2022 Transit Asset Management Plan

With FTA TAMPlate Tables

TAM Plan Type:	**Tier II**
Accountable Executive:	**Jeff Jones**
Date:	
Prepared by:	**Moore & Associates, Inc.** **Valencia, CA**

Adopted by the Arvin City Council on May 10, 2022

5-3-22

Signature of Accountable Executive **Date**

RESOLUTION NO. 2022-28

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARVIN APPROVING THE 2022 TRANSIT ASSET MANAGEMENT PLAN (TAM); AND AUTHORIZING RELATED ACTIONS

WHEREAS, the Federal Transportation Administration (FTA) requires that all public agencies receiving Section 5311 and 5339 Federal Funds must establish and implement a Transit Asset Management Plan (TAM) every 4 years under 49 U.S.C. 5326; and

WHEREAS, the TAM rule in 49 CFR Parts 625 and 630 provides a basic framework that all transit agencies must prepare and report to the National Transit Database (NTB); and

WHEREAS, the FTA requires the City of Arvin transit to set and track annual performance targets for the following asset categories: rolling stock, equipment, facilities, and infrastructure; and

WHEREAS, the TAM must document the City of Arvin's processes and activities related to its transit assets and include performance targets for the purposes of maintaining a state of good repair and assuring the safety of its transportation assets; and

WHEREAS, the TAM and ongoing updates must be signed by the Accountable Executive and approved by the City Council of the City of Arvin; and

WHEREAS, The City of Arvin Transit Department has established a written TAM that complies with all parts of 49 CFR Part 625 and 630 and is dedicated to its ongoing transition to electric vehicles to reduce greenhouse gases and reduce transit maintenance costs.

NOW, THEREFORE, BE IT RESOLVED THAT: The City Council of the City of Arvin does hereby;

Section 1: Approve and Adopt the Arvin Transit Asset Management Plan, which is attached hereto as Exhibit "A" and incorporated herein by reference.

Section 2: Authorizes the City Manager, or his designee to certify the Transit Asset Management Plan and execute all related documents, subject to approval as to legal form by the City Attorney.

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I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Arvin at a regular meeting thereof held on the 10th day of May 2022 by the following vote:

AYES: CM Reyes, CM Horton, MPT Borreli

NOES: _____

ABSTAIN: _____

ABSENT: CM Franetovich, Mayor Trujillo

ATTEST

CECILIA VELA, City Clerk

CITY OF ARVIN

By: Daniel Borreli
~~**OLIVIA TRUJILLO, Mayor**~~
Daniel Borreli, Mayor Pro Tem

APPROVED AS TO FORM:

By: _____
NATHAN HODGES, City Attorney
Hodges Law Group

Exhibit: Public Transportation Agency Safety Plan-City of Arvin

I, _____, City Clerk of the City of Arvin, California, **DO HEREBY CERTIFY** that the foregoing is a true and accurate copy of the Resolution passed and adopted by the City Council of the City of Arvin on the date and by the vote indicated herein.

Table of Contents

Section 1 | Introduction

The City of Arvin is located in Kern County, in California's Central Valley, approximately 100 miles north of Los Angeles and 20 miles southeast of Bakersfield. The city's population in 2022 stands at just over 23,000. Arvin Transit provides fixed-route and demand-response public transit service.

Fixed-route service includes a local (intracity) route, a route connecting Arvin with neighboring Lamont, a route linking Arvin with the Tejon Ranch/IKEA Industrial Complex, and a route connecting Arvin with Bakersfield. Service is operated Monday through Friday from 7:00 a.m. to 4:30 p.m. (Note: The Tejon Ranch route includes one early-morning trip at 4:10 a.m.).

Dial-A-Ride service is provided within Arvin city limits for seniors (age 60 and over) as well as ADA-certified individuals. Each vehicle is assigned to a specific route or service, resulting in one spare.

The Central Valley, given its geographic characteristics, experiences ongoing challenges with air quality. Arvin is located within a non-attainment area with respect to both eight-hour ozone and particulate matter 2.5. As a result, the City has placed a priority on reducing its greenhouse gas emissions by committing to improvements in a number of different areas. City efforts include securing Urban Greening and Urban Forestry grants, as well as the purchase of battery-electric or hybrid-electric vehicles for both the transit and police departments. In addition, the City has installed and continues to develop a public electric vehicle charging station to further reduce greenhouse gas emissions within the community. The City is moving forward in a bold manner to exceed state-wide goals.

As a recipient of federal transportation funding, Arvin Transit is required by the Federal Transit Administration (FTA) to prepare a Transit Asset Management (TAM) Plan to optimize the utilization of its capital assets. Capital assets as defined by the FTA to include rolling stock (revenue vehicles), equipment (non-revenue vehicles), and facilities.

The purpose of this TAM Plan is to document the condition of the various assets and prepare for replacement based on each asset type's useful life. The TAM Plan also provides a framework for effective decision-making with respect to capital assets. It is part of an overall mindset of continuous improvement and striving toward a high state of good repair for all capital assets.

Jeff Jones, City Manager of the City of Arvin, is the designated Accountable Executive for the City of Arvin Transit's TAM Plan. As defined by 49 CFR Part 625, the City of Arvin must designate a single, identifiable individual as its Accountable Executive. The Accountable Executive is responsible for ensuring the TAM Plan is developed and implemented in accordance with 49 CFR 5326 and 5329(d) and has control over the human and capital resources needed to develop the TAM Plan in accordance with Federal regulations.

Arvin Transit's TAM Plan includes a series of tables derived from the FTA's TAMPlate application. Tables directly generated by that application are provided in an appendix at the end of this document.

As part of the ongoing planning process, Arvin Transit is required to set annual targets for key performance measures for each capital asset class. They are presented as percentages that refer to the percent of vehicles within that asset class that have met or exceeded their Useful Life Benchmark (ULB). For facilities, percentages refer to the percent of facilities that are rated less than 3.0 on the FTA's Transit Economic

Requirements Model (TERM) scale[1]. The City's annual targets are presented in Exhibit 1.1. The targets presented in Exhibit 1.1 are reflective of the custom ULBs proposed for the City of Arvin, which are discussed in greater detail in Section 3 and will be submitted as part of the FY 2021/22 National Transit Database reporting process.

Exhibit 1.1 Asset Performance Targets

Asset Category – Performance Measure	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
Revenue Vehicles							
Age - % of vehicles that have met or exceeded their ULB	BU – Bus	33%	0%	0%	0%	0%	0%
	CU – Cutaway Bus	33%	50%	25%	0%	0%	0%
Equipment							
Age - % of vehicles that have met or exceeded their ULB	Non-revenue/ service vehicles	0%	0%	0%	0%	0%	0%
Facilities							
Condition - % of facilities with a condition rating below 3.0 on the TERM Scale	Administration	0%	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%	0%

[1] See Section 3 for further description of FTA Useful Life Benchmarks and the Transit Economic Requirements Model.

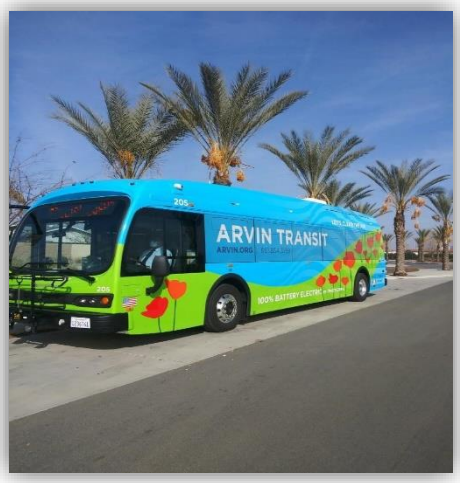
Section 2 | Asset Inventory

This section provides an inventory of the assets used by City of Arvin Transit in the provision of transit service. Assets are divided into three categories:

1. Revenue Vehicles (further identified by vehicle type),
2. Equipment (further categorized as Non-Revenue/Service Automobile, Steel Wheel Vehicles, or Trucks and Other Rubber Tire Vehicles), and
3. Facilities (further categorized as Administration, Maintenance, Parking Structures, or Passenger Facilities).

Revenue Vehicles are identified as one of the following vehicle types:

AB – Articulated Bus
AO – Automobile
BR – Over-the-Road Bus
BU – Bus
CU – Cutaway Bus
DD – Double Decked Bus
FB – Ferry Boat
MB – Mini-bus
MV – Minivan
RT – Rubber Tire Vintage Trolley
SB – School Bus
SV – Sport Utility Vehicle
TB – Trolleybus
VN – Van



City of Arvin Transit currently uses two types of revenue vehicles: Bus and Cutaway Bus.

Exhibit 2.1 Asset Inventory Summary Table

Asset Category/Class	Total Number	Average Age	Average Mileage	Average Replacement Cost/ Value	Total Replacement Cost/ Value
Revenue Vehicles	**6**	**6.5**	**84,415**	**$1,016,666.67**	**$6,100,000.00**
BU - Bus	3	3.0	29,875	$1,150,000.00	$3,450,000.00
CU - Cutaway Bus	3	10.0	138,955	$883,333.33	$2,650,000.00
Equipment	**1**	**9.0**	**57,200**	**$30,000.00**	**$30,000.00**
Non-Revenue/Service Automobile	1	9.0	57,200	$30,000.00	$30,000.00
Facilities	**2**	**9.0**	**N/A**	**$650,000.00**	**$1,300,000.00**
Administration	1	16.0	N/A	$600,000.00	$600,000.00
Maintenance	1	2.0	N/A	$700,000.00	$700,000.00

Exhibit 2.2 Asset Inventory – Detail

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Unit Replacement Cost/Value
Equipment	Non-Revenue/ Service Automobile	JTDKN3DP2D3040331	Toyota	Prius	1	100	City of Arvin	2013	57,200	$30,000.00
Facilities	Administration	Arvin Transit			1	18924	City of Arvin	2006		$600,000.00
Facilities	Maintenance	Park & Ride Electric Charging Station			1	CHARG01	City of Arvin	2020		$700,000.00
Revenue Vehicles	BU - Bus	#203 EV – 205 EV – 207 EV	Proterra	Catalyst 35	3	203-EV, 205-EV, 207-EV	City of Arvin	2019	89,626	$1,150,000.00
Revenue Vehicles	CU - Cutaway Bus	#110	Glaval	Ford 450	1	110	City of Arvin	2010	145,217	$350,000.00
Revenue Vehicles	CU - Cutaway Bus	#209-211	Glaval	Freightliner	2	209, 211	City of Arvin	2013	271,650	$1,150,000.00

Section 3 | Condition Assessment

In order to ensure capital assets, remain in a state of good repair, their condition must be assessed on a regular basis. The default measure of condition is based on age (for rolling stock) and overall condition (facilities).

Vehicle Condition

The Federal Transit Administration (FTA) has set a default Useful Life Benchmark (ULB) for each vehicle type. The ULB is the average age-based equivalent of a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale. While transit agencies can adjust their ULBs based on actual operating conditions (with approval by FTA), the City has traditionally used the default ULBs provided in the *2017 Asset Inventory Module Report Manual* published by the FTA. However, environmental conditions in the service area (resulting from climate change) have had a detrimental impact on useful life. High temperatures and suboptimal road conditions (such as potholes) result in vehicles that need replacement sooner than the FTA's ULB. This is especially true of smaller vehicles (i.e., cutaways). As such, the City intends to update its ULBs as part of its FY 2021/22 NTD filing. Per the FTA, if the custom ULB is accepted as part of the NTD report, then it is approved/accepted by the FTA.[2] It is likely a seven-year ULB (or 200,000 miles) will be more appropriate for the large cutaways than the default 10-year ULB, and a five-year ULB (or 150,000 miles) for the small cutaways. These updated ULBs are incorporated into this TAM Plan so that they can be applied to the vehicle replacement plan going forward.

Facility Condition

Facility condition is assessed using the TERM scale. The TERM scale rates the condition of an asset on a scale of one to five:

- 1 = Poor (asset is in need of immediate repair or replacement or may have critically damaged components)
- 2 = Marginal (asset is reaching or is just past the end of its useful life; there are an increasing number of defective or deteriorated components and increasing maintenance needs)
- 3 = Adequate (asset has reached its mid-life; some moderately defective or deteriorated components)
- 4 = Good (asset shows minimal signs of wear; some slightly defective or deteriorated components)
- 5 = Excellent (asset is new with no visible defects)

The two City of Arvin Transit facilities are assessed as a four and five on the TERM scale. This is considered to be in adequate repair according to the FTA.

[2] https://www.transit.dot.gov/TAM/gettingstarted/htmlFAQs#ULB: When entering your fleet data in the NTD, you have the option to either accept the pre-populated default ULBs or submit your customized ULBs. In cases where the ULB is significantly different from the default ULB value, you may be prompted to submit justification for the value. If FTA accepts your NTD report, then it accepts your customized ULB.

Exhibit 3.1 Asset Condition Summary Table

Asset Category/Class	Count	Average Age	Average Mileage	TERM Scale Condition	Average Replacement Cost/Value	Total Replacement Cost/Value	% at or past ULB
Revenue Vehicles	**6**	**6.5**	**84,415**	**N/A**	**$1,016,666.67**	**$6,100,000.00**	**50%**
BU - Bus	3	3.0	29,875	N/A	$1,150,000.00	$3,450,000.00	0%
CU - Cutaway Bus	3	10.0	138,955	N/A	$883,333.33	$2,650,000.00	100%
Equipment	**1**	**9.0**	**57,200**	**N/A**	**$30,000.00**	**$30,000.00**	**100%**
Non-Revenue/Service Automobile	1	9.0	57,200	N/A	$30,000.00	$30,000.00	100%
Facilities	**2**	**9.0**	**N/A**	**4.5**	**$650,000.00**	**$1,300,000.00**	**N/A**
Administration	1	16.0	N/A	4	$600,000.00	$600,000.00	N/A
Maintenance	1	2.0	N/A	5	$700,000.00	$700,000.00	N/A

Exhibit 3.2 Asset Condition – Detail (Revenue Vehicles and Equipment)

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Years)	Vehicle Mileage	Unit Replacement Cost/Value	ULB (Years)	Past ULB?
Revenue Vehicles	BU - Bus	#203 EV – 205 EV – 207 EV	3	203-EV, 205-EV, 207-EV	3	89,626	$1,150,000.00	14	No
Revenue Vehicles	CU - Cutaway Bus	#110	1	110	12	145,217	$350,000.00	5	Yes
Revenue Vehicles	CU - Cutaway Bus	#209-211	2	209, 211	9	271,650	$1,150,000.00	7	Yes
Equipment	Non-Revenue/ Service Automobile	JTDKN3DP2D3040331	1	100	9	57,200	$30,000.00	8	Yes

Exhibit 3.3 Asset Condition – Detail (Facilities)

Asset Category	Asset Class	Asset Name	Count	Age (Years)	TERM Scale Condition	Replacement Cost/Value
Facilities	Administration	Arvin Transit	1	16	4	$600,000.00
Facilities	Maintenance	Park & Ride Electric Charging Station	1	2	5	$700,000.00

Section 4 | Decision Support

The City of Arvin's Asset Management Policy and Asset Management Goals and Objectives inform the agency's capital asset decision making.

Asset Management Policy

The City of Arvin is committed to establishing an asset management system that supports its mission of providing a safe, efficient, and reliable transportation service while protecting the environment.

TAM Vision

Through careful and appropriate asset management, the City of Arvin will realize increased ridership, extension of routes, and adding trips to existing routes. The City has placed a high priority on a clean transit program through its transition to battery-electric vehicles. The City has also expanded its vision to include a renewable solar microgrid with battery backup for public safety power shutoff (PSPS) resiliency.

Asset Management Goals and Objectives

In support of this asset management policy, two specific goals and objectives have been identified.

1. Convert to a 100 percent electric fleet – The fleet is projected to be 100 percent electric by 2025, which exceeds the state-wide goal of 100 percent by 2040.
2. Increase reliance on renewable energy – Utilize a solar-powered microgrid and battery storage to support PSPS resiliency for essential City and transit operations, especially in the event of an emergency.

Decision Support

Decision support for the City's Transit Asset Management program is guided by state and federal transit and climate initiatives. These include:

- State Climate Initiatives: The City looks to state climate initiatives (such as AB 32) to guide its goals for the reduction of greenhouse gas emissions and use of clean-air vehicles. Decision support is also provided by microgrid programs in response to climate emergencies (including public safety power shutoffs) arising from the increased risk of wildfires.
- State Transit Initiatives: The City looks to state funding initiatives (such as SB-1) to provide capital funding for fleet replacement and conversion of the fleet to zero-emission. Decision support is also provided through programs such as the California Air Resources Board's Innovative Clean Transit (ICT) initiative
- Federal Transit Initiatives: The City seeks federal funding initiatives (such as the FTA's Low-No and Bus and Bus Facilities programs under Section 5339) to provide capital funding for fleet replacement and conversion of the fleet to zero-emission. Decision-making is also guided by initiatives such as Justice 40, which seeks to ensure that at least 40 percent of federal climate investments go directly to front-line communities most affected by poverty and pollution.

Future investment needs are determined by established priority lists based on asset condition and useful life. Proper investment planning is essential so as not to affect the core operating services of transit.

Section 5 | Investment Priorities/Fleet Replacement Plan

The City of Arvin maintains a fleet replacement plan, which is consistent with the Useful Life Benchmarks used in the TAM Plan. The City is in the process of transitioning its fleet to battery-electric zero-emission vehicles, which is expected to be completed by 2025. The City is committed to a zero-emission fleet due in part to its location within an air pollution non-attainment area.

In addition to programmed fleet replacement and transition to a battery-electric fleet, the City of Arvin has identified the following as capital investment priorities:

- Expansion of its vehicle charging infrastructure to include an additional DC fast charger and three additional Level 2 chargers,
- Addition of an expansion cutaway to increase the spare ratio for the demand-response service, and
- Installation of a solar renewable microgrid to provide public safety power shutoff (PSPS) resiliency.

The microgrid is an especially high priority project for the City. In the summer of 2021, Arvin experienced several brown-outs when Pacific Gas and Electric (PG&E) shut down power transmission due to high usage. Such shutoffs may also occur during periods of extreme wildfire danger. The proposed microgrid would enable the City to retain electric power via battery storage – including keeping battery-electric transit vehicles operational. A renewable resource, the microgrid would allow City Hall, Arvin Transit, and the Police Department to be fully operational for three days. While the City would still be linked to the PG&E grid, it would not be completely dependent on them. It is expected the microgrid will also provide valuable resources in the event of an emergency or natural disaster requiring City response.

The City is also exploring a Mio Car partnership. While not a capital asset, the program would be made possible through the City's electric vehicle charging infrastructure. Mio Car would integrate with transit to minimize first- and last-mile transportation gaps. It could also fill in mobility gaps during evenings or weekends when Arvin Transit is not operating.

The City has several assets that have been funded and approved but are not yet installed or in service. As such, they are not reflected in the asset inventory. These include:

- Replacement of the Toyota Prius non-revenue vehicle with a 2022 Ford Escape plug-in hybrid (currently on order),
- Replacement of the 2010 Glaval cutaway, and
- The aforementioned vehicle charging infrastructure expansion.

Investment priorities are shown in Exhibit 5.1.

Exhibit 5.1 Investment Priorities

Project Name	Project Year	Asset Category	Asset Class	Unit Cost	Priority
Replace 2010 gas cutaway with electric cutaway	2022	Revenue Vehicles	CU – Cutaway Bus	$350,000.00	High
Replace non-revenue Toyota Prius with Ford Escape Hybrid	2022	Equipment	Non Revenue/ Service Vehicle	$30,000.00	High
Add new charging infrastructure (4th DC fast charger and 3 Level 2 chargers)	2023	Facilities	Maintenance	$250,000.00	High
Replace 2013 diesel cutaway with electric cutaway	2024	Revenue Vehicles	CU – Cutaway Bus	$1,150,000.00	High
Replace 2013 diesel cutaway with electric cutaway	2025	Revenue Vehicles	CU – Cutaway Bus	$1,150,000.00	High
Purchase new (small) electric cutaway	2025	Revenue Vehicles	CU – Cutaway Bus	$350,000.00	Medium

The City has also identified the potential for future service expansion, which could result in the need for additional vehicles. Bakersfield City College is breaking ground on its Arvin campus in Summer 2022. As such, there may be additional demand for service to the college in future years. Potential assets that may be required to provide the additional service have not been included within this TAM Plan, but should be considered as the Plan is updated. The same consideration should be applied to other regional projects that may indicate an increased demand for service, such as the planned expansion of housing and jobs in Tejon Ranch.

As noted in Chapter 3, the City of Arvin has traditionally used the FTA's Useful Life Benchmarks to prepare its fleet replacement plan. While the Useful Life Benchmark provided by the FTA lists the ULB for a cutaway bus as 10 years, the actual useful life for the majority of Arvin's large cutaway buses is 7 years or 200,000 miles. The small cutaway buses have a useful life of 5 years or 150,000 miles. The City intends to update its ULBs for these vehicles as part of its FY 2021/22 National Transit Database reporting. These updated ULBs are incorporated into this TAM Plan so that they can be applied to the vehicle replacement plan going forward.

Exhibit 5.2 ages the existing fleet, showing the number of each vehicle type/years remaining in each of the next five years. Exhibit 5.3 identifies the year of replacement for revenue vehicles in the current fleet, based on the Useful Life Benchmark (ULB). Exhibit 5.4 calculates the required purchase of revenue vehicles per year. An inflation rate of three percent is used to estimate year-of-expenditure costs based on current value.

Exhibit 5.2 Existing Remaining Fleet Per Year

Fleet Type (Year/Make/Model)	Number	Replacement Cost	Acquisition Year	ULB	2023	2024	2025	2026	2027
2019 Proterra Catalyst 35	3	$1,150,000.00	2019	14	3	3	3	3	3
2013 Glaval Freightliner	2	$1,150,000.00	2011	7	0	0	0	0	0
2010 Glaval Ford 450	1	$350,000.00	2010	5	0	0	0	0	0
Grand Total					**3**	**3**	**3**	**3**	**3**

Exhibit 5.3 Fleet Required

Fleet Type (Year/Make/Model)	2023			2024			2025			2026			2027		
	Peak Vehicles Scheduled	Spare Factor	Vehicles Required	Peak Vehicles Scheduled	Spare Factor	Vehicles Required	Peak Vehicles Scheduled	Spare Factor	Vehicles Required	Peak Vehicles Scheduled	Spare Factor	Vehicles Required	Peak Vehicles Scheduled	Spare Factor	Vehicles Required
2019 Proterra Catalyst 35	3	0%	3	3	0%	3	3	0%	3	3	0%	3	3	0%	3
2013 Glaval Freightliner	1	50%	2	1	50%	2	1	50%	2	1	50%	2	1	50%	2
2010 Glaval Ford 450	1	0%	1	1	0%	1	1	25%	2	1	25%	2	1	25%	2

Exhibit 5.4 New Fleet

	2023		2024		2025		2026		2027	
Fleet Type (Year/Make/Model)	Number	Unit Cost in 2022 $	Number	Unit Cost in 2022 $	Number	Unit Cost in 2022 $	Number	Unit Cost in 2022 $	Number	Unit Cost in 2022 $
2010 Glaval Ford 450	1	$350,000.00	0	$0.00	1	$350,000.00	0	$0.00	0	$0.00
2019 Proterra Catalyst 35	0	$0.00	2	$2,300,000.00	0	$0.00	0	$0.00	0	$0.00
2013 Glaval Freightliner	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00
Total in Current Year $	**$350,000.00**		**$2,300,000.00**		**$350,000.00**		**$0.00**		**$0.00**	
Inflation Rate	**3.0%**		**6.0%**		**9.0%**		**12.0%**		**15.0%**	
Compounded Inflation	**1.030**		**1.060**		**1.090**		**1.120**		**1.150**	
Total in Year of Expenditure $	**$360,500.00**		**$2,438,000.00**		**$381,500.00**		**$0.00**		**$0.00**	

Appendix | FTA TAMPlate Tables

Appendix: TAM Plan details

Label Name	Text
TAM Plan Name	City of Arvin 2022 TAM Plan Update
TAM Plan Type	Tier II
Agency Name	City of Arvin
Accountable Executive Name	Jeff Jones
Last Modified Date	04/22/2022

Appendix A: Asset Register – Revenue Vehicles

Agency Name	Asset Category	Asset Class	Asset Name	Asset Owner	Manufacture Year	NTD ID	RVI ID	Manufacturer	Model	Count/ Total Number of vehicles	Count/ Fleet	Fleet ID	Total Active Fleet Mileage	No of Active Fleet vehicles	Unit Replacement Cost/Value
City of Arvin	Revenue Vehicles	CU - Cutaway Bus	#209-211	City of Arvin	2013	9R02-91027	331454	Glaval	Freightliner	2	Fleet	209, 211	271650	2	$1,150,000.00
City of Arvin	Revenue Vehicles	CU - Cutaway Bus	#110	City of Arvin	2010	9R02-91027	331450	Glaval	Ford 450	1	Fleet	110	145217	1	$350,000.00
City of Arvin	Revenue Vehicles	BU - Bus	#203 EV - 205 EV - 207 EV	City of Arvin	2019	9R02-91027	387201	Proterra	Catalyst 35	3	Fleet	203-EV, 205-EV, 207-EV	89626	3	$1,150,000.00

Appendix A: Asset Register – Equipment

Agency Name	Asset Category	Asset Class	Asset Name	Asset Owner	Manufacture Year	NTD ID	ID/Serial No	Manufacturer	Model	Count/Total Number of vehicles	Count/ Fleet	Average Vehicle Mileage	Unit Replacement Cost/Value
City of Arvin	Equipment	Non Revenue/ Service Automobile	JTDKN3DP2D3040331	City of Arvin	2013	9R02-91027	100	Toyota	Prius	1	Count		$30,000.00

Appendix A: Asset Register – Facilities

Agency Name	Asset Category	Asset Class	Asset Name	Asset Owner	NTD ID	Year Built	Street Address	Square Footage	ID/Serial No	Count	Unit Replacement Cost/Value
City of Arvin	Facilities	Administration	Arvin Transit	City of Arvin	9R02-91027	2006	165 Plumtree Drive, Arvin, CA 93203	1600	18924	1	$0.00
City of Arvin	Facilities	Maintenance	Park & Ride Electric Charging Station	City of Arvin	9R02-91027	2020	120 Plumtree Drive, Arvin, CA 93203	N/A	CHARG01	1	$700,000.00

Appendix B: Asset Condition – Revenue Vehicles

Agency Name	Asset Category	Asset Class	Asset Name	NTD ID	RVI ID	Count/ Total Number of vehicles	No of Active Fleet vehicles	Total Active Fleet Mileage	Unit Replacement Cost/Value	Age (Yrs)	ULB (Yrs)	Past ULB	Notes	Default ULB
City of Arvin	Revenue Vehicles	CU - Cutaway Bus	#209-211	9R02-91027	331454	2	2	271,650	$1,150,000.00	9	7	Yes	Environmental conditions in the service area (resulting from climate change) have had a detrimental impact on useful life. High temperatures and suboptimal road conditions (such as potholes) result in vehicles that need replacement sooner than the FTA's ULB. While the Useful Life Benchmark provided by the FTA lists the ULB for a cutaway bus as 10 years, the actual useful life for the majority of Arvin's large cutaway buses is 7 years or 200,000 miles.	No
City of Arvin	Revenue Vehicles	CU - Cutaway Bus	#110	9R02-91027	331450	1	1	145217	$350,000.00	12	5	Yes	Environmental conditions in the service area (resulting from climate change) have had a detrimental impact on useful life. High temperatures and suboptimal road conditions (such as potholes) result in vehicles that need replacement sooner than the FTA's ULB. While the Useful Life Benchmark provided by the FTA lists the ULB for a cutaway bus as 10 years, the actual useful life for the majority of Arvin's small cutaway buses is 5 years or 150,000 miles.	No
City of Arvin	Revenue Vehicles	BU - Bus	#203 EV - 205 EV - 207 EV	9R02-91027	387201	3	3	89626	$1,150,000.00	3	14	No		Yes

Appendix B: Asset Condition – Equipment

Agency Name	Asset Category	Asset Class	Asset Name	NTD ID	ID/Serial No	Count/Total # of vehicles	# of Active Fleet vehicles	Average Vehicle Mileage	Unit Replacement Cost/Value	Age (Yrs)	ULB (Yrs)	Past ULB	Notes	Default ULB
City of Arvin	Equipment	Non-Revenue/ Service Automobile	JTDKN3DP2D3040331	9R02-91027	100	1		57,200	$30,000.00	9	8	Yes		Yes

Appendix B: Asset Condition – Facilities

Agency Name	Asset Category	Asset Class	Asset Name	NTD ID	ID/Serial No	Count	Unit Replacement Cost/Value	Age (Yrs)	TERM Scale Condition	Condition Assessment Date
City of Arvin	Facilities	Administration	Arvin Transit	9R02-91027	18924	1	$600,000.00	16	4	4/4/2022
City of Arvin	Facilities	Maintenance	Park & Ride Electric Charging Station	9R02-91027	CHARG01	1	$700,000.00	2	5	4/4/2022

Appendix D: Fleet Replacement – New Fleet

Fleet_Type (Year/Manufacturer/Model)	Number	Cost In 2022 $	Number	Cost In 2022 $	Number	Cost In 2022 $	Number	Cost In 2022 $	Number	Cost In 2022 $
2019 Proterra Catalyst 35	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00
2013 Glaval Freightliner	0	$0.00	2	$2,300,000.00	0	$0.00	0	$0.00	0	$0.00
2010 Glaval Ford 450	1	$350,000.00	0	$0.00	1	$350,000.00	0	$0.00	0	$0.00

Appendix D: New Fleet - Inflation

	2023	2024	2025	2026	2027
Total in Current Year $	$350,000.00	$2,300,000.00	$350,000.00	$0.00	$0.00
Inflation Rate	3.0%	6.0%	9.0%	12.0%	15.0%
Compounded Inflation	1.030%	1.060%	1.090%	1.120%	1.150%
Total in Year of Expenditure $	$360,500.00	$2,438,000.00	$381,500.00	$0.00	$0.00