

Transit Asset Management Plan

Unitrans

City of Davis & ASUCD

September 28, 2018

Signature Page

I hereby certify that I have reviewed Unitrans' Transit Asset Management Plan. The information in this plan is consistent with Unitrans' operating and capital plans and budgets.

A handwritten signature in black ink, appearing to read "Jeff Flynn", with a long horizontal line extending to the right from the end of the signature.

Jeff Flynn
General Manager

Chapter I – Introduction

Introduction

The City of Davis is located at the southern end of the Sacramento Valley, along the Putah Creek near the Solano County line. Davis is approximately 12 miles west of Sacramento, 8 miles south of Woodland, and 5 miles northeast of Dixon. Davis is Yolo County’s largest city with a population of approximately 68,000 in 2018 and home to the county’s largest employer – the University of California, Davis (UC Davis).

Unitrans is the City of Davis and UC Davis’ local public transit service operating 18 lines ranging from 15 minute to 60 minute frequencies approximately 18 hours a day, 360 days a year. Unitrans has a fleet of 48 revenue vehicles and an Operations and Maintenance Facility located at 800 Garrod Drive, Davis, California on UC Davis campus. The service is operated by the Associated Students of UC Davis (ASUCD) and is a partnership between the City of Davis and UC Davis with each party providing approximately half of the annual operating funding. In FY2018, Unitrans transported over four million passengers.

Unitrans is one of the nation’s largest student operated bus agencies and employees over 200 UC Davis undergraduate students and 18 career staff.

Performance Targets & Measures

The following chart shows the performance targets for each asset class – rolling stock, non-revenue vehicles, and facilities. For rolling stock and non-revenue vehicles, the performance targets are based on useful life years. For useful life benchmarks, Unitrans uses a 12 year benchmark for standard single deck buses in line with FTA funding eligibility guidelines. Unitrans does not use a 14 year useful life benchmark for the regular single deck fleet as this denotes when the vehicle enters the state of good repair backlog as stated in FTA Circular 5010.1E. For double decker buses and cutaways, Unitrans uses the FTA Default Useful Life Benchmark as the modern double decker buses are generally heavier duty than a standard 40’ single deck bus and Unitrans’ duty cycle for cutaways is in line with FTA useful life standards. For facilities, targets are based on condition assessments on a 1-5 scale as outlined and defined by the Federal Transit Administration as noted below.

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

Source: FTA TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation (April 2017)

Unitrans' vintage double decker fleet far exceeds its assigned useful life. These vehicles have been in service for 70 or more years each and are extensively maintained and as well as rehabilitated each summer. Non-revenue vehicles have an assigned useful life but may exceed their TAM performance targets based on funding and condition.

Unitrans (City of Davis) - Transit Asset Management (TAM) Performance Targets

Asset Category	Asset Class	Fleet Size	Vehicle age	Useful Life Benchmark	FY 2018/19 % Exceeding ULB	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target	Notes
Rolling Stock	Bus (BU) - Vintage Fleet	4	70	14 years	100%	100%	100%	100%	100%	100%	Vintage double decker fleet will always exceed useful life benchmark
	Bus (BU) - Orion 2005	4	13	12 years	100%	50%	0%	0%	0%	0%	Two buses will be replaced with DD buses in FY2019. Remaining in FY2020 with Omnitrans contract.
	Bus (BU) - Orion 2006	4	12	12 years	0%	0%	0%	0%	0%	0%	Will be replaced in FY2020 with Omnitrans contract
	Bus (BU) - NF 2009	25	9	12 years	0%	0%	0%	0%	50%	50%	Planning to replace half in FY2022 and rehabilitate half to exceed useful life
	Bus (BU) - DD 2009	2	9	14 years	0%	0%	0%	0%	0%	0%	
	Bus (BU) - NF 2014	3	4	12 years	0%	0%	0%	0%	0%	0%	
	Bus (BU) - NF 2016	4	2	12 years	0%	0%	0%	0%	0%	0%	
	Cutaway bus (CU)	1	16	10 years	100%	100%	0%	0%	0%	0%	0%
	1	14	10 years								
Equipment	Automobiles (non-revenue S5)	1	10	8	100%	100%	100%	100%	0%	0%	Vehicle replacement budgeted for FY2023
	Automobiles (non-revenue S6)	1	5	8	0%	0%	0%	100%	0%	0%	Vehicle replacement budgeted for FY2022
	Automobiles (non-revenue S7)	1	1	8	0%	0%	0%	0%	0%	0%	Vehicle is new and will not need replacement in TAM horizon.
	Trucks & Other Rubber Tire Vehicles (non-revenue S104)	1	23	10	100%	0%	0%	0%	0%	0%	Service truck. Vehicle replacement will be purchased in FY2019.
	Trucks & Other Rubber Tire Vehicles (non-revenue S114)	1	11	10	100%	100%	0%	0%	0%	0%	Service pick up truck. Vehicle replacement will be budgeted for purchase in FY2020.
Facilities (if applicable)	Operations & Maintenance Facility	1	1984 2004	3.0 condition rating	0%	0%	0%	0%	0%	0%	Current rating is a 4 overall. Parking and pavement is rated as a 2 and is in need of replacement. Staff is working to secure funding and expects work to begin in the next 1-2 years.
	CNG Fueling Facility	1	1995 2019	3.0 condition rating	0%	0%	0%	0%	10%	0%	Currently rated as a 3 overall. Compressors are being replaced in FY2019 and facility rating will increase to 4-5.
	Fuel Island	1	1985, 1995, 2004	3.0 condition rating	0%	0%	100%	0%	0%	0%	Currently rated as a 3. Pavement will need replacement and will be scheduled in the next 1-2 years.
	Bus Wash	1	1990	3.0 condition rating	100%	100%	100%	100%	0%	0%	Currently rated as a 2. Facility is in need of upgrades or replacement. Will be budgeted in FY2022.

Chapter 2 – Capital Asset Inventory

Unitrans owns 48 revenue vehicles (or rolling stock), has five non-revenue or support vehicles, and has one primary operations and maintenance facility comprised of a main building for operations and maintenance, a bus wash facility, a fueling island, and a fueling facility. A majority of Unitrans' rolling stock is comprised of 40' single decker buses but Unitrans also has two cutaways, four vintage double decker buses dating back to as early as 1950, and two modern double decker buses. Unitrans prioritizes fleet rehabilitation and replacement in our capital program.

Asset Inventory Listing Summary Table

ASSET CLASS: ASSET CLASS NAME	<u># OF</u> <u>ASSETS</u>	<u>AVG. AGE</u>	<u>AVG.</u> <u>ODOMETER</u>	<u>AVG. VALUE</u>
	Sum	Avg	Avg	Sum
BU - Bus	46	11.3	198,618.9	\$608,304
CU - Cutaway bus	2	14.9	74,513.0	\$150,000
Rolling Stock Summary	48	13.1	136,565.9	\$758,304
Automobiles	3	5.4	65,379.3	\$37,667
Trucks & other rubber tire vehicles	2	17.6	77,894.5	\$67,500
Equipment Summary	5	11.5	71,636.9	\$105,167
Vehicle Washing Facility	1	28.7	-	\$400,000
Vehicle Fueling Facility	2	7.7	-	Included below
Combined Administrative and Maintenance Facility	1	14.7	-	\$20,000,000
Facilities Summary	4	17.0	0.0	\$20,400,000
OVERALL SUMMARY	57	14.3	59,486.5	\$21,263,471

Asset Inventory Table

Unitrans owns all its assets. See Asset Inventory Table on the following table.

Asset Inventory Table

Asset Category ↑	Asset Sub-Category ↑	Asset Class: Asset Class Name ↑	Name	Vehicle Make	Vehicle Model	Model Year	Serial Number	In Service Date	Rehab Date	Odometer	Age	Replacement Value	Capital Responsibility	
Equipment	Service Vehicle	Automobiles	S5	FORD	ESCAPE	2008	1FMCU49HX8KC65392	3/19/2008		126461	10.51	USD 35,000.00	Direct	
			S7	FORD	C-Max	2017	1FADP5EU1HL110240	2/1/2018		3387	0.63	USD 28,000.00	Direct	
			S6	TOYOTA	RAV4 EV	2013	2T3YL4DV1DW001697	8/1/2013		66290	5.13	USD 50,000.00	Direct	
		Subtotal	Count	3										
		Trucks & other rubber tire vehicles	S104	DODGE	RAM 3500	1995	1B6WC36C655178429	1/1/1995		36073	23.73	USD 100,000.00	Direct	
		S114	DODGE	RAM 2500HD	2007	3D7KR26A87G772512	3/15/2007		119716	11.52	USD 35,000.00	Direct		
Subtotal	Count	2												
Subtotal	Count	5												
Subtotal	Count	5												
Facilities	Administrative & Maintenance	Combined Administrative and Maintenance Facility	Unitrans Maintenance & Operations Facility								14.72	USD 20,000,000.00	Direct	
			Subtotal	Count	1									
		Vehicle Fueling Facility	Unitrans Fuel Island									14.72		Direct
			Unitrans CNG Fueling Facility									0.71		Direct
		Subtotal	Count	2										
		Vehicle Washing Facility	Unitrans Bus Wash									28.73	USD 400,000.00	Direct
Subtotal	Count	1												
Subtotal	Count	4												
Subtotal	Count	4												
Revenue Vehicle / Rolling Stock		BU - Bus	2819	AEC	RT	1952	9616451	10/1/1975		236804	42.99	USD 997,000.00	Direct	
			742	AEC	RT	1948	2629	6/1/1978		302553	40.33	USD 997,000.00	Direct	
			4735	AEC	RT	1954	5506	6/1/1978		355066	40.33	USD 997,000.00	Direct	
			3123	AEC	RT	1950	15719	6/1/1978		222612	40.33	USD 997,000.00	Direct	
			4171	ORION	ORION V	2005	5FYC5FB119C036461	3/20/2006		227963	12.51	USD 550,000.00	Direct	
			4173	ORION	ORION V	2005	1VHBH3L2856502523	3/21/2006		223787	12.5	USD 550,000.00	Direct	
			4172	ORION	ORION V	2005	5FYC5FB139C036462	3/21/2006		229790	12.5	USD 550,000.00	Direct	
			4174	ORION	ORION V	2005	1VHBH3L2356502526	4/10/2006		226274	12.45	USD 550,000.00	Direct	
			4176	ORION	ORION V	2006	1VHBH3L2376502657	5/3/2007		182223	11.39	USD 550,000.00	Direct	
			4175	ORION	ORION V	2006	1VHBH3L2176502656	5/14/2007		174965	11.36	USD 550,000.00	Direct	
			4178	ORION	ORION V	2006	1VHBH3L2576502659	5/16/2007		169253	11.35	USD 550,000.00	Direct	
			4177	ORION	ORION V	2006	1VHBH3L2576502658	7/21/2007		193785	11.17	USD 550,000.00	Direct	
			4084	NEWFLYER	C40LFR	2009	5FYC5FB129C035562	6/3/2009		238710	9.3	USD 550,000.00	Direct	
			4082	NEWFLYER	C40LFR	2009	5FYC5FB199C035560	6/3/2009		232667	9.3	USD 550,000.00	Direct	
			4081	NEWFLYER	C40LFR	2009	5FYC5FB129C035559	6/3/2009		226137	9.3	USD 550,000.00	Direct	
			4080	NEWFLYER	C40LFR	2009	5FYC5FB109C035558	6/3/2009		237406	9.3	USD 550,000.00	Direct	
			4079	NEWFLYER	C40LFR	2009	5FYC8FB06GB050518	6/3/2009		213284	9.3	USD 550,000.00	Direct	
			4083	NEWFLYER	C40LFR	2009	5FYC5FB109C035561	6/3/2009		228469	9.3	USD 550,000.00	Direct	
			4094	NEWFLYER	C40LFR	2009	5FYC5FB189C036456	11/24/2009		214619	8.82	USD 550,000.00	Direct	
			4090	NEWFLYER	C40LFR	2009	5FYC5FB109C036452	11/24/2009		218978	8.82	USD 550,000.00	Direct	
			4087	NEWFLYER	C40LFR	2009	5FYC5FB149C035563	11/24/2009		228384	8.82	USD 550,000.00	Direct	
			4001	NEWFLYER	C40LFR	2009	5FYC5FB139C036445	11/24/2009		226261	8.82	USD 550,000.00	Direct	
			4099	NEWFLYER	C40LFR	2009	5FYC5FB1X9C036460	11/24/2009		202095	8.82	USD 550,000.00	Direct	
			4098	NEWFLYER	C40LFR	2009	5FYC5FB139C036459	11/24/2009		213409	8.82	USD 550,000.00	Direct	
			4005	NEWFLYER	C40LFR	2009	5FYC5FB109C036449	11/24/2009		224990	8.82	USD 550,000.00	Direct	
			4003	NEWFLYER	C40LFR	2009	5FYC5FB179C036447	11/24/2009		226613	8.82	USD 550,000.00	Direct	
			4093	NEWFLYER	C40LFR	2009	5FYC5FB169C036455	11/24/2009		228478	8.82	USD 550,000.00	Direct	
			4092	NEWFLYER	C40LFR	2009	5FYC5FB149C036454	11/24/2009		213753	8.82	USD 550,000.00	Direct	
			4089	NEWFLYER	C40LFR	2009	5FYC5FB199C036451	11/24/2009		213387	8.82	USD 550,000.00	Direct	
			4088	NEWFLYER	C40LFR	2009	5FYC5FB179C036450	11/24/2009		213634	8.82	USD 550,000.00	Direct	
			4095	NEWFLYER	C40LFR	2009	5FYC5FB1X9C036457	11/24/2009		222689	8.82	USD 550,000.00	Direct	
			4000	NEWFLYER	C40LFR	2009	5FYC5FB119C036444	11/24/2009		218632	8.82	USD 550,000.00	Direct	
			4097	NEWFLYER	C40LFR	2009	5FYC5FB119C036458	11/24/2009		220048	8.82	USD 550,000.00	Direct	
			4004	NEWFLYER	C40LFR	2009	5FYC5FB199C036448	11/24/2009		243446	8.82	USD 550,000.00	Direct	
			4091	NEWFLYER	C40LFR	2009	5FYC5FB129C036453	11/24/2009		215983	8.82	USD 550,000.00	Direct	
			4002	NEWFLYER	C40LFR	2009	5FYC5FB159C036446	11/24/2009		224999	8.82	USD 550,000.00	Direct	
			4096	NEWFLYER	C40LFR	2009	5FYC5FB119C036458	11/24/2009		219120	8.82	USD 550,000.00	Direct	
			8186	ALEXANDER DENNIS	ENVIRO 500	2009	SFET2A7279GN12150	2/18/2010		139339	8.59	USD 997,000.00	Direct	
			8185	ALEXANDER DENNIS	ENVIRO 500	2009	SFET2A7279GN12149	3/12/2010		158702	8.53	USD 997,000.00	Direct	
			4008	NEWFLYER	XN40	2014	5FYC8FB02EC044335	4/1/2014		111516	4.47	USD 550,000.00	Direct	
			4006	NEWFLYER	XN40	2014	5FYC8FB09EC044333	4/1/2014		108329	4.47	USD 550,000.00	Direct	
			4007	NEWFLYER	XN40	2014	5FYC8FB00EC044334	4/1/2014		107103	4.47	USD 550,000.00	Direct	
			4012	NEWFLYER	XN40	2016	5FYC8FB04GB050517	12/16/2016		47970	1.76	USD 550,000.00	Direct	
			4011	NEWFLYER	XN40	2016	5FYC8FB04GB050517	12/16/2016		54536	1.76	USD 550,000.00	Direct	
			4009	NEWFLYER	XN40	2016	5FYC8FB00GB050515	12/16/2016		49286	1.76	USD 550,000.00	Direct	
			4010	NEWFLYER	XN40	2016	5FYC8FB02GB050516	12/16/2016		48420	1.76	USD 550,000.00	Direct	
Subtotal	Count	46												
		CU - Cutaway bus	2062	FORD	240 AEROTECH	2002	IFDWE45FX2HA90631	8/30/2002		79005	16.06	USD 150,000.00	Direct	

Chapter 3 – Condition Assessment

Asset Condition Summary

Unitrans strives to fully fund our rolling stock replacement in order to ensure our vehicles are at or below their useful life. Vehicles cost more to maintain as they age and provide a poorer customer experience over time. Providing a reliable, comfortable, and cost efficient maintenance and operations program is critical to Unitrans service stability. Currently four of our 42 single deck buses and two cutaways have exceeded their useful life target. Unitrans has a contract and funding in place to replace these vehicles and we expect replacement vehicles to arrive in FY2019 for the cutaways and FY2020 for the replacement buses. Our vintage double decker fleet has exceeded its useful life however these are extensively maintained and rehabilitated based on need.

Unitrans has typically not performed rehabilitation or rebuild projects to extend the useful life of rolling stock however with the 2009 New Flyer fleet of 25 buses, Unitrans plans on rehabilitating 12-13 of those buses to extend the useful life of the asset by six years each. The remaining buses are planned for replacement with electric buses pending funding securement.

The bus wash facility is serviceable but in need of major rehabilitation and upgrades or replacement. Staff plans on securing funding for this project within the next three years.

See Asset Class Performance chart, rolling stock, non-revenue vehicle, and facility condition assessments on the following pages.

Asset Class Performance

Asset Category ↑	Asset Class: Asset Class Name	# of Assets	Avg. Age	Avg. Odometer	Avg. Rating	Avg. Value	% Past ULB	% Below 3.0
Revenue Vehicle / Rolling Stock	BU - Bus	46	11.26	198618.9		\$608,304	8.70%	0.00%
	CU - Cutaway bus	2	14.85	74513		\$150,000	100.00%	0.00%
Equipment	Automobiles	3	5.37	65379.3		\$37,667	33.33%	0.00%
	Trucks & other rubber tire vehicles	2	17.58	77894.5		\$67,500	50.00%	0.00%
Facilities	Vehicle Washing Facility	1	28.68		2	\$400,000	100.00%	100.00%
	Vehicle Fueling Facility	2	7.72		3	NA	100.00%	0.00%
	Combined Administrative and Maintenance Facility	1	14.67		4	\$20,000,000	100.00%	0.00%

Revenue Vehicle Inventory & Condition

Asset Category ↑	Asset Class: Asset Class Name ↑	Name	Vehicle Make	Vehicle Model	Model Year	Serial Number	In Service Date	Odometer	Age	Replacement Value	Asset Class ULB	Past ULB
Revenue Vehicle / Rolling Stock	BU - Bus	4171	ORION	ORION V	2005	5FYC5FB119C036461	3/20/2006	227963	12.52	USD 550,000.00	12	TRUE
		4094	NEWFLYER	C40LFR	2009	5FYC5FB189C036456	11/24/2009	214619	8.83	USD 550,000.00	12	FALSE
		4090	NEWFLYER	C40LFR	2009	5FYC5FB109C036452	11/24/2009	218978	8.83	USD 550,000.00	12	FALSE
		4087	NEWFLYER	C40LFR	2009	5FYC5FB149C035563	11/24/2009	228384	8.83	USD 550,000.00	12	FALSE
		4084	NEWFLYER	C40LFR	2009	5FYC5FB129C035562	6/3/2009	238710	9.31	USD 550,000.00	12	FALSE
		4001	NEWFLYER	C40LFR	2009	5FYC5FB139C036445	11/24/2009	226261	8.83	USD 550,000.00	12	FALSE
		4174	ORION	ORION V	2005	1VHBH3L2356502526	4/10/2006	226274	12.46	USD 550,000.00	12	TRUE
		4099	NEWFLYER	C40LFR	2009	5FYC5FB1X9C036460	11/24/2009	202095	8.83	USD 550,000.00	12	FALSE
		4098	NEWFLYER	C40LFR	2009	5FYC5FB139C036459	11/24/2009	213409	8.83	USD 550,000.00	12	FALSE
		4005	NEWFLYER	C40LFR	2009	5FYC5FB109C036449	11/24/2009	224990	8.83	USD 550,000.00	12	FALSE
		4003	NEWFLYER	C40LFR	2009	5FYC5FB179C036447	11/24/2009	226613	8.83	USD 550,000.00	12	FALSE
		2819	AEC	RT	1952	9616451	10/1/1975	236804	43	USD 997,000.00	12	TRUE
		4093	NEWFLYER	C40LFR	2009	5FYC5FB169C036455	11/24/2009	228478	8.83	USD 550,000.00	12	FALSE
		4092	NEWFLYER	C40LFR	2009	5FYC5FB149C036454	11/24/2009	213753	8.83	USD 550,000.00	12	FALSE
		4089	NEWFLYER	C40LFR	2009	5FYC5FB199C036451	11/24/2009	213387	8.83	USD 550,000.00	12	FALSE
		4088	NEWFLYER	C40LFR	2009	5FYC5FB179C036450	11/24/2009	213634	8.83	USD 550,000.00	12	FALSE
		4082	NEWFLYER	C40LFR	2009	5FYC5FB199C035560	6/3/2009	232667	9.31	USD 550,000.00	12	FALSE
		4081	NEWFLYER	C40LFR	2009	5FYC5FB129C035559	6/3/2009	226137	9.31	USD 550,000.00	12	FALSE
		742	AEC	RT	1948	2629	6/1/1978	302553	40.33	USD 997,000.00	12	TRUE
		4177	ORION	ORION V	2006	1VHBH3L2576502658	7/21/2007	193785	11.18	USD 550,000.00	12	FALSE
		4173	ORION	ORION V	2005	1VHBH3L2856502523	3/21/2006	223787	12.51	USD 550,000.00	12	TRUE
		4095	NEWFLYER	C40LFR	2009	5FYC5FB1X9C036457	11/24/2009	222689	8.83	USD 550,000.00	12	FALSE
		4012	NEWFLYER	XN40	2016	5FYC8FB04GB050517	12/16/2016	47970	1.76	USD 550,000.00	12	FALSE
		4011	NEWFLYER	XN40	2016	5FYC8FB04GB050517	12/16/2016	54536	1.76	USD 550,000.00	12	FALSE
		4009	NEWFLYER	XN40	2016	5FYC8FB00GB050515	12/16/2016	49286	1.76	USD 550,000.00	12	FALSE
		4008	NEWFLYER	XN40	2014	5FYC8FB02EC044335	4/1/2014	111516	4.48	USD 550,000.00	12	FALSE
		4006	NEWFLYER	XN40	2014	5FYC8FB09EC044333	4/1/2014	108329	4.48	USD 550,000.00	12	FALSE
		4000	NEWFLYER	C40LFR	2009	5FYC5FB119C036444	11/24/2009	218632	8.83	USD 550,000.00	12	FALSE
		4080	NEWFLYER	C40LFR	2009	5FYC5FB109C035558	6/3/2009	237406	9.31	USD 550,000.00	12	FALSE
		4007	NEWFLYER	XN40	2014	5FYC8FB00EC044334	4/1/2014	107103	4.48	USD 550,000.00	12	FALSE
		4176	ORION	ORION V	2006	1VHBH3L2376502657	5/3/2007	182223	11.39	USD 550,000.00	12	FALSE
		4097	NEWFLYER	C40LFR	2009	5FYC5FB119C036458	11/24/2009	220048	8.83	USD 550,000.00	12	FALSE
		4079	NEWFLYER	C40LFR	2009	5FYC8FB06GB050518	6/3/2009	213284	9.31	USD 550,000.00	12	FALSE
		4004	NEWFLYER	C40LFR	2009	5FYC5FB199C036448	11/24/2009	243446	8.83	USD 550,000.00	12	FALSE
		4178	ORION	ORION V	2006	1VHBH3L2576502659	5/16/2007	169253	11.36	USD 550,000.00	12	FALSE
		4172	ORION	ORION V	2005	5FYC5FB139C036462	3/21/2006	229790	12.51	USD 550,000.00	12	TRUE
		4091	NEWFLYER	C40LFR	2009	5FYC5FB129C036453	11/24/2009	215983	8.83	USD 550,000.00	12	FALSE
		4083	NEWFLYER	C40LFR	2009	5FYC5FB109C035561	6/3/2009	228469	9.31	USD 550,000.00	12	FALSE
		4010	NEWFLYER	XN40	2016	5FYC8FB02GB050516	12/16/2016	48420	1.76	USD 550,000.00	12	FALSE
		4002	NEWFLYER	C40LFR	2009	5FYC5FB159C036446	11/24/2009	224999	8.83	USD 550,000.00	12	FALSE
8186	ALEXANDER DENNIS	ENVIRO 500	2009	SFET2A7279GN12150	2/18/2010	139339	8.59	USD 997,000.00	12	FALSE		
8185	ALEXANDER DENNIS	ENVIRO 500	2009	SFET2A7279GN12149	3/12/2010	158702	8.53	USD 997,000.00	12	FALSE		
4735	AEC	RT	1954	5506	6/1/1978	355066	40.33	USD 997,000.00	12	TRUE		
4175	ORION	ORION V	2006	1VHBH3L2176502656	5/14/2007	174965	11.36	USD 550,000.00	12	FALSE		

Facilities Inventory & Condition

Asset Class: Asset Sub-Category ↑	Asset Class: Asset Class Name	Capital Responsibility	Name	Year Built/Reconstructed	Age	Condition Assessment	Replacement Value
Administrative & Maintenance	Vehicle Washing Facility	Direct	Unitrans Bus Wash	1990	28.74	2	USD 400,000.00
	Vehicle Fueling Facility	Direct	Unitrans Fuel Island	2004	14.73	3	NA
	Vehicle Fueling Facility	Direct	Unitrans CNG Fueling Facility	2018	0.72	3	NA
	Combined Administrative and Maintenance Facility	Direct	Unitrans Maintenance & Operations Facility	2004	14.73	4	USD 20,000,000.00
Total	Sum						USD 20,400,000.00
	Count	4					

Chapter 4 – Decision Support

Decision Support

Unitrans relies on staff expertise and regular, diligent planning primarily to inform capital asset management decisions. Below are the tools and/or processes in place to support investment decision-making, including project selection and prioritization.

Process/Tool	Brief Description
ThingTech	A software system that uses asset inventory and condition information to generate condition forecasts.
Maintenance Checks and Review	As recommended by the vehicle manufacturers, Unitrans follows a strict preventative maintenance schedule and daily safety checks. Facilities are also routinely maintained and checked internally and by UC Davis Facilities staff. This information helps inform budgeting and planning.
Annual Budget	In annual budget process, staff reviews capital needs and budgets accordingly. Capital expenditures are updated annually in Unitrans' 10 year capital plan.
Short Range Transit Plan (SRTP), 10 Year Capital Plan, Other Planning Documents	Unitrans has an approved SRTP and annually updates the 10 Year Capital Plan during the annual budget process. These planning documents are used to inform and support asset management.
Program of Projects	Unitrans works with the Davis City Council, Unitrans Advisory Committee, ASUCD Senate, and others to create a program of projects for the regional Capital Improvement Plan. These require elected official approval, public notice, and at times, public hearings.

Investment Prioritization

Unitrans strives to maintain our fleet and facilities in a state of good repair within budgetary constraints. Unitrans prioritizes fleet investment above other investments. Fleet is assessed on an on-going basis through regular preventative maintenance checks and daily driver safety checks. Facilities are regularly maintained and assessed by internal maintenance personnel at Unitrans and with the University of California facilities staff.

A combination of age and condition are used to determine replacement and rehabilitation for fleet and facilities. Rolling stock is on a replacement schedule in line with FTA guidance however vehicles may be retired in advance or rehabilitated if conditions warrant as determined by Unitrans' Maintenance Department and operating and capital budgets. Facility conditions are reviewed regularly by Maintenance staff and investment priorities are outlined in our annual budgeting process based on need. Fleet and facilities improvements are in Unitrans' 10 year capital plan and short range transit plan.

Addressing Unplanned Maintenance

Unitrans budgets for unplanned fleet and facilities maintenance based on historical averages. Operating funds are set aside for this purpose. Unitrans relies on internal staff, third party contractors through standard FTA compliant contracting procedures, and on-call contracts for scheduled and un-scheduled maintenance needs. For capital purchases, these are typically more regimented and planned.

Overhaul Strategy

Unitrans has not typically performed heavy overhaul to extend vehicle life in the recent past. With our 2009 fleet though, Unitrans plans to overhaul 13 buses and replace 12 buses. Unitrans has secured approximately 60% of the funding needed for the overhaul project. We expect this to increase the life of the buses another six years each. Moving forward, Unitrans will be assessing overhauls in order to extend the useful life of vehicles.

Asset Category	Asset Class	Overhaul Strategy
Revenue Vehicles	BU - Bus	Mid-life overhaul - rebuilds bus engine, transmission and cooling system, and rehabilitation and reconfiguration of interior to increase capacity and improve ADA amenities. Cost is approximately \$200,000 per bus.

Acquisition and Renewal Strategy

Unitrans typically seeks to join bus procurements from larger agencies in order to take advantage of cost savings in the procurement process and vehicle quantities. Unitrans is currently part of an Omnitrans procurement for new buses and regularly engages with the transit community for new joint procurement opportunities.

Unitrans aggressively pursues securing discretionary grant funding to replace, rehabilitate, and expand fleet and facilities with a focus on vehicle replacement. In addition, Unitrans reserves part of its annual FTA 5307 formula funds for the capital program and receives approximately \$400,000 annually in a dedicated UC Davis student fee for capital funding.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Revenue Vehicles	BU - Bus	Five 40' CNG Buses in 2019-2020. Unitrans currently is included in a multi-year Omnitrans contract for new buses. Unitrans will exercise its option for five new buses to replace five 2005 buses in FY2019. The buses should arrive in FY2020.
Revenue Vehicles	BU - Bus	Unitrans is currently seeking to join joint procurements with larger transit agencies for bus replacements in 2022 and beyond. For 2022-2023, Unitrans is seeking to

	<p>purchase 12 electric buses. Currently Unitrans has expressed interest in joining a California State contract and a Santa Cruz Metro contract. Both are in the preliminary stages and have not gone out to bid.</p>
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Chapter 5 – Investment Prioritization

Proposed Investments

Current investment priorities are planned based on age for rolling stock and equipment and condition for facilities. Below is a summary of our current investment priorities with planned replacement years. High priority items are currently underway and medium priority ones are in the planning and finance phase. These projects will become a higher priority as time progresses.

Project Year	Asset Category	Asset Class	Size	Age	Useful Life Benchmark	Cost	Priority
FY2019	Rolling Stock	Cutaway bus (CU)	1	16	10 years	\$300,000	High
			1	14	10 years		
FY2020		Bus (BU) - Orion 2005	4	13	12 years	\$2,200,000	High
FY2022-23		Bus (BU) - NF 2009	12 of 25	9	12 years	\$6,600,000	Medium
FY2019	Equipment	Trucks & Other Rubber Tire Vehicles (non-revenue S104)	1	23	10 years	\$100,000	High
FY2019	Facilities	CNG Fueling Facility	1	23	3 (condition rating)	\$1,000,000	High
FY2022		Operations & Maintenance Facility (Paving and Stormwater)	1	14	2 (condition rating)	\$3,200,000	Medium