1503	GILLIG	LOW FLOOR	1	15GGD2712F1184849	SLO RTA	2015	441,091	\$960,000.00
RevenueVehicles	BU - Bus	1504	GILLIG	LOW FLOOR	1	15GGD2719F1184850	SLO RTA	2015	456,598	\$960,000.00

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	BU - Bus	1505	GILLIG	LOW FLOOR	1	15GGD2710F1184851	SLO RTA	2015	428,196	\$960,000.00
RevenueVehicles	BU - Bus	1506	GILLIG	LOW FLOOR	1	15GGD2712F1184852	SLO RTA	2015	414,623	\$960,000.00
RevenueVehicles	BU - Bus	1507	GILLIG	LOW FLOOR	1	15GGD2714F1184853	SLO RTA	2015	372,844	\$960,000.00
RevenueVehicles	BU - Bus	1508	GILLIG	LOW FLOOR	1	15GGD2716F1184854	SLO RTA	2015	458,041	\$960,000.00
RevenueVehicles	BU - Bus	1509	GILLIG	LOW FLOOR	1	15GGB2710F1184855	SCT	2015	356,178	\$960,000.00
RevenueVehicles	BU - Bus	1801	GILLIG	LOW FLOOR	1	15GGD2715J3190447	SLO RTA	2018	277,358	\$960,000.00
RevenueVehicles	BU - Bus	1802	GILLIG	LOW FLOOR	1	15GGD2717J3190448	SLO RTA	2018	264,979	\$960,000.00
RevenueVehicles	BU - Bus	1803	GILLIG	LOW FLOOR	1	15GGD2719J3190449	SLO RTA	2018	243,891	\$960,000.00
RevenueVehicles	BU - Bus	1910	GILLIG	LOW FLOOR	1	15GGD2710K3191300	SLO RTA	2019	227,723	\$960,000.00
RevenueVehicles	BU - Bus	1911	GILLIG	LOW FLOOR	1	15GGD2712K3191301	SLO RTA	2019	224,967	\$960,000.00
RevenueVehicles	BU - Bus	1912	GILLIG	LOW FLOOR	1	15GGD2714K3191302	SLO RTA	2019	226,170	\$960,000.00
RevenueVehicles	BU - Bus	2101	GILLIG	LOW FLOOR	1	15GGD2711M3197061	SLO RTA	2021	45,922	\$960,000.00
RevenueVehicles	BU - Bus	2102	GILLIG	LOW FLOOR	1	15GGD2713M3197062	SLO RTA	2021	65,761	\$960,000.00
RevenueVehicles	CU - Cutaway Bus	27	FORD	STARCRAFT E450	1	1FDFE4FSXEDB20055	ATASCADERO	2015	83,008	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	28	FORD	STARCRAFT E450	1	1FDFE4FS3HDC33737	ATASCADERO	2017	61,018	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	29	FORD	STARCRAFT E450	1	1FDFE4FS1HDC78904	ATASCADERO	2018	67,978	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	30	FORD	STARCRAFT E450	1	1FDFE4FS5HDC78906	ATASCADERO	2018	69,898	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1510	FORD	STARCRAFT E450	1	1FDFE4FS0GDC08468	SLO RTA	2015	456,515	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1511	FORD	STARCRAFT E450	1	1FDFE4FS4GDC09025	SLO RTA	2015	163,704	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1512	FORD	STARCRAFT E450	1	1FDFE4FS5GDC08448	SLO RTA	2015	467,527	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1608	FORD	STARCRAFT E450	1	1FDFE4FS3GDC45434	SLO RTA	2016	144,626	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1901	FORD	STARCRAFT E450	1	1FDFE4FS5KDC21600	SLO RTA	2019	103,123	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1902	FORD	STARCRAFT E450	1	1FDFE4FS7KDC26300	SLO RTA	2019	102,456	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1903	FORD	STARCRAFT E450	1	1FDFE4FS9KDC26301	SLO RTA	2019	112,156	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1904	FORD	STARCRAFT E450	1	1FDFE4FS9KDC26302	SLO RTA	2019	108,415	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1905	FORD	STARCRAFT E450	1	1FDFE4FS9KDC26303	SLO RTA	2019	93,442	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1906	FORD	STARCRAFT E450	1	1FDFE4FS9KDC26304	SLO RTA	2019	100,752	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1907	FORD	STARCRAFT E450	1	1FDFE4FS9KDC26305	SLO RTA	2019	101,309	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1908	FORD	STARCRAFT E450	1	1FDFE4FS9KDC26306	SLO RTA	2019	97,282	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1909	FORD	STARCRAFT E450	1	1FDFE4FS9KDC26299	SCT	2019	81,332	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	2031	FORD	STARCRAFT E450	1	1FDFE4FN6MDC15074	SLO RTA	2019	42,587	\$180,000.00
RevenueVehicles	MV - Mini-van	1704	DODGE	BRAUN	1	2C7WDGBG1GR396508	SLO RTA	2017	117,801	\$85,000.00
RevenueVehicles	MV - Mini-van	1705	DODGE	BRAUN	1	2C7WDGBG7GR396514	SLO RTA	2017	113,609	\$85,000.00
RevenueVehicles	MV - Mini-van	1706	DODGE	BRAUN	1	2C7WDGBG6GR396519	SLO RTA	2017	95,666	\$85,000.00
RevenueVehicles	MV - Mini-van	2051	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG0KR798819	SLO RTA	2019	33,322	\$85,000.00
RevenueVehicles	MV - Mini-van	2052	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG9KR798818	SLO RTA	2019	34,401	\$85,000.00
RevenueVehicles	MV - Mini-van	2053	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG9KR798835	SLO RTA	2019	32,039	\$85,000.00
RevenueVehicles	MV - Mini-van	2054	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG9KR801121	SLO RTA	2019	36,687	\$85,000.00
RevenueVehicles	MV - Mini-van	2055	DODGE	BRAUN ENTRAVAN	1	2C7WDGBGXKR799394	SLO RTA	2019	33,998	\$85,000.00
RevenueVehicles	MV - Mini-van	2056	DODGE	BRAUN ENTRAVAN	1	2C7WDGBGXKR801077	SLO RTA	2019	30,848	\$85,000.00
RevenueVehicles	MV - Mini-van	2057	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG1KR808323	SLO RTA	2019	32,525	\$85,000.00
RevenueVehicles	MV - Mini-van	2151	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG7KR800808	Paso DAR	2020	18,297	\$85,000.00
RevenueVehicles	MV - Mini-van	2152	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG3KR800918	Paso DAR	2020	20,469	\$85,000.00
RevenueVehicles	MV - Mini-van	2351	CHRYSLER	VOYAGER	1	2C4RC1CG3NR163073	SLO RTA	2022	2,841	\$85,000.00
RevenueVehicles	MV - Mini-van	2352	CHRYSLER	VOYAGER	1	2C4RC1CG3NR171738	SLO RTA	2022	2,145	\$85,000.00
RevenueVehicles	MV - Mini-van	2353	CHRYSLER	VOYAGER	1	2C4RC1CG3NR171741	SLO RTA	2022	2,091	\$85,000.00
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1013	DOUBLE K	VILLAGER	1	1F66F5DY7B0A04333	SLO RTA	2010	108,981	\$380,000.00
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1707	DOUBLE K	VILLAGER	1	1F66F5DY0H0A10659	SLO RTA	2017	53,616	\$380,000.00

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	BU - Bus	167	1	15GCD271181112915	15	656,191	\$960,000.00	12	Yes
RevenueVehicles	BU - Bus	168	1	15GCD271381112916	15	588,823	\$960,000.00	12	Yes
RevenueVehicles	BU - Bus	204	1	15GCB201731112331	20	550,809	\$960,000.00	12	Yes
RevenueVehicles	BU - Bus	1011	1	1N9MMACL2AC084310	13	337,452	\$960,000.00	12	Yes
RevenueVehicles	BU - Bus	1012	1	1N9MMACL4AC084311	13	267,781	\$960,000.00	12	Yes
RevenueVehicles	BU - Bus	1101	1	1N9APACL6AC084207	12	278,856	\$650,000.00	12	Yes
RevenueVehicles	BU - Bus	1301	1	15GGD2714D1182291	10	520,521	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1302	1	15GGD2716D1182292	10	459,958	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1303	1	15GGD2718D1182293	10	542,585	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1304	1	15GGD271XD1182294	10	517,895	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1305	1	15GGD2711D1182295	10	486,039	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1306	1	15GGD2713D1182296	10	523,373	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1307	1	15GGD2715D1182297	10	535,990	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1308	1	15GGB271XD1182298	10	442,844	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1309	1	15GGB2711D1182299	10	441,564	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1310	1	15GGB2714D1182300	10	455,536	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1501	1	15GGD2719F1184847	8	483,279	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1502	1	15GGD2710F1184848	8	454,034	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1503	1	15GGD2712F1184849	8	441,091	\$960,000.00	12	No

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	BU - Bus	1504	1	15GGD2719F1184850	8	456,598	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1505	1	15GGD2710F1184851	8	428,196	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1506	1	15GGD2712F1184852	8	414,623	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1507	1	15GGD2714F1184853	8	372,844	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1508	1	15GGD2716F1184854	8	458,041	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1509	1	15GGB2710F1184855	8	356,178	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1801	1	15GGD2715J3190447	5	277,358	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1802	1	15GGD2717J3190448	5	264,979	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1803	1	15GGD2719J3190449	5	243,891	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1910	1	15GGD2710K3191300	4	227,723	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1911	1	15GGD2712K3191301	4	224,967	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1912	1	15GGD2714K3191302	4	226,170	\$960,000.00	12	No
RevenueVehicles	BU - Bus	2101	1	15GGD2711M3197061	2	45,922	\$960,000.00	12	No
RevenueVehicles	BU - Bus	2102	1	15GGD2713M3197062	2	65,761	\$960,000.00	12	No
RevenueVehicles	CU - Cutaway Bus	27	1	1FDFE4FSXEDB20055	8	83,008	\$180,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	28	1	1FDFE4FS3HDC33737	6	61,018	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	29	1	1FDFE4FS1HDC78904	5	67,978	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	30	1	1FDFE4FS5HDC78906	5	69,898	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1510	1	1FDFE4FS0GDC08468	8	456,515	\$180,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1511	1	1FDFE4FS4GDC09025	8	163,704	\$180,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1512	1	1FDFE4FS5GDC08448	8	467,527	\$180,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1608	1	1FDFE4FS3GDC45434	7	144,626	\$180,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1901	1	1FDFE4FS5KDC21600	4	103,123	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1902	1	1FDFE4FS7KDC26300	4	102,456	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1903	1	1FDFE4FS9KDC26301	4	112,156	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1904	1	1FDFE4FS9KDC26302	4	108,415	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1905	1	1FDFE4FS9KDC26303	4	93,442	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1906	1	1FDFE4FS9KDC26304	4	100,752	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1907	1	1FDFE4FS9KDC26305	4	101,309	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1908	1	1FDFE4FS9KDC26306	4	97,282	\$180,000.00	7	No

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	CU - Cutaway Bus	1909	1	1FDFE4FS9KDC26299	4	81,332	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	2031	1	1FDFE4FN6MDC15074	4	42,587	\$180,000.00	7	No
RevenueVehicles	MV - Mini-van	1704	1	2C7WDGBG1GR396508	6	117,801	\$85,000.00	5	Yes
RevenueVehicles	MV - Mini-van	1705	1	2C7WDGBG7GR396514	6	113,609	\$85,000.00	5	Yes
RevenueVehicles	MV - Mini-van	1706	1	2C7WDGBG6GR396519	6	95,666	\$85,000.00	5	Yes
RevenueVehicles	MV - Mini-van	2051	1	2C7WDGBG0KR798819	4	33,322	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2052	1	2C7WDGBG9KR798818	4	34,401	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2053	1	2C7WDGBG9KR798835	4	32,039	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2054	1	2C7WDGBG9KR801121	4	36,687	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2055	1	2C7WDGBGXKR799394	4	33,998	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2056	1	2C7WDGBGXKR801077	4	30,848	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2057	1	2C7WDGBG1KR808323	4	32,525	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2151	1	2C7WDGBG7KR800808	3	18,297	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2152	1	2C7WDGBG3KR800918	3	20,469	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2351	1	2C4RC1CG3NR163073	1	2,841	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2352	1	2C4RC1CG3NR171738	1	2,145	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2353	1	2C4RC1CG3NR171741	1	2,091	\$85,000.00	5	No
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1013	1	1F66F5DY7B0A04333	13	108,981	\$380,000.00	14	No
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1707	1	1F66F5DY0H0A10659	6	53,616	\$380,000.00	14	No

Appendix B: Asset Condition Data

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	Forklift	523	1	67498	7	264	\$75,000.00	15	No
Equipment	Non Revenue/Service Automobile	506	1	JHMFA3F27AS000891	14	107,348	\$52,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	516	1	2C7WDGBG4ER427019	9	129,248	\$52,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	517	1	2C7WDGBG0ER432170	9	82,310	\$52,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	518	1	1FMCU0F79FUA82166	8	160,488	\$52,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	519	1	1FMCU07F0FUA82167	8	196,290	\$52,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	520	1	1FMCU0F72FUA82168	8	52,823	\$52,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	521	1	1FMCU0F71HUB03417	6	146,645	\$52,000.00	8	No
Equipment	Non Revenue/Service Automobile	525	1	1G1FY6S07P4139265		1,242	\$52,000.00	8	No
Equipment	Non Revenue/Service Automobile	1601	1	2C7WDGBG8FR642808	7	96,932	\$52,000.00	8	No
Equipment	Non Revenue/Service Automobile	1602	1	2C7WDGBG6FR652138	7	111,477	\$52,000.00	8	No
Equipment	Non Revenue/Service Automobile	1603	1	2C7WDGBG6FR652141	7	121,640	\$52,000.00	8	No
Equipment	Non Revenue/Service Automobile	1604	1	2C7WDGBG7FR652150	7	122,061	\$52,000.00	8	No
Equipment	Non Revenue/Service Automobile	1607	1	2C7WDGBG8FR642792	7	121,567	\$52,000.00	8	No
Equipment	Trucks and other Rubber Tire Vehicles	511	1	1FT7X2A60EEB27771	9	104,220	\$85,000.00	10	No
Equipment	Trucks and other Rubber Tire Vehicles	512	1	1FD7X2A62EEB27850	9	65,398	\$100,000.00	10	No
Equipment	Trucks and other Rubber Tire Vehicles	522	1	1FD7X2A66GED42246	7	100,106	\$80,000.00	10	No
Equipment	Trucks and other Rubber Tire Vehicles	524	1	1FTFX1C50MKD87727	2	35,572	\$100,000.00	10	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	Bus Maintenance Facility (BMF)	1		2	5	\$24,000,000.00

Appendix C: Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2022	30ft Medium Duty Buses (3)	RevenueVehicles	\$708,970.00	High
2022	Cutaways - Medium Duty (2)	RevenueVehicles	\$305,205.00	High
2023	40ft Transit Buses - Electric (2)	RevenueVehicles	\$1,979,328.00	High
2023	40ft Transit Buses - Electric (5)	RevenueVehicles	\$4,948,320.00	High
2023	40ft Transit Buses - Diesel (1)	RevenueVehicles	\$650,000.00	High
2023	Minivans (ADA) (7)	RevenueVehicles	\$800,000.00	High
2023	Support Vehicle (non-revenue) - electric (1)	Equipment	\$50,000.00	Medium
2024	Trolley Bus	RevenueVehicles	\$285,000.00	Low
2026	40ft Transit Buses - Electric (4)	RevenueVehicles	\$4,041,128.00	Medium
2026	40ft Transit Buses - Diesel (4)	RevenueVehicles	\$2,680,340.00	Medium
2026	Cutaways - Medium Duty (9)	RevenueVehicles	\$1,382,437.00	Medium
2027	40ft Transit Buses - Electric (5)	RevenueVehicles	\$5,064,426.00	Medium
2027	40ft Transit Buses - Diesel (4)	RevenueVehicles	\$2,687,246.00	Medium
2029	Cutaways - Medium Duty (1)	RevenueVehicles	\$154,000.00	Medium

Appendix D: Fleet Replacement Module Output

Total in Current Year \$	\$10,715,000.00		\$690,000.00		\$910,000.00		\$360,000.00		\$10,815,000.00	
Total in Year of Expenditure \$	\$10,929,300.00		\$703,800.00		\$928,200.00		\$367,200.00		\$11,031,300.00	
	2024		2025		2026		2027		2028	
Fleet Type (Year/Make/Model)	Number	Cost in 2023 \$	Number	Cost in 2023 \$	Number	Cost in 2023 \$	Number	Cost in 2023 \$	Number	Cost in 2023 \$
2003 GILLIG PHANTOM	2	\$1,920,000.00								
2008 GILLIG PHANTOM	2	\$1,920,000.00								
2010 DOUBLE K VILLAGER										
2017 DOUBLE K VILLAGER					1	\$380,000.00				
2010 THOR EZ RIDER										
2011 EL DORADO BRT	2	\$1,300,000.00								
2013 GILLIG LOW FLOOR									2	\$1,920,000.00
2015 GILLIG LOW FLOOR	1	\$960,000.00							9	\$8,640,000.00
2015 FORD STARCRAFT E450	9	\$1,620,000.00								
2016 FORD STARCRAFT E450	3	\$540,000.00								
2017 DODGE BRAUN										
2018 GILLIG LOW FLOOR										
2019 GILLIG LOW FLOOR										
2019 FORD STARCRAFT E450							2	\$360,000.00		
2017 FORD STARCRAFT E450	1	\$180,000.00	1	\$180,000.00						
2018 FORD STARCRAFT E450	4	\$720,000.00			2	\$360,000.00				
2019 DODGE BRAUN ENTRAVAN			6	\$510,000.00						
2020 DODGE BRAUN ENTRAVAN	1	\$85,000.00			2	\$170,000.00				
2021 GILLIG LOW FLOOR	1	\$960,000.00								
2022 CHRYSLER VOYAGER	6	\$510,000.00							3	\$255,000.00