



*Montebello*

BUS LINES

# Transit Asset Management Plan

October 2018

City of Montebello Transportation Department  
400 S. Taylor Ave, Montebello Ca., 90640

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# Montebello Municipal Bus Lines Transit Asset Management Plan

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## Introduction

Montebello Bus Lines - Transportation service began in Montebello in 1910 with one motorized coach. Montebello was predominantly an agricultural region but World War I and the discovery of oil in the Montebello Hills quickly transformed the community. By 1917, there were four private companies competing for passengers among the influx of workers drawn to the area.

In 1922, two years after the incorporation of the City of Montebello, the city officially initiated a municipal bus service. Six years later, the city sold the operation to the Motor Transit Company, a division of Southern Pacific Railroad. Motor Transit later became Pacific Electric, operators of the famed "red cars."

In 1931, the City purchased the lines back from the Motor Transit Company and launched its second municipal bus line. The City purchased a lot on Greenwood Avenue with a fleet of four coaches and began Montebello Bus Lines (MBL). During this period, a 17 passenger coach could be purchased for \$2,700 each; a bus driver's salary was \$120 a month and the driver had to purchase his own uniform; and the fare was five cents.

Montebello Bus Lines' (MBL) primary responsibility is to provide transportation services to residents of Montebello and neighboring cities. MBL is the third largest municipal bus system in Los Angeles County, behind Long Beach Transit and Santa Monica's Big Blue Bus. MBL has a fleet of 66 buses, comprised of 39 hybrid gasoline electric and 27 compressed natural gas (CNG) buses. MBL has eight bus routes with a service area encompassing 26 square miles and serves over 8 million passengers a year throughout the communities of Alhambra, Bell Gardens, Boyle Heights, Commerce, Downtown Los Angeles, East Los Angeles, La Mirada, Montebello, Monterey Park, Pico Rivera, Rosemead, South Gate and Whittier.

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding in order to keep capital assets in a State of Good Repair (SGR). City of Montebello, MBL is currently operating as an FTA-defined Tier II transit operator in compliance with 49 CFR § 625.45 (b)(1). Tier II transit providers are those transit agencies that do not operate rail fixed-guideway public transportation systems and have either 100 or fewer vehicles in fixed-route revenue service during peak regular service, or have 100 or fewer vehicles in general demand response service during peak regular service hours. This document shall cover the period of time October 1, 2018 to September 30, 2021 beginning with the completion of the initial TAM plan in 2018.

TAM Plan updates and adjusted targets shall be established with annual reporting through the FTA's National Transit Database (NTD) and approved by the Accountable Executive. Performance targets shall be monitored on an annual basis. The Accountable Executive is required to approve each annual performance target submission.

## Authority Acceptance

Accountable Executive Title, Director of Transportation

Signature:  , Tom Barrio      Date: October 30, 2018

## Asset Management Policy

Montebello Bus Lines is committed to effectively managing its capital assets and maintaining its system in a State of Good Repair to support safe, efficient, and reliable service. Our policy is to promote a culture that supports asset management at all levels of the organization, to employ effective asset management business practices and tools, to ensure optimal asset performance and useful life, and to use timely, quality data to support transparent and cost-effective decision making for resource allocation and asset preservation.

Through the use of a comprehensive transit asset management (TAM) system, Montebello Bus Lines intends to improve system safety and reliability, reduce costs, make better investment decisions, and provide improved service to its customers.

With aging infrastructure, limited funding and an evolving demand for service, MBL needs to find ways to better manage and extend the life of its existing assets, while optimizing its investment in new capital projects.

## Goals and Objectives

Goals	Objectives
<b>Provide infrastructure and tools to support data-driven decision-making for asset management</b>	Improve staff and leadership asset management skills and knowledge
	Increase quality of data contained in existing asset management software program
<b>Establish asset management culture and support through talent management practices</b>	Attract and retain a high quality workforce
	Identify critical skill gaps that should be addressed with training or other workforce development tactics
<b>Improve system reliability and performance</b>	Reduce number of vehicles out for service for more than 21 days
	Avoid of missed runs due to major breakdown
<b>Continue to provide safe, cost-effective, and reliable public transportation</b>	Establish a more comprehensive parts management and inventory system
	Evaluate strategic and systematic practices of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles

## Target Setting Methodology

The methods used in setting annual targets for FTA performance measures are consistent with the agencies existing Fleet Management and Facilities Management Plans. Methods for determining assets' useful lives were developed by staff after extensive analysis of service life requirements for each asset category.

Targets for vehicles are expressed in terms of percentage of assets that have met or exceeded their Useful Life Benchmark (ULB).

The Useful Life Benchmark (ULB) is defined as the expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment. ULB criteria are user defined, whereas ULB takes into account, a provider’s unique operating environment (service frequency, weather, geography). When developing Useful Life Benchmarks (ULB), MBL recognized and took into account the local operating environment of its assets within the service area, historical maintenance records, manufacturer guidelines, and the default asset ULB derived from the FTA.

Targets for facilities are expressed in terms of percentage of assets that are rated below the benchmark condition score; therefore the ideal situation is to be less than the target. All relative targets are reflected below in Tables 1 and 2.

TABLE 1: FLEET PERFORMANCE TARGETS

Asset Category/Class	ULB	Target	Rationale
<b>Revenue Vehicles</b>			
<i>BU - Bus</i>	12	17%	Target based on reasonable long-term expectation for SGR of revenue vehicles; Funding sources for buses are federal
<i>CU - Cutaway Bus</i>		NA	
<b>Equipment</b>			
<i>Non Revenue/Service Automobile</i>	4	50%	Target based on reasonable long-term expectation for SGR of non-revenue vehicles; Funding sources are non-federal

TABLE 2: FACILITY PERFORMANCE TARGETS

Asset Category/Class	Condition Benchmark	Target	Rationale
<i>Facilities</i>	3	75%	Condition rating based on the FTA Transit Economic Requirements Model (TERM) Scale

### Condition Assessment

Condition ratings for revenue vehicles are expressed in terms of the percentage of assets that are ‘at’, or ‘past’ the Useful Life Benchmark (ULB) based on FTA Circular 9030.1D, paragraph 4.a. For all non-revenue vehicles, MBL identifies a particular useful life based on the vehicle characteristics at time of purchase.

The conditions of facilities and facility equipment are determined using the FTA’s Transit Economic Requirements Model (TERM) scale. A TERM scale condition rating ranges from (5) Excellent to (1) Poor. Per the FTA TAM Final Ruling, assets with a condition rating score of 3.0 and above are in a state of good repair. Assets with a condition score lower than 2.9 are not in a state of good repair, and may require prioritization during capital programming to ensure safe, efficient, and reliable transit service.

TABLE 3: ASSET CONDITION SUMMARY

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Maintenance	Vacuum System	1	Eurovac vacuum system	13	3	\$150,000.00
Facilities	Maintenance	Bus Wash System	1	N/S Corporation	1	5	\$900,000.00
Facilities	Fuel Dispensors Gasoline and Diesel	Fuel Dispensing	4	Dispensing Station	6	3	\$30,000.00
Facilities	Maintenance	In-Ground Bus Lifts	4	Rotary Inground Veh lifts	23	4	\$175,000.00
Facilities	CNG Dispensers	CNG Dispenser	2	CNG Disp. Stations	6	4	\$100,000.00
Facilities	CNG Station	CNG Compressors	4	Booster/Pumps/Dryers	6	4	\$2,000,000.00
Facilities	Parking	Employee	1	400 S. Taylor Ave	23	3	\$10,000,000.00
Facilities	Gasoline Tanks	Underground Storage Tanks and Pumps	3	Unleaded 12K Storage ea.	6	4	\$525,000.00
Facilities	Diesel Tanks	Underground Storage Tanks and Pumps	1	Diesel 12K Storage	6	4	\$175,000.00
Facilities	Administrative	Building A	1	Administration and Operations	23	4	\$59,000,000.00
Facilities	Maintenance	Building B	1	Maintenance	22	4	\$26,000,000.00
Facilities	Passanger	Metro-link	1	2000 Flotilla St. Montebello	21	4	\$50,000,000.00
Facilities	Passanger	Taylor Ranch	1	737 N. Montebello Blvd	58	3	\$400,000.00
Facilities	Passanger	Pico Terminal	1	5055 Passons Blvd, Pico Rivera	55	1	\$1,000,000.00
Facilities	Parking	Twin Gables	1	1213 Olympic Blvd	71	1	\$400,000.00
Facilities	Parking	Old Gym	1	1301 & 1307 Olympic Blvd	78	1	\$850,000.00
Facilities	HVAC	Building A	1	5 Roof Units	21	2	\$400,000.00
Facilities	HVAC	Building B	1	3 Roof Units	22	2	\$400,000.00
Facilities	Fire Surpression	Build A-B	1	Building Fire Protection	22	2	\$400,000.00
Facilities	Emergency Generator	Back up Power	1	400 So. Taylor	14	3	\$700,000.00
Facilities	Bus Stop Amenities	Bus Stop Amenities	1	Bus Stop Sheltes and Posts	21	1	\$3,400,000.00

## Investment Prioritization & Decision Support

Montebello Bus Lines determines which priority investments are needed in order 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 departmental needs, and City Council approval processes all serve as decision support tools in the investment prioritization process.

The following tools are used in making investment decisions:

Process/Tool	Brief Description
<b>Asset Condition System</b>	Condition assessment tool based on age: 5 = <25% of useful life consumed, 4 = 26% to 50% of useful life consumed, 3 = 51% to 75% of useful life consumed, 2= 76% to 100% of useful life consumed, 1 = > 100% of useful life consumed
<b>Asset Condition Inspection</b>	Condition assessment tool based on technical inspection of subsystems: Rolling Stock: engine, drive-train, electrical, suspension/steering, A/C, heating, structure, interior; Facility: foundation, superstructure, roof, exterior, interior, elevators, lifts, plumbing, HVAC, fire protection, electrical, site, etc.

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. Montebello Bus Lines capital budget 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 same assets, including the staff needed to perform those functions.

The following list identifies proposed capital investment projects through 2022:

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2018	Repower 3 gasoline hybrid electric buses to 100% Electric	RevenueVehicles	\$2,285,328.00	High
2018/2019	Vehicle Surveillance System Replacement Proj 66 buses	RevenueVehicles	\$1,401,698.00	High
2018	Bus Repl of 5 Gasoline hybrid with 5 2018 CNG buses	RevenueVehicles	\$603,000.00	High
2019	36 Hybrid Gasoline Electric HVAC rebuilds	RevenueVehicles	\$1,400,456.00	High
2019	Transit Expansion Bus, Low Carbon Transit Program funding	RevenueVehicles	\$165,000.00	High
2019	Bus Replacement, 2008 Gasoline hybrid, replaced with one Near Zero Emission CNG bus arrives in late 2019	RevenueVehicles	\$1,003,796.00	High
2019	Cut-away Bus Transit Expansion, Route Line 70	RevenueVehicles	\$163,275.00	High
2019	Transit Expansion Bus, SB1 Funding	RevenueVehicles	\$165,000.00	High
2018/2019	Bus Stop Improvement Project	Facilities	\$2,235,307.00	High
2019	New Shop Truck, Vehicle Replacement	Equipment	\$140,000.00	High
2019	Universal Fare System Equip, Vaults and other items	Facilities	\$2,028,122.00	High
2019	Phase II of Vehicle and Bus Stop Information Surveillance Systems	RevenueVehicles	\$2,540,000.00	Medium
2019	Bus Radio Equipment Replacement	RevenueVehicles	\$732,000.00	High
2019	Bus Operator Seat and Passenger Insert Kits 46 Buses	RevenueVehicles	\$206,478.00	Medium
2019	Computer Server Room to house Transit Servers	Facilities	\$757,898.00	High
2019	Bus Repair and Decals	RevenueVehicles	\$945,388.00	High
2020	Operator Restroom Facilities Grant Rea Park Turn Around	Facilities	\$396,139.00	Medium
2020	12 new buses, replace 12-08 Hybrids (5 ea. Electric and 7 CNG Near Zero Emission)	RevenueVehicles	\$9,780,810.00	Medium
2020	Bus Terminal in Pico Rivera, Demolition and Rebuild	Facilities	\$1,000,000.00	Medium
2020	Building A & B HVAC	Facilities	\$800,000.00	Medium
2021	2 New CNG buses Rep 2-08 Gas/Hybrids	RevenueVehicles	\$1,306,000.00	Medium
2022	22 New CNG/Electric Rep 22-2010 Gas/Hybrids	RevenueVehicles	\$16,300,000.00	Medium

## Recordkeeping & Reporting

Montebello Bus Lines must maintain all supporting TAM Plan records and documents. Such records and documents shall be made available to Federal, State, and MPO's entities that provide(s) funding to Montebello Bus Lines, and to aid in the planning process. Montebello Bus Lines shall report, on an annual basis, to the FTA's National Transit Database (NTD):

- Inventory of assets;
- SGR performance targets for the next fiscal year;
- Condition inspection assessments and performance measures of capital assets; and
- An annual narrative shall also be included and reported to NTD 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.



# Appendix A: Revenue Vehicle Inventory and Condition Assessment

Asset Category	Asset Class	Asset Name	Asset #	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BU - Bus	Contingency	2106	1	15GGD181711071982	17	846,038	\$0.00	12	Yes
RevenueVehicles	BU - Bus	Contingency	2107	1	15GGD181911071983	17	870,361	\$0.00	12	Yes
RevenueVehicles	BU - Bus	Contingency	2109	1	15GGD181211071985	17	757,948	\$0.00	12	Yes
RevenueVehicles	BU - Bus	Contingency	2110	1	15GGD181411071986	17	720,497	\$0.00	12	Yes
RevenueVehicles	BU - Bus	Contingency	2111	1	15GGD181611071987	17	728,920	\$0.00	12	Yes
RevenueVehicles	BU - Bus	Contingency	2112	1	15GGD181811071988	17	756,784	\$0.00	12	Yes
RevenueVehicles	BU - Bus	Fix Route	2501	1	5FYU4FY015C028442	13	374,623	\$0.00	12	Yes
RevenueVehicles	BU - Bus	Fix Route	2502	1	5FYU4FY035C028443	13	351,316	\$0.00	12	Yes
RevenueVehicles	BU - Bus	Fix Route	2503	1	5FYU4FY055C028444	13	376,907	\$0.00	12	Yes
RevenueVehicles	BU - Bus	Fix Route	2504	1	5FYU4FY075C028445	13	370,812	\$0.00	12	Yes
RevenueVehicles	BU - Bus	Fix Route	2505	1	5FYU4FY095C028446	13	334,060	\$0.00	12	Yes
RevenueVehicles	BU - Bus	Fix Route	2801	1	5FYU5FY108C033688	10	313,573	\$145,674.89	12	No
RevenueVehicles	BU - Bus	Fix Route	2802	1	5FYU5FY128C033689	10	307,178	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2803	1	5FYU5FY198C033690	10	293,283	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2804	1	5FYU5FY108C033691	10	419,105	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2805	1	5FYU5FY128C033692	10	384,765	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2806	1	5FYU5FY148C033693	10	361,626	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2807	1	5FYU5FY168C033694	10	414,051	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2808	1	5FYU5FY188C033695	9	367,606	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2809	1	5FYU5FY1X8C033696	10	367,180	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2810	1	5FYU5FY118C033697	10	389,044	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2811	1	5FYU5FY138C033698	10	393,240	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2812	1	5FYU5FY158C033699	10	342,450	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2813	1	5FYU5FY188C033700	10	276,562	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2814	1	5FYU5FY1X8C033701	10	304,755	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2815	1	5FYU5FY118C033702	10	368,532	\$145,675.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2901	1	5FYU5KY199B036721	9	309,366	\$209,712.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2902	1	5FYU5KY109B036722	8	307,201	\$209,712.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2903	1	5FYU5KY129B036723	8	344,861	\$209,712.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2904	1	5FYU5KY149B036724	8	307,644	\$209,712.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2905	1	5FYU5KY169B036725	8	313,528	\$209,712.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2906	1	5FYU5KY189B036726	8	319,079	\$209,712.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2907	1	5FYU5KY1X9B036727	8	329,141	\$209,712.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2908	1	5FYU5KY119B036728	8	339,163	\$209,712.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2909	1	5FYU5FY199B036841	8	375,629	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2910	1	5FYU5FY109B036842	8	381,390	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2912	1	5FYU5FY149B036844	8	351,829	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2913	1	5FYU5FY169B036845	8	361,558	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2914	1	5FYU5FY189B036846	8	355,631	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2915	1	5FYU5FY1X9B036847	8	364,412	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2916	1	5FYU5FY119B036848	8	351,753	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2917	1	5FYU5FY139B036849	8	353,719	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2918	1	5FYU5FY1X9B036850	8	348,067	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2919	1	5FYU5FY119B036851	8	361,656	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2920	1	5FYU5FY139B036852	8	375,471	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2921	1	5FYU5FY159B036853	8	368,708	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2922	1	5FYU5FY179B036854	8	354,415	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2923	1	5FYU5FY199B036855	8	374,349	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2924	1	5FYU5FY109B036856	8	326,694	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	2925	1	5FYU5FY129B036857	8	336,882	\$211,284.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1001	1	5FYC5FB15AC038279	7	320,610	\$261,213.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1002	1	5FYC5FB11AC038280	7	302,894	\$261,213.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1003	1	5FYC5FB13AC038281	7	309,187	\$261,213.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1101	1	5FYC5FB12BC039988	6	278,179	\$252,744.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1102	1	5FYC5FB12BC039989	6	310,261	\$252,744.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1103	1	5FYC5FB12BC039990	6	288,435	\$252,744.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1104	1	5FYC5FB12BC039991	6	313,892	\$252,744.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1301	1	5FYC8FB17DC041776	5	235,228	\$320,560.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1302	1	5FYC8FB19DC041777	5	214,320	\$320,560.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1303	1	5FYC8FB10DC041778	5	239,177	\$320,560.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1304	1	5FYC8FB12DC041779	5	235,408	\$320,560.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1305	1	5FYC8FB19DC041780	5	200,569	\$320,560.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1306	1	5FYC8FB10DC041781	5	235,763	\$320,560.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1307	1	5FYC8FB12DC041782	5	233,526	\$320,560.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1308	1	5FYC8FB14DC041783	5	240,448	\$320,560.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1601	1	5FYC8FB07GC049887	2	76,522	\$576,308.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1602	1	5FYC8FB09GC049888	2	83,836	\$576,308.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1603	1	5FYC8FB00GC049889	2	74,561	\$576,308.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1604	1	5FYC8FB07GC049890	2	74,828	\$576,308.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1605	1	5FYC8FB09GC049891	2	81,354	\$576,308.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1606	1	5FYC8FB00GC049892	2	88,668	\$576,308.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1607	1	5FYC8FB02GC049893	2	68,042	\$576,308.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1801	1	5FYC8FB00JB054149	0	4,046	\$631,792.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1802	1	5FYC8FB07JB054150	0	2,753	\$631,792.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1803	1	5FYC8FB09JB054151	0	4,147	\$631,792.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1804	1	5FYC8FB00JB054152	0	3,346	\$631,792.00	12	No
RevenueVehicles	BU - Bus	Fix Route	1805	1	5FYC8FB02JB054153	0	4,076	\$631,792.00	12	No

## Appendix B: Non-Revenue Vehicle Inventory and Condition Assessment

Asset Category	Asset Class	Asset Name	Asset #	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Non Revenue/Service Automobile	Relief Car	R-1	1	19XFB5F51CE000508	6	31,166	\$0.00	4	Yes
Equipment	Non Revenue/Service Automobile	Relief Car	R-2	1	19XFB5F51CE001075	6	26,750	\$0.00	4	Yes
Equipment	Non Revenue/Service Automobile	Relief Car	R-3	1	19XFB5F5XCE001026	6	23,745	\$0.00	4	Yes
Equipment	Non Revenue/Service Automobile	Relief Car	R-4	1	19XFB5F52CE001019	6	22,727	\$0.00	4	Yes
Equipment	Non Revenue/Service Automobile	Relief Car	R-5	1	19XFB5F57CE001551	6	21,853	\$0.00	4	Yes
Equipment	Non Revenue/Service Automobile	Relief Car	R-6	1	19XFB5F56CE001525	6	21,601	\$0.00	4	Yes
Equipment	Non Revenue/Service Automobile	Relief Car	R-7	1	19XFB5F53CE001546	6	21,573	\$0.00	4	Yes
Equipment	Non Revenue/Service Automobile	Relief Car	R-8	1	19XFB5F56CE001492	6	19,328	\$0.00	4	Yes
Equipment	Non Revenue/Service Automobile	Relief Car	R-9	1	19XFB5F56CE001539	6	13,890	\$0.00	4	Yes
Equipment	Non Revenue/Service Automobile	Transit PD	TR	1	IGNSCAKC3HR279892	1	28,482	\$28,000.00	4	No
Equipment	Non Revenue/Service Automobile	Transit PD	TR1	1	1FM5K8AR4HGC57205	2	56,325	\$50,000.00	4	No
Equipment	Non Revenue/Service Automobile	Transit Administration	A2	1	4T1BD1FK9DUO87578	5	43,626	\$0.00	4	Yes
Equipment	Non Revenue/Service Automobile	Transit Administration	A1	1	4T1BD1FK7DUO81603	5	40,092	\$0.00	4	Yes
Equipment	Non Revenue/Service Automobile	Supervisor	S1	1	57WMD2B63EM102200	5	17,118	\$30,000.00	4	Yes
Equipment	Non Revenue/Service Automobile	Supervisor	S2	1	57WMD2B60EM102204	5	13,422	\$30,000.00	4	Yes
Equipment	Non Revenue/Service Automobile	Supervisor	S3	1	57WMD2B62EM102205	5	18,131	\$30,000.00	4	Yes
Equipment	Non Revenue/Service Automobile	Supervisor	S4	1	57WMD2B64EM102206	5	7,620	\$30,000.00	4	Yes
Equipment	Non Revenue/Service Automobile	Supervisor	S5	1	57WMD2B66EM102207	5	17,804	\$30,000.00	4	Yes
Equipment	Non Revenue/Service Automobile	Shop	M2	1	19XFB5F56CE001669	6	26,718	\$0.00	4	Yes
Equipment	Trucks and other Rubber Tire Vehicles	Service Truck	M1	1	54DC4W1C2CS800266	6	17,180	\$0.00	4	Yes
Equipment	Trucks and other Rubber Tire Vehicles	Warehouse Truck	M4	1	1GBJC34F7WF037388	20	11,287	\$0.00	4	Yes
Equipment	Trucks and other Rubber Tire Vehicles	Service Truck	M3	1	1GBJC34N6RE261141	24	73,615	\$0.00	4	Yes
Equipment	Trucks and other Rubber Tire Vehicles	Fork Lift	F1	1	H177B07315V	19	78,494	\$0.00	4	Yes
Equipment	Trucks and other Rubber Tire Vehicles	Sweeper	T1	1	6500-5665	16	500	\$0.00	4	Yes
Equipment	Trucks and other Rubber Tire Vehicles	Out door Scrubber	T2	1	4200-6274	13	1,366	\$0.00	4	Yes
Equipment	Trucks and other Rubber Tire Vehicles	In door Scrubber	T3	1	7300-2569	9	NA	\$0.00	4	Yes
Equipment	Trucks and other Rubber Tire Vehicles	Golf Cart	G1	1	1FABP225720102610	16	NA	\$0.00	4	Yes
Equipment	Trucks and other Rubber Tire Vehicles	Golf Cart	G2	1	3332790	0	NA	\$12,769.21	4	No
Equipment	Trucks and other Rubber Tire Vehicles	Golf Cart	G3	1	3333686	0	NA	\$12,416.00	4	No

## Appendix C: Facility Inventory and Condition Assessment

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Maintenance	Vacuum System	1	Eurovac vacuum system	13	3	\$150,000.00
Facilities	Maintenance	Bus Wash System	1	N/S Corporation	1	5	\$900,000.00
Facilities	Fuel Dispensors Gasoline and Diesel	Fuel Dispensing	4	Dispensing Station	6	3	\$30,000.00
Facilities	Maintenance	In-Ground Bus Lifts	4	Rotary Inground Veh lifts	23	4	\$175,000.00
Facilities	CNG Dispensers	CNG Dispenser	2	CNG Disp. Stations	6	4	\$100,000.00
Facilities	CNG Station	CNG Compressors	4	Booster/Pumps/Dryers	6	4	\$2,000,000.00
Facilities	Parking	Employee	1	400 S. Taylor Ave	23	3	\$10,000,000.00
Facilities	Gasoline Tanks	Underground Storage Tanks and Pumps	3	Unleaded 12K Storage ea.	6	4	\$525,000.00
Facilities	Diesel Tanks	Underground Storage Tanks and Pumps	1	Diesel 12K Storage	6	4	\$175,000.00
Facilities	Administrative	Building A	1	Administration and Operations	23	4	\$59,000,000.00
Facilities	Maintenance	Building B	1	Maintenance	22	4	\$26,000,000.00
Facilities	Passanger	Metro-link	1	2000 Flotilla St. Montebello	21	4	\$50,000,000.00
Facilities	Passanger	Taylor Ranch	1	737 N. Montebello Blvd	58	3	\$400,000.00
Facilities	Passanger	Pico Terminal	1	5055 Passons Blvd, Pico Rivera	55	1	\$1,000,000.00
Facilities	Parking	Twin Gables	1	1213 Olympic Blvd	71	1	\$400,000.00
Facilities	Parking	Old Gym	1	1301 & 1307 Olympic Blvd	78	1	\$850,000.00
Facilities	HVAC	Building A	1	5 Roof Units	21	2	\$400,000.00
Facilities	HVAC	Building B	1	3 Roof Units	22	2	\$400,000.00
Facilities	Fire Surpression	Build A-B	1	Building Fire Protection	22	2	\$400,000.00
Facilities	Emergency Generator	Back up Power	1	400 So. Taylor	14	3	\$700,000.00
Facilities	Bus Stop Amenities	Bus Stop Amenities	1	Bus Stop Sheltes and Posts	21	1	\$3,400,000.00

## Appendix D: Fleet Replacement

Total in Current Year \$		\$3,158,960.00	\$0.00		\$0.00		\$0.00		\$0.00		
Total in Year of Expenditure \$		\$3,158,960.00	\$0.00		\$0.00		\$0.00		\$0.00		
		2019		2020		2021		2022		2023	
Fleet Type (Year/Make/Model)	Number	Cost in 2018 \$	Number	Cost in 2019	Number	Cost in 2020	Number	Cost in 2021	Number	Cost in 2018 \$	
2005 New Flyer GE40LF	5	\$631,792.00									
2008 New Flyer GE40LF			12	\$651,000.00							
2009 New Flyer GE35LF					2	\$677,040.00					
2010 New Flyer GE35LF							6	\$704,121.00			
2010 New Flyer GE40LF							16	\$704,121.00			