

VTrans Group TAM Plan, 2022

Vermont Agency of Transportation (VTrans) Transit Asset Management Group Plan (2022)

Policy, Planning, and Intermodal Development

Public Transit Section

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Accountable Executive

VTrans Public Transit Program Manager

Ross MacDonald,

802-522-7120, Ross.MacDonald@vermont.gov

Signature: _____

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Introduction

All agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation are required to have a Transit Asset Management (TAM) plan. The plan can be an individual or group plan and needs to be updated every four years. Group plans are designed to present TAM information about smaller subrecipients of 5311 or 5310 grant programs that do not have a direct financial relationship with FTA.

As the Designated Recipient for FTA funds in Vermont, the Vermont Agency of Transportation (VTrans) has determined to meet its responsibility by creating a Group Plan to reduce the burden on individual rural transit agencies. This plan covers 6 of the 7 rural transit agencies in Vermont. It does not include Green Mountain Transit, which is a direct recipient under the Urbanized Area Formula Program, and which has elected to write its own TAMP covering both its urban and rural service areas.

FTA has identified three potential roles in transit asset management planning:

- **Tier I Provider** is a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit. Tier I providers must develop their own, individual TAM plan.
- **Tier II Provider** is a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe. Tier II providers can develop their own individual TAM plan or can be included in a group plan developed by a sponsor agency.
- **Sponsor Agency** is a state, a designated recipient, or a direct recipient that develops a group TAM for at least one Tier II provider.

VTrans is the sponsor agency for the six rural transit subrecipients in Vermont all of which qualify as Tier II providers. This TAMP includes both the New Hampshire and Vermont assets of Advance Transit, a bi-state provider, but the New Hampshire TAMP includes the financial responsibility of replacing assets funded through New Hampshire DOT.

Goal of this Group Plan

The TAM Plan provides vehicle, facility, and equipment management planning, assigns responsibilities for good stewardship and a state of good repair (SGR) for capital investments in public transit, and ways to measure progress toward these goals.

VTrans asset management practices will focus on determining an SGR through a 'preservation first' principle rather than 'worst first'. This will be implemented through regular preventive maintenance activities and planned rehabilitation where appropriate. VTrans will utilize asset management principles to effectively manage both the physical and financial condition of its assets.

Required TAMP Elements

Group plans require four of the required TAMP elements as shown in Table 1:

TABLE 1: Required TAMP Elements

Element	Sponsor	Participant
Asset Inventory	<ul style="list-style-type: none"> • Coordinate consolidation • Develop/modify database or software • Define data collection elements and formats 	<ul style="list-style-type: none"> • Collect asset data • Submit data in format required on scheduled
Condition Assessment	<ul style="list-style-type: none"> • Define data collection methodology and schedule • Manage data (i.e. database/software) • Submit data to NTD 	<ul style="list-style-type: none"> • Support/conduct condition assessment • Submit data to sponsor in format required on schedule
Decision Support Tool	<ul style="list-style-type: none"> • Share guiding policies including weighing or ranking priorities • Develop tools • Analyze and interpret data 	<ul style="list-style-type: none"> • Communicate goals and needs • Provide information to support tool
Investment Prioritization	<ul style="list-style-type: none"> • Gather additional data • Prioritize projects • Generate ranked list of projects 	<ul style="list-style-type: none"> • Share information on all funding sources with sponsor • Share existing Capital Investment Plan • Coordinate with sponsor

These elements are further explained below:

- The Asset Inventory must include all capital assets that the provider owns, except equipment with an acquisition value under \$50,000 that is not a service vehicle. The inventory also must include third-party owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects.
- The Condition Assessment must generate information in a level of detail sufficient to monitor and predict the performance of the assets and to inform the investment prioritization.
- Decision-support tools are used to estimate capital investment needs over time.
- The prioritization of investments provides guidance for capital planning and budgeting.

Roles and Responsibilities

With oversight from the Vermont Legislature, the Vermont Agency of Transportation (VTrans) is responsible for planning, development, implementation, and maintenance of a variety of transportation infrastructure including, but not limited to, roads, bridges, state-owned railroads, airports, park and ride facilities, bicycle facilities, pedestrian paths, public transportation facilities and services, and Department of Motor Vehicles operations and motor carrier enforcement. VTrans serves the entire population of the State of Vermont.

VTrans has more than 1,300 employees organized in three divisions: Policy, Planning and Intermodal Development; Finance and Administration; and Highway. The Department of Motor Vehicles is also housed within the Agency of Transportation; it has a main office in Montpelier and ten satellite offices statewide.

VTrans interacts with all State agencies and agencies within the United States Department of Transportation, as well as other federal agencies, numerous regional and state governments and international jurisdictions and cross-border organizations, local governments, transit agencies, airports, railroads, and the other private and non-profit entities engaged in transportation-related activities.

Due to the rural nature of Vermont and the size of the subrecipients, many of the elements of the TAM system are handled by VTrans. The majority of funding for the subrecipients, including 80-85% of federal funding and 5-10% of state funding, is made available by VTrans through its budget process. VTrans confers with subrecipients concerning their need for capital investment and accepts requests for the same in the annual competitive grant process. Through an annual competitive grant process, the continuous collaboration between VTrans and each subrecipient to determine the capital investment needs and VTrans ability to flex FHWA dollars into the FTA transit program, the rolling stock is able to maintain a SGR.

Table 2 below lays out the roles and responsibilities of VTrans staff and the Group Plan participants. This collaborative approach reinforces Vermont’s commitment to ensure all key stakeholders are involved and on board with the goals and objectives of the TAM Plan.

TABLE 2: Roles and Responsibilities

Element	VTrans	Group Plan Participants
Overarching	Write Group Plan	Support Group Plan Executives Approve Group Plan
Annual Target Setting	Coordinate target setting with the participating transit providers’	
Annual Narrative Report	Develop the Annual Narrative Report Submit Narrative to NTD	
NTD Asset Inventory	For those participants that do not report independently, report basic TAM information, including: agency profile; asset inventory; and facility condition assessment	For those participants that report independently to NTD are responsible for reporting basic TAM information, including: agency profile, asset inventory, and facility condition assessment

Asset Categories and Performance Targets

Transit assets included within this plan may be considered in three overall classifications: (1) rolling stock, (2) equipment, and (3) facilities.

Rolling Stock

The majority of this plan focuses on the inventory of transit buses and other vehicles owned or leased by VTrans' subrecipients. VTrans requires the subrecipients to submit rolling stock data for TAM/Program Management purposes twice a year for buses and other vehicles. VTrans uses a Microsoft Access database to track and account for transit rolling stock.

Equipment

Most of the items that qualify as equipment in Vermont are non-revenue vehicles. Other equipment with a value greater than \$50,000 is typically attached to facilities and thus considered part of those facilities. Most of the non-attached equipment falls below the \$50,000 threshold.

Facilities

Transit facilities included in this plan consist of buildings where the transit provider has offices or stores and maintains vehicles. A facility inventory includes items needed to maintain the vehicles in good condition and operating safely. The transit providers send their updated Transit Asset Management Facilities Inventory form to VTrans annually.

Rolling Stock Classifications and Targets

Transit providers in Vermont operate a range of vehicles to meet the needs of the riding public. Classes of vehicles in use in Vermont in addition to non-revenue vehicles are shown below in Table 3. The useful life benchmarks shown in the table are based on those in the FTA Circular 5010.1E. These are somewhat different from those shown in the ULB "Cheat Sheet" which is part of the NTD Asset Inventory Module, and which are the default values in the NTD. VTrans has made some modifications to the benchmarks to reflect actual experience in Vermont.

TABLE 3: Vehicle Classifications

Vehicle Class	Description	Useful Life Benchmark (ULB)	Useful Miles Benchmark (UMB)
LHDB	Large Heavy Duty Bus (35'-40')	12	500,000
MSMDB	Medium Size Medium Duty Bus (including cutaway vehicles 25'-35')	7	200,000
MSLDB	Medium Size Light Duty Bus (including cutaway vehicles 25'-35')	5	150,000
MVS	Mini-vans and Sedans	6	150,000
MV	Modified Vans	6	150,000
NRA	Non-revenue Automobiles	6	150,000
NRT	Non-revenue Trucks	10	200,000

For each asset class, VTrans has developed a list of performance measures and targets (Table 4).

TABLE 4: Performance Measures and Targets

Category	Performance Measure	Target
Rolling Stock (Buses) (Heavy-duty buses and cutaways)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	No more than 20% of vehicles beyond their useful life and in less than good condition.
Rolling Stock (Autos and Vans) (Sedans, minivans and modified vans)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	No more than 30% of vehicles beyond their useful life and in less than good condition.
Equipment (Non-revenue vehicles)	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	No more than 20% of equipment beyond its useful life and in less than good condition.
Facilities (All buildings or structures)	Condition - % of facilities with a condition rating below 3.0 on a the FTA Transit Economic Requirements Model (TERM) Scale	No more than 20% of facilities in less than good condition.

Maintenance Policy

All vehicles and equipment must, at a minimum, be maintained according to manufacturer’s maintenance plans. All facilities must be maintained according to the maintenance plan set by original facility developer. For unplanned maintenance needs, VTrans works closely with each transit agency to understand the need for service, adequate maintenance and full warranty access.

To support this process, VTrans has set out the following goals and objectives (Table 5):

TABLE 5: Goals and Objectives

GOALS	Objectives
No more than 20% of all transit buses and 30% of non-bus vehicles over their established useful life in less than good (<4) condition (TERM)	Subgrantees will be required to submit their full vehicle list with TERM conditions every year. This will coincide with the NTD reporting period ending June 30. A sample inspection of maintenance records and on-site inspection of vehicles by VTrans or their representatives will take place at least every three years.
Facilities will be rehabbed at 50% of their useful life	Facilities will be inspected no less than every three years. A management plan for each facility will include built in update and replacement schedules. A copy will be kept both at the facility and at VTrans Public Trans offices.
Equipment over the minimum financial threshold will be maintained to manufacturers standards	A sample of equipment maintenance records will be inspected at a minimum of every three years. Equipment maintenance records will be reviewed by VTrans before funding is granted for replacement

Asset Inventory

Table 6 shows a summary of all of the capital assets owned by VTrans and/or the transit providers in Vermont. (Many vehicles are owned by VTrans and leased by the transit providers.) These figures (and those in Table 9) do not include vehicles operated in New Hampshire by Advance Transit (and purchased with funds from NH DOT). New Hampshire has financial responsibility for those vehicles. Appendix A provides a detailed listing of all rolling stock as well as equipment (service vehicles). Appendix B provides a listing of all facilities. Table 7 shows a more detailed breakdown of rolling stock by provider, including vehicles operated by Advance Transit for its New Hampshire service.

TABLE 6: Capital Asset Inventory

Asset Category/Class	Total Number	Average Age	Average Mileage	Average Replacement Cost/Value	Total Replacement Cost/Value
Revenue Vehicles	225	5.5	104,134	\$183,311	\$41,245,000
AO - Automobile	6	4.6	56,636	\$35,000	\$210,000
BU - Bus	38	6.3	152,603	\$494,211	\$18,780,000
CU - Cutaway Bus	159	5.4	94,661	\$134,434	\$21,375,000
MV - Mini-van	19	5.4	113,665	\$35,000	\$665,000
VN - Van	3	3.4	26,906	\$50,000	\$150,000
Equipment	8	9	23,135	\$35,000	\$280,000
Non Revenue/Service Automobile	2	2.9	20,578	\$35,000	\$70,000
Other Rubber Tire Vehicles	6	11.1	24,371	\$35,000	\$210,000
Facilities	11	30	N/A	\$3,311,323	\$36,424,556
Maintenance	4	22	N/A	\$2,330,625	\$9,322,500
Combined Admin/Maint	4	14	N/A	\$5,414,514	\$21,658,056
Administrative	3	61	N/A	\$1,681,333	\$5,044,000

TABLE 7: Rolling Stock Inventory by Provider

Agency	Asset Category/Class	Total Number	Average Age	Average Mileage	Average Replacement Cost/Value	Total Replacement Cost/Value
AT	BU - Bus	6	2.8	84,952	\$475,000	\$2,850,000
AT	CU - Cutaway Bus	2	0.8	23,544	\$100,000	\$200,000
AT-NH	BU - Bus	17	5.1	127,810	N/A	N/A
AT-NH	CU - Cutaway Bus	5	3.3	55,389	N/A	N/A
AT-NH	VN - Van	1	5.1	72,178	N/A	N/A
GMCN	CU - Cutaway Bus	16	3.8	75,008	\$142,188	\$2,275,000
GMCN	MV - Mini-van	7	3.6	118,122	\$35,000	\$245,000
MVRTD	BU - Bus	24	6.1	130,584	\$505,417	\$12,130,000
MVRTD	CU - Cutaway Bus	27	5.9	87,860	\$100,000	\$2,700,000
MVRTD	MV - Mini-van	1	8.4	45,300	\$35,000	\$35,000
MVRTD	VN - Van	1	8.1	21,094	\$50,000	\$50,000
RCT	AO - Automobile	2	2.1	18,034	\$35,000	\$70,000
RCT	BU - Bus	1	3.3	104,551	\$475,000	\$475,000

Agency	Asset Category/Class	Total Number	Average Age	Average Mileage	Average Replacement Cost/Value	Total Replacement Cost/Value
RCT	CU - Cutaway Bus	21	4.2	78,273	\$127,273	\$2,672,727
RCT	MV - Mini-van	7	5.8	88,429	\$35,000	\$245,000
RCT	VN - Van	1	0.2	23,632	\$50,000	\$50,000
SEVT	AO - Automobile	2	6.9	105,955	\$35,000	\$70,000
SEVT	BU - Bus	7	10.1	292,946	\$475,000	\$3,325,000
SEVT	CU - Cutaway Bus	48	7.5	115,800	\$140,625	\$6,750,000
SEVT	MV - Mini-van	3	8.6	221,393	\$35,000	\$105,000
TVT	AO - Automobile	2	5	45,922	\$35,000	\$70,000
TVT	CU - Cutaway Bus	45	4.3	94,604	\$150,000	\$6,750,000
TVT	MV - Mini-van	1	2.7	10,419	\$35,000	\$35,000
TVT	VN - Van	1	2	35,994	\$50,000	\$50,000

Condition Assessment

Condition assessments are performed by each transit provider. During State Management Reviews, VTrans staff may conduct an audit of the condition assessment in order to maintain consistency across the various providers. Every six months, the providers conduct thorough physical assessments of each vehicle including the major components and the exterior of the vehicle, as well as review maintenance records. The providers are instructed to use the TERM rating scale for the condition assessment (see Table 8). As the provider conducts the review and determines the condition rating of the vehicle, they are also strongly encouraged to identify preventative maintenance tasks and small and major repairs (e.g. transmission, engine etc.).

There are situations where the vehicle is past its ULB in age and/or in mileage and yet the vehicle continues to run well, is safe to accommodate the traveling public and there is no major deterioration of the interior or the exterior. In such cases, vehicles may not be replaced strictly according to age or mileage. There are other situations where the condition of a vehicle is marginal or poor before it reaches the ULB for age or mileage. In these cases, VTrans investigates why the vehicle was not able to last as long as it should have according to the benchmarks. Were there unusual operating conditions for the vehicle? Was proper preventive maintenance not performed? A pattern of not meeting ULBs before vehicles need to be replaced may spur a deeper review of maintenance practices.

TABLE 8: TERM Rating Scale

Condition	Rating	Description
Excellent	5.0 to 4.8	New Asset; no visible defects
Good	4.7 to 4.0	Asset showing minimal signs of wear; some slightly defective or deteriorated components
Adequate	3.9 to 3.0	Asset has reached its mid-life; some moderately defective or deteriorated components
Marginal	2.9 to 2.0	Asset reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needed

Poor	1.9 to 1.0	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s)
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Table 9 below provides a summary of the condition assessment for all of transit capital assets in Vermont. The listings of individual assets in appendices A and B show the condition rating for each asset.

TABLE 9: Condition Assessment

Asset Category/Class	Total Number	Avg Age	Average Mileage	Average Replacement Cost/Value	% At or Exceeds ULB	Facilities less than 3 on TERM Scale
Revenue Vehicles	225	5.5	104,134	\$183,311	40%	N/A
AO - Automobile	6	4.6	56,636	\$35,000	33%	N/A
BU - Bus	38	6.3	152,603	\$494,211	5%	N/A
CU - Cutaway Bus	159	5.4	94,661	\$134,434	46%	N/A
MV - Mini-van	19	5.4	113,665	\$35,000	56%	N/A
VN - Van	3	3.4	26,906	\$50,000	33%	N/A
Equipment	8	9	23,135	\$35,000	50%	N/A
Non Revenue/Service Automobile	2	2.9	20,578	\$35,000	0%	N/A
Other Rubber Tire Vehicles	6	11.1	24,371	\$35,000	67%	N/A
Facilities	11	30	N/A	\$3,311,323	N/A	18%
Maintenance	4	22	N/A	\$2,330,625	N/A	25%
Combined Admin/Maint	4	14	N/A	\$5,414,514	N/A	0%
Administrative	3	61	N/A	\$1,681,333	N/A	33%

Decision Support Tools

VTrans maintains an Access database with all of the relevant information for each asset. Providers submit updated information on each asset twice a year to VTrans (December 31 and June 30). VTrans is in the process of implementing a more robust asset management database called VAMIS, and once that is up and running (sometime during FY2023), the transit assets in the Access database will be transferred into VAMIS. VAMIS is intended to have additional reporting and analysis tools which will assist the Public Transit section of VTrans to plan and prioritize capital investments. It will also have a public-facing portal to provide information on transportation assets to any interested parties.

Enhancing the quality of data in the system and performing additional analysis will allow VTrans to identify patterns of over- or underperformance with regard to meeting ULBs and maintaining assets in good condition or better. Agencies can be rewarded for superior maintenance performance and remedial actions can be taken for those agencies whose assets deteriorate more quickly than expected.

As mentioned earlier, VTrans and its subrecipients continue to use the Federal Transit Economic Requirements Model (TERM) in assessing the condition of their assets. When applied consistently across providers, this tool assists VTrans in allocating capital funds most efficiently. VTrans works with providers during State Management Reviews to refine and standardize the condition assessment process.

As part of the process in developing this TAM Plan, VTrans prepared a Facility Condition Inspection form for the use of the transit providers to allow for condition assessments to be made on a comprehensive and consistent basis. This form is shown in Appendix C.

Investment Prioritization

Age, mileage and condition all factor into decisions about investments into repair, rehabilitation or replacement of assets. VTrans does not have a strict formula but rather works with the transit providers in good faith toward maintaining adequate fleets and facilities to maximize reliability and safety for the traveling public. Other factors that are considered include the purpose of the vehicle: serving commuters to work, providing access to medical care for the elderly, the desire for economic investment by the management and politicians as well as good customer service. Overall investment is controlled by the availability of funds and the goals of the Governor and VTrans management as well as the goals in statute.

Major investments can include overhauls, or disposal and replacement. Details on these strategies are provided below.

Overhaul Strategy

- Rolling Stock - overhaul of rolling stock is considered mostly for large heavy-duty buses (30 feet and longer) at mid-life. Due to the harsh conditions in Vermont, this is not always a good return on investment particularly considering the improvements in technology and the cost of mid-life overhauls.
- Equipment – As needed
- Facilities – As determined by planning document which justifies internal cost estimate

Disposal Strategy

- Rolling Stock – see below
- Equipment - equipment is usually disposed of by soliciting bids if remaining value is determined to exist.
- Facilities - facilities are disposed of when they are no longer needed for transit purposes

Several factors affect the disposal of rolling stock. Transit providers must maintain an adequate fleet to be able to operate scheduled service reliably. According to FTA rules, that means maintaining a spare ratio of up to 20% of the peak vehicle requirement. The “spare” vehicles are typically those near the end of their useful life and typically are considered part of the active fleet. Agencies may also maintain a limited “emergency contingency” fleet of inactive vehicles for rare cases when there are not enough active vehicles to operate the scheduled service. Normally, these inactive vehicles are slated for disposal at the next ready opportunity.

The State maintains an auction site which is available to all of the transit providers. The State auctions off vehicles in operable condition twice per year. Other than driving the vehicles to the auction location, no further action is needed on the part of the transit providers to dispose of the vehicles. Because of the limited number of auctions per year, a vehicle may be on inactive status for up to six months.

If a vehicle is inoperable, the transit provider must find an alternative means of disposal. This normally requires two independent appraisals of the value of the vehicle, which can be expensive and time-consuming to obtain. Thus, transit providers are generally encouraged to dispose of their vehicles prior to the point at which they are no longer roadworthy. It is not always possible to coordinate vehicle replacements with a measured deterioration of vehicle condition, as sometimes an older vehicle can suddenly experience a major failure. VTrans works with the providers to the extent possible to forecast vehicle replacements and implement them in a timely way, while still recognizing that there is not enough capital funding available to meet all vehicle replacement requests.

Table 10 below shows proposed projects for the next five years for each of VTrans’ subrecipients. These include rolling stock purchases, service vehicles and other equipment, and facility construction and major upgrades. Each project has a priority level and an estimated total capital cost. Capital items that are not physical assets (such as software) are not included in the list, nor are regular maintenance activities or replacement of facility components (such as an HVAC system or a roof).

TABLE 10: Investment Prioritization

Agency	Project Name	Project Year	Asset Category	Asset Class	Cost	Priority	Updated Date
AT	Two 35' electric buses	2023	Revenue vehicles	BU	\$1,800,000	High	6/30/22
AT	Electric Bus Charging Infrastructure	2023	Equipment	Custom cat.	\$800,000	High	6/30/22
GMCN	Cutaway replacement	2023	Revenue vehicles	CU	\$65,808	High	6/30/22
GMCN	Two addition electric cutaways	2023	Revenue vehicles	CU	\$581,538	Low	6/30/22
MVRTD	One Sprinter van	2023	Revenue vehicles	VN	\$101,003	High	6/30/22
MVRTD	Two cutaways	2023	Revenue vehicles	CU	\$256,000	High	6/30/22
MVRTD	Three electric heavy duty buses	2023	Revenue vehicles	BU	\$2,625,000	High	6/30/22
MVRTD	Two heavy duty buses	2023	Revenue vehicles	BU	\$1,000,000	High	6/30/22
MVRTD	New office building	2023	Facilities	Admin. bldg	\$2,725,000	Low	6/30/22
MVRTD	Electric Bus Charging Infrastructure and storage	2023	Facilities	Custom category	\$620,000	Low	6/30/22
RCT	Three cutaways <30 feet	2023	Revenue vehicles	CU	\$324,960	High	6/30/22
RCT	One cutaway >30 feet	2023	Revenue vehicles	CU	\$133,042	High	6/30/22
RCT	Four Transit vans	2023	Revenue vehicles	VN	\$353,269	High	6/30/22
RCT	Two electric cutaways	2023	Revenue vehicles	CU	\$597,158	High	6/30/22
RCT	One cutaway >30 feet	2023	Revenue vehicles	CU	\$82,000	High	6/30/22
SEVT	Two 25-foot cutaways	2023	Revenue vehicles	CU	\$196,000	High	6/30/22
SEVT	Two 32-foot cutaways	2023	Revenue vehicles	CU	\$360,000	High	6/30/22
SEVT	Two Transit vans	2023	Revenue vehicles	VN	\$200,000	Low	6/30/22
SEVT	One 25-foot cutaway	2023	Revenue vehicles	CU	\$98,000	Low	6/30/22
SEVT	One minivan	2023	Revenue vehicles	MV	\$72,000	High	6/30/22
TVT	Two cutaways <30 feet	2023	Revenue vehicles	CU	\$238,400	Low	6/30/22

Agency	Project Name	Project Year	Asset Category	Asset Class	Cost	Priority	Updated Date
TVT	Three cutaways >30 feet	2023	Revenue vehicles	CU	\$420,000	Low	6/30/22
TVT	Two cutaways <30 feet	2023	Revenue vehicles	CU	\$300,000	Low	6/30/22
TVT	Six cutaways >30 feet	2023	Revenue vehicles	CU	\$990,000	High	6/30/22
TVT	Four electric cutaways	2023	Revenue vehicles	CU	\$1,123,128	High	6/30/22
AT	Three electric cutaways	2024	Revenue vehicles	CU	\$750,000	High	6/30/22
GMCN	Cutaway replacement	2024	Revenue vehicles	CU	\$130,000	High	6/30/22
GMCN	Two minivans	2024	Revenue vehicles	MV	\$104,000	Medium	6/30/22
MVRTD	One Sprinter van	2024	Revenue vehicles	VN	\$109,080	Medium	6/30/22
MVRTD	Nine cutaway vehicles	2024	Revenue vehicles	CU	\$1,260,000	High	6/30/22
RCT	Three cutaways	2024	Revenue vehicles	CU	\$341,209	High	6/30/22
RCT	Two cutaways	2024	Revenue vehicles	CU	\$279,389	High	6/30/22
SEVT	Two microtransit vans	2024	Revenue vehicles	VN	\$220,000	Medium	6/30/22
SEVT	Two cutaways	2024	Revenue vehicles	CU	\$400,000	High	6/30/22
SEVT	One electric bus	2024	Revenue vehicles	BU	\$700,000	Medium	6/30/22
SEVT	One electric microtransit van	2024	Revenue vehicles	VN	\$130,000	Medium	6/30/22
SEVT	One minivan	2024	Revenue vehicles	MV	\$72,000	Medium	6/30/22
SEVT	Electric Bus Charging Infrastructure	2024	Facilities	Custom cat.	\$100,000	Medium	6/30/22
SEVT	Brattleboro facility design	2024	Facilities	Maint. facil.	\$1,000,000	Low	6/30/22
TVT	Three cutaways <30 feet	2024	Revenue vehicles	CU	\$495,000	High	6/30/22
TVT	Four cutaways >30 feet	2024	Revenue vehicles	CU	\$726,000	High	6/30/22
GMCN	Cutaway replacement	2025	Revenue vehicles	CU	\$135,000	High	6/30/22
GMCN	Two electric cutaways	2025	Revenue vehicles	CU	\$600,000	Medium	6/30/22
MVRTD	One Sprinter van	2025	Revenue vehicles	VN	\$117,720	Medium	6/30/22
MVRTD	Two cutaways	2025	Revenue vehicles	CU	\$308,000	High	6/30/22
MVRTD	Vehicle storage garage with solar	2025	Facilities	Maint. facil.	\$450,000	Low	6/30/22
RCT	One cutaway	2025	Revenue vehicles	CU	\$116,986	High	6/30/22
RCT	Three cutaways	2025	Revenue vehicles	CU	\$431,057	High	6/30/22
RCT	Three Transit vans	2025	Revenue vehicles	VN	\$255,370	Medium	6/30/22
RCT	Bus facility	2025	Facilities	Maint. facil.	\$4,000,000	Low	6/30/22
SEVT	Four cutaways	2025	Revenue vehicles	CU	\$800,000	High	6/30/22
SEVT	One microtransit van	2025	Revenue vehicles	VN	\$200,000	Medium	6/30/22
SEVT	One electric cutaway	2025	Revenue vehicles	CU	\$130,000	Medium	6/30/22
SEVT	One cutaway	2025	Revenue vehicles	CU	\$110,000	High	6/30/22
SEVT	Electric Bus Charging Infrastructure	2025	Facilities	Custom cat.	\$200,000	Medium	6/30/22
SEVT	Brattleboro facility construction	2025	Facilities	Maint. facil.	\$3,000,000	Low	6/30/22
TVT	Three cutaways <30 feet	2025	Revenue vehicles	CU	\$495,000	High	6/30/22
TVT	Two cutaways >30 feet	2025	Revenue vehicles	CU	\$402,500	High	6/30/22
TVT	One medium duty cutaway	2025	Revenue vehicles	CU	\$181,500	Medium	6/30/22
GMCN	Two electric cutaways	2026	Revenue vehicles	CU	\$620,000	Medium	6/30/22
MVRTD	One Sprinter van	2026	Revenue vehicles	VN	\$127,137	Medium	6/30/22
MVRTD	Four electric heavy duty buses	2026	Revenue vehicles	BU	\$4,000,000	Medium	6/30/22

Agency	Project Name	Project Year	Asset Category	Asset Class	Cost	Priority	Updated Date
MVRTD	Four heavy duty buses	2026	Revenue vehicles	BU	\$2,400,000	Medium	6/30/22
RCT	Three cutaways	2026	Revenue vehicles	CU	\$443,031	High	6/30/22
RCT	Two Transit vans	2026	Revenue vehicles	VN	\$175,976	Medium	6/30/22
SEVT	Four 34-foot cutaways	2026	Revenue vehicles	CU	\$800,000	High	6/30/22
SEVT	Two 37-foot cutaways	2026	Revenue vehicles	CU	\$440,000	High	6/30/22
SEVT	Three 25-foot electric vans	2026	Revenue vehicles	VN	\$390,000	Medium	6/30/22
SEVT	Electric Bus Charging Infrastructure	2026	Facilities	Custom cat.	\$500,000	Medium	6/30/22
TVT	Two medium-duty cutaways	2026	Revenue vehicles	CU	\$386,100	High	6/30/22
TVT	Three 28-passenger cutaways	2026	Revenue vehicles	CU	\$614,250	High	6/30/22
TVT	One 14-passenger cutaway	2026	Revenue vehicles	CU	\$175,500	Medium	6/30/22
AT	Two electric cutaways	2027	Revenue vehicles	CU	\$600,000	Medium	6/30/22
GMCN	Four electric cutaways	2027	Revenue vehicles	CU	\$1,240,000	Medium	6/30/22
MVRTD	One cutaway	2027	Revenue vehicles	CU	\$185,000	High	6/30/22
MVRTD	One electric heavy duty bus	2027	Revenue vehicles	BU	\$1,175,000	Medium	6/30/22
MVRTD	One heavy duty bus	2027	Revenue vehicles	BU	\$600,000	High	6/30/22
RCT	One cutaway	2027	Revenue vehicles	CU	\$151,668	High	6/30/22
RCT	Two Transit vans	2027	Revenue vehicles	VN	\$177,341	Medium	6/30/22
RCT	Two cutaways	2027	Revenue vehicles	CU	\$246,970	High	6/30/22
SEVT	Electric Bus Charging Infrastructure and storage	2027	Facilities	Custom category	\$800,000	Medium	6/30/22
SEVT	Five cutaway buses	2027	Revenue vehicles	CU	\$900,000	High	6/30/22
SEVT	One cutaway	2027	Revenue vehicles	CU	\$110,000	High	6/30/22
SEVT	Three electric vans	2027	Revenue vehicles	VN	\$420,000	Medium	6/30/22
TVT	One 22-passenger cutaway	2027	Revenue vehicles	CU	\$194,700	High	6/30/22
TVT	Two 28-passenger cutaways	2027	Revenue vehicles	CU	\$413,000	High	6/30/22
TVT	Office building	2027	Facilities	Admin. bldg	\$2,000,000	Low	6/30/22

Appendix A - Vehicle Condition Summary													
Agency	Model Year	VIN	Make	Model	Agency Vehicle Number	Type	Length	Seats	Age	Mileage	Condition	Beyond ULB (Yes/No)	Replacement Costs
AT	2018	15GGE2718J3093417	Gillig	G27E	1810	SHDB	29	26	3.1	98251	Excellent	No	\$475,000
AT	2018	15GGE271XJ3093418	Gillig	G27E	1811	SHDB	29	26	3.1	99455	Excellent	No	\$475,000
AT	2019	15GGE2717K3093555	Gillig	G27E	1910	SHDB	29	26	3.1	85194	Excellent	No	\$475,000
AT	2019	15GGE2719K3093556	Gillig	G27E	1911	SHDB	29	26	3.1	84921	Excellent	No	\$475,000
AT	2019	15GGE2718K3093516	Gillig	G27E	1912	SHDB	29	26	2.1	69630	Excellent	No	\$475,000
AT	2019	15GGE271XK3093517	Gillig	G27E	1913	SHDB	29	26	2.1	72262	Excellent	No	\$475,000
AT	2018	1N4AZ1CPXJC303253	Nissan	Leaf	1861	Staff car	14	5	4.1	39038	Excellent	No	\$35,000
AT	2021	1FDFE4FNXNDC05875	Turtle Top	Terra Transit	2152	MSLDB	24	8	0.8	11344	Excellent	No	\$100,000
AT	2021	1FDFE4FN3NDC05877	Turtle Top	Terra Transit	2153	MSLDB	24	8	0.8	12200	Excellent	No	\$100,000
AT-NH	2011	15GGB3014B1176560	Gillig	Low Floor	1101	LHDB	35	35	11.3	273035	Fair	No	\$475,000
AT-NH	2011	15GGB3016B1176561	Gillig	Low Floor	1102	LHDB	35	35	11.3	257903	Fair	No	\$475,000
AT-NH	2012	15GGB3012C1180088	Gillig	Low Floor	1201	LHDB	35	35	9.6	270501	Fair	No	\$475,000
AT-NH	2016	15GGB2716G1187034	Gillig	Low Floor	1601	LHDB	35	35	5.6	146297	Good	No	\$475,000
AT-NH	2016	15GGB2718G1187035	Gillig	Low Floor	1602	LHDB	35	35	5.6	146596	Good	No	\$475,000
AT-NH	2016	15GGB271XG1187036	Gillig	Low Floor	1603	LHDB	35	35	5.6	151704	Good	No	\$475,000
AT-NH	2018	15GGB2713J3188752	Gillig	Low Floor	1801	LHDB	35	35	4.2	110685	Excellent	No	\$475,000
AT-NH	2018	15GGB2715J3188753	Gillig	Low Floor	1802	LHDB	35	35	4.2	114240	Excellent	No	\$475,000
AT-NH	2018	15GGB2717J3188754	Gillig	Low Floor	1803	LHDB	35	35	4.2	111734	Excellent	No	\$475,000
AT-NH	2018	15GGB2719J3188755	Gillig	Low Floor	1804	LHDB	35	35	4.2	117050	Excellent	No	\$475,000
AT-NH	2018	15GGB2710J3188756	Gillig	Low Floor	1805	LHDB	35	35	4.2	108569	Excellent	No	\$475,000
AT-NH	2019	15GGE2710K3093512	Gillig	G27E	1914	SHDB	30	28	3.2	77794	Excellent	No	\$475,000
AT-NH	2019	15GGE2712K3093513	Gillig	G27E	1915	SHDB	30	28	3.2	74049	Excellent	No	\$475,000
AT-NH	2019	15GGE2714K3093514	Gillig	G27E	1916	SHDB	30	28	3.2	73871	Excellent	No	\$475,000
AT-NH	2019	15GGE2716K3093515	Gillig	G27E	1917	SHDB	30	28	3.2	73297	Excellent	No	\$475,000
AT-NH	2020	15GGE271XL3093891	Gillig	G27E	2010	SHDB	30	28	1.7	34257	Excellent	No	\$475,000
AT-NH	2020	15GGE2711L3093892	Gillig	G27E	2011	SHDB	30	28	1.7	31185	Excellent	No	\$475,000
AT-NH	2014	1GB6G6BL7E1128919	Eldorado	Aerotech	1404	MSLDB	22	18	8.4	147110	Poor	Yes	\$100,000
AT-NH	2022	1FDFE4FN6NDC25945	Turtle Top	Terra Transit	2254	MSLDB	24	8	0.1	3158	Excellent	No	\$100,000
AT-NH	2022	1FDFE4FN1NDC25951	Turtle Top	Terra Transit	2255	MSLDB	24	8	0.1	2723	Excellent	No	\$100,000
AT-NH	2018	1FDAF5GT6HEE36703	Eldorado	Aero Elite	1731	MSMDB	27	19	4.0	58089	Good	No	\$175,000
AT-NH	2018	1FDAF5GT8HEE36704	Eldorado	Aero Elite	1732	MSMDB	27	19	4.0	65863	Good	No	\$175,000
AT-NH	2017	WDPPF4CC6H9724205	Freightliner	Sprinter	1751	MV	11	24	5.1	72187	Good	No	\$285,000
AT-NH	2018	1FDRF3BT5JEB73897	Ford	F350	1862	Plow truck	21	N/A	4.4	12388	Good	No	\$35,000
AT-NH	2018	1FMCU9HD2JUC87893	Ford	Escape	1863	Staff car	17	N/A	4.1	29219	Good	No	\$35,000
GMCN	2012	1FDFE4F55CDB18856	Coach & Equip.	Phoenix	214	MSLDB	25	16	9.6	132647	Marginal	Yes	\$100,000
GMCN	2015	1FDFE4F58FDA25463	Eldorado	Aerotech	208	MSLDB	25	18	7.2	152782	Marginal	Yes	\$100,000
GMCN	2016	1FDFE4F5XGDC13161	Eldorado	Aerotech	219	MSLDB	25	18	6.8	166203	Adequate	Yes	\$100,000
GMCN	2016	1FDFE4F58GDC55019	Eldorado	Aerotech	106	MSLDB	20	14	5.1	110325	Adequate	Yes	\$100,000
GMCN	2016	1FDFE4F52GDC55050	Eldorado	Aerotech	206	MSLDB	22	18	5.1	134321	Adequate	Yes	\$100,000
GMCN	2017	1FDFE4F5XHDC23349	Eldorado	Aerotech	204	MSLDB	22	18	5.2	101297	Good	No	\$100,000
GMCN	2018	1FDFE4F58JDC27745	Eldorado	Aerotech	108	MSLDB	20	12	4.0	76791	Good	No	\$100,000
GMCN	2018	1FDAF5GY3JEB99685	Glaval	Entourage	201	MSMDB	33	28	3.9	81778	Good	No	\$175,000
GMCN	2019	1FDAF5GY3KEC63440	Glaval	Entourage	202	MSMDB	33	28	3.3	56417	Good	No	\$175,000
GMCN	2019	1FDFE4F53KDC35107	Turtle Top	Terra Transit XL	109	MSMDB	24	14	1.1	46982	Good	No	\$175,000
GMCN	2019	1FDFE4F5XKDC35105	Turtle Top	Terra Transit XL	110	MSMDB	24	14	2.9	39501	Good	No	\$175,000
GMCN	2019	1FDAF5GY4KEF71360	Turtle Top	Terra Transit XL	216	MSMDB	32	20	2.4	33948	Good	No	\$175,000
GMCN	2020	1FDFE4FN8MDC02259	Turtle Top	Terra Transit	111	MSMDB	24	15	1.1	16346	Excellent	No	\$175,000
GMCN	2020	1FDFE4FN8MDC02262	Turtle Top	Terra Transit	112	MSMDB	24	15	1.1	15042	Excellent	No	\$175,000
GMCN	2020	1FDFE4FNXMDC02263	Turtle Top	Terra Transit	113	MSMDB	24	15	1.1	19615	Excellent	No	\$175,000
GMCN	2020	1FDFE4FN1MDC02264	Turtle Top	Terra Transit	114	MSMDB	24	15	1.1	16134	Excellent	No	\$175,000
GMCN	2004	1C4GP45R74B566420	Chrysler	Town	321	MVS	16	5	7.1	210916	Poor	Yes	\$35,000
GMCN	2007	1A4GJ45R678129136	Chrysler	Town	331	MVS	16	5	4.8	166725	Poor	Yes	\$35,000
GMCN	2009	2D8HN44E49R638452	Dodge	Caravan	322	MVS	16	5	0.3	85202	Good	No	\$35,000
GMCN	2010	2D4RN5D11AR247112	Chrysler	Town	601	MVS	16	5	4.4	177816	Adequate	Yes	\$35,000
GMCN	2013	2C4RDGBG6DP629188	Chrysler	Town	600	MVS	16	5	4.4	85825	Poor	No	\$35,000
GMCN	2019	2C7WDGBG9KR683717	Dodge	Caravan	425	MVS	16	6	2.1	49823	Adequate	No	\$35,000
GMCN	2019	2C7WDGBG9KR683801	Dodge	Caravan	426	MVS	16	6	2.1	50547	Good	No	\$35,000
MVRTD	2019	15GGB271XK3090032	Gillig	G27B	145	LHDB	35	35	2.1	80778	Good	No	\$475,000
MVRTD	2019	15GGB2711K3190033	Gillig	G27B	146	LHDB	35	35	2.1	75760	Good	No	\$475,000
MVRTD	2021	15GGB2810M3193555	Gillig	G28B	E100	LHDB	35	32	0.3	2274	Excellent	No	\$840,000
MVRTD	2021	15GGB2812M3193556	Gillig	G28B	E101	LHDB	35	32	0.3	1211	Excellent	No	\$840,000
MVRTD	2021	15GGE2717M3094160	Gillig	G27E102N2	151	LHDB	29	28	0.4	7282	Excellent	No	\$475,000
MVRTD	2011	15GGE2714B1092228	Gillig	LF29	128	SHDB	29	28	11.3	246539	Poor	No	\$475,000
MVRTD	2011	15GGE2716B1092229	Gillig	LF29	129	SHDB	29	28	11.3	225018	Poor	No	\$475,000
MVRTD	2011	15GGE2714B1092231	Gillig	LF29	131	SHDB	29	28	11.3	230834	Poor	No	\$475,000
MVRTD	2011	15GGE2716B1092232	Gillig	LF29	132	SHDB	29	28	11.3	236856	Poor	No	\$475,000
MVRTD	2011	15GGE2712B1092230	Gillig	LF29	130	SHDB	29	28	11.3	231781	Poor	No	\$475,000
MVRTD	2014	15GGE2710E1092666	Gillig	LF29	137	SHDB	29	28	8.2	178520	Adequate	No	\$475,000

Agency	Model Year	VIN	Make	Model	Agency Vehicle Number	Type	Length	Seats	Age	Mileage	Condition	Beyond ULB (Yes/No)	Replacement Costs
MVRTD	2014	15GGE2712E1092667	Gillig	LF29	138	SHDB	29	28	8.2	193685	Adequate	No	\$475,000
MVRTD	2014	15GGE2716E1092669	Gillig	LF29	140	SHDB	29	28	8.2	161920	Adequate	No	\$475,000
MVRTD	2014	15GGE2719E1092665	Gillig	LF29	136	SHDB	29	28	8.2	177099	Adequate	No	\$475,000
MVRTD	2014	15GGE2713E1092662	Gillig	LF29	133	SHDB	29	28	8.2	164808	Adequate	No	\$475,000
MVRTD	2014	15GGE2714E1092668	Gillig	LF29	139	SHDB	29	28	8.2	165943	Adequate	No	\$475,000
MVRTD	2014	15GGE2715E1092663	Gillig	LF29	134	SHDB	29	28	8.2	145964	Adequate	No	\$475,000
MVRTD	2014	15GGE2717E1092664	Gillig	LF29	135	SHDB	29	28	8.2	182022	Adequate	No	\$475,000
MVRTD	2015	15GGE2717F1092990	Gillig	LF29	141	SHDB	29	28	6.9	130127	Good	No	\$475,000
MVRTD	2015	15GGE2719F1092991	Gillig	LF29	142	SHDB	29	28	6.9	132840	Good	No	\$475,000
MVRTD	2019	15GG32718K3093287	Gillig	G27E	143	SHDB	29	28	2.1	66985	Good	No	\$475,000
MVRTD	2019	15GGE271XK3093288	Gillig	G27E	144	SHDB	29	28	2.1	60769	Good	No	\$475,000
MVRTD	2020	15GGE271XL3093969	Gillig	G27E	147	SHDB	29	28	1.6	25010	Excellent	No	\$475,000
MVRTD	2021	15GGE2710M3094159	Gillig	G27E	151	SHDB	29	28	0.5	9985	Excellent	No	\$475,000
MVRTD	2013	1FDFE4FS6DDA36121	Eldorado	Aerotech	230	MSLDB	25	18	9.3	162159	Poor	Yes	\$100,000
MVRTD	2013	1FDFE4FS8DDA36119	Eldorado	Aerotech	228	MSLDB	25	18	9.3	155686	Poor	Yes	\$100,000
MVRTD	2013	1FDFE4FS8DDA36122	Eldorado	Aerotech	231	MSLDB	25	18	9.3	150920	Poor	Yes	\$100,000
MVRTD	2013	1FDFE4FSXDDA36123	Eldorado	Aerotech	232	MSLDB	25	18	9.3	142118	Poor	Yes	\$100,000
MVRTD	2013	1FDFE4FS2DDA30946	Eldorado	Aerotech	234	MSLDB	25	18	9.2	126581	Poor	Yes	\$100,000
MVRTD	2013	1FDFE4FS4DDA30947	Eldorado	Aerotech	235	MSLDB	25	18	9.2	113491	Poor	Yes	\$100,000
MVRTD	2013	1FDFE4FS6DDA30948	Eldorado	Aerotech	236	MSLDB	25	18	9.2	121120	Poor	Yes	\$100,000
MVRTD	2014	1FDFE4FS7EDB10180	Eldorado	Aerotech	237	MSLDB	25	18	7.9	116452	Adequate	Yes	\$100,000
MVRTD	2014	1FDFE4FS9EDB10181	Eldorado	Aerotech	238	MSLDB	25	18	7.9	117329	Adequate	Yes	\$100,000
MVRTD	2015	1FDFE4FS5FDA02884	Eldorado	Aerotech	239	MSLDB	25	18	7.4	81743	Adequate	Yes	\$100,000
MVRTD	2015	1FDFE4FS7FDA02885	Eldorado	Aerotech	240	MSLDB	25	18	7.4	96741	Adequate	Yes	\$100,000
MVRTD	2015	1FDFE4FS9FDA02886	Eldorado	Aerotech	241	MSLDB	25	18	7.4	98267	Adequate	Yes	\$100,000
MVRTD	2016	1FDFE4FS4GDC49086	Eldorado	Aerotech	242	MSLDB	25	18	6.0	83958	Good	Yes	\$100,000
MVRTD	2016	1FDFE4FS6GDC49087	Eldorado	Aerotech	243	MSLDB	25	18	6.0	100578	Good	Yes	\$100,000
MVRTD	2016	1FDFE4FS8GDC49088	Eldorado	Aerotech	244	MSLDB	25	18	6.0	93317	Good	Yes	\$100,000
MVRTD	2017	1FDFE4FS0HDC46252	Eldorado	Aerotech	245	MSLDB	25	18	5.0	80819	Good	No	\$100,000
MVRTD	2017	1FDFE4FS2HDC46253	Eldorado	Aerotech	246	MSLDB	25	18	5.0	77755	Good	No	\$100,000
MVRTD	2017	1FDFE4FS4HDC46254	Eldorado	Aerotech	247	MSLDB	25	18	5.0	99286	Good	No	\$100,000
MVRTD	2017	1FDFE4FS6HDC46255	Eldorado	Aerotech	248	MSLDB	25	18	5.0	89650	Good	No	\$100,000
MVRTD	2018	1FDFE4FS0JDC17338	Eldorado	Aerotech	C401	MSLDB	25	12	4.0	59682	Adequate	No	\$100,000
MVRTD	2018	1FDFE4FS8JDC17345	Eldorado	Aerotech	249	MSLDB	25	18	4.0	63681	Good	No	\$100,000
MVRTD	2018	1FDEE35S1JDC18701	Eldorado	Aerotech	250	MSLDB	25	6	4.0	44163	good	No	\$100,000
MVRTD	2019	1FDFE4FS9KDC45947	Turtle Top	TerraTransit	251	MSLDB	25	12	2.7	33115	Good	No	\$100,000
MVRTD	2020	1FDFE4FN3MDC02265	Turtle Top	TerraTransit	252	MSLDB	25	8	1.9	20995	Good	No	\$100,000
MVRTD	2021	1FDFE4FN7NDC01816	Turtle Top	Terra Transit	150	MSLDB	25	12	1.0	11921	Good	No	\$100,000
MVRTD	2021	1FDFE4FN0NDC01817	Turtle Top	Terra Transit	E100	MSLDB	25	18	1.0	17507	Good	No	\$100,000
MVRTD	2021	1FDFE4FN9NDC01818	Turtle Top	Terra Transit	E101	MSLDB	25	18	1.0	13181	Good	No	\$100,000
MVRTD	2014	NMOKS9CN2DT174295	Ford	Transit Connect	30	MV	15	4	8.1	21094	Marginal	No	\$50,000
MVRTD	2014	2C4RDGCG1ER284068	Dodge	Caravan	29	MVS	18	5	8.4	45300	Marginal	No	\$35,000
MVRTD	2011	1FTRF3B67BEC58045	Ford	F350	15	Plow truck	20	2	11.1	11446	Good	Yes	\$100,000
MVRTD	2001	1FTSW31F91EC83112	Ford	F350	102	Service truck	20	4	21.1	54228	Marginal	Yes	\$100,000
MVRTD	2021	5TDHZR8BHXMS075565	Toyota	Highlander	14	Staff car	17	5	1.6	2118	Excellent	No	\$35,000
RCT	2019	15GGB2715K3192416	Gillig	Low Floor	75	LHDB	35	35	3.3	104551	Excellent	No	\$475,000
RCT	2009	1FDEE35S19DA00965	Ford	Phoenix	51	MSLDB	22	12	13.2	241214	Marginal	Yes	\$100,000
RCT	2014	1FDFE4FS8EDA93289	Eldorado	Aerotech	64	MSLDB	22	12	7.7	166636	Adequate	Yes	\$100,000
RCT	2014	1FDFE4FS4EDA93290	Eldorado	Aerotech	65	MSLDB	22	12	7.6	132315	Adequate	Yes	\$100,000
RCT	2015	1FDFE4FS7FDA30461	Eldorado	Aerotech 240	88	MSLDB	24	18	7.2	135064	Adequate	Yes	\$100,000
RCT	2017	1FDFE4FS9HDC23343	Eldorado	Aerotech	80	MSLDB	27	10	5.0	127836	Excellent	No	\$100,000
RCT	2017	1FDFE4FS8HDC23348	Eldorado	Aerotech	82	MSLDB	27	10	5.0	134245	Excellent	No	\$100,000
RCT	2019	1FDXE4FS4KDC30678	Turtle Top	Terra Transit	90	MSLDB	25	18	2.1	56830	Good	No	\$100,000
RCT	2019	1FDXE4FS6KDC30679	Turtle Top	Terra Transit	89	MSLDB	25	18	2.1	59072	Good	No	\$100,000
RCT	2019	1FDXE4FS5KDC28339	Turtle Top	Terra Transit	91	MSLDB	25	18	2.1	57276	Good	No	\$100,000
RCT	2020	1FDFE4FSXKDC33034	Ford	Turtle Top	99	MSLDB	25	15	0.7	1030	Excellent	No	\$100,000
RCT	2020	1FDFE4FSXKDC33033	Ford	Turtle Top	97	MSLDB	25	15	0.7	1030	Excellent	No	\$100,000
RCT	2020	1FDFE4FSXKDC33032	Ford	Turtle Top	98	MSLDB	25	15	0.7	1684	Excellent	No	\$100,000
RCT	2020	1FDFE4FN4MDC02260	Turtle Top	Terra Transit	92	MSLDB	26	14	1.8	18064	Excellent	No	\$100,000
RCT	2016	1FDFD4FA5GDC18963	Eldorado	Aerotech	73	MSMDB	27	12	6.5	147127	Poor	No	\$175,000
RCT	2016	1FDFE4FS2GDC38460	Eldorado	Aerotech	72	MSMDB	27	12	6.3	110777	Good	No	\$175,000
RCT	2017	1FDAF5GY3HEB15360	Eldorado	Aero Elite	76	MSMDB	27	19	4.0	93727	Excellent	No	\$175,000
RCT	2017	1FDAF5GY6HEB18995	Eldorado	Aero Elite	77	MSMDB	27	19	4.0	77409	Excellent	No	\$175,000
RCT	2019	1FDAF5GY1KEF91081	Ford	Turtle Top	95	MSMDB	28	20	2.2	21207	Excellent	No	\$175,000
RCT	2020	1FDFE4FN6MDC02261	Turtle Top	Terra Transit	93	MSMDB	26	14	1.8	18105	Excellent	No	\$175,000
RCT	2020	1FDAF5GY1KEF91085	Turtle Top	Terra Transit XL	87	MSMDB	31	20	2.1	1187	Excellent	No	\$175,000
RCT	2020	1FDAF5GY7KEF91084	Turtle Top	Terra Transit XL	94	MSMDB	34	28	2.0	37862	Excellent	No	\$175,000
RCT	2021	1FBAX2C80MKA32376	Ford	Transit	100	MV	22	15	0.2	23632	Excellent	No	\$50,000

Appendix A - Vehicle Condition Summary													
Agency	Model Year	VIN	Make	Model	Agency Vehicle Number	Type	Length	Seats	Age	Mileage	Condition	Beyond ULB (Yes/No)	Replacement Costs
RCT	2012	523MF1A61CM100446	VPG	MV-1DX	60	MVS	17	4	9.2	153950	Marginal	Yes	\$35,000
RCT	2012	523MF1A69CM100565	VPG	MV-1DX	61	MVS	17	3	9.1	143102	Marginal	Yes	\$35,000
RCT	2015	2C7WDGBG6FR686807	Dodge	Amerivan	68	MVS	17	5	7.2	82305	Good	Yes	\$35,000
RCT	2015	2C4RDGBG9FR513115	Dodge	Caravan	70	MVS	14	3	7.0	76971	Good	Yes	\$35,000
RCT	2017	2C4RDGBG5HR640382	Dodge	Grand Caravan	71	MVS	17	4	5.4	61384	Good	Yes	\$35,000
RCT	2019	2C7WDGBG9KR683779	Braun	Minivan	83	MVS	16	7	2.1	50278	Excellent	No	\$35,000
RCT	2019	2C7WDGBG5KR683715	Braun	Minivan	84	MVS	16	7	2.1	44891	Excellent	No	\$35,000
RCT	2019	4S3GKAA63K3620912	Subaru	Impreza	85	MVS	15	5	2.1	17644	Excellent	No	\$35,000
RCT	2019	4S3GKAA68K3621926	Subaru	Impreza	86	MVS	15	5	2.1	18423	Excellent	No	\$35,000
SEVT	2008	15GGD271781176197	Gillig	BRT	345	LHDB	40	43	13.6	335041	Adequate	Yes	\$475,000
SEVT	2010	15GGD271XA1177012	Gillig	BRT	346	LHDB	40	43	12.4	399748	Adequate	No	\$475,000
SEVT	2011	15GGD2710B1176663	Gillig	LF	347	LHDB	40	43	11.4	380352	Adequate	No	\$475,000
SEVT	2012	15GGB2711C1180048	Gillig	G27B102N4	350	LHDB	35	36	9.1	323867	Adequate	No	\$475,000
SEVT	2013	4DRBXAAR0DB159842	Champion	Challenger	348	LHDB	35	36	9.1	217991	Adequate	No	\$475,000
SEVT	2013	4DRBXAAR2DB159843	Champion	Challenger	349	LHDB	35	36	9.1	170601	Adequate	No	\$475,000
SEVT	2013	4DRBXAAR7DB170031	Champion	Challenger	508	LHDB	35	36	6.1	223025	Adequate	No	\$475,000
SEVT	2005	1GBE4V1215F511040	Glaval	Titan Bus	G4	MSLDB	25	14	17.5	164002	Marginal	Yes	\$100,000
SEVT	2005	1GBE4V1215F511118	Glaval	Titan Bus	G3	MSLDB	29	24	17.5	166555	Marginal	Yes	\$100,000
SEVT	2009	1GB9G5A69A1103369	Glaval	CG33803	G15	MSLDB	24	14	12.4	194300	Poor	Yes	\$100,000
SEVT	2010	1GB3G3BLXF1284746	Glaval	Express	G18	MSLDB	22	14	11.6	136034	Good	Yes	\$100,000
SEVT	2011	1FDFE4FS2BDA80324	Eldorado	Aerotech	F5	MSLDB	25	8	11.0	156725	Poor	Yes	\$100,000
SEVT	2013	1FDFE4FS0DDA30945	Eldorado	Aerotech	F6	MSLDB	25	18	9.2	190357	Poor	Yes	\$100,000
SEVT	2014	1FDEE3FS7EDB10170	Eldorado	Aerotech	512	MSLDB	20	8	6.1	126588	Good	Yes	\$100,000
SEVT	2014	1FDFE4FS1EDA93294	Eldorado	Aerotech	510	MSLDB	22	14	6.1	162475	Good	Yes	\$100,000
SEVT	2014	1FDFE4FS3EDB18602	Eldorado	Aerotech	511	MSLDB	22	14	6.1	206887	Good	Yes	\$100,000
SEVT	2015	1FDFE4FS2FDA30450	Eldorado	Aerotech	F3	MSLDB	23	14	7.2	166758	Marginal	Yes	\$100,000
SEVT	2015	1GB6G6BL8F1212488	Eldorado	Express	G19	MSLDB	25	16	6.4	145441	Excellent	Yes	\$100,000
SEVT	2016	1FDFE4FS8GDC10954	Eldorado	Aerotech	F1	MSLDB	25	14	6.8	177092	Marginal	Yes	\$100,000
SEVT	2016	1FDFE4FS6GDC46321	Eldorado	Aerotech	649	MSLDB	25	16	6.0	226470	Good	Yes	\$100,000
SEVT	2016	1FDFE4FS4GDC49105	Eldorado	Aero Elite	648	MSLDB	23	12	6.0	108147	Good	Yes	\$100,000
SEVT	2016	1FDFE4FS0GDC49103	Eldorado	Aero Elite	809	MSLDB	23	12	6.0	112556	Good	Yes	\$100,000
SEVT	2016	1FDFE4FS2GDC49104	Eldorado	Aero Elite	808	MSLDB	23	12	6.0	91525	Good	Yes	\$100,000
SEVT	2016	1FDFE4FS6GDC57884	Eldorado	Aerotech	F4	MSLDB	20	14	5.1	130685	Good	Yes	\$100,000
SEVT	2018	1FDFE4FSXJDC27746	Eldorado	Aerotech	F2	MSLDB	20	12	4.0	73394	Good	No	\$100,000
SEVT	2021	1FDFE4FN7NDC11438	Champion	Challenger	F7	MSLDB	24	14	1.0	910	Excellent	No	\$100,000
SEVT	2021	1FDFE4FN9NDC11439	Champion	Challenger	F8	MSLDB	24	14	1.0	910	Excellent	No	\$100,000
SEVT	2021	1FDFE4FN5NDC11440	Champion	Challenger	F9	MSLDB	24	14	1.0	910	Excellent	No	\$100,000
SEVT	2021	1FDFE4FN7NDC11441	Champion	Challenger	F10	MSLDB	24	14	1.0	910	Excellent	No	\$100,000
SEVT	2007	1GDJ5V1257F402490	Glaval	Titan	G7	MSMDB	37	34	15.7	222037	Marginal	Yes	\$175,000
SEVT	2008	1GDJ5V1948F416833	Glaval	Titan	G8	MSMDB	39	34	13.7	215469	Marginal	Yes	\$175,000
SEVT	2009	1GDJ5V1939F403573	Glaval	Titan	G9	MSMDB	37	34	13.6	209621	Marginal	Yes	\$175,000
SEVT	2009	1GDJ5V1919F412658	Glaval	Titan	G11	MSMDB	37	34	12.7	200140	Marginal	Yes	\$175,000
SEVT	2009	1GDJ5V1979F412745	Glaval	Titan	G12	MSMDB	37	34	12.7	204126	Marginal	Yes	\$175,000
SEVT	2009	1GDJ5V1909F412196	Glaval	Titan	G14	MSMDB	37	34	12.6	67162	Good	Yes	\$175,000
SEVT	2009	1GDJ5V1949F412217	Glaval	Titan	G13	MSMDB	37	34	12.7	193297	Good	Yes	\$175,000
SEVT	2011	5WEASAAM1BJ409639	Eldorado	Aero Elite	I12	MSMDB	34	30	10.1	175205	Good	Yes	\$175,000
SEVT	2011	5WEASAAMXBJ409638	Eldorado	Aero Elite	I11	MSMDB	34	30	11.0	184087	Good	Yes	\$175,000
SEVT	2012	5WEASAAM6CJ561367	Eldorado	Aero Elite	I13	MSMDB	34	30	10.6	146120	Good	Yes	\$175,000
SEVT	2012	5WEASAAM8CJ561368	Eldorado	Aero Elite	I14	MSMDB	34	30	10.6	136593	Good	Yes	\$175,000
SEVT	2013	5WEAAMXDH366266	Eldorado	Aero Elite	I15	MSMDB	33	30	8.1	107957	Good	Yes	\$175,000
SEVT	2013	5WEASAAM3DH366271	Eldorado	Aero Elite	I16	MSMDB	30	26	8.1	109836	Good	Yes	\$175,000
SEVT	2013	5WEASAAM1DH382274	Eldorado	Aero Elite	I17	MSMDB	30	26	9.1	132099	Good	Yes	\$175,000
SEVT	2015	4DRASAAM3FH099926	Eldorado	Aero Elite	I18	MSMDB	30	22	6.6	128382	Good	Yes	\$175,000
SEVT	2016	4UZADSDU2GCHY7736	Glaval	Legacy	FL2	MSMDB	37	34	5.9	70573	Excellent	No	\$175,000
SEVT	2016	4UZADSDU0GCHY7735	Glaval	Legacy	FL1	MSMDB	37	34	5.9	83016	Excellent	No	\$175,000
SEVT	2018	4UZADSF3JCJU4250	Glaval	Legacy	FL3	MSMDB	37	34	4.6	59405	Excellent	No	\$175,000
SEVT	2018	4UZADSF9JCJU4253	Glaval	Legacy	777	MSMDB	32	30	4.4	91246	Good	No	\$175,000
SEVT	2019	4UZADRF6LCLMD3484	Champion	Defender	778	MSMDB	31	26	2.6	30273	Excellent	No	\$175,000
SEVT	2019	4UXADRFDXLCMD7604	Champion	Defender	779	MSMDB	31	26	2.6	26844	Excellent	No	\$175,000
SEVT	2019	4UZADRF6LCLMD5526	Champion	Defender	FL4	MSMDB	37	34	2.4	10224	Excellent	No	\$175,000
SEVT	2019	4UZADRF4LCLMD5525	Champion	Defender	FL5	MSMDB	37	34	2.4	9338	Excellent	No	\$175,000
SEVT	2019	4UZADRF4LCLMD5524	Champion	Defender	FL6	MSMDB	37	34	2.4	3854	Excellent	No	\$175,000
SEVT	2021	4UZADRF2MCM7666	Champion	Defender	FL7	MSMDB	31	34	1.5	941	Excellent	No	\$175,000
SEVT	2021	4UZADRF2MCM7666	Champion	Defender	FL7	MSMDB	31	34	1.5	941	Excellent	No	\$175,000
SEVT	2012	EDMGY040DC03N8227	Dodge	Caravan	D1	MVS	16	2	10.5	259240	Marginal	Yes	\$35,000
SEVT	2014	2C7WDGBG9ER380084	Braun	Minivan	843	MVS	16	5	7.7	259240	Marginal	Yes	\$35,000
SEVT	2014	2C7WDGBG0ER380085	Dodge	Caravan	46	MVS	16	5	7.6	145699	Poor	Yes	\$35,000
SEVT	2016	JF2SJABC2GH431133	Subaru	Forester	C1	MVS	16	4	6.9	108850	Good	Yes	\$35,000

Appendix A - Vehicle Condition Summary

Agency	Model Year	VIN	Make	Model	Agency Vehicle Number	Type	Length	Seats	Age	Mileage	Condition	Beyond ULB (Yes/No)	Replacement Costs
SEVT	2016	JF2SJABC5GH430736	Subaru	Forester	10	MVS	16	4	6.8	103059	Good	Yes	\$35,000
SEVT	2021	1FTRF3B68MEC45016	Ford	F350	52	Plow truck	10	2	1.2	45	Excellent	No	\$35,000
SEVT	2000	1GDJK34F8YF472353	GMC	2500	51	Service truck	16	4	21.7	42772	Good	Yes	\$35,000
TVT	2012	1FDFE4FS2CDA16883	Coach & Equip.	E450	V	MSLDB	25	12	10.4	121517	Adequate	Yes	\$100,000
TVT	2014	1FDFE4FS9EDB10195	Eldorado	Aerotech	X	MSLDB	25	12	7.9	73136	Good	Yes	\$100,000
TVT	2014	1FDFE4FS1EDA56522	Eldorado	Aerotech	44	MSLDB	24	12	8.2	174910	Adequate	Yes	\$100,000
TVT	2016	1FDEE3FS0GDC17130	Coach & Equip.	E350	737	MSLDB	30	10	6.7	51784	Good	Yes	\$100,000
TVT	2016	1FDFE4FS8GDC57885	Eldorado	Aerotech	54	MSLDB	26	12	5.9	123917	Adequate	Yes	\$100,000
TVT	2016	1FDAF5GY1GEA61216	Eldorado	Aero Elite	53	MSLDB	30	20	6.2	185836	Adequate	Yes	\$100,000
TVT	2016	1FDAF5GY2GEA51259	Eldorado	Aero Elite	52	MSLDB	30	20	6.2	182220	Adequate	Yes	\$100,000
TVT	2017	1FDEE3FS9HDC52752	Eldorado	Aerotech	TSC-743	MSLDB	24	14	4.1	35050	Good	No	\$100,000
TVT	2017	1FDFE4FS4HDC51616	Glaval	Entourage	740	MSLDB	24	14	4.1	94139	Adequate	No	\$100,000
TVT	2017	1FDFE4FS7HDC51626	Glaval	Entourage	739	MSLDB	24	14	4.1	113743	Adequate	No	\$100,000
TVT	2017	1FDFE4FS8HDC50680	Glaval	Entourage	741	MSLDB	24	14	4.1	125464	Adequate	No	\$100,000
TVT	2017	1FDFE4FS9HDC51613	Glaval	Entourage	742	MSLDB	24	14	4.1	108249	Adequate	No	\$100,000
TVT	2021	1FDFE4FN7MDC02253	Turtle Top	Odyssey	B	MSLDB	25	12	1.8	9291	Excellent	No	\$100,000
TVT	2021	1FDFE4FN7MDC17770	Turtle Top	Odyssey	C	MSLDB	25	12	1.8	10026	Excellent	No	\$100,000
TVT	2021	1FDFE4FN7MDC17771	Turtle Top	Odyssey	D	MSLDB	25	12	1.8	11507	Excellent	No	\$100,000
TVT	2015	1FDAF5GY6FED12097	Eldorado	Aero Elite	49	MSMDB	30	20	7.0	214046	Good	Yes	\$175,000
TVT	2015	1FDAF5GY8FED12098	Eldorado	Aero Elite	48	MSMDB	30	20	7.0	158002	Good	No	\$175,000
TVT	2015	1FDAF5GY9FED00316	Eldorado	Aero Elite	45	MSMDB	30	22	7.0	231835	Adequate	Yes	\$175,000
TVT	2015	1FDAF5GY0FED00317	Eldorado	Aero Elite	47	MSMDB	30	22	7.0	186898	Adequate	No	\$175,000
TVT	2016	1FDAF5GY8GEA51251	Eldorado	Aero Elite	732	MSMDB	30	20	6.5	114086	Marginal	No	\$175,000
TVT	2016	1FDAF5GY0GEA60347	Eldorado	Aero Elite	50	MSMDB	30	20	6.3	197929	Good	No	\$175,000
TVT	2016	1FDAF5GY9GEA51257	Eldorado	Aero Elite	735	MSMDB	30	20	6.3	170861	Adequate	No	\$175,000
TVT	2016	1FDAF5GY6GEA51250	Eldorado	Aero Elite	734	MSMDB	30	20	6.3	187896	Adequate	No	\$175,000
TVT	2016	1FDAF5GY7GEA60345	Eldorado	Aero Elite	736	MSMDB	30	20	6.3	189387	Adequate	No	\$175,000
TVT	2016	1FDAF5GY0GEA60333	Eldorado	Aero Elite	738	MSMDB	30	20	6.2	186240	Good	No	\$175,000
TVT	2016	1FDAF5GY2GEA60351	Eldorado	Aero Elite	733	MSMDB	30	20	6.6	161419	Good	No	\$175,000
TVT	2018	1FDAF5GY4HEF01737	Eldorado	Aero Elite	56	MSMDB	33	28	3.1	70500	Good	No	\$175,000
TVT	2018	1FDFE4FS8JDC11853	Eldorado	Aero Elite	Y	MSMDB	25	12	4.3	32031	Excellent	No	\$175,000
TVT	2018	1FDFE4FSXJDC11854	Eldorado	Aero Elite	Z	MSMDB	25	12	4.3	42664	Excellent	No	\$175,000
TVT	2018	1FDAF5GY7HEF01733	Glaval	Entourage	55	MSMDB	33	28	3.1	77687	Good	No	\$175,000
TVT	2019	1FDAF5GY7KEC17865	Eldorado	Aero Elite	745	MSMDB	35	28	3.6	99605	Good	No	\$175,000
TVT	2019	1FDAF5GY2KEC17871	Eldorado	Aero Elite	744	MSMDB	35	28	3.6	113185	Good	No	\$175,000
TVT	2019	1FDAF5GY4KEC17869	Glaval	Entourage	57	MSMDB	35	28	3.5	75859	Excellent	No	\$175,000
TVT	2019	1FDAF5GY3KEF91082	Turtle Top	Odyssey XL	747	MSMDB	35	22	2.0	24542	Excellent	No	\$175,000
TVT	2019	1FDAF5GY3KEF91083	Turtle Top	Odyssey XL	59	MSMDB	35	22	2.0	19300	Excellent	No	\$175,000
TVT	2019	1FDXE4FS8KDC41361	Turtle Top	Odyssey	746	MSMDB	28	12	2.0	37143	Excellent	No	\$175,000
TVT	2020	1FDAF5GY6KEF71361	Turtle Top	Odyssey XL	58	MSMDB	35	22	2.4	28064	Excellent	No	\$175,000
TVT	2021	1FDAF5GY4KEF41873	Champion	Defender	748	MSMDB	35	28	1.6	35373	Excellent	No	\$175,000
TVT	2021	1FDAF5GY6KEF41874	Champion	Defender	749	MSMDB	35	28	1.6	49331	Excellent	No	\$175,000
TVT	2021	1FDAF5GY0KEF91086	Turtle Top	Terra Transit	755	MSMDB	28	20	1.1	15678	Excellent	No	\$175,000
TVT	2021	1FDFE4FN0MDC41765	Turtle Top	Terra Transit	750	MSMDB	28	14	1.1	22002	Excellent	No	\$175,000
TVT	2021	1FDFE4FN9MDC36372	Turtle Top	Odyssey	754	MSMDB	28	14	1.1	26374	Excellent	No	\$175,000
TVT	2021	1FDFE4FS8KDC35104	Turtle Top	Odyssey	751	MSMDB	28	14	1.1	17369	Excellent	No	\$175,000
TVT	2021	1FDFE4FN2MDC41767	Turtle Top	Odyssey	752	MSMDB	28	14	1.1	24315	Excellent	No	\$175,000
TVT	2021	1FDFE4FS5KDC33035	Turtle Top	Odyssey	753	MSMDB	28	14	1.1	26773	Excellent	No	\$175,000
TVT	2020	1FDU4X81LKA25488	MobilityTrans	U4X	60	MV	20	9	2.0	35994	Excellent	No	\$50,000
TVT	2016	1FADP5AUXGL114663	Ford	C-Max	Sedan	MVS	20	5	5.9	69500	Excellent	Yes	\$35,000
TVT	2018	1FADP5AU2JL104409	Ford	C-Max	Sedan	MVS	14	5	4.0	22343	Excellent	No	\$35,000
TVT	2019	2C7WDGBG7KR740562	Dodge	Caravan	MV1	MVS	16	5	2.7	10419	Excellent	No	\$35,000
TVT	2014	1FT8XB60EEA26416	Ford	F350	Plow Truck	Plow Truck	16	2	8.8	34229	Good	Yes	\$35,000
TVT	2019	1FT8X3B63KEG82136	Ford	F350	Plow Truck	Plow Truck	16	2	2.4	1207	Excellent	No	\$50,000

Appendix B - Facility Condition Summary

Agency	Name	Age	Condition	Replacement Cost	Facility Type
AT	Combined Administrative and Maintenance Facility	28	Good	\$6,158,056	This facility houses both administrative offices and transportation maintenance facilities for Advance Transit and is located in Vermont.
GMCN	GMCN Administrative office	136	Marginal	\$1,219,000	Administrative Office / Sales Office
MVRTD	Marble Valley Regional Transit District Administrative Facility	40	Good	\$2,725,000	Administrative Office / Sales Office
MVRTD	Marble Valley Regional Transit District-Main Garage	33	Good	\$3,000,000	Maintenance Facility (Service and Inspection)
MVRTD	Marble Valley Regional Transit District-Rear Garage	28	Good	\$2,000,000	Maintenance Facility (Service and Inspection)
RCT	Rural Community Transportation Administrative Facility	7	Excellent	\$1,100,000	Administrative Office /Sales Office
SEVT	Southeast Vermont Transit-Current Maintenance and Administrative Facility	13	Good	\$4,500,000	Administrative Facility includes boardroom, administrative staff offices, breakroom, bathrooms driver breakroom, and training room. Maintenance Facility includes a bus wash, vehicle lifts, tire storage and various maintenance equipment and tools.
SEVT	Southeast Vermont Transit-Moover Administrative and Maintenance Facility	7	Excellent	\$6,000,000	Administrative Facility includes boardroom, administrative staff offices, breakroom, bathrooms driver breakroom, and training room. Maintenance Facility includes a bus wash, vehicle lifts, tire storage and various maintenance equipment and tools.
TVT	Tri-Valley Transit -Middlebury Administrative and Maintenance Facility	9	Good	\$5,000,000	The facility is 12,350sf consisting of administrative offices and operations space, 2 maintenance bays and a bus wash bay. The facility is energy efficient with solar arrays, rain water collection for the bus wash and the use of renewable fuels for heating. Finance, Human Resources, Community Relations and Executive Operational & Program Management are housed on Creek Rd. Training is a shared resource and the Training Manager operates out of the facility 50% of the time. The maintenance bays are used for preventative fleet maintenance and repairs.
TVT	Tri-Valley Transit Maintenance and Storage Facility	25	Marginal	\$910,000	Maintenance Facility (Service and Inspection)
TVT	Bradford	1	Excellent	\$3,412,500	Maintenance Facility (Service and Inspection)

Appendix C - Facility Condition Assessment Inspection Form

Inspection Date:
Inspector(s) Name:
Transit Agency:

Main Component	Sub-Component	Condition Rating Score
Substructure	<ul style="list-style-type: none"> • Foundations: Walls, columns, pilings, etc. • Basement: Materials, insulation, slab, floor underpinnings 	
Shell	<ul style="list-style-type: none"> • Superstructure / structural frame: Columns, pillars, walls • Roof: Roof surface, gutters, eaves, skylights, chimney surrounds • Exterior: Windows, doors, and all finishes (paint, masonry) • Shell appurtenances: Balconies, fire escapes, gutters, downspouts 	
Interiors	<ul style="list-style-type: none"> • Partitions: Walls, interior doors, fittings and signage • Stairs: Interior stairs and landings • Finishes: Materials used on walls, floors, and ceilings <p>Covers all interior spaces, regardless of use.</p>	
Conveyance	<ul style="list-style-type: none"> • Elevators • Escalators • Lifts: Any other such fixed apparatuses for the movement of goods or people 	
Plumbing	<ul style="list-style-type: none"> • Fixtures • Water distribution • Sanitary waste • Rain water drainage 	
HVAC (heating, ventilation and AC)	<ul style="list-style-type: none"> • Energy supply • Heat generation and distribution systems • Cooling generation and distribution systems • Testing, balancing, controls and instrumentation • Chimneys and vents 	
Fire Protection	<ul style="list-style-type: none"> • Sprinklers • Standpipes • Hydrants and other fire protection specialties 	
Electrical	<ul style="list-style-type: none"> • Electrical service & distribution • Lighting & branch wiring (interior and exterior) • Communications & security • Other electrical system-related pieces such as lightning protection, generators, and emergency lighting 	
Equipment*	<ul style="list-style-type: none"> • Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies 	
Site	<ul style="list-style-type: none"> • Roadways/driveways and associated signage, markings, and equipment • Parking lots and associated signage, markings, and equipment • Pedestrian areas and associated signage, markings, and equipment • Site development such as fences, walls, and miscellaneous structures • Landscaping and irrigation • Site utilities 	
Total Score		

Appendix C - Facility Condition Assessment Inspection Form

* Agencies may choose to include equipment assets as an administrative and maintenance facilities asset or inventory the equipment in their TAM Plan in the Equipment asset category. Equipment valued between \$10,000 and \$50,000 may be rated in a facility. If equipment is valued at \$50,000 or more, or is a piece of equipment you would inventory separately in your TAM Plan, it may not be rated in a facility.

Rank	Category	Description
5.00	New/Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4.00	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3.00	Adequate	Moderately deteriorated or defective ; but has not exceeded useful life
2.00	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1.00	Poor	Critically damaged or in need of immediate repair; well past useful life

Inspection Certification

By signing below, I confirm to the best of my ability, that the information presented in this document is true and based on factual information and assessment:

Inspector:

Name

Signature

Date

From: [Van Chesnut](#)
To: [Currier, Dan J](#)
Cc: [Adams](#); [Ashley Manning](#)
Subject: RE: VT Group TAM Plan
Date: Wednesday, August 31, 2022 2:09:09 PM

EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.

Dear Dan,

I, Van Chesnut, Executive Director and accountable executive of Advance Transit, Inc., approve the Vermont 2022 Group Transit Asset Management Plan.

*Advance Transit, Inc.
Van Chesnut, Executive Director
P.O. Box 1027
Wilder, Vermont 05088*

*802-295-1824, x 201 O
802-295-3010 F*

From: Currier, Dan J <Dan.J.Currier@vermont.gov>
Sent: Monday, August 29, 2022 8:45 AM
To: Ashley Manning <AManning@advancetransit.com>; Adams <ACarroll@advancetransit.com>; Van Chesnut <Vchesnut@advancetransit.com>
Cc: smf@steadmanhill.com; Bradshaw, Timothy <Timothy.Bradshaw@vermont.gov>; MacDonald, Ross <Ross.MacDonald@vermont.gov>
Subject: RE: VT Group TAM Plan

The updated Plan is attached. Thanks again for your review and edits.

Best, Dan

dan.j.currier@vermont.gov
802-279-5236

From: Ashley Manning <AManning@advancetransit.com>
Sent: Wednesday, August 24, 2022 10:45 AM
To: Currier, Dan J <Dan.J.Currier@vermont.gov>; Adams <ACarroll@advancetransit.com>; Advanced Transit <vchesnut@advancetransit.com>
Cc: smf@steadmanhill.com; Bradshaw, Timothy <Timothy.Bradshaw@vermont.gov>; MacDonald, Ross <Ross.MacDonald@vermont.gov>
Subject: RE: VT Group TAM Plan

EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the

From: [Terence White](#)
To: [Currier, Dan J](#)
Cc: [MacDonald, Ross](#)
Subject: RE: Vermont 2022 Group Transit Asset Management Plan Final Sign off
Date: Friday, September 23, 2022 1:54:25 PM
Attachments: [image004.png](#)

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Ross, Dan. I hope you both are doing well. Approval email is below.

I Terence White accountable executive of Green Mountain Community Network, Inc., approves the Vermont 2022 Group Transit Asset Management Plan.

Terence White



Terence White
Executive Director
Green Mountain Community Network, Inc.
215 Pleasant ST. Bennington, VT 05201
Office: [\(802\) 447-0477](tel:8024470477) x204
Fax: 802-447-1868
Email: twhite@greenmtncn.org

From: Currier, Dan J <Dan.J.Currier@vermont.gov>
Sent: Friday, September 23, 2022 8:20 AM
To: Terence White <twhite@greenmtncn.org>
Cc: MacDonald, Ross <Ross.MacDonald@vermont.gov>
Subject: FW: Vermont 2022 Group Transit Asset Management Plan Final Sign off

Good morning Terence,

VTrans is looking for your approval of the Vermont 2022 Group Transit Asset Management Plan (attached). This version includes all the comments we revised during the comment period.

Please send me your email approval of the Vermont 2022 Group Transit Asset Management Plan by COB today Friday September 23rd.

From: [Ken Putnam](#)
To: [Currier, Dan J](#)
Subject: RE: Vermont 2022 Group Transit Asset Management Plan Final Sign off
Date: Wednesday, September 21, 2022 9:52:07 AM
Attachments: [image004.png](#)

EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.

I, Ken Putnam, accountable executive of Marble Valley Regional Transit District approve the Vermont 2022 Group Transit Asset Management Plan.

Ken Putnam

Executive Director

Marble Valley Regional Transit District

Ken@thebus.com

From: Currier, Dan J <Dan.J.Currier@vermont.gov>
Sent: Monday, September 19, 2022 1:34 PM
To: Ken Putnam <ken@thebus.com>; Terence White <twhite@greenmtncn.org>; Jim Moulton <jim@trivalleytransit.org>; Amy Rast <arast@riderct.org>; cgrant@riderct.org
Cc: MacDonald, Ross <Ross.MacDonald@vermont.gov>; Bradshaw, Timothy <Timothy.Bradshaw@vermont.gov>; Reilly, Stephanie <Stephanie.Reilly@vermont.gov>
Subject: Vermont 2022 Group Transit Asset Management Plan Final Sign off

Good Afternoon.

VTrans is looking for your approval of the Vermont 2022 Group Transit Asset Management Plan (attached). This version includes all the comments we revised during the comment period.

Please send me your email approval of the Vermont 2022 Group Transit Asset Management Plan by Wednesday September 21st at 4pm.

In your approval email please include the following text.

I _____ (add your name) _____ accountable executive of _____ (add your transit agency here) _____ approve the Vermont 2022 Group Transit Asset Management Plan.

Please make sure your email includes your full signature block at the bottom with name, title, agency, and address.

Best, Dan

From: [Caleb Grant](#)
To: [Currier, Dan J](#)
Subject: Re: Vermont 2022 Group Transit Asset Management Plan Final Sign off
Date: Tuesday, September 20, 2022 3:46:31 PM
Attachments: [image002.png](#)

EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.

Dan,

I, Caleb Grant, accountable executive of Rural Community Transportation approve the Vermont 2022 Group Transit Asses Management Plan.

Caleb Grant
Executive Director
Rural Community Transportation
1677 Industrial Parkway
Lyndonville, VT 05851
caleb@riderct.org

From: Currier, Dan J <Dan.J.Currier@vermont.gov>
Date: Monday, September 19, 2022 at 1:34 PM
To: ken <ken@thebus.com>, Terence White <twhite@greenmtncn.org>, Jim Moulton <jim@trivalleytransit.org>, Amy Rast <arast@riderct.org>, Caleb Grant <cgrant@riderct.org>
Cc: MacDonald, Ross <Ross.MacDonald@vermont.gov>, Bradshaw, Timothy <Timothy.Bradshaw@vermont.gov>, Reilly, Stephanie <Stephanie.Reilly@vermont.gov>
Subject: Vermont 2022 Group Transit Asset Management Plan Final Sign off

Good Afternoon.

VTrans is looking for your approval of the Vermont 2022 Group Transit Asset Management Plan (attached). This version includes all the comments we revised during he comment period.

Please send me your email approval of the Vermont 2022 Group Transit Asset Management Plan by Wednesday September 21st at 4pm.

In your approval email please include the following text.

I _____ (add your name) _____ accountable executive of _____ (add your transit agency here) _____ approve the Vermont 2022 Group Transit Asset Management Plan.

Please make sure your email includes your full signature block at the bottom with name, title, agency, and address.

From: [Randy Schoonmaker](#)
To: [Currier, Dan J](#)
Subject: RE: Vermont 2022 Group Transit Asset Management Plan
Date: Friday, August 19, 2022 9:07:13 AM

EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.

I Randy Schoonmaker accountable executive of Southeast Vermont Transit approve the Vermont 2022 Group Transit Asset Management Plan.

Randy Schoonmaker
CEO, Southeast Vermont Transit
45 Mill Street, Wilmington, VT 05363
O: 802-463-2474
C: 802-681-8140
www.moover.com

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From: [Jim Moulton](#)
To: [Currier, Dan J](#)
Cc: [MacDonald, Ross](#)
Subject: Vermont TAMP
Date: Friday, September 23, 2022 12:23:23 PM

EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.

Dan,

I, Jim Moulton, the accountable executive of Tri-Valley Transit, have reviewed and approve the Vermont 2022 Group Transit Asset Management Plan.

Best,

Jim

Jim Moulton (he/him/his)
Executive Director



297 Creek Rd, Middlebury, VT 05753 • 802-388-2287 • www.trivalleytransit.org
Addison Office, Middlebury • 802-388-2287 | Orange/N.Windsor Offices, Randolph & Bradford • 802-728-3773

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Email Delivery

Daniel Currier
Public Transit Coordinator
Vermont Agency of Transportation
219 N. Main Street | Barre, VT 05641
dan.j.currier@vermont.gov

September 20, 2022

RE: Transit Asset Plan Opt-out Letter

Dear Mr. Currier,

Please accept this written notification that pursuant to 49 CFR part 625.27 (b)(2), and as a Tier II provider, GMT chose to opt-out of the 2022 Vermont Agency of Transportation group TAM plan.

GMT developed its own 2022 TAM plan update that was approved by the GMT Board of Commissioners today. This plan update can be provided to the AOT upon request.

Please let me know if you have any questions or if you need anything else from GMT on this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jon Moore', is written over the word 'Sincerely,'.

Jon Moore
General Manager
802-540-2527
jmoore@ridegmt.com

Cc:

Ross McDonald, Vermont AOT Public Transit Program Administrator
Tim Bradshaw, Vermont AOT Public Transit Coordinator
Matt Kimball, GMT Grants and Capital Projects Manager