

ART (Asheville Redefines Transit) Transit Asset Management Plan

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Introduction

The City of Asheville is nestled between the the Blue Ridge Mountains and the Great Smoky Mountains in Western North Carolina. ART (Asheville Redefines Transit) is the primary link for public transportation in Asheville, North Carolina and some of the surrounding areas in Buncombe County. ART serves a population of approximately 50,000 people within a .25 mile radius of each of our bus stops for a total annually of 2.1 million unlinked passenger trips. We currently have 18 bus routes and 23 vehicles with a peak fleet of 17 buses running from 6:00 am - 11:30 pm, 7 days a week. In January 2019 we will be introducing 5 new buses into our fleet, with 5 more to follow every year over the next 5 years.

Performance Targets & Measures

| Asset Category - Performance Measure | Asset Class | 2019 Target | 2020 Target | 2021 Target | 2022 Target | 2023 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 | 20% | 20% | 20% | 20% | 20% |
| | CU - Cutaway Bus | 20% | 20% | 20% | 20% | 20% |
| | DB - Double Decked Bus | N/A | | | | |
| | FB - Ferryboat | N/A | | | | |
| | MB - Mini-bus | N/A | | | | |
| | MV - Mini-van | N/A | | | | |
| | RT - Rubber-tire Vintage Trolley | N/A | | | | |
| | 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 | N/A | | | | |
| | Steel Wheel Vehicles | N/A | | | | |
| | Trucks and other Rubber Tire Vehicles | N/A | | | | |
| | Custom 1 | N/A | | | | |
| | 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 | N/A | | | | |
| | Parking Structures | N/A | | | | |
| | Passenger Facilities | N/A | | | | |
| | Administration / Maintenance Building | 20% | 20% | 20% | 20% | 20% |
| | Downtown Transfer Facility | 20% | 20% | 20% | 20% | 20% |
| Custom 3 | N/A | | | | | |

Target Setting Methodology

We are basing our Revenue Vehicle targets off of the 20% target suggested by one of the training sessions.

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 | 30 | 7.3 | 268,917 | \$464,123.90 |
| AB - Articulated Bus | 0 | - | - | - |
| AO - Automobile | 0 | - | - | - |
| BR - Over-the-road Bus | 0 | - | - | - |
| BU - Bus | 23 | 8.3 | 321,612 | \$560,000.00 |
| CU - Cutaway Bus | 7 | 4.1 | 95,777 | \$149,102.43 |
| DB - Double Decked Bus | 0 | - | - | - |
| FB - Ferryboat | 0 | - | - | - |
| MB - Mini-bus | 0 | - | - | - |
| MV - Mini-van | 0 | - | - | - |
| RT - Rubber-tire Vintage Trolley | 0 | - | - | - |
| SB - School Bus | 0 | - | - | - |
| SV - Sport Utility Vehicle | 0 | - | - | - |
| TB - Trolleybus | 0 | - | - | - |
| VN - Van | 0 | - | - | - |
| Custom 1 | 0 | - | - | - |
| Custom 2 | 0 | - | - | - |
| Custom 3 | 0 | - | - | - |
| Equipment | 0 | - | - | - |
| Non Revenue/Service Automobile | 0 | - | - | - |
| Steel Wheel Vehicles | 0 | - | - | - |
| Trucks and other Rubber Tire Vehicles | 0 | - | - | - |
| Custom 1 | 0 | - | - | - |
| Custom 2 | 0 | - | - | - |
| Custom 3 | 0 | - | - | - |
| Facilities | 2 | 34.5 | N/A | \$27,500,000.00 |
| Administration | 0 | - | N/A | - |
| Maintenance | 0 | - | N/A | - |
| Parking Structures | 0 | - | N/A | - |
| Passenger Facilities | 0 | - | N/A | - |
| Administration / Maintenance Building | 1 | 48.0 | N/A | \$50,000,000.00 |
| Downtown Transfer Facility | 1 | 21.0 | N/A | \$5,000,000.00 |
| Custom 3 | 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 | 30 | 7.3 | 281,641 | N/A | \$464,123.90 | 23% |
| <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> | 23 | 8.3 | 338,208 | N/A | \$560,000.00 | 30% |
| <i>CU - Cutaway Bus</i> | 7 | 4.1 | 95,777 | N/A | \$149,102.43 | 0% |
| <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> | 0 | - | - | N/A | - | - |
| <i>RT - Rubber-tire Vintage Trolley</i> | 0 | - | - | N/A | - | - |
| <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 | 0 | - | - | N/A | - | - |
| <i>Non Revenue/Service Automobile</i> | 0 | - | - | N/A | - | - |
| <i>Steel Wheel Vehicles</i> | 0 | - | - | N/A | - | - |
| <i>Trucks and other Rubber Tire Vehicles</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 | - | - |
| Facilities | 2 | 34.5 | N/A | 2.0 | \$27,500,000.00 | N/A |
| <i>Administration</i> | 0 | - | N/A | - | - | N/A |
| <i>Maintenance</i> | 0 | - | N/A | - | - | N/A |
| <i>Parking Structures</i> | 0 | - | N/A | - | - | N/A |
| <i>Passenger Facilities</i> | 0 | - | N/A | - | - | N/A |
| <i>Administration / Maintenance Building</i> | 1 | 48.0 | N/A | 2.0 | \$50,000,000.00 | N/A |
| <i>Downtown Transfer Facility</i> | 1 | 21.0 | N/A | 2.0 | \$5,000,000.00 | N/A |
| <i>Custom 3</i> | 0 | - | N/A | - | - | N/A |

Decision Support

Investment Prioritization

Going forward from FY2019 for the next 10 years Asheville Redefines Transit (ART) will be using the Transit Master Plan and our Fleet Replacement schedule as the guide for our investments and when they need to happen. Our subrecipient, Henderson County, plans to add one bus every fiscal year starting in FY 19

Decision Support Tools

The following tools are used in making investment decisions:

| Process/Tool | Brief Description |
|-----------------------------|--|
| Capital Improvement Program | There is a 5 year Capital Plan for all City Projects |
| Transit Master Plan (2018) | This is a 10 year plan that provides detailed recommendations on service changes and a timeline for specific capital improvements. The fleet replacement schedule is incorporated into this plan alongwith the Facility. |
| Fleet Replacement Schedule | Tool for tracking age and condition of our fleet and providing a plan for future bus purchases over the next 15 years |

Unplanned Maintenance Approach

Maintenance other than replacment of buses will be the responsibility of the Management Company.

Investment Prioritization

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

Appendices

[Appendix A](#)

[Appendix B1](#)

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Asset Register

Revenue Vehicle (Rolling Stock) Condition Data

Equipment Condition Data

Facilities Condition Data

Proposed Investment Project List

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 |
|------------------|---------------------------------------|---------------------|--------|------------------------|-------|---------------------|-------------------|------------------|-----------------|------------------------|
| Facilities | Administration / Maintenance Building | Headquarters Garage | N/A | N/A | 1 | N/A | City of Asheville | 1970 | | \$50,000,000.00 |
| Facilities | Downtown Transfer Facility | ART Transit Station | N/A | N/A | 1 | N/A | City of Asheville | 1997 | | \$5,000,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 0601 | Orion | 30' Low Floor | 1 | 1VHFD3G2766702334 | City of Asheville | 2006 | 413,103 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 0602 | Orion | 30' Low Floor | 1 | 1VHFD3G2966702335 | City of Asheville | 2006 | 385,605 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 0603 | Orion | 30' Low Floor | 1 | 1VHFD3G2866702343 | City of Asheville | 2006 | 425,644 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 0604 | Orion | 30' Low Floor | 1 | 1VHFD3G266702344 | City of Asheville | 2006 | 435,107 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 0605 | Orion | 30' Low Floor | 1 | 1VHFD3G2166702345 | City of Asheville | 2006 | 482,696 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1020 | Gillig | 30' Hybrid - Low Floor | 1 | 115GGE301X181092136 | City of Asheville | 2010 | 315,650 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1021 | Gillig | 30' Hybrid - Low Floor | 1 | 115GGE301X181092137 | City of Asheville | 2010 | 323,503 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1022 | Gillig | 30' Hybrid - Low Floor | 1 | 115GGE301X181092138 | City of Asheville | 2010 | 326,641 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1023 | Gillig | 30' Hybrid - Low Floor | 1 | 115GGE301X181092139 | City of Asheville | 2010 | 304,753 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1024 | Gillig | 30' Hybrid - Low Floor | 1 | 115GGE301X181092140 | City of Asheville | 2010 | 310,791 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1225 | Gillig | 30' Hybrid - Low Floor | 1 | 115GGE301X181092458 | City of Asheville | 2012 | 274,271 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1226 | Gillig | 30' Hybrid - Low Floor | 1 | 115GGE301X181092459 | City of Asheville | 2012 | 275,961 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1227 | Gillig | 30' Low Floor | 1 | 115GGE27171CL092451 | City of Asheville | 2012 | 266,064 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1228 | Gillig | 30' Low Floor | 1 | 115GGE27171CL092452 | City of Asheville | 2012 | 281,110 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1229 | Gillig | 30' Low Floor | 1 | 115GGE2719CL092453 | City of Asheville | 2012 | 272,121 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1230 | Gillig | 30' Low Floor | 1 | 115GGE2719CL092454 | City of Asheville | 2012 | 276,853 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1231 | Gillig | 30' Low Floor | 1 | 115GGE2712CL092455 | City of Asheville | 2012 | 281,292 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1232 | Gillig | 30' Low Floor | 1 | 115GGE2714CL092456 | City of Asheville | 2012 | 280,946 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1233 | Gillig | 30' Low Floor | 1 | 115GGE2716CL092457 | City of Asheville | 2012 | 280,172 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1434 | Gillig | 30' Low Floor | 1 | 115GGE27171EL092793 | City of Asheville | 2014 | 209,261 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 1435 | Gillig | 30' Low Floor | 1 | 115GGE2719EL092794 | City of Asheville | 2014 | 205,845 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 406 | Gillig | 35' Low Floor | 1 | 115GGB291141072639 | City of Asheville | 2004 | 364,704 | \$560,000.00 |
| Revenue Vehicles | BU - Bus | Bus # 407 / 805 | Gillig | 35' Low Floor | 1 | 115GGB291841072640 | City of Asheville | 2004 | 454,976 | \$560,000.00 |
| Revenue Vehicles | CU - Cutaway Bus | Ford | Ford | F-450 LTV | 1 | 11FDFE4FSXDB35636 | City of Asheville | 2013 | 118,839 | \$169,000.00 |
| Revenue Vehicles | CU - Cutaway Bus | Ford | Ford | F-450 LTV | 1 | 11FDFE4FS1CDB35637 | City of Asheville | 2013 | 119,472 | \$169,000.00 |
| Revenue Vehicles | CU - Cutaway Bus | Ford | Ford | F-450 LTV | 1 | 11FDFE4FS0CDA32547 | City of Asheville | 2013 | 118,257 | \$169,000.00 |
| Revenue Vehicles | CU - Cutaway Bus | Ford | Ford | F-450 LTV | 1 | 11FDFE4FS2CDA32548 | City of Asheville | 2013 | 129,125 | \$169,000.00 |
| Revenue Vehicles | CU - Cutaway Bus | Ford | Ford | F-450 LTV | 1 | 11FDFE4FS4CDA32552 | City of Asheville | 2013 | 122,090 | \$169,000.00 |
| Revenue Vehicles | CU - Cutaway Bus | Supreme Bus | Ford | Supreme Bus | 1 | 11FDFE4FS7ADB01876 | City of Asheville | 2015 | 50,997 | \$144,956.00 |
| Revenue Vehicles | CU - Cutaway Bus | Transit | Ford | Transit | 1 | 11FBW3XMHKA35121 | City of Asheville | 2017 | 11,662 | \$53,861.00 |

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 | Bus # 0601 | 1 | 1VHFD3G2766702334 | 12 | 415,040 | \$560,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | Bus # 0602 | 1 | 1VHFD3G2966702335 | 12 | 397,205 | \$560,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | Bus # 0603 | 1 | 1VHFD3G2866702343 | 12 | 446,140 | \$560,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | Bus # 0604 | 1 | 1VHFD3G2X66702344 | 12 | 451,626 | \$560,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | Bus # 0605 | 1 | 1VHFD3G2166702345 | 12 | 445,957 | \$560,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | Bus # 1020 | 1 | 15GGE301XB10921136 | 8 | 341,096 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1021 | 1 | 15GGE3011B10921137 | 8 | 332,113 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1022 | 1 | 15GGE3013B10921138 | 8 | 350,365 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1023 | 1 | 15GGE3015B10921139 | 8 | 330,127 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1024 | 1 | 15GGE3011B10921140 | 8 | 309,934 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1225 | 1 | 15GGE3018C1092458 | 6 | 298,220 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1226 | 1 | 15GGE301XC1092459 | 6 | 301,403 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1227 | 1 | 15GGE2715C1092451 | 6 | 289,031 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1228 | 1 | 15GGE2717C1092452 | 6 | 301,771 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1229 | 1 | 15GGE2719C1092453 | 6 | 286,288 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1230 | 1 | 15GGE2710C1092454 | 6 | 286,504 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1231 | 1 | 15GGE2712C1092455 | 6 | 300,066 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1232 | 1 | 15GGE2714C1092456 | 6 | 304,445 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1233 | 1 | 15GGE2716C1092457 | 6 | 305,264 | \$560,000.00 | 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 | Bus # 1434 | 1 | 15GGE2717E1092793 | 4 | 221,969 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 1435 | 1 | 15GGE2719E1092794 | 4 | 224,549 | \$560,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | Bus # 406 | 1 | 15GGB291141072639 | 14 | 371,923 | \$560,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | Bus # 407 / 805 | 1 | 15GGB291841072640 | 14 | 467,742 | \$560,000.00 | 12 | Yes |
| RevenueVehicles | CU - Cutaway Bus | | 1 | 1FDFE4FSXCD835636 | 5 | 118,839 | \$169,000.00 | 8 | No |
| RevenueVehicles | CU - Cutaway Bus | | 1 | 1FDFE4FS1CD835637 | 5 | 119,472 | \$169,000.00 | 8 | No |
| RevenueVehicles | CU - Cutaway Bus | | 1 | 1FDFE4FS0CDA32547 | 5 | 118,257 | \$169,000.00 | 8 | No |
| RevenueVehicles | CU - Cutaway Bus | | 1 | 1FDFE4FS2CDA32548 | 5 | 129,125 | \$169,000.00 | 8 | No |
| RevenueVehicles | CU - Cutaway Bus | | 1 | 1FDFE4FS4CDA32552 | 5 | 122,090 | \$169,000.00 | 8 | No |
| RevenueVehicles | CU - Cutaway Bus | | 1 | 1FDFE4FS7ADB01876 | 3 | 50,997 | \$144,856.00 | 7 | No |
| RevenueVehicles | CU - Cutaway Bus | | 1 | 1FTBW3XMHKA35121 | 1 | 11,662 | \$53,861.00 | 5 | 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 |
|----------------|-------------|------------|-------|---------------|-----------|-----------------|------------------------|-----------------------------|----------------------------|
| | | | | | | | | | |

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 | Administration / Maintenance Building | Headquarters Garage | 1 | N/A | 48 | 2 | \$50,000,000.00 |
| Facilities | Downtown Transfer Facility | ART Transit Station | 1 | N/A | 21 | 2 | \$5,000,000.00 |

Appendix C: Proposed Investment Project List

| Project Year | Project Name | Asset/Asset Class | Cost | Priority |
|--------------|------------------------------------|-------------------|----------------|----------|
| 2018 | Diesel or Electric Bus Acquisition | RevenueVehicles | \$4,300,000.00 | High |
| 2019 | Diesel or Electric Bus Acquisition | RevenueVehicles | \$4,300,000.00 | High |
| 2020 | Diesel or Electric Bus Acquisition | RevenueVehicles | \$4,300,000.00 | High |
| 2021 | Diesel or Electric Bus Acquisition | RevenueVehicles | \$4,364,500.00 | High |
| 2022 | Diesel or Electric Bus Acquisition | RevenueVehicles | \$4,429,968.00 | High |
| 2023 | Diesel or Electric Bus Acquisition | RevenueVehicles | \$4,496,417.00 | High |
| 2024 | Diesel or Electric Bus Acquisition | RevenueVehicles | \$4,563,863.00 | High |
| 2025 | Diesel or Electric Bus Acquisition | RevenueVehicles | \$4,932,321.00 | High |

Appendix D: Fleet Replacement Module Output

| Total in Current Year \$ | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
|------------------------------------|--------|-----------------|--------|-----------------|--------|-----------------|--------|
| Total in Year of Expenditure \$ | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | | 2019 | 2020 | 2021 | 2022 | 2023 | |
| Fleet Type (Year/Make/Model) | Number | Cost in 2018 \$ | Number | Cost in 2018 \$ | Number | Cost in 2018 \$ | Number |
| 2006 Orion 30' Low Floor | | | | | | | |
| 2010 Gillig 30' Hybrid - Low Floor | | | | | | | |
| 2012 Gillig 30' Hybrid - Low Floor | | | | | | | |
| 2012 Gillig 30' Low Floor | | | | | | | |
| 2014 Gillig 30' Low Floor | | | | | | | |
| 2004 Gillig 35' Low Floor | | | | | | | |
| 2013 Ford F-450 LTV | | | | | | | |
| 2015 Ford Supreme Bus | | | | | | | |
| 2017 Ford Transit | | | | | | | |