



Ventura County Transportation Commission

# TRANSIT ASSET MANAGEMENT PLAN

OCTOBER 2022



## 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 member agencies' Accountable Executives. Signatures can be found at the end of the document.

## Acknowledgements

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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). The Final Rule required TAM Plans to be in place by 2018 with a required update every four years. This 2022 TAM Plan is an update to the 2018 TAM Plan.

### 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 \$105.1 billion transit SGR backlog. The TAM rule proposes 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

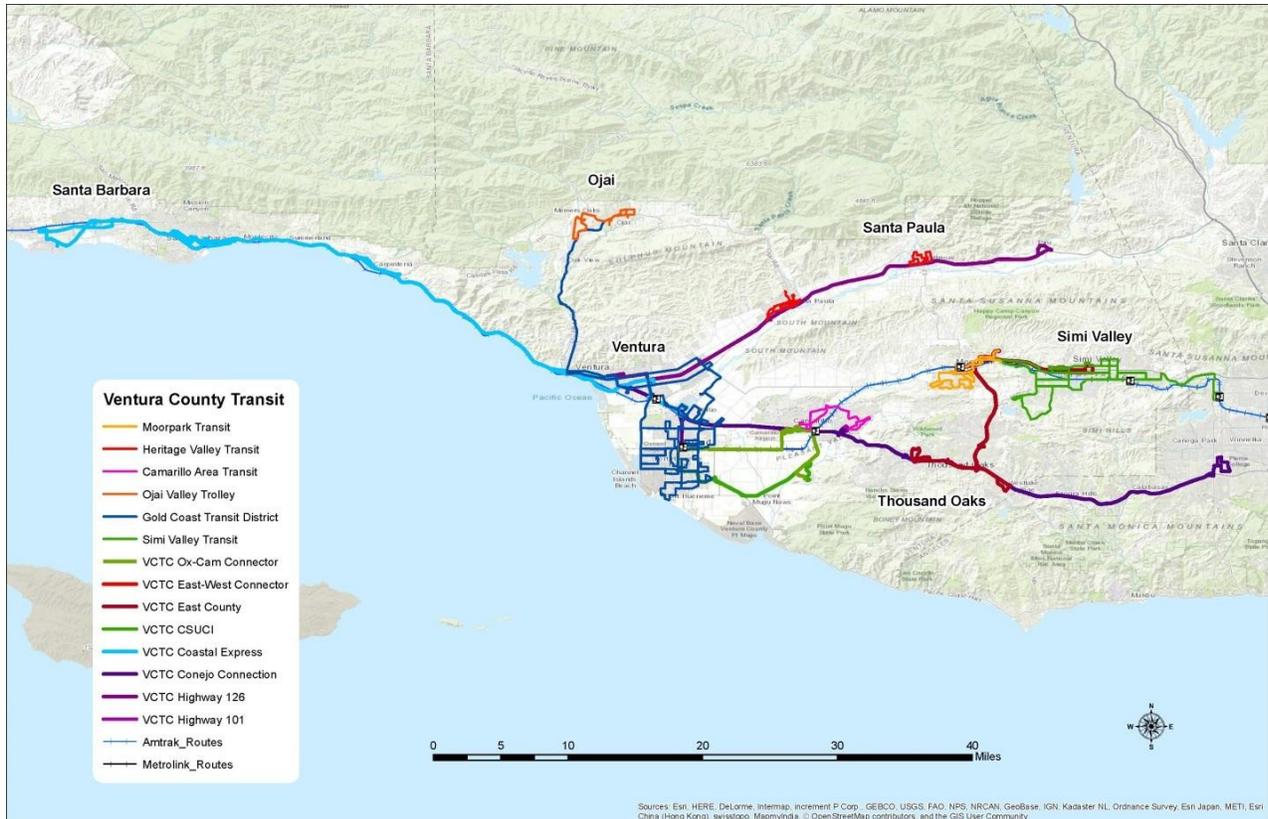
The regulations apply to all Transit Providers that are recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage transit capital assets used in the provision of public transportation.

## 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**
- HELP of Ojai**
- Pathpoint**

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 within these cities are managed by local jurisdictions, while inter-city DAR is managed through the East County Transit Alliance (ECTA) 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 six (6) 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 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 PathPoint 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, 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).

*Additionally, although VCTC is not a rail service operator, VCTC owns certain rail-related passenger station and parking assets within Ventura County. Therefore, consistent with FTA Transit Asset Management (TAM) shared facility guidance, when VCTC retains direct capital responsibility for a passenger station or parking facility, VCTC is responsible for including the asset in its TAM inventory, reporting it in the NTD asset inventory (Form A-15), conducting or relying upon a condition assessment, and incorporating the asset into its performance targets and investment prioritization framework.*

*Alternatively, Metrolink (SCRRA), as the region's commuter rail operator and Tier I reporter, includes rail fixed guideway, track infrastructure, and related rail system assets for which it has capital responsibility in the Metrolink TAM Plan, including associated condition assessments and investment prioritization.*

*Responsibilities are therefore allocated based on capital responsibility, not operational status. Accordingly, this Plan includes an inventory and condition assessment of VCTC owned rail facilities, as well as incorporates these assets into its performance targets and investment prioritization list (see Section 9 of the 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 assessments 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 may 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. 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 2. 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 (2023-2026).

*The Group TAM Plan's Investment Prioritization list is reached by consensus by 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 42,000 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 157,000 miles with a \$163,000 replacement value as of 2022. 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	Total Number	Avg Age	Avg Mileage	Avg Value
<b>Revenue Vehicles</b>	<b>15</b>	<b>7.0</b>	<b>156,784</b>	<b>\$163,887.33</b>
AB - Articulated Bus	0	-	-	-
AO - Automobile	0	-	-	-
BR - Over-the-road Bus	0	-	-	-
BU - Bus	0	-	-	-
CU - Cutaway Bus	15	7.0	156,784	\$163,887.33
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 seven years of age as of 2022 and average 150,000 miles. Currently (2022), all fifteen (15) revenue vehicles in the Valley Express service exceed their useful life benchmark but have not 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**

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	7	145,020	\$190,786.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	ARBOC-Lowfloor	1	61	7	191,018	\$190,786.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	ARBOC-Lowfloor	1	62	7	189,285	\$190,786.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	ARBOC-Lowfloor	1	63	7	225,065	\$190,786.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	ARBOC-Lowfloor	1	64	7	192,604	\$190,786.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	Glavel	1	59	7	112,654	\$148,380.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	Glavel	1	58	7	115,448	\$148,380.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	Glavel	1	57	7	141,393	\$148,380.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	Glavel	1	56	7	135,340	\$148,380.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	Glavel	1	55	7	125,778	\$148,380.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	Glavel	1	54	7	157,399	\$152,496.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	Glavel	1	53	7	165,314	\$152,496.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	Glavel	1	52	7	149,194	\$152,496.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	Glavel	1	51	7	145,569	\$152,496.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	Glavel	1	50	7	160,685	\$152,496.00	5	Yes

## 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
<b>Valley Express Vehicle Maintenance Plan</b>	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.
<b>MV Transportation Maintenance Department Procedure Manual</b>	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.
<b>Trapeze Equipment Asset Management (T-EAM) Fleet Focus maintenance software</b>	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 2023, based on vehicle replacement at time of useful life expiration. According to the concluding schedule, in order to maintain a 20% spare ratio and ensure safe and reliable service by meeting SGR, fifteen (15) replacement vehicles should be purchased by 2024 at a cost of approximately \$2,600,000\*

**Table 2.5.1. Valley Express Fleet Replacement Yearly Expenditures (2023-2026)**

<u>Total in Current Year \$</u>	\$953,930.00		\$741,900.00		\$762,480.00		\$0.00		\$0.00	
<u>Inflation Rate</u>	8.5%		8.5%		8.5%		8.5%		8.5%	
<u>Compounded Inflation</u>	1.085		1.085		1.085		1.085		1.085	
<u>Total in Year of Expenditure \$</u>	\$1,035,014.05		\$804,961.50		\$827,290.80		\$0.00		\$0.00	
	2023		2024		2025		2026		2027	
<b>Fleet Type (Year/Make/Model)</b>	<b>Number</b>	<b>Cost in 2022 \$</b>	<b>Number</b>	<b>Cost in 2022 \$</b>	<b>Number</b>	<b>Cost in 2022 \$</b>	<b>Number</b>	<b>Cost in 2022 \$</b>	<b>Number</b>	<b>Cost in 2022 \$</b>
2015 Chevrolet 23 PAX Lowfloor	5	\$953,930.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 Chevrolet 12 PAX DAR	0	\$0.00	5	\$741,900.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 Chevrolet 16 PAX DAR	0	\$0.00	0	\$0.00	5	\$762,480.00	0	\$0.00	0	\$0.00

\* An annual 8.5% 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 (2023-2026) for the Valley Express service. All 15 vehicles will be incrementally replaced with electric vehicles through the horizon period. A recent application for CMAQ funding was submitted which would help secure the vehicles. 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 (2023-2026)**

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2023	Valley Express Vehicle Replacement (5)	RevenueVehicles	\$1,035,014.05	High
2024	Valley Express Vehicle Replacement (5)	RevenueVehicles	\$804,961.05	High
2025	Valley Express Vehicle Replacement (5)	RevenueVehicles	\$827,290.80	High

### **3 VCTC Intercity Transit**

#### **3.1 Overview of VCTC Intercity Service**

Intercity Service provides commuter bus service on six (6) routes linking the cities of Ventura County and providing connections to neighboring Santa Barbara County. 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 travels along Highway 101 from Ventura to destinations eastward including Oxnard, Camarillo, Newbury Park, Thousand Oaks; the Cross County Limited provides service between Simi Valley, Moorpark, Somis, and Ventura connecting the East and West County; the East County route travels on Highway 23 connecting Simi Valley to Thousand Oaks; 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 over one hundred bus stop locations across the region with a total annual ridership of more than 250,000 passenger trips as of 2021. VCTC Intercity Service operates with a fleet of thirty-two (36) commuter coaches owned by VCTC in partnership with the contracted operator RATP Dev.

#### **3.2 VCTC Intercity Asset Inventory Portfolio**

Intercity service is administered by VCTC with operations contracted out to RATP Dev. VCTC Intercity's asset inventory consists of thirty-six (36) revenue vehicles. The following table summarizes the fleet of revenue vehicles and shows an average age of 5.1 years and average mileage of 448,890 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	Total Number	Avg Age	Avg Mileage	Avg Value
<b>Revenue Vehicles</b>	<b>36</b>	<b>5.1</b>	<b>448,890</b>	<b>\$716,594.44</b>
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	36	5.1	448,890	\$716,594.44
<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	-	-	-

### 3.3 VCTC Intercity Asset Condition Assessment

#### Revenue Vehicles

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. No revenue vehicles exceed their ULB therefore the entire fleet of vehicles meet a SGR.

**Table 3.3. VCTC Intercity 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	BR - Over-the-road Bus	Bus	1	V301	7	458,118	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V302	7	453,706	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V303	7	412,226	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V304	7	392,711	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V305	7	505,640	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V306	7	474,484	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V307	7	540,018	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V308	7	436,381	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V309	7	477,959	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V310	7	513,564	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V311	7	544,037	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V312	7	456,169	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V313	7	443,286	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V314	7	425,700	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V315	7	489,468	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V316	7	445,904	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V317	7	549,507	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V318	7	555,502	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V319	7	522,004	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V983	3	526,776	\$678,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V986	3	311,029	\$678,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V988	3	369,402	\$678,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V981	3	601,986	\$678,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V326	3	320,105	\$678,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V320	3	572,843	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V321	3	516,690	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V322	3	581,866	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V323	3	562,267	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V324	3	537,297	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V325	3	486,908	\$733,400.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V330	3	370,245	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V331	3	351,803	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V332	3	349,864	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V333	3	229,738	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V334	3	191,954	\$717,000.00	10	No
RevenueVehicles	BR - Over-the-road Bus	Bus	1	V335	3	182,876	\$717,000.00	10	No

### 3.4 VCTC Intercity Decision Support Tools & Management Approach

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

Tool	Description
<b>Roadrunner Maintenance Plan</b>	<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"> <li>▪ A written maintenance plan describing the roles of maintenance personnel, fueler/detail personnel, and</li> <li>▪ A written set of goals and objectives for the maintenance department and personnel</li> <li>▪ A written process for documenting maintenance and repair procedures</li> <li>▪ A written process describing safety inspections</li> <li>▪ A written process to identify equipment defects</li> <li>▪ A safety/hazard communication plan</li> <li>▪ A written Employee Training Guideline and Procedure</li> <li>▪ A written process for integrating new equipment into the fleet maintenance plan</li> <li>▪ A written process detailing procedures to manage break-down or road call situations</li> <li>▪ A written policy to conform to manufacturer’s warranty policies</li> <li>▪ A facility maintenance and inspection plan</li> </ul>
<b>Fleetmate Software</b>	<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"> <li>▪ Generate and track work orders</li> <li>▪ Track and schedule PM inspections and services</li> <li>▪ Track services performed externally</li> <li>▪ Labor details, including technician information</li> <li>▪ Vehicle licensing information</li> <li>▪ Assign costs to various cost centers</li> <li>▪ Update and maintain a parts inventory</li> <li>▪ Issue purchase orders</li> <li>▪ Retain insurance due dates</li> <li>▪ Document road calls</li> <li>▪ Maintain a list of approved vendors</li> <li>▪ Document warranty repairs</li> <li>▪ Generate reports as needed to assure compliance with inspection requirements</li> <li>▪ Provide specific maintenance and repair costs by various factors (cost per mile, per vehicle type, etc.)</li> <li>▪ Track vehicle costs that are abnormal to assist in replacing high maintenance cost vehicles</li> </ul>

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
<b>TAM Plan</b>	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.
<b>Ventura County Short Range Transit Plan (SRTP) Vehicle Acquisition Plan</b>	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.
<b>SCAG Metropolitan Planning Organization (MPO) Federal Transportation Improvement Program (FTIP)</b>	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.
<b>Ventura County Congestion Management Program (CMP)</b>	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.
<b>Procurement Manual</b>	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

In the following table VCTC has scheduled the replacement of three (3) vehicles to maintain a SGR.

**Table 3.5.2. Intercity Prioritized List of Investments (2023-2026)**

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2024	VCTC Intercity Replacement Electric Vehicle (3)	RevenueVehicles	\$2,971,014.00	High

## 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 dial-a-ride daily. CAT also operates a fixed-route service Monday through Friday and a trolley route daily. While the general-purpose DAR is limited to the city boundaries, 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 eighteen (18) revenue vehicles, all owned by the City of Camarillo. The service itself is operated by a contractor, RATP Dev Shuttle. The vehicles average an approximate age of 5.6 years and have logged as of 2022 approximately 178,000 miles on average. CAT revenue vehicles include ten (10) cutaway buses and eight (8) mini-vans.

**Table 4.2. CAT Asset Inventory Portfolio**

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
<b>Revenue Vehicles</b>	<b>18</b>	<b>5.6</b>	<b>177,821</b>	<b>\$103,166.67</b>
<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	5.3	164,032	\$122,700.00
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	8	5.9	195,057	\$78,750.00
<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>	0	-	-	-
<i>VN - Van</i>	0	-	-	-

### 4.3 CAT Asset Condition Assessment

CAT currently has seven (7) revenue vehicles past its ULB. Two (2) cutaway buses are past their ULB of 7 years and five (5) mini-vans are past their ULB of 5 years as shown in the following table.

**Table 4.3. CAT Asset Condition Assessment**

Asset Category	Asset Class	Asset Name	Count	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	CU - Cutaway Bus	CAT 809	1	7	148,299	\$108,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	CAT 820	1	6	217,415	\$108,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	CAT 821	1	6	182,910	\$108,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	CAT 822	1	7	224,990	\$148,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	CAT 823	1	6	156,460	\$148,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	CAT 826	1	5	171,384	\$108,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	CAT 827	1	5	173,996	\$108,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	CAT 828	1	4	166,086	\$108,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	CAT 831	1	4	101,793	\$108,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	CAT 833	1	3	96,990	\$175,000.00	7	No
RevenueVehicles	MV - Mini-van	CAT 816	1	10	275,941	\$78,000.00	5	Yes
RevenueVehicles	MV - Mini-van	CAT 818	1	8	225,837	\$78,000.00	5	Yes
RevenueVehicles	MV - Mini-van	CAT 819	1	8	256,067	\$78,000.00	5	Yes
RevenueVehicles	MV - Mini-van	CAT 824	1	5	203,880	\$78,000.00	5	Yes
RevenueVehicles	MV - Mini-van	CAT 825	1	5	131,179	\$78,000.00	5	Yes
RevenueVehicles	MV - Mini-van	CAT 829	1	4	176,125	\$78,000.00	5	No
RevenueVehicles	MV - Mini-van	CAT 830	1	4	192,345	\$84,000.00	5	No
RevenueVehicles	MV - Mini-van	CAT 832	1	3	99,083	\$78,000.00	5	No

#### 4.4 CAT Decision Support Tools & Management Approach

The contract between the City of Camarillo and the CAT service operator, RATP-Dev, stipulates vehicle maintenance and facility and equipment standards, as a supplement to RATP’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. The following table represents CAT’s List of Investments for the Plan’s 4 year horizon which includes five (5) mini-vans and three (3) cutaway buses at an approximate cost of \$754,000.

**Table 4.5.1. CAT Prioritized List of Investments for 2023-2026**

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2023	Replacement Vehicle (1) Mini Van	RevenueVehicles	\$78,000.00	High
2024	Replacement Vehicle (2) Mini Van	RevenueVehicles	\$156,000.00	High
2025	Replacement Vehicle (2) Mini Van	RevenueVehicles	\$156,000.00	High
2023	Replacement Vehicle (1) Cutaway	RevenueVehicles	\$148,000.00	High
2024	Replacement Vehicle (2) Cutaway	RevenueVehicles	\$216,000.00	Medium

## 5 Moorpark City Transit (MCT)

### 5.1 Overview of MCT Service

MCT provides various transit services to approximately 37,000 City of Moorpark residents. MCT programs include two fixed route bus service which provides 60,000 trips annually to a total service area of 12.44 square miles. The fixed-route bus service provides connections with Metrolink and Amtrak at the Moorpark Metrolink Train Station. The fixed-route bus service also helps connect communities within Ventura County with transfer opportunities to VCTC Intercity East County bus service at the Moorpark Metrolink Train Station and Moorpark College. MCT also provides approximately 1,800 paratransit trips (ADA and Seniors) annually throughout the City. In partnership with the ECTA, the City participates in their inter-city paratransit services. A new addition to its transit services, the City implemented a Pilot Mobility Rideshare Program during Spring 2022. This program provides general on-demand transit service throughout the City.

### 5.2 MCT Asset Inventory Portfolio

The City of Moorpark owns five (5) revenue vehicles. The five vehicles' average age is close to ten (10) years with an average mileage of 266,000.

**Table 5.2. Moorpark City Transit Asset Inventory Portfolio**

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
<b>Revenue Vehicles</b>	<b>5</b>	<b>9.6</b>	<b>266,493</b>	<b>\$750,000.00</b>
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	5	9.6	266,493	\$750,000.00
<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, three (3) MCT vehicles currently (2022) exceed their ULB of 12 years as shown in table below.

**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	1N9MNALG XAC084295	12	267,399	\$750,000.00	12	Yes
RevenueVehicles	BU - Bus	66461	1	1N9MNALG 1AC084296	12	326,937	\$750,000.00	12	Yes
RevenueVehicles	BU - Bus	66462	1	1N9MNALG 3AC084297	12	302,409	\$750,000.00	12	Yes
RevenueVehicles	BU - Bus	66463	1	1N9MNALG 8FC084190	6	211,743	\$750,000.00	12	No
RevenueVehicles	BU - Bus	66464	1	1N9MNALG XFC084191	6	223,979	\$750,000.00	12	No

## 5.4 MCT Decision Support Tools & Management Approach

The following outlines MCT's approach to TAM:

### Acquisition and Renewal Strategy

Acquisition of buses is dependent on grant funding. Assets are replaced at time of useful life expiration and takes into account safety assurances. The City adopted the FTA's useful life determination when calculating and determining when to replace the City bus. Preventative maintenance is performed to ensure buses continue to operate throughout their useful life. Sufficient "contingency" funding is available for maintenance expenses.

### Disposal Strategy

The City of Moorpark uses its contracted auction service provider when disposing of buses after replacement buses have arrived and been placed into revenue service. 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.

## 5.5 MCT Prioritized List of Investments

As the City's bus fleet is reaching it's useful life, it has become a high priority to replace these

aging vehicles with electric buses in order to meet SGR. Currently three (3) of the City's five (5) buses is 12 years old. Using CMAQ funding, the City is proposing to replace the 3 buses with 2, 30-foot electric vehicles. With the current ridership trends, the City anticipates reducing it's total bus from 5 buses to 4; hence the determination of only procuring 2 new buses. The anticipated budget for this investment is \$1.5 million.

**Table 5.5.1. MCT Prioritized List of Investments for 2023-2026**

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2023	Bus Electrification	RevenueVehicles	\$1,500,000.00	High

## 6 Simi Valley Transit (SVT)

### 6.1 Overview of SVT Service

Simi Valley Transit (SVT) is located in Simi Valley, CA provides 170,000 rides annually with three fixed-routes servicing the City of Simi Valley. Additionally, SVT transports approximately 31,000 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 services provides connections with Los Angeles County's METRO in the San Fernando Valley community of Chatsworth. Recently, SVT added bus services to Moorpark College. 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 2022. The City owns their entire fleet of twenty-three (23) revenue vehicles including eleven (11) buses averaging 6 years of age and approximately 284,000 miles, and twelve (12) cutaway buses averaging 7 years of age and approximately 104,000 miles. Simi's transit assets also include seven (6) non-revenue vehicles with an average age of 5 years and over 33,000 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**

<b>Asset Category</b>	<b>Total Number</b>	<b>Avg Age</b>	<b>Avg Mileage</b>	<b>Avg Value</b>
<b>Revenue Vehicles</b>	<b>23</b>	<b>6.5</b>	<b>190,149</b>	<b>\$312,826.09</b>
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	11	6.3	284,139	\$425,000.00
<i>CU - Cutaway Bus</i>	12	6.8	103,993	\$210,000.00
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	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	-	-	-
<b>Equipment</b>	<b>6</b>	<b>5.3</b>	<b>33,600</b>	<b>\$27,645.00</b>
<i>Non Revenue/Service Automobile</i>	6	5.3	33,600	\$27,645.00
<i>Steel Wheel Vehicles</i>	0	-	-	-
<i>Trucks and other Rubber Tire</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
<b>Facilities</b>	<b>1</b>	<b>33.0</b>	<b>N/A</b>	<b>\$4,110,560.00</b>
<i>Administration</i>	1	33.0	N/A	\$4,110,560.00
<i>Maintenance</i>	0	-	N/A	-
<i>Parking Structures</i>	0	-	N/A	-
<i>Passenger Facilities</i>	0	-	N/A	-
<i>Custom 1</i>	0	-	N/A	-
<i>Custom 2</i>	0	-	N/A	-
<i>Custom 3</i>	0	-	N/A	-

### 6.3 SVT Asset Condition Assessment

#### Revenue Vehicles

The following table provides SVT Asset Condition Assessment for revenue vehicles. A total of Eleven (11) revenue vehicles have reached their ULB including two (2) buses and nine (9) cutaway buses as of 2022. The remaining fleet range between 1-7 years removed from reaching their respective ULB at the present time (2022) 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	BU - Bus	1	4527	12	473,781	\$425,000.00	12	Yes
RevenueVehicles	BU - Bus	1	4528	12	459,946	\$425,000.00	12	Yes
RevenueVehicles	BU - Bus	1	4529	7	362,865	\$425,000.00	12	No
RevenueVehicles	BU - Bus	1	4530	7	345,288	\$425,000.00	12	No
RevenueVehicles	BU - Bus	1	4531	7	364,982	\$425,000.00	12	No
RevenueVehicles	BU - Bus	1	4532	7	322,885	\$425,000.00	12	No
RevenueVehicles	BU - Bus	1	4533	7	372,243	\$425,000.00	12	No
RevenueVehicles	BU - Bus	1	4534	7	323,707	\$425,000.00	12	No
RevenueVehicles	BU - Bus	1	4535	1	52,850	\$425,000.00	12	No
RevenueVehicles	BU - Bus	1	4536	1	34,895	\$425,000.00	12	No
RevenueVehicles	BU - Bus	1	4537	1	12,083	\$425,000.00	12	No
RevenueVehicles	CU - Cutaway Bus	1	6024	7	92,018	\$210,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1	6025	7	106,271	\$210,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1	6026	7	112,444	\$210,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1	6027	7	115,678	\$210,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1	6028	7	104,366	\$210,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1	6029	7	105,489	\$210,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1	6030	7	105,851	\$210,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1	6031	7	108,242	\$210,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1	6032	7	110,989	\$210,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1	6033	6	106,117	\$210,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1	6034	6	100,183	\$210,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1	6035	6	80,263	\$210,000.00	7	No

#### Equipment (includes non-revenue vehicles)

One (1) of Simi Valley’s non-revenue vehicles is past it’s ULB of 5 years as of 2022 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	7005	22	152,240	\$24,120.00	5	Yes
Equipment	Non Revenue/Service Automobile	1	680	2	17,107	\$28,350.00	5	No
Equipment	Non Revenue/Service Automobile	1	681	2	11,764	\$28,350.00	5	No
Equipment	Non Revenue/Service Automobile	1	682	2	14,014	\$28,350.00	5	No
Equipment	Non Revenue/Service Automobile	1	683	2	4,041	\$28,350.00	5	No
Equipment	Non Revenue/Service Automobile	1	684	2	2,431	\$28,350.00	5	No

**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	Administration	33	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 the date the vehicle was placed in service and the accumulation of miles, whichever comes first. Replacement prioritization is based upon asset class and model. As for our bus (BU), at least 12 years of service or an accumulation of at least 500,000 miles; while for our cutaway (CU), at least 7 years or an accumulation of at least 150,000 miles.

### Maintenance Strategy

Maintenance strategy includes the following regularly planned maintenance activities:

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration	Cost
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/Rotor	At 40% of its useful life	5.5/axle	\$1,315
RevenueVehicles	BU - Bus	CNG Tank Inspection	3yrs/36,000 mi.	1.5	\$85
RevenueVehicles	CU - Cutaway Bus	Monthly Inspection	Monthly	2	\$85
RevenueVehicles	CU - Cutaway Bus	6K Service	6,000 mi.	1.5	varies
RevenueVehicles	CU - Cutaway Bus	Tune-up	48,000 mi.	3	\$245
RevenueVehicles	CU - Cutaway Bus	Brake pads/Rotor	At 40% of its useful life	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 as demonstrated by table below.

### 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

An investment prioritization analysis was performed on the existing Fleet using the FTA's "Fleet Retirement and Replacement Computation Module" to produce a yearly expenditures schedule for the 2023-2026 plan period. Based on the analysis, SVT would need to replace ten (10) 2015

Chevrolet BU/G LOW FLR GM4500 buses in 2023 at a cost of approximately \$2,300,000 and three (3) 2016 Chevrolet BU/G LOW FLR GM4500 in 2024 at a cost of approximately \$684,000 order to maintain a SGR.

**Table 6.5.1. SVT New Fleet Expenditures (2019-2023)**

<u>Total in Current Year \$</u>	\$2,100,000.00	\$630,000.00	\$0.00	\$0.00	\$0.00					
<u>Inflation Rate</u>	8.5%	8.5%	8.5%	8.5%	8.5%					
<u>Compounded Inflation</u>	1.0852	1.085	1.085	1.085	1.085					
<u>Total in Year of Expenditure \$</u>	\$2,278,920.00	\$683,550.00	\$0.00	\$0.00	\$0.00					
	2023		2024		2025		2026		2027	
Fleet Type (Year/Make/Model)	Number	Cost in 2022 \$	Number	Cost in 2022 \$	Number	Cost in 2022 \$	Number	Cost in 2022 \$	Number	Cost in 2022 \$
2010 New Flyer BU/C40LFR	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 Chevrolet BU/G LOW FLR GM4500	10	\$2,100,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 New Flyer BU/XN40	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2015 New Flyer BU/XN35	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2021 New Flyer BU/XN35	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
2016 Chevrolet BU/G LOW FLR GM4500	0	\$0.00	3	\$630,000.00	0	\$0.00	0	\$0.00	0	\$0.00

\* An annual 8.5% 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 (2023-2026) period and include two (2) electric vehicles, one (1) infrastructure, and twelve (12) paratransit vehicle in 2023 at a total cost of \$3,211,258. One (1) replacement bus and a two (2) non-revenue vehicle replacement scheduled for 2024 at a total cost of 1,139,588.

**Table 6.5.2. SVT Prioritized List of Investments for 2023-2026**

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2023	Simi Valley Electric Vehicle Acquisition (2) and Infrastructure (1)	RevenueVehicles	\$450,000.00	High
2023	Simi Valley Paratransit Vehicle (12)	RevenueVehicles	\$2,761,258.00	High
2024	Simi Valley Replacement Low/No Buses (2)	RevenueVehicles	\$1,029,588.00	High
2024	Simi Valley Support Vehicles (2)	Equipment/Non-Revenue Vehicles	\$110,000.00	High

## **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 200,000 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 (33) revenue vehicles including eight (8) buses averaging close to 7 years of age; sixteen (16) cutaway buses averaging approximately 3 years of age; eight (8) mini-vans averaging approximately 2 years of age and one (1) trolleybus. Two (2) non-revenue vehicles average 8 years of age. The City of Thousand Oaks owns their own Fleet Maintenance Facility with parking and equipment that is valued at over \$4 million, and The Thousand Oaks Transportation Center valued at \$12 million.

**Table 7.2. Thousand Oaks Transit TOT Asset Inventory**

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
<b>Revenue Vehicles</b>	<b>33</b>	<b>3.8</b>	<b>112,359</b>	<b>\$204,969.70</b>
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	8	6.8	275,814	\$537,500.00
<i>CU - Cutaway Bus</i>	16	3.3	72,689	\$113,375.00
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	8	2.0	39,060	\$50,000.00
<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	2.0	25,829	\$250,000.00
<i>VN - Van</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
<b>Equipment</b>	<b>10</b>	<b>7.0</b>	<b>34,631</b>	<b>\$88,500.00</b>
<i>Non Revenue/Service Automobile</i>	2	8.0	34,631	\$40,000.00
<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	-	-	-
<b>Facilities</b>	<b>3</b>	<b>20.0</b>	<b>N/A</b>	<b>\$5,416,666.67</b>
<i>Administration</i>	0	-	N/A	-
<i>Maintenance</i>	1	28.0	N/A	\$2,000,000.00
<i>Parking Structures</i>	1	3.0	N/A	\$2,250,000.00
<i>Passenger Facilities</i>	1	25.0	N/A	\$12,000,000.00
<i>Custom 1</i>	0	-	N/A	-
<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-three (33) revenue vehicles valued at over \$6.7 million A total of six (6) revenue vehicles have reached their ULB including two (2) buses and four (4) cutaway buses as of 2022. The remaining fleet range between 1-7 years from reaching their respective ULB at the present time (2022) and therefore meet a SGR.

**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	554-038	14	531,219	\$575,000.00	12	Yes
RevenueVehicles	BU - Bus	1	554-039	14	523,308	\$575,000.00	12	Yes
RevenueVehicles	BU - Bus	1	554-054	7	307,999	\$575,000.00	12	No
RevenueVehicles	BU - Bus	1	554-055	7	298,080	\$575,000.00	12	No
RevenueVehicles	BU - Bus	1	554-078	3	150,026	\$500,000.00	12	No
RevenueVehicles	BU - Bus	1	554-079	3	105,698	\$500,000.00	12	No
RevenueVehicles	BU - Bus	1	554-080	3	153,318	\$500,000.00	12	No
RevenueVehicles	BU - Bus	1	554-081	3	136,867	\$500,000.00	12	No
RevenueVehicles	CU - Cutaway Bus	1	554-073	8	80,090	\$120,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1	554-074	8	76,499	\$120,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1	554-077	4	35,130	\$120,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1	77114	4	115,927	\$100,000.00	4	Yes
RevenueVehicles	CU - Cutaway Bus	1	77115	4	91,034	\$100,000.00	4	Yes
RevenueVehicles	CU - Cutaway Bus	1	88706	3	108,565	\$114,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	88707	3	125,341	\$114,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	88708	3	116,100	\$114,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	88709	3	135,309	\$114,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	555-019	2	40,509	\$114,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	555-020	2	41,568	\$114,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	555-021	2	43,782	\$114,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	555-022	2	40,350	\$114,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	555-023	2	40,581	\$114,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	555-024	2	42,706	\$114,000.00	4	No
RevenueVehicles	CU - Cutaway Bus	1	88710	1	29,538	\$114,000.00	4	No
RevenueVehicles	MV - Mini-van	1	77116	2	46,158	\$50,000.00	4	No
RevenueVehicles	MV - Mini-van	1	77117	2	39,819	\$50,000.00	4	No
RevenueVehicles	MV - Mini-van	1	77118	2	29,217	\$50,000.00	4	No
RevenueVehicles	MV - Mini-van	1	77119	2	45,041	\$50,000.00	4	No
RevenueVehicles	MV - Mini-van	1	77120	2	38,389	\$50,000.00	4	No
RevenueVehicles	MV - Mini-van	1	77123	2	39,895	\$50,000.00	4	No
RevenueVehicles	MV - Mini-van	1	77124	2	39,690	\$50,000.00	4	No
RevenueVehicles	MV - Mini-van	1	77125	2	34,274	\$50,000.00	4	No
RevenueVehicles	TB - Trolleybus	1	554-083	2	25,829	\$250,000.00	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. Two (2) maintenance facility assets exceed their ULB of 10 years and one (1) of Thousand Oak’s non-revenue vehicles is past it’s ULB of 10 years as of 2022 as shown in the following table:

**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	CNG Fast-fill Dispenser	1	N/A	5	N/A	\$150,000.00	10	No
Equipment	Maintenance	Bus Wash	1	N/A	12	N/A	\$250,000.00	10	Yes
Equipment	Maintenance	Portable Bus Lift (set of 4)	1	554-044	5	N/A	\$50,000.00	10	No
Equipment	Maintenance	Portable Bus Lift (set of 4)	1	554-053	1	N/A	\$50,000.00	10	No
Equipment	Maintenance	Portable Bus Lift (set of 4)	1	554-042	1	N/A	\$50,000.00	10	No
Equipment	Maintenance	Scissor Lift	1	554-087	12	N/A	\$200,000.00	10	Yes
Equipment	Maintenance	Tire Balancer	1	554-056	6	N/A	\$25,000.00	20	No
Equipment	Maintenance	Tire Changer	1	554-059	6	N/A	\$30,000.00	10	No
Equipment	Non Revenue/Service Automobile	Pool Vehicle	1	554-040	10	53,274	\$40,000.00	10	Yes
Equipment	Non Revenue/Service Automobile	Pool Vehicle	1	554-070	6	15,988	\$40,000.00	10	No

### Facilities

The following table contains TOT Facilities Condition Assessment. Thousand Oak’s Fleet Maintenance Facility is 28 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 25 years of age. The 7-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	28	4	\$2,000,000.00
Facilities	Parking	MSC Bus Parking and Fueling	1	N/A	7	5	\$2,250,000.00
Facilities	Passenger Facilities	Thousand Oaks Transportation Center	1	N/A	25	4	\$12,000,000.00

## 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 updates its Capital Improvement Program project list and budget with a five-year outlook including 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.

**Risk Management**

Risk	Mitigation Strategy
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 & Facilities**

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 that all unexpected costs can be covered. In addition, the contract with the operator requires

them to pay for all accident repairs regardless of fault, thereby limiting the City's exposure. The following schedule provides regularly planned vehicle maintenance activities:

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration	Cost
RevenueVehicles	BU - Bus	PMI CHP	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 wash maintenance	7 days	2	\$130
Facilities	Administration	HVAC maintenance	Monthly	1	\$2,400
Facilities	Administration	Fire system maintenace	Quarterly	1	\$1,800
Facilities	Administration	Security patrol	Daily	8	\$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 inspection	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 lists Thousand Oaks Transit planned capital projects. In its entirety, the list totals more than \$20 million in costs for the projects that are listed.

**Table 7.5.1. TOT Prioritized List of Investments for 2023-2026**

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2025	Construction of EV Charging Infrastructure at MSC and TOTC	Facilities	\$2,500,000.00	High
2026	TOT Replacement EV Buses	RevenueVehicles	\$5,000,000.00	High
2027	TOT Expansion EV Buses	RevenueVehicles	\$3,500,000.00	Medium
2025	TOT Replacement EV DAR Vehicles	RevenueVehicles	\$1,000,000.00	High
2023	Bus Shelter Replacements Citywide	Facilities	\$1,000,000.00	Medium
2023	TOT Janss Road Park and Ride Facility Improvements	Facilities	\$300,000.00	Low
2024	TOT Bus Wash Replacement	Facilities	\$2,500,000.00	Medium
2026	TOTC Solar Canopies	Facilities	\$2,500,000.00	Medium
2024	MSC Microgrid Battery Backup	Facilities	\$1,000,000.00	High
2024	Public Vehicle Charging Infrastructure at TOTC	Facilities	\$1,000,000.00	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 PathPoint and HELP of Ojai (HOO). PathPoint is a non-profit organization providing transit for disabled and young adults with one (1) Van; and HOO provides paratransit service for seniors and disabled Ojai residents with six (6) revenue Vehicles.

**Table 8.1. Collective Smaller Operators Transit Asset Inventory Portfolio**

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
<b>Revenue Vehicles</b>	<b>6</b>	<b>8.0</b>	<b>62,831</b>	<b>\$60,000.00</b>
<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>	4	9.5	68,935	\$60,000.00
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	1	9.0	98,148	\$50,000.00
<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>	0	-	-	-
<i>VN - Van</i>	1	1.0	3,100	\$70,000.00

### Asset Condition Assessment

As for Pathpoint, they currently have zero (0) vehicles past their ULB of 5 years, and HOO currently has three (3) vehicles past their ULB of 10 and 8 years 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	CU - Cutaway Bus	Van #6 HOO	1	6W45072	16	107,634	\$60,000.00	10	Yes
RevenueVehicles	CU - Cutaway Bus	Van #7 HOO	1	6W45073	16	108,797	\$60,000.00	10	Yes
RevenueVehicles	CU - Cutaway Bus	Van #8 HOO	1	47934H2	4	38,692	\$60,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	Van #9 HOO	1	8JHW733	2	20,617	\$60,000.00	10	No
RevenueVehicles	MV - Mini-van	Van #4 HOO	1	78932K1	9	98,148	\$50,000.00	8	Yes
RevenueVehicles	VN - Van	PathPoint	1	1FDAX2C82LKB75772	1	3,100	\$70,000.00	5	No

**Management Approach and Prioritized List of Investments**

The following table lists PathPoint and Help of Ojai’s prioritized list of investments in its entirety. The list includes the replacement of a total of three (3) vehicles, two (2) cutaway buses and one (1) minivan.

**Table 8.3. Smaller Operators Prioritized List of Investments for 2023-2026**

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2023	Help of Ojai Replacement (2)	RevenueVehicles	\$248,500.00	High
2024	Help of Ojai Replacement (1)	RevenueVehicles	\$64,000.00	High

## 9 Ventura County Rail

### Rail Assets

Metrolink provides regional daily commuter rail service between Ventura County and Union Station in downtown Los Angeles. There are a total of twenty two (22) weekday and four (4) weekend Metrolink trains that run between Ventura County and Union Station on the “Ventura County Line”. Metro owns the track from Union Station to the LA County line. Union Pacific/VCTC jointly own the rail right-of way (ROW) for approximately fifteen (15) miles from the County line to just west of Moorpark Station. Union Pacific owns the track west of Moorpark. 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 rail assets (station platforms, rail ROW, or parking), neither VCTC nor the cities operate rail service and therefore are not considered a Tier I rail operator. However, consistent with FTA Transit Asset Management (TAM) shared facility guidance, asset reporting, condition assessment, and investment prioritization responsibilities are determined by direct capital responsibility.

Rail fixed guideway infrastructure, track, and rail systems assets for which SCRRA (Metrolink) retains capital responsibility are included in the Metrolink TAM Plan. Passenger station and parking facilities for which VCTC retains direct capital responsibility are included in VCTC’s TAM inventory, condition assessment process, performance measures, and investment prioritization framework.

### Condition Assessment

Metrolink performs a “Station Inspection Survey” of all Ventura County Line stations periodically. April 2025 inspection reports found two (2) deficiencies at the Ventura (Montalvo) Station; five (5) deficiencies at the Simi Valley Station; one (1) deficiency at the Moorpark Station; two (2) deficiencies at the Camarillo Station; and five (5) deficiencies in the Oxnard Station (which is not owned by VCTC)

Inspection findings across the Ventura County Line reflect varying levels of asset wear, including surface deterioration, fencing breaches, irrigation system failures, tactile strip damage, signage deficiencies, lighting fixture issues, and localized corrosion of structural elements. The Camarillo Station condition review also identified improvements needed to pedestrian circulation areas and platform elements, including accessibility-related components, which are tied to broader facility rehabilitation needs.

While the stations remain operational, observed conditions indicate that several components are approaching or exceeding useful life benchmarks and may require capital investment to preserve long-term facility integrity.

Inspection findings are systematically reviewed to distinguish routine maintenance needs from capital improvement priorities. Where VCTC retains direct capital responsibility, documented conditions are evaluated in accordance with the FTA TERM scale and incorporated into VCTC's asset condition assessment and investment prioritization framework.

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

Train Station	Owner	Platform Length	Rail Car Capacity	Parking Spaces	Overall Condition TERM Scale
<b>East Ventura Station (Montalvo)</b>	VCTC	510	6	60	3
<b>Oxnard</b>	City of Oxnard	1090	8	110	3
<b>Camarillo</b>	VCTC, Union Pacific	800	8	406	2
<b>Moorpark</b>	VCTC, Union Pacific	1086	6	270	4
<b>Simi Valley</b>	City of Simi Valley, VCTC, UP	800	7	560	3

**Table 9. Ventura County Stations**

The FTA Transit Economic Requirements Model (TERM) scale is a 5-point rating system used to assess the condition of public transit assets, ranging from 5.0 (Excellent) to 1.0 (Poor). It helps agencies determine if assets are in a "State of Good Repair" (SGR), with scores below 3.0 indicating marginal or poor 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**

<b>VENTURA COUNTY GROUP TAM PLAN PROJECTED TARGETS</b>		
<b>ASSETS:</b> <i>Only those for which agency has direct capital responsibility</i>	<b>PERFORMANCE MEASURE</b>	<b>TAM PLAN TARGET</b>
<b>EQUIPMENT:</b> <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%
<b>ROLLING STOCK:</b> <i>Revenue vehicles by mode</i>	Measured by age, Percentage of vehicles met or exceeded Useful Life Benchmark	10%
<b>FACILITIES:</b> <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	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
<b>REVENUE VEHICLES</b>						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus					
	AO - Automobile					
	BR - Over-the-road Bus	10%	10%	10%	10%	10%
	BU - Bus	10%	10%	10%	10%	10%
	CU - Cutaway Bus	10%	10%	10%	10%	10%
	DB - Double Decked Bus					
	FB - Ferryboat					
	MB - Mini-bus	10%	10%	10%	10%	10%
	MV - Mini-van	10%	10%	10%	10%	10%
	RT - Rubber-tire Vintage Trolley					
	SB - School Bus					
	SV - Sport Utility Vehicle					
	TB - Trolleybus					
	VN - Van	10%	10%	10%	10%	10%
	Custom 1					
Custom 2						
Custom 3						
<b>EQUIPMENT</b>						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	25%	25%	25%	25%	25%
	Steel Wheel Vehicles	25%	25%	25%	25%	25%
	Trucks and other Rubber Tire Vehicles	25%	25%	25%	25%	25%
	Custom 1					
	Custom 2					
Custom 3						
<b>FACILITIES</b>						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM)	Administration	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%
	Custom 1					
	Custom 2					
Custom 3						

## 11 RECORDKEEPING & NTD REPORTING

Table 11.TAM Milestones

TAM MILESTONES	Deadline
- Complete compliant TAM Plan (1st required) - Share TAM Plan with planning partners	Oct 2018
- Report FY18 Asset Inventory Module (AIM) data to NTD (1st required) - Submit targets for FY22 to NTD	October 2021
-Complete updated TAM Plan -Share TAM Plan with planning partners	October 2022
- Report FY22 AIM data to NTD - Submit targets for FY23 to NTD - Submit narrative report to NTD	October 2022
- Report FY23 AIM data to NTD - Submit targets for FY24 to NTD - Submit narrative report to NTD	October 2023
- Report FY24 AIM data to NTD - Submit targets for FY25 to NTD - Submit narrative report to NTD	October 2024
- Report FY25 AIM data to NTD - Submit targets for FY26 to NTD - Submit narrative report to NTD	October 2025
- Complete Updated TAM Plan - Share TAM Plan with planning partners	October 2026
-Continue reporting AIM data to NTD annually -Submit targets for upcoming fiscal year to NTD -Submit narrative report to NTD	October

### Timeframes/Reporting

#### TAM Plan

The TAM plan must be updated in its entirety at least every four years, with the first completed TAM Plan required by October 2018, and it must cover a horizon period of at least four 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). The 2022 TAM Plan was approved by TRANSCOM on September 14, 2022.

## 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 **12.3**. This list includes anticipated investments for the Plan's four (4) year horizon period (2023-2026) and includes all participating Group Plan transit agencies' proposed projects.

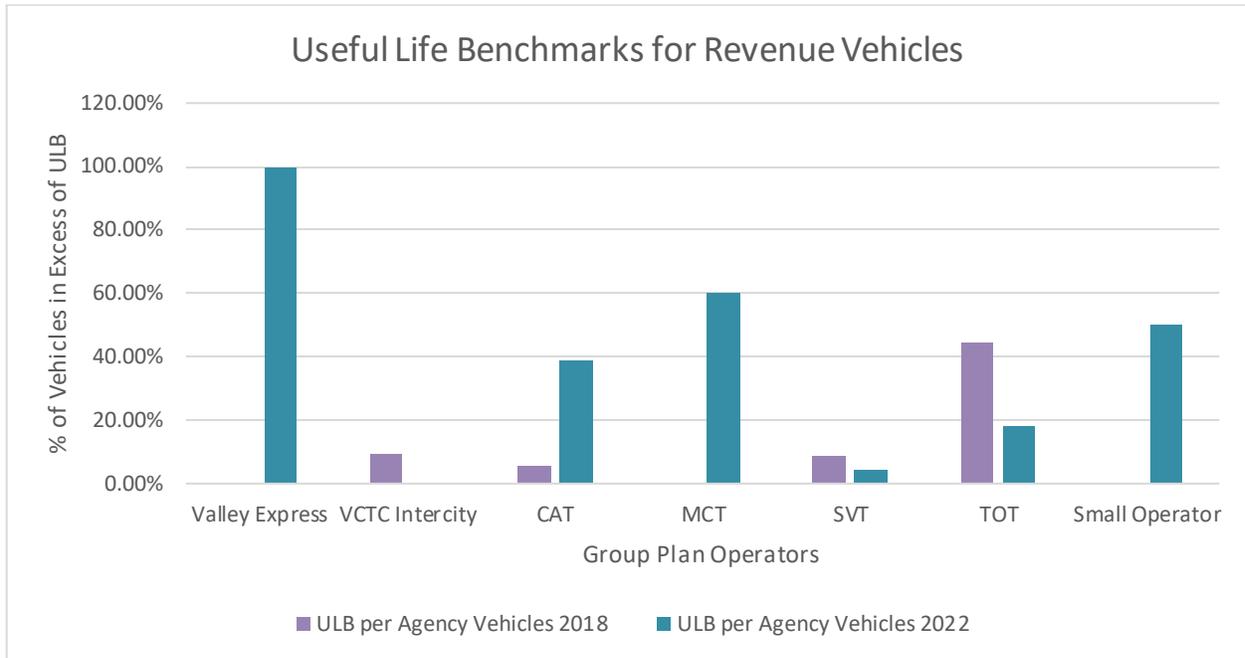
Year 2023 includes ten projects totaling approximately \$8.5M in costs including revenue vehicle replacement projects for Valley Express, Camarillo Area Transit, Moorpark Transit, Simi Valley Transit, Thousand Oaks Transit, and Help of Ojai rated all rated "high" priority with the exception for one project at Thousand Oaks Transit rated "medium" priority. Year 2024 of the Plan consists of nine projects including Valley Express, VCTC Intercity, Camarillo Area Transit, Simi Valley Transit, Thousand Oaks Transit and Help of Ojai at an approximate cost of \$8.8M. Year 2025 includes four projects for a total of approximately \$4.5M, including Valley Express, Camarillo Area Transit, and Thousand Oaks Transit. Year 2026 consists of two projects for Thousand Oaks Transit for vehicle replacements and facilities construction at a cost of \$7.5M. Year 2027 consists of one project at Thousand Oaks Transit for an expansion of revenue vehicles at a cost of \$3.5M. In addition, the Camarillo Station ADA Improvement Project has been added to the investment prioritization list under the Facilities asset class (Passenger Stations and Parking). This project addresses accessibility improvements for assets under VCTC's capital responsibility.

The total estimated cost for projects identified in the Group Plan's 4 year horizon period is approximately \$33.M. The total value of all Ventura County Group Plan Transit Assets is approximately \$70M as shown in Table **12.2**. The investment prioritization schedule costs represent 47% of the current replacement value of all Ventura County Transit Assets (excluding GCTD).

Currently (2022) approximately 26% of all revenue vehicles in Ventura County group TAM plan have met or exceeded their ULB, this is up from the previous (2018) TAM Plan that had a total of approximately 16% of revenue vehicles meet or exceed their ULB as shown in Table **12.1**. Three operators during the (2018) TAM Plan had zero vehicles meet or exceed ULB. VCTC intercity had zero vehicles meet or exceed ULB for the current horizon period. Although some of the assets have met the FTA ULB age determination not all have exceeded mileage. Revenue vehicles that would have otherwise been in service temporarily reduced or canceled service due to the COVID-19 pandemic. The Group TAM Plan targets did not change from the previous plan due to the goals being attainable as demonstrated in the previous (2018) TAM Plan where all but one agency met the 10% ULB.



**Table 12.1. Comparison of Useful Life Benchmark of all Ventura County Group Plan Assets**



**Table 12.2. Current (2022) Replacement Value of all Ventura County Group Plan Assets**

Transit Agency	Transit Agency Current Value (2022)
Valley Express	\$ 2,458,310.00
VCTC Intercity	\$ 25,944,378.00
Camarillo Area Transit	\$ 1,857,000.00
Moorpark City Transit	\$ 3,750,000.00
Simi Valley Transit	\$ 11,471,430.00
Thousand Oaks Transit	\$ 23,899,000.00
Small Transit Providers	\$ 360,000.00
<b>Total Ventura County Transit (Group Plan)</b>	<b>\$ 69,740,118.00</b>

**Table 12.3. Ventura County Group TAM Plan List of Capital Investments (2023-2026)**

Project Year	Project Name	Asset/Asset Class	Cost	Priority	Transit Agency
2023	Valley Express Replacement (10)	Revenue Vehicles	\$807,000.00	High	Valley Express
2023	Valley Express Replacement (5)	Revenue Vehicles	\$735,000.00	High	Valley Express
2024	VCTC Intercity Replacement ZEB Vehicle	Revenue Vehicles	\$2,151.00	High	VCTC Intercity
2019	Camarillo Vehicle Replacement (1)	Revenue Vehicles	\$67,725.00	High	Camarillo Area Transit
2022	Moorpark Vehicle Replacement (3)	Revenue Vehicles	\$1,412,775.00	High	Moorpark City Transit
2023	Simi Valley Electric Vehicle Acquisition (2) and Infrastructure (1)	Revenue Vehicles	\$450,000.00	High	Simi Valley Transit
2023	Simi Valley Transit Paratransit Vehicles	Revenue Vehicles	\$2,761,258.00	High	Simi Valley Transit
2023	Simi Valley Replacement Low/No Buses	Revenue Vehicles	\$1,029,588.00	High	Simi Valley Transit
2024	Simi Valley Support Vehicles (2)	Revenue Vehicles	\$110,000.00	High	Simi Valley Transit
2025	Construction of EV Charging Infrastructure at MSC and TOTC	Facilities	\$2,500,000.00	High	Thousand Oaks Transit
2026	TOT Replacement EV Buses	Revenue Vehicles	\$5,000,000.00	High	Thousand Oaks Transit
2027	TOT Expansion EV Buses	Revenue Vehicles	\$3,500,000.00	Medium	Thousand Oaks Transit
2025	TOT Replacement EV DAR Vehicles	Revenue Vehicles	\$1,000,000.00	High	Thousand Oaks Transit
2023	Bus Shelter Replacements Citywide	Facilities	\$1,000,000.00	Medium	Thousand Oaks Transit
2023	TOT Janss Road Park and Ride Facility Improvements	Facilities	\$300,000.00	Low	Thousand Oaks Transit
2024	TOT Bus Wash Replacement	Facilities	\$2,500,000.00	Medium	Thousand Oaks Transit
2026	TOTC Solar Canopies	Facilities	\$2,500,000.00	Medium	Thousand Oaks Transit
2024	MSC Microgrid Battery Backup	Facilities	\$1,000,000.00	High	Thousand Oaks Transit
2024	Public Vehicle Charging Infrastructure at TOTC	Facilities	\$1,000,000.00	Medium	Thousand Oaks Transit
2025	Camarillo Station Improvement	Facilities	\$2,600,000.00	High	VCTC

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

Ventura County Transportation Commission  
2022 Ventura County Group TAM Plan Update

Approved by Agency Accountable Executive



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Martin R. Erickson  
Executive Director, VCTC

2.25.2026

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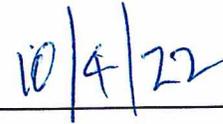
Date

Ventura County Transportation Commission  
2022 Ventura County Group TAM Plan Update

Approved by Agency Accountable Executive



Ronald K. Fuchiwaki  
Public Works Director, City of Simi Valley



Date

Ventura County Transportation Commission  
2022 Ventura County Group TAM Plan Update

Approved by Agency Accountable Executive



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Dave Klotzle  
Director of Public Works, City of Camarillo

09 / 30 / 2022

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Date

Ventura County Transportation Commission  
2022 Ventura County Group TAM Plan Update

Approved by Agency Accountable Executive

  
Troy Brown (Oct 4, 2022 10:17 PDT)

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Troy Brown  
City Manager, City of Moorpark

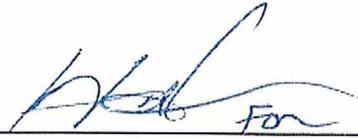
Oct 4, 2022

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Date

Ventura County Transportation Commission  
2022 Ventura County Group TAM Plan Update

Approved by Agency Accountable Executive



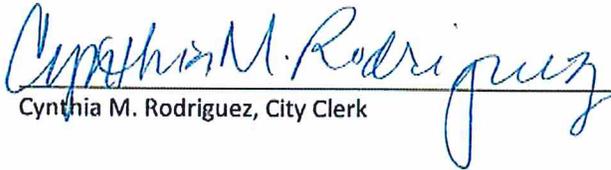
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Clifford G. Finley  
Public Works Director, City of Thousand Oaks

10/6/2022

Date

Attest:



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Cynthia M. Rodriguez, City Clerk

10/11/22

Date

**Ventura County Transportation Commission**  
**2022 Ventura County Group TAM Plan Update**

Approved by Agency Accountable Executive



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Glynda Givens  
Account Executive, Pathpoint

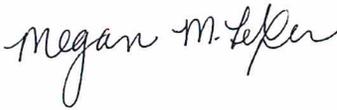
9/30/2022

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Date

**Ventura County Transportation Commission**  
**2022 Ventura County Group TAM Plan Update**

Approved by Agency Accountable Executive



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Megan Tefler  
Co-Executive Director, Help of Ojai

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Date