

Transit Asset Management Plan



County of Volusia Transit Services Division

**950 Big Tree Road
South Daytona, FL 32119**

October 1, 2026

Table of Contents

1.0	INTRODUCTION	2
1.1	OBJECTIVES	3
1.2	VOTRAN SYSTEM OVERVIEW	4
1.3	ASSET MANAGEMENT PLAN REQUIREMENTS	5
2.0	ASSET INVENTORY AND REPLACEMENT COST	6
2.1	ANALYSIS ASSUMPTIONS	6
2.2	ASSESSMENT AND MEASUREMENT ASSUMPTIONS	6
2.2.1	<i>Facilities and Furniture, Fixtures and Equipment</i>	7
2.2.2	<i>Rolling Stock</i>	7
2.3	INVENTORY AND REPLACEMENT COSTS	8
3.0	STATE OF GOOD REPAIR APPROACH	9
3.1	INTRODUCTION	9
3.2	SPECIFIC SGR OBJECTIVES AND METHODS	10
3.3	ASSET INVENTORY AND CONDITION DETERMINATION	12
3.4	Green Vehicles	13
3.5	PERFORMANCE MEASURES	13
3.5.1	<i>Funding Sources</i>	14
3.5.2	<i>Investment Strategies and Funds Allocation</i>	15
3.6	ASSET MANAGEMENT PROCESS ENHANCEMENTS	15
Table 1:	TRANSIT ASSET MANAGEMENT BENEFITS	3
Table 2:	FACILITIES AND FFE CONDITION	7
Table 3:	PERFORMANCE TARGETS AND MEASURES	16
Table 4:	ASSET CONDITION SUMMARY	17
Table 5:	FLEET REPLACEMENT MODULE	18
Table 6:	PROPOSED INVESTMENT PROJECT LIST	18
Asset Register		End of Document

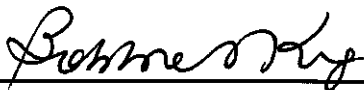
1.0 INTRODUCTION

Volusia County is the recipient of federal funds granted from the US Department of Transportation through the Federal Transit Administration (FTA). In receiving these funds, Volusia County is obligated to undertake various actions as directed by FTA.

The Transit Services Division manages the Administration, Finance, and Planning activities. The Division also provides oversight of the Operations and Maintenance contractor that provides daily public transportation.

Votran is a Tier II agency operating less than 100 fixed route vehicles. The FTA template for supplying the required reporting data tables and forms is shown in the tables herein this plan. The data will be updated periodically to reflect changes in the asset status. Votran TAM targets are in table 3.

Through asset management, FTA stated, "transit agencies can more effectively use available funds to improve the physical condition and performance of their system. This, in turn, has the potential to increase ridership" (U.S. Department of Transportation, Federal Transit Administration, *Asset Management Guide: Focusing on the Management of Our Transit Investments*, October 2012, FTA Report No. 0027. In addition, FTA cited the following business benefits associated with improved asset management practices.



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Bobbie G. King, Transit Services Director

Table 1. Transit Asset Management Benefits

Business Benefits	Asset Management Approach
Customer service improvement	- Improves on-time performance and service operations, vehicle and facility cleanliness; reduces missed trips, slow orders, and station shutdowns - Focus investments on customer-centered goals and metrics
Increased productivity and reduction in costs	Maintain assets more effectively, using conditions-based approaches and using predictive and preventive maintenance strategies (when feasible) to reduce costs while improving service delivery
Optimized resource allocation	- Better align spending with agency goals and objectives to obtain the greatest return from limited funds - Incorporates lifecycle cost, risk and performance trade-offs into capital programming and O&M budgeting
Improved communications	- Provide stakeholders with more accurate and timelier customer-centered performance indicators - Provide tools to communicate forecasted performance metrics (including level of service) based on different levels of funding

1.1 **OBJECTIVES**

To meet the criteria in the previous section, this TAM Plan:

- Establish an inventory of current Volusia County Transit assets;
- Document the current condition of the assets;
- Lists procedures in place to maintain the assets in a State of Good Repair (SGR) as defined by FTA; and
- Presents best practices guidelines for continuing fleet operation while maintaining effective transit asset management.

The Transit Services Division's assets include rolling stock, facilities, and facilities' furniture, fixtures and equipment (FFE). In preparing the asset inventory, original asset construction cost or purchase price were at times estimated when an original purchase price was unavailable. Asset replacement costs were based on prevailing standard industry costs and FTA guidelines.

1.2 VOTRAN SYSTEM OVERVIEW

The County of Volusia County Council created the County's public transportation system, VoTran, in 1975, as a service of the County government. VoTran currently provides public transportation to urban and rural areas of the County using: a fixed route fleet of heavy-duty vehicles with a life cycle of 12 years or 500,000 miles; and a paratransit fleet of cutaway type vehicles with a life cycle of 7 years or 200,000 miles.

Facilities include the following:

- Mobility Management Center (administration and primary operations and maintenance center) in South Daytona;
- Beachside Intermodal Transportation Facility in Daytona Beach;
- Transfer Plaza in Daytona Beach;
- Julia and Sams Connection Point in New Smyrna Beach and
- Westside Operations and Maintenance Facility in Orange City.

VoTran provides fixed-route bus service and demand-response complimentary ADA paratransit service seven days per week within the urban areas of Volusia County. Sunday service is limited to certain core area routes in the Daytona Beach area. Service hours are from approximately 6 AM to 7 PM. Night service is operated from 7 PM until midnight Monday through Saturday, limited to the same routes as Sunday service. VoTran has a peak-period operational level of 33 buses for fixed route service and approximately 35 paratransit buses.

VoTran provides limited service on Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

The 2024 census estimates showed a total population of approximately 587,091. Of this, 20% of the population was under 18 years of age, and 28% of the population was over 65 years of age.

1.3 **ASSET MANAGEMENT PLAN REQUIREMENTS**

Per FTA, the Volusia County Transit TAM Plan must:

- Using objective and consistent measurement standards, determine the condition of capital assets (facilities, rolling stock, FFE and infrastructure);
- Establish performance measures for (SGR), and set targets for achieving SGR for the transit system;

To that end, this document includes tabular data compilations of the following:

- Facilities and FFE inventory, and their replacement cost estimates
- Rolling stock inventory, and their replacement cost estimates using current fiscal year capital asset expenditure budgets
- 2026 eligible facility FFE and rolling stock inventory

Following the implementation of this TAM plan, the Transit Services Division will periodically review and update this document to address the following items:

- Current condition of the system assets (SGR)
- Changes in conditions in the period following issuance of the previous TAM Plan;
- Evaluating targets set in the previous TAM Plan and Volusia County Transit's performance in meeting the targets.

2.0 ASSET INVENTORY AND REPLACEMENT COST

2.1 ANALYSIS ASSUMPTIONS

Assumptions employed in compiling the inventory and calculating replacement costs for this TAM Plan included:

- Per FTA, assets are classified as individual items, or groups of items with the same function (example – furniture) with a total cost equal to or exceeding \$5,000.
- Building replacement costs were determined using an annual cost adjustment factor of 3%.
- Original construction costs for VoTran’s facilities follow:
 - Mobility Management Center - \$13 million.
 - Transfer Plaza – \$3.0 million.
 - Intermodal Transit Facility – \$1.6 million.
- Equipment and machinery permanently attached to a structure were considered part of the structure. Examples’ include overhead rail-mounted lifts/hoists, HVAC systems, lighting, plumbing/mechanical/electrical building systems, and rest rooms/locker rooms.
- Furnishings, fixtures and equipment (FFE) replacement costs were determined using one of several cost references: 1) Transit Services Division’s costs for recently purchased similar items; 2) current manufacturer pricing; 3) Consumer Price Index Research Series data.
- Rolling stock replacement costs were based on Transit Services Division’s recent purchases of similar vehicles. A 3% vehicle cost increase was employed for fixed route vehicles.
- Useful life estimates were based on available resources, such as IRS depreciation schedules, FTA guidance, industry standards, or in-house experience.

2.2 ASSESSMENT AND MEASUREMENT ASSUMPTIONS

This section lists the qualitative evaluation criteria employed to determine condition of facilities, FFE and rolling stock.

2.2.1 FACILITIES AND FURNITURE, FIXTURES AND EQUIPMENT

Baseline assessment of the facilities, including furniture, fixtures and equipment (FFE), employed the following criteria:

Table 2. Facilities and FFE condition

Rating	Overall Condition
4 (Excellent)	No visible defects, new or near new condition, may still be under warranty if applicable
3 (Good)	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
2 (Marginal)	Defective or deteriorated in need of replacement; exceeded useful life
1 (Poor)	Damaged or in need of immediate repair; past useful life

2.2.2 ROLLING STOCK

In terms of its rolling stock, VoTran's approach to managing its fleet assets is first established at vehicle purchase and is tracked through VoTran's Maintenance Plan. Each purchased vehicle is assigned a service life in terms of both Life Years and Service Miles. The Maintenance Department maintains a comprehensive database of all revenue vehicles, organized into the following vehicle categories:

- Fixed route
- Paratransit

For each of the above vehicle categories, the database spreadsheets include a periodically updated vehicle replacement program by year with a long-term look-ahead projected replacement schedule, and in addition tracks the following vehicle criteria:

- Asset Category
- Asset Class
- Asset Name

- Make
- Model
- ID/Serial No.
- Acquisition Year
- Asset Age
- Useful Life Benchmark (ULB)
- At or Past Useful Life Benchmark
- TERM Scale Condition
- Vehicle Mileage
- Estimated Replacement Cost

Concurrently, and as an integral part of the facility's preventive maintenance program, detailed spreadsheets are populated and tracked for each vehicle's engine and transmission. Spreadsheets are maintained on a monthly basis for engines and transmissions, and for specific vehicle classes. By providing the following entries, these spreadsheets serve Volusia County Transit's management in terms of both a proactive engine/transmission maintenance tracking and refurbishment schedule along with a five year look ahead cost forecasting model to help ensure funding is available to properly maintain the fleet:

- Vehicle number
- Engine (or transmission) number
- Install mileage
- Current mileage
- Mileage remaining
- Projected replacement and projected cost for the next five fiscal years

2.3 INVENTORY AND REPLACEMENT COSTS

Facility replacement costs were estimated using a 3% per year cost adjustment factor.

3.0 STATE OF GOOD REPAIR APPROACH

3.1 INTRODUCTION

As stated in Section 1.0, FTA’s development of formal TAM Plan requirements remains a work in progress. From an overall perspective, the Plan seeks to develop the recordkeeping and procedures to facilitate maintaining Volusia County Transit’s assets in a state of good repair (SGR), a concept deemed increasingly important by FTA. Similar to the TAM Plan status, no single industry-accepted definition of SGR is in place as of this writing. That said, SGR is addressed in a number of recognized guidance documents, notably:

- American Public Transportation Association (APTA) – two documents were issued August 28, 2013 by the Transit Asset Management Working Group:
 - APTA SGR-TAM-RP-001-13, *Creating a Transit Asset Management Program*.
 - APTA SGR-TAM-RP-00-13, *Defining a Transit Asset Management Framework to Achieve A State of Good Repair*.
- FTA, *Asset Management Guide: Focusing on the Management of Our Transit Investments*, October 2012, FTA Report No. 0027.

The referenced FTA document, in introducing transit asset management, provided a definition of transit asset management, reproduced below and followed by its two core concepts, as follows:

“Transit asset management is a strategic and systemic process through which an organization procures, operates, maintains, rehabilitates and replaces transit assets to manage their performance, risks, and costs over their lifecycle to provide safe, cost-effective, and reliable services to current and future customers.”

“Concept 1, Customer Level of Service – Asset management can affect level of service by improving on-time performance and vehicle cleanliness, and by reducing missed trips, slow orders, and service and station shutdowns. It can also improve safety, security, and risk management. Asset Management provides accountability and communicates performance and asset condition to customers.”

“Concept 2, Lifecycle Management – The core of asset management is understanding and minimizing the total cost of ownership while still maximizing its performance. Transit asset management integrates activities across departments and offices in a

transit agency to optimize resource allocation by providing quality information and well-defined business objectives to support decision making within and between classes of assets.”

Proper asset management is fundamentally important to maintaining SGR. Section 2 of this document provided the baseline data for SGR management – the detailed assets inventory and replacement costs, necessary components for establishing lifecycle asset management protocols. Proper management of these assets (including maintenance, repair, rehabilitation and replacement when required) within budgetary constraints allows the mechanism with which VoTran can operate the required level of service (LOS) to its customer base.

The remainder of this section documents Volusia County Transit’s in-place data management and operational procedures that were initially developed to achieve the system’s SGR and are currently employed to maintain its SGR.

3.2 SPECIFIC SGR OBJECTIVES AND METHODS

The concepts above can be in turn broken down to provide specific, measurable objectives necessary for maintaining SGR, such as:

- Developing and continually updating the asset inventory, keeping current with all procurements, implementation and disposals for facilities, FFE and rolling stock.
- Recording and updating asset conditions, important for tracking the overall SGR, asset needs and determining replacement priorities.
- Developing a system of asset performance measures, necessary for evaluating the adequacy of the asset for its intended purpose.
- Tracking lifecycle costs, inclusive of the asset procurement, implementation, operation, maintenance and disposal costs. Compiling this data allows for informed decision making to determine strategies for asset renewal versus replacement.
- Financial planning allows for timely communication of anticipated asset funding that must be in place for the viability and sustainability of the system.
- Asset management and maintaining SGR require periodic program evaluations to allow for continuous improvement in managing the system assets. In other words, the TAM Plan is a document that will never be finalized but continually updated in keeping with the goals described herein.

- Evaluating and managing risks associated with the individual assets, evaluating which assets are critical to system operations.

The SGR objectives tracked by the Transit Services Division and the in-place methods to maintain the SGR status quo follow.

The Transit Services Division monitors operations costs, maintenance expenses, rehabilitation and replacement needs against the funding limits of its budget. Funding ‘burn rates’ are evaluated in the context of the planned asset replacement schedule versus the overall budget limits on a continual basis throughout each fiscal year.

Management of Volusia County Transit’s rolling stock ensures each vehicle remains in SGR until such time that the vehicle reaches the end of its useful life, using the cost monitoring and funding techniques described in the previous paragraph.

The Transit Services Division has multiple equipment contracts and basic ordering agreements in place with multiple vendors and also relies on the Volusia County competitive procurement system for major asset procurement, ensuring competitive pricing for asset purchases. Repairs, upgrades and related facility enhancements to maintain SGR are prioritized, scheduled and competitively bid.

Similar to facilities management, FFE needs are continually evaluated, and spending is prioritized to maintain SGR while staying within budget limits.

All assets are tracked and managed (facilities, FFE and rolling stock) through Volusia County Transit’s FASTER maintenance software program and Volusia County’s financial management program.

Performance measures include monthly reporting of on-time performance data, trip information, hours and mileage information, and related vehicle/driver information, and are discussed in more detail in Section 3.5.

Periodic reviews of the TAM Plan will be conducted by September 30 of each year, coinciding with the end of the fiscal year. The updates will address the current condition of the system and its assets and determine if the assets remain in SGR. In addition, the update will report on any change in asset condition(s), discuss performance measures and whether the targets were met, and include corrective

action(s) as needed. Also, the update will include a financial analysis, looking forward to next year's budget relating to the financial performance for the year end, and determining if any asset allocation strategy revisions are needed.

Another important task for the periodic review will be to revise the list of assets that have exceeded their useful life during the current year end. The baseline for this effort is the spreadsheet information included in Asset Register, wherein the spreadsheets highlight those assets (facilities, FFE and/or rolling stock) that are currently still in service but have exceeded their projected useful life. As part of the periodic review, each such asset will be evaluated to determine the appropriate course of action (replacement, retirement, or extension of service). Where applicable, the assets expected life can be revised.

3.3 **ASSET INVENTORY AND CONDITION DETERMINATION**

The Transit Services Division's facilities are currently in a state of good repair. Transit Services sets aside adequate funding annually for facilities maintenance and improvements. To illustrate, considerable improvements have been made in the past several years to the facilities using Federal funding:

- Mobility Management Center (Administration, Operations, and Maintenance facility) – Fuel Island and bus wash canopies replacement
- Transfer Plaza – Facility signage upgrade and customer information system upgrades.
- Beachside Intermodal Transportation Facility – Facility signage upgrade and amenity upgrades.
- Westside Maintenance Facility – concrete paving of parking lot/service island.

The operations contractor's staff performs maintenance and repairs of vehicles, except for warranty repairs and specialized repairs such as engine rebuilds, transmission rebuilds and starter motor rebuilds. Through Fiscal Year 2025-26, VoTran maintenance personnel completed over 99.4% of scheduled preventive maintenance on time for its fixed route and paratransit vehicles. On-time preventive maintenance coupled with timely and thorough repairs have helped keep VoTran's fleet of revenue vehicles in a consistent state of good repair. Through timely preventive maintenance and repairs, VoTran has been able to extend the useful life of these vehicles.

3.4 GREEN VEHICLES

Paratransit Propane

The Transit Services Division has incorporated alternative fuel vehicles to help modernize the fleet and has previously purchased paratransit vehicles that operate on propane fuel. Conversion to propane, as expected has substantially reduced vehicle emissions while concurrently lowering fuel costs. The Transit Services Division and the contracted Maintenance Director will continue to monitor vehicle performance throughout each vehicle's lifecycle and incorporate this data in its long-term fleet operational decision making. Going forward, the Transit Services Division will be purchasing additional propane-fueled vehicles for paratransit service if appropriate. Prior to the purchase of these vehicles, larger tanks were installed at the Mobility Management Center and at the Westside Operations Facility to allow for more vehicles to utilize this fuel source.

3.5 PERFORMANCE MEASURES

Service performance measures provide the tools with which to evaluate the operational effectiveness of the system, its financial condition and sustainability, and most importantly, the level of service provided to its ridership. In general performance measures follow generally accepted industry standards and fall into two categories – efficiency/effectiveness and quality of service.

Efficiency/effectiveness is measured through various metrics, such as passengers per revenue mile, passengers per revenue hour, farebox recovery and cost per passenger trip. Quality of service includes reliability in terms of on-time performance, and passenger load factor. These performance measures are described in the published Transit Development Plan

<https://www.votran.org/core/fileparse.php/6120/urlt/Final-Votran-Transit-Development-Plan.pdf> beginning on page 3-16.

In addition, a proactive community outreach program is conducted through numerous approaches to gauge the effectiveness of VoTran's service as perceived by the local community, and especially its ridership. The Transit Services Division, has at times, conducted stakeholder interviews, paratransit user interviews, public workshops at multiple locations throughout the county, discussion groups and on-board transit surveys. A comprehensive outreach was conducted in 2021 for the current Transit Development Plan on beginning on page 4-1 of the published document, <https://www.votran.org/core/fileparse.php/6120/urlt/Final-Votran-Transit-Development-Plan.pdf>.

The Transit Services Division also actively conducts ad campaigns and distributes brochures in hard copy and through its web site, community network email distribution lists, and committee structure of the Transportation Planning Organization. The Transit Services Division's community outreach program includes many events throughout the County.

3.5.1 FUNDING SOURCES

Currently, funding is provided through the following sources:

- Directly generated revenue:
 - Fares collected
 - Advertising
- External funding sources
 - State assistance (Block Grant, FTA 5310, FTA 5311 and Corridor funds)
 - Volusia County property taxes/General Fund
 - Federal FTA 5339
 - Federal FTA 5307 (all types)
 - Federal FHWA transfer (TPO set aside)
 - Sale of scrap
 - Accident repair recovery
 - Miscellaneous
- Potential future funding sources
 - Increased state assistance
 - Increased federal funding
 - Contracts with local governments
 - Contracts with private businesses

- Sales tax
- Increased general fund contribution

3.5.2 INVESTMENT STRATEGIES AND FUNDS ALLOCATION

Investment strategies and fund allocation on a fiscal year basis are generally scheduled through the Volusia-Flagler Transportation Planning Organization (TPO). Requests for funding, enhancements and resource allocation are submitted through the TPO's Transportation Improvement Program (TIP), a priority list of federal and state-funded transportation projects. Administered through the TIP, the TPO provides for the coordinated process with state and local agencies for the development and integrated management of transportation systems and facilities throughout the state.

3.6 ASSET MANAGEMENT PROCESS ENHANCEMENTS

Candidate asset management process enhancements are submitted to the Transit Services Director for evaluation, weighing the long-term benefits versus the enhancement viability. If recommended, the action item is processed through channels and assessed for available funding criteria through the TIP or other feasible funding mechanisms.

If an enhancement is required immediately, the approval process is compressed to the extent practical to address the risk level to be remedied. Funding is completed timely to ensure the risk is satisfactorily addressed.

This document is completed with the following set of spreadsheet tables that will be maintained in compliance with the FTA TAM Rule [49 CFR § 625.45 (b)(1)].

Table 3:
Performance Targets & Measures

Revenue Vehicles

Asset Category – Performance Measure	Asset Class	2027 Target	2028 Target	2029 Target	2030 Target	2031 Target
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	BU - Bus	15%	23%	0%	9%	11%
	CU - Cutaway Bus	38%	16%	0%	10%	26%

Equipment

Asset Category – Performance Measure	Asset Class	2027 Target	2028 Target	2029 Target	2030 Target	2031 Target
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	29%	16%	25%	29%	0%
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	0%	0%
	Software	See Notes				
	Hardware	11%	0%	0%	11%	0%
	Security	See Notes				

Facilities

Asset Category – Performance Measure	Asset Class	2027 Target	2028 Target	2029 Target	2030 Target	2031 Target
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	8%	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%
	Administration / Maintenance	0%	0%	0%	0%	0%
	Storage	100%	0%	0%	0%	0%

Notes: Certain items that were originally part of an entire system will be replaced and not the entire system. These individual items may not cost more than the \$50,000 reporting threshold.

Table 4:
Asset Condition Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Est. Replacement Cost 2027	% At or Past ULB
Revenue Vehicles						
<i>BU - Bus</i>	52	7	334,834	N/A	\$13,657,800	4%
<i>CU - Cutaway Bus</i>	50	5	132,262	N/A	\$7,931,000	26%
	102	6	233,548	N/A	\$21,588,800	15%
Equipment						
<i>Non Revenue/Service Automobile</i>	24	8	92,615	N/A	\$438,000	25%
<i>Trucks and other Rubber Tire Vehicles</i>	1	4	0	N/A	\$0	0%
<i>Software</i>	2	5	N/A	N/A	\$0	See Notes
<i>Hardware</i>	9	12	N/A	N/A	\$12,000	11%
<i>Security</i>	3	10	N/A	N/A	\$0	See Notes
	39	9	92,615	N/A	\$450,000	28%
Facilities						
<i>Administration</i>	1	28	N/A	3.0	\$0	0%
<i>Maintenance</i>	12	14	N/A	3.4	\$1,500,000	8%
<i>Parking Structures</i>	3	20	N/A	3.0	\$0	0%
<i>Passenger Facilities</i>	2	29	N/A	3.0	\$0	0%
<i>Administration/Maintenance</i>	2	24	N/A	3.0	\$0	0%
<i>Storage</i>	1	43	N/A	3.0	\$173,000	100%
	21	26	N/A	3.1	\$1,673,000	10%

4.0 Decision Support

4.1 Investment Prioritization

The VoTran facilities are currently in a state of good repair. Transit Services sets aside adequate funding annually for facilities maintenance and improvements. Staff perform regular facilities / equipment inspections, and tracks facilities and equipment by usage and age. This information is used to place repairs and replacements in the Capital Improvement Program for funding identification. Staff performs maintenance and repairs of vehicles, except for warranty repairs and specialized repairs such as engine rebuilds, transmission rebuilds and starter motor rebuilds. Maintenance personnel completed 99.4% of scheduled preventive maintenance on time for its fixed route and paratransit vehicles. On-time preventive maintenance coupled with timely and thorough repairs have helped keep VoTran's fleet of revenue vehicle in a consistent state of good repair. Through timely preventive maintenance and repairs, the Transit Services Division has been able to extend the useful life of these vehicles. By meeting its existing monthly reporting requirements including VoTran's asset inventory (facilities, FFE and rolling stock, is in a state of good repair.

4.2 Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Useful Life in accordance with FTA/GAAP	Vehicles will be replaced according to their useful life and mileage and the cost vs savings from rebuilding/replacing parts as needed.
Useful Life in accordance with FTA/GAAP	Updated as needed and according to useful life (carpets, exterior painting)
Useful Life in accordance with FTA/GAAP	Updated as needed and according to useful life where appropriate and cost savings of rebuilding/parts replacing as necessary.

Table 5:
Fleet Replacement Module

Total in Year of Expenditure	\$4,552,600		\$11,203,104		\$4,130,508		\$2,971,344	
	2028		2029		2030		2031	
Fleet Description	Number	Cost in 2028 \$	Number	Cost in 2029 \$	Number	Cost in 2030 \$	Number	Cost in 2031 \$
35 Ft Low Floor Gillig Bus	2	\$1,606,800						
35 Ft Low Floor Gillig Bus			11	\$9,102,522				
35 Ft Low Floor Gillig Bus					4	\$3,409,308		
23 Ft Cutaway Bus	13	\$2,945,800						
23 Ft Cutaway Bus			9	\$2,100,582				
23 Ft Cutaway Bus					3	\$721,200		
23 Ft Cutaway Bus							12	\$2,971,344

Table 6:
Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2027	Fare Media Enhancements	Equipment	\$265,000	High
2027	Solar Lighting – Systemwide	Facilities	\$50,000	Medium
2028	Transfer Plaza Relocation	Passenger Facilities	\$10,000,000	High
2028	Facility Renovations	Facilities	\$2,000,000	Medium

VoTran Asset Management Plan Asset Register - 2026																
Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Acquisition	Vehicle	Age	ULB	At or Past	TERM Scale	Estimated Replacement Cost			
							Year	Mileage	Years	Years	ULB	Condition	Year 1	Year 2	Year 3	Year 4
Equipment	Hardware	GFI Thru Wall Unit	GFI		1	141076	1990	N/A	36	40	No	3	\$ -	\$ -	\$ -	\$ 70,000
Equipment	Hardware	Electronic Display System ITF - ES			1		1995	N/A	31	7	Yes	2	\$ 12,000	\$ -	\$ -	\$ -
Equipment	Hardware	Antena Equipment			1	167907	2005	N/A	21	25	No	3	\$ -	\$ -	\$ -	\$ -
Equipment	Hardware	Simulator System	Doran	460 Bus	1	DOR02	2007	N/A	19	25	No	3	\$ -	\$ -	\$ -	\$ -
Equipment	Hardware	Engine/Transmission Training Module	Cummins	B400	1		2008	N/A	18	30	No	3	\$ -	\$ -	\$ -	\$ -
Equipment	Hardware	30 ft Bus Lift			1		2025	N/A	1	30	No	4	\$ -	\$ -	\$ -	\$ -
Equipment	Hardware	13 ft Bus Lift			3		2025	N/A	1	30	No	4	\$ -	\$ -	\$ -	\$ -
Equipment	Hardware	Electronic Display System - Transfer Plaza	MPM		2		2025	N/A	1	7	No	4	\$ -	\$ -	\$ -	\$ -
Equipment	Hardware	Digital Phone System	Alcatel		1		2026	N/A	0	10	No	4	\$ -	\$ -	\$ -	\$ -
Equipment	Non Revenue/Service	7200	Ford	Freedom	1	1FDFE4FN0MDC02269	2020	133,753	6	7	No		\$ -	\$ 233,398	\$ 240,400	\$ 247,612
Equipment	Non Revenue/Service	7201	Ford	Freedom	1	1FDFE4FN7MDC02270	2020	177,520	6	7	No		\$ -	\$ 233,399	\$ 240,401	\$ 247,613
Equipment	Non Revenue/Service	7202	Ford	Freedom	1	1FDFE4FS4KDC64700	2020	113,054	6	7	No		\$ -	\$ 233,400	\$ 240,402	\$ 247,614
Equipment	Non Revenue/Service	808	Dodge	Ram 3500	1	3C7WRKFL0MG586359	2021	68,189	6	14	No		\$ 86,000	\$ -	\$ -	\$ -
Equipment	Non Revenue/Service	4220	Ford	Freedom	1	1FDFE4FN5NDC29078	2022	110,011	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Equipment	Non-Revenue/Service	805	Dodge	3/4 2500	1	3D7KR26L99G555989	2009	118,265	17	14	Yes		\$ 66,000	\$ 67,980	\$ 70,019	\$ 72,120
Equipment	Non-Revenue/Service	807	Dodge	Ram 3500	1	3D6WG46L49G555986	2009	196,812	17	14	Yes		\$ 86,000	\$ 88,580	\$ 91,237	\$ 93,975
Equipment	Non-Revenue/Service	250	Ford	E250 Club	1	1FTNE2LE9ADA96177	2010	129,160	16	8	Yes		\$ 50,000	\$ 51,500	\$ 53,045	\$ 54,636
Equipment	Non-Revenue/Service	251	Ford	E250 Club	1	1FTNE2L2ADA96178	2010	134,352	16	8	Yes		\$ 50,000	\$ 51,500	\$ 53,045	\$ 54,636
Equipment	Non-Revenue/Service	252	Ford	E250 Club	1	1FTNE2EL4ADA96179	2010	160,162	16	8	Yes		\$ 50,000	\$ 51,500	\$ 53,045	\$ 54,636
Equipment	Non-Revenue/Service	255	Ford	E250 Club	1	1FTNE2EL3ADA99526	2010	194,342	16	8	Yes		\$ 50,000	\$ 51,500	\$ 53,045	\$ 54,636
Equipment	Non-Revenue/Service Auto	156	Ford	Turtle Top	1	1FDWE3F61KDC47995	2020	89,390	6	7	No		\$ -	\$ -	\$ 53,045	\$ 54,636
Equipment	Non-Revenue/Service Auto	157	Ford	Escape	1	1FMCU0F65LUB82266	2020	25,763	6	8	No		\$ -	\$ -	\$ 33,950	\$ 34,969
Equipment	Non-Revenue/Service Auto	158	Ford	Escape	1	1FMCU0F63LUB82332	2020	26,013	6	8	No		\$ -	\$ -	\$ 33,951	\$ 34,970
Equipment	Non-Revenue/Service Auto	159	Ford	Escape	1	1FMCU0F64LUB82632	2020	30,879	6	8	No		\$ -	\$ -	\$ 33,952	\$ 34,971
Equipment	Non-Revenue/Service Auto	160	Ford	Escape Hybrid	1	1FMCU0BZ8LUB83833	2020	40,210	6	8	No		\$ -	\$ -	\$ 37,500	\$ 38,625
Equipment	Non-Revenue/Service Auto	161	Ford	Escape Hybrid	1	1FMCU0BZ1LUB83902	2020	40,178	6	8	No		\$ -	\$ -	\$ 37,501	\$ 38,626
Equipment	Non-Revenue/Service Auto	261	Ford	Transit	1	1FDVU4X86LKB61860	2021	64,341	5	8	No		\$ -	\$ -	\$ -	\$ 54,636
Equipment	Non-Revenue/Service Auto	262	Ford	Transit	1	1FDVU4X88LKB61861	2021	54,717	5	8	No		\$ -	\$ -	\$ -	\$ 54,636
Equipment	Non-Revenue/Service Auto	263	Ford	Transit	1	1FDVU4X8XLKB61862	2021	51,640	5	8	No		\$ -	\$ -	\$ -	\$ 54,636
Equipment	Non-Revenue/Service Auto	264	Ford	Transit	1	1FDFVU4X81LKB61863	2021	55,572	5	8	No		\$ -	\$ -	\$ -	\$ 54,636

Equipment	Non-Revenue/Service Auto	265	Ford	Transit	1	1FDVU4X83LKB61864	2021	71,028	5	8	No		\$ -	\$ -	\$ -	\$ 54,636
Equipment	Non-Revenue/Service Auto	266	Ford	Transit	1	1FDVU4X85LKB61865	2021	70,766	5	8	No		\$ -	\$ -	\$ -	\$ 54,636
Equipment	Non-Revenue/Service Auto	267	Ford	Transit	1	1FDVU4X87LKB61866	2021	66,640	5	8	No		\$ -	\$ -	\$ -	\$ 98,119
Equipment	Security	Security Camera OC			1	186808	2011	N/A	10	10	Yes	3	See Notes	\$ -	\$ -	\$ -
Equipment	Security	Security Camera Sys 950 Big Tree			1	176810	2011	N/A	10	10	Yes	3	See Notes	\$ -	\$ -	\$ -
Equipment	Security	Security Camera Sys - Transfer Plaza			1	176809	2011	N/A	10	10	Yes	3	See Notes	\$ -	\$ -	\$ -
Equipment	Software	VOTRAN ITS System			1	520100900	2013	N/A	10	10	Yes	3	See Notes	\$ -	\$ -	\$ -
Equipment	Software	SPARE Scheduling System	SPARE		1		2025	N/A	1	10	No	4	See Notes	\$ -	\$ -	\$ -
Equipment	Trucks and other Rubber Tire Vehicles	Forklift	Toyota		1	208171	2022	N/A	4	14	No		\$ -	\$ -	\$ -	\$ -
Facilities	Admin/Mntce	VOTRAN Garage / Offices Upgrade			1	30036201	1991	N/A	35	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Admin/Mntce	Concrete Sound Wall			1	30055881	2013	N/A	13	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Administration	Volusia County Mobility Management Center			1	30055825	1998	N/A	28	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Maintenance	Regional Training Center			1	30051701	1986	N/A	40	40	Yes	3	\$ 1,500,000	\$ -	\$ -	\$ -
Facilities	Maintenance	Fuel Island			1	30036204	1991	N/A	31	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Maintenance	Fuel Island			1	30055901	1991	N/A	35	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Maintenance	Westside Maintenance Facility			1		2014	N/A	12	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Maintenance	Westside Facility Fuel Island			1		2014	N/A	12	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Maintenance	Westside Facility Bus Wash			1		2014	N/A	12	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Maintenance	Westside Emergency Generator			1		2014	N/A	12	30	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Maintenance	20k Gal Diesel Fuel Tank			1	211644	2024	N/A	2	30	No	4	\$ -	\$ -	\$ -	\$ -
Facilities	Maintenance	20k Gal Diesel Fuel Tank			1	211645	2024	N/A	2	30	No	4	\$ -	\$ -	\$ -	\$ -
Facilities	Maintenance	10k Gal Unleaded Fuel Tank			1	211646	2024	N/A	2	30	No	4	\$ -	\$ -	\$ -	\$ -
Facilities	Maintenance	2k Gal Propane Tank			1		2025	N/A	1	30	No	4	\$ -	\$ -	\$ -	\$ -
Facilities	Maintenance	Eastside Emergency Generator	CAT	C-15 092222	1	T3300985	2025	N/A	1	30	No	4	\$ -	\$ -	\$ -	\$ -
Facilities	Parking Structure	Westside Facility Bus parking lot			1		2014	N/A	12	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Parking Structures	Parking Lot			1	30055905	1995	N/A	31	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Parking Structures	Parking Lot and fence			1	30055905	2010	N/A	16	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Passenger Facilities	Terminal / Transfer Plaza			1	30055805	1994	N/A	32	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Passenger Facilities	ITF			1	30065825	2001	N/A	25	40	No	3	\$ -	\$ -	\$ -	\$ -
Facilities	Storage	Paint and Storage Building			1	30036202	1983	N/A	43	40	Yes	3	\$ 173,000	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2701	Gillig Low	35' LOW FLOOR	1	15GGB2712L3195257	2020	274,549	6	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2702	Gillig Low	35' LOW FLOOR	1	15GGB2714L3195258	2020	343,705	6	12	No		\$ -	\$ -	\$ -	\$ -

Revenue Vehicles	BU - Bus	2703	Gillig Low	35' LOW FLOOR	1	15GGB2714L3195259	2020	247,167	6	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2704	Gillig Low	35' LOW FLOOR	1	15GGB2712L3195260	2020	325,070	6	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2705	Gillig Low	35' LOW FLOOR	1	15GGB2714L3195261	2020	237,714	6	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2706	Gillig Low	35' LOW FLOOR	1	15GGB2716L3195262	2020	464,150	6	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2707	Gillig Low	35' LOW FLOOR	1	15GGB2718L3195263	2020	324,831	6	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2801	Gillig Low	35' LOW FLOOR	1	15GGB2717P3198628	2023	184,940	3	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2802	Gillig Low	35' LOW FLOOR	1	15GGB2719P3198629	2023	95,494	3	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2803	Gillig Low	35' LOW FLOOR	1	15GGB2715P3198630	2023	148,619	3	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2804	Gillig Low	35' LOW FLOOR	1	15GGB2717P3198631	2023	115,856	3	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2901	Gillig Low	35' LOW FLOOR	1	15GGB2712R3201048	2024	70,446	2	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2902	Gillig Low	35' LOW FLOOR	1	15GGB2714R3201049	2024	88,955	2	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2903	Gillig Low	35' LOW FLOOR	1	15GGB2710R3201050	2024	79,371	2	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2904	Gillig Low	35' LOW FLOOR	1	15GGB2712R3201051	2024	119,565	2	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2905	Gillig Low	35' LOW FLOOR	1	15GGB2714R3201052	2024	89,277	2	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2906	Gillig Low	35' LOW FLOOR	1	15GGB2716R3201053	2024	88,592	2	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2907	Gillig Low	35' LOW FLOOR	1	15GGB2718R3201054	2024	124,677	2	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2908	Gillig Low	35' LOW FLOOR	1	15GGB271XR3201055	2024	95,663	2	12	No		\$ -	\$ -	\$ -	\$ -

Revenue Vehicles	BU - Bus	2909	Gillig Low	35' LOW FLOOR	1	15GGB2711R3201056	2024	99,809	2	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2201	Gillig Low	35' LOW FLOOR	1	15GGB2717E1184141	2014	482,304	12	12	Yes		\$ 803,400	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2206	Gillig Low	35' LOW FLOOR	1	15GGB2716E1184146	2014	442,103	12	12	Yes		\$ 803,400	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2301	Gillig Low	35' LOW FLOOR	1	15GGB2711F1185853	2015	656,576	11	12	No		\$ 803,400	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2302	Gillig Low	35' LOW FLOOR	1	15GGB2713F1185854	2015	558,274	11	12	No		\$ -	\$ 827,502	\$ -	\$ -
Revenue Vehicles	BU - Bus	2303	Gillig Low	35' LOW FLOOR	1	15GGB2715F1185855	2015	528,926	11	12	No		\$ -	\$ 827,502	\$ -	\$ -
Revenue Vehicles	BU - Bus	2304	Gillig Low	35' LOW FLOOR	1	15GGB2717F1185856	2015	574,664	11	12	No		\$ -	\$ 827,502	\$ -	\$ -
Revenue Vehicles	BU - Bus	2305	Gillig Low	35' LOW FLOOR	1	15GGB2719F1185857	2015	585,594	11	12	No		\$ -	\$ 827,502	\$ -	\$ -
Revenue Vehicles	BU - Bus	2306	Gillig Low	35' LOW FLOOR	1	15GGB2710F1185858	2015	578,118	11	12	No		\$ -	\$ 827,502	\$ -	\$ -
Revenue Vehicles	BU - Bus	2307	Gillig Low	35' LOW FLOOR	1	15GGB2712F1185859	2015	464,314	11	12	No		\$ -	\$ 827,502	\$ -	\$ -
Revenue Vehicles	BU - Bus	2308	Gillig Low	35' LOW FLOOR	1	15GGB2719F1185860	2015	574,525	11	12	No		\$ -	\$ 827,502	\$ -	\$ -
Revenue Vehicles	BU - Bus	2309	Gillig Low	35' LOW FLOOR	1	15GGB2710F1185861	2015	508,658	11	12	No		\$ -	\$ 827,502	\$ -	\$ -
Revenue Vehicles	BU - Bus	2310	Gillig Low	35' LOW FLOOR	1	15GGB2712F1185862	2015	529,626	11	12	No		\$ -	\$ 827,502	\$ -	\$ -
Revenue Vehicles	BU - Bus	2311	Gillig Low	35' LOW FLOOR	1	15GGB2714F1185863	2015	479,545	11	12	No		\$ -	\$ 827,502	\$ -	\$ -
Revenue Vehicles	BU - Bus	2401	Gillig Low	35' LOW FLOOR	1	15GGB2713G1188660	2016	384,229	10	12	No		\$ -	\$ -	\$ 852,327	\$ -
Revenue Vehicles	BU - Bus	2402	Gillig Low	35' LOW FLOOR	1	15GGB2715G1188661	2016	391,746	10	12	No		\$ -	\$ -	\$ 852,327	\$ -
Revenue Vehicles	BU - Bus	2403	Gillig Low	35' LOW FLOOR	1	15GGB2717G1188662	2016	389,208	10	12	No		\$ -	\$ -	\$ 852,327	\$ -

Revenue Vehicles	BU - Bus	2404	Gillig Low	35' LOW FLOOR	1	15GGB2719G1188663	2016	414,935	10	12	No		\$ -	\$ -	\$ 852,327	\$ -
Revenue Vehicles	BU - Bus	2501	Gillig Low	35' LOW FLOOR	1	15GGB2714J3190347	2018	454,851	8	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2502	Gillig Low	35' LOW FLOOR	1	15GGB2716J3190348	2018	403,649	8	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2503	Gillig Low	35' LOW FLOOR	1	15GGB2718J3190349	2018	332,157	8	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2504	Gillig Low	35' LOW FLOOR	1	15GGB2714J3190350	2018	271,730	8	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2505	Gillig Low	35' LOW FLOOR	1	15GGB2716J3190351	2018	323,482	8	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2601	Gillig Low	35' LOW FLOOR	1	15GGB2710K3192985	2019	345,395	7	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2602	Gillig Low	35' LOW FLOOR	1	15GGB2712K3192986	2019	306,091	7	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2603	Gillig Low	35' LOW FLOOR	1	15GGB2714K3192987	2019	303,464	7	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2604	Gillig Low	35' LOW FLOOR	1	15GGB2716K3192988	2019	236,203	7	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2605	Gillig Low	35' LOW FLOOR	1	15GGB2718K3192989	2019	432,067	7	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2606	Gillig Low	35' LOW FLOOR	1	15GGB2714K3192990	2019	427,451	7	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2608	Gillig Low	35' LOW FLOOR	1	15GGB2718K3192992	2019	372,628	7	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2609	Gillig Low	35' LOW FLOOR	1	15GGB271XK3192993	2019	303,430	7	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2610	Gillig Low	35' LOW FLOOR	1	15GGB2711K3192994	2019	339,362	7	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	BU - Bus	2611	Gillig Low	35' LOW FLOOR	1	15GGB2713K3192995	2019	397,615	7	12	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	8150	Ford	23' Turtle Top	1	IFDFE4FSXFDA23357	2015	249,371	11	7	Yes		\$ 226,600	\$ -	\$ -	\$ -

Revenue Vehicles	CU - Cutaway Bus	8151	Ford	23’ Turtle Top	1	1FDFE4FS1FDA23358	2015	219,020	11	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	8152	Ford	23’ Turtle Top	1	1FDFE4FS3FDA23359	2015	254,406	11	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6190	Ford	23’ Turtle Top	1	1FDFE4FS9KDC18487	2019	214,084	7	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6191	Ford	23’ Turtle Top	1	1FDFE4FS2KDC26316	2019	234,848	7	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6192	Ford	23’ Turtle Top	1	1FDFE4FS0KDC26317	2019	178,927	7	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6193	Ford	23’ Turtle Top	1	1FDFE4FS4KDC26318	2019	220,031	7	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6194	Ford	23’ Turtle Top	1	1FDFE4FS6KDC26319	2019	219,023	7	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6195	Ford	23’ Turtle Top	1	1FDFE4FS4KDC26321	2019	174,869	7	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6196	Ford	23’ Turtle Top	1	1FDFE4FS2KDC26320	2019	225,498	7	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6197	Ford	23’ Turtle Top	1	1FDFE4FS8KDC34468	2019	223,406	7	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6198	Ford	23’ Turtle Top	1	1FDFE4FSXKDC34469	2019	208,993	7	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6199	Ford	23’ Turtle Top	1	1FDFE4FS2KDC34470	2019	208,647	7	7	Yes		\$ 226,600	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6201	Ford	23’ Turtle Top	1	1FDFE4FS9KDC39856	2020	206,095	6	7	No		\$ -	\$ 233,398	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6202	Ford	23’ Turtle Top	1	1FDFE4FS0KDC39857	2020	184,162	6	7	No		\$ -	\$ 233,398	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6203	Ford	23’ Turtle Top	1	1FDFE4FS2KDC39858	2020	183,080	6	7	No		\$ -	\$ 233,398	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6204	Ford	23’ Turtle Top	1	1FDFE4FS4KDC40655	2020	180,960	6	7	No		\$ -	\$ 233,398	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6205	Ford	23’ Turtle Top	1	1FDFE4FS6KDC40656	2020	193,289	6	7	No		\$ -	\$ 233,398	\$ -	\$ -

Revenue Vehicles	CU - Cutaway Bus	6206	Ford	23’ Turtle Top	1	1FDFE4FS2KDC47314	2020	209,585	6	7	No		\$ -	\$ 233,398	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6207	Ford	23’ Turtle Top	1	1FDFE4FS4KDC47315	2020	195,158	6	7	No		\$ -	\$ 233,398	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6208	Ford	23’ Turtle Top	1	1FDFE4FS7KDC39855	2020	200,592	6	7	No		\$ -	\$ 233,398	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6209	Ford	23’ Turtle Top	1	1FDFE4FS4KDC39859	2020	227,439	6	7	No		\$ -	\$ 233,398	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6210	Ford	23' Turtle Top	1	1FDFE4FN7MDC02642	2021	109,601	5	7	No		\$ -	\$ -	\$ 240,400	\$ -
Revenue Vehicles	CU - Cutaway Bus	6211	Ford	23' Turtle Top	1	1FDFE4FN3MDC03089	2021	91,380	5	7	No		\$ -	\$ -	\$ 240,400	\$ -
Revenue Vehicles	CU - Cutaway Bus	6212	Ford	23' Turtle Top	1	1FDFE4FNXMDC03090	2021	139,680	5	7	No		\$ -	\$ -	\$ 240,400	\$ -
Revenue Vehicles	CU - Cutaway Bus	6220	Ford	23' Turtle Top	1	1FDFE4FNXNDC25009	2022	112,011	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Revenue Vehicles	CU - Cutaway Bus	6221	Ford	23' Turtle Top	1	1FDFE4FN7NDC25954	2022	94,775	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Revenue Vehicles	CU - Cutaway Bus	6222	Ford	23' Turtle Top	1	1FDFE4FN9NDC25955	2022	105,021	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Revenue Vehicles	CU - Cutaway Bus	6223	Ford	23' Turtle Top	1	1FDFE4FN0NDC25956	2022	133,542	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Revenue Vehicles	CU - Cutaway Bus	6224	Ford	23' Turtle Top	1	1FDFE4FN2NDC25957	2022	123,159	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Revenue Vehicles	CU - Cutaway Bus	6225	Ford	23' Turtle Top	1	1FDFE4FN4NDC27497	2022	135,753	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Revenue Vehicles	CU - Cutaway Bus	6226	Ford	23' Turtle Top	1	1FDFE4FN6NDC27498	2022	74,474	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Revenue Vehicles	CU - Cutaway Bus	6227	Ford	23' Turtle Top	1	1FDFE4FN3NDC29077	2022	90,973	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Revenue Vehicles	CU - Cutaway Bus	6228	Ford	23' Turtle Top	1	1FDFE4FN6NDC31616	2022	71,115	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Revenue Vehicles	CU - Cutaway Bus	6229	Ford	23' Turtle Top	1	1FDFE4FN8MDC40865	2022	110,935	4	7	No		\$ -	\$ -	\$ -	\$ 247,612

Revenue Vehicles	CU - Cutaway Bus	8220	Ford	23' Turtle Top	1	1FDFE4FN3NDC29080	2022	90,988	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Revenue Vehicles	CU - Cutaway Bus	8221	Ford	23' Turtle Top	1	1FDFE4FN5NDC29081	2022	112,395	4	7	No		\$ -	\$ -	\$ -	\$ 247,612
Revenue Vehicles	CU - Cutaway Bus	6250	Ford	23' Turtle Top	1	1FDFE4FN3SDD00807	2025	42,364	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6251	Ford	23' Turtle Top	1	1FDFE4FN8SDD00818	2025	34,681	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6252	Ford	23' Turtle Top	1	1FDFE4FN8SDD00835	2025	29,653	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6253	Ford	23' Turtle Top	1	1FDFE4FN3SDD01018	2025	30,131	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6254	Ford	23' Turtle Top	1	1FDFE4FNXSDD01095	2025	31,547	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6255	Ford	23' Turtle Top	1	1FDFE4FN0SDD04586	2025	40,553	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6256	Ford	23' Turtle Top	1	1FDFE4FN5SDD05118	2025	36,930	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6257	Ford	23' Turtle Top	1	1FDFE4FN9SDD05090	2025	27,324	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6258	Ford	23' Turtle Top	1	1FDFE4FN9RDD45695	2025	32,774	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	6259	Ford	23' Turtle Top	1	1FDFE4FN6SDD23918	2025	23,404	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	7250	Ford	23' Turtle Top	1	1FDFE4FN4SDD23920	2025	19,480	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	7251	Ford	23' Turtle Top	1	1FDFE4FNXSDD23923	2025	33,009	1	7	No		\$ -	\$ -	\$ -	\$ -
Revenue Vehicles	CU - Cutaway Bus	7252	Ford	23' Turtle Top	1	1FDFE4FN8SDD23970	2025	23,940	1	7	No		\$ -	\$ -	\$ -	\$ -

Notes: Certain items that were originally part of an entire system will be replaced and not the entire system. These individual items may not cost more than the \$50,000 reporting threshold