



TRANSIT ASSET MANAGEMENT PLAN

September 2017

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1 EXECUTIVE SUMMARY

This Transit Asset Management (TAM) Plan provides an overview of the strategic and systematic practices that the Michiana Area Council of Governments (MACOG) puts forth to ensure the proper management of its public transportation capital assets.

1.1 TAM PLAN PURPOSE

The purpose of this TAM Plan is to help MACOG comply with the requirements of MAP-21 and to improve safety and increase reliability and performance by outlining how processes and tools come together to address asset management policy and goals. It also provides MACOG with accountability and visibility for furthering understanding of leveraging asset management practices and helps support planning, budgeting, and communications to internal and external stakeholders.

1.2 BACKGROUND

MACOG administers the Interurban Trolley, a fixed-route bus service that operates five routes in Elkhart and Goshen, IN. In addition to offering fixed-route service, the Interurban Trolley also offers an ADA paratransit service, the Interurban Trolley Access, for disabled persons who are unable to ride on the fixed-route. The Interurban Trolley Access covers a 1.5mile corridor on either side of the fixed routes.

The Interurban Trolley provides over 380,000 fixed-route and 32,000 ADA paratransit trips each year. The Interurban Trolley fixed route fleet consists of 12 vehicles, 11 diesel powered EZ Rider II low-floor ElDorado buses and 1 Supreme low-floor bus. The Interurban Trolley Access (paratransit service) has a mixed fleet of 11 low-floor gas powered vehicles which consist of 7 Dodge Grand Caravans and 4 MV-1's.

1.3 PERFORMANCE TARGETS AND MEASURES

Under the TAM Final Rule, Federal Transit Administration (FTA) established four performance measures to approximate the State of Good Repair (SGR) for four categories of capital assets (rolling stock, equipment, facilities and infrastructure). Calculating performance measures helps transit agencies to quantify the condition of their assets, which facilitates setting targets that support local funding prioritization.

A target is a goal associated with performance that is used to track the progress of capital assets towards achieving a state of good-repair. Targets connect a provider’s strategic goals to the actions that the provider will take to reach those goals.

The TAM Final Rule defines a performance target as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FTA. FTA requires that providers set performance targets for each applicable performance measure and report them to the NTD annually for the upcoming fiscal year.

For each performance measure include:

- Only those assets for which you have direct capital responsibility

- Only asset types specifically referenced in the performance measure.

Table A shows the annual targets that MACOG has set for FTA performance measures of its assets, which consist of “Revenue Vehicles” only.

Table A: Asset Category Performance Measure

Asset Category - Performance Measure	Asset Class	2020 Target	2021 Target	2022 Target	2023 Target	2024 Target
REVENUE VEHICLES						

Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<i>AB - Articulated Bus</i>					
	<i>AO - Automobile</i>					
	<i>BR - Over-the-road Bus</i>					
	<i>BU - Bus</i>	0%	0%	0%	0%	0%
	<i>CU - Cutaway Bus</i>					
	<i>DB - Double Decked Bus</i>					
	<i>FB - Ferryboat</i>					
	<i>MB - Mini-bus</i>					
	<i>MV - Mini-van</i>	20%	20%	20%	20%	20%
	<i>RT - Rubber-tire Vintage Trolley</i>					
	<i>SB - School Bus</i>					
	<i>SV - Sport Utility Vehicle</i>					
	<i>TB - Trolleybus</i>					
	<i>VN - Van</i>					
	<i>Custom 1</i>					
<i>Custom 2</i>						
<i>Custom 3</i>						
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<i>Non-Revenue/Service Automobile</i>					
	<i>Steel Wheel Vehicles</i>					
	<i>Trucks and other Rubber Tire Vehicles</i>					
	<i>Custom 1</i>					
	<i>Custom 2</i>					
	<i>Custom 3</i>					
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	<i>Administration</i>					
	<i>Maintenance</i>					
	<i>Parking Structures</i>					
	<i>Passenger Facilities</i>					
	<i>Custom 1</i>					
	<i>Custom 2</i>					
	<i>Custom 3</i>					

1.4 MACOG’S TRANSIT ASSET MANAGEMENT POLICY

The FTA defines transit asset management as 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”.

MACOG has established a Transit Asset Management policy with its current service provider that consists of routine preventative maintenance, rolling stock reports, inspections, etc. to ensure that all assets that are owned by MACOG and operate on the Interurban Trolley fixed route and Interurban Trolley Access service are properly maintained and serviced in order to provide safe and reliable transit service.

1.5 TAM GOALS/ OBJECTIVES

The goals and or objectives that MACOG seeks to obtain based on the Asset Management policy that is established are displayed in Table B below.

Table B: Goals & Objectives

1.6 ROLES AND RESPONSIBILITIES

According to the FTA, “each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency’s TAM plan and the Transit Agency Safety Plan”. Table C (on the next page) provides information of roles and responsibilities of those who participate in helping to achieve the goals of the TAM system within MACOG.

Table C: Roles and Responsibilities

Goals		Objectives
Replace fixed route and ADA paratransit vehicles in compliance with FTA rules and policies.		Provide reliable and safe vehicles to transport passengers to and from their given destinations
Department/Individual	Role (Title and/or Description)	Subrecipient
James Turnwald	Executive Director	None
Debbie Gardner	Accounting Manager	None
Tierra Harris	Transit Planner	None
Jeremiah Cox	Transit Planner	None

2 CAPITAL ASSET INVENTORY

2.1 CAPITAL ASSET INVENTORY SUMMARY

According to the FTA an asset inventory is a, “register, repository or comprehensive list of an agency’s assets and specific information about those assets. It is intended to provide consistent information across all asset classes to support enterprise-level business processes, including capital programming and operations and maintenance budgeting”.

MACOG’s asset inventory is displayed in Table D.

Table D: Capital Asset Inventory

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Revenue Vehicles	BU - Bus	9001	EIDorado	EZ Rider II	1	9001	MACOG	2015	166,908	\$392,497
Revenue Vehicles	BU - Bus	9002	EIDorado	EZ Rider II	1	9002	MACOG	2015	192,689	\$392,497
Revenue Vehicles	BU - Bus	9003	EIDorado	EZ Rider II	1	9003	MACOG	2015	181,225	\$392,497
Revenue Vehicles	BU - Bus	9004	EIDorado	EZ Rider II	1	9004	MACOG	2015	165,434	\$392,497
Revenue Vehicles	BU - Bus	9005	EIDorado	EZ Rider II	1	9005	MACOG	2015	148,832	\$392,497
Revenue Vehicles	BU - Bus	9006	EIDorado	EZ Rider II	1	9006	MACOG	2015	179,107	\$392,497
Revenue Vehicles	BU - Bus	9007	EIDorado	EZ Rider II	1	9007	MACOG	2015	169,967	\$392,497
Revenue Vehicles	BU - Bus	9008	EIDorado	EZ Rider II	1	9008	MACOG	2016	132,868	\$392,497
Revenue Vehicles	BU - Bus	9009	EIDorado	EZ Rider II	1	9009	MACOG	2016	121,573	\$396,814
Revenue Vehicles	BU - Bus	9010	EIDorado	EZ Rider II	1	9010	MACOG	2016	133,252	\$396,814
Revenue Vehicles	BU - Bus	9011	EIDorado	EZ Rider II	1	9011	MACOG	2018	7,451	\$406,338
Revenue Vehicles	BU - Bus	532	Supreme	low floor	1	532	MACOG	2012	218,634	\$173,039
Revenue Vehicles	MV - Mini-van	908	Dodge	Caravan	1	908	MACOG	2014	125,050	\$33,231
Revenue Vehicles	MV - Mini-van	910	Dodge	Caravan	1	910	MACOG	2014	112,359	\$33,231
Revenue Vehicles	MV - Mini-van	912	Dodge	Caravan	1	912	MACOG	2015	99,295	\$35,222
Revenue Vehicles	MV - Mini-van	913	Dodge	Caravan	1	913	MACOG	2015	93,967	\$35,222
Revenue Vehicles	MV - Mini-van	914	Dodge	Caravan	1	914	MACOG	2015	92,127	\$35,222
Revenue Vehicles	MV - Mini-van	919	Dodge	Caravan	1	919	MACOG	2018	6,242	\$73,636
Revenue Vehicles	MV - Mini-van	920	Dodge	Caravan	1	920	MACOG	2018	4,380	\$73,636.00
Revenue Vehicles	MV - Mini-van	915	MV-1	low floor	1	915	MACOG	2016	61,715	\$46,858.00
Revenue Vehicles	MV - Mini-van	916	MV-1	low floor	1	916	MACOG	2016	58,420	\$46,858.00
Revenue Vehicles	MV - Mini-van	917	MV-1	low floor	1	917	MACOG	2015	56,519	\$46,147.00

Revenue Vehicles	MV - Mini-van	918	MV-1	low floor	1	918	MACOG	2015	47,277	\$46,147.00
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3 CONDITION ASSESSMENT

3.1 ASSESSMENT CONDITION AND SUMMARY

In conjunction with the asset inventory is the condition assessment. According to the FTA, “the TAM final rule requires you to assess all assets for which you have direct capital responsibility, including those that are owned by someone else but for which you have at least partial direct capital responsibility”.

The condition of assets involves regular inspections that evaluate an asset’s visual and physical conditions as well as performance characteristics and the risks/impact of failures. It can be assessed in a way that is most useful to your agency as the TAM rule does not require a specific method for conducting condition assessments of assets.

Table E shows the asset condition summary for MACOG and Table F (on page 7 and 8) shows the revenue vehicle condition for MACOG.

Table E: Asset Condition Summary

Asset Category/Class	Count	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	23	3.6	111,969	N/A	\$218,190.91	34.78%
<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>	12	3.8	151,495	N/A	\$376,081.75	8.33%
<i>CU - Cutaway Bus</i>	0	-	-	N/A	-	-
<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>	11	3.5	68,850	N/A	\$45,946.36	63.64%
<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	0	-	N/A	-	-	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>Custom 1</i>	0	-	N/A	-	-	N/A
<i>Custom 2</i>	0	-	N/A	-	-	N/A
<i>Custom 3</i>	0	-	N/A	-	-	N/A

Table F: Revenue Vehicles Condition

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	532	1	532	7	218,634	\$173,039.00	7	Yes
RevenueVehicles	BU - Bus	9001	1	9001	4	166,908	\$392,497.00	10	No
RevenueVehicles	BU - Bus	9002	1	9002	4	192,689	\$392,497.00	10	No
RevenueVehicles	BU - Bus	9003	1	9003	4	181,225	\$392,497.00	10	No
RevenueVehicles	BU - Bus	9004	1	9004	4	165,434	\$392,497.00	10	No
RevenueVehicles	BU - Bus	9005	1	9005	4	148,832	\$392,497.00	10	No
RevenueVehicles	BU - Bus	9006	1	9006	4	179,107	\$392,497.00	10	No
RevenueVehicles	BU - Bus	9007	1	9007	4	169,967	\$392,497.00	10	No
RevenueVehicles	BU - Bus	9008	1	9008	3	132,868	\$392,497.00	10	No
RevenueVehicles	BU - Bus	9009	1	9009	3	121,573	\$396,814.00	10	No
RevenueVehicles	BU - Bus	9010	1	9010	3	133,252	\$396,814.00	10	No
RevenueVehicles	BU - Bus	9011	1	9011	1	7,451	\$406,338.00	10	No
RevenueVehicles	MV - Mini-van	908	1	908	5	125,050	\$33,231.00	4	Yes
RevenueVehicles	MV - Mini-van	910	1	910	5	112,359	\$33,231.00	4	Yes
RevenueVehicles	MV - Mini-van	912	1	912	4	99,295	\$35,222.00	4	Yes
RevenueVehicles	MV - Mini-van	913	1	913	4	93,967	\$35,222.00	4	Yes
RevenueVehicles	MV - Mini-van	914	1	914	4	92,127	\$35,222.00	4	Yes
RevenueVehicles	MV - Mini-van	915	1	915	3	56,519	\$46,858.00	4	No
RevenueVehicles	MV - Mini-van	916	1	916	3	47,277	\$46,858.00	4	No

RevenueVehicles	MV - Mini-van	917	1	917	4	6,242	\$46,147.00	4	Yes
RevenueVehicles	MV - Mini-van	918	1	918	4	4,380	\$46,147.00	4	Yes
RevenueVehicles	MV - Mini-van	919	1	919	1	61,715	\$73,636.00	4	No
RevenueVehicles	MV - Mini-van	920	1	920	1	58,420	\$73,636.00	4	No

4 DECISION SUPPORT

4.1 DECISION SUPPORT TOOLS

To support investment decision-making, including project selection and prioritization MACOG utilizes two tools:

Rolling Stock Status Report- an automated spreadsheet that keeps track of assets that need to be retired or disposed of and identifies the mileage and age at the time it has been or will be removed from service, to support investment decision-making, including project selection and prioritization.

Vehicle Maintenance Tracker- an automated spreadsheet that keeps track of preventative maintenance services performed on capital transit assets.

4.2 RISK MANAGEMENT

4.3 MAINTENANCE STRATEGY

MACOG has a contract in place with our service provider (Royal Excursion) to fix any unplanned maintenance activities on assets when they come up. These preventative maintenance costs are included in contract for purchased transportation that is based on fixed service costs per revenue vehicle hour. MACOG does not pay the service provider Royal Excursion extra for the performance of this maintenance it is part of their costs of abiding to their turnkey contract.

Table G below shows MACOG’s regularly and or planned maintenance activities for all its assets:

Table G: Maintenance Strategy

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
RevenueVehicles	BU - Bus	Required FTA Vehicle Inspections	Quarterly	3	\$0
RevenueVehicles	MV - Mini-van	Required FTA Vehicle Inspections	Quarterly	3	\$0
RevenueVehicles	BU - Bus	Preventative Maintenance Service	Monthly (or as needed)	6-8 hours	\$450-740
RevenueVehicles	MV - Mini-van	Preventative Maintenance Service	Monthly (or as needed)	3-4 hours	\$260-300

4.4 OVERHAUL STRATEGY

4.5 DISPOSAL STRATEGY

MACOG disposal strategy of assets is displayed in Table H below:

Table H: Disposal Strategy

Asset Category	Asset Class	Disposal Strategy
RevenueVehicles	BU - Bus	Vehicles that have reached their useful life in mileage or years (whichever comes first) are taken out of service, given a final inspection and placed for sale on an online auction website for government vehicles after we receive FTA concurrence.
RevenueVehicles	MV - Mini-van	Vehicles that have reached their useful life in mileage or years (whichever comes first) are taken out of service, given a final inspection and placed for sale on an online auction website for government vehicles after we receive FTA concurrence.

4.6 ACQUISITION AND RENEWAL STRATEGY

MACOG disposal strategy of assets is displayed in Table I on page 10:

Table I: Acquisition and Renewal Strategy

Asset Category	Asset Class	Acquisition and Renewal Strategy
RevenueVehicles	BU - Bus	Acquisition is initiated for two reasons 1) When vehicles in the fleet reach their useful life in mileage and or years (whichever comes first), per FTA 2) If the number of active vehicles in the fleet fall below the peak number of vehicles required to run service
RevenueVehicles	MV - Mini-van	Acquisition is initiated for two reasons 1) When vehicles in the fleet reach their useful life in mileage and or years (whichever comes first), per FTA 2) If the number of active vehicles in the fleet fall below the peak number of vehicles required to run service

5 INVESTMENT PRIORITIZATION

5.1 PROPOSED INVESTMENTS

MACOG does not presently own any fixed-assets for the operation of the Interurban Trolley. MACOG purchases and disposes of vehicles per FTA policies that are leased to a service provider to provide MACOG contracted transit service. MACOG prioritizes these new vehicle investments based on vehicle usage.

Below in Table J is MACOG's selected projects and programs prioritized based on specific criteria:

Table J: Investment Prioritization

Project Year	Project Name	Asset Category	Asset Class	Cost	Priority
2018	Replace ADA Vehicles	Revenue Vehicles	MV - Mini-van	\$88,000.00	High
2019	Transfer Center Architectural Engineering	Facilities	Passenger Facilities	\$288,000.00	Medium
2019	Purchase less than 30ft bus	Revenue Vehicles	BU - Bus	\$80,000.00	Medium

6 FLEET RETIREMENT & REPLACEMENT COMPUTATION MODEL

6.1 EXISTING FLEET

Table K (on the next page) shows a listing of MACOG's current revenue vehicle assets:

Table K: Existing Fleet

Asset Category	Asset Class	Asset Name	Make	Model	Qty	ID Serial No.	Asset Owner	Acquisition Yr	Replacement Cost/Value	UBL Yrs	Fleet Type (Year/ Make/ Model)
Revenue Vehicles	BU - Bus	9001	EIDorado	EZ Rider II	1	9001	MACOG	2015	\$392,497	10	2015 EIDorado EZ Rider II
Revenue Vehicles	BU - Bus	9002	EIDorado	EZ Rider II	1	9002	MACOG	2015	\$392,497	10	2015 EIDorado EZ Rider II
Revenue Vehicles	BU - Bus	9003	EIDorado	EZ Rider II	1	9003	MACOG	2015	\$392,497	10	2015 EIDorado EZ Rider II
Revenue Vehicles	BU - Bus	9004	EIDorado	EZ Rider II	1	9004	MACOG	2015	\$392,497	10	2015 EIDorado EZ Rider II
Revenue Vehicles	BU - Bus	9005	EIDorado	EZ Rider II	1	9005	MACOG	2015	\$392,497	10	2015 EIDorado EZ Rider II
Revenue Vehicles	BU - Bus	9006	EIDorado	EZ Rider II	1	9006	MACOG	2015	\$392,497	10	2015 EIDorado EZ Rider II
Revenue Vehicles	BU - Bus	9007	EIDorado	EZ Rider II	1	9007	MACOG	2015	\$392,497	10	2015 EIDorado EZ Rider II
Revenue Vehicles	BU - Bus	9008	EIDorado	EZ Rider II	1	9008	MACOG	2016	\$392,497	10	2016 EIDorado EZ Rider II
Revenue Vehicles	BU - Bus	9009	EIDorado	EZ Rider II	1	9009	MACOG	2016	\$396,814	10	2016 EIDorado EZ Rider II
Revenue Vehicles	BU - Bus	9010	EIDorado	EZ Rider II	1	9010	MACOG	2016	\$396,814	10	2016 EIDorado EZ Rider II
Revenue Vehicles	BU - Bus	9011	EIDorado	EZ Rider II	1	9011	MACOG	2018	\$406,338	10	2018 EIDorado EZ Rider II
Revenue Vehicles	BU - Bus	532	Supreme	low floor	1	532	MACOG	2012	\$173,039	7	2012 Supreme low floor
Revenue Vehicles	MV - Minivan	908	Dodge	Caravan	1	908	MACOG	2014	\$33,231	4	2014 Dodge Caravan
Revenue Vehicles	MV - Minivan	910	Dodge	Caravan	1	910	MACOG	2014	\$33,231	4	2014 Dodge Caravan
Revenue Vehicles	MV - Minivan	912	Dodge	Caravan	1	912	MACOG	2015	\$35,222	4	2015 Dodge Caravan
Revenue Vehicles	MV - Minivan	913	Dodge	Caravan	1	913	MACOG	2015	\$35,222	4	2015 Dodge Caravan
Revenue Vehicles	MV - Minivan	914	Dodge	Caravan	1	914	MACOG	2015	\$35,222	4	2015 Dodge Caravan
Revenue Vehicles	MV - Minivan	919	Dodge	Caravan	1	919	MACOG	2018	\$73,636	4	2018 Dodge Caravan
Revenue Vehicles	MV - Minivan	920	Dodge	Caravan	1	920	MACOG	2018	\$73,636	4	2018 Dodge Caravan
Revenue Vehicles	MV - Minivan	915	MV-1	low floor	1	915	MACOG	2016	\$46,858	4	2016 MV-1 low floor

Revenue Vehicles	MV - Mini-van	916	MV-1	low floor	1	916	MACOG	2016	\$46,858	4	2016 MV-1 low floor
Revenue Vehicles	MV - Mini-van	917	MV-1	low floor	1	917	MACOG	2015	\$46,147	4	2015 MV-1 low floor
Revenue Vehicles	MV - Mini-van	918	MV-1	low floor	1	918	MACOG	2015	\$46,147	4	2015 MV-1 low floor

6.2 EXISTING FLEET REMAINING PER YEAR

Table L shows MACOG's existing fleet from Table K and ages it, showing the number remaining in each of the next five years:

Table L: Existing Fleet Remaining Per Year

Fleet Type/Year/Make/Model	#	Replacement Cost	Acquisition Yr	ULB	2020	2021	2022	2023	2024
2012 Supreme low floor	1	\$173,039	2012	7	0	0	0	0	0
2016 MV-1 low floor	2	\$46,858	2016	4	2	0	0	0	0
2015 MV-1 low floor	2	\$46,147	2015	4	0	0	0	0	0
2015 Eldorado EZ Rider II	7	\$392,497	2015	10	7	7	7	7	7
2016 Eldorado EZ Rider II	3	\$395,375	2016	10	3	3	3	3	3
2018 Eldorado EZ Rider II	1	\$406,338	2018	10	1	1	1	1	1
2014 Dodge Caravan	2	\$33,231	2014	4	0	0	0	0	0
2015 Dodge Caravan	3	\$35,222	2015	4	0	0	0	0	0
2018 Dodge Caravan	2	\$73,636	2018	4	2	2	2	0	0

6.3 FLEET REQUIRED

Table M shows the number of vehicles required each year for along with the spare ratio factor MACOG:

Table M: Fleet Required

Fleet Type (Year/Make/Model)	2020			2021			2022			2023			2024		
	Peak Vehicles Scheduled	Spare Factor (%)	Vehicles Required	Peak Vehicles Scheduled	Spare Factor (%)	Vehicles Required	Peak Vehicles Scheduled	Spare Factor (%)	Vehicles Required	Peak Vehicles Scheduled	Spare Factor (%)	Vehicles Required	Peak Vehicles Scheduled	Spare Factor (%)	Vehicles Required
2012 Supreme low floor	1	0%	1	0	0%	0	0	0%	0	0	0%	0	0	0%	0
2016 MV-1 low floor	2	0%	2	2	0%	2	2	0%	2	2	0%	2	2	0%	2
2015 MV-1 low floor	2	0%	2	2	0%	2	2	0%	2	2	0%	2	2	0%	2
2015 ElDorado EZ Rider II	7	0%	7	7	0%	7	7	0%	7	7	0%	7	7	0%	7
2016 ElDorado EZ Rider II	2	0%	2	2	0%	2	2	0%	2	2	0%	2	2	0%	2
2018 ElDorado EZ Rider II	1	0%	1	1	0%	1	1	0%	1	1	0%	1	1	0%	1
2014 Dodge Caravan	2	0%	2	2	0%	2	2	0%	2	2	0%	2	2	0%	2
2015 Dodge Caravan	3	0%	3	3	0%	3	3	0%	3	3	0%	3	3	0%	3
2018 Dodge Caravan	2	0%	2	2	0%	2	2	0%	2	2	0%	2	2	0%	2

6.4 NEW FLEET

Table N (on the next page) calculates the required purchase for each fleet per year for MACOG:

Table N: New Fleet

<u>Total in Current Year \$</u>	\$437,461	\$93,716	\$0	\$147,272	\$264,422
<u>Inflation Rate</u>					

<u>Compounded Inflation</u>	1	1	1	1	1					
<u>Total in Year of Expenditure \$</u>	\$437,461	\$93,716	\$0	\$147,272	\$264,422					
	2020	2021	2022	2023	2024					
Fleet Type (Year/Make/Model)	Number	Cost in 2019 \$	Number	Cost in 2019 \$	Number	Cost in 2019 \$	Number	Cost in 2019 \$	Number	Cost in 2019 \$
2012 Supreme low floor	1	\$173,039	0	\$0	0	\$0	0	\$0	0	\$0
2016 MV-1 low floor	0	\$0	2	\$93,716	0	\$0	0	\$0	0	\$0
2015 MV-1 low floor	2	\$92,294	0	\$0	0	\$0	0	\$0	2	\$92,294
2015 ElDorado EZ Rider II	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
2016 ElDorado EZ Rider II	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
2018 ElDorado EZ Rider II	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
2014 Dodge Caravan	2	\$66,462	0	\$0	0	\$0	0	\$0	2	\$66,462
2015 Dodge Caravan	3	\$105,666	0	\$0	0	\$0	0	\$0	3	\$105,666
2018 Dodge Caravan	0	\$0	0	\$0	0	\$0	2	\$147,272	0	\$0