Ventura County Transportation Commission

TRANSIT ASSET MANAGEMENT PLAN

OCTOBER 2026

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.

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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 CFR Part 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). This 2026 TAM Plan is the required four-year update to the 2022 Group TAM Plan and covers the 2026-2029 horizon.

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 FTA's Transit Asset Management (TAM) requirements is to help achieve and maintain a State of Good Repair (SGR) for the nation's public transportation assets. FTA's January 2025 National Transit State of Good Repair Backlog Analysis estimated the national transit SGR backlog at $140.2 billion, based on 2022 asset and cost data expressed in 2022 dollars.

The TAM rule addresses these needs by requiring transit providers to develop TAM plans that support systematic assessment of asset conditions, identification of maintenance and replacement needs, and prioritization of capital investments. Effective asset-management practices can reduce long-term maintenance costs while improving efficiency, safety, service reliability, transparency, and accountability.

Implementing a TAM system requires transit providers to maintain asset inventories, assess asset conditions, establish performance targets, and develop strategies for prioritizing investments. The rule establishes a framework for transit agencies to monitor and manage public transportation assets, improve safety and reliability, and make informed decisions regarding maintenance,

rehabilitation, and replacement.

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 (RTPA) 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 approximately 831,000 residents, Ventura County's public transportation services including fixed-route, demand-response, and dial-a-ride services are provided by several transit operators and 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
Ojai Trolley
HELP of Ojai
Pathpoint

The cities of Camarillo, Moorpark, Ojai, Simi Valley, and Thousand Oaks sponsor local fixed-route transit services. Camarillo provides general-public dial-a-ride within the city, while Moorpark and Simi Valley Transit operates general-public on-demand services. The cities also provide or sponsor ADA paratransit and other dial-a-ride services for eligible riders. ECTA CONNECT provides city-to-city dial-a-ride service for adults age 65 and older and ADA-certified riders in eastern Ventura County.

Valley Express provides fixed-route, ADA paratransit, and general-public dial-a-ride services

throughout the Heritage Valley. The service is provided through a cooperative agreement among the cities of Fillmore and Santa Paula, the County of Ventura, and VCTC and is administered by VCTC.

VCTC also administers the VCTC Intercity bus system, which consists of six fixed-route services connecting communities throughout Ventura County and extending into Santa Barbara and Los Angeles counties. Ojai Trolley is included as a participating operator in the Ventura County Group TAM Plan. PathPoint and HELP of Ojai are nonprofit transportation providers that operate federally funded vehicles and also participate in the Group TAM Plan.

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

A condition assessment is the process of assessing and documenting the physical condition and performance of a capital asset. Under 49 CFR § 625.25, transit providers must assess inventoried assets for which they have direct capital responsibility. The assessment must provide enough information to monitor and predict asset performance and inform investment prioritization.

Rolling Stock and Equipment Condition Assessment

FTA uses age-based performance measures for rolling stock and equipment. For rolling stock, the performance measure is the percentage of revenue vehicles within each asset class that have met or exceeded their Useful Life Benchmark (ULB). For equipment, the performance measure is the percentage of non-revenue support-service and maintenance vehicles that have met or exceeded their ULB.

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.

Facility condition assessments use 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 Rule, 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: a*gencies may use the facility condition-assessment method most appropriate to their needs, provided the method is consistent, documented, and produces TERM ratings for NTD reporting.*

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 must be consistent with the TAM policy and strategies and consider efficiency, safety, and accessibility for all. In addition, funding sources can be inconsistent or unpredictable, so investment plans must take such funding uncertainties into consideration. The Group TAM Plan must rank projects to improve or manage the SGR of capital assets for which participating providers have direct capital responsibility, in order of priority and anticipated project year. The Plan must also consider estimated funding levels from all available sources that the sponsor reasonably expects will be available in each fiscal year during the four-year TAM Plan horizon period (2026–2029).

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 with fixed-route service extending to Moorpark. 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 five routes serving the cities of Santa Paula, Fillmore, and Moorpark 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. The DAR service, previously limited to seniors and riders with ADA certification, was expanded to include the general public in 2017. Valley Express provided 67,543 passenger trips in FY 2024/25. Ten vehicles are on order and will go into service FY 25/26 to replace the vehicles that have reached their ULB.

2.2 Valley Express Asset Inventory Portfolio

The following table summarizes the revenue vehicles used to provide Valley Express fixed-route and dial-a-ride services. The Valley Express fleet consists of sixteen (15) revenue vehicles: eleven (10) cutaway buses and five (5) vans. The fleet has an average age of 7.7 years, average mileage of approximately 143,789 miles, and an average replacement value of approximately $177,633 per vehicle.

Table 2.2. Valley Express Inventory Summary

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
RevenueVehicles	15	7.7	143,789	$177,663
CU - Cutaway Bus	10	11	214,356	$169,995
VN - Van	5	1	2,655	$193,000

2.3 Valley Express Asset Condition Assessment

In assessing the condition of Valley Express revenue vehicles, the local operating environment, historical maintenance records, manufacturer guidance, and applicable Useful Life Benchmarks (ULBs) were considered.

As of June 30, 2025, the Valley Express fleet consisted of fifteen (15) revenue vehicles: ten (10)

cutaway buses and five (5) vans. The ten cutaway buses were each approximately 11 years old and averaged approximately 214,356 miles. Five (5) cutaways had a five-year ULB, and five (5) had a seven-year ULB. All ten cutaway buses were past their age-based ULB.

The five vans were each approximately one year old, had a five-year ULB, and averaged approximately 2,655 miles. None of the vans were past their ULB. Overall, ten (10) of the fifteen (15) revenue vehicles, or approximately 67 percent of the fleet, were past their age-based ULB.

To address the aging cutaway fleet, ten (10) replacement vehicles were on order as of the plan update and are expected to enter service during FY 2025/26. Because these vehicles were not yet in service as of June 30, 2025, they are not included in the current asset inventory.

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	22.20' Chevy 4500 Cutaway	1	56	11	172,905	$148,380	5	Yes
RevenueVehicles	CU - Cutaway Bus	22.20' Chevy 4500 Cutaway	1	57	11	206,031	$148,380	5	Yes
RevenueVehicles	CU - Cutaway Bus	22.20' Chevy 4500 Cutaway	1	58	11	176,054	$148,380	5	Yes
RevenueVehicles	CU - Cutaway Bus	22.20' Chevy 4500 Cutaway	1	59	11	140,755	$148,380	5	Yes
RevenueVehicles	CU - Cutaway Bus	26.5' Chevy 4500 Cutaway	1	53	11	198,893	$152,496	5	Yes
RevenueVehicles	CU - Cutaway Bus	26.75' Chevy 4500 Cutaway	1	60	11	219,225	$190,786	7	Yes
RevenueVehicles	CU - Cutaway Bus	26.75' Chevy 4500 Cutaway	1	61	11	276,144	$190,786	7	Yes
RevenueVehicles	CU - Cutaway Bus	26.75' Chevy 4500 Cutaway	1	62	11	275,478	$190,786	7	Yes
RevenueVehicles	CU - Cutaway Bus	26.75' Chevy 4500 Cutaway	1	63	11	231,886	$190,786	7	Yes

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	26.75' Chevy 4500 Cutaway	1	64	11	246,192	$190,786	7	Yes
RevenueVehicles	VN - Van	VAN	1	70	1	5,883	$193,000	5	No
RevenueVehicles	VN - Van	VAN	1	71	1	604	$193,000	5	No
RevenueVehicles	VN - Van	VAN	1	72	1	5,906	$193,000	5	No
RevenueVehicles	VN - Van	VAN	1	73	1	20	$193,000	5	No
RevenueVehicles	VN - Van	VAN	1	74	1	864	$193,000	5	No

2.4 Valley Express Decision Support Tools & Management Approach

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

Table 2.4. Decision Support Tools

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

2.5 Valley Express Prioritized List of Investments

An investment prioritization analysis was performed using the VCTC Transit Asset Manager, an internally developed decision-support tool based on FTA Transit Asset Management requirements. The system evaluates each vehicle's acquisition year, Useful Life Benchmark, replacement cost, planned replacement year, and agency-assigned priority to develop the four-year investment schedule. Operator-provided information may be used to adjust the automatically calculated replacement year based on vehicle condition, maintenance history, service needs, procurement timing, and available funding. As shown below, ten (10) 2015 Chevrolet Express G4500 cutaway buses are scheduled for replacement in 2026 at an estimated total cost of $1,699,946.

Table 2.5.1. Valley Express Fleet Replacement Yearly Expenditures (2026-2029)

Fleet Type	2026 Number	2026 Cost	2027 Number	2027 Cost	2028 Number	2028 Cost	2029 Number	2029 Cost
2015 Chevrolet Express G4500	1	$190,786	0	$0	0	$0	0	$0
2015 General Motors Chevrolet Express G4500	9	$1,509,160	0	$0	0	$0	0	$0

** An annual 8.5% inflation rate was factored into future expenditures.*

The following table identifies Valley Express capital investment needs over the four-year TAM Plan horizon of 2026–2029. Based on vehicle ULBs and current replacement plans, ten (10) cutaway buses are scheduled for replacement in 2026 at an estimated cost of $1,699,946. The project is assigned a high priority to support safe and reliable service and improve the fleet's state of good repair:

Table 2.5.2. Valley Express Prioritized List of Investments (2026-2029)

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2026	Valley Express Vehicle Replacement (10)	CU - Cutaway Bus	$1,699,946	High

3 VCTC Intercity Transit

3.1 Overview of VCTC Intercity Service

The Ventura County Transportation Commission administers VCTC Intercity, a regional fixed-route bus network operating primarily within Ventura County, with service extending into Santa Barbara and Los Angeles counties. The system consists of six fixed-route services: Highway 101, Highway 126, East County, Cross County Limited, Coastal Express, and Channel Islands. These services connect communities and destinations including Woodland Hills, Thousand Oaks, Simi Valley, Moorpark, Somis, Camarillo, Oxnard, California State University Channel Islands, Fillmore, Santa Paula, Saticoy, Ventura, Carpinteria, Santa Barbara, and Goleta.

VCTC Intercity serves more than 100 bus-stop locations and operates with a fleet of thirty-six (36) VCTC-owned, 45-foot over-the-road coaches. Service operations and maintenance are provided under contract by RATP Dev. Five diesel over-the-road buses are on order and will go into service in late 2026.

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 8.3 years and average mileage of 541,348, per coach and average replacement value of $774,878. Average vehicle mileage is relatively high but is customary and consistent with the long distant nature of inter-city commuter service.

Table 3.2. VCTC Intercity Asset Inventory

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
RevenueVehicles	36	8.3	541,348	$774,878
BR - Over-the-road Bus	36	8.3	541,348	$774,878

3.3 VCTC Intercity Asset Condition Assessment

Revenue Vehicles

The following table provides a detailed inventory and condition assessment of VCTC Intercity revenue vehicles. VCTC applies a ten-year ULB to its over-the-road coaches based on FTA guidance, the operating environment, maintenance history, and manufacturer recommendations. Of the thirty-six (36) coaches, eighteen (18), or approximately 53 percent, are past their ULB, while seventeen (17) remain within their ULB. Five replacement coaches are on order and are expected to enter service in late 2026.

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	45' Over-The-Road Bus	1	V301	11	659,149	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V302	11	655,207	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V303	11	590,126	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V304	11	577,848	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V305	11	702,057	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V306	11	664,342	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V307	11	733,889	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V308	11	604,248	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V309	11	553,935	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V310	11	686,585	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V311	11	638,012	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V312	11	646,699	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V313	11	639,459	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V314	11	610,644	$717,000	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V315	11	691,326	$733,400	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V316	11	678,784	$733,400	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V317	11	744,284	$733,400	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V318	11	771,237	$733,400	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V319	11	633,413	$733,400	10	Yes
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V320	7	706,944	$733,400	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V321	7	697,575	$733,400	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V322	7	754,348	$733,400	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V323	7	773,602	$733,400	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V324	7	639,786	$733,400	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V325	7	689,772	$733,400	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V330	7	536,584	$717,000	10	No

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	45' Over-The-Road Bus	1	V331	7	536,145	$717,000	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V332	7	532,115	$717,000	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V333	7	412,037	$717,000	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V334	7	359,494	$717,000	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	V335	7	352,575	$717,000	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	341	1	3,827	$1,097,644	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	342	1	4,345	$1,097,644	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	343	1	2,706	$1,097,644	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	344	1	2,120	$1,097,644	10	No
RevenueVehicles	BR - Over-the-road Bus	45' Over-The-Road Bus	1	345	1	3,299	$1,097,644	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
Roadrunner Maintenance Plan	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: ▪ A written maintenance plan describing the roles of maintenance personnel, fueler/detail personnel, and ▪ A written set of goals and objectives for the maintenance department and personnel ▪ A written process for documenting maintenance and repair procedures ▪ A written process describing safety inspections ▪ A written process to identify equipment defects ▪ A safety/hazard communication plan ▪ A written Employee Training Guideline and Procedure ▪ A written process for integrating new equipment into the fleet maintenance plan ▪ A written process detaining procedures to manage break-down or road call situations ▪ A written policy to conform to manufacturer's warranty policies ▪ A facility maintenance and inspection plan
Fleetmate Software	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: ▪ Generate and track work orders ▪ Track and schedule PM inspections and services ▪ Track services performed externally ▪ Labor details, including technician information ▪ Vehicle licensing information ▪ Assign costs to various cost centers ▪ Update and maintain a parts inventory ▪ Issue purchase orders ▪ Retain insurance due dates ▪ Document road calls ▪ Maintain a list of approved vendors ▪ Document warranty repairs ▪ Generate reports as needed to assure compliance with inspection requirements ▪ Provide specific maintenance and repair costs by various factors (cost per mile, per vehicle type, etc.) ▪ Track vehicle costs that are abnormal to assist in replacing high maintenance cost vehicles

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

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

3.5 VCTC Intercity Prioritized List of Investments

An investment prioritization analysis was performed using the VCTC Transit Asset Manager, an internally developed decision-support tool based on FTA Transit Asset Management requirements. The system evaluates each vehicle's acquisition year, Useful Life Benchmark, replacement cost, planned replacement year, and agency-assigned priority to develop the four-year investment schedule. Operator-provided information may be used to adjust the automatically calculated replacement year based on vehicle condition, maintenance history, service needs, procurement timing, and available funding. As shown below, eighteen (18) 2015 Motor Coach Industries 45-foot over-the-road buses are scheduled for replacement during the 2026–2029 TAM Plan horizon: five (5) in 2026, twelve (12) in 2027, and one (1) in 2028. The estimated total replacement cost is $12,971,600.

Table 3.5.1. VCTC Intercity Fleet Replacement Yearly Expenditures (2026-2029)

Fleet Type	2026 Number	2026 Cost	2027 Number	2027 Cost	2028 Number	2028 Cost	2029 Number	2029 Cost
2015 Motor Coach Industries 45' Over-The-Road Bus	5	$3,601,400	12	$8,653,200	1	$717,000	0	$0

In the following table VCTC has scheduled the replacement of eighteen (18) vehicles to maintain a SGR.

Table 3.5.2. VCTC Intercity Prioritized List of Investments (2026-2029)

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2026	VCTC Intercity Vehicle Replacement (5)	BR - Over-the-road Bus	$3,601,400	High
2027	VCTC Intercity Vehicle Replacement (12)	BR - Over-the-road Bus	$8,653,200	Medium
2028	VCTC Intercity Vehicle Replacement (1)	BR - Over-the-road Bus	$717,000	Low

4 Camarillo Area Transit (CAT)

4.1 Overview of CAT Service

Camarillo Area Transit (CAT) operates two fixed routes within the City of Camarillo. One route runs seven days a week approximately every thirty minutes. The second route runs five days a week, approximately every hour. The routes are within the city and run approximately every half an hour. CAT also offers general public DAR service every day of the week, but it does not include school trips.

4.2 CAT Asset Inventory Portfolio

As of June 30, 2025, CAT's asset inventory included eighteen (18) revenue vehicles owned by the City of Camarillo. CAT service is operated under contract by RTW Management. The vehicles had an average age of approximately 2.5 years and an average latest-reported mileage of approximately 70,965 miles and average replacement value of approximately $190,889. The mileage readings were recorded between September 30 and October 16, 2025. The fleet consisted of five (5) cutaway buses, three (3) minivans, one (1) rubber-tire vintage trolley, and nine (9) vans.

Table 4.2. CAT Asset Inventory Portfolio

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	18	2.5	70,965	$190,889
CU - Cutaway Bus	5	4.4	135,616	$270,600
MV - Mini-van	3	1.7	45,235	$90,000
TB - Trolleybus	1	1	34,170	$450,000
VN - Van	9	1.8	47,412	$151,444

4.3 CAT Asset Condition Assessment

As shown in the following table, three (3) of CAT's eighteen (18) revenue vehicles is at or past its Useful Life Benchmark. Cutaway buses 828 and 831 are at or past their seven-year ULB, and transit van 830 is past its four-year ULB. The remaining fifteen (15) revenue vehicles are within their applicable ULBs. Units 828, 830, and 831 were retired after June 30, 2025 and remain included in this inventory because they were in service at the cutoff date

Table 4.3. CAT 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	Cutaway	1	848	2	7,157	$370,000	7	No
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	837	2	35,969	$370,000	7	No
RevenueVehicles	CU - Cutaway Bus	cutaway < 30'	1	833	6	187,513	$370,000	7	No
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	828	7	253,500	120,000	7	Yes
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	831	7	193,943	123,000	7	Yes
RevenueVehicles	MV - Mini-van	minivan	1	835	3	41,822	$90,000	4	No
RevenueVehicles	MV - Mini-van	minivan	1	834	3	79,805	$90,000	4	No
RevenueVehicles	MV - Mini-van	minivan	1	847	2	14,079	$90,000	4	No
RevenueVehicles	TB - Trolleybus	Trolley	1	838	2	34,170	$450,000	7	No
RevenueVehicles	VN - Van	transit van	1	846	2	15,826	$155,000	4	No
RevenueVehicles	VN - Van	transit van	1	845	2	19,536	$155,000	4	No
RevenueVehicles	VN - Van	transit van	1	844	2	18,794	$155,000	4	No
RevenueVehicles	VN - Van	transit van	1	843	2	17,354	$155,000	4	No
RevenueVehicles	VN - Van	transit van	1	842	2	28,340	$155,000	4	No
RevenueVehicles	VN - Van	transit van	1	841	2	20,337	$155,000	4	No
RevenueVehicles	VN - Van	transit van	1	840	2	18,442	$155,000	4	No
RevenueVehicles	VN - Van	transit van	1	839	2	20,101	$155,000	4	No
RevenueVehicles	VN - Van	Transit Van	1	830	7	270,680	123,000	4	Yes

4.4 CAT Decision Support Tools & Management Approach

The contract between the City of Camarillo and CAT service operator RTW Management establishes vehicle maintenance, facility, and equipment standards. The contract also outlines reporting procedures for preventive maintenance and required inspections. Revenue vehicle replacement is planned based on each vehicle's Useful Life Benchmark, condition, service needs, and available funding.

4.5 CAT Prioritized List of Investments

TAM Plans require a prioritized list of projects or programs to manage or improve the state of good repair (SGR) of capital assets. Based on the replacement schedule, CAT has ten (10) revenue vehicle replacements planned during the 2026–2029 TAM Plan horizon. This includes one (1) vehicle in 2026, two (2) vehicles in 2027, one (1) vehicle in 2028, and six (6) vehicles in 2029, at an estimated total cost of $1,765,000.

Table 4.5.1. CAT Prioritized List of Investments for 2026-2029

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2026	Camarillo Area Transit (CAT) Vehicle Replacement (1)	Revenue Vehicles	$370,000	Medium
2027	Camarillo Area Transit (CAT) Vehicle Replacement (2)	Revenue Vehicles	$310,000	Medium
2028	Camarillo Area Transit (CAT) Vehicle Replacement (1)	Revenue Vehicles	$155,000	Medium
2029	Camarillo Area Transit (CAT) Vehicle Replacement (6)	Revenue Vehicles	$930,000	Medium

5 Moorpark City Transit (MCT)

5.1 Overview of MCT Service

Moorpark City Transit (MCT) provides local transit service within the City of Moorpark. As of August 2025, MCT operated one fixed routes Monday through Friday.

MCT also operated MCT On Demand, a general-public microtransit service available throughout the city Monday through Friday. MCT provides Senior Dial-A-Ride service for residents age 65 and older and ADA paratransit service. The City also participates in ECTA CONNECT, which provides eligible riders with intercity dial-a-ride service in eastern Ventura County. The City of Moorpark contracts with the City of Thousand Oaks to operate its fixed-route and dial-a-ride services. MCT provides connections to Metrolink, Amtrak, VCTC Intercity, and Moorpark College.

5.2 MCT Asset Inventory Portfolio

MCT's asset inventory includes five (5) revenue vehicles used exclusively to provide Moorpark transit service. The City owns two (2) buses used for fixed-route service. The MCT On Demand fleet consists of one (1) cutaway bus and two (2) minivans owned by the service contractor, which is responsible for purchasing and replacing those vehicles. Across all five vehicles, the fleet has an average age of 6.8 years, average mileage of approximately 201,974, and average replacement value of approximately $330,000.

Table 5.2. Moorpark City Transit Asset Inventory Portfolio

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
RevenueVehicles	5	6.8	201,974	$330,000
BU - Bus	2	11	320,167	$750,000
CU - Cutaway Bus	1	4	127,661	$60,000
MV - Mini-van	2	4	120,939	$45,000

5.3 MCT Asset Condition Assessment

The following table assesses the condition of MCT's revenue vehicles by comparing each vehicle's age with its applicable Useful Life Benchmark. None of the five (5) vehicles are currently at or past their ULB. The two City-owned fixed-route buses are each 11 years old and approaching their 12-year ULB. The contractor-owned On Demand fleet consists of one four-year-old cutaway bus with a 10-year ULB and two four-year-old minivans with five-year ULBs.

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	Bus	1	66463	11	308,346	$750,000	12	No
RevenueVehicles	BU - Bus	Bus	1	66464	11	331,987	$750,000	12	No
RevenueVehicles	CU - Cutaway Bus	CU - Cutaway Bus	1	401	4	127,661	$60,000	10	No
RevenueVehicles	MV - Mini-van	MV - Mini-van	1	411	4	118,734	$45,000	5	No
RevenueVehicles	MV - Mini-van	MV - Mini-van	1	412	4	123,144	$45,000	5	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

MCT's highest capital investment need during the 2026–2029 TAM Plan horizon is the replacement of four (4) revenue vehicles in 2027. This includes two City-owned fixed-route buses expected to reach

their 12-year Useful Life Benchmark. The estimated year-of-expenditure replacement cost is $1,627,500.

Table 5.5.1. MCT Prioritized List of Investments for 2026-2029

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2027	Moorpark City Transit (MCT) Vehicle Replacement (2)	BU - Bus	$1,627,500	Medium

6 Simi Valley Transit (SVT)

6.1 Overview of Simi Valley Transit Service

Simi Valley Transit (SVT) provides three fixed routes operating Monday through Saturday. The routes primarily serve the City of Simi Valley, with Route 10 extending to Moorpark College and the Chatsworth Metrolink Station. SVT connects passengers with VCTC Intercity, Metrolink, and Los Angeles Metro services.

SVT also provides curb-to-curb Dial-A-Ride service for ADA-certified riders and adults age 65 and older. In addition, SVT operates SVT On Demand, a general-public microtransit service available Monday through Friday within designated areas of the city.

6.2 Simi Valley Transit Asset Inventory Portfolio

SVT's asset inventory includes twenty-four (24) revenue vehicles with an average age of 5.0 years, average mileage of approximately 114,850, and average replacement value of approximately $347,167. The fleet consists of eleven (11) buses, eight (8) cutaway buses, one (1) minivan, and four (4) vans. SVT also reports five (5) non-revenue/service automobiles and one transit facility valued at approximately $4.1 million.

Table 6.2.1 Simi Valley Transit Asset Inventory

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
RevenueVehicles	24	5	114,850	$347,167
BU – Bus	11	7.7	244,570	$565,909
CU - Cutaway Bus	8	3	7,276	$197,750
MV - Mini-van	1	3	2,593	$25,000
VN – Van	4	2	1,330	$125,000

Table 6.2.2 Simi Valley Equipment Asset Inventory

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
Equipment	5	6	13,431	$28,350
Non Revenue/Service Automobile	5	6	13,431	$28,350

Table 6.2.3 Simi Valley Transit Facilities Inventory

Asset Category / Class	Total Number	Avg Age	Avg Value
Facilities	1	34	$4,110,560
Administration	1	34	$4,110,560

6.3 Simi Valley Transit Asset Condition Assessment

Revenue Vehicles

The following table assesses the condition of SVT's twenty-four (24) revenue vehicles by comparing each vehicle's age with its applicable Useful Life Benchmark. None of the revenue vehicles are currently at or past their ULB. Six (6) buses are 11 years old and approaching their 12-year ULB. The remaining buses, cutaways, minivan, and vans are within their applicable ULBs and meet the age-based state of good repair standard.

Table 6.3.1. Simi Valley Transit Revenue Vehicle 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	Bus Std 35 FT	1	4532	11	398,603	$425,000	12	No
RevenueVehicles	BU - Bus	Bus Std 35 FT	1	4533	11	396,586	$425,000	12	No
RevenueVehicles	BU - Bus	Bus Std 35 FT	1	4534	11	366,706	$425,000	12	No
RevenueVehicles	BU - Bus	Bus Std 35 FT	1	4535	5	106,981	$425,000	12	No
RevenueVehicles	BU - Bus	Bus Std 35 FT	1	4536	5	85,584	$425,000	12	No
RevenueVehicles	BU - Bus	Bus Std 35 FT	1	4537	5	62,681	$425,000	12	No
RevenueVehicles	BU - Bus	Bus Std 35 FT	1	4538	2	35,662	$1,200,000	12	No
RevenueVehicles	BU - Bus	Bus Std 35 FT	1	4539	2	51,151	$1,200,000	12	No
RevenueVehicles	BU - Bus	Bus Std 40 FT	1	4529	11	402,072	$425,000	12	No
RevenueVehicles	BU - Bus	Bus Std 40 FT	1	4530	11	378,910	$425,000	12	No
RevenueVehicles	BU - Bus	Bus Std 40 FT	1	4531	11	405,333	$425,000	12	No
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	6036	3	7,388	$200,000	7	No
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	6037	3	5,558	$182,000	7	No
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	6038	3	8,213	$200,000	7	No
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	6039	3	7,799	$200,000	7	No
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	6040	3	7,876	$200,000	7	No

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	Cutaway	1	6041	3	5,691	$200,000	7	No
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	6042	3	8,162	$200,000	7	No
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	6043	3	7,521	$200,000	7	No
RevenueVehicles	MV - Mini-van	Minivan	1	710	3	2,593	$25,000	5	No
RevenueVehicles	VN - Van	EV VAN	1	6044	2	1,448	$125,000	4	No
RevenueVehicles	VN - Van	EV VAN	1	6048	2	1,499	$125,000	4	No
RevenueVehicles	VN - Van	EV VAN	1	6049	2	1,214	$125,000	4	No
RevenueVehicles	VN - Van	EV VAN	1	6050	2	1,160	$125,000	4	No

Equipment (includes non-revenue vehicles)

SVT's equipment inventory includes five (5) non-revenue/service automobiles with an average age of 6.0 years, average mileage of approximately 13,431, and average replacement value of approximately $28,350 as shown in table 6.3.2.

Table 6.3.2. Simi Valley Transit Non-Revenue Vehicles Condition Assessment

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
Equipment	5	6	13,431	$28,350
Non Revenue/Service Automobile	5	6	13,431	$28,350

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 / Class	Total Number	Avg Age	TERM SCALE	Avg Value
Facilities	1	34	4	$4,110,560
Administration/Maintenance	1	34	4	$4,110,560

6.4 Simi Valley Transit 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 Simi Valley Transit Prioritized List of Investments

The schedule identifies six (6) 2014 buses for replacement in 2026 at an estimated cost of $2,550,000. One (1) minivan and four (4) vans are scheduled for replacement in 2028 at a current-dollar cost of $525,000.

Table 6.5.1. SVT New Fleet Expenditures (2026-2029)

Fleet Type	2026 Number	2026 Cost	2027 Number	2027 Cost	2028 Number	2028 Cost	2029 Number	2029 Cost
2014 New Flyer Bus Std 35 FT	3	$1,275,000	0	$0	0	$0	0	$0
2014 New Flyer Bus Std 40 FT	3	$1,275,000	0	$0	0	$0	0	$0
2022 Chrysler Chrysler Voyager	0	$0	0	$0	1	$25,000	0	$0
2024 Ford E TRANSIT	0	$0	0	$0	4	$500,000	0	$0

** An annual 8.5% inflation rate was factored into future expenditures.*

The following table lists Simi Valley Transit's prioritized capital investments during the 2026–2029 TAM Plan horizon. Six (6) buses are scheduled for replacement in 2026 at an estimated cost of $2,550,000 and are assigned a high priority. Five (5) smaller revenue vehicles are scheduled for replacement in 2028

at an inflation-adjusted cost of $618,044 and are assigned a low priority. The eleven (11) planned replacements have a combined estimated year-of-expenditure cost of $3,168,044.

Table 6.5.2. SVT Prioritized List of Investments for 2026-2029

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2026	Simi Valley Transit (SVT) Vehicle Replacement (6)	BU - Bus	$2,550,000	High
2028	Simi Valley Transit (SVT) Vehicle Replacement (1)	MV - Mini-van	$29,431	Low
2028	Simi Valley Transit (SVT) Vehicle Replacement (4)	VN - Van	$588,613	Low

7 Thousand Oaks Transit (TOT)

7.1 Overview of TOT Service

Thousand Oaks Transit (TOT) operates six fixed routes serving Thousand Oaks, Newbury Park, and surrounding areas, with service Monday through Saturday. TOT also operates a seasonal summer route to Zuma Beach and Ventura Harbor.

TOT provides door-to-door Dial-A-Ride service seven days a week for adults age 65 and older and riders with a county-issued ADA card. The City participates in ECTA CONNECT and serves as the lead agency and fiscal agent for the regional service. Thousand Oaks also provides contracted transit operations and vehicle-maintenance services for neighboring jurisdictions, including Moorpark, Westlake Village, Agoura Hills, and the County of Ventura.

7.2 TOT Asset Inventory Portfolio

The following tables summarize TOT's asset inventory. TOT's revenue fleet consists of thirty-three (33) vehicles: nine (9) buses averaging 9.9 years of age, eighteen (18) cutaway buses averaging 4 years of age, and six (6) minivans averaging 1 year of age. The revenue fleet has an average age of 5.1 years, average mileage of 112,613 miles, and average reported value of $498,485 per vehicle. TOT's equipment inventory includes ten (10) assets: one (1) fueling asset, seven (7) maintenance assets, and two (2) non-revenue/service automobiles. The two non-revenue/service automobiles average 12 years of age and 36,971 miles.
TOT's facilities inventory includes three (3) facilities: one (1) maintenance facility, one (1) parking structure, and one (1) passenger facility. Their reported values are $4 million, $5 million, and $15 million, respectively.

Table 7.2.1 TOT Asset Inventory

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
RevenueVehicles	33	5.1	112,613	$498,485
BU - Bus	9	9.9	263,218	$1,427,778
CU - Cutaway Bus	18	4	63,387	$170,000
MV - Mini-van	6	1	34,385	$90,000

Table 7.2.2 TOT Equipment Inventory

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
Equipment	10	10	36,971	$618,000
Fueling	1	9	-	$1,500,000
Maintenance	7	9.6	-	$655,000
Non Revenue/Service Automobile	2	12	36,971	$47,500

Table 7.2.3 TOT Facilities Inventory

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
Facilities	3	24	-	$8,000,000
Maintenance	1	32	-	$4,000,000
Parking Structures	1	11	-	$5,000,000
Passenger Facilities	1	29	-	$15,000,000

7.3 TOT Asset Condition Assessment

Revenue Vehicles

Table 7.3.1 provides condition assessment information for TOT's thirty-three (33) revenue vehicles. As of June 30, 2025, ten (10) vehicles are at or past their applicable Useful Life Benchmark (ULB), including two (2) buses and eight (8) cutaway buses. The remaining twenty-three (23) vehicles are within their applicable ULBs, including all six (6) minivans.

Table 7.3.1. TOT 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	Bus	1	554-038	18	148,326	$1,500,000	12	Yes
RevenueVehicles	BU - Bus	Bus	1	554-039	18	164,127	$1,500,000	12	Yes
RevenueVehicles	BU - Bus	Bus	1	554-054	11	449,506	$1,500,000	12	No
RevenueVehicles	BU - Bus	Bus	1	554-055	11	428,386	$1,500,000	12	No
RevenueVehicles	BU - Bus	Bus	1	554-078	7	271,708	$1,500,000	12	No
RevenueVehicles	BU - Bus	Bus	1	554-079	7	254,068	$1,500,000	12	No
RevenueVehicles	BU - Bus	Bus	1	554-080	7	330,577	$1,500,000	12	No
RevenueVehicles	BU - Bus	Bus	1	554-081	7	269,302	$1,500,000	12	No
RevenueVehicles	BU - Bus	Bus	1	554-086	3	52,958	$850,000	4	No
RevenueVehicles	CU - Cutaway Bus	Chevy 4500	1	774043	1	44,555	$180,000	5	No
RevenueVehicles	CU - Cutaway Bus	Chevy 4500	1	774053	1	40,671	$180,000	5	No
RevenueVehicles	CU - Cutaway Bus	Chevy 4500	1	774054	1	46,358	$180,000	5	No
RevenueVehicles	CU - Cutaway Bus	Chevy 4500	1	884055	1	56,871	$180,000	5	No
RevenueVehicles	CU - Cutaway Bus	Chevy 4500	1	884056	1	38,928	$180,000	5	No
RevenueVehicles	CU - Cutaway Bus	Chevy 4500	1	884057	1	45,919	$180,000	5	No
RevenueVehicles	CU - Cutaway Bus	Chevy 4500	1	884058	1	56,714	$180,000	5	No
RevenueVehicles	CU - Cutaway Bus	Chevy 4500	1	884059	1	50,901	$180,000	5	No
RevenueVehicles	CU - Cutaway Bus	Chrysler Voyager	1	771114	1	23,672	$90,000	5	No
RevenueVehicles	CU - Cutaway Bus	Chrysler Voyager	1	771117	1	22,688	$90,000	5	No

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	Cutaway	1	554-073	12	95,562	$180,000	5	Yes
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	554-074	12	90,498	$180,000	5	Yes
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	554-077	8	85,515	$180,000	5	Yes
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	555-019	6	84,680	$180,000	4	Yes
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	555-020	6	81,855	$180,000	4	Yes
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	555-021	6	92,383	$180,000	4	Yes
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	555-023	6	97,245	$180,000	4	Yes
RevenueVehicles	CU - Cutaway Bus	Cutaway	1	555-024	6	85,946	$180,000	4	Yes
RevenueVehicles	MV - Mini-van	Chrysler Voyager	1	771100	1	40,345	$90,000	5	No
RevenueVehicles	MV - Mini-van	Chrysler Voyager	1	771104	1	54,877	$90,000	5	No
RevenueVehicles	MV - Mini-van	Chrysler Voyager	1	771109	1	31,285	$90,000	5	No
RevenueVehicles	MV - Mini-van	Chrysler Voyager	1	771110	1	34,783	$90,000	5	No
RevenueVehicles	MV - Mini-van	Chrysler Voyager	1	771111	1	22,338	$90,000	5	No
RevenueVehicles	MV - Mini-van	Chrysler Voyager	1	771119	1	22,681	$90,000	5	No

Equipment (includes non-revenue vehicles)

Table 7.3.2 provides condition assessment information for TOT's ten (10) equipment assets, including maintenance equipment and two (2) non-revenue/service automobiles. Four (4) maintenance assets and both non-revenue/service automobiles are at or past their ten-year ULB. The remaining assets one (1) fueling asset and three (3) portable bus lifts are within their applicable ULBs.

Table 7.3.2. TOT 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	Fuel (CNG Disp.)	1	-	9	N/A	$1,500,000	10	No
Equipment	Maintenance	Bus Wash	1	-	16	N/A	$4,000,000	10	Yes
Equipment	Maintenance	Portable Bus Lift	1	554-042	5	N/A	$70,000	10	No
Equipment	Maintenance	Portable Bus Lift	1	554-044	5	N/A	$70,000	10	No
Equipment	Maintenance	Portable Bus Lift	1	554-053	5	N/A	$70,000	10	No
Equipment	Maintenance	Scissor Lift	1	554-087	16	N/A	$275,000	10	Yes
Equipment	Maintenance	Tire Balancer	1	554-056	10	N/A	$30,000	10	Yes
Equipment	Maintenance	Tire Changer	1	554-059	10	N/A	$70,000	10	Yes
Equipment	Non Revenue/Service Automobile	Automobile	1	554-040	14	55,518	$45,000	10	Yes
Equipment	Non Revenue/Service Automobile	Automobile	1	554-072	10	18,423	$50,000	10	Yes

Facilities

Table 7.3.3 provides condition assessment information for TOT's three facilities. The Fleet Maintenance Facility is 32 years old and has a TERM rating of 4. The MSC Vehicle Parking structure is 11 years old and has a TERM rating of 4. The Transit Center is 29 years old and has a TERM rating of 4. All three facilities meet the Plan's state-of-good-repair threshold of 3.0 or higher.

Table 7.3.3. TOT 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	1	-	32	4	$4,000,000
Facilities	Parking Structures	MSC Vehicle Parking	1	-	11	4	$5,000,000
Facilities	Passenger Facilities	Transit Center	1	-	29	4	$15,000,000

7.4 TOT Decision Support Tools & Management Approach

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

Decision Support and Investment Prioritization

Every two-years, the City 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, operater maintains seperate public fleet card access for emergencies.
Maintenance is not done during non-revenue hours which can lead to bus shortages	Maintan 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 Maintenenace 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 emmission 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% renewalable 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

Table 7.5.1 identifies twenty-seven (27) planned vehicle replacements during the 2026–2029 TAM Plan horizon at an estimated combined cost of $14,619,346. The schedule includes twelve (12) cutaway buses and six (6) minivans in 2027, two (2) buses in 2028, and three (3) cutaway buses and four (4) buses in 2029. No TOT vehicle replacements are scheduled for 2026.

Table 7.5.1. TOT New Fleet Expenditures (2026-2029)

Fleet Type	2026 Number	2026 Cost	2027 Number	2027 Cost	2028 Number	2028 Cost	2029 Number	2029 Cost
2008 Orion Chrysler Corp Bus	0	$0	0	$0	2	$3,000,000	0	$0
2014 Ford E450 Ford E-450	0	$0	2	$360,000	0	$0	0	$0
2014 Gillig Bus	0	$0	0	$0	0	$0	2	$3,000,000
2017 Ford F550 Ford F-550	0	$0	0	$0	0	$0	1	$180,000
2019 Ford Motors Ford E450	0	$0	0	$0	0	$0	2	$360,000
2019 Gillig Bus	0	$0	0	$0	0	$0	2	$3,000,000
2022 Chrysler Voyager	0	$0	8	$720,000	0	$0	0	$0
2023 Cherolet 4500	0	$0	1	$180,000	0	$0	0	$0
2023 Chevrolet 4500	0	$0	7	$1,260,000	0	$0	0	$0

The following table lists Thousand Oaks Transit's planned vehicle replacements during the 2026–2029 TAM Plan horizon. No replacements are scheduled for 2026. The five projects include twenty-seven (27) vehicle replacements from 2027 through 2029, with an estimated combined cost of $14,619,346.

Table 7.5.2. TOT Prioritized List of Investments for 2026-2029

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2027	Thousand Oaks Transit (TOT) Vehicle Replacement (12)	CU - Cutaway Bus	$2,148,300	High
2027	Thousand Oaks Transit (TOT) Vehicle Replacement (6)	MV - Mini-van	$585,900	Low
2028	Thousand Oaks Transit (TOT) Vehicle Replacement (2)	BU - Bus	$3,531,675	High
2029	Thousand Oaks Transit (TOT) Vehicle Replacement (3)	CU - Cutaway Bus	$689,736	Medium
2029	Thousand Oaks Transit (TOT) Vehicle Replacement (4)	BU - Bus	$7,663,735	High

8 Ojai Trolley

8.1 Overview of Ojai Trolley Service

The City of Ojai operates the Ojai Trolley, a local public transit service providing fixed-route transportation within the City of Ojai and unincorporated areas of the Ojai Valley. The service is designed to provide accessible and convenient transportation option for residents, visitors, and seniors, individuals with disabilities, and other transit dependent riders.

The Ojai Trolley operates scheduled service seven days a week, serving residential neighborhoods, commercial areas, recreational facilities, and other community destinations. That service also provides connections that allow passengers to access regional transportation services and destinations outside the Ojai area.

The City currently operates a small transit fleet consisting of five revenue service trolleys. The revenue fleet includes one 2017, two 2018, one 2020, and one 2021 Hometown Villager Trolleys. Due to the age, condition, and increasing maintenance needs of the existing fleet, the City continues to evaluate replacement vehicles and other fleet improvements to maintain reliable service and support the long-term sustainability of the transit program.

Transit operations are administered by the City of Ojai. City staff oversee daily operations, drivers, scheduling, regulatory compliance, vehicle maintenance coordination, safety and training requirements, asset management, and grant and transportation funding. The City also utilizes outside vendors and contractors as needed for specialized services such as vehicle maintenance, repairs, inspections, training, and technical support.

The City coordinates its transit program with regional transportation partners, to support regional mobility, transportation funding requirements, and connections between Ojai and the greater Ventura County transportation network

8.2 Ojai Trolley Asset Inventory Portfolio

The following tables summarize Ojai Trolley's asset inventory. The revenue fleet consists of five (5) trolleys with a reported average age of 6.4 years, average mileage of approximately 104,768 miles, and average replacement value of $310,000 per vehicle. The total estimated fleet replacement value is $1,550,000.

Ojai Trolley's inventory also includes one (1) vehicle lift valued at $50,000 and two (2) transit facilities: a crew office valued at $50,000 and a maintenance shop valued at $200,000.

Table 8.2. Ojai Trolley Asset Inventory

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
RevenueVehicles	5	6.4	104,768	$310,000
TB - Trolleybus	5	6.4	104,768	$310,000

Table 8.2.2. Ojai Trolley Equipment Inventory

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
Equipment	1	23	-	$50,000
Maintenance	1	23	-	$50,000

Table 8.2.3. Ojai Trolley Transit Facilities Inventory

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
Facilities	2	71	-	$125,000
Administration	1	37	-	$50,000
Maintenance	1	105	-	$200,000

8.3 Ojai Trolley Asset Condition Assessment

Revenue Vehicles

The following table assesses the condition of Ojai Trolley's five (5) revenue vehicles by comparing each vehicle's reported age with its ten-year Useful Life Benchmark (ULB). None of the vehicles is currently at or past its ULB. Trolley 14 is nine years old and approaching its ten-year ULB. The remaining four (4) trolleys range from one to eight years of age

Table 8.3.1. Ojai Trolley 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	TB - Trolleybus	Trolley 12	1	1F66F5DY2J0A18462	8	174,522	$310,000	10	No
RevenueVehicles	TB - Trolleybus	Trolley 13	1	1F66F5DY2J0A18445	8	180,006	$310,000	10	No
RevenueVehicles	TB - Trolleybus	Trolley 14	1	1F66F5DY1H0A15577	9	92,084	$310,000	10	No
RevenueVehicles	TB - Trolleybus	Trolley 15	1	1F66F5DY6K0A18353	6	34,459	$310,000	10	No
RevenueVehicles	TB - Trolleybus	Trolley 16	1	1F66F5DY6K0A18354	1	42,767	$310,000	10	No

Equipment

Ojai Trolley's equipment inventory includes one (1) vehicle lift with a reported age of 23 years and an estimated replacement value of $50,000. The lift is past its listed ten-year useful life benchmark, as shown in Table 8.3.2.

Table 8.3.2. Ojai Trolley 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	Maintenance	Vehicle Lift	1	-	23	N/A	$50,000	10	Yes

Facilities

Ojai Trolley's crew office and maintenance shop each have a reported TERM condition rating of 4.0, indicating good condition. Both facilities meet the condition threshold of 3.0 or higher for a state of good repair. Their combined reported value is $250,000.

Table 8.3.3. Ojai Trolley Facilities Condition Assessment

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Administration	Crew Office	1	-	37	4	$50,000
Facilities	Maintenance	Maint. Shop	1	-	105	4	$200,000

8.4 Ojai Trolley Decision Support Tools & Management Approach

The City of Ojai uses a combination of preventative maintenance schedules, vehicle inspections, maintenance records, driver reports, mileage, vehicle age, condition assessments, and repair history to support decisions regarding the maintenance and replacement of transit assets.

Routine and preventive maintenance is scheduled based on manufacturer recommendations, mileage and/or time intervals, regulatory requirements, and the operating condition of each vehicle. Transit drivers conduct required pre-trip and post-trip inspections and report identified deficiencies or mechanical concerns to supervisory staff. Maintenance and repair needs are documented and coordinated with qualified vendors and service providers, as appropriate.

Fleet replacement decisions consider several factors, including vehicle age, mileage, overall condition, frequency and cost of repairs, reliability, availability of replacement parts, service impacts, useful life requirements, funding availability and anticipated future service needs. Vehicles requiring increasingly frequent or costly repairs are evaluated to determine whether continued investment is cost-effective or whether replacement should be prioritized.

8.5 Ojai Trolley Prioritized List of Investments

An investment prioritization analysis was performed using the VCTC Transit Asset Manager to develop the four-year replacement schedule based on vehicle information, Useful Life Benchmarks, replacement costs, planned replacement years, and assigned priorities. As shown in

Table 8.5.1, three (3) trolleys are identified for replacement in 2027 and two (2) in 2028, at a combined estimated cost of $1,550,000 in base-year dollars.

Table 8.5.2 presents Ojai Trolley's prioritized investments during the 2026–2029 TAM Plan horizon. The three replacements in 2027 are assigned a high priority at an estimated year-of-expenditure cost of $1,009,050. The two replacements in 2028 are assigned a medium priority at an estimated cost of $729,880. The five (5) replacements have a combined estimated year-of-expenditure cost of $1,738,930,

Table 8.5.1. Ojai Trolley Fleet Replacement Yearly Expenditures (2026-2029, current-year $; inflation assumption 8.5%)

Fleet Type	2026 Number	2026 Cost	2027 Number	2027 Cost	2028 Number	2028 Cost	2029 Number	2029 Cost
2017 Hometown Trolley Trolley 14	0	$0	1	$310,000	0	$0	0	$0
2018 Hometown Trolley Detroit Chassis LLC/Ford Motorhome	0	$0	2	$620,000	0	$0	0	$0
2020 Trolley 15	0	$0	0	$0	1	$310,000	0	$0
2021 Trolley 16	0	$0	0	$0	1	$310,000	0	$0

Table 8.5.2. Ojai Trolley Prioritized List of Investments (2026-2029, year-of-expenditure $)

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2027	Ojai Trolley Vehicle Replacement (3)	TB - Trolleybus	$1,009,050	High
2028	Ojai Trolley Vehicle Replacement (2)	TB - Trolleybus	$729,880	Medium

9 Other Ventura County Transit Service Providers

9.1 Collective Smaller Operators Overview of Transit Services

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 501(c)(3) nonprofit organization that helps people with disabilities, people with mental health diagnoses, and young adults pursue their goals by strengthening workplace abilities, building life skills, and developing meaningful relationships. In Ventura County, PathPoint offers a range of services to individuals with developmental disabilities through Employment, Independent Living, and Community Integration services. PathPoint operates one (1) van in Ventura County.

HELP of Ojai offers door-to-door transportation services for seniors and people with disabilities in the Ojai Valley. The service provides rides to medical appointments, access to food, and transportation to the Senior Nutrition congregate meal program. HOO provides paratransit service for residents with five (5) revenue vehicles.

9.2 Collective Smaller Operators Asset Inventory Portfolio

The combined asset inventory of PathPoint and HELP of Ojai includes six (6) revenue vehicles: three (3) cutaway buses, two (2) minivans, and one (1) van. The fleet has a reported average age of 8.8 years, average mileage of approximately 55,529 miles based on available readings, and average replacement value of $60,000.

Table 9.2 Collective Smaller Operators Transit Asset Inventory Portfolio

Asset Category / Class	Total Number	Avg Age	Avg Mileage	Avg Value
RevenueVehicles	6	8.8	55,529	$60,000
CU - Cutaway Bus	3	11	56,035	$60,000
MV - Mini-van	2	7.5	98,148	$55,000
VN - Van	1	5	11,391	$70,000

9.3 Collective Smaller Operators Asset Condition Assessment

As shown in Table 9.3, five (5) of the six (6) revenue vehicles are at or past their applicable Useful Life Benchmarks (ULBs). PathPoint's one (1) van has reached its five-year ULB. Four (4) of HELP of Ojai's five (5) vehicles exceed their ULBs, including three (3) cutaway buses and one (1) minivan. HELP of Ojai's remaining minivan is two years old and within its ten-year ULB.

Table 9.3 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	47934H2	1	1FDES6PM0HKA63719	8	38,692	$60,000	5	Yes
RevenueVehicles	CU - Cutaway Bus	6W45073	1	1GBJG31U061144514	19	108,797	$60,000	10	Yes
RevenueVehicles	CU - Cutaway Bus	8JHW733	1	1FDZK1CM2KKA02454	6	20,617	$60,000	5	Yes
RevenueVehicles	MV - Mini-van	78932K1	1	2C7WDGBG8DR661422	13	98,148	$50,000	8	Yes
RevenueVehicles	MV - Mini-van	Plymouth Voyager	1	Van 1	2	N/A	$60,000	10	No
RevenueVehicles	VN - Van	Van	1	5310	5	11,391	$70,000	5	Yes

9.4 Collective Smaller Operators Decision Support Tools & Management Approach

PathPoint

PathPoint uses a procedure that includes a series of questions to think through and actions to take when taking on projects and making decisions about selections and prioritization. PathPoint uses a collective model to ensure input from the key team members. PathPoint also has policies in place to avoid conflict of interest. PathPoint has procedures in place to guide the procurement and disposal of vehicles**.**

HELP of Ojai

Replacement and maintenance decisions are made based on funding available and the level of need for replacement or major maintenance. All regularly scheduled maintenance is budgeted on a year-to-year basis to ensure that we can safely and efficiently run the transportation program. If further maintenance issues arise, we work to ensure that we have money in our budget for the maintenance and if we need to consider further action of replacing a vehicle that is difficult or costly to maintain.

9.5 Collective Smaller Operators Prioritized List of Investments

The investment schedule was developed using the VCTC Transit Asset Manager based on asset information, Useful Life Benchmarks, replacement costs, and recorded replacement priorities. Table 9.5 identifies one (1) revenue vehicle replacement during the 2026–2029 TAM Plan horizon: PathPoint's van, listed for replacement in 2026 at an estimated cost of $70,000 and assigned a high priority. No HELP of Ojai replacement projects are currently included in the table.

Table 9.5 Smaller Operators Prioritized List of Investments for 2026-2029

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2026	Smaller Operators Vehicle Replacement (1)	VN - Van	$70,000	High

10 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
East Ventura Station (Montalvo)	VCTC	510	6	60	3
Oxnard	City of Oxnard	1090	8	110	3
Camarillo	VCTC, Union Pacific	800	8	406	2
Moorpark	VCTC, Union Pacific	1086	6	270	4
Simi Valley	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

The Camarillo Station ADA Improvement Project addresses identified accessibility and facility deficiencies at passenger-station and parking assets under VCTC's direct capital responsibility. The project responds to documented deficiencies involving curb ramps, slopes, tactile-strip edge damage, and signage. Camarillo Station is currently rated TERM 2, below the Plan's state-of-good-repair threshold of 3.0.

11 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.

The following targets are subject to annual review using updated asset conditions, completed and anticipated replacements, and available funding. Targets apply only to asset classes represented in the group inventory and assets under participating agencies' direct capital responsibility.

Table 11.1. Ventura County Group TAM Plan Proposed Performance Targets

Ventura County Group TAM Plan Proposed Performance Targets		
Asset Category	**Performance Measure**	**Proposed Annual Target**
Equipment — non-revenue service vehicles	Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB), by vehicle class	**25%**
Rolling Stock — revenue vehicles	Percentage of vehicles that have met or exceeded their ULB, by vehicle class	**25% for over-the-road buses; 10% for other applicable classes**
Facilities	Percentage of facilities rated below 3.0 on the FTA TERM scale, by facility group	**0% for administrative/maintenance facilities; 25% for passenger/parking facilities**

Table 11.2. Proposed Group TAM Plan Annual Targets, 2026–2029

Asset Category / Class	2026	2027	2028	2029
Revenue Vehicles — % at/past ULB				
BR — Over-the-road Bus	25%	25%	25%	25%
BU — Bus	10%	10%	10%	10%
CU — Cutaway Bus	10%	10%	10%	10%
MB — Mini-bus	10%	10%	10%	10%
MV — Mini-van	10%	10%	10%	10%
RT — Rubber-tire Vintage Trolley	10%	10%	10%	10%
TB — Trolleybus	10%	10%	10%	10%
VN — Van	10%	10%	10%	10%
Equipment — % of non-revenue vehicles at/past ULB				
Non-revenue/Service Automobiles	25%	25%	25%	25%
Trucks and Other Rubber-tired Vehicles	25%	25%	25%	25%
Steel-wheeled Vehicles	25%	25%	25%	25%
Facilities — % rated below TERM 3				
Administrative and Maintenance Facilities	0%	0%	0%	0%
Passenger and Parking Facilities	0%	0%	0%	0%

Current asset conditions do not meet all proposed targets. The prioritized investment schedules identify planned actions to improve asset conditions and performance over the Plan horizon.

12 RECORDKEEPING & NTD REPORTING

VCTC, as group plan sponsor, maintains the asset inventory in the VCTC Transit Asset Manager and reports Asset Inventory Module (AIM) data, performance targets, and the narrative report to the National Transit Database each year

Table 12.1 TAM Milestones

Milestone	Deadline
Complete the updated Group TAM Plan and share it with participating agencies and planning partners	Sep-26
Report FY 2025–26 AIM data, submit FY 2026–27 performance targets, and submit the annual narrative report	Oct-26
Report FY 2026–27 AIM data, submit FY 2027–28 performance targets, and submit the annual narrative report	Oct-27
Report FY 2027–28 AIM data, submit FY 2028–29 performance targets, and submit the annual narrative report	Oct-28
Report FY 2028–29 AIM data, submit FY 2029–30 performance targets, and submit the annual narrative report	Oct-29
Complete the next four-year Group TAM Plan update and share it with participating agencies and planning partners	Sep-30
Report FY 2029–30 AIM data, submit FY 2030–31 performance targets, and submit the annual narrative report	Oct-30

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.

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.

13 CONCLUSION

Ventura County Prioritized List of Investments

The 2026 Ventura County Group TAM Plan is the required four-year update to the 2022 Group TAM Plan and covers the 2026–2029 planning horizon. The Plan consolidates the asset inventories, condition assessments, proposed performance targets, decision-support processes, and prioritized capital investments of participating agencies.

Table 13.3 presents the Ventura County Group TAM Plan List of Capital Investments for the 2026–2029 horizon. The list includes planned revenue-vehicle replacements for Valley Express, VCTC Intercity, Camarillo Area Transit, Moorpark City Transit, Simi Valley Transit, Thousand Oaks Transit, Ojai Trolley, and the smaller operators.

The Ventura County Group TAM Plan prioritization list includes twenty (20) projects and eighty-four (84) revenue-vehicle replacements during the 2026–2029 horizon. These include ten Valley Express cutaway buses, eighteen VCTC Intercity over-the-road coaches, ten Camarillo Area Transit vehicles, two Moorpark City Transit buses, eleven Simi Valley Transit vehicles, twenty-seven Thousand Oaks Transit vehicles, five Ojai Trolleys, and one smaller-operator van., The total estimated year-of-expenditure cost is approximately $ 40.1million.. This total reflects the vehicle replacement projects listed in Table 13.3 and excludes the Camarillo Station ADA Improvement Project, which will require a confirmed project year and updated cost before being added to the table.

The Camarillo Station ADA Improvement Project is included under the Facilities Passenger Stations and Parking asset class because VCTC retains direct capital responsibility for the applicable assets. The project addresses documented accessibility and facility deficiencies, including curb ramps, slopes, tactile-strip damage, and signage. Camarillo Station currently has a TERM rating of 2 and should continue to be identified as below the State of Good Repair threshold until the improvements are completed and the facility is reassessed. Rail assets under SCRRA/Metrolink or other entities' direct capital responsibility, and assets included in Gold Coast Transit District's separate TAM Plan, remain outside this Group Plan.

The updated Group Plan inventory includes 141 revenue vehicles. Based on the current condition tables, 44 vehicles, or approximately 31 percent, are at or past their applicable Useful Life Benchmark. The updated condition information also identifies equipment and facility needs, including Thousand Oaks Transit equipment assets at or past their ULBs and facilities rated TERM 4. Prioritization considered asset age, applicable ULBs, condition, mileage, maintenance history, safety, accessibility, service needs, anticipated replacement timing, and available funding.

Table 13.3 presents estimated year-of-expenditure costs. The investment list is subject to available funding, procurement timing, annual review, and updates to asset condition and replacement schedules.. The total estimated cost for the 2026–2029 investment horizon is the amount shown in the corrected Table 13.3. The investment list is subject to available funding, procurement timing, annual review, and updates to asset condition and replacement schedules.

VCTC, as the Group TAM Plan sponsor, will maintain the asset inventory and coordinate annual reporting of asset conditions, performance targets, and progress toward the Plan's State of Good Repair objectives. The Plan and its targets may be amended when significant changes occur to asset inventories, condition assessments, funding, or capital investment priorities.

Table 13.1. Comparison of Useful Life Benchmark of all Ventura County Group Plan Assets

Transit Agency	Revenue Vehicles	At/Past ULB	% At/Past ULB
VCTC Intercity	36	18	50%
Thousand Oaks Transit (TOT)	33	10	30%
Simi Valley Transit (SVT)	24	0	0%
Camarillo Area Transit (CAT)	17	3	6%
Valley Express	15	10	67%
HELP of Ojai	5	4	80%
Moorpark City Transit (MCT)	5	0	0%
Ojai Trolley	5	0	0%
PathPoint	1	1	100%

Table 13.2 Current (2026) Replacement Value of all Ventura County Group Plan Assets

Transit Agency	Current Replacement Value
Thousand Oaks Transit (TOT)	$46,630,000
VCTC Intercity	$27,895,620
Simi Valley Transit (SVT)	$12,584,310
Camarillo Area Transit (CAT)	$8,765,000
Valley Express	$2,664,946
Ojai Trolley	$1,850,000
Moorpark City Transit (MCT)	$1,627,500
HELP of Ojai	$290,000
PathPoint	$70,000
Total Ventura County Transit (Group Plan)	$97,014,876

Table 13.3 Ventura County Group TAM Plan List of Capital Investments (2026-2029)

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2026	Camarillo Area Transit (CAT) Vehicle Replacement (1)	CU - Cutaway Bus	$370,000	Medium
2026	Simi Valley Transit (SVT) Vehicle Replacement (6)	BU - Bus	$2,550,000	High
2026	Smaller Operators Vehicle Replacement (1)	VN - Van	$70,000	High
2026	Valley Express Vehicle Replacement (10)	CU - Cutaway Bus	$1,699,946	High
2026	VCTC Intercity Vehicle Replacement (5)	BR - Over-the-road Bus	$3,601,400	High
2027	Camarillo Area Transit (CAT) Vehicle Replacement (2)	Revenue Vehicle	$1,765,000	Medium
2027	Moorpark City Transit (MCT) Vehicle Replacement (2)	BU - Bus	$1,627,500	Medium
2027	Ojai Trolley Vehicle Replacement (3)	TB - Trolleybus	$1,009,050	High
2027	Thousand Oaks Transit (TOT) Vehicle Replacement (12)	CU - Cutaway Bus	$2,148,300	High
2027	Thousand Oaks Transit (TOT) Vehicle Replacement (6)	MV - Mini-van	$585,900	Low
2027	VCTC Intercity Vehicle Replacement (12)	BR - Over-the-road Bus	$8,653,200	Medium
2028	Camarillo Area Transit (CAT) Vehicle Replacement (1)	Revenue Vehicle	$1,155,000	Medium
2028	Ojai Trolley Vehicle Replacement (2)	TB - Trolleybus	$729,880	Medium
2028	Simi Valley Transit (SVT) Vehicle Replacement (1)	MV - Mini-van	$29,431	Low
2028	Simi Valley Transit (SVT) Vehicle Replacement (4)	VN - Van	$588,613	Low
2028	Thousand Oaks Transit (TOT) Vehicle Replacement (2)	BU - Bus	$3,531,675	High
2028	VCTC Intercity Vehicle Replacement (1)	BR - Over-the-road Bus	$717,000	Low
2029	Camarillo Area Transit (CAT) Vehicle Replacement (6)	Revenue Vehicle	$930,000	Medium
2029	Thousand Oaks Transit (TOT) Vehicle Replacement (3)	CU - Cutaway Bus	$689,736	Medium
2029	Thousand Oaks Transit (TOT) Vehicle Replacement (4)	BU - Bus	$7,663,735	High

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: