



Ventura County Transportation Commission

TRANSIT ASSET MANAGEMENT PLAN

OCTOBER 2018



Approval by Agency Accountable Executives

Transit asset management plans are required for all Federal Transit Administration grantees per MAP-21 legislation. Moreover, developing a transit asset management plan makes good business sense. The benefits from enhanced asset management practices include improved system safety and reliability, reduced costs, better customer service, and optimized resource allocation. The Ventura County Group Transit Asset Management (TAM) Plan, with VCTC as acting group plan sponsor, outlines the policies, processes and procedures to improve asset management practices over the next four years and has the support of the following member agencies' Accountable Executives:

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EXECUTIVE SUMMARY

BACKGROUND

In 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) mandated the Federal Transit Administration (FTA) develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The resulting FTA's Transit Asset Management (TAM) Final Rule 49 USC 625 became effective in 2016 and set forth federal regulations establishing minimum asset management practices for transit providers. The final rule requires transit agencies to maintain and document minimum TAM standards, which will prioritize funding based on the condition of transit assets in order to achieve or maintain transit networks in a State of Good Repair (SGR).

State of Good Repair (SGR) Definition

SGR is the condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset:

- Is able to perform its designed function,
- Does not pose a known unacceptable safety risk, and
- Its lifecycle investments must have been met or recovered.

Goal

The purpose of the FTA rulemaking is to help achieve and maintain SGR for the nation's public transportation assets. Currently, there is an estimated \$89.8 billion transit SGR backlog. The TAM rule aims to address the backlog by requiring transit providers create TAM plans that will help them systematically address their maintenance needs and develop prioritized asset investment plans. Well-developed asset management systems have been shown to lower long-term maintenance costs and increase efficiency and service reliability. Additionally, TAM will have important non-quantifiable benefits, such as improved transparency and accountability. Implementing a TAM system will require transit providers to collect and use asset condition data, set targets, and develop

strategies to prioritize investments to meet their goals. The rule develops a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures and targets.

Applicability

The regulations apply to all Transit Providers that are recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage transit capital assets used in the provision of public transportation.

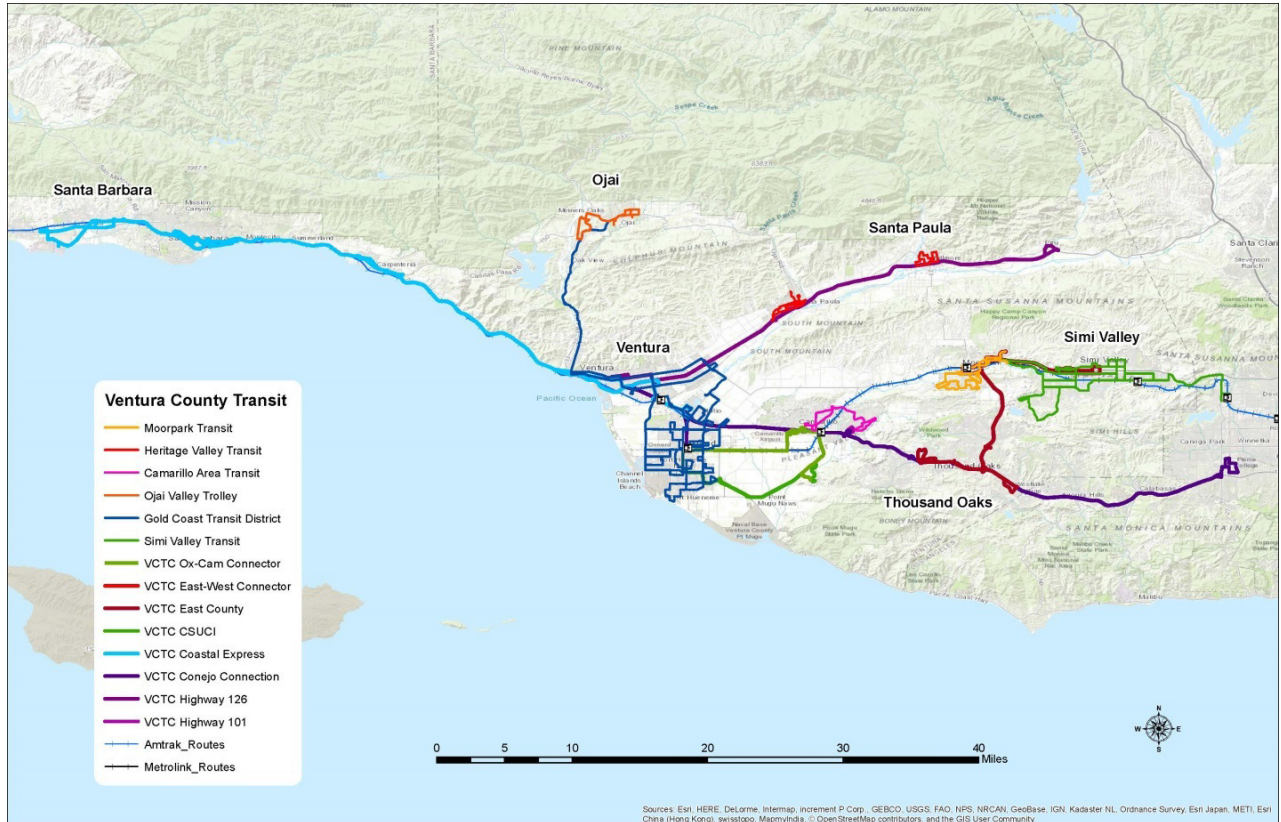
Group TAM Plan

The Ventura County Transportation Commission (VCTC) serves as the Regional Transportation Planning Agency (RPTA) for Ventura County. VCTC, as a direct recipient of Chapter 53 funds which passes along funds to subrecipients that own or operate capital assets used in providing public transportation, must sponsor a group TAM plan on behalf of its subrecipients. Accordingly, VCTC is the sponsoring agency of the Ventura County Group TAM Plan. VCTC and all participating agencies in the plan are Tier II agencies, defined as those transit providers who operate or manage 100 or less vehicles in revenue service during peak regular service.

Participating Agencies

Serving a population of more than 850,000 County residents, local public transit service (fixed-route and dial-a-ride) in Ventura County is provided by several transit operators managed mainly by local agencies as shown in Figure 1.

Figure 1. Map of Ventura County Transit Providers



The Ventura County Group TAM Plan includes the following Ventura County transit providers:

Camarillo Area Transit (CAT)
Moorpark City Transit (MCT)
Simi Valley Transit (SVT)
City of Thousand Oaks Transit (TOT)
VCTC Intercity Transit (VCTC)
Valley Express
Ventura Transit System
Downtown Ventura Partners
HELP of Ojai

The cities of Camarillo, Moorpark, Simi Valley and Thousand Oaks manage their own municipal fixed-route services that operate mainly within city boundaries. Dial-a-ride service for these cities is managed through the East County Transit Alliance (ECTA) and administered by the City of Thousand Oaks. The Valley Express service is provided by a cooperative agreement between the cities of Fillmore and Santa Paula, and the County of Ventura and administered by VCTC. VCTC also operates the Intercity service. The Intercity service is an inter-city bus service with eight (8) fixed routes linking the cities of Ventura County. Intercity connects with all but one local transit operator in Ventura County. Intercity also provides service south to Warner Center in Los Angeles County and north to the cities of Carpinteria, Santa Barbara, and Goleta in Santa Barbara County. In addition, smaller bus systems that operate in Ventura County with federally funded assets include the Ventura Transit System, Downtown Ventura Partners and HELP of Ojai.

Note: Gold Coast Transit District (GCTD), a Tier II direct recipient of federal funds, developed an individual TAM Plan. GCTD provides bus and paratransit services in the cities of Ojai, Oxnard, Port Hueneme and Ventura, as well as unincorporated areas of western Ventura County.

1 INTRODUCTION

Transit providers must complete several key actions to comply with the TAM rule. Providers must submit two reports to the NTD annually, a data report and a narrative report, as well as develop a TAM plan.

The data report, an asset inventory, is submitted through the National Transit Database (NTD) program's Asset Inventory Module (AIM) and is designed to collect basic information on assets and infrastructure applied by transit agencies to deliver service. The purpose of assembling a nationwide inventory is to improve the Federal Transit Administration's (FTA's) ability to project capital costs for the replacement (and necessary capital renewal activities) of existing transit assets in the future.

The narrative report describes an agency's progress made toward meeting SGR performance targets set annually by the agency (which are informed by the TAM Plan), and any change in the condition of the provider's transit system from the previous year.

In addition, The TAM Rule requires transit providers develop a TAM Plan. A TAM Plan outlines the activities that will be implemented and resources applied to address asset management policy and strategy. All TAM Plans must contain an inventory of assets, a condition assessment of inventoried assets, documentation of the use of a decision support tool, and a prioritization of investments. While the TAM Plan is not submitted directly to the FTA, starting in FY 2019, Triennial Reviews and State Management Reviews will include TAM as a part of the FTA's oversight review program.

The TAM Rule requires each participant identify an Accountable Executive responsible for approving the group TAM Plan. Any other aspect of the approval process is considered a "local" or agency decision. The TAM Plan must be updated every four years.

Transit Asset Management (TAM) Plan

A TAM Plan is a tool that assists transit providers in:

- Identifying a full inventory of an agency's capital assets.
- Assessing the current condition of its capital assets.
- Determining what the condition and performance of its assets should be (if they are not already in a state of good repair).

- Identifying the unacceptable risks, including safety risks, in continuing to use an asset that is not in a SGR.
- Deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance, or SGR, within those means.

TAM Plan Elements

The following four (4) TAM Plan elements are required by Tier II providers:

- **Inventory of Capital Assets**
- **Condition Assessment**
- **Decision Support Tools**
- **Investment Prioritization**

Inventory of Capital Assets

Asset inventory is a register, repository, or comprehensive list of an agency's capital assets and specific information about those assets. It is expected that all assets used in the provision of public transit will be included in the TAM Plan asset inventory. This includes (with the exception of equipment) assets that are owned by a third party, or shared resources. The inventory must include all service vehicles, and any other owned equipment assets over \$50,000 in acquisition value.

Transit assets are categorized as **equipment** (includes non-revenue support service vehicles), **rolling stock** (revenue vehicles by mode), **facilities** (maintenance and administrative facilities, passenger stations, and parking facilities) and **infrastructure** (rail fixed guideway, signal systems, structures).

Note: Although VCTC is not a rail service operator, VCTC owns rail related assets. As such, the Plan includes an inventory of these rails assets (see Section 8 of the Plan). However, since VCTC is not a rail operator, VCTC is not obligated to perform a condition assessment of such assets nor include a prioritized list of capital investments in the Plan. Instead, Metrolink, the region's commuter rail operator, includes an inventory of all station assets

and track (infrastructure) along the rail line it serves (including all Ventura County Stations), a condition assessment of this infrastructure, and an investment prioritization list in the Metrolink TAM Plan.

Condition Assessment

Condition assessment is the process of assessing and documenting the condition or residual life of an asset. It is a rating of the assets' physical state. Agencies need only include condition assessment for assets for which they have direct capital responsibility.

Rolling Stock and Equipment Condition Assessment

Condition ratings for vehicles are expressed in terms of the percentage of assets that are at or beyond the Useful Life Benchmark (ULB) based on FTA Circular 9030.1D, paragraph 4.a, or a ULB defined at the discretion of the service provider. ULB is 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 and is measured in years.

Useful Life Benchmarks (ULBs) Definition

"Useful life benchmark (ULB) is the measure agencies will use to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets. Each vehicle type's ULB estimates how many years that vehicle can be in service and still be in a state of good repair. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs. The TAM ULB refers to the maximum age of the asset, or the point at which the asset enters the state of good repair backlog. The ULB is used solely for setting state of good repair performance measure targets for equipment and rolling stock asset categories."

Agencies may choose to use the FTA's established default ULBs as shown in attachment A. Alternatively, an agency can develop its own ULBs based on its operating conditions, warranty information, and any other criteria that would affect the assets' maximum useful life.

Facilities Condition Assessment

Agencies are required to assess the condition of facilities for which an agency has capital responsibility. FTA requires that facility condition data be fully updated and reported to the NTD every four years, at a minimum. Agencies may choose to assess their facilities more frequently.

Condition assessments for facilities employ the FTA's Transit Economic Requirements Model (TERM) scale. The TERM condition rating scale ranges from (5) Excellent to (1) Poor. Under the TERM scale, an asset in need of immediate repair or replacement is scored as one (1), whereas a new asset with no visible defects is scored as five (5). Per the FTA TAM Final Ruling, assets with a condition rating score of 3.0 and above are in a SGR. Assets with a condition score lower than 3.0 are not in a SGR and may require prioritization during capital programming to ensure safe, efficient, and reliable transit service. The following table illustrates the Transit Economic Requirements Model (TERM) scale:

Table 1.2 FTA's TERM Rating Scale

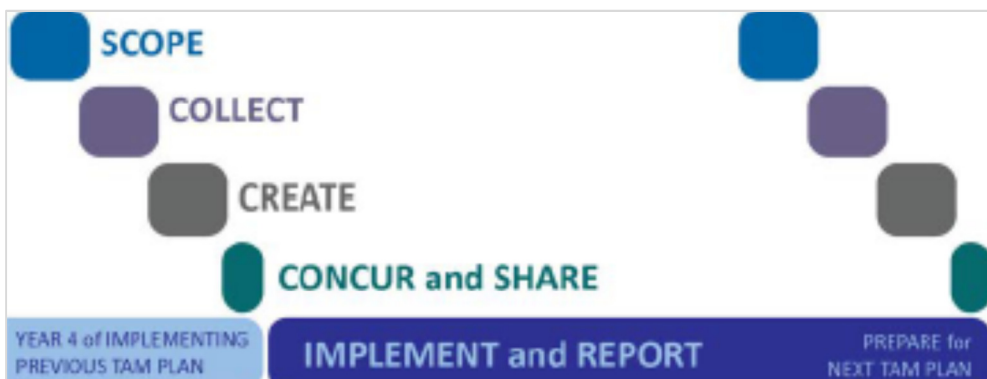
TERM Rating Scale		
TERM Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately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

Note: Agencies can assess the condition of their assets in a way that is most useful to the agency. The TAM rule does not require a specific method for conducting condition assessments of assets.

Decision Support Tools

Decision support tools are analytical processes or methodologies for group plan sponsors and participants to understand their underlying asset and condition data. A decision support tool interprets data and may be based on software, spreadsheets, or formulas, but can also be a process or methodology. These tools can be those created specifically for the Plan or modified versions of existing TAM tools. Each transit agency may and likely do employ unique processes and tools to assist in their TAM which can be contributed to the Group. These analytic processes and/or tools are used to assist in capital asset investment prioritization needs. TAM Plans can also consider policies adopted by group plan participants or other plans to inform and guide investment prioritization, funding decisions and target setting. The Group TAM Plan is a collaborative effort where all participating agencies agree on the outputs since the participating agencies will ultimately be responsible for implementing the Plan. The TAM Plan is the result of a process by which member agencies share, collaborate, assess and reach a consensus on how best to manage their collective Ventura County transit assets with the resources available to them and in the interest of the community they serve.

Figure 1. Phasing of TAM Plan Creation and Related Processes



Investment Prioritization

An Investment Prioritization is a prioritized list of projects or programs to manage or improve the SGR of capital assets. While Group TAM Plans may create robust datasets and outputs from decision support tools, there are financial constraints that limit the

action that can be taken toward achieving desired goals.

The purpose of the investment prioritization section is to link information gained from the asset inventory, condition assessment, and decision support tools to actual investment priorities in support of targets. Investment prioritization needs to be consistent with official or unofficial TAM policies and consider efficiency, safety and accessibility for all. In addition, funding sources can be inconsistent or unpredictable (SB-1) so investment plans must take such funding uncertainties into consideration. The group plan must rank projects to improve or manage the SGR of capital assets in order of priority and anticipated project funding year, and must take into consideration the estimated funding levels from all available sources that the sponsor reasonably expects will be available in each fiscal year during the TAM plan 4 year horizon period (2019-2023).

The Group TAM Plan's Investment Prioritization list is reached by consensus from all of the participating agencies and approved by the designated Accountable Executives.

2 Valley Express

2.1 Overview of Valley Express Service

Valley Express operates fixed route, ADA-paratransit, and general purpose Dial-A-Ride (DAR) throughout the Heritage Valley in Ventura County, California. The service is provided by a cooperative agreement between the Cities of Fillmore and Santa Paula, the County of Ventura, and VCTC. It is managed and administered by VCTC with the operations contracted to MV Transportation Inc. The Valley Express fixed-route service includes four routes serving the cities of Santa Paula and Fillmore as well as the unincorporated area of Piru. Additional school trippers operate during the school year. The DAR service, previously limited to seniors and riders with ADA certification, was expanded to include the general public in 2017. With the increase in DAR ridership since expanding service, and consequently service miles, the average fleet mileage is anticipated to accelerate on these vehicles, thus impacting the condition of the fleet overall. Valley Express provides approximately 85,000 passenger trips annually.

2.2 Valley Express Asset Inventory Portfolio

The following table summarizes the revenue vehicles (fixed route and DAR) used in the provision of the Valley Express service. The Valley Express Service operates with fifteen (15) cutaway buses averaging 85,000 miles with a \$99,000 replacement value as of 2018. Ten (10) cutaway buses are used for the DAR service, while five (5) cutaway buses are dedicated to fixed route service.

Table 2.2 Valley Express Inventory Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	15	4.0	85,260	\$99,333.33
AB - Articulated Bus	0	-	-	-
AO - Automobile	0	-	-	-
BR - Over-the-road Bus	0	-	-	-
BU - Bus	0	-	-	-
CU - Cutaway Bus	15	4.0	85,260	\$99,333.33
DB - Double Decked Bus	0	-	-	-
FB - Ferryboat	0	-	-	-
MB - Mini-bus	0	-	-	-
MV - Mini-van	0	-	-	-
RT - Rubber-tire Vintage Trolley	0	-	-	-
SB - School Bus	0	-	-	-
SV - Sport Utility Vehicle	0	-	-	-
TB - Trolleybus	0	-	-	-
VN - Van	0	-	-	-

2.3 Valley Express Asset Condition Assessment

When developing the ULB for Valley Express revenue vehicles, the local operating environment within the service area, historical maintenance records, manufacturer guidelines, and the asset's default FTA ULB were taken into account. ARBOC-Lowfloor cutaway buses were determined to have a ULB of 7 years or 300,000 miles; Glavel cutaways were determined to have a 5 year ULB or 200,000 miles. The service operates with ten (10) Glavels and five (5) ARBOC-Lowfloor cutaway buses, with all buses at three years of age as of 2018 and average 85,000 miles. Currently (2018), no revenue vehicles in the Valley Express service exceed their useful life benchmark or have reached maximum mileage; therefore, applying the defined standard, the entire fleet currently meets a SGR. The following table provides a detailed inventory of the Valley Express revenue vehicles including make, model, age, mileage, replacement cost and ULB:

Table 2.3 Valley Express Asset Condition Assessment

Revenue Vehicles Condition Table									
**Age is the surrogate performance measure for condition as determined by the FTA.									
Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	CU - Cutaway Bus	ARBOC-Lowfloor	1	60	4	94,014	\$142,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	ARBOC-Lowfloor	1	61	4	96,184	\$142,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	ARBOC-Lowfloor	1	62	4	84,413	\$142,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	ARBOC-Lowfloor	1	63	4	93,525	\$142,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	ARBOC-Lowfloor	1	64	4	95,952	\$142,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Glavel	1	59	4	65,723	\$72,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	Glavel	1	58	4	69,711	\$72,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	Glavel	1	57	4	78,079	\$72,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	Glavel	1	56	4	80,944	\$72,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	Glavel	1	55	4	65,279	\$72,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	Glavel	1	54	4	90,263	\$84,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	Glavel	1	53	4	83,144	\$84,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	Glavel	1	52	4	93,042	\$84,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	Glavel	1	51	4	97,045	\$84,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	Glavel	1	50	4	91,576	\$84,000.00	5	No

2.4 Valley Express Decision Support Tools & Management Approach

Analytic processes and/or tools are used to assist TAM and capital asset investment prioritization needs. VCTC partners with the Valley Express service operator, MV Transportation, to ensure quality TAM. The following documents/tools support Valley Express' approach to TAM:

Table 2.4 Decision Support Tools

Tool	Description
Valley Express Vehicle Maintenance Plan	The purpose of the Vehicle Maintenance Plan is to develop a consistent, ongoing system of maintenance procedures and guidelines to be used as a basis and reference to ensure the highest quality Maintenance Program, and to maintain a fleet while minimizing service interruptions and road calls. In doing so, provide safe, clean and dependable equipment at the lowest cost possible. Further, this document is to outline the maintenance program for the MV Transportation employed by VCTC for the provision of services to the Valley Express Transit system. The Vehicle Maintenance Plan is intended for use as a management tool for ongoing evaluation and monitoring of the Maintenance Program, based on policies, goals and objectives, industry standards and accepted maintenance procedures, including training and planning functions.
MV Transportation Maintenance Department Procedure Manual	A procedure manual for the maintenance department of MV Transportation that includes policy, procedures and guidance related to safety, vehicle maintenance, facility maintenance, maintenance training and asset management.
Trapeze Equipment Asset Management (T-EAM) Fleet Focus maintenance software	A Maintenance Information System (MIS) is essential for scheduling of maintenance activities and for controlling labor and material costs. Another major benefit of MIS is the ability to evaluate the effects of changes in maintenance procedures and policies. MV Transportation uses the Trapeze Equipment Asset Management (T-EAM) – (Fleet Focus) fleet maintenance software to track maintenance activities, work-orders, parts inventory, etc. The T-EAM system can identify labor and material costs to specific job procedures and maintenance functions.

2.5 Valley Express Prioritized List of Investments

An investment prioritization analysis was performed on the Valley Express fleet using the FTA’s “Fleet Retirement and Replacement Computation Module” to produce a yearly expenditures schedule. The table below shows the required purchase for each fleet type per year over a four (4) year period, beginning in 2019, based on a vehicle replacement at time of useful life expiration approach. According to the concluding schedule, in order to maintain a 20% spare ratio and ensure safe and reliable service by meeting SGR, ten (10)

replacement vehicles should be purchased by 2020 at a cost of approximately \$807,000* and another five (5) replacement vehicles by 2022 at an approximate cost of \$735,000*.

Table 2.5.1 Valley Express Fleet Replacement Yearly Expenditures (2019-2023)

<u>Total in Current Year \$</u>	\$0.00		\$780,000.00		\$0.00		\$710,000.00		\$0.00	
<u>Inflation Rate</u>	0.0%		3.5%		3.5%		3.5%		3.5%	
<u>Compounded Inflation</u>	1		1.035		1.035		1.035		1.035	
<u>Total in Year of Expenditure \$</u>	\$0.00		\$807,300.00		\$0.00		\$734,850.00		\$0.00	
	2019		2020		2021		2022		2023	
Fleet Type (Year/Make/Model)	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$
2014 Chevrolet 23 PAX Lowfloor	0	\$0.00	0	\$0.00	0	\$0.00	5	\$710,000.00	0	\$0.00
2014 Chevrolet 12 PAX DAR	0	\$0.00	5	\$360,000.00	0	\$0.00	0	\$0.00	0	\$0.00
2014 Chevrolet 16 PAX DAR	0	\$0.00	5	\$420,000.00	0	\$0.00	0	\$0.00	0	\$0.00

* An annual 3.5% inflation rate was factored into future expenditures.

The following table illustrates the capital investments that are needed over the four (4) year horizon of the TAM Plan (2019-2023) for the Valley Express service. Group TAM Plan performance targets advise that no more than 10% of rolling stock should exceed their ULB in a given year. The following list is based on anticipated funding and a “high” priority applied to fleet replacement:

Table 2.5.2 Valley Express Prioritized List of Investments (2019-2023)

Project Year	Project Name	Asset/Asset Class	Cost	Priority	Funding Source
2020	Valley Express Vehicle Replacement (10)	Revenue Vehicles	\$ 807,000	High	TBD
2022	Valley Express Vehicle Replacement (5)	Revenue Vehicles	\$ 735,000	High	TBD

3 VCTC Intercity Transit

3.1 Overview of VCTC Intercity Service

Intercity Service provides commuter bus service on eight (8) routes linking the cities of Ventura County and providing connections to neighboring Santa Barbara and Los Angeles Counties. The service includes the following routes: the Coastal Express connects Ventura to the cities of Goleta, Carpinteria and Santa Barbara in Santa Barbara County; Highway 101/Conejo Connection travels along Highway 101 from Ventura to destinations eastward including Oxnard, Camarillo, Newbury Park, Thousand Oaks and the Warner Center; the East County route travels on Highway 23 connecting Moorpark to Thousand Oaks; the East-West Connector launched in 2017 is a direct connection for commuters traveling from Simi Valley and Moorpark to Oxnard and Ventura; the CSUCI Connector routes provide service to students and faculty of California State University Channel Islands (CSUCI) from the communities of Oxnard and Camarillo; the Highway 126 route connects the cities of Fillmore and Santa Paula to Ventura. Overall, VCTC Intercity Service serves one-hundred and fifteen (115) bus stop locations across the region with a total annual ridership of more than 720,000 passenger trips. VCTC Intercity Service operates with a fleet of thirty-two (32) commuter coaches owned or leased in partnership with the contracted operator RATP Dev (formerly Roadrunner).

3.2 VCTC Intercity Asset Inventory Portfolio

Intercity service is administered by VCTC with operations contracted out to RAPT Dev. VCTC Intercity's asset inventory consists of thirty-two (32) revenue vehicles and one (1) non-revenue/service vehicle. VCTC owns fourteen (14) over-the road buses while RAPT Dev owns or leases the remainder of the fleet. The following table summarizes the fleet of revenue vehicles and shows an average age of 3.6 years and average mileage of 235,500 per coach. Average vehicle mileage is relatively high but is customary and consistent with the long distant nature of inter-city commuter service.

Table 3.2 VCTC Intercity Asset Inventory

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	32	3.6	235,527	\$724,868.75
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	32	3.6	235,527	\$724,868.75
<i>BU - Bus</i>	0	-	-	-
<i>CU - Cutaway Bus</i>	0	-	-	-
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	0	-	-	-
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	-
<i>SB - School Bus</i>	0	-	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	-
<i>TB - Trolleybus</i>	0	-	-	-
<i>VN - Van</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Equipment	1	19.0	375,590	\$80,800.00
<i>Non Revenue/Service Automobile</i>	1	19.0	375,590	\$80,800.00
<i>Steel Wheel Vehicles</i>	0	-	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Facilities	0	-	N/A	-
<i>Administration</i>	0	-	N/A	-
<i>Maintenance</i>	0	-	N/A	-
<i>Parking Structures</i>	0	-	N/A	-
<i>Passenger Facilities</i>	0	-	N/A	-
<i>Administration/Maintenance</i>	0	-	N/A	-
<i>Custom 2</i>	0	-	N/A	-
<i>Custom 3</i>	0	-	N/A	-

3.3 VCTC Intercity Asset Condition Assessment

The following table provides a detailed listing of Intercity assets (revenue vehicles and equipment, i.e. non-revenue vehicles) and their respective conditions measured as age in relation to the designated Useful Life Benchmark (ULB). All Intercity coaches assume a ULB of ten (10) years based on the local operating environment including the service area, historical maintenance records and manufacturer guidelines. VCTC Intercity trips average 17 miles and Intercity coaches average 90,000 miles annually. Currently (2018), three (3) revenue vehicles exceed their ULB and one (1) non-revenue vehicles exceeds its ULB.

Table 3.3 VCTC Intercity Asset Condition Assessment

Asset Category	Asset Class	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BR - Over-the-road Bus	1	990	10	314,458	\$733,400.00	10	Yes
RevenueVehicles	BR - Over-the-road Bus	1	994	10	330,898	\$733,400.00	10	Yes
RevenueVehicles	BR - Over-the-road Bus	1	995	10	302,190	\$733,400.00	10	Yes
RevenueVehicles	BR - Over-the-road Bus	1	981	5	364,204	\$690,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V301	3	221,305	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V302	3	226,330	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V303	3	246,025	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V304	3	219,318	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V305	3	261,728	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V306	3	230,479	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V307	3	247,616	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V308	3	241,526	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V309	3	223,346	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V310	3	241,156	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V311	3	251,564	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V312	3	202,560	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V313	3	270,385	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V314	3	204,844	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V315	3	241,110	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V316	3	187,556	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V317	3	226,218	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V318	3	283,665	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V319	3	264,123	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V320	3	222,044	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V321	3	234,129	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V322	3	265,332	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V323	3	280,478	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V324	3	229,082	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V325	3	220,670	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V330	2	106,444	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V331	1	81,586	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	1	V332	1	94,491	\$733,400.00	10	No
Equipment	Non Revenue/Service Automobile	1	RRF350	19	375,590	\$80,800.00	10	No

3.4 VCTC Intercity Decision Support Tools & Management Approach

VCTC partners with Intercity service operator RATP Dev (formerly Roadrunner) to ensure quality TAM. The following documents/tools support the collaborative effort of managing Intercity service’s transit assets.

Tool	Description
Roadrunner Maintenance Plan	<p>The purpose of this maintenance guide is to provide a written guideline for all maintenance and inspection procedures as well as training and safety standards for all maintenance personnel. This plan includes the following components:</p> <ul style="list-style-type: none"> ▪ A written maintenance plan describing the roles of maintenance personnel, fueler/detail personnel, and ▪ A written set of goals and objectives for the maintenance department and personnel ▪ A written process for documenting maintenance and repair procedures ▪ A written process describing safety inspections ▪ A written process to identify equipment defects ▪ A safety/hazard communication plan ▪ A written Employee Training Guideline and Procedure ▪ A written process for integrating new equipment into the fleet maintenance plan ▪ A written process detailing procedures to manage break-down or road call situations ▪ A written policy to conform to manufacturer’s warranty policies ▪ A facility maintenance and inspection plan
Fleetmate Software	<p>A Maintenance Information System (MMIS) is essential for the scheduling of maintenance activities and controlling labor and material costs. MMIS software does not replace effective maintenance program, but is a useful tool to monitor mechanic performance, maintenance costs, and maintain vehicle repair and inspection records. Roadrunner uses the “Fleetmate” Enterprise Edition software program. The Fleetmate software allows record keeping and the ability to:</p> <ul style="list-style-type: none"> ▪ Generate and track work orders ▪ Track and schedule PM inspections and services ▪ Track services performed externally ▪ Labor details, including technician information ▪ Vehicle licensing information ▪ Assign costs to various cost centers ▪ Update and maintain a parts inventory ▪ Issue purchase orders ▪ Retain insurance due dates ▪ Document road calls ▪ Maintain a list of approved vendors ▪ Document warranty repairs ▪ Generate reports as needed to assure compliance with inspection requirements ▪ Provide specific maintenance and repair costs by various factors (cost per mile, per vehicle type, etc.) ▪ Track vehicle costs that are abnormal to assist in replacing high maintenance cost vehicles

In addition, the following documents provide policy and guidance for decision-making in support of Transit Asset Management (TAM) on a regional level:

Tool	Description
TAM Plan	Ventura County's Group TAM Plan is a document containing a business model that uses the condition of assets (facility, rolling stock, and equipment) used in the provision of providing public transportation to help guide the optimal prioritization of funding in order to keep the participating agencies' transit system in a state of good repair (SGR). The TAM Plan also contains information related to data collection and reporting requirements for the following: asset inventory portfolio, asset condition assessment, decision support tools and management approach, investment prioritization, and NTD annual reporting to comply with the TAM Ruling.
Ventura County Short Range Transit Plan (SRTP) Vehicle Acquisition Plan	The SRTP Vehicle Acquisition Plan summarizes fixed-route and paratransit vehicle acquisition needs for all transit providers within Ventura County. The countywide "Vehicle Acquisition Plan" schedule provided therein helps allocate funding and assist in asset management.
SCAG Metropolitan Planning Organization (MPO) Federal Transportation Improvement Program (FTIP)	FTIP is a federally mandated four year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The FTIP is a comprehensive listing of such transportation projects proposed over a six-year period. As the MPO for the region, SCAG is responsible for developing the FTIP for submittal to Caltrans and the federal funding agencies. The FTIP for the SCAG region is developed in partnership between the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura as well as Caltrans Districts 7, 8, 11, 12 and Headquarters. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution.
Ventura County Congestion Management Program (CMP)	The Ventura County CMP provides local agencies the procedures and tools necessary to manage and decrease traffic congestion in the County. The CMP includes a chapter on Transit Systems that describe current rail, bus and paratransit services in the County including defining the performance measures for each service type for analysis as part of the CMP.
Procurement Manual	This document represents VCTC's procurement policies and procedures for all aspects of contract administration and was developed based on California Government and Public Contract Codes and the federal procurement procedures found in 2 CFR Part 200 and Federal Transit Administration (FTA) Circular 4220.1F. The purpose of these procurement standards and procedures is to ensure that materials and services are obtained in an effective manner and in compliance with state and federal requirements.

3.5 VCTC Intercity Prioritized List of Investments

An investment prioritization analysis was performed on the existing Intercity Fleet using the FTA's "Fleet Retirement and Replacement Computation Module" to produce a yearly expenditures schedule. Taking into account the assessed condition of the Intercity revenue vehicles to determine when and at what cost the fleet type (year/make/model) should be replaced over the four (4) year Plan, the analysis generated a replacement schedule. The following table shows the required purchase for each fleet type per year over the four (4) year period, beginning in 2019, based on a vehicle age in excess of ULB replacement formula. To maintain current level of service (LOS), an FTA recommended 20% spare ratio, and to ensure safe and reliable service by meeting SGR, three (3) replacement vehicles are to be purchased by 2019 at a cost of approximately \$2,300,000* to replace the coaches that have exceeded their ULB.

Table 3.5.1 Intercity Total Expenditure for Fleet Replacement (2019-2023)

<u>Total in Current Year \$</u>	\$2,200,200.00		\$0.00		\$0.00		\$0.00		\$0.00	
<u>Inflation Rate</u>	3.5%		3.5%		3.5%		3.5%		3.5%	
<u>Compounded Inflation</u>	1.035		1.035		1.035		1.035		1.035	
<u>Total in Year of Expenditure \$</u>	\$2,277,207.00		\$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 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$
2015 MCI D4500	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 MCI D4505	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2016 MCI D4500	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2017 MCI D4500	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2013 VOLVO 9700	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2008 MCI J4500	1	\$733,400.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2008 MCI D4505	2	\$1,466,800.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00

* An annual 3.5% inflation rate was factored into future expenditures.

The table below lists VCTC Intercity's current prioritized investment schedule. The bus replacement project listed below has secured funding through Congestion Mitigation and Air Quality (CMAQ) Program funds and is currently on order with delivery expected by 2019.

Table 3.5.2 Intercity Prioritized List of Investments (2019-2023)

Project Year	Project Name	Asset/Asset Class	Cost	Priority	Funding Source
2019	VCTC Intercity Vehicle Replacement Purchase (3)	Revenue Vehicles	\$ 2,151,000	High	CMAQ

4 Camarillo Area Transit (CAT)

4.1 Overview of CAT Service

Camarillo Area Transit provides transit service within the city of Camarillo. CAT operates general purpose DAR daily. CAT also operates a fixed-route service Monday through Friday and a trolley route daily. While the general purpose DAR is confined to the city limits, CAT provides DAR service for senior and ADA passengers to the surrounding unincorporated areas as well as to the East County Transit Alliance (ECTA) service area.

4.2 CAT Asset Inventory Portfolio

The CAT Service currently operates with seventeen (17) revenue vehicles, all owned by the City of Camarillo. The service itself is operated by a contractor, RATP Dev/Roadrunner Shuttle. The vehicles average an approximate age of 2.2 years and have logged as of 2018 approximately 87,000 miles on average. CAT revenue vehicles include ten (10) cutaway buses and seven (7) mini-vans.

Table 4.2 CAT Asset Inventory Portfolio

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	17	2.2	76,378	\$87,058.82
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	0	-	-	-
<i>CU - Cutaway Bus</i>	10	1.9	59,841	\$102,000.00
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	7	2.6	100,004	\$65,714.29
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	-
<i>SB - School Bus</i>	0	-	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	-
<i>TB - Trolleybus</i>	0	-	-	-
<i>VN - Van</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-

4.3 CAT Asset Condition Assessment

CAT currently has one (1) revenue vehicle past its ULB, a 2010 Dodge Entervan mini-van meeting its 8 year ULB threshold this year (2018) with more than 180,000 miles. Two (2) revenue vehicles were replaced in 2018, a mini-van and a cutaway bus. No other vehicles are expected to reach their ULB during the Plan's 4 year horizon (2019-2023).

Table 4.3 CAT Asset Condition Assessment

Revenue Vehicles Condition Table									
<i>**Age is the surrogate performance measure for condition as determined by the FTA.</i>									
Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	CU - Cutaway Bus	CAT 807	1	0	5	98,582	\$130,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	CAT 809	1	0	3	63,688	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	CAT 820	1	0	2	81,710	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	CAT 821	1	0	2	78,150	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	CAT 822	1	0	3	93,934	\$130,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	CAT 823	1	0	2	70,621	\$130,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	CAT 826	1	0	1	53,793	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	CAT 827	1	0	1	49,049	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	CAT 828	1	0	0	8,130	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	CAT 831	1	0	0	750	\$90,000.00	10	No
RevenueVehicles	MV - Mini-van	CAT 815	1	0	8	182,896	\$65,000.00	8	Yes
RevenueVehicles	MV - Mini-van	CAT 818	1	0	4	168,106	\$65,000.00	8	No
RevenueVehicles	MV - Mini-van	CAT 819	1	0	4	161,526	\$65,000.00	8	No
RevenueVehicles	MV - Mini-van	CAT 824	1	0	1	79,920	\$65,000.00	8	No
RevenueVehicles	MV - Mini-van	CAT 825	1	0	1	83,408	\$65,000.00	8	No
RevenueVehicles	MV - Mini-van	CAT 829	1	0	0	23,248	\$65,000.00	8	No
RevenueVehicles	MV - Mini-van	CAT 830	1	0	0	923	\$70,000.00	8	No

4.4 CAT Decision Support Tools & Management Approach

The contract between the City of Camarillo and the CAT service operator, Roadrunner Shuttle, stipulates vehicle maintenance and facility and equipment standards, as a supplement to Roadrunner's established company policies. The contract outlines reporting procedures for preventative maintenance and inspections required by the City of Camarillo. Revenue vehicle replacement is planned when the vehicle reaches its ULB.

4.5 CAT Prioritized List of Investments

TAM Plans require a prioritized list of projects or programs to manage or improve the SGR of capital assets. An investment prioritization analysis was performed on the existing CAT Fleet using the FTA's "Fleet Retirement and Replacement Computation Module" to produce a yearly expenditures schedule beginning in 2019 through 2023, as shown in Table 4.5.1. Based on the analysis, in order to meet SGR, CAT requires replacing one (1) 2010 Dodge Entervan mini-van in 2019 at a cost of approximately \$67,275. No other CAT fleet investment needs are forecasted during the plan's 4 year horizon.

Table 4.5.1 CAT New Fleet Expenditures (2019-2023)

Total in Current Year \$	\$65,000.00		\$0.00		\$0.00		\$0.00		\$0.00	
Inflation Rate	3.5%		3.5%		3.5%		3.5%		3.5%	
Compounded Inflation	1.035		1.035		1.035		1.035		1.035	
Total in Year of Expenditure \$	\$67,275.00		\$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 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$
2013 Glaval Entourage	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2018 Ford Challenger	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 El Dorado National	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2010 Dodge Entervan	1	\$65,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2018 Ford Trasnit-350	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2014 Dodge Entervan	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2016 Glaval Titain	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 Chevy Arboc	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2016 Glaval Entourage	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2017 Dodge Entervan	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2017 Glaval Titain	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2018 Glaval Titain	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2018 Dodge Entervan	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00

* An annual 3.5% inflation rate was factored into future expenditures.

The following table represents CAT's List of Investments for the Plan's 4 year horizon which includes the 2019 mini-van replacement due to an expiring useful life.

Table 4.5.2 CAT Prioritized List of Investments for 2019-2023

Project Year	Project Name	Asset/Asset Class	Cost	Priority	Funding Source
2019	Camarillo Vehicle Replacement (1)	Revenue Vehicles	\$ 67,725	High	TBD

5 Moorpark City Transit (MCT)

5.1 Overview of MCT Service

MCT, located in Moorpark, CA provides an average of 60,000 trips annually with two fixed-routes. MCT's fixed-route bus service provides connections with Metrolink and Amtrak at the Moorpark Metrolink Train Station. The fixed-route bus service connects to communities within Ventura County with transfer opportunities to the VCTC Intercity East County and East-West Connector bus services at the Moorpark Metrolink Train Station and Moorpark College. Additionally, MCT provides approximately 1,800 paratransit trips (ADA and Seniors) annually throughout the City. The City also participates in the ECTA, which provides inter-city paratransit services. The ECTA transports an average of 3,300 trips for Moorpark residents per year. The City of Moorpark has a population of approximately 36,828 residents, and is approximately 12.44 square miles.

5.2 MCT Asset Inventory Portfolio

City of Moorpark owns five (5) revenue vehicles with one vehicle leased to the City of Thousand Oaks. The five vehicles' average age is close to six years with an average mileage approaching 190,000.

Table 5.2 Moorpark City Transit Asset Inventory Portfolio

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	5	5.6	188,446	\$427,391.76
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	5	5.6	188,446	\$427,391.76
<i>CU - Cutaway Bus</i>	0	-	-	-
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	0	-	-	-
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	-
<i>SB - School Bus</i>	0	-	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	-
<i>TB - Trolleybus</i>	0	-	-	-
<i>VN - Van</i>	0	-	-	-

5.3 MCT Asset Condition Assessment

The following table represents the condition assessment of MCT fleet as defined by the age of the vehicle in relation to ULB. Following the standard definition, no MCT vehicles currently (2018) exceed their ULB of 12 years; therefore all vehicles meet a SGR.

Table 5.3 MCT Asset Condition Assessment

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BU - Bus	66460	1	4295	8	219,181	\$410,116.51	12	No
RevenueVehicles	BU - Bus	66461	1	4296	8	283,252	\$410,116.51	12	No
RevenueVehicles	BU - Bus	66462	1	4297	8	250,655	\$410,116.51	12	No
RevenueVehicles	BU - Bus	66463	1	4190	2	87,066	\$453,304.63	12	No
RevenueVehicles	BU - Bus	66464	1	4191	2	102,075	\$453,304.63	12	No

5.4 MCT Decision Support Tools & Management Approach

The following outlines MCT's approach to TAM:

Acquisition and Renewal Strategy

Assets are replaced at time of useful life expiration. The City adopted the FTA's useful life determination (see Table 1 in Appendix) when calculating the ULB and replacement of City buses, and also takes into account safety assurances. Preventive maintenance is performed to ensure buses continue to operate throughout their useful life. Sufficient "contingency" funding is available for maintenance expenses.

Bus acquisition is dependent on grant funding. The City is currently exploring the option of engine rebuilds for the 2022 bus replacement schedule (3 buses). The City is also exploring the option of ending bus ownership and instead leasing buses from the contracted service provider.

Disposal Strategy

The City uses its contracted auction service provider (Ken Porter) when disposing of buses after replacement buses have arrived and been placed into revenue service. Ken Porter auctions the vehicles; any revenue received from the auctioned vehicles is placed into

transit service account for expenditures. Auction results are reported to VCTC.

Risk Management and Maintenance Strategy

Thousand Oaks Transit is Moorpark’s contracted maintenance provider. As such, the City relies on the City of Thousand Oaks’ preventive maintenance program to keep MCT buses operating in a safe manner. Please refer to Section 7.4 of this Plan for the City of Thousand Oaks’ asset management approach and decision support tools.

5.5 MCT Prioritized List of Investments

An investment prioritization analysis was performed on the existing MCT Fleet using the FTA’s “Fleet Retirement and Replacement Computation Module” to produce a yearly expenditures schedule. Assets are replaced at time of useful life expiration. With this formula, the analysis generated a replacement schedule. The following table shows the required purchase for each fleet type per year over the four (4) year period, beginning in 2019, based on the established replacement formula. The analysis determined that three (3) 2010 El Dorado EZ Rider II buses are to be replaced by 2023 at an approximate cost of \$1,275,000* in order to maintain a SGR.

Table 5.5.1 MCT New Fleet Expenditures (2019-2023)

<u>Total in Current Year \$</u>	\$0.00		\$0.00		\$0.00		\$0.00		\$1,230,349.53	
<u>Inflation Rate</u>	3.5%		3.5%		3.5%		3.5%		3.5%	
<u>Compounded Inflation</u>	1.035		1.035		1.035		1.035		1.035	
<u>Total in Year of Expenditure \$</u>	\$0.00		\$0.00		\$0.00		\$0.00		\$1,273,411.76	
	2019		2020		2021		2022		2023	
Fleet Type (Year/Make/Model)	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$
2010 El Dorado EZ Rider II	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	3	\$1,230,349.53
2016 El Dorado EZ Rider II	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00

* An annual 3.5% inflation rate was factored into future expenditures.

The following table represents MCT's Planned List of Investments for the Plan's 4 year horizon and includes an anticipated three (3) bus acquisition in 2023 to be purchased with grant funding to replace expiring El Dorados at a cost of approximately \$1.275 million.

Table 5.5.2 MCT Prioritized List of Investments for 2019-2023

Project Year	Project Name	Asset/Asset Class	Cost	Priority	Funding Source
2022	Moorpark Vehicle Replacement (3)	Revenue Vehicles	\$ 1,274,000	High	TBD

6 Simi Valley Transit (SVT)

6.1 Overview of SVT Service

SVT, located in Simi Valley, CA provides 380,000 rides annually with four fixed-routes servicing the City of Simi Valley. Additionally, SVT transports approximately 44,000 paratransit passengers (ADA and Seniors) annually throughout the City. Transportation to communities within Ventura County is made possible through connections with the Ventura County VCTC East County Intercity line at the Simi Valley Town Center Mall. The City of Simi Valley's fixed-route bus service provides connections with Los Angeles County's METRO in the San Fernando Valley community of Chatsworth. The City of Simi Valley has an estimated population of 127, 000 residents and occupies an area of approximately 42 square miles.

6.2 SVT Asset Inventory Portfolio

The following table provides a summary of SVT assets in 2018. The City owns their entire fleet of twenty-two (22) revenue vehicles including eleven (11) buses averaging 5 years of age and approximately 140,000 miles, and eleven (11) cutaway buses averaging 3 years of age and approximately 50,000 miles. Simi's transit assets also include seven (7) non-revenue vehicles with an average age of 18 years and over 100,000 miles. In addition, the City of Simi Valley owns the Simi Valley Transit Maintenance Facility valued at over \$4 million.

Table 6.2 SVT Asset Inventory Portfolio

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	22	5.0	137,316	\$ 317,500.00
AB - Articulated Bus	0	-	-	-
AO - Automobile	0	-	-	-
BR - Over-the-road Bus	11	6.9	227,758	\$ 425,000.00
BU - Bus	0	-	-	-
CU - Cutaway Bus	11	3.0	46,874	\$ 210,000.00
DB - Double Decked Bus	0	-	-	-
FB - Ferryboat	0	-	-	-
MB - Mini-bus	0	-	-	-
MV - Mini-van	0	-	-	-
RT - Rubber-tire Vintage Trolley	0	-	-	-
SB - School Bus	0	-	-	-
SV - Sport Utility Vehicle	0	-	-	-
TB - Trolleybus	0	-	-	-
VN - Van	0	-	-	-
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Equipment	7	17.9	105,697	\$ 25,701.43
Non Revenue/Service Automobile	7	17.9	105,697	\$ 25,701.43
Steel Wheel Vehicles	0	-	-	-
Trucks and other Rubber Tire Vehicles	0	-	-	-
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Facilities	1	29.0	N/A	\$ 4,110,560.00
Administration	1	29.0	N/A	\$ 4,110,560.00
Maintenance	0	-	N/A	-
Parking Structures	0	-	N/A	-
Passenger Facilities	0	-	N/A	-
Custom 1	0	-	N/A	-
Custom 2	0	-	N/A	-
Custom 3	0	-	N/A	-

6.3 SVT Asset Condition Assessment

Revenue Vehicles

The following table provides SVT Asset Condition Assessment for revenue vehicles. Two (2) buses have reached their ULB of 14 years as of 2018. The remaining fleet range between 6-10 years removed from reaching their respective ULB at the present time (2018) and therefore meet a SGR.

Table 6.3.1 SVT Revenue Vehicle Asset Condition Assessment

Asset Category	Asset Class	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BR - Over-the-road Bus	1	4524	14	261,000	\$425,000	14	Yes
RevenueVehicles	BR - Over-the-road Bus	1	4525	14	274,614	\$425,000	14	Yes
RevenueVehicles	BR - Over-the-road Bus	1	4526	8	348,594	\$425,000	14	No
RevenueVehicles	BR - Over-the-road Bus	1	4527	8	336,600	\$425,000	14	No
RevenueVehicles	BR - Over-the-road Bus	1	4528	8	330,182	\$425,000	14	No
RevenueVehicles	BR - Over-the-road Bus	1	4529	4	159,728	\$425,000	14	No
RevenueVehicles	BR - Over-the-road Bus	1	4530	4	167,274	\$425,000	14	No
RevenueVehicles	BR - Over-the-road Bus	1	4531	4	175,201	\$425,000	14	No
RevenueVehicles	BR - Over-the-road Bus	1	4532	4	158,368	\$425,000	14	No
RevenueVehicles	BR - Over-the-road Bus	1	4533	4	161,585	\$425,000	14	No
RevenueVehicles	BR - Over-the-road Bus	1	4534	4	132,187	\$425,000	14	No
RevenueVehicles	CU - Cutaway Bus	1	6025	3	49,878	\$210,000	10	No
RevenueVehicles	CU - Cutaway Bus	1	6026	3	52,869	\$210,000	10	No
RevenueVehicles	CU - Cutaway Bus	1	6027	3	51,599	\$210,000	10	No
RevenueVehicles	CU - Cutaway Bus	1	6028	3	49,738	\$210,000	10	No
RevenueVehicles	CU - Cutaway Bus	1	6029	3	53,784	\$210,000	10	No
RevenueVehicles	CU - Cutaway Bus	1	6030	3	42,654	\$210,000	10	No
RevenueVehicles	CU - Cutaway Bus	1	6031	3	52,486	\$210,000	10	No
RevenueVehicles	CU - Cutaway Bus	1	6032	3	46,788	\$210,000	10	No
RevenueVehicles	CU - Cutaway Bus	1	6033	3	45,648	\$210,000	10	No
RevenueVehicles	CU - Cutaway Bus	1	6034	3	44,895	\$210,000	10	No
RevenueVehicles	CU - Cutaway Bus	1	6035	3	25,275	\$210,000	10	No

Equipment (includes non-revenue vehicles)

All of Simi Valley's non-revenue vehicles are past their ULB of 12 years as of 2018 as shown in the following table:

Table 6.3.2 SVT Non-Revenue Vehicles Condition Assessment

Asset Category	Asset Class	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Non Revenue/Service Automobile	1	7004	21	138,328	\$22,215.00	12	Yes
Equipment	Non Revenue/Service Automobile	1	408	19	84,206	\$24,120.00	12	Yes
Equipment	Non Revenue/Service Automobile	1	5000	19	73,693	\$24,120.00	12	Yes
Equipment	Non Revenue/Service Automobile	1	5001	19	85,532	\$24,120.00	12	Yes
Equipment	Non Revenue/Service Automobile	1	7005	18	134,434	\$24,120.00	12	Yes
Equipment	Non Revenue/Service Automobile	1	7000	15	132,722	\$39,000.00	12	Yes
Equipment	Non Revenue/Service Automobile	1	7002	14	90,963	\$22,215.00	12	Yes

Facilities

Simi Valley's Transit Maintenance Facility was assessed a TERM Scale Condition Rating of 4.0, a "good" rating which generally means "an asset in good condition, but no longer new, may have some slightly defective or deteriorated components but is overall functional." Assets with a condition score of 3.0 or higher are considered to be in a SGR.

Table 6.3.3 Simi Valley Transit Facilities Condition Assessment

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Administration	Simi Valley Transit Maintenance Facility	1	Administratio	29	4	\$4,110,560.00

6.4 SVT Decision Support Tools & Management Approach

Decision Support and Investment Prioritization

SVT investment prioritization process is determined based upon a comprehensive list of rolling stock, which details each vehicle miles travelled and year of purchase.

Replacement prioritization is based upon replacement after 12 years from date of purchase or 500,000 service miles for revenue vehicles. Daily inspection sheets log amount of miles on each vehicle.

Maintenance Strategy

Maintenance strategy includes the following regularly planned maintenance activities:

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
RevenueVehicles	BU - Bus	Engine tune-up	Annual	3	\$1,000
RevenueVehicles	BU - Bus	Monthly Inspection	Monthly	2	\$200
RevenueVehicles	BU - Bus	6k service	6,000 mi.	3	varies
RevenueVehicles	BU - Bus	Valve adjustment	36,000 mi.	3.5	\$195
RevenueVehicles	BU - Bus	Tune Up	48,000 mi.	3.5	\$825
RevenueVehicles	BU - Bus	Yearly Service	Annual	5	\$1,150
RevenueVehicles	BU - Bus	Brake pads/rotors	At 40% life left	5.5/axle	\$1,315
RevenueVehicles	BU - Bus	CNG tank inspection	3yrs/36,000 mi	1.5	\$85
RevenueVehicles	CU - Cutaway Bus	6k service	6,000	2	varies
RevenueVehicles	CU - Cutaway Bus	Monthly Inspection	Monthly	1.5	\$85
RevenueVehicles	CU - Cutaway Bus	Tune Up	48,000	3	\$245
RevenueVehicles	CU - Cutaway Bus	Brake pads/rotors	At 40% life left	2.5 axle	\$215
RevenueVehicles	CU - Cutaway Bus	CNG tank inspection	3 yrs/36,000 mi	1.5	\$85

Risk Management

Risk of revenue vehicle down time is reduced or mitigated by minimum bi-monthly inspections with an emphasis on known issues and maintaining an inventory of frequently used parts.

Overhaul Strategy

For revenue buses, including cutaways, no mid-life overhauls or repairs are planned on a

given schedule; engine overhauls are performed as required.

6.5 SVT Prioritized List of Investments

TAM Plans include a prioritized list of projects or programs to manage or improve the SGR of capital assets over a four (4) year horizon. An investment prioritization analysis was performed on the existing Intercity Fleet using the FTA's "Fleet Retirement and Replacement Computation Module" to produce a yearly expenditures schedule for the 019-2023 plan period. Based on the analysis, SVT requires replacing two (2) 2004 Nabi C40LF buses in 2019 at a cost of approximately \$880,000 in order to maintain a SGR.

Table 6.5.1 SVT New Fleet Expenditures (2019-2023)

<u>Total in Current Year \$</u>	\$850,000.00		\$0.00		\$0.00		\$0.00		\$0.00	
<u>Inflation Rate</u>	3.5%		3.5%		3.5%		3.5%		3.5%	
<u>Compounded Inflation</u>	1.035		1.035		1.035		1.035		1.035	
<u>Total in Year of Expenditure \$</u>	\$879,750.00		\$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 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$
2004 Nabi C40LF	2	\$850,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2010 New Flyer BU/X0140	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2014 New Flyer BU/X0140	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2014 New Flyer BU/XN35	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 Chevrolet BU	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00

* An annual 3.5% inflation rate was factored into future expenditures.

The following table lists Simi Valley Transit's planned capital projects during the TAM Plan's 4 year horizon (2019-2023) period and include a Prop 1B funded two (2) bus replacement acquisition in 2019 at a cost of \$880,000 and a seven (7) non-revenue vehicle replacement tentatively scheduled for 2019 with funding to be determined.

Table 6.5.2 SVT Prioritized List of Investments for 2019-2023

Project Year	Project Name	Asset/Asset Class	Cost	Priority	Funding Source
2019	Simi Valley Vehicle Replacement (2)	Revenue Vehicles	\$ 880,000	High	Prop 1B PTSIMEA
2019	Simi Valley Non-revenue Replacement (7)	Equipment/Non-Revenue Vehicles	\$ 200,000	Medium	TBD

7 Thousand Oaks Transit (TOT)

7.1 Overview of TOT Service

TOT was established in 1981 and provides fixed route, seasonal, and paratransit services (ADA and seniors) to residents of Thousand Oaks. TOT provides approximately 500,000 passenger trips annually in a service area of approximately 138 sq. miles servicing a population of over 420,000. In addition, TOT provides fixed route, DAR, ADA, and vehicle maintenance services under contract to the City of Moorpark, DAR services to the City of Westlake Village, General DAR and special event bus services to the City of Agoura Hills, DAR, ADA and shuttle bus services to the County of Ventura, and inter-city DAR and ADA service to the East County Transit Alliance (ECTA).

7.2 TOT Asset Inventory Portfolio

The following table summarizes Thousand Oak's Transit Asset Inventory. Thousand Oaks currently owns or leases thirty-six (36) revenue vehicles including seven (7) buses averaging close to 8 years of age; seventeen (17) Cutaway buses averaging approximately 2 years of age; and twelve (12) vans averaging approximately 4 years of age. Two (2) non-revenue vehicles average 4 years of age. The City of Thousand Oaks owns their own Fleet Maintenance Facility with parking and equipment that is valued at over \$4.5 million, and The Thousand Oaks Transportation Center valued at \$12 million.

Table 7.2 Thousand Oaks Transit TOT Asset Inventory

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	36	3.7	131,416	\$171,666.67
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	7	7.7	348,396	\$567,857.14
<i>CU - Cutaway Bus</i>	17	1.9	50,960	\$94,411.76
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	0	-	-	-
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	-
<i>SB - School Bus</i>	0	-	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	-
<i>TB - Trolleybus</i>	0	-	-	-
<i>VN - Van</i>	12	3.9	118,825	\$50,000.00
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Equipment	8	4.4	23,653	\$98,125.00
<i>Non Revenue/Service Automobile</i>	2	4.0	23,653	\$40,000.00
<i>Steel Wheel Vehicles</i>	0	-	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	0	-	-	-
<i>Fueling</i>	1	1.0	N/A	\$150,000.00
<i>Maintenance</i>	5	5.2	N/A	\$111,000.00
<i>Custom 3</i>	0	-	-	-
Facilities	3	16.0	N/A	\$5,416,666.67
<i>Administration</i>	0	-	N/A	-
<i>Maintenance</i>	1	24.0	N/A	\$2,000,000.00
<i>Parking Structures</i>	0	-	N/A	-
<i>Passenger Facilities</i>	1	21.0	N/A	\$12,000,000.00
<i>Parking</i>	1	3.0	N/A	\$2,250,000.00
<i>Custom 2</i>	0	-	N/A	-
<i>Custom 3</i>	0	-	N/A	-

7.3 TOT Asset Condition Assessment

Revenue Vehicles

The following table provides condition assessment information for TOT's revenue vehicles. Of the thirty six (36) revenue vehicles valued at over \$6 million, eleven (11) vans with a ULB of 4 years are currently at the 4 years of age mark as of 2018. And five (5) cutaway buses are also currently meeting their ULB of 4 years. All other vehicles have not met their ULB as of 2018, but an additional eight (8) more TOT revenue vehicles will reach the ULB threshold in 2019.

Table 7.3.1 TOT Condition Assessment

Asset Category	Asset Class	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BU - Bus	1	554-036	10	493,833	\$575,000.00	12	No
RevenueVehicles	BU - Bus	1	554-037	10	514,465	\$575,000.00	12	No
RevenueVehicles	BU - Bus	1	554-038	10	439,021	\$575,000.00	12	No
RevenueVehicles	BU - Bus	1	554-039	10	419,987	\$575,000.00	12	No
RevenueVehicles	BU - Bus	1	66461	8	280,222	\$525,000.00	12	No
RevenueVehicles	BU - Bus	1	554-054	3	146,716	\$575,000.00	12	No
RevenueVehicles	BU - Bus	1	554-055	3	144,528	\$575,000.00	12	No
RevenueVehicles	CU - Cutaway Bus	1	554-073	4	57,745	\$120,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1	554-074	4	51,133	\$120,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1	555-010	4	123,076	\$100,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1	555-011	4	119,063	\$100,000.00	4	Yes
RevenueVehicles	CU - Cutaway Bus	1	555-012	4	120,194	\$100,000.00	4	Yes
RevenueVehicles	CU - Cutaway Bus	1	555-013	4	121,658	\$100,000.00	4	Yes
RevenueVehicles	CU - Cutaway Bus	1	555-014	4	114,087	\$100,000.00	4	Yes
RevenueVehicles	CU - Cutaway Bus	1	555-015	4	103,067	\$100,000.00	4	Yes
RevenueVehicles	CU - Cutaway Bus	1	88706	0	100	\$60,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	554-077	0	100	\$125,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	77503	0	27,714	\$100,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	77504	0	25,497	\$100,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	77114	0	1,570	\$100,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	77115	0	1,012	\$100,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	88707	0	100	\$60,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	88708	0	100	\$60,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	88709	0	100	\$60,000.00	4	No
RevenueVehicles	VN - Van	1	77101	4	115,932	\$50,000.00	4	Yes
RevenueVehicles	VN - Van	1	77102	4	128,188	\$50,000.00	4	Yes
RevenueVehicles	VN - Van	1	77103	4	130,394	\$50,000.00	4	Yes
RevenueVehicles	VN - Van	1	77104	4	118,592	\$50,000.00	4	Yes
RevenueVehicles	VN - Van	1	77105	4	115,482	\$50,000.00	4	Yes
RevenueVehicles	VN - Van	1	77106	4	126,478	\$50,000.00	4	Yes
RevenueVehicles	VN - Van	1	77107	4	102,118	\$50,000.00	4	Yes
RevenueVehicles	VN - Van	1	77108	4	115,866	\$50,000.00	4	Yes
RevenueVehicles	VN - Van	1	77109	4	120,116	\$50,000.00	4	Yes
RevenueVehicles	VN - Van	1	77110	4	131,090	\$50,000.00	4	Yes
RevenueVehicles	VN - Van	1	77111	4	127,136	\$50,000.00	4	Yes
RevenueVehicles	VN - Van	1	77112	3	94,508	\$50,000.00	4	No

Equipment (includes non-revenue vehicles)

The following table provides condition assessment data for TOT Equipment Assets which includes maintenance facility equipment and two (2) non-revenue vehicles. None of the equipment listed currently (2018) exceed their respective ULB.

Table 7.3.2 Thousand Oaks Transit Equipment Condition Assessment

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Fueling	CNF Fast-fill Dispenser	1	N/A	1	N/A	\$150,000	10	No
Equipment	Maintenance	Bus Wash	1	N/A	8	N/A	\$250,000	10	No
Equipment	Maintenance	BusLift	1	50900050	8	N/A	\$200,000	10	No
Equipment	Maintenance	Portable Bus Lift (set of 4)	1	13010271M	5	N/A	\$50,000	10	No
Equipment	Maintenance	Tire Balancer	1	430027337	3	N/A	\$25,000	20	No
Equipment	Maintenance	Tire Changer	1	IKG725174	2	N/A	\$30,000	10	No
Equipment	Non Revenue/Service Automobile	Pool Vehicle	1	554-040	6	40,305	\$40,000	10	No
Equipment	Non Revenue/Service Automobile	Pool Vehicle	1	554-070	2	7,000	\$40,000	10	No

Facilities

The following table contains TOT Facilities Condition Assessment. Thousand Oak's Fleet Maintenance Facility is 24 years of age and rated 4 on the TERM scale, a "good" rating which generally means "an asset in good condition, but no longer new, may have some slightly defective or deteriorated components but is overall functional." The Thousand Oaks Transportation Center has a similar TERM scale condition rating at 21 years of age. The 3 year old MSC Bus Parking and Fueling Station are rated 5 or "excellent". Assets with a condition score of 3.0 or higher are considered to be in a SGR.

Table 7.3.3 Thousand Oaks Transit Facilities Condition Assessment

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Maintenance	Fleet Maintenance Facility	1	N/A	24	4	\$2,000,000
Facilities	Parking	MSC Bus Parking and Fueling	1	N/A	3	5	\$2,250,000
Facilities	Passenger Facilities	Thousand Oaks Transportation Center	1	N/A	21	4	\$12,000,000

7.4 TOT Decision Support Tools & Management Approach

The following documents/tools inform and support TAM decision making:

Decision Support and Investment Prioritization

Every two years, the City of Thousand Oaks produces a Capital Improvement Plan (CIP). The City updates the CIP project list and budget within a five-year outlook that includes project description, funding source, and priority based on City Council approved evaluation criteria. As part of the five-year capital project development process, staff reviews all vehicles and transit related assets currently in service and identifies their required or anticipated end of life date and any equipment that due to other factors may require unscheduled replacement or modernization to extend its life expectancy. Once identified, staff reviews available and anticipated funding. Lastly, staff identifies which of the three City Council priorities best fits the project needs and impacts. Once all components are identified, projects are added to the CIP program, are budgeted, prioritized, and ultimately, approved by the City Council. The CIP for 2017-18 and 2018-19 informed TOT's prioritized list of transit capital improvements that follow. In addition, the list was adapted to suit the TAM Plan's stated goals, performance targets and priority setting.

Risk Management

Risk	Mitigation Strategy
Loss of significant amounts of federal funds	Decrease dependence on federal funds for capital
Unexpected vehicle and facility maintenance costs	Maintain a reserve in federally requested funding levels of at least 25% and supplement with local funding set aside for maintenance activities.
Loss of fuel facility access	Cooperative fueling agreements maintained with neighboring agencies, operator maintains separate public fleet card access for emergencies.
Maintenance is not done during non-revenue hours which can lead to bus shortages	Maintain a higher than normal reserve ratio using reserve, light and medium duty buses which can also double for demand response activities to ensure service flexibility and access to vehicles in emergencies.
Insufficient demand response vehicles to meet demand	Operator is required to maintain two additional emergency vehicles available to any service.
Loss of power at Operations and Maintenance facilities	Each facility has back-up generators to power all critical systems with back-up fueling supplies on standby. CNG compressor has dedicated back-up power as well.

Maintenance Strategy

TOT's Vehicle Maintenance Plan and Transit Facility Maintenance Plan provide a comprehensive TAM approach. A summary of these strategies is provided below.

Vehicles

City maintains transit vehicles along with the City's entire vehicle and small engine and equipment fleet in a single shop. While certain mechanics are assigned on a full-time basis to transit vehicle maintenance, additional mechanics can be pulled from other duties to support extraordinary workloads due to unexpected failures or accidents. The City maintains a maintenance reserve so all unexpected costs can be covered and contract with operator requires them to pay for all accident repairs regardless of fault, limiting the City's exposure. The following schedule provides regularly planned vehicle maintenance activities:

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
RevenueVehicles	BU - Bus	PMI CHP Inspection	40 days	2	\$196
RevenueVehicles	BU - Bus	PMB oil change	7500 miles	2	\$213
RevenueVehicles	BU - Bus	PMC all fluids	60000 miles	3	\$314
RevenueVehicles	BU - Bus	PML lift inspection	40 days	0.88	\$88
RevenueVehicles	CU - Cutaway Bus	PMI CHP Inspection	90 days	1.64	\$131
RevenueVehicles	CU - Cutaway Bus	PMB oil change	5000 miles	1	\$80
RevenueVehicles	CU - Cutaway Bus	PMC all fluids	15000 miles	2.5	\$200
RevenueVehicles	CU - Cutaway Bus	PML lift inspection	5000 miles	0.95	\$75
RevenueVehicles	MV - Mini-van	PMB oil change	5000 miles	1	\$80
RevenueVehicles	MV - Mini-van	PMC all fluids	15000 miles	2.5	\$200
Equipment	Non Revenue/Service Automobile	PMB oil change	5000 miles	1	\$80
Equipment	Non Revenue/Service Automobile	PMC all fluids	30000 miles	2.5	\$200
Equipment	Non Revenue/Service Automobile	PMS emission test	24 months	1	\$80
Facilities	Maintenance	Bus Washer Maintenance	7 DAYS	2	\$130

Facilities

The following schedule provides regularly planned Facility maintenance activities:

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
Facilities	Administration	HVAC Maintenance	Monthly	1	\$2,400
Facilities	Administration	Fire System Maintenance	Quarterly		\$1,800
Facilities	Administration	Security Patrol	Daily		\$10,000
Facilities	Administration	Security System Maint.	Quarterly	2	\$860
Facilities	Administration	Janitorial Services	6x per week	2	\$3,200
Facilities	Administration	Window Washing	Quarterly	1	\$1,500
Facilities	Administration	Building Inspections	Monthly	1	\$2,400

Overhaul Strategy

Asset Category	Asset Class	Overhaul Strategy
RevenueVehicles	BU - Bus	City policy is no deferred maintenance. City does not do mid-life overhauls. Major component failures are addressed as they occur. We do not automatically replace engines and transmissions on a set schedule. Rather we rely on compliance with manufacturer service intervals to ensure minimum component failures
RevenueVehicles	CU - Cutaway Bus	City policy is no deferred maintenance. City does not do mid-life overhauls. Major component failures are addressed as they occur. We do not automatically replace engines and transmissions on a set schedule. Rather we rely on compliance with manufacturer service intervals to ensure minimum component failures
RevenueVehicles	MV - Mini-van	City policy is no deferred maintenance. City does not do mid-life overhauls. Major component failures are addressed as they occur. We do not automatically replace engines and transmissions on a set schedule. Rather we rely on compliance with manufacturer service intervals to ensure minimum component failures
Equipment	Non Revenue/Service Automobile	City policy is no deferred maintenance. City does not do mid-life overhauls. Major component failures are addressed as they occur. We do not automatically replace engines and transmissions on a set schedule. Rather we rely on compliance with manufacturer service intervals to ensure minimum component failures

Acquisition and Renewal Strategy

Asset Category	Asset Class	Acquisition and Renewal Strategy
RevenueVehicles	BU - Bus	Maintain current 100% renewable fleet (CNG) and transition to EV as buses are retired.
RevenueVehicles	CU - Cutaway Bus	Maintain city-owned 100% renewable fleet (CNG) and strive for renewable leases where applicable. Transition to EV cutaways where feasible.
RevenueVehicles	MV - Mini-van	Transition to renewable or EV vans once vehicles are available.
Equipment	Non Revenue/Service Automobile	Maintain 100% EV/Plug in hybrid for city-owned, transition to 100% transit operator owned.

7.5 TOT Prioritized List of Investments

The following table provides the purchase cost in inflation adjusted dollars per fleet type (year/make/model) over the Plan's four (4) year horizon from 2019-2023 applying a vehicle replacement initiation when such vehicle exceeds its respective ULB. The table shows that in 2019, eight (8) 2014 Starcraft Starlites cutaway buses are scheduled to be replaced at a cost of \$840,000 and eleven (11) 2014 Braun Entravan vans are scheduled to be replaced at a cost of \$550,000 for a total of close to \$1.5 million*. In 2021, four (4) 2008 Orion VII buses are scheduled to be replaced at a cost of close to \$2.4 million*. In 2023, one (1) 2010 El Dorado EZ Rider II, four (4) 2018 Starcraft Starlites cutaway buses and eleven (11) Braun Entravan vans (with a ULB of 4 years) are scheduled to be replaced at a collective cost of more than \$1.5 million*. To maintain a SGR, total expenditures for the Plan's 4 year horizon for TOT Fleet Replacement is in excess of \$5.0 million*.

Table 7.5.1 Thousand Oaks New Fleet Expenditures (2019-2023)

Total in Current Year \$	\$1,390,000.00		\$0.00		\$2,300,000.00		\$0.00		\$1,475,000.00	
Inflation Rate	3.5%		3.5%		3.5%		3.5%		3.5%	
Compounded Inflation	1.035		1.035		1.035		1.035		1.035	
Total in Year of Expenditure \$	\$1,438,650.00		\$0.00		\$2,380,500.00		\$0.00		\$1,526,625.00	
	2019		2020		2021		2022		2023	
Fleet Type (Year/Make/Model)	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$
2015 Starcraft Starlite	0		0		0		0		0	
2008 Orion Orion VII	0	\$0.00	0	\$0.00	4	\$2,300,000.00	0	\$0.00	0	\$0.00
2015 Gillig BRT	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2010 Starcraft Allstar	0		0		0		0		0	
2014 Starcraft Starlite	8	\$840,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2010 El Dorado EZ Rider II	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$525,000.00
2018 Starcraft Starlite	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	4	\$400,000.00
2014 Braun Entravan	11	\$550,000.00	0	\$0.00	0	\$0.00	0	\$0.00	11	\$550,000.00
2015 Braun Entravan	0		0		0		0		0	

* An annual 3.5% inflation rate was factored into future expenditures.

The following table lists Thousand Oaks Transit planned capital projects. In its entirety, the list totals more than \$9 million in costs for the projects that are listed.

Table 7.5.2 TOT Prioritized List of Investments for 2019-2023

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2019	TOT Replacement CNG Bus Purchase	RevenueVehicles	\$ 2,300,000	High
2019	TOT Replacement Demand Response Purchase	RevenueVehicles/Cutaway Bus	\$ 750,000	High
2019	TOT Transportation Center Bus Parking and Pedestrian Improvements	Facilities/Passenger Facilities	\$ 2,375,000	Medium
2019	TOT Bus Turnouts	Facilities/Parking Structures	\$ 100,000	Medium
2020	TOT Janss Road Park and Ride Facility Improvements	Facilities/Parking Structures	\$ 250,000	Medium
2020	TOT Transit Radio Communications	Equipment	\$ 250,000	Medium
2021	TOT EV Bus Purchase	RevenueVehicles/Bus	\$ 2,000,000	High
2021	TOT Bus Wash Replacement	Facilities/Maintenance	\$ 1,000,000	Medium
2021	TOT Bus Turnouts	Facilities/Parking Structures	\$ 100,000	Medium

8 Other Ventura County Transit Service Providers

Overview and Asset Inventory Portfolio

In addition to the Tier II public transit agencies, smaller bus systems that operate in Ventura County with federally funded assets include Ventura Transit System (VTS), Downtown Ventura Partners (DVP) and HELP of Ojai (HOO). VTS is a public transit system that operates with six (6) 2016 Dodge Caravans; DVP owns and operates a newly acquired downtown/Ventura Harbor Trolley; and HOO provides paratransit service for seniors and disabled Ojai residents with a 2017 Ford Transit.

Table 8.1 Collective Smaller Operators Transit Asset Inventory Portfolio

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	8	1.0	26,675	\$100,666.67
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	0	-	-	-
<i>CU - Cutaway Bus</i>	0	-	-	-
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	6	2.0	59,698	\$40,000.00
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	-
<i>SB - School Bus</i>	0	-	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	-
<i>TB - Trolleybus</i>	1	0.0	10,327	\$200,000.00
<i>VN - Van</i>	1	1.0	10,000	\$62,000.00

Asset Condition Assessment

All assets of the VTS, DVP, and HOO are currently (2018) within their established ULB, thus meeting a state of good repair as shown in the table below:

Table 8.2 Collective Smaller Operators Asset Condition Assessment

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	MV - Mini-van	Ventura Transit System 6	6	VTS6	2	59,698	\$40,000.00	5	No
RevenueVehicles	TB - Trolleybus	Downtown Ventura Harbor Trolley	1	DVHT1	0	10,327	\$200,000.00	12	No
RevenueVehicles	VN - Van	Van #8	1	VIN3719	1	20,000	\$62,000.00	5	No

Management Approach and Prioritized List of Investments

An investment prioritization analysis was performed on the Fleet of smaller operators using the FTA's "Fleet Retirement and Replacement Computation Module" to generate a yearly expenditures schedule for 2019-2023. When a vehicle reaches its respective ULB, the expectation is to replace that vehicle. Based on the analysis, six (6) Dodge Caravans are scheduled to be replaced in 2022 at a cost of approximately \$250,000 for the VTS service, and one (1) Ford Transit at a cost of \$64,000 is expected to be replaced in 2023 for the Help of Ojai service, as shown in the table below:

Table 8.3 Collective Smaller Operators New Fleet Expenditures (2019-2023)

Total in Current Year \$	\$0.00		\$0.00		\$0.00		\$240,000.00		\$62,000.00	
Inflation Rate	3.5%		3.5%		3.5%		3.5%		3.5%	
Compounded Inflation	1.035		1.035		1.035		1.035		1.035	
Total in Year of Expenditure \$	\$0.00		\$0.00		\$0.00		\$248,400.00		\$64,170.00	
	2019		2020		2021		2022		2023	
Fleet Type (Year/Make/Model)	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$
2016 Dodge Caravan	0	\$0.00	0	\$0.00	0	\$0.00	6	\$240,000.00	0	\$0.00
2018 Hometown Trolley Class E Ford (F550) Medium Duty	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2017 Ford Transit	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$62,000.00

Table 8.4 Smaller Operators Prioritized List of Investments for 2019-2023

Project Year	Project Name	Asset/Asset Class	Cost	Priority	Funding Source	Transit Agency
2022	VTS Vehicle Replacement (6)	RevenueVehicles	\$ 248,500	High	TBD	Ventura Transit System
2023	HELP of Ojai Vehicle Replacement (1)	Revenue Vehicles	\$ 64,000	High	TBD	HELP of Ojai

9 Ventura County Rail

Rail Assets

Metrolink provides regional weekday commuter rail service between Ventura County and Union Station in Downtown Los Angeles. There are a total of fourteen (14) daily Metrolink trains that run between Ventura County and Union Station on the “Ventura County Line”. Metrolink owns the track from Union Station to Moorpark while Union Pacific/VCTC jointly own the rail right-of way (ROW) for approximately fifteen (15) miles from Moorpark to the Los Angeles County line. There are a total of five (5) Ventura County Metrolink station stops in Ventura County: Simi Valley, Moorpark, Camarillo, Oxnard and the East Ventura (Montalvo) station.

While VCTC and other Ventura County cities own rails assets (station platforms, rail ROW, or parking), neither VCTC nor the cities operate rail therefore are not Tier I agencies nor required to perform or report rail asset condition assessments or provide a prioritized list of rail related investments. Metrolink, as the commuter rail operator servicing the County’s stations, has included an inventory of all Ventura County stations as well as inventory and condition assessment of the Ventura Line track in its TAM Plan.

Condition Assessment

Metrolink performed a Track RCI Condition Assessment for their TAM Plan and rated the Ventura County Line an average condition of 77 or “Fair.” A track segment rated “Fair” will be in “serviceable condition at the time of rating, but will require rehabilitation of two (2) or more components within five (5) years.”

Metrolink also performs a monthly “Station Inspection Survey” of all Ventura County Line stations. August 2018 inspection reports found zero (0) deficiencies at the Ventura (Montalvo), Camarillo and Simi Valley Stations. The August inspection of the Oxnard Station reported 3 deficiencies in: 1) fencing, 2) parking lot surface, and 3) canopy walls, columns and fixtures. The August inspection of the Moorpark Station reported two (2) deficiencies in: 1) fencing and 2) parking lot surface.

The following table provides asset inventory and condition assessments for Ventura County's rail stations:

Table 9 Ventura County Stations

Train Station	Owner	Platform Length (feet)	Rail Car Capacity	Parking Spaces	Overall Condition TERM Scale
East Ventura Station (Montalvo)	VCTC	510	6	60	5
Oxnard	City of Oxnard	1090	8	110	5
Camarillo	City of Camarillo, VCTC	800	8	406	5
Morpark	City of Moorpark, VCTC	586	6	270	5
Simi Valley	City of Simi Valley	800	7	560	5

Note: A condition score of 5 on the FTA TERM scale translates to "excellent" condition.

10 VENTURA COUNTY ANNUALIZED PERFORMANCE TARGET & MEASURES

While Useful Life Benchmarks (ULBs) for assets are defined at the discretion of a particular agency, Group TAM Plans define shared targets that apply to all participating agencies. The following performance targets have been adopted by the participating agencies of the Ventura County TAM Plan:

Table 10.1 Ventura County Group TAM Plan Targets

VENTURA COUNTY GROUP TAM PLAN PROJECTED TARGETS		
ASSETS: <i>Only those for which agency has direct capital responsibility</i>	PERFORMANCE MEASURE	TAM PLAN TARGET
EQUIPMENT: <i>Valued \$50k+ and all non-revenue support-service and maintenance vehicles</i>	Measured by age, Percentage of vehicles met or exceeded Useful Life Benchmark	25%
ROLLING STOCK: <i>Revenue vehicles by mode</i>	Measured by age, Percentage of vehicles met or exceeded Useful Life Benchmark	10%
FACILITIES: <i>Maintenance and administrative facilities, passenger stations (buildings) and parking facilities</i>	Measured by TERM score, Percentage of assets with condition rating below 3.0 on FTA TERM Scale	0%

Table 10.2 Group TAM Plan Targets

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<i>AB - Articulated Bus</i>					
	<i>AO - Automobile</i>					
	<i>BR - Over-the-road Bus</i>	10%	10%	10%	10%	10%
	<i>BU - Bus</i>	10%	10%	10%	10%	10%
	<i>CU - Cutaway Bus</i>	10%	10%	10%	10%	10%
	<i>DB - Double Decked Bus</i>					
	<i>FB - Ferryboat</i>					
	<i>MB - Mini-bus</i>	10%	10%	10%	10%	10%
	<i>MV - Mini-van</i>	10%	10%	10%	10%	10%
	<i>RT - Rubber-tire Vintage Trolley</i>					
	<i>SB - School Bus</i>					
	<i>SV - Sport Utility Vehicle</i>					
	<i>TB - Trolleybus</i>					
	<i>VN - Van</i>	10%	10%	10%	10%	10%
	<i>Custom 1</i>					
	<i>Custom 2</i>					
	<i>Custom 3</i>					
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<i>Non Revenue/Service Automobile</i>	25%	25%	25%	25%	25%
	<i>Steel Wheel Vehicles</i>	25%	25%	25%	25%	25%
	<i>Trucks and other Rubber Tire Vehicles</i>	25%	25%	25%	25%	25%
	<i>Custom 1</i>					
	<i>Custom 2</i>					
	<i>Custom 3</i>					
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	<i>Administration</i>	0%	0%	0%	0%	0%
	<i>Maintenance</i>	0%	0%	0%	0%	0%
	<i>Parking Structures</i>	0%	0%	0%	0%	0%
	<i>Passenger Facilities</i>	0%	0%	0%	0%	0%
	<i>Custom 1</i>					
	<i>Custom 2</i>					
	<i>Custom 3</i>					

11 RECORDKEEPING & NTD REPORTING

Table 11 TAM Milestones

TAM Milestones	Deadline
- Share initial targets with planning partners	July 2017
- Report FY17 asset inventory module (AIM) data to NTD - Submit targets for FY18 to NTD (optional)	October 2017
- Complete compliant TAM Plan (1st required) - Share TAM Plan with planning partners	October 2018
- Report FY18 AIM data to NTD (1st required) - Submit targets for FY19 to NTD (1st required)	October 2018
- Report FY19 AIM data to NTD - Submit targets for FY20 to NTD - Submit narrative report to NTD (1st required)	October 2019
- Report FY20 AIM data to NTD - Submit targets for FY21 to NTD - Submit narrative report to NTD	October 2020
- Complete Updated TAM Plan - Share TAM Plan with planning partners	October 2022

Timeframes/Reporting

TAM Plan

The TAM plan must be updated in its entirety at least every four (4) years, with the first completed TAM Plan required by October 1, 2018, and it must cover a horizon period of at least four (4) years. Participating Ventura County Group TAM Plan Agencies may request to amend the TAM Plan at any time and this action should be initiated following any major change to the asset inventory, condition assessment, or capital investment of the transit provider. The TAM Plan should also be updated following any change to the prioritization processes affecting the timing of future projects as agreed to by the participating group agencies. A formal annual review process by all participating agencies will be initiated through the Ventura County Transit Operators Advisory Committee (TRANSCOM).

NTD Reporting

Each entity of the Group TAM Plan will have to report annually to FTA's National Transit Database (NTD). This submission should include: (1) projected targets for the next fiscal year; (2) condition assessments and performance results; and (3) a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.

12 CONCLUSION

Ventura County Prioritized List of Investments

Ventura County's comprehensive *Ventura County Group TAM Plan List of Capital Investments* is provided in Table 12.2. This list includes anticipated investments for the Plan's four (4) year horizon period (2019-2023) and includes all participating Group Plan transit agencies' proposed projects.

Year 2019 includes eight projects totaling approximately \$8.84M in costs including three revenue vehicle replacement projects for VCC Intercity, Simi Valley, and Camarillo Area Transit, rated "high" priority (two of which have secured funding). Year 2020 of the Plan consists of three projects including one Valley Express "high" priority revenue vehicle replacement at a cost of \$807,000, and two Thousand Oaks facility and equipment projects, both rated "medium" for a total cost of \$500,000. Year 2021 includes three projects for a total of approximately \$3.1M including \$2.1M for a TOT EV Bus Purchase rated "high" priority. Year 2022 consists of three projects, including Moorpark, Valley Express and VTS "high" priority vehicle replacements at a collective cost of \$2.26M. Year 2023 consists of one project, the HELP of Ojai vehicle replacement for a cost of \$64,000.

The total estimated cost for projects identified in the Group Plan's 4 year horizon period is approximately \$15.5M. The total value of all Ventura County Group Plan Transit Assets is approximately \$55.9M as shown in Table 12.1. The investment prioritization schedule costs represent 28% of the current replacement value of all Ventura County Assets (excluding GCTD).

Table 12.1 Current (2018) Replacement Value of all Ventura County Group Plan Assets

Transit Agency	Transit Assets Current Value (2018)
Valley Express	\$ 1,490,000
VCTC Intercity	\$ 15,986,000
Camrillo Area Transit	\$ 1,480,000
Moorpark City Transit	\$ 2,137,000
Simi Valley Transit	\$ 11,276,000
Thousand Oaks Transit	\$ 23,215,000
Small Transit Providers	\$ 300,000
TOTAL Ventura County Transit (Group Plan)	\$ 55,884,000

Table 12.2 Ventura County Group TAM Plan List of Capital Investments (2019-2023)

Project Year	Project Name	Asset/Asset Class	Cost	Priority	Funding Source	Transit Agency
2019	VCTC Intercity Vehicle Replacement (3)	Revenue Vehicles	\$ 2,151,000	High	CMAQ	VCTC Intercity
2019	Simi Valley Vehicle Replacement (2)	Revenue Vehicles	\$ 880,000	High	Prop 1B PTSIMEA	Simi Valley Transit
2019	Camarillo Vehicle Replacement (1)	Revenue Vehicles	\$ 67,725	High	TBD	Camarillo Area Transit
2019	TOT Replacement CNG Bus Purchase	Revenue Vehicles	\$ 2,300,000	High	TBD	Thousand Oaks Transit
2019	TOT Replacement Demand Response Purchase	Revenue Vehicles/Cutaway Bus	\$ 750,000	High	TBD	Thousand Oaks Transit
2019	TOT Transportation Center Bus Parking and Pedestrian Improvements	Facilities/Passenger Facilities	\$ 2,375,000	Medium	TBD	Thousand Oaks Transit
2019	TOT Bus Turnouts	Facilities/Parking Structures	\$ 100,000	Medium	TBD	Thousand Oaks Transit
2019	Simi Valley Non-revenue Replacement (7)	Equipment/Non-Revenue Vehicles	\$ 200,000	Medium	TBD	Simi Valley Transit
2020	Valley Express Vehicle Replacement (10)	Revenue Vehicles	\$ 807,000	High	TBD	Valley Express
2020	TOT Janss Road Park and Ride Facility Improvements	Facilities/Parking Structures	\$ 250,000	Medium	TBD	Thousand Oaks Transit
2020	TOT Transit Radio Communications	Equipment	\$ 250,000	Medium	TBD	Thousand Oaks Transit
2021	TOT EV Bus Purchase	Revenue Vehicles/Bus	\$ 2,000,000	High	TBD	Thousand Oaks Transit
2021	TOT Bus Wash Replacement	Facilities/Maintenance	\$ 1,000,000	Medium	TBD	Thousand Oaks Transit
2021	TOT Bus Turnouts	Facilities/Parking Structures	\$ 100,000	Medium	TBD	Thousand Oaks Transit
2022	Moorpark Vehicle Replacement (3)	Revenue Vehicles	\$ 1,274,000	High	TBD	Moorpark City Transit
2022	VTS Vehicle Replacement (6)	Revenue Vehicles	\$ 248,500	High	TBD	Ventura Transit System
2022	Valley Express Vehicle Replacement (5)	Revenue Vehicles	\$ 735,000	High	TBD	Valley Express
2023	HELP of Ojai Vehicle Replacement (1)	Revenue Vehicles	\$ 64,000	High	TBD	HELP of Ojai
2019-2023	TOTAL VENTURA COUNTY TAM PLAN		\$ 15,552,225			

The Capital Investment List was reached by consensus by all Ventura County Group TAM Plan member agencies and approved by their designated Accountable Executives.

Appendix



FEDERAL TRANSIT ADMINISTRATION

Default Useful Life Benchmark (ULB) Cheat Sheet

Source: 2017 Asset Inventory Module Reporting Manual, Page 53

Transit Agencies will report the age of all vehicles to the National Transit Database. FTA will track the performance of revenue vehicles (Rolling Stock) and service vehicles (Equipment), by asset class, by calculating the percentage of vehicles that have met or exceeded the useful life benchmark (ULB).

FTA has set a default ULB as the expected service years for each vehicle class in the table below. ULB is the average age-based equivalent of a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale. Transit agencies can adjust their Useful Life Benchmarks with approval from FTA.

Revenue Vehicle Type		Default ULB (in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MB	Minibus	10
MO	Monorail vehicle	31
MV	Minivan	8
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
RT	Rubber-tired vintage trolley	14
SB	School bus	14
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58



FEDERAL TRANSIT ADMINISTRATION