

Transit Asset Management Plan



PLACER COUNTY TRANSIT
"We're going your way!"



TART

Tahoe Truckee Area Regional Transit

October 2022

Placer County Transit & Tahoe Truckee Area Regional Transit

Placer County Department of Public Works

Placer County certifies that this Transit Asset Management Plan meets the requirements of 49 C.F.R. 625 for a Tier II public transit provider.

Accountable Executive:

Ken Grehm, Director of Public Works Date

Executive Sponsor:

Jaime Wright, Public Works Manager (Transit Services) Date

Acknowledgements

This Transit Asset Management Plan is a collaborative effort with significant contributions from staff of the Tahoe Metropolitan Planning Organization, Sacramento Area Council of Governments and the Placer County Department of Public Works & Facilities. This updated TAM Plan has been written to meet the requirements of 49 C.F.R. 625

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Glossary: Acronyms and Definitions

Accountable Executive	Means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.
Asset Category	Means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.
Asset Class	Means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.
Asset Inventory	Means a register of capital assets, and information about those assets.
Capital Asset	Means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation
Decision Support Tool	Means an analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.
Direct Recipient	Means an entity that receives Federal financial assistance directly from the Federal Transit Administration.
Equipment	Means an article of nonexpendable, tangible property having a useful life of at least one year.
Exclusive-Use Maintenance Facility	Means a maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.
Facility	Means a building or structure that is used in providing public transportation.
Full Level of Performance	Means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.
Horizon Period	Means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan. FTA standard horizon period is four years.
Implementation Strategy	Means a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.
Infrastructure	Means the underlying framework or structures that support a public transportation system.
Investment Prioritization	Means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Key Asset Management Activities	Means a list of activities that a transit provider determines are critical to achieving its TAM goals.
Life-Cycle Cost	Means the cost of managing an asset over its whole life.
Participant	Means a Tier II provider that participates in a group TAM plan.
Performance Measure	Means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (<i>e.g.</i> , a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).
Performance Target	Means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.
Public Transportation System	Means the entirety of a transit provider's operations, including the services provided through contractors.
Public Transportation Agency Safety Plan	Means a transit provider's documented comprehensive agency safety plan that is required by 49 U.S.C. 5329.
Recipient	Means an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.
Rolling Stock	Means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.
Service Vehicle	Means a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.
State of Good Repair (SGR)	Means the condition in which a capital asset is able to operate at a full level of performance.
Subrecipient	Means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.
TERM Scale	Means the five (5) category rating system used in the FTA's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0-Excellent, 4.0-Good, 3.0-Adequate, 2.0-Marginal, and 1.0-Poor.
Tier I Provider	Means a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.
Tier II Provider	Means a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Transit Asset Management (TAM)	Means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.
Transit Asset Management (TAM) Plan	Means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.
Transit Asset Management (TAM) Policy	Means a transit provider's documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.
Transit Asset Management (TAM) Strategy	Means the approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.
Transit Asset Management (TAM) System	Means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.
Transit Provider (provider)	Means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.
Useful life	Means either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.
Useful life benchmark (ULB)	Means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

1. Introduction

The Placer County Department of Public Works (DPW) operates urban, suburban, rural, resort area and commuter transit services for two differently branded transit systems. Placer County Transit (PCT) provides connections between communities in South Placer County (Colfax, Auburn, Lincoln, Rocklin, Roseville and Loomis) and peak hour commuter service into Sacramento. Vanpool service is also provided through a vehicle lease program by PCT. PCT has been in operation since 1974. DPW provides transit service to the North Lake Tahoe and Truckee regions in eastern Placer County as the Tahoe Truckee Area Regional Transit (TART) system. Placer County has been operating transit service in Tahoe since 1975 with a strong focus on expanding public access to transit, increasing frequency, and maximizing connections within the "Resort Triangle" region, which spans geographies between North Tahoe and Truckee. TART provides fixed route and paratransit services to over 380,000 passengers annually on five year-round fixed routes, a free night service, and expanded peak season service. Placer County's inventory of assets and fleet include:

Placer County Transit	Tahoe Truckee Area Regional Transit
16 Fixed route buses	14 Fixed Route Buses
13 Cutaway buses	2 Paratransit cutaway buses
1 Truck	2 Trucks
6 Non-Revenue Service Auto	4 Non-Revenue Service Auto
1 Maintenance and fueling center	1 Transit center
1 Administrative/operations office	1 Administrative/maintenance and fueling center

Per FTA guidelines, Placer County is a Tier II provider because the agency owns, operates, or manages fewer than 100 vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode. Although ownership and control of assets are all under Placer County's responsibility, the assets for PCT and TART will be listed separately in this document. The reason for this is a shorter vehicle useful life target for TART verses PCT due to the harsh mountain operating environment in the Tahoe area, and the fact that both operations span into two separate Metropolitan Planning Areas and Urbanized Areas.

The 2022 Placer County Transit Asset Management (TAM) Plan satisfies all Tier II agency requirements including:

- 1. An inventory of assets** – a register of capital assets and information about those assets.
- 2. A condition assessment of inventoried assets** – a rating of the assets' physical state; to be completed for assets an agency has direct capital responsibility for; should be at a level of detail sufficient to monitor and predict performance of inventoried assets.
- 3. Description of a decision support tool** – an analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time.
- 4. A prioritized list of investments** – a prioritized list of projects or programs to manage or improve the state of good repair (SGR) of capital assets.

Transit Asset Management (TAM) Vision

Placer County's goal is to provide a safe and direct means of transportation service for residents and visitors. To accomplish this goal, Placer County is committed to providing safe, clean, and comfortable vehicles and amenities for its riders. Placer County is actively working to leverage funding to continue operating and maintaining capital assets in a state of good repair. Placer County maintenance staff is dedicated to assessing the condition of capital assets with oversight from agency management. Most of Placer County's capital assets are assessed monthly and rated using the Federal Transit Administration's (FTA) Transit Economic Requirements Model (TERM) Scale. Additionally, a priority list of capital investments is maintained regularly and used to inform funding pursuits. Placer County's TAM and SGR policies guide staff in assessing the condition of assets and informing decisions which ultimately lead to a safer and more efficient operating system. The TAM Plan will provide an overview of Placer County's asset management policies and goals, assess the condition of assets, and provide maintenance staff with a framework for effectively managing assets over the course of their useful life and through disposal.

As an agency, Placer County is committed to maintaining assets in a state of good repair and works closely with transportation partners to comply with regional TAM performance targets set by the Sacramento Council of Governments (SACOG) and Tahoe Regional Planning Agency (TRPA) in 2022.

Agency Roles and Responsibilities

FTA regulations require each transit agency to appoint an Accountable Executive, who will be a single, identifiable person responsible for carrying out the safety management system of the public transportation agency, carrying out transit asset management practices, and maintaining control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan and TAM Plan. To satisfy FTA TAM requirements in accordance with 49 U.S.C 5329(d), Placer County designates the Chief Operating Officer (Director of Public Works), Ken Grehm, as the Accountable Executive responsible for ensuring the development and implementation of the TAM Plan in accordance with 49 U.S.C. 5326.

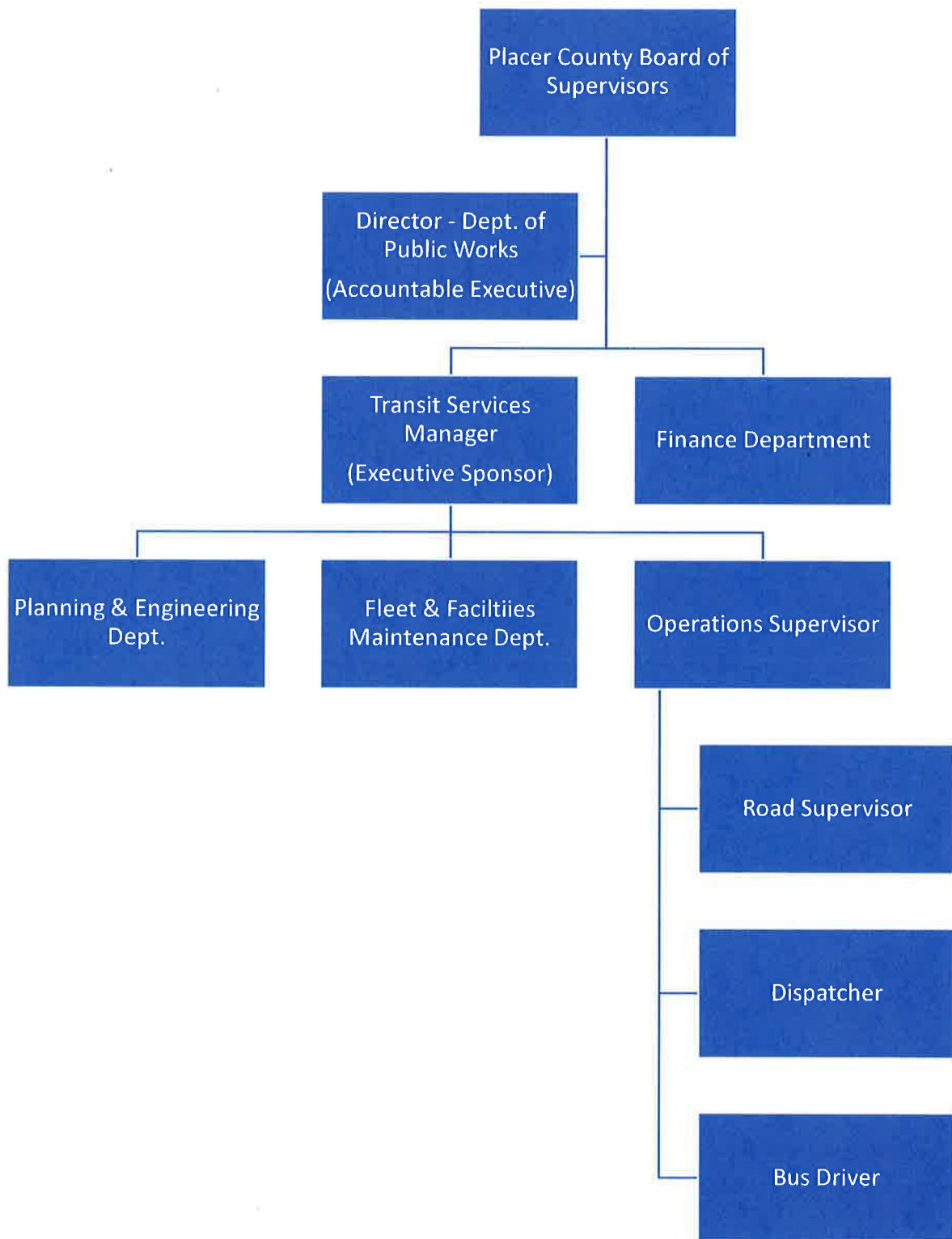
To further ensure a successful TAM program, Placer County designates Transit Services Manager, Jaime Wright, as its Asset Management Executive Sponsor to encourage and empower other leaders and staff to drive asset management improvements forward. The Executive Sponsor is responsible for communicating with Placer County's Executive Team, the Board, and other stakeholders, as needed, to ensure that asset management is getting the attention and resources needed to ensure its success. Table 1.1 details each role and Figure 1-1 shows the organizational structure Placer County's transit systems.

Table 1.1: TAM Roles and Responsibilities

Department or Individual	Asset Management Role	Responsibilities
Ken Grehm	Accountable Executive	<ul style="list-style-type: none">Ensures that a TAM Plan is developed and carried out in accordance with FTA requirements.Balances transit asset management, safety, day-to-day operations, and expansion needs in approving and carrying out a TAM Plan and a public transportation agency safety plan.Approves annual performance targets.
Jaime Wright	Executive Sponsor	<ul style="list-style-type: none">Establishes the policies, strategies, and level-of-service requirements for Placer County.

		<ul style="list-style-type: none"> • Dedicates appropriate resources to ensure asset management improvement programs are successful. • Provides the leadership necessary to drive organizational change and communicate the benefits of asset management. • Enforces strong accountability measures to encourage follow-through of the asset management strategy.
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Figure 1-1: TART Transit System Organizational Chart



Performance Targets and Measures

Initial targets were determined using the FTA's useful life benchmark (ULB) and TERM Scale as a baseline. Due to the complex geography and harsh weather conditions at Lake Tahoe and Truckee, certain assets rate lower on the TERM scale and do not fit exclusively within the FTA's default ULB. Keeping these factors in mind, TART's performance targets were established to satisfy SGR goals and align with a realistic fleet and facilities replacement timeline.

Table 1.2: Asset Performance Measure Targets

Asset Category – Performance Measure	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
REVENUE VEHICLES – TART						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU – Bus	7%	0%	0%	0%	29%
	CU – Cutaway Bus	100%	0%	0%	0%	0%
EQUIPMENT – TART						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	AO – Automobile	50%	0%	25%	0%	25%
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	0%	0%
FACILITIES – TART						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%
	Passenger Facilities	20%	20%	20%	20%	20%

Asset Category – Performance Measure	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027Target
REVENUE VEHICLES – PCT						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU – Bus	0%	0%	0%	0%	9%
	BR – Over the Road Bus	40%	20%	20%	20%	0%
	CU – Cutaway Bus	15%	0%	31%	0%	54%
EQUIPMENT – PCT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	AO – Automobile	17%	34%	0%	0%	0%
	Trucks and other Rubber Tire Vehicles	100%	0%	0%	0%	0%
FACILITIES – PCT						

Condition - % of facilities with a condition rating below 3.0 on the TERM Scale	Administration	100%	100%	100%	100%	100%
	Maintenance	0%	0%	0%	0%	0%

TART currently uses the two cutaway buses in its fleet to provide paratransit service within ¾ miles of fixed route bus service. Both vehicles are past the useful life of a cutaway bus. Replacement buses were ordered in March of 2021, but due to supply chain issues, the buses continued to be delayed with expected delivery in 2023. However, given the low annual mileage associated with providing paratransit services in North Tahoe, TART will continue using these cutaways to provide paratransit services to TART riders in the short-term. Therefore, the cutaway target is set at 100 percent to ensure TART may continue to fully utilize these two vehicles as needed. TART has one remaining 2009 NABI Bus which will be replaced in 2023.

PCT replaced 11 aging fixed route buses between 2015 and 2018. PCT is targeted to replace one fixed route bus in 2027, but due to supply chain issues and continued maintenance challenges, the fixed route bus may be replaced as soon as 2024. The last pre-2005 model bus was moved from the PCT operation to the TART operation as noted above. Two of five MCI commuter buses are being replaced in 2022 and 2023. The remaining three MCI buses will be replaced between 2023 and 2026. PCT will replace 7 cutaway buses between 2023 and 2025. PCT retained 2 2008 cutaway buses to serve as spare buses which will allow the contractor to not place one of their buses into service when back-up buses are needed.

Placer County will coordinate with the regional planning agencies to conduct comprehensive operational analysis and short range transit plans which may restructure the future bus fleet composition. These efforts are a result of changing travel demand related to the COVID 19 Pandemic,

2. Capital Asset Inventory

The Placer County Auditor's office maintains a list of all capital assets valued at \$5,000 or more by department and division. Placer County conducts and submits a formal inventory of the assets – mostly bus fleet – to the Auditor Controller's office annually. The Transit Division of The Department of Public Works also maintains a master fleet list with mileage updated periodically to stay current. This master list contains all vital information about the fleet and is used as a working inventory of the fleet. Placer County also uses the master list to program for bus replacement needs. Staff develops a separate list that is used to report in the National Transit Database (NTD) A-30 forms annually. When buses are taken out of service, they are stripped of useful parts such as fareboxes, cameras, bike racks and GPS units. Then a vehicle disposal form is completed and sent to the Placer County Fleet Services department to be disposed of. Any assets with an estimated value of \$5,000 or more are placed on a Board of Supervisors agenda to approve the surplus of the vehicle. The surplus is conducted by a third-party auction vendor.

The following tables summarize capital assets which TART owns, operates, and has a direct capital responsibility for including rolling stock, equipment, and facilities. TART does not operate any

passenger rail service and does not own or manage any associated rail infrastructure. The TART inventory includes 30 bus stop passenger shelters under Passenger Facilities. These are included at the direction of the TMPO.

Asset Inventory Summary

A summary of Placer County's assets is shown in Table 2.1 and Appendix A.

Table 2.1: Asset Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage ¹	Avg Value
Revenue Vehicles – TART	16	5.8	255,987	\$537,500.00
<i>AB – Articulated Bus</i>	0	-	-	-
<i>AO – Automobile</i>	0	-	-	-
<i>BR – Over-the-road Bus</i>	0	-	-	-
<i>BU – Bus</i>	14	4.6	249,772	\$600,000.00
<i>CU – Cutaway Bus</i>	2	14.0	299,491	\$100,000.00
<i>DB – Double Decked Bus</i>	0	-	-	-
<i>FB – Ferryboat</i>	0	-	-	-
<i>MB – Mini-bus</i>	0	-	-	-
<i>MV – Mini-van</i>	0	-	-	-
<i>RT – Rubber-tire Vintage Trolley</i>	0	-	-	-
<i>SB – School Bus</i>	0	-	-	-
<i>SV – Sport Utility Vehicle</i>	0	-	-	-
<i>VN – Van</i>	0	-	-	-
Equipment - TART	6	7.33	84,331	\$51,666.67
<i>Non Revenue/Service Automobiles</i>	4	9	111,891	\$45,000.00
<i>Steel Wheel Vehicles</i>	0	-	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	2	4	29,212	\$65,000.00
Facilities -TART	34	16.12	N/A	\$598,824
<i>Administration</i>	1	23.0	N/A	\$10,000,000.00
<i>Maintenance</i>	1	13.0	N/A	\$3,500,000.00
<i>Parking Structures</i>	0	-	N/A	-
<i>Passenger Facilities – Transit Center</i>	1	10	N/A	\$5,000,000
<i>Passenger Facilities – Bus Stops</i>	31	16	N/A	\$60,000

¹ Vehicle mileage was recorded in June, 2022.

Asset Category	Total Number	Avg Age	Avg Mileage²	Avg Value
Revenue Vehicles – PCT	29	7.5	116,705	\$410,344.82
<i>AB – Articulated Bus</i>	0	-	-	-
<i>AO – Automobile</i>	0	-	-	-
<i>BR – Over-the-road Bus</i>	5	12	362,499	\$800,000.00
<i>BU – Bus</i>	11	6.09	307,677	\$600,000.00
<i>CU – Cutaway Bus</i>	13	7	149,673	\$100,000.00
<i>DB – Double Decked Bus</i>	0	-	-	-
<i>FB – Ferryboat</i>	0	-	-	-
<i>MB – Mini-bus</i>	0	-	-	-
<i>MV – Mini-van</i>	0	-	-	-
<i>RT – Rubber-tire Vintage Trolley</i>	0	-	-	-
<i>SB – School Bus</i>	0	-	-	-
<i>SV – Sport Utility Vehicle</i>	0	-	-	-
<i>VN – Van</i>	0	-	-	-
Equipment – PCT	7	6	72,359	\$47,857.14
<i>Non Revenue/Service Automobiles</i>	6	5.33	60,083	\$45,000
<i>Steel Wheel Vehicles</i>	0	-	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	1	10	146,018	\$65,000
Facilities –PCT	2	34	N/A	\$1,250,000
<i>Administration</i>	1	44+	N/A	\$500,000
<i>Maintenance</i>	1	24	N/A	\$2,000,000
<i>Parking Structures</i>	0	-	N/A	-
<i>Passenger Facilities</i>	0	-	N/A	-

Condition Assessment

The FTA requires transit agencies to inventory their assets and assign ratings based on the asset's age and condition. ULB is the measure agencies use to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets. Each vehicle type's ULB estimates how many years that vehicle can remain in service and still be in a state of good repair. Measuring vehicles based on ULB allows agencies to determine whether it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs³. When an asset reaches the maximum ULB, it enters the state of good repair backlog and is prioritized for replacement. Placer County will use the FTA default ULB for buses in the PCT Fleet. The default ULB,

² Vehicle mileage was recorded in June, 2022.

³ Federal Transit Administration, 2017.

however, is not suitable for the TART service. Lake Tahoe transit operators must deal with difficult winter weather and often provide services during severe snow storms. Icy roads, extreme cold weather, and difficult terrain put stress on transit operations and diminish the life cycle of assets. Costs associated with preventative maintenance typically increases when weather conditions worsen. Due to these operational hazards, Lake Tahoe transit operators determined FTA's default ULBs do not accurately reflect realistic asset life cycles for Tahoe assets, and are too high to ensure TART maintains assets in a state of good repair. Under FTA's default ULB, the life cycle for automobiles, (AO), buses (BU), cutaway buses (CU), and other rubber tire vehicles are fourteen years, ten years, and fourteen years, respectively. Through collaborative analysis, TART, TTD, and TRPA met to define the ULB for each vehicle type operating at Lake Tahoe. TART and TTD will use a ULB of twelve years for buses (BU), seven years for cutaway buses (CU), ten years for other rubber tire vehicles, and five years for vans (VN). Table 2.2 shows the specified ULB for asset classes operating at PCT and TART.

Table 2.2: Adjusted Useful Life Benchmarks

Vehicle Type		Adjusted ULB (in years)
AO	Automobile	8
BU	Bus	PCT 14; TART 12
CU	Cutaway bus	PCT 10; TART 7
	Other rubber tire vehicles	10
VN	Van	5

Transit agencies may adjust their ULB with approval from the FTA. When entering fleet data in the NTD, agencies have the option to either accept the pre-populated default ULBs or submit customized ULBs. If prompted, Placer County will provide the necessary justification for adjusting the ULB for TART's buses. FTA's ULB calculations are the average age-based equivalent of a 2.5 rating on the TERM scale. FTA's Default ULB cheat sheet is pictured in Figure 2-1.

Figure 2-1: FTA Default ULB Cheat Sheet

FTA FEDERAL TRANSIT ADMINISTRATION		
Default Useful Life Benchmark (ULB) Cheat Sheet		
Source: 2017 Asset Inventory Module Reporting Manual, Page 53		
Transit Agencies will report the age of all vehicles to the National Transit Database. FTA will track the performance of revenue vehicles (Rolling Stock) and service vehicles (Equipment), by asset class, by calculating the percentage of vehicles that have met or exceeded the useful life benchmark (ULB).		
FTA has set a default ULB as the expected service years for each vehicle class in the table below. ULB is the average age-based equivalent of a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale. Transit agencies can adjust their Useful Life Benchmarks with approval from FTA.		
Vehicle Type		Default ULB (in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MB	Minibus	10
MO	Monorail vehicle	31
MV	Minivan	8
	Other rubber tire vehicles	14
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
RT	Rubber-tired vintage trolley	14
SB	School bus	14
	Steel wheel vehicles	25
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58
FTA FEDERAL TRANSIT ADMINISTRATION		

To determine the condition of facilities, Placer County staff annually assess all facilities using the FTA's TERM scale. Agencies must inventory four types of facilities including administrative facilities, maintenance facilities, parking structures, and passenger facilities. Administrative and maintenance facilities are grouped together, and parking and passenger facilities are grouped together when determining compliance with performance targets and for purposes of the TAM Plan. The TERM scale assigns numerical ratings based on condition:

TERM Rating	Condition	Description
Excellent	4.8 – 5.0	No visible defects; new or near new condition; may still be under warranty if applicable
Good	4.0 – 4.7	Good condition, but no longer new; may be slightly defective or deteriorated, but is overall functional
Adequate	3.0 – 3.9	Moderately deteriorated or defective, but has not exceeded useful life
Marginal	2.0 – 2.9	Defective or deteriorated; in need of replacement; exceeded useful life
Poor	1.0 – 1.9	Critically damaged or in need of immediate repair; well past useful life

Table 2.2 summarizes the condition of Placer County's assets. Appendix A includes a full asset register and condition information for the asset inventory listing.

Table 2.3: Asset Condition Summary

Asset Category - TART	Total Number	Avg Age	Avg Mileage ⁴	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	16	5.8	255,987	N/A	\$537,500.00	44%
AB – Articulated Bus	0	-	-	N/A	-	-
AO – Automobile	0	-	-	N/A	-	-
BR – Over-the-road Bus	0	-	-	N/A	-	-
BU – Bus	14	4.6	249,772	N/A	\$600,000.00	36%
CU – Cutaway Bus	2	10.0	252,358	N/A	\$100,000.00	100%
DB – Double Decked Bus	0	-	-	N/A	-	-
FB – Ferryboat	0	-	-	N/A	-	-
MB – Mini-bus	0	-	-	N/A	-	-
MV – Mini-van	0	-	-	N/A	-	-
RT – Rubber-tire Vintage Trolley	0	-	-	N/A	-	-
SB – School Bus	0	-	-	N/A	-	-
SV – Sport Utility Vehicle	0	-	-	N/A	-	-
TB – Trolleybus	0	-	-	N/A	-	-
Equipment	6	7.33	84,331	N/A	\$51,666.67	66.67%

⁴ Vehicle mileage was recorded as of June 30, 2022.

<i>Non Revenue/Service Automobile</i>	4	9	111,891	N/A	\$45,000.00	100%
<i>Steel Wheel Vehicles</i>	0	-	-	N/A	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	2	4	29,212	N/A	\$65,000.00	0%
Facilities	34	16.12	N/A	3.9	\$598,824	N/A
<i>Administration</i>	1	23.0	N/A	4.0	\$10,000,000.00	N/A
<i>Maintenance</i>	1	13.0	N/A	4.4	\$3,500,000.00	N/A
<i>Parking Structures</i>	0	-	N/A	-	-	N/A
<i>Passenger Facilities – Transit Center</i>	1	10	N/A	4.7	\$5,000,000	N/A
<i>Passenger Facilities</i>	31	16	N/A	3.9	\$60,000.00	N/A
Asset Category – PCT	Total Number	Avg Age	Avg Mileage⁵	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	29	7.5	116,705	N/A	\$410,342.82	62%
<i>AB – Articulated Bus</i>	0	-	-	N/A	-	-
<i>AO – Automobile</i>	0	-	-	N/A	-	-
<i>BR – Over-the-road Bus</i>	5	12	362,499	N/A	\$800,000.00	100%
<i>BU – Bus</i>	11	6.09	307,677	N/A	\$600,000.00	0%
<i>CU – Cutaway Bus</i>	13	7	149,673	N/A	\$100,000.00	100%
<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	-	-
Equipment	7	6	72,359	N/A	\$47,857.14	60.57%
<i>Non Revenue/Service Automobile</i>	6	5.33	60,083	N/A	\$45,000.00	54%
<i>Steel Wheel Vehicles</i>	0	-	-	N/A	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	1	10	146,018	N/A	\$65,000.00	100%
Facilities	2	34	N/A	3.9	\$1,250,000	N/A
<i>Administration</i>	1	44+	N/A	3.0	\$500,000.00	N/A

⁵ Vehicle mileage was recorded as of June 30, 2022.

<i>Maintenance</i>	1	24.0	N/A	4.0	\$2,000,000	N/A
<i>Parking Structures</i>	0	-	N/A	-	-	N/A
<i>Passenger Facilities</i>	0	-	N/A	-	-	N/A

3. Decision Support Process

Placer County has a relatively straightforward analytical process to make decisions regarding asset management. The PCT and TART systems are relatively small and can be tracked using spreadsheets. Through the Sacramento Area Council of Governments, Placer County has participated in using a database program called ThingTech. This is a sophisticated database that the Sacramento area transit operators are using to manage their transit assets moving forward. Rolling stock is programmed for replacement as soon as practical after the useful life of the vehicle, by FTA definition, has been exceeded. Placer County conducts acquisition through a scoping and specification process and then releases a public invitation for bid. The last full-size bus procurement was conducted in 2014 with a bus purchase contract being awarded for a five-year period through 2019. The last two purchases of 40' Low Floor Transit buses in 2021 were conducted through a statewide contract coordinated by the State of Virginia using federal and non-federal funding. The purchases of two commuter buses and two cutaway buses were conducted through a purchasing cooperative organized by CalACT (California). Staff monitors all assets from the time of purchase through operation, on-going maintenance, and ultimately disposal. Placer County's strategy is to make the fleet as homogenous as possible for maintenance and parts acquisition efficiency.

A staff of trained and experienced Placer County mechanics conduct maintenance internally at the Placer County facilities adjacent to both transit offices. The facilities are maintained through the County's building maintenance department and through a set of vendor contracts for specialty items such as heating, ventilation, and air conditioning (HVAC) at the Tahoe City Transit Center. Placer County has both a fleet and a facility maintenance plan that identifies the maintenance intervals for the fleet, CNG stations and the building facilities. Overhaul and rebuilds are conducted as-needed for fleet. Buses and equipment are replaced after the useful life of the equipment has been exceeded or if the equipment or system has become obsolete. To mitigate any potential risks faced to the County's assets, Placer County is self-insured and carries excess coverage of up to \$20,000,000 per occurrence through the California Transit Insurance Pool (Caltip).

4. Investment Prioritization

Placer County will perform a detailed investment prioritization analysis each year to determine where capital investments are needed most to continually maintain assets in a state of good repair. Placer County will rank projects and programs to improve the condition of capital assets for which the County has a direct capital responsibility. Priority transit capital projects include those that improve the SGR of assets, correct an identified safety issue, and create or increase ADA accessibility to public transportation. Placer County will aggressively pursue different capital funding sources each year to consistently maintain assets in a state of good repair by replacing as many vehicles and equipment assets and upgrading as many facilities as possible.

Placer County annually assesses the condition of all bus shelters and stops to determine priority facility improvements. Investments for improvements to passenger facilities are prioritized based on condition assessment, passenger utilization, access to routes, and transferability. With continued planned service improvements and expansions in the next five years, Placer County prioritizes fleet investments to maintain the existing fleet of 14 buses for TART with new purchases to implement planned service increases. Of TART's existing fleet, one bus will be replaced in FY 2024, to provide an ongoing fleet of 14 buses. To provide adequate spare buses to efficiently accommodate scheduled maintenance and buses out of service, a fleet of 15 is needed. Therefore, TART plans to purchase one additional bus in the future to increase the fleet to 15. Within the next five years, TART will need to increase its fleet to 17 buses to implement proposed service improvements that are identified in the 2016 System's Plan Update. PCT has replaced a majority of its fleet and will need to replace five commuter buses by 2024. Placer County is currently conducting a Zero Emission Bus transition plan to begin deploying electric battery buses to the transit fleet to achieve environmental sustainability goals, increase potential funding sources and to meet California's zero emission bus requirements in addition to capital and fleet improvements, Placer County plans to continue to upgrade its communication systems both internally and for the public, and will expand management, dispatch, and maintenance capacity.

The following list of projects were given a "High" priority rating based on Placer County's decision support and investment prioritization process:

- 2023: CNG Bus Acquisition – Replacement of a 2009 NABI LF CNG Bus with 292,325 miles
- 2023: Gas Cutaway Bus Acquisition – Replacement of a 2008 Starcraft Allstar with 213,743 miles
- 2023: Gasoline Cutaway Bus Acquisition – Replacement of a 2008 Starcraft Allstar with 280,432 miles
- 2023: Gasoline Cutaway Bus Acquisition – Replacement of a 2008 Starcraft Allstar with 376,401 miles
- 2025: Gasoline Cutaway Bus Acquisition – Replacement of a 2015 Starcraft Allstar with 123,368 miles
- 2025: Gasoline Cutaway Bus Acquisition – Replacement of a 2015 Starcraft Allstar with 150,466 miles
- 2025: Gasoline Cutaway Bus Acquisition – Replacement of a 2015 Starcraft Allstar with 102,998 miles
- 2025: Gasoline Cutaway Bus Acquisition – Replacement of a 2015 Starcraft Allstar with 123,166 miles
- 2024: Diesel Over the Road Bus Acquisition – Replacement of 2010 MCI with 318,592 miles
- 2024: Diesel Over the Road Bus Acquisition – Replacement of 2010 MCI with 367,813 miles
- 2027: ZEB Bus Acquisition – Replacement of a 2015 Gillig LF Diesel Bus with 457,531 miles
- 2027: ZEB Bus Acquisition – Replacement of a 2015 Gillig LF Diesel Bus with 446,441 miles
- 2027: ZEB Bus Acquisition – Replacement of a 2015 Gillig LF CNG Bus with 454,423 miles
- 2027: ZEB Bus Acquisition – Replacement of a 2015 Gillig LF CNG Bus with 429,738 miles
- 2027: ZEB Bus Acquisition – Purchase of a new bus to increase fleet size from 14 to 15

A full list of proposed priority investments over the TAM Plan horizon period is listed in Appendix C.

Tahoe Fleet Replacement Fund

In addition to its own priority investment ranking, TART participates in Tahoe's Regional Fleet Replacement Fund. To maximize limited federal and state funding for transit asset replacement, TART, TTD, and TRPA collaboratively established a system for allocating federal capital improvement and replacement funds. Beginning in FY 2020, TRPA will annually apportion federal and state capital replacement money from 5339, 5310, and TDA SGR programs into the fund. The Tahoe Fleet Replacement Program will fund TTD and TART projects from a priority list, which is determined using the following replacement criteria:

1. **Age** – Vehicles whose age exceeds the defined ULB will be prioritized for replacement.
2. **Mileage** – Vehicles with above average mileage will be prioritized for replacement.
3. **Condition assessment** – Maintenance technicians will assess each vehicle using the TERM scale criteria. Vehicles with condition ratings below 3.0 on the TERM scale will be prioritized for replacement.
4. **Maintenance costs** – Vehicles whose cost per mile exceeds the average cost per mile will be prioritized for replacement.

This ranking criteria ensures fleet replacement funds are directed to priority projects regardless of the transit agency recipient and helps Lake Tahoe's transportation partners achieve goals of providing excellent public transportation and mobility options for the public.

Placer County Transit Fleet Replacement Fund

Placer County has access to FTA 5307 funds programmed by the Sacramento Council of Governments (SACOG). SACOG has a competitive discretionary set-aside of FTA 5307 funds that are available for Placer County for future bus replacement needs. The County also uses Transportation Development Act funds for bus purchases. Local air quality funds are also available to Placer County for bus purchases that can demonstrate an improvement in emissions.

Appendix A: Asset Register – All Owned & Operated by Placer County

Asset Category	Asset Class	Asset Name	Make	Model	ID/Serial No.	Location	Acquisition Year	Vehicle Mileage ⁶	Replacement Cost/Value
Equipment	Automobile	Nissan Frontier - Light Duty Truck	Nissan	Frontier	16708	TART	2016	162,051	\$45,000.00
Equipment	Automobile	Chevy Colorado - Light Duty Truck	Chevy	Colorado	21909	TART	2021	11,834	\$45,000.00
Equipment	Automobile	Chevy Traverse	Chevy	Traverse	21919	PCT	2021	25,123	\$45,000.00
Equipment	Automobile	Ford Fusion	Ford	Fusion	14168	PCT	2014	62,573	\$45,000.00
Equipment	Automobile	Chevy Colorado - Light Duty Truck	Chevy	Colorado	22020	PCT	2022	0	\$45,000.00
Equipment	Automobile	Ford Explorer	Ford	Explorer	14200	PCT	2014	96,490	\$45,000.00
Equipment	Automobile	Ford Fusion	Ford	Fusion	20887	PCT	2020	48,024	\$45,000.00
Equipment	Automobile	Ford Escape	Ford	Escape	9476	PCT	2009	128,290	\$45,000.00
Equipment	Trucks and other rubber tire vehicles	Chevy Silverado - Heavy Duty Truck	Chevy	Silverado	17777	TART	2017	22,934	\$65,000.00
Equipment	Trucks and other rubber tire vehicles	Ford F250 - Heavy Duty Truck	Ford	F250	19852	TART	2019	35,490	\$65,000.00
Equipment	Trucks and other rubber tire vehicles	Ford F150 - Heavy Duty Truck	Ford	F150	12438	PCT	2012	146,018	\$65,000.00
Facilities	Administration	TART – 870 Cabin Creek Road, Truckee	N/A	N/A	N/A	TART	1999		\$10,000,000.00
Facilities	Maintenance	CNG Fueling Station	N/A	N/A	300004001	TART	2004		\$3,500,000.00
Facilities	Maintenance	Tahoe City Transit Center	N/A	N/A	1692	TART	2012		\$5,000,000.00
Facilities	Passenger Facilities	7-11 BUS SHELTER	N/A	N/A	2191	TART	2015		\$60,000.00
Facilities	Passenger Facilities	Brockway Road Northbound @ Park	N/A	N/A	2236	TART	2012		\$60,000.00

⁶ Vehicle mileage was recorded as of June 30, 2022.

Facilities	Passenger Facilities	CRYSTAL BAY/STATE LINE	N/A	N/A		2258	TART	2000		\$60,000.00
Facilities	Passenger Facilities	CRYSTAL BAY/STATE LINE	N/A	N/A		2132	TART	2000		\$60,000.00
Facilities	Passenger Facilities	Donner Pass Road @ Safeway Shopping Ctr Southbound	N/A	N/A		1951	TART	1990		\$60,000.00
Facilities	Passenger Facilities	Highway 89 Northbound Near Mousehole (Under Construction 3/16)	N/A	N/A		3048	TART	2016		\$60,000.00
Facilities	Passenger Facilities	Highway 89 Southbound Near W. River	N/A	N/A		1954	TART	2014		\$60,000.00
Facilities	Passenger Facilities	HW 28 AT CHEVRON BETWEEN BEAR AND DEER (New 11/2015)	N/A	N/A		2072	TART	2015		\$60,000.00
Facilities	Passenger Facilities	HW 28 AT DOLLAR HILL DRIVER/LAKE FOREST	N/A	N/A		2144	TART	2014		\$60,000.00
Facilities	Passenger Facilities	HW 28 AT NATIONAL AVE	N/A	N/A		2133	TART	2012		\$60,000.00
Facilities	Passenger Facilities	HW 28 AT PINO GRANDE	N/A	N/A		2278	TART	2010		\$60,000.00
Facilities	Passenger Facilities	HW 28 BEFORE FABIAN WAY	N/A	N/A		2142	TART	2014		\$60,000.00
Facilities	Passenger Facilities	HW 28. @ CARNELIAN WOODS	N/A	N/A		2137	TART	2005		\$60,000.00
Facilities	Passenger Facilities	HW. 28 @DOLLAR HILL DR./ @ DOLLAR HILL	N/A	N/A		2034	TART	1990		\$60,000.00
Facilities	Passenger Facilities	HW. 28 AFTER NORTHWOOD BLVD	N/A	N/A		2126	TART	1995		\$60,000.00
Facilities	Passenger Facilities	HW. 28 AFTER VILLAGE BLVD	N/A	N/A		2124	TART	2015		\$60,000.00

Facilities	Passenger Facilities	HW. 28 CHRISTMAS TREE VILLAGE SHOPPING CENTER	N/A	N/A	2125	TART	1995		\$60,000.00
Facilities	Passenger Facilities	HW. 89 @ SUNNYSIDE	N/A	N/A	2237	TART	2010		\$60,000.00
Facilities	Passenger Facilities	HW. 89 @ SUNNYSIDE	N/A	N/A	1686	TART	2012		\$60,000.00
Facilities	Passenger Facilities	HW. 89 @ WESTSHORE CAFÉ	N/A	N/A	2013	TART	1990		\$60,000.00
Facilities	Passenger Facilities	NORTH TAHOE CONFERENCE CENTER (New 11/2015)	N/A	N/A	2205	TART	2015		\$60,000.00
Facilities	Passenger Facilities	OLYMPIC VILLAGE INN CLOCKTOWER	N/A	N/A	2206	TART	2010		\$60,000.00
Facilities	Passenger Facilities	PALTON LANDING/CARNELIAN BAY	N/A	N/A	2168	TART	2000		\$60,000.00
Facilities	Passenger Facilities	SAFEWAY BUS SHELTER	N/A	N/A	2046	TART	2006		\$60,000.00
Facilities	Passenger Facilities	SQUAW VALLEY & SQUAW ROAD INTERSECTION NEAR FIRE STATION	N/A	N/A	2210	TART	2012		\$60,000.00
Facilities	Passenger Facilities	TAHOE CITY Y	N/A	N/A	2242	TART	2006		\$60,000.00
Facilities	Passenger Facilities	TAHOE CITY Y	N/A	N/A	2245	TART	2006		\$60,000.00
Facilities	Passenger Facilities	TAHOE CITY/LIGHT HOUSE CENTER PIER	N/A	N/A	2158	TART	2014		\$60,000.00
Facilities	Passenger Facilities	TAHOE VISTA RECREATIONAL AREA	N/A	N/A	2268	TART	2012		\$60,000.00
Facilities	Passenger Facilities	TAHOMA POST OFFICE/LODGE	N/A	N/A	2301	TART	1990		\$60,000.00
Facilities	Passenger Facilities	THE OLD POST OFFICE RESTAURANT	N/A	N/A	2136	TART	1990		\$60,000.00

Revenue Vehicles	BU – Bus	1516	CNG	Gillig	15GGD2717F1187651	TART	2015	429738	\$600,000.00
Revenue Vehicles	BU – Bus	1517	CNG	Gillig	15GGD2719F1187652	TART	2015	454423	\$600,000.00
Revenue Vehicles	BU – Bus	1518	Diesel	Gillig	15GGD2710F1187653	TART	2015	457531	\$600,000.00
Revenue Vehicles	BU – Bus	1519	Diesel	Gillig	15GGD2712F1187654	TART	2015	446441	\$600,000.00
Revenue Vehicles	BU – Bus	1727	CNG	Gillig	15GGD311XH1187273	TART	2017	332456	\$600,000.00
Revenue Vehicles	BU – Bus	1728	CNG	Gillig	15GGD3111H1187274	TART	2017	344306	\$600,000.00
Revenue Vehicles	BU – Bus	1938	CNG	Gillig	15GGD3117K3194161	TART	2019	162098	\$600,000.00
Revenue Vehicles	BU – Bus	1939	CNG	Gillig	15GGD3119K3194162	TART	2019	169672	\$600,000.00
Revenue Vehicles	BU – Bus	1940	CNG	Gillig	15GGD3110K3194163	TART	2019	182864	\$600,000.00
Revenue Vehicles	BU – Bus	1941	CNG	Gillig	15GGD3112K3194164	TART	2019	146415	\$600,000.00
Revenue Vehicles	BU – Bus	2050	CNG	Gillig	15GGD3112L3194672	TART	2020	78127	\$600,000.00
Revenue Vehicles	BU – Bus	2283	CNG	Gillig	15GGD3114N3194400	TART	2022	272	\$600,000.00
Revenue Vehicles	BU – Bus	2284	CNG	Gillig	15GGD3116N3194401	TART	2022	146	\$600,000.00
Revenue Vehicles	BU – Bus	3315	CNG	NABI	1N93516139A140250	TART	2009	292325	\$600,000.00
Revenue Vehicles	CU – Cutaway Bus	0801	Gasoline	Starcraft	1FD4E45S08DA59747	TART	2008	222581	\$100,000.00
Revenue Vehicles	CU – Cutaway Bus	0806	Gasoline	Starcraft	1FD4E45S98DB23526	TART	2008	376401	\$100,000.00
Facilities	Administration	11432 F Avenue, Auburn, CA	N/A	N/A	N/A	PCT	Pre 1950	N/A	\$500,000
Facilities	Maintenance	CNG Fueling Station	N/A	N/A	N/A	PCT	2010	N/A	\$2,000,000
Revenue Vehicles	BR – Over the Road Bus	1601	Diesel	MCI	1M8PDMEA1APO59287	PCT	2010	318592	\$800,000

Revenue Vehicles	BR – Over the Road Bus	1602	Diesel	MCI	1M8PDMEA3APO59288	PCT	2010	367813	\$800,000
Revenue Vehicles	BR – Over the Road Bus	1603	Diesel	MCI	1M8PDMEA5APO59289	PCT	2010	404771	\$800,000
Revenue Vehicles	BR – Over the Road Bus	1604	Diesel	MCI	1M8PDMEA1APO59290	PCT	2010	385898	\$800,000
Revenue Vehicles	BR – Over the Road Bus	1605	Diesel	MCI	1M8PDMEA2APO59377	PCT	2010	335419	\$800,000
Revenue Vehicles	BU – Bus	1510	CNG	Gillig	15GGB2714F1187645	PCT	2015	355271	\$600,000
Revenue Vehicles	BU – Bus	1511	CNG	Gillig	15GGB2716F1187646	PCT	2015	363947	\$600,000
Revenue Vehicles	BU – Bus	1512	CNG	Gillig	15GGB2718F1187647	PCT	2015	388747	\$600,000
Revenue Vehicles	BU – Bus	1513	CNG	Gillig	15GGB271XF1187648	PCT	2015	327268	\$600,000
Revenue Vehicles	BU – Bus	1514	CNG	Gillig	15GGB2711F1187649	PCT	2015	347951	\$600,000
Revenue Vehicles	BU – Bus	1515	CNG	Gillig	15GGB2718F1187650	PCT	2015	339964	\$600,000
Revenue Vehicles	BU – Bus	1724	CNG	Gillig	15GGB3117H1187270	PCT	2017	249981	\$600,000
Revenue Vehicles	BU – Bus	1725	CNG	Gillig	15GGB3119H1187271	PCT	2017	264689	\$600,000
Revenue Vehicles	BU – Bus	1726	CNG	Gillig	15GGB3110H1187272	PCT	2017	254602	\$600,000
Revenue Vehicles	BU – Bus	1736	CNG	Gillig	15GGB3115J187892	PCT	2017	261999	\$600,000
Revenue Vehicles	BU – Bus	1737	CNG	Gillig	15GGB3117J187893	PCT	2017	230033	\$600,000
Revenue Vehicles	CU-Cutaway Bus	0805	Gasoline	Starcraft	1FD4E45S48DB29508	PCT	2008	280432	\$100,000
Revenue Vehicles	CU-Cutaway Bus	0809	Gasoline	Starcraft	1FD4E45S68DB29509	PCT	2008	213743	\$100,000
Revenue Vehicles	CU-Cutaway Bus	1520	Gasoline	Starcraft	1FDFE4FS8GDC28306	PCT	2015	123368	\$100,000

Revenue Vehicles	CU-Cutaway Bus	1521	Gasoline	Starcraft	1FDFE4FSXGDC28307	PCT	2015	150466	\$100,000
Revenue Vehicles	CU-Cutaway Bus	1522	Gasoline	Starcraft	1FDFE4FS1GDC28308	PCT	2015	123166	\$100,000
Revenue Vehicles	CU-Cutaway Bus	1523	Gasoline	Starcraft	1FDFE4FS3GDC28309	PCT	2015	102998	\$100,000
Revenue Vehicles	CU-Cutaway Bus	1729	Gasoline	Starcraft	1FDEE3FS8HDC57490	PCT	2017	84884	\$100,000
Revenue Vehicles	CU-Cutaway Bus	1730	Gasoline	Starcraft	1FDEE3FSXHDC57491	PCT	2017	94944	\$100,000
Revenue Vehicles	CU-Cutaway Bus	1731	Gasoline	Starcraft	1FDFE4FS1HDC57549	PCT	2017	146149	\$100,000
Revenue Vehicles	CU-Cutaway Bus	1732	Gasoline	Starcraft	1FDFE4FS8HDC57550	PCT	2017	142096	\$100,000
Revenue Vehicles	CU-Cutaway Bus	1733	Gasoline	Starcraft	1FDFE4FS1HDC57552	PCT	2017	139747	\$100,000
Revenue Vehicles	CU-Cutaway Bus	1734	Gasoline	Starcraft	1FDFE4FSXHDC57551	PCT	2017	79058	\$100,000
Revenue Vehicles	CU-Cutaway Bus	1735	Gasoline	Starcraft	1FDFE4FS3HDC57553	PCT	2017	95776	\$100,000

Appendix B: Asset Condition Data

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age Yrs.	Vehicle Mileage ⁷	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark?
Revenue Vehicles	BU – Bus	1516	15GGD2717F1187651	7	429738	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	1517	15GGD2719F1187652	7	454423	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	1518	15GGD2710F1187653	7	457531	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	1519	15GGD2712F1187654	7	446441	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	1727	15GGD311XH1187273	5	332456	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	1728	15GGD311H1187274	5	344306	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	1938	15GGD3117K3194161	3	162098	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	1939	15GGD3119K3194162	3	169672	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	1940	15GGD3110K3194163	3	182864	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	1941	15GGD3112K3194164	3	146415	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	2050	15GGD3112L3194672	2	78127	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	2283	15GGD3114N3194400	0	272	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	2284	15GGD3116N3194401	0	146	\$600,000.00	12	No
Revenue Vehicles	BU – Bus	3315	1N93516139A140250	13	292325	\$600,000.00	12	Yes
Revenue Vehicles	CU – Cutaway Bus	0801	1FD4E45S08DA59747	14	222581	\$100,000.00	7	Yes
Revenue Vehicles	CU – Cutaway Bus	0806	1FD4E45S98DB23526	14	376401	\$100,000.00	7	Yes
Revenue Vehicles	BR – Over the Road Bus	1601	1M8PDMEA1APO59287	12	318592	\$800,000.00	14	No
Revenue Vehicles	BR – Over the Road Bus	1602	1M8PDMEA3APO59288	12	367813	\$800,000.00	14	No
Revenue Vehicles	BR – Over the Road Bus	1603	1M8PDMEA5APO59289	12	404771	\$800,000.00	14	No
Revenue Vehicles	BR – Over the Road Bus	1604	1M8PDMEA1APO59290	12	385898	\$800,000.00	14	No
Revenue Vehicles	BR – Over the Road Bus	1605	1M8PDMEA2APO59377	12	335419	\$800,000.00	14	No
Revenue Vehicles	BU – Bus	1510	15GGB2714F1187645	7	355271	\$600,000.00	14	No
Revenue Vehicles	BU – Bus	1511	15GGB2716F1187646	7	363947	\$600,000.00	14	No
Revenue Vehicles	BU – Bus	1512	15GGB2718F1187647	7	388747	\$600,000.00	14	No
Revenue Vehicles	BU – Bus	1513	15GGB271XF1187648	7	327268	\$600,000.00	14	No
Revenue Vehicles	BU – Bus	1514	15GGB2711F1187649	7	347951	\$600,000.00	14	No

⁷ Vehicle mileage was recorded as of June 30, 2022.

Revenue Vehicles	BU – Bus	1515	15GGB2718F1187650	7	339964	\$600,000.00	14	No
Revenue Vehicles	BU – Bus	1724	15GGB3117H1187270	5	249981	\$600,000.00	14	No
Revenue Vehicles	BU – Bus	1725	15GGB3119H1187271	5	264689	\$600,000.00	14	No
Revenue Vehicles	BU – Bus	1726	15GGB3110H1187272	5	254602	\$600,000.00	14	No
Revenue Vehicles	BU – Bus	1736	15GGB3115J3187892	5	261999	\$600,000.00	14	No
Revenue Vehicles	BU – Bus	1737	15GGB3117J3187893	5	230033	\$600,000.00	14	No
Revenue Vehicles	CU-Cutaway Bus	0805	1FD4E45S48DB29508	14	280432	\$100,000.00	10	Yes
Revenue Vehicles	CU-Cutaway Bus	0809	1FD4E45S68DB29509	14	213743	\$100,000.00	10	Yes
Revenue Vehicles	CU-Cutaway Bus	1520	1FD4E4FS8GDC28306	7	123368	\$100,000.00	10	No
Revenue Vehicles	CU-Cutaway Bus	1521	1FD4E4FSXGDC28307	7	150466	\$100,000.00	10	No
Revenue Vehicles	CU-Cutaway Bus	1522	1FD4E4FS1GDC28308	7	123166	\$100,000.00	10	No
Revenue Vehicles	CU-Cutaway Bus	1523	1FD4E4FS3GDC28309	7	102998	\$100,000.00	10	No
Revenue Vehicles	CU-Cutaway Bus	1729	1FDEE3FS8HDC57490	5	84884	\$100,000.00	10	No
Revenue Vehicles	CU-Cutaway Bus	1730	1FDEE3FSXHDC57491	5	94944	\$100,000.00	10	No
Revenue Vehicles	CU-Cutaway Bus	1731	1FD4E4FS1HDC57549	5	146149	\$100,000.00	10	No
Revenue Vehicles	CU-Cutaway Bus	1732	1FD4E4FS8HDC57550	5	142096	\$100,000.00	10	No
Revenue Vehicles	CU-Cutaway Bus	1733	1FD4E4FS1HDC57552	5	139747	\$100,000.00	10	No
Revenue Vehicles	CU-Cutaway Bus	1734	1FD4E4FSXHDC57551	5	79058	\$100,000.00	10	No
Revenue Vehicles	CU-Cutaway Bus	1735	1FD4E4FS3HDC57553	5	95776	\$100,000.00	10	No

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark?
Equipment	Automobile	Nissan Frontier - Light Duty Truck	16708	6	\$45,000.00	8	No
Equipment	Automobile	Chevy Colorado - Light Duty Truck	21909	1	\$45,000.00	8	No
Equipment	Automobile	Chevy Traverse	21919	1	\$45,000.00	8	No
Equipment	Automobile	Ford Fusion	14168	8	\$45,000.00	8	No
Equipment	Automobile	Chevy Colorado -Light Duty Truck					
Equipment	Automobile	Ford Explorer	22020	0	\$45,000.00	8	No
Equipment	Automobile	Ford Explorer	14200	8	\$45,000.00	8	No
Equipment	Automobile	Ford Fusion	20887	2	\$45,000.00	8	No
Equipment	Automobile	Ford Escape	9476	13	\$45,000.00	8	Yes
Equipment	Trucks and other rubber tire vehicles	Chevy Silverado - Heavy Duty Truck					
Equipment	Trucks and other rubber tire vehicles	Ford F250 - Heavy Duty Truck	17777	5	\$65,000.00	10	No
Equipment	Trucks and other rubber tire vehicles	Ford F150 - Heavy Duty Truck					
Equipment	Trucks and other rubber tire vehicles		12438	10	\$65,000.00	10	No

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Administration	TART - 870 Cabin Creek Road, Truckee	N/A	23	4	\$10,000,000.00
Facilities	Maintenance	CNG Fueling Station	300004001	18	4.8	\$3,500,000.00
Facilities	Maintenance	Tahoe City Transit Center	1692	10	4	\$5,000,000.00
Facilities	Passenger Facilities	7-11 BUS SHELTER	2191	7	2	\$60,000.00
Facilities	Passenger Facilities	Brockway Road Northbound @ Park	2236	10	2	\$60,000.00
Facilities	Passenger Facilities	CRYSTAL BAY/STATE LINE	2258	22	4.5	\$60,000.00
Facilities	Passenger Facilities	CRYSTAL BAY/STATE LINE	2132	22	4	\$60,000.00
Facilities	Passenger Facilities	Donner Pass Road @ Safeway Shopping Ctr Southbound	1951	32	4	\$60,000.00

Facilities	Passenger Facilities	Highway 89 Northbound Near Mouse Hole	3048	6	4	\$60,000.00
Facilities	Passenger Facilities	Highway 89 Southbound Near W. River	1954	8	2	\$60,000.00
Facilities	Passenger Facilities	HW 28 AT CHEVRON BETWEEN BEAR AND DEER	2072	7	4.5	\$60,000.00
Facilities	Passenger Facilities	HW 28 AT DOLLAR HILL DRIVER/LAKE FOREST	2144	8	4.5	\$60,000.00
Facilities	Passenger Facilities	HW 28 AT NATIONAL AVE	2133	10	4.5	\$60,000.00
Facilities	Passenger Facilities	HW 28 AT PINO GRANDE	2278	12	4	\$60,000.00
Facilities	Passenger Facilities	HW 28 BEFORE FABIAN WAY	2142	8	3.5	\$60,000.00
Facilities	Passenger Facilities	HW 28. @ CARNELIAN WOODS	2137	17	4.5	\$60,000.00
Facilities	Passenger Facilities	HW. 28 @DOLLAR HILL DR./ @ DOLLAR HILL	2034	32	3.5	\$60,000.00
Facilities	Passenger Facilities	HW. 28 AFTER NORTHWOOD BLVD	2126	27	3	\$60,000.00
Facilities	Passenger Facilities	HW. 28 AFTER VILLAGE BLVD	2124	7	4	\$60,000.00
Facilities	Passenger Facilities	HW. 28 CHRISTMAS TREE VILLAGE SHOPPING CENTER	2125	27	4	\$60,000.00
Facilities	Passenger Facilities	HW. 89 @ SUNNYSIDE	2237	12	2.5	\$60,000.00
Facilities	Passenger Facilities	HW. 89 @ SUNNYSIDE	1686	10	4	\$60,000.00
Facilities	Passenger Facilities	HW. 89 @ WESTSHORE CAFÉ	2013	32	4.5	\$60,000.00
Facilities	Passenger Facilities	NORTH TAHOE CONFERENCE CENTER (New 11/2015)	2205	7	4.5	\$60,000.00
Facilities	Passenger Facilities	OLYMPIC VILLAGE INN CLOCKTOWER	2206	12	4.5	\$60,000.00
Facilities	Passenger Facilities	PALTON LANDING/CARNELIAN BAY	2168	22	4.5	\$60,000.00
Facilities	Passenger Facilities	SAFEWAY BUS SHELTER	2046	16	4.5	\$60,000.00
Facilities	Passenger Facilities	SQUAW VALLEY & SQUAW ROAD INTERSECTION NEAR FIRE STATION	2210	10	4.5	\$60,000.00
Facilities	Passenger Facilities	TAHOE CITY Y	2242	16	4.5	\$60,000.00
Facilities	Passenger Facilities	TAHOE CITY Y	2245	16	4.5	\$60,000.00
Facilities	Passenger Facilities	TAHOE CITY/LIGHT HOUSE CENTER PIER	2158	8	4.5	\$60,000.00
Facilities	Passenger Facilities	TAHOE VISTA RECREATIONAL AREA	2268	10	4.8	\$60,000.00
Facilities	Passenger Facilities	TAHOMA POST OFFICE/LODGE	2301	32	1.9	\$60,000.00
Facilities	Passenger Facilities	THE OLD POST OFFICE RESTAURANT	2136	32	4	\$60,000.00

Appendix C: Proposed Investment Project List - 2022

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2023	Gillig CNG Bus Acquisition – Replacement – TART	Revenue Vehicles	\$600,000.00	HIGH
2023	Cutaway Bus Replacement- TART	Revenue Vehicles	\$100,000.00	HIGH
2023	Cutaway Bus Replacement- TART	Revenue Vehicles	\$100,000.00	HIGH
2023	Cutaway Bus Replacement- PCT	Revenue Vehicles	\$100,000.00	HIGH
2025	Cutaway Bus Replacement- PCT	Revenue Vehicles	\$100,000.00	MEDIUM
2025	Cutaway Bus Replacement- PCT	Revenue Vehicles	\$100,000.00	MEDIUM
2025	Cutaway Bus Replacement- PCT	Revenue Vehicles	\$100,000.00	MEDIUM
2025	Cutaway Bus Replacement- PCT	Revenue Vehicles	\$100,000.00	MEDIUM
2024	MCI Commuter Bus Replacement - PCT	Revenue Vehicles	\$800,000.00	MEDIUM
2024	MCI Commuter Bus Replacement - PCT	Revenue Vehicles	\$800,000.00	MEDIUM
2027	ZEB Bus Acquisition – Replacement – TART	Revenue Vehicles	\$800,000.00	MEDIUM
2027	ZEB Bus Acquisition – Replacement – TART	Revenue Vehicles	\$800,000.00	MEDIUM
2027	ZEB Bus Acquisition – Replacement – TART	Revenue Vehicles	\$800,000.00	MEDIUM
2027	ZEB Bus Acquisition – Replacement – TART	Revenue Vehicles	\$800,000.00	MEDIUM
2027	ZEB Bus Acquisition – Fleet Expansion – TART	Revenue Vehicles	\$800,000.00	MEDIUM