2025

Transit Asset Management Plan

MANKATO TRANSIT SYSTEM

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Introduction

The city of Mankato operates the Mankato Transit System as a function of Community Development. Mankato Transit operates using the Urbanized Area Formula Funding Program (Section 5307) as reauthorized under the Federal Surface Transportation Assistance Act of 1973, which makes resources available for transit capital, operating assistance, and transportation related planning in urbanized areas.

The Mankato region was established in 2012 as an urbanized area in response to the 2010 U.S. Census. The metropolitan planning organization, Mankato/North Mankato Area Planning Organization (MAPO) is a partnership of the cities of Mankato, North Mankato, and Skyline; Blue Earth and Nicollet counties; and the townships of Belgrade, LeRay, Lime, Mankato, and South Bend.

Mankato Transit serves the population of 60,206 living over 25.6 square miles and includes the cities of Skyline, North Mankato, and Mankato. It has a fleet of 32 buses, comprised of fourteen Class 700 large-size heavy duty 30 feet or longer with a rear-mounted engine and eighteen Class 400 medium-size light duty 20-30 feet in length with a raised roof and dual rear wheels.

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding to keep capital assets in a State of Good Repair. 49 CFR § Part 625 requires entire plan updates at least once every four years. City of Mankato is currently operating as an FTA defined Tier II Agency with 100 or fewer vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode in compliance with 49 CFR § 625.45. As a Tier II Agency, sections 1-4 of the TAM Plan are applicable.

The TAM Plan will be updated annually at the completion of the Annual Budget and Community Investment Plan to account for potential changes in investment priorities.

Authority Acceptance

January 13, 2025

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Susan MH Arntz, City Manager

Vision

Mankato Transit System is committed to supporting the Mankato Strategic Plan 2025-2029. Goal One – Sustainable Infrastructure, has a goal outcome of well-maintained transportation assets. This will be accomplished by operating a public transit system that exercises fiscal restraint regarding its revenues and expenses. Managing the available resources effectively and build community through a focus on equity, dependability, safety, and security.

Given the unforeseeable challenges of the COVID-19 Pandemic which directly affected the state of Minnesota beginning in March 2020, Mankato Transit intends to overcome the lingering effects of supply chain delays, shortages, and price increases with sound asset management practices.

Mankato Transit System determines which priority investments are needed to maintain a state of good repair using several analytical processes. Written policy manuals, short-term and long-range planning, regular management meetings, continual review of needs, and City Council approval processes all serve as tools in the investment prioritization process.

Table 1: Mass Transit Asset Summary

Asset Category/ Class	Total Number	Average Age	Average Mileage	*Average State of Good Repair	Average Replacement Cost/Value	Total Replacement Cost/Value	Performance Measures Targets 2025
General Purpose Maintenance Facility	1	8	N/A	4.0	$7,100,832.78	$7,100,832.78	0%
Vehicle Wash	1	8	N/A	3.0	$716,172.03	$716,172.03	0%
Facilities	**2**	**8**	**N/A**	**3.5**	**$3,908,502.41**	**$7,817,004.81**	
Class 400 Buses	18	3.16	73,893	3.8	$333,050.00	$5,994,900.00	42%
Class 700 Buses	14	7.8	168,419	3.3	$675,000	$9,450,000.00	30%
Revenue Vehicles	**32**	**5.48**	**121,156**	**3.55**	**$504,025.00**	**$15,444,900.00**	
Non-Revenue/ Service Automobile	1	15	96,463	N/A	$1,000.00	$1,000.00	100%
Other Rubber Tire Vehicles	6	7.83	69,969	N/A	$17,333.00	$103,998.00	34%
Equipment	3	5.33	N/A	N/A	$33,900.00	$101,700.00	N/A
Equipment	**10**	**9.386**	**83,216**	**N/A**	**$17,411**	**$174,110.00**	

*5 = Excellent / 1 = Poor

Decision Support

Mankato Transit System uses FTA Circular 5010.1F Subject: Award Management Requirements, to establish the basis for State of Good Repair ensuring capital assets operate at a full level of performance.

Facilities: Determining the useful life of a facility must take into consideration such factors as the type of construction, nature of the equipment used, historical usage patterns, and technological developments. Buildings and facilities (concrete, steel, and frame construction) have a useful life of 40 years according to the FTA.

A collaborative approach with Mankato Facilities provides the rating assessments based upon useful life years and physical condition as a reflection of recognized and anticipated maintenance costs. The FTA useful life and data stored in Cartegraph are used to determine the rating.

A facility is deemed to be in good repair if it has a condition rating of 3, 4 or 5 on the following scale and deemed to not be in good repair if it has a rating of 1 or 2.

Table 2: Facility General Condition Assessment Rating Scale[1]

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 have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life.
2	Marginal	Defective or deteriorated component(s); but has not exceeded useful life.
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life.

Refer to Exhibit A: Facility Asset Inventory and Condition to identify the information pertinent to the General-Purpose Maintenance Facility and Vehicle Wash Facility as well as the condition rating using the scale in Table 2.

[1] FTA's Transit Economic Requirements Model (TERM), a PC-based computer application designed to estimate transit capital investment needs over an extended time horizon. The 2015 program is not compatible with the current Mankato's IT infrastructure and cybersecurity demands. Table 2 uses the same rating, condition, and description as the TERM Scale.

Revenue Vehicles: The useful life of revenue vehicles begins on the date the vehicle is placed in revenue service and continues until it is removed from revenue service. The minimum useful life in years refers to the total time in transit revenue service, not time spent stockpiled or otherwise unavailable for regular transit use. The minimum useful life in miles refers to the total miles in transit revenue service. Changes in operating circumstances, including unforeseen difficulty maintaining vehicles, higher cost of fuel, and changes in local law limiting where vehicles can be operated do not excuse minimum useful life requirements in accordance with the Federal Transit Administration. The FTA determines the minimum useful life by years of service or accumulation of miles whichever comes first, by asset type.

Mankato Transit System utilizes two bus classes for revenue vehicles.

- Large, Heavy-Duty Transit Buses (Class 700) at least twelve years of service or an accumulation of at least 500,000 miles.
- Medium-Sized, Light Duty Transit Buses (Class 400) at least five years or an accumulation of at least 150,000 miles.

Mankato Transits uses a cooperative approach towards continuous improvement with Mankato Central Garage, specifically led by their experience and data practices of the Mankato Central Garage Supervisor. Data reported to Minnesota Department of Transportation and data stored in Cartegraph are used to track system reliability and the State of Good Repair Rating.

State of Good Repair Ratings are developed through a combination of the following criteria:

Useful Life Benchmark for Revenue Mileage (FTA)

- Class 400 Bus = 150,000 miles
- Class 700 Bus = 500,000 miles

Useful Life Benchmark for Age (FTA)

- Class 400 Bus = 5 years
- Class 700 Bus = 12 years

Vehicle Condition Rating (Mankato):

Mankato's Central Garage rates vehicle physical condition as a reflection of recognized and anticipated maintenance costs.

Mankato Central Garage combines the two benchmarks and one rating to develop the Rolling Stock State of Good Repair Rating illustrated below. A rating of ≥2.5 is considered to be in a state of good repair.

Table 3: Rolling Stock State of Good Repair Rating Scale

5 – Excellent	3 – Adequate	1 – Poor
4 – Good	2 – Marginal	0 – Out of Service

Refer to Exhibit B: Revenue Vehicle Asset Inventory and Condition to identify the information pertinent to the Class 400 and Class 700 buses as well as the condition rating using the scale in Table 3.

Non-Revenue / Service Vehicles

The useful life of non-revenue vehicles is defined by the Federal Transit Administration as "Other Light-Duty Vehicles". Used as equipment and to transport passengers with a service life of at least four years or an accumulation of at least 100,000 miles.

Mankato Transit System utilizes city fleet vehicles such as those from public safety and other departments to source non-revenue vehicles. These vehicles have already met their useful service life in the appropriate department before becoming a transit non-revenue vehicle and provide fiscal restraint to the system. Special equipment vehicles such as a scissors lift, and snow removal equipment are not part of this process and are tracked on an hourly basis verse mile.

All non-revenue vehicles use the cooperative approach towards continuous improvement with Mankato Central Garage and the experience and data practices of the Mankato Central Garage Supervisor. Data reported to Minnesota Department of Transportation and data stored in Cartegraph are used to track system reliability and the State of Good Repair Rating.

State of Good Repair Ratings are developed through a combination of the following criteria:

Useful Life Benchmark for Non-Revenue Mileage (FTA)

- Other Light-Duty Vehicles = 100,000 miles

Useful Life Benchmark for Age (FTA)

- Other Light-Duty Vehicles = 4 years

Vehicle Condition Rating (Mankato)

Mankato's Central Garage rates vehicle physical condition as a reflection of recognized and anticipated maintenance costs.

Mankato Central Garage combines the two benchmarks and one rating to develop the Rolling Stock State of Good Repair Rating illustrated below. A rating of ≥2.5 is considered to be in a state of good repair.

Table 3: Rolling Stock State of Good Repair Rating Scale

5 – Excellent	3 – Adequate	1 – Poor
4 – Good	2 – Marginal	0 – Out of Service

Refer to Exhibit C: Non-Revenue Vehicle Asset Inventory and Condition to identify the information pertinent rolling stock as well as the condition rating using the scale in Table 3.

Acquisition

Minnesota Department of Transportation Section 5307 Public Transit Vehicle Replacement Grants assist in financing the replacement of public transit vehicles that are utilized in the operation of public transit services in Greater Minnesota.

The grant opportunity includes both State of Minnesota and Federal Transit Administration (FTA) funds that are administered by the MnDOT Office of Transit and Active Transportation (OTAT). The opportunity to apply for funds that may include Bus and Bus Facilities (Section 5339), Surface Transportation Block Grant Program (STBGP), and State of Minnesota funding, and other federal discretionary opportunities.

The formula for determining vehicles for replacement each year is based on the following methodology. All revenue vehicles in the State of Minnesota utilized by the 5307 small urban transit systems will be prioritized and ranked for replacement based on age and miles. Older vehicles with higher mileage will be prioritized before newer vehicles with lower mileage. Each vehicle is considered separately and selected based on funding availability and priority.

The estimated vehicle replacement target for calendar year 2025 is $5,000,000. For calendar year 2026 and 2027 the estimated target is $4,500,000 for small urban (5307) transit systems.

At MnDOT's discretion, vehicles will be selected for the vehicle awards via a Project Notification letter. Federal funds are not distributed by MnDOT.

- Bus and Bus Facilities (Section 5339), MnDOT will submit a letter to FTA to suballocate funds for the vehicle.
- Surface Transportation Block Grant Program (STBGP), MnDOT will submit a letter to the transit system to use to request the transfer of STBGP funds to MnDOT's Office of Transportation System Management (OTSM) for transferring the funds from Federal Highway Administration (FHWA) to FTA.

Proposed Investments

Mankato Transit System determines which priority investments are needed to maintain a state of good repair using several analytical processes. Written policy manuals, short-term and long-range planning, regular management meetings, continual review of needs, and City Council approval processes all serve as tools in the investment prioritization process.

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. The Community Investment Plan funds 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 assets, including staff needed to perform operational functions.

The 29-foot Class 700 bus is being programmed as a replacement for the Class 400 buses used in fixed route service for lower passenger routes such as Routes 5, 7, and 13 to alleviate short useful life benchmark, increasing purchase and lifetime maintenance costs of the Class 400s. The Class 400 Bus is a cutaway, meaning the transit vehicle is built on a van or truck chassis by a second stage manufacturer.

Performance Measure Targets

Mankato Transit System reports performance targets to the National Transit Database as a Reduced Reporter, identified as operating 30 vehicles or less in maximum service across all modes and types of service for assets with capital replacement responsibility.

- Mankato must set one or more performance targets for each applicable performance measure.
- Mankato must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM plan horizon period.

Performance Measures

Rolling Stock – Based upon the percentage of total dedicated, active revenue vehicles with capital responsibility within a particular asset class that are expected to meet or exceed their Useful Life Benchmark.

In 2023, Mankato received 10 replacement and expansion revenue vehicles previously ordered for 2020, 2021, and 2022. Vehicles identified by Central Garage as poor or not in service were sold. Vehicles being replaced were retained to allow for the implementation of the Transit Development Plan. The plan identified changes to the routes and extended service hours and days. The replaced vehicles will remain in active inventory until the service changes are complete and evaluated.

In 2024, Central Garage noted excessive frame rust damage on the seven 2018-year group Class 400's which have exceeded their useful life age benchmark but only one the useful life miles benchmark. Six are scheduled for replacement with the 2025 State Vehicle Replacement Schedule and the seventh with the 2026 schedule. Delivery is expected to begin in 2026. Expedited replacement is requested with MnDOT's Program Manager.

Equipment – Percentage of service vehicles that are expected to meet or exceed their Useful Life Benchmark.

- Automobiles
- Other Rubber Tire Vehicles

In 2022, Trucks were the only Other Rubber Tire Vehicle. In 2023, moved SUV's asset class from Non-Revenue/Service Vehicles to Other Rubber Tire Vehicles class per the National Transit Database asset class definitions. SUVs are city fleet vehicles such as those from public safety and other departments. These vehicles have

already met their useful service life in the appropriate department before supplementing Non-Revenue/Service Automobiles and provide fiscal restraint to the asset category.

Facilities – Percentage of facilities by type with a condition rating expected to rate below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale, see Table 2.

Table 4: Mass Transit Asset Performance Measure Targets

Asset Category/Class	Total Number	*Average State of Good Repair	Below State of Good Repair	Performance Measure Target 2024	Performance 2024	Performance Measure Target 2025
General Purpose Maintenance Facility	1	4.0	0%	0%	0%	0%
Vehicle Wash Facility	1	3.0	0%	0%	0%	0%
Revenue Vehicle Class 400 Buses	18	3.8	22%	48%	44%	42%
Revenue Vehicle Class 700 Buses	14	3.3	29%	29%	29%	30%
Non Revenue/ Service Automobile	1	N/A	N/A	100%	100%	100%
Other Rubber Tire Vehicles	6	N/A	N/A	50%	34%	34%

*5 = Excellent / 1 = Poor

Recordkeeping

Mankato Transit shall maintain all supporting TAM plan records and documents. Such records and documents shall be made available to Federal, State, and Metropolitan Planning Organization entities that provide funding to the City of Mankato, and to aid in the planning process.

Mankato Transit shall report on an annual basis, to the FTA's National Transit Database (NTD):

1. Inventory of Assets
2. State of Good Repair performance targets for the next fiscal year
3. Condition inspection assessments and performance measures of capital assets
4. An annual narrative shall also be included and reported to the National Transit Database that provides a description of any change in the condition of the City's transit system or operations from the previous year, and describe the progress made during the reporting year to meet the performance targets set in the previous reporting year.

Exhibit A: Facility Asset Inventory and Condition

Agency Name	Asset Category	Asset Class	Asset Name	ID/Serial Number	NTD ID	Year Built	Street Address	Square Footage	Number of parking spaces	Age (Years)	Useful Life Benchmark (Years)	Unit Replacement Cost/Value	Condition Assessment Rating	Capital Responsibility	Percentage FTA Funded (%)
City of Mankato	Facilities	Maintenance	General Purpose Maintenance Facility	16491	50205	2016	501 South Victory Drive Mankato, MN 56001	35848	40	8	40	$7,100,832.78	4	Yes	40%
			Vehicle Wash Facility				2291 Hoffman Road Mankato, MN 56001	4100	0	8	40	$716,172.03	3	Yes	40%

FTA Circular 5010.1F Chapter IV. Useful Life of Facilities. Determining the useful life of a facility must take into consideration such factors as the type of construction, the nature of the equipment used, historical usage patterns, and technological developments. As such, FTA establishes a range of forty to fifty years for the minimum useful life of a facility. A railroad or highway structure has a minimum useful life of fifty years, and most other buildings and facilities (concrete, steel, and frame construction), forty years.

Exhibit B: Revenue Vehicle Asset Inventory and Condition

Medium Sized Light Duty Transit Buses (Class 400)

Fleet ID Bus # VIN #	Asset Class	Fuel Type	Make	Model	Year	RVI ID	Average Vehicle Mileage (Year)	Total Vehicle Mileage 12/24	Vehicle Mileage Useful Life Benchmark	Past Mileage Useful Life	Age (Years)	Age Useful Life Benchmark (Years)	Past Age Useful Life	Unit Replacement Cost/Value 12/31/24	Average Yearly Maintenance Cost 11/30/24	Lifetime Maintenance Cost 11/30/24	Vehicle Condition Rating 11/14/24
803 HN011220	Class 400 Length 24 Seat 12+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	374018	18,722	112,332	150,000	FALSE	6	5	TRUE	$321,000.00	$8,146	$48,875	2.0
804 HN011422	Class 400 Length 24 Seat 12+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	374019	21,598	129,587	150,000	FALSE	6	5	TRUE	$321,000.00	$6,464	$38,784	1.5
805 HN011509	Class 400 Length 24 Seat 12+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	374020	19,499	116,994	150,000	FALSE	6	5	TRUE	$321,000.00	$7,622	$45,732	2.0
806 PN003301	Class 400 Length 24 Seat 12+2	Gasoline	Arboc Mobility LLC	Spirit of Freedom	2023	405138	38,980	38,980	150,000	FALSE	1	5	FALSE	TBD	$7,308	$7,308	5.0
807 PN003303	Class 400 Length 24 Seat 12+2	Gasoline	Arboc Mobility LLC	Spirit of Freedom	2023	405139	34,946	34,946	150,000	FALSE	1	5	FALSE	TBD	$5,350	$5,350	5.0
808 PN003306	Class 400 Length 24 Seat 12+2	Gasoline	Arboc Mobility LLC	Spirit of Freedom	2023	405140	31,887	31,887	150,000	FALSE	1	5	FALSE	TBD	$3,946	$3,946	5.0
809 NN007024	Class 400 Length 24 Seat 12+2	Gasoline	Arboc Mobility LLC	Spirit of Freedom	2023	405141	32,290	32,290	150,000	FALSE	1	5	FALSE	TBD	$5,533	$5,533	5.0
827 HN011216	Class 400 Length 26 Seat 16+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	374022	30,001	180,005	150,000	TRUE	6	5	TRUE	$321,000.00	$12,774	$76,643	2.5
828 HN011165	Class 400 Length 26 Seat 16+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	374023	22,670	136,017	150,000	FALSE	6	5	TRUE	$369,200.00	$11,064	$66,387	3.0

Exhibit B: Revenue Vehicle Asset Inventory and Condition

Medium Sized Light Duty Transit Buses (Class 400)

Fleet ID Bus # VIN #	Asset Class	Fuel Type	Make	Model	Year	RVI ID	Average Vehicle Mileage (Year)	Total Vehicle Mileage 12/24	Vehicle Mileage Useful Life Benchmark	Past Mileage Useful Life	Age (Years)	Age Useful Life Benchmark (Years)	Past Age Useful Life	Unit Replacement Cost/Value 12/31/24	Average Yearly Maintenance Cost 11/30/24	Lifetime Maintenance Cost 11/30/24	Vehicle Condition Rating 11/14/24
829 HN011206	Class 400 Length 26 Seat 16+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	374024	24,879	149,272	150,000	FALSE	6	5	TRUE	$321,000.00	$10,326	$61,955	1.5
831 HN011293	Class 400 Length 26 Seat 16+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	374025	21,368	128,209	150,000	FALSE	6	5	TRUE	$321,000.00	$11,661	$69,969	3.0
832 KN002774	Class 400 Length 26 Seat 16+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2019	381076	24,693	123,466	150,000	FALSE	5	5	TRUE	$369,200.00	$9,269	$46,345	3.0
834 PN003310	Class 400 Length 26 Seat 14+2	Gasoline	Arboc Mobility LLC	Spirit of Freedom	2023	405143	42,165	42,165	150,000	FALSE	1	5	FALSE	TBD	$10,063	$10,063	5.0
835 PN003312	Class 400 Length 26 Seat 10+3	Gasoline	Arboc Mobility LLC	Spirit of Freedom	2023	405144	32,717	32,717	150,000	FALSE	1	5	FALSE	TBD	$5,800	$5,800	5.0
836PN003 327	Class 400 Length 26 Seat 10+3	Gasoline	Arboc Mobility LLC	Spirit of Freedom	2023	405142	35,432	35,432	150,000	FALSE	1	5	FALSE	TBD	$7,044	$7,044	5.0
837 PN016388	Class 400 Length 26 Seat 14 + 2	Gasoline	Arboc Mobility LLC	Spirit of Freedom	2023	TBD	1,311	1,311	150,000	FALSE	1	5	FALSE	TBD	$101	$101	5.0
838 PN016455	Class 400 Length 26 Seat 14 + 2	Gasoline	Arboc Mobility LLC	Spirit of Freedom	2023	TBD	906	906	150,000	FALSE	1	5	FALSE	TBD	$101	$101	5.0
839 PN016472	Class 400 Length 26 Seat 14 + 2	Gasoline	Arboc Mobility LLC	Spirit of Freedom	2023	TBD	3,560	3,560	150,000	FALSE	1	5	FALSE	TBD	$302	$302	5.0

Exhibit B: Revenue Vehicle Asset Inventory and Condition

Large, Heavy-Duty Transit Buses (Class 700)

Fleet ID Bus # VIN #	Asset Class	Fuel Type	Make	Model	Year	RVI ID	Average Vehicle Mileage (Year)	Total Vehicle Mileage 12/24	Vehicle Mileage Useful Life Benchmark	Past Mileage Useful Life	Age (Years)	Age Useful Life Benchmark (Years)	Past Age Useful Life	Unit Replacement Cost/Value 12/31/24	Average Yearly Maintenance Cost 11/30/24	Lifetime Maintenance Cost 11/30/24	Vehicle Condition Rating 11/14/24
851 E1185396	Class 700 Length 40 Seat 38+2	Biodiesel	Gillig Corp.	Low Floor	2014	336064	19,344	193,438	500,000	FALSE	10	12	FALSE	$727,000.00	$13,491	$134,907	3.0
852 E1185397	Class 700 Length 40 Seat 38+2	Biodiesel	Gillig Corp.	Low Floor	2014	336064	17,778	177,782	500,000	FALSE	10	12	FALSE	$727,000.00	$11,423	$114,233	3.0
853 E1185398	Class 700 Length 40 Seat 38+2	Biodiesel	Gillig Corp.	Low Floor	2014	336064	19,360	193,596	500,000	FALSE	10	12	FALSE	$727,000.00	$11,795	$117,950	3.0
854 H1188778	Class 700 Length 40 Seat 38+2	Biodiesel	Gillig Corp.	Low Floor	2017	355528	20,099	140,693	500,000	FALSE	7	12	FALSE	TBD	$10,962	$76,732	3.5
855 K3192167	Class 700 Length 40 Seat 38+2	Biodiesel	Gillig Corp.	Low Floor	2019	381075	18,242	91,208	500,000	FALSE	5	12	FALSE	TBD	$7,481	$37,403	4.0
856 R3201158	Class 700 Length 40 Seat 38+2	Biodiesel	Gillig Corp.	Low Floor	2024	TBD		8,990	500,000	FALSE	0	12	FALSE	TBD		$1,512	5.0

Exhibit B: Revenue Vehicle Asset Inventory and Condition

Large, Heavy-Duty Transit Buses (Class 700)

Fleet ID Bus # VIN #	Asset Class	Fuel Type	Make	Model	Year	RVI ID	Average Vehicle Mileage (Year)	Total Vehicle Mileage 12/24	Vehicle Mileage Useful Life Benchmark	Past Mileage Useful Life	Age (Years)	Age Useful Life Benchmark (Years)	Past Age Useful Life	Unit Replacement Cost/Value 12/31/24	Average Yearly Maintenance Cost 11/30/24	Lifetime Maintenance Cost 11/30/24	Vehicle Condition Rating 11/14/24
861 A1177766	Class 700 Length 35 Seat 32+2	Biodiesel	Gillig Corp.	Low Floor	2010	54073	22,584	316,182	500,000	FALSE	14	12	TRUE	$651,000.00	$24,233	$339,256	1.5
862 A1177767	Class 700 Length 35 Seat 32+2	Biodiesel	Gillig Corp.	Low Floor	2010	54073	22,356	312,983	500,000	FALSE	14	12	TRUE	$557,000.00	$18,589	$260,241	1.5
863 A1177768	Class 700 Length 35 Seat 32+2	Biodiesel	Gillig Corp.	Low Floor	2010	54073	21,854	305,958	500,000	FALSE	14	12	TRUE	$557,000.00	$18,240	$255,358	1.5
864 C1180483	Class 700 Length 35 Seat 32+2	Biodiesel	Gillig Corp.	Low Floor	2012	59147	21,472	257,659	500,000	FALSE	12	12	TRUE	$727,000.00	$20,725	$248,701	2.5
865 D1180772	Class 700 Length 35 Seat 32+2	Biodiesel	Gillig Corp.	Low Floor	2013	336063	21,408	235,487	500,000	FALSE	11	12	FALSE	$727,000.00	$15,684	$172,527	3.0
866 P3199288	Class 700 Length 35 Seat 32+2	Biodiesel	Gillig Corp.	Low Floor	2023	405145	40,368	40,368	500,000	FALSE	1	12	FALSE	TBD	$7,064	$7,064	5.0
867 P3199289	Class 700 Length 35 Seat 32+2	Biodiesel	Gillig Corp.	Low Floor	2023	405146	41,928	41,928	500,000	FALSE	1	12	FALSE	TBD	$10,378	$10,378	5.0
868 P3199290	Class 700 Length 35 Seat 32+2	Biodiesel	Gillig Corp.	Low Floor	2023	405147	41,594	41,594	500,000	FALSE	1	12	FALSE	TBD	$8,592	$8,592	5.0

Exhibit C: Non-Revenue Vehicle Asset Inventory and Condition

Non-Revenue or Service Automobiles

ID/Serial Number	Asset Class	Fuel Type	Make	Model	Model Year	Asset Name	Average Vehicle Mileage (Year)	Total Active Fleet Mileage 12/31/24	Useful Life Benchmark (Mileage)	Past Mileage Useful Life	Age (Years)	Useful Life Benchmark (Years)	Past Age Useful Life	Unit Replacement Cost/Value	Dollar Year of the Estimated Cost	Capital Responsibility
2408	Non Revenue/ Service Automobile	Gasoline	Ford	Focus	2009	Focus	6,431	96,463	100,000	FALSE	15	8	TRUE	$1,000.00	2019	Yes

Other Rubber Tire Vehicles

ID/Serial Number	Asset Class	Fuel Type	Make	Model	Model Year	Asset Name	Average Vehicle Mileage (Year)	Total Active Fleet Mileage 11/30/23	Useful Life Benchmark (Mileage)	Past Mileage Useful Life	Age (Years)	Useful Life Benchmark (Years)	Past Age Useful Life	Unit Replacement Cost/Value	Dollar Year of the Estimated Cost	Capital Responsibility
2327	Other Rubber Tire	Gasoline	Ford	Explorer	2018	Police Explorer	15,242	91,451	100,000	FALSE	6	8	FALSE	$1,000.00	2020	Yes
2328	Other Rubber Tire	Gasoline	Ford	Explorer	2018	Police Explorer	15,838	95,027	100,000	FALSE	6	8	FALSE	$1,000.00	2019	Yes
2245	Other Rubber Tire	Gasoline	Ford	Explorer	2013	Police Explorer	11,484	126,326	100,000	TRUE	11	8	TRUE	$1,000.00	2024	Yes
2809	Other Rubber Tire	Gasoline	Ford	Escape	2009	Escape	4,648	69,727	100,000	FALSE	15	8	TRUE	$1,000.00	2024	Yes
4843	Other Rubber Tire	Gasoline	Ford	F-350	2023	Plow Truck	2,564	2,564	100,000	FALSE	1	14	FALSE	$60,000.00	2023	Yes
5856	Other Rubber Tire	Diesel	Ford	F-450	2016	Pickup	4,340	34,720	100,000	FALSE	8	14	FALSE	$40,000.00	2016	Yes

Exhibit C: Non-Revenue Vehicle Asset Inventory and Condition

Equipment

ID/Serial Number	Asset Class	Fuel Type	Make	Model	Model Year	Asset Name	Average Vehicle Hour (Year)	Total Active Fleet Hours 11/30/23	Useful Life Benchmark (Hours)	Past Hours Useful Life	Age (Years)	Useful Life Benchmark (Years)	Past Age Useful Life	Unit Replacement Cost/Value	Dollar Year of the Estimated Cost	Capital Responsibility
7828	Equipment	Battery	Tennant	Power Sweeper	2018	Scrubber	55	328.9	N/A	FALSE	6	10	FALSE	$54,300.00	2018	Yes
7818	Equipment	Battery	SkyJack	Scissors Lift	2018	Skyjack	11	65.5	N/A	FALSE	6	10	FALSE	$18,800.00	2018	Yes
6820	Equipment	Diesel	Ditchwitch	SK600	2020	Stand-On Skid Steer	21	82.3	N/A	FALSE	4	5	FALSE	$28,600.00	2020	Yes

Exhibit D: Acquisition (Fleet Replacement)

Fleet ID Bus # VIN #	Asset Class	Fuel Type	Make	Model	Model Year	STIP Project	STIP Program Year	CIP Budget Year	Year Ordered	Cost	Expected Arrival
840 PN016537	Class 400 Length 26 Seat 14 + 2	Gasoline	Arboc Mobility LLC	Spirit of Freedom	2023	No Federal Funds		2023	2023	$263,000	December 13, 2024
827 HN011216	Class 400 Length 26 Seat 16+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	TRS-0028-25F	2025	2025		$375,000	2026
803 HN011220	Class 400 Length 24 Seat 12+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	Formerly TRS-0028-26A		2025		$321,000	2026
804 HN011422	Class 400 Length 24 Seat 12+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	Formerly TRS-0028-26A		2025		$321,000	2026
805 HN011509	Class 400 Length 24 Seat 12+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	Formerly TRS-0028-26A		2025		$321,000	2026
829 HN011206	Class 400 Length 26 Seat 16+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	Formerly TRS-0028-26A		2025		$321,000	2026
831 HN011293	Class 400 Length 26 Seat 16+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	Formerly TRS-0028-26A		2025		$321,000	2026
828 HN011165	Class 400 Length 26 Seat 16+2	Gasoline	Arboc Mobility LLC	Spirit of Mobility	2018	TRF-0028-26F	2026	2026		$321,000	2027

Fleet ID Bus # VIN #	Asset Class	Fuel Type	Make	Model	Model Year	STIP Project	STIP Program Year	CIP Budget Year	Year Ordered	Cost	Expected Arrival
864 C1180483	Class 700 Length 35 Seat 32+2	Biodiesel	Gillig Corp.	Low Floor	2012	TRS-0028-26B	2026	2026		$763,000	2027

Exhibit E: Proposed Investment (Community Investment Plan)

Work Type	Calendar Year	Project Description	State Transportation Improvement Program	FTA 5307	Federal	State	Local	Project Cost	Federal Funding	State Funding	Local Funding
Facility	2025	Bus Stop Improvements	TRF-0028-25D	0	80	0	20	$375,000	$300,000	$0	$75,000
Vehicle	2025	Class 400 Replacement (Bus 827)	TRS-0028-25F	80	0	10	10	$321,000	$256,800	$32,100	$32,100
Vehicle	2025	Class 400 Replacement (Bus 803)		0	0	90	10	$321,000	$0	$288,900	$32,100
Vehicle	2025	Class 400 Replacement (Bus 804)		0	0	90	10	$321,000	$0	$288,900	$32,100
Vehicle	2025	Class 400 Replacement (Bus 805)		0	0	90	10	$321,000	$0	$288,900	$32,100
Vehicle	2025	Class 400 Replacement (Bus 829)		0	0	90	10	$321,000	$0	$288,900	$32,100
Vehicle	2025	Class 400 Replacement (Bus 831)		0	0	90	10	$321,000	$0	$288,900	$32,100
Technology	2025	Automated Passenger Counter	TRF-0028-25F	0	80	0	20	$400,000	$320,000	$0	$80,000
Facility	2025	Bus Stop Maintenance		0	0	0	100	$25,000	$0	$0	$25,000
								$2,726,000	**$876,800**	**$1,476,600**	**$372,600**

Work Type	Calendar Year	Project Description	State Transportation Improvement Program	FTA 5307	Federal	State	Local	Project Cost	Federal Funding	State Funding	Local Funding
Facility	2026	Electric Vehicle Charging Station	TRF-0028-26E	0	80	0	20	$550,000	$440,000	$0	$110,000
Vehicle	2026	Class 400 Replacement (Bus 828)	TRF-0028-26F	0	80	10	10	$321,000	$256,800	$32,100	$32,100
Facility	2026	Vehicle Wash System Replacement	TRF-0028-26G	0	80	0	20	$900,000	$720,000	$0	$180,000
Facility	2026	Fuel Island Relocation Design and Environmental Study (Usage Share Cost 50%)	TRF-0028-26H	80	0	0	20	$100,000	$80,000	$0	$20,000
Vehicle	2026	Class 700 Replacement (Bus 864)	TRS-0028-26B	80	0	10	10	$763,000	$610,400	$76,300	$76,300
Facility	2026	Bus Stop Maintenance		0	0	0	100	$25,000	$0	$0	$25,000
								$2,659,000	**$2,107,200**	**$108,400**	**$443,400**

Exhibit E: Proposed Investment (Community Investment Plan)

Work Type	Calendar Year	Project Description	State Transportation Improvement Program	FTA 5307	Federal	State	Local	Project Cost	Federal Funding	State Funding	Local Funding
Vehicle	2027	Class 400 Replacement (Bus 832)	TRS-0028-27B	80	0	0	20	$354,000	$283,200	$0	$70,800
Facility	2027	Bus Stop Maintenance		0	0	0	100	$25,000	$0	$0	$25,000
Facility	2027	Unit Heater Replacement (2 of 4 heaters)		0	0	0	100	$40,000	$0	$0	$40,000
								$419,000	**$283,200**	**$0**	**$135,800**

Work Type	Calendar Year	Project Description	State Transportation Improvement Program	FTA 5307	Federal	State	Local	Project Cost	Federal Funding	State Funding	Local Funding
Facility	2028	Fuel Island Relocation Construction (50%)	TRF-0028-28C	0	80	0	20	$450,000	$360,000	$0	$90,000
Facility	2028	Bus Stop Maintenance		0	0	0	100	$25,000	$0	$0	$25,000
Facility	2028	Unit Heater Replacement (Last 2 heaters)		0	0	0	100	$40,000	$0	$0	$40,000
Facility	2028	Overhead Door Replacement (Last 3 doors)		0	0	0	100	$80,000	$0	$0	$80,000
								$595,000	**$360,000**	**$0**	**$235,000**

Work Type	Calendar Year	Project Description	State Transportation Improvement Program	FTA 5307	Federal	State	Local	Project Cost	Federal Funding	State Funding	Local Funding
Facility	2029	Bus Stop Maintenance		0	0	0	100	$25,000	$0	$0	$25,000
Facility	2029	Transit Garage Roof Replacement		0	0	0	100	$0	$0	$0	$0
								$25,000	**$0**	**$0**	**$25,000**