

# **Transit Asset Management Plan**

## **Unitrans**

**City of Davis & ASUCD**

**Updated: October 18, 2022**

## **FY2021-22 NTD Transit Asset Management Narrative Update & Summary**

Under the FAST Act and MAP-21, “transit providers are required to submit an annual narrative report to the National Transit Database (NTD) that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year. This report is intended to meet the requirement.

### **Agency Information**

University of California, Davis – Unitrans  
NTD ID # 90142  
1 Shields Avenue  
5 South Hall  
Davis, California 95616  
530-752-2877  
Point of Contact: Jeff Flynn, General Manager  
Accountable Executive: Jeff Flynn, General Manager

Prepared by Jeff Flynn, General Manager, on October 18, 2022 for Reporting Year 2022.

### **Signature Page**

I, Jeff Flynn as the accountable executive, hereby certify that I have reviewed Unitrans’ Transit Asset Management Plan. The information in this plan is consistent with Unitrans’ operating and capital plans and budgets.

A handwritten signature in black ink, appearing to read "Jeff Flynn", with a long horizontal line extending to the right.

Jeff Flynn  
General Manager

## FY2021-22 Update & Summary

The following summarizes major updates to the TAM plan through June 30, 2022 for the University of California, Davis doing business as Unitrans.

### Revenue Fleet

Through June 30, 2022 has an active revenue fleet consisting of four vintage double decker buses, four modern double decker buses, 43 single decker buses, and two cutaway vehicles or 53 active vehicles. Unitrans is in the process of retiring and disposing of two single deck buses and one vintage double decker bus. These are included in the 53 active vehicles.

#### *Updates:*

Unitrans received six new revenue vehicles in FY2021-2022. Unitrans retired and sold four revenue vehicles (single deck buses) that were past their useful life and is in the process of selling two more.

- Single deck fleet: 33% exceed useful life benchmark of 12 years at the beginning of FY2022-2023 (20 of 51 buses). In FY2022-2023, the largest portion of Unitrans' bus fleet, the 2009 fleet comprised of 25 total vehicles, is at its useful life. In this subfleet, 12 vehicles are being replaced and 13 rehabilitated. Of the 13 buses in the rehabilitation program, nine are completed and as a result, are no longer marked as beyond their useful life.
  - FY2022-23 Target is 33%.
  - FY2023-24 Target is 10%
- Double deck fleet: 43% exceed useful life benchmark of 14 years in FY2021-22. All three active vintage buses exceed their useful life and all four modern double deckers are within their useful life. The vintage buses are expected to be beyond their useful life by design.
  - FY2022-23 Target is 71%.
  - FY2023-24 Target is 71%.
- Cutaways: 0% of vehicles exceed their useful life benchmark of ten years. Two total vehicles.
  - FY2022-23 and FY2023-24 Target is 0%.

#### *Progress:*

For the single deck fleet, Unitrans is rehabilitating 13 2009 model year vehicles and extending their useful life by six years each. The program is underway and is fully funded. Nine vehicles are completed. Unitrans will be retiring 12 2009 model year vehicles between 2022 and 2024 and retired 4 2006 model year vehicles in FY2021-22. The six replacement vehicles arrived in spring 2022 with eight more expected over the next two years. All replacement vehicles are funded. With these projects, the end of FY2022-23 goal is to have 33% of vehicles be at their useful life, reducing this to 10% in FY2023-24 as the rehabilitation program continues and another four buses are replaced.

Of the two 2009 double deckers, both are due for retirement in 2023. We have no replacement plan at this time but are exploring replacing these vehicles with electric double decker buses.

For the vintage double deck fleet, three vintage buses are fully operational and in FY2022-23, Unitrans will dispose of the fourth non-functional vintage bus.

*Challenges:*

Stable, reliable funding is an on-going challenge for vehicle replacement. Supply chain issues are also impacting fleet replacement plans and rehabilitation plans.

## **Non-Revenue Fleet**

Unitrans has made significant progress over the last five years in replacing older, unreliable non-revenue vehicles. Progress has stalled though due to supply chain issues and vehicle availability. Unitrans currently has a fleet of nine non-revenue vehicles. Automobiles have a useful life of eight years and trucks/other rubber tire vehicles have a useful life of ten years.

Automobiles: 0% of the non-revenue automobile fleet exceeds its useful life benchmark (1 of 1 vehicles)

- FY2022-23 Target is 0%
- FY2023-24 Target is 0%

Trucks and Other Rubber Tire Vehicles: 25% of the non-revenue truck/van fleet exceeds its useful life benchmark (2 of 8 vehicles). Unitrans staff is trying to replace two of the vehicles in FY2022-23.

- FY2022-23 Target is 25%
- FY2022-23 Target is 13%

*Updates/Progress:*

In FY2021-22, Unitrans retired zero non-revenue vehicles. Unitrans planned on replacing a van and an SUV however we were unable to due to supply chain issue. Unitrans is trying to replace the van and SUV in FY2022-23.

*Challenges:*

Stable, reliable funding is an on-going challenge for vehicle replacement. Supply chain issues are also impacting fleet replacement plans.

## **Infrastructure**

Unitrans has four facilities: an Operations & Maintenance Facility, a CNG Fueling Facility, a Fuel Island, and a Bus Wash.

Facilities under a “Three” rating are prioritized for rehabilitation or replacement. Facilities are maintained by facility maintenance workers and evaluated for condition. Of the facilities, the bus wash is beyond its useful life and needs replacement. In addition, the Operations and Maintenance Facility pavement on the northern half of the facility needs replacement/rehabilitation.

Infrastructure: 25% of the infrastructure is rated at less than a “three”.

- FY2022-23 Target is 25%.
- FY2023-24 Target is 0%.

*Updates/Progress:*

With the facility electrification project, Unitrans rehabilitated the pavement on the southern half of the facility and replaced the degraded asphalt with new concrete. In addition, Unitrans secured funding for a replacement bus wash. The bus wash is under construction and will be completed by the end of 2022.

Unitrans is pursuing asphalt rehabilitation of the northern half of its facility and by mid-decade, the CNG fueling pumps will need to be replaced

*Challenges:*

Stable, reliable funding is an on-going challenge for facility rehabilitation and improvements.

### **Extenuating Circumstances**

Due to the pandemic, supply chain issues are delaying vehicle replacement and rehabilitation programs.

### **Additional Information and Supporting Documents**

The following report provides the full Unitrans TAM Plan including detailed tables of vehicle and facility assets.

## Chapter I – Introduction

### Introduction

The City of Davis is located at the southern end of the Sacramento Valley, along the Putah Creek near the Solano County line. Davis is approximately 12 miles west of Sacramento, 8 miles south of Woodland, and 5 miles northeast of Dixon. Davis is Yolo County’s largest city with a population of approximately 70,000 in 2021 and home to the county’s largest employer – the University of California, Davis (UC Davis).

Unitrans is the City of Davis and UC Davis’ local public transit service operating 18 lines ranging from 15 minute to 60 minute frequencies approximately 18 hours a day, 360 days a year. Unitrans has a fleet of 51 revenue vehicles and an Operations and Maintenance Facility located at 800 Garrod Drive, Davis, California on UC Davis campus. The service is operated by the Associated Students of UC Davis (ASUCD) and is a partnership between the City of Davis and UC Davis with each party providing approximately half of the annual operating funding. In FY2019, Unitrans transported nearly four million passengers. In FY2022, Unitrans is still recovering from pandemic effects and carried approximately two million customers.

Unitrans is one of the nation’s largest student operated bus agencies and employees over 250 UC Davis undergraduate students and 22 career staff.

### Performance Targets & Measures

The following chart shows the performance targets for each asset class – rolling stock, non-revenue vehicles, and facilities. For rolling stock and non-revenue vehicles, the performance targets are based on useful life years. For useful life benchmarks, Unitrans uses a 12-year benchmark for standard single deck buses in line with FTA funding eligibility guidelines. Unitrans does not use a 14-year useful life benchmark for the regular single deck fleet as this denotes when the vehicle enters the state of good repair backlog as stated in FTA Circular 5010.1E. For double decker buses and cutaways, Unitrans uses the FTA Default Useful Life Benchmark as the modern double decker buses are generally heavier duty than a standard 40’ single deck bus and Unitrans’ duty cycle for cutaways is in line with FTA useful life standards. For facilities, targets are based on condition assessments on a 1-5 scale as outlined and defined by the Federal Transit Administration as noted below.

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life

1	Poor	Critically damaged or in need of immediate repair; well past useful life
---	------	--

*Source: FTA TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation (April 2017)*

Unitrans' vintage double decker fleet far exceeds its assigned useful life. These vehicles have been in service for 70 or more years each and are extensively maintained and as well as rehabilitated each summer. Non-revenue vehicles have an assigned useful life but may exceed their TAM performance targets based on funding and condition.

Useful life and condition assessments are used to ensure that customers experience vehicles in good repair so that they feel confident with the safety and reliability of Unitrans service. Targets are established through this document to provide guidance on capital replacement and improvement projects.

Unitrans (City of Davis) - Transit Asset Management (TAM) Performance Targets

Asset Category	Asset Class	Fleet Size	Vehicle age	Useful Life Benchmark	FY 2021/22 % Exceeding ULB	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target	Notes
Rolling Stock	Bus (BU) – DD 2019	2	3	14 years	0%	0%	0%	0%	0%	0%	
	Cutaway bus (CU) – 2019	2	3	10 years	0%	0%	0%	0%	0%	0%	
	Bus (BU) - Vintage Fleet	4	72	14 years	100%	100%	100%	100%	100%	100%	Vintage double decker fleet will always exceed useful life benchmark. Three are active and service ready. One bus will be disposed of in FY2022-23.
	Bus (BU) - Orion 2006	4	16	12 years	100%	NA	NA	NA	NA	NA	All four being disposed of in summer 2022.
	Bus (BU) - NF 2009	25	13	12 years	64%	40%	24%	8%	8%	8%	Mid-life rehab underway for 13 buses. 9 of 13 completed (prolong life to 2026-28). 12 buses to be replaced in next 1-2 years. Two buses will be retired in FY2022-23.
	Bus (BU) - DD 2009	2	13	14 years	0%	0%	100%	100%	100%	100%	Buses will be at useful life at end of 2023. Planning on replacing with electric double decker buses by mid-decade.
	Bus (BU) - NF 2014	3	8	12 years	0%	0%	0%	0%	100%	100%	
	Bus (BU) - NF 2016	4	6	12 years	0%	0%	0%	0%	0%	0%	
	Bus (BU) – NF 2020	5	2	12 years	0%	0%	0%	0%	0%	0%	
	Bus (BU) – NF Electric Bus 2022	6	0	12 years	0%	0%	0%	0%	0%	0%	
Equipment	Trucks & Other Rubber Tire Vehicles (non-revenue S10) – 2020	1	2	8	0%	0%	0%	0%	0%	0%	
	Trucks & Other Rubber Tire Vehicles (non-revenue S6) - 2013	1	9	8	0%	100%	0%	0%	0%	0%	Vehicle replacement budgeted for FY2022-2023
	Automobiles (non-revenue S7) - 2017	1	5	8	0%	0%	0%	0%	100%	100%	
	Trucks & Other Rubber Tire Vehicles (non-revenue S115)	1	11	10	0%	100%	0%	0%	0%	0%	Purchased used for support vehicle; replacement scheduled for FY2022-23
	Trucks & Other Rubber Tire Vehicles (non-revenue S116)	1	9	10	0%	0%	100%	0%	0%	0%	Purchased used for support vehicle; replacement scheduled for FY2023-2024
	Trucks & Other Rubber Tire Vehicles (S8 Gem Polaris)	1	3	10	0%	0%	0%	0%	0%	0%	Purchased in FY2019
	Trucks & Other Rubber Tire Vehicles (S9 Taylor Dunn)	1	3	10	0%	0%	0%	0%	0%	0%	Purchased in FY2019
	Trucks & Other Rubber Tire Vehicles (S117 Service Truck)	1	3	10	0%	0%	0%	0%	0%	0%	Purchased in FY2019
	Trucks & Other Rubber Tire Vehicles (S118 Facilities Truck)	1	2	10	0%	0%	0%	0%	0%	0%	Purchased in FY2020
Facilities (if applicable)	Operations & Maintenance Facility	1	1984 2004	3.0 condition rating	0%	0%	0%	0%	0%	0%	Current rating is a 4 overall. Parking and pavement is rated as a 2 on northern half of facility and 5 on southern half. Completion in 2020 for southern half paving.
	CNG Fueling Facility	1	1995 2019	4.0 condition rating	0%	0%	0%	0%	0%	0%	Compressors replaced in FY2019 and facility improved including vent and duct improvements completed in FY2021-2022.



	Fuel Island	1	1985, 1995, 2004	3.0 condition rating	0%	0%	0%	0%	100%	100%	Currently rated as a 3. Pavement replaced in 2020. Pumps need replacing by mid-decade.
	Bus Wash	1	1990	2.0 condition rating	100%	100%	100%	0%	0%	0%	Currently rated as a 2. Facility is in need of upgrades or replacement. Scheduled to be replaced in August 2022 (FY2022-23).

## Chapter 2 – Capital Asset Inventory

Unitrans owns 51 revenue vehicles (or rolling stock), has nine non-revenue or support vehicles, and has one primary operations and maintenance facility comprised of a main building for operations and maintenance, a bus wash facility, a fueling island, and a fueling facility. A majority of Unitrans' rolling stock is comprised of 40' single decker buses but Unitrans also has two cutaways, three vintage double decker buses dating back to as early as 1950, and four modern double decker buses. Unitrans prioritizes fleet rehabilitation and replacement in our capital program.

### Asset Inventory Listing Summary Table

ASSET CLASS: ASSET CLASS NAME	<u># OF ASSETS</u>	<u>AVG. AGE</u>	<u>AVG. VALUE</u>
	Sum	Avg	Sum
<a href="#">BU - Bus</a>	49	10.6	\$654,005
<a href="#">CU - Cutaway bus</a>	2	3.0	\$146,271
<a href="#">Automobiles</a>	1	4	\$28,000
<a href="#">Trucks &amp; other rubber tire vehicles</a>	8	5.5	\$37,657
<a href="#">Vehicle Washing Facility</a>	1	33	\$1,300,000
<a href="#">Vehicle Fueling Facility</a>	2	10.3	\$1,200,000
<a href="#">Combined Administrative and Maintenance Facility</a>	1	18.8	\$20,000,000
Facilities Summary	4	18	\$22,500,000

## Chapter 3 – Condition Assessment

### Asset Condition Summary

Unitrans strives to fully fund our rolling stock replacement in order to ensure our vehicles are at or below their useful life. Vehicles cost more to maintain as they age and provide a poorer customer experience over time. Providing a reliable, comfortable, and cost efficient maintenance and operations program is critical to Unitrans service stability. Of the 2009 fleet (25 buses), funding is in place to rehabilitate 13 of the 2009 buses and replace all 12 of the remaining 2009 buses. Our vintage double decker fleet has exceeded its useful life however these are extensively maintained and rehabilitated based on need. As of June 30, 2022, 9 of 13 buses in the rehabilitation program are completed and their useful life has been extended six years.

Unitrans has typically not performed rehabilitation or rebuild projects to extend the useful life of rolling stock however with the 2009 New Flyer fleet of 25 buses, Unitrans plans on rehabilitating 13 of those buses to extend the useful life of the asset by six years each as noted above. The remaining buses are planned for replacement with electric buses with six already here as of April 2022, four arriving in spring 2023, and four in spring 2024. The contract is in place for all 14 buses.

The bus wash facility is serviceable but in need of major rehabilitation and upgrades or replacement. Staff is secured funding for this project and the project began in August 2022. The project should be completed by the end of 2022.

See Asset Class Performance chart, rolling stock, non-revenue vehicle, and facility condition assessments on the following pages.

## Asset Class Performance Table

Asset Class: Asset Class Name	# of Assets	Avg. Age	Avg. Rating	Avg. Value	% Past ULB	% Below 3.0
BU - Bus	49	10.60		\$54,005		0%
CU - Cutaway bus	2	3.0		\$146,271	0.0%	0%
<b>Equipment</b>						
Automobiles	1	4		\$28,000	0%	0%
Trucks & other rubber tire vehicles	8	5.5		\$67,657		0%
<b>Facilities</b>						
Vehicle Washing Facility	1	33	2	\$1,300,000	100%	100%
Vehicle Fueling Facility	2	10.3	4	\$1,200,000	0%	0%
Combined Administrative and Maintenance Facility	1	18.8	4	\$20,000,000	0%	0%

## Revenue Vehicle Condition

Asset Class	Name	Vehicle Make	Vehicle Model	Model Year	Serial Number	In Service Date	Age	Replacement Value	Asset Class ULB	Past ULB
BU - Bus	4000	NEWFLYER	C40LFR	2009	5FYC5FB119C036444	11/24/2009	12.93	\$550,000.00	12	TRUE
	4001	NEWFLYER	C40LFR	2009	5FYC5FB139C036445	11/24/2009	12.93	\$550,000.00	12	TRUE
	4002	NEWFLYER	C40LFR	2009	5FYC5FB159C036446	11/24/2009	12.93	\$550,000.00	12	TRUE
	4003	NEWFLYER	C40LFR	2009	5FYC5FB179C036447	11/24/2009	12.93	\$550,000.00	12	TRUE
	4004	NEWFLYER	C40LFR	2009	5FYC5FB199C036448	11/24/2009	12.93	\$550,000.00	12	TRUE
	4005	NEWFLYER	C40LFR	2009	5FYC5FB109C036449	11/24/2009	12.93	\$550,000.00	12	TRUE
	4079	NEWFLYER	C40LFR	2009	5FYC8FB06GB050518	6/3/2009	13.4	\$550,000.00	12	TRUE
	4080	NEWFLYER	C40LFR	2009	5FYC5FB109C035558	6/3/2009	13.4	\$550,000.00	12	TRUE
	4081	NEWFLYER	C40LFR	2009	5FYC5FB129C035559	6/3/2009	13.4	\$550,000.00	12	TRUE
	4082	NEWFLYER	C40LFR	2009	5FYC5FB199C035560	6/3/2009	13.4	\$550,000.00	12	TRUE
	4083	NEWFLYER	C40LFR	2009	5FYC5FB109C035561	6/3/2009	13.4	\$550,000.00	12	TRUE
	4084	NEWFLYER	C40LFR	2009	5FYC5FB129C035562	6/3/2009	13.4	\$550,000.00	12	TRUE
	4087	NEWFLYER	C40LFR	2009	5FYC5FB149C035563	11/24/2009	12.93	\$550,000.00	12	TRUE
	4088	NEWFLYER	C40LFR	2009	5FYC5FB179C036450	11/24/2009	12.93	\$550,000.00	12	TRUE
	4089	NEWFLYER	C40LFR	2009	5FYC5FB199C036451	11/24/2009	12.93	\$550,000.00	12	TRUE
	4090	NEWFLYER	C40LFR	2009	5FYC5FB109C036452	11/24/2009	12.93	\$550,000.00	12	TRUE
	4091	NEWFLYER	C40LFR	2009	5FYC5FB129C036453	11/24/2009	12.93	\$550,000.00	12	TRUE
	4092	NEWFLYER	C40LFR	2009	5FYC5FB149C036454	11/24/2009	12.93	\$550,000.00	12	TRUE
	4093	NEWFLYER	C40LFR	2009	5FYC5FB169C036455	11/24/2009	12.93	\$550,000.00	12	TRUE
	4094	NEWFLYER	C40LFR	2009	5FYC5FB189C036456	11/24/2009	12.93	\$550,000.00	12	TRUE
	4095	NEWFLYER	C40LFR	2009	5FYC5FB1X9C036457	11/24/2009	12.93	\$550,000.00	12	TRUE
	4096	NEWFLYER	C40LFR	2009	5FYC5FB119C036458	11/24/2009	12.93	\$550,000.00	12	TRUE
	4097	NEWFLYER	C40LFR	2009	5FYC5FB119C036458	11/24/2009	12.93	\$550,000.00	12	TRUE
	4098	NEWFLYER	C40LFR	2009	5FYC5FB139C036459	11/24/2009	12.93	\$550,000.00	12	TRUE
	4099	NEWFLYER	C40LFR	2009	5FYC5FB1X9C036460	11/24/2009	12.93	\$550,000.00	12	TRUE
	8113	Alexander Dennis	Enviro 500		2018	SFET9V844JGN16313	4/1/2019	3.57	\$931,803.67	14
8114	Alexander Dennis	Enviro 500		2018	SFET9V840JGN16342	4/1/2019	3.57	\$931,803.67	14	FALSE

## Revenue Vehicle Condition

Asset Class	Name	Vehicle Make	Vehicle Model	Model Year	Serial Number	In Service Date	Age	Replacement Value	Asset Class ULB	Past ULB
	8185	ALEXANDER DENNIS	ENVIRO 500	2009	SFET2A7279GN12149	3/12/2010	13.63	\$997,000.00	14	TRUE
	8186	ALEXANDER DENNIS	ENVIRO 500	2009	SFET2A7279GN12150	2/18/2010	13.69	\$997,000.00	14	TRUE
	742	AEC	RT	1948	2629	6/1/1978	44.43	\$997,000.00	12	TRUE
	2819	AEC	RT	1952	9616451	10/1/1975	47.1	\$997,000.00	12	TRUE
	3123	AEC	RT	1950	15719	6/1/1978	44.43	\$997,000.00	12	TRUE
	4735	AEC	RT	1954	5506	6/1/1978	44.43	\$997,000.00	12	TRUE
	4017	New Flyer	Xcelsior	2020	5FYC8FB05LF073825	3/1/2020	2	\$750,000.00	12	FALSE
	4018	New Flyer	Xcelsior	2020	5FYC8FB07LF073826	3/1/2020	2	\$750,000.00	12	FALSE
	4019	New Flyer	Xcelsior	2020	5FYC8FB09LF073827	3/1/2020	2	\$750,000.00	12	FALSE
	4020	New Flyer	Xcelsior	2020	5FYC8FB00LF073828	3/1/2020	2	\$750,000.00	12	FALSE
	4021	New Flyer	Xcelsior	2020	5FYC8FB02LF073829	3/1/2020	2	\$750,000.00	12	FALSE
	4006	NEWFLYER	XN40	2014	5FYC8FB09EC044333	4/1/2014	8.57	\$550,000.00	12	FALSE
	4007	NEWFLYER	XN40	2014	5FYC8FB00EC044334	4/1/2014	8.57	\$550,000.00	12	FALSE
	4008	NEWFLYER	XN40	2014	5FYC8FB02EC044335	4/1/2014	8.57	\$550,000.00	12	FALSE
	4009	NEWFLYER	XN40	2016	5FYC8FB00GB050515	12/16/2016	5.86	\$550,000.00	12	FALSE
	4010	NEWFLYER	XN40	2016	5FYC8FB02GB050516	12/16/2016	5.86	\$550,000.00	12	FALSE
	4011	NEWFLYER	XN40	2016	5FYC8FB04GB050517	12/16/2016	5.86	\$550,000.00	12	FALSE
	4012	NEWFLYER	XN40	2016	5FYC8FB04GB050517	12/16/2016	5.86	\$550,000.00	12	FALSE
	4022	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105488	4/1/2022	0.5	\$921,000.00	12	FALSE
	4023	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105489	4/1/2022	0.5	\$921,000.00	12	FALSE
	4024	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105490	4/1/2022	0.5	\$921,000.00	12	FALSE
	4025	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105491	4/1/2022	0.5	\$921,000.00	12	FALSE
	4026	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105492	4/1/2022	0.5	\$921,000.00	12	FALSE
	4027	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105493	4/1/2022	0.5	\$921,000.00	12	FALSE
	50									19
CU - Cutaway bus	2016	Glavel	Titan II LF	2019	1HA6GUBG6JN009602	5/20/2019	3.44	\$146,270.76	10	FALSE

### Revenue Vehicle Condition

Asset Class	Name	Vehicle Make	Vehicle Model	Model Year	Serial Number	In Service Date	Age	Replacement Value	Asset Class ULB	Past ULB
	2015	Glavel	Titan II LF	2019	1HA6GUBG6JN00948 5	5/20/2019	3.44	\$146,270.76	10	FALSE

## Non-Revenue Vehicle Condition

Asset Class	Name	Vehicle Make	Vehicle Model	Model Year	Serial Number	In Service Date	Age	Replacement Value	Asset Class ULB	Past ULB
Automobiles	S7	FORD	C-Max	2017	1FADP5EU1HL110240	2/1/2018	4.7	\$28,000.00	8	FALSE
	1									0
Trucks & other rubber tire vehicles	S8	Gem	Polaris	2018	52CG4AGA5J5018693	9/1/2018	4	\$15,000.00	10	FALSE
	S6	TOYOTA	RAV4 EV	2013	2T3YL4DV1DW001697	8/1/2013	9.2	\$50,000.00	8	TRUE
	S10	Ford	Escape	2020	1FMCU9G65LUB06713	5/26/2020	2.4	\$35,000.00	8	FALSE
	S116	Ford	E-350 Van	2012	1FBNE3BLXDDA60323	4/18/2013	9	\$25,000.00	10	FALSE
	S117	Ford	E-450	2019	1FDRF3GT1KEE58218	7/29/2019	3	\$80,000.00	10	FALSE
	S118	Ford	F-250 Truck	2020	1FT7X2AT8LEC74083	3/30/2020	2.5		10	FALSE
	S115	Ford	E-350 Van	2011	1FBNE3BL5BDB29318	9/28/2011	11	\$25,000.00	10	TRUE
	S9	Taylor Dunn		2018	210588	9/1/2018	4	\$15,000.00	10	FALSE
8									2	





### Facilities Condition Table

Asset Class: Asset Class Name	Capital Responsibility	Year Built/Reconstructed	Age	Condition Assessment	Replacement Value
Vehicle Washing Facility	Direct	1990	33	2	\$1,300,000.00
Vehicle Fueling Facility	Direct	2004	18.8	3	Included in Below
Vehicle Fueling Facility	Direct	2019	3.8	5	\$1,200,000.00
Combined Administrative and Maintenance Facility	Direct	2004	18.8	4	\$20,000,000.00
TOTAL					\$22,500,000.00

## Chapter 4 – Decision Support

### Decision Support

Unitrans relies on staff expertise and regular, diligent planning primarily to inform capital asset management decisions. Below are the tools and/or processes in place to support investment decision-making, including project selection and prioritization.

Process/Tool	Brief Description
ThingTech	A software system that uses asset inventory and condition information to generate condition forecasts.
Maintenance Checks and Review	As recommended by the vehicle manufacturers, Unitrans follows a strict preventative maintenance schedule and daily safety checks. Facilities are also routinely maintained and checked internally and by UC Davis Facilities staff. This information helps inform budgeting and planning.
Annual Budget	In annual budget process, staff reviews capital needs and budgets accordingly. Capital expenditures are updated annually in Unitrans' 10 year capital plan.
Short Range Transit Plan (SRTP), 10 Year Capital Plan, Other Planning Documents	Unitrans has an approved SRTP and annually updates the 10 Year Capital Plan during the annual budget process. These planning documents are used to inform and support asset management.
Program of Projects	Unitrans works with the Davis City Council, Unitrans Advisory Committee, ASUCD Senate, and others to create a program of projects for the regional Capital Improvement Plan. These require elected official approval, public notice, and at times, public hearings.

### Investment Prioritization

Unitrans strives to maintain our fleet and facilities in a state of good repair within budgetary constraints. Unitrans prioritizes fleet investment above other investments. Fleet is assessed on an on-going basis through regular preventative maintenance checks and daily driver safety checks. Facilities are regularly maintained and assessed by internal maintenance personnel at Unitrans and with the University of California facilities staff.

A combination of age and condition are used to determine replacement and rehabilitation for fleet and facilities. Rolling stock is on a replacement schedule in line with FTA guidance however vehicles may be retired in advance or rehabilitated if conditions warrant as determined by Unitrans' Maintenance Department and operating and capital budgets. Facility conditions are reviewed regularly by Maintenance staff and investment priorities are outlined in our annual budgeting process based on need. Fleet and facilities improvements are in Unitrans' 10-year capital plan and short range transit plan.

### Addressing Unplanned Maintenance

Unitrans budgets for unplanned fleet and facilities maintenance based on historical averages. Operating funds are set aside for this purpose. Unitrans relies on internal staff, third party contractors through standard FTA compliant contracting procedures, and on-call contracts for scheduled and un-scheduled maintenance needs. For capital purchases, these are typically more regimented and planned.

### Overhaul Strategy

Unitrans has not typically performed heavy overhaul to extend vehicle life in the recent past. With our 2009 fleet though, Unitrans is overhauling 13 buses and replacing 12 buses. Unitrans has secured approximately 100% of the funding needed for the overhaul and replacement project. We expect the overhaul project to increase the life of the buses another six years each. Moving forward, Unitrans will be assessing overhauls in order to extend the useful life of vehicles.

Asset Category	Asset Class	Overhaul Strategy
Revenue Vehicles	BU - Bus	Mid-life overhaul - rebuilds bus engine, transmission and cooling system, and rehabilitation and reconfiguration of interior to increase capacity and improve ADA amenities. Cost is approximately \$200,000 per bus and is expected to be completed by December 2023. Delayed due to supply chain issues.

### Acquisition and Renewal Strategy

Unitrans typically seeks to join bus procurements from larger agencies in order to take advantage of cost savings in the procurement process and vehicle quantities. Unitrans is currently part of the California Department of General Services Electric Bus Procurement. This procurement is being used to purchase 14 battery electric buses over three years from FY2021-2022 through FY2023-2024.

Unitrans aggressively pursues securing discretionary grant funding to replace, rehabilitate, and expand fleet and facilities with a focus on vehicle replacement. In addition, Unitrans reserves part of its annual FTA 5307 formula funds for the capital program and receives approximately \$400,000 annually in a dedicated UC Davis student fee for capital funding.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Revenue Vehicles 2009 Fleet	BU - Bus	Unitrans is included in a joint procurement for electric buses through the California Department of General Services department. For 2022-2024, Unitrans is purchasing 14 electric buses. All 14 buses are funded and under contract (6 delivered to date).

## Chapter 5 – Investment Prioritization

### Proposed Investments

Current investment priorities are planned based on age for rolling stock and equipment and condition for facilities. Below is a summary of our current investment priorities with planned replacement years. High priority items are currently underway and medium priority ones are in the planning and finance phase. These projects will become a higher priority as time progresses.

Project Year	Asset Category	Asset Class	Size	Age	Useful Life Benchmark	Cost	Priority
FY2021-22 – FY2023-24	Bus Fleet	Bus (BU) – NF 2009 Rehab Project	13	13	12 years	\$2,000,000	High (Funded)
FY2021-24		Bus (BU) - NF 2009	12	13	12 years	\$14 M	High (Funded)
FY2022	Facilities	Bus Wash	1	33	2 (condition rating)	\$1,300,000	High (Funded)
FY2022-2023	Facilities	Operations & Maintenance Facility (Pavement rehab, northern half)	1	17	2 (condition rating)	>\$1,000,000	Medium (Funded)