



# Transit Asset Management

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## Group Sponsored Plan

Public Transportation Division

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## Executive Summary

The Texas Department of Transportation's Public Transportation Division (TxDOT) group plan includes twenty five rural public transit providers, one small urban public transportation provider and eleven enhanced mobility and disability providers. The purpose of developing TxDOT's group Transit Asset Management Plan is to assist the department in achieving and maintaining a state of good repair (SGR) for public transportation assets covered under this plan in the State of Texas. Federal Transit Administration's (FTA) Transit Asset Management (TAM) Rule requires the state to offer a group plan for rural transit providers and the plan must be submitted by October 1, 2018. This plan complies with TAM rule requirements outlined in 49 CFR 625 and shall cover a period of state fiscal FY 2019 – 2023.

The department coordinated with transit providers to assess and report the condition of several asset categories, including rolling stock, facilities and equipment. The most common condition on the Transit Economic Requirements Model (TERM) scale for facilities is 3.0, indicating most facilities are in a SGR. For rolling stock nearly two-thirds of the fleet condition is reported to be in good or excellent condition with an average mileage of 110,000 miles. Nearly 64% of equipment throughout the state is reported to be in good or excellent condition.

The TxDOT plan establishes four goals for assets covered under this plan:

- Achieve an average State of Good Repair (SGR) of 85% for all rolling stock assets across the 4-year planning horizon by ensuring they are operating within their Useful Life Benchmark (ULB);
- Maintain a state-wide facility condition of adequate (3.0+ on the TERM scale);
- Leverage future investments to prioritize those assets that have exceeded or will soon exceed their useful life;
- Refine the existing state-wide asset inventory list through collaboration to ensure a complete and accurate picture of transit assets.

Consistent with these goals, the department examined the inventory assessment and concluded the goals are attainable within the horizon period. This plan will be shared with all plan participants prior to October 1, 2018, and will be maintained and made available by TxDOT.

Over the total 4-year horizon, it is estimated approximately \$39.1 million, or approximately \$9.78 million per year, is needed to maintain a SGR for all assets included in this plan. This asset plan covers 1173 total rolling stock vehicles, 81 pieces of transit equipment and 53 facilities. It estimates a total need of approximately \$26.1 million over the plan horizon to allow the department to achieve a SGR for rolling stock and equipment. For facilities the estimated total cost to achieve and maintain a SGR is estimated to be approximately \$13 million over the plan horizon.

It is important to note this plan covers 2/3 of rural transit assets, thus these funding estimates cover only a portion of the resources needed to maintain a SGR. For a comprehensive funding estimate on maintaining a SGR across all rural transit providers, the other 1/3 of rural assets would need to be examined thoroughly.

# Chapter 1 - Introduction

## *Texas Department of Transportation, Public Transportation Division*

TxDOT is committed to working with others to provide a network of mobility options for people who use alternatives to driving alone.

### *Division Goals and Objectives*

1. Distribute grant funds to support mobility and congestion-relief programs.
  - Objective: Maximize the combination of formula and discretionary grant funds available to Texas.
  - Objective: Timely distribution of funds to eligible applicants based on objective criteria.
2. Ensure compliance with funding program requirements.
  - Objective: Maintain a monitoring program that assures grant funds are utilized in accordance with federal and state requirements.
3. Promote training, coordinated planning, partnerships, and best practices.
  - Objective: Strategic development of the public transportation industry through training, conferences, technical assistance, leadership growth and meetings.
4. Perform FTA State Safety Oversight Agency functions.

### *System Statistics*

A variety of transit providers operate in the state, including:

- 7 metropolitan transportation authorities;
- 6 large urban transit districts;
- 26 small urban transit districts;
- 1 coordinated transportation authority;
- 36 rural transportation districts and 57 Section 5310 providers.

In FY 2017, these systems generated a total of approximately 284 million passenger trips across all programs, state-wide. In FY 2017, a total of approximately 255 million vehicle revenue miles were provided by public transportation throughout the state.

### *TAM Purpose and Background*

The purpose of developing TxDOT's group Transit Asset Management Plan is to assist the department in achieving and maintaining a state of good repair (SGR) for public transportation assets linked to group plan participants in the State of Texas.

SGR is defined as the condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a good state of repair when that asset:

- Is able to perform its designated function;
- Does not pose a known unacceptable safety risk, and;
- Its lifecycle investments must have been met or recovered (the asset's useful life has been met).

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary of Transportation to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. The Fixing America's Surface Transportation (FAST) Act reaffirmed this requirement. On July 26, 2016, FTA published the Transit Asset Management (TAM) Final Rule. The Final Rule distinguishes transit providers through the use of a tiered system:

**Tier I providers own, operate, or manage:**

- Rail; or
- Greater than or equal to 101 vehicles across all fixed route modes; or
- Greater than or equal to 101 vehicles in one non-fixed route mode.

**Tier II providers are:**

- Sub recipients of 5311 funds; or
- An American Indian Tribe; or
- Own, operate or manage less than or equal to 100 vehicles across all fixed route modes; or
- Own, operate or manage less than or equal to 100 vehicles in one non-fixed route mode.

***Authority***

The Federal TAM Rule requires every transit provider that receives federal financial assistance under 49 U.S.C. Chapter 53 to develop a TAM plan or be a part of a group TAM plan prepared by a sponsor (TxDOT). All TAM plans must contain:

- An inventory of assets;
- A condition assessment of inventoried assets;
- Documentation of the use of a decision support tool; and
- A prioritization of investments.

Texas Transportation Code, Chapter 455 defines the State's authority. Property management standards are contained in Title 43, Texas Administrative Code (TAC), Part 1, Chapter 31, Subchapter E. Property standards rules detail requirements associated with record keeping and inventory, asset management, maintenance, title and disposition (disposal).

Rule §31.51 – Asset Management

- Each recipient and sub recipient must develop a transit asset management plan that addresses all real property and covers rolling stock, equipment, infrastructure, and facilities leased or owned by the agency. At a minimum the plan shall include:
  1. An inventory of the number and type of capital assets that a provider owns, except equipment under \$50,000;
  2. Condition assessments of those inventoried assets for which a provider has direct capital responsibility;
  3. Decision support tools or analytical processes that a provider uses to estimate capital investment needs over time; and
  4. Investment prioritization that identifies a provider's programs and projects to improve or manage a state of good repair for capital assets.

### ***About the TAM Plan***

The TAM Plan contains four major components:

1. TAM Targets and Goals;
2. Inventory of Capital Assets;
3. Management Approach; and
4. Proposed Investments and Resources section.

The TAM Targets and Goals section specifies the desired outcomes necessary to maintain a SGR. The Inventory of Assets section provides detail on capital assets supporting the delivery of public transportation services, and the Condition Assessment component includes the current condition of the capital assets compared to the targets set for each asset category. The Management Approach breaks out the information supporting the decision making process, investment prioritization, funding mechanisms, and strategies for maintenance and disposal. The Proposed Investments and Resources section outlines proposed investments and any applicable capital investment resources.

### ***Horizon Period***

TxDOT TAM Plan will be updated every four years, with the next update to be completed by September 2022. Inventory and performance targets will be reported annually to National Transit Database (NTD).

### ***Roles and Responsibilities***

This plan is focused on Tier II providers who may develop their own plans or participate in a group sponsored plan such as TxDOT's TAM Plan. In either case, a transit provider must designate an Accountable Executive to ensure necessary TAM planning coordination resources are available. An Accountable Executive is a single, identifiable individual within a transit agency who has direct control over the resources needed to implement a TAM plan. Group plan participants were asked to self-designate an accountable executive at the beginning of the TAM coordination effort. Tier II transit providers were queried regarding participation in the group plan and a list of participating providers is provided in the table below. Two of the State's 27 rural-only public transportation systems, Public Transit Services and Fort Bend County, elected to develop their own TAM plan. All open-door (those who offer public transportation to the general public) 5310 providers operating within the

State have also been included in this plan. Participants who wish to develop their own plan in the next TAM plan cycle will be given notice 12 months prior to the next TAM due date, October 2022.

<b>Transit Entity</b>	<b>Entity Type</b>	<b>Accountable Executive</b>
Senior Center Resources and Public Transit	Rural Provider	Mr. Danny Allembaugh
West Texas Opportunities	Rural Provider	Ms. Karen Faulkner
Rural Economic Assistance League	Rural Provider	Mr. Martin Ornelas
East Texas Council of Governments	Rural Provider	Ms. Melissa Cure
Heart of Texas Council of Governments	Rural Provider	Mr. Rep Pledger
South Plains Community Action Association	Rural Provider	Mr. Brian Baker
South East Texas Regional Planning Commission	Rural Provider	Ms. D'Juana Fowler
The Transit System	Rural Provider	Ms. Dorinda Long
Central Texas Rural Transit District	Rural Provider	Ms. Angela Rodriguez
SPAN, Inc. (Denton County)	Rural Provider	Mr. Nic Gray
Colorado Valley Transit	Rural Provider	Ms. Claudia Wicks
Southwest Area Regional Transit	Rural Provider	Mr. Sebastian Viteri
City of Cleburne	Rural Provider	Ms. Terry Leake
Webb County	Rural Provider	Ms. Tina Ruiz
Kleberg County	Rural Provider	Ms. Becky Greif
Rolling Plains Management Corporation	Rural Provider	Ms. Lezlie Carroll
Community Services, Inc.	Rural Provider	Ms. Katie Ragan
Panhandle Community Services	Rural Provider	Ms. Lylene Springer
El Paso County	Rural Provider	Ms. Reyna Mayorga
STAR Transit	Rural Provider	Mr. Tommy Henricks
City of Del Rio	Rural Provider	Ms. Elsa Reyes
City of South Padre Island	Rural Provider	Ms. Deborah Carpenter
Alamo Area Council of Governments	Rural Provider	Mr. James Oliver
Aspermont	Rural Provider	Ms. Patti Sedberry
Texarkana Urban Transit District	Small Urban Provider	Ms. Mark Compton
Ark-Tex Council of Governments	Rural Provider	Ms. Mark Compton
Montgomery County Meals on Wheels	5310 Provider	Ms. Katy Foster
Jim Hogg County Transportation	5310 Provider	Ms. Petra Garcia
Metrocrest	5310 Provider	Ms. Kathy Blascke
Big Bend Community Action	5310 Provider	Mr. Adan Estrada
Starr County	5310 Provider	Ms. Marisol De La Farza
NDMJ, Inc.	5310 Provider	Mr. Jamal Moharer
Mounting Horizons	5310 Provider	Mr. Perry Hunter
Dallas County Adults DHHS	5310 Provider	Mr. Oscar Tovar
Zapata County	5310 Provider	Ms. Rosie Gonzalez
City of Wilmer - Senior Center	5310 Provider	Ms. Patsy Patten
LAJ Transport Service	5310 Provider	Ms. Larna Brown

## Chapter 2 – TAM Targets and Goals

### ***Fleet: Useful Benchmark Life***

The following chart summarizes two useful life benchmark (ULB) standards for rolling stock assets. TxDOT has developed its own ULB which coincides with historical use and department fleet replacement standards. Generally, the TxDOT ULB corresponds to Altoona bus standards for age plus 2 years. This is consistent with disposition data in the department’s Public Transportation Management System (PTMS) and asset management practice for many years. Achieving 40-50% more vehicle life (mileage) than the Altoona age category is routinely accomplished in the case of light-duty vehicles, while heavy duty buses are disposed of closer to Altoona standards. Therefore, compared to the Altoona testing standard, the TxDOT standard is longer by 2 years for both cutaways (7 vs 5) and 2 years for vans and automobiles (6 vs 4). When evaluating if a transit asset has met its ULB, both age and mileage are factors for consideration. For assets included in this plan, these factors were examined when determining proximity to ULB.

Vehicle Type	Altoona Age	TxDOT ULB
<b>Heavy Duty Large Bus (35’ to 40’ and articulated buses)</b>	12 years or 500,000 miles	14 years 600,000 miles
<b>Heavy-Duty Small Bus (30’ to 35’)</b>	10 years or 350,000 miles	12 years 420,000 miles
<b>Medium-Duty and Purpose-Built Bus (25’ to 35’)</b>	7 years or 200,000 miles	9 years 260,000 miles
<b>Light-Duty Small Bus and Cutaways (20’ to 25’)</b>	5 years or 150,000 miles	7 years 210,000 miles
<b>Light-Duty Van, Modified Van, Automobiles (16’ to 20’)</b>	4 years or 100,000 miles	6 years 150,000 miles

### ***Facilities: Transit Economic Requirements Model (TERM) Scale***

Transit facility condition was assessed using the TERM scale. A TERM chart follows below with a description for each rating. To be considered in a State of Good Repair (SGR), a facility must have a rating of 3.0 or higher. A facility with a rating of 2.0 (marginal) or lower is deemed to not be in a SGR.

FTA Transit Economic Requirements Model (TERM) Scale		
Description	Rating	Condition
<i>No visible defects, new or near new condition, may still be under warranty if applicable</i>	5	<i>Excellent</i>
<i>Good condition, but no longer new, may be slightly defective, but is overall functional</i>	4	<i>Good</i>
<i>Moderately deteriorated or defective; but has not exceeded useful life</i>	3	<i>Adequate</i>
<i>Defective or deteriorated, in need of replacement; exceeded useful life</i>	2	<i>Marginal</i>
<i>Critically damaged or in need of immediate repair; well past useful life</i>	1	<i>Poor</i>

### **TAM Targets**

The target for rolling stock is less than or equal to 15% of fleet assets operating beyond their ULB for age as established by TxDOT.

The target for equipment is less than or equal to 15% of assets operating beyond their ULB for age established by TxDOT.

The target for facilities is less than or equal to 15% of facilities operating in a condition lower than 3.0 on the TERM scale.

### **Goals**

The TxDOT plan contains four main goals:

- Goal 1: Achieve an average SGR of 85% (15% or less of assets are past their ULB) for all rolling stock assets across the 4-year planning horizon.
- Goal 2: Maintain the state-wide facility condition of adequate (3.0+ on the TERM scale).
- Goal 3: Leverage future investments to prioritize those assets that have exceeded or will soon exceed their useful life.
- Goal 4: Refine and update the existing state-wide asset inventory list through comprehensive review.

### **Goal Evaluation**

Goal 1:

Compared to the target SGR of 85% for all rolling stock assets, a review of current inventory data indicated 80% of vehicles were in a state of good repair when considering both age and mileage. The data showed a backlog of approximately 223 rolling stock assets needing replacement in the first year. Of this number

approximately 82 are scheduled for replacement with TIGER funding, thus bringing the backlog total to 141 units. With this factored in, rolling stock assets past their ULB and needing replacement are within the target, with approximately 88% of units operating within their ULB. After considering the initial backlog year, the number of assets leaving a SGR is approximately 70 per year, well within the target for 85% of rolling stock to be in a SGR.

**Goal 2:**

Data obtained in the inventory condition and assessment phase informed TxDOT as to the condition of state-wide facility assets. A majority of facility assets were rated 3.0 or higher on the TERM scale. Only a handful of facility assets were rated lower than 3.0, with a rating of 2.0. Although the average condition of facility assets met the target for less than or equal to 15% operating in a condition below 3.0, the data suggests future investment will be required to maintain a SGR across the state. The department will continue to monitor facility condition data and future efforts may focus on a more robust field assessment program.

**Goal 3:**

The department has prioritized future investments to target rolling stock and equipment assets which are currently past or will be past their ULB. The prioritization of assets for replacement helps the department understand replacement needs in relation to federal and state funding. A review of rolling stock, equipment and facility assets informed the prioritization tables contained in Chapter 5, Work Plans and Resources.

**Goal 4:**

In consultation with sub recipients, the department was successful in refining the existing state-wide inventory dataset through review and subsequent updates. Outdated inventory information was removed from the data set while newly discovered or unaccounted assets were added to the data set. The objective of developing a robust and accurate list of inventory assets was accomplished.

### ***TAM Plan Amendments & Future Updates***

TAM plans are required to be updated every four years. The next major update will be complete by September 2022. Updates must revisit every element of the TAM plan and make necessary changes. In general, agencies are encouraged to align their updates with existing planning and programming processes. A group plan sponsor may decide that it is appropriate or necessary to complete a mid-horizon update if there are significant, unexpected changes with funding levels, asset condition, or policies that may reshape the investment prioritization. TxDOT will notify participants if a mid-horizon update is required. A mid-horizon update is not anticipated at this time.

## Chapter 3 – Inventory of Capital Assets

### *Inventory Database*

The Public Transportation Management System (PTMS) is an inventory database for transit agency contact data, safety information, and fleet and facility inventory. PTMS serves as the department's comprehensive transit asset repository.

PTMS:

1. Enables TxDOT to fulfil its federal and state continuing control mandates;
2. Provides vehicle information for developing vehicle capital replacement program needs;
3. Facilitates the department's response to inquiries on capital assets;
4. Is routinely used for legislative inquiries, planning, inventory and grant management purposes.

Real property and equipment (with unit cost over \$5,000) purchased with support of TxDOT funding, all vehicles used in transit service, and all rural maintenance facilities will be maintained on TxDOT inventory (PTMS) until they are no longer used for public transportation purposes and properly disposed.

The inventory activity required by 43 Texas Administrative Code (TAC) Section 31.50(c) is a critical method for ensuring continuing control of TxDOT's interest in vehicles, real property, facilities and equipment. The TAC calls for two types of inventory activity. One is an update of mileage and condition of vehicles, and an update of condition of facilities if needed. This may be accomplished by the transit agency sending a current list of transit assets to TxDOT that includes an update of mileage and condition. Alternately, the Public Transportation Coordinator (PTC) can send an inventory report or fleet condition report from PTMS to the transit agency, requesting an update of the list. The PTC reconciles the agency submission with existing information and updates the records accordingly. This is commonly referred to as the "annual inventory" or "annual update" and the PTC documents completion by printing-out the transit agency's inventory report, labelling it "annual update" or "annual inventory" and signing or initialling it. The inventory report is automatically date-stamped by PTMS.

In addition to updating the mileage and condition, other inventory activity requires TxDOT staff to physically view all inventoried assets to ascertain their condition. Again, reconciliation with existing information occurs; and records are updated in PTMS. This is commonly referred to as the "physical inventory" and the PTC documents completion by printing-out the transit agency's inventory report, labelling it "physical inventory" and signing or initialling it.

The inventories occur in an alternating cycle - annual update one year, physical inventory the next, and so forth. PTCs maintain their own schedules in this regard. Any equipment purchased with grant funds with a unit cost

of \$5,000 or more must be in the state’s property records (PTMS) and inventoried in accordance with 43 TAC 31.50.

### TxDOT Inventory Type

The department utilizes the following asset guide to classify vehicle types and duty cycles. The inventory details in the chart is based on NTD reporting class information and bus testing standards found in 49 CFR 655. Please note this plan does not cover all vehicle types expressed in the chart below.

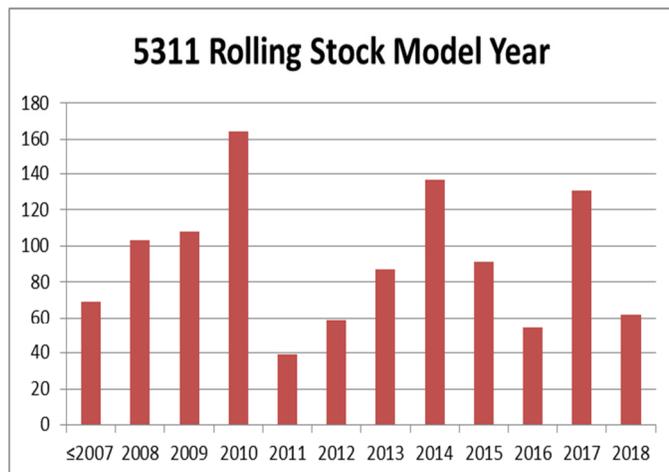
TxDOT Type	Description	NTD Class	NTD Norms		ALI ~	Duty Cycle		Duty Cycle Reference:
			Length	Capacity		Years	Miles	
1	raised –roof van w) lift	VN	19’	8	11.XX.15	4	100,000	49 CFR 665
2	small LD cutaway (138” wb)	CU	21’	10	11.XX.04	4	100,000	49 CFR 665
3	regular LD cutaway (158” wb)	CU	23’	16	11.XX.04	5	150,000	49 CFR 665
3	large LD cutaway (176” wb)	CU	25’	20	11.XX.04	5	150,000	49 CFR 665
4*^	sport utility vehicle	SV	16’	4	11.XX.16	4	100,000	SMR workbook
5*^	pickup truck	AU	16’	2	11.42.11	4	100,000	SMR workbook
6*	shop truck	AU	16’	1	11.42.11	4	100,000	SMR workbook
7	low-floor mini-van w) ramp	MV	16’	4	11.XX.15	4	100,000	49 CFR 665
8*^	sedan or small station wagon	AU	16’	4	11.XX.16	4	100,000	SMR workbook
9*	full-size passenger van	VN	19’	8	11.XX.15	4	100,000	SMR workbook
10*	mini-van	MV	16’	4	11.XX.15	4	100,000	SMR workbook
11	MD cutaway	CU	32’	26	11.XX.YY	7	200,000	49 CFR 665
11	MD bus	BU	30’	22	11.XX.YY	7	200,000	49 CFR 665
12	school bus	SB	length & capacity vary		11.XX.05	varies by type		NASDPTS~ ~
14	trolley	OR	length & capacity vary		11.XX.09	varies MD-HD		49 CFR 665
15	HD cutaway	CU	length & capacity vary		11.XX.YY	10	350,000	49 CFR 665
15	HD bus	BU	length & capacity vary		11.XX.YY	10	350,000	49 CFR 665
16	HD cutaway	CU	length & capacity vary		11.XX.YY	12	500,000	49 CFR 665
16	HD bus	BU	length & capacity vary		11.XX.YY	12	500,000	49 CFR 665
17	over-the-road coach	BR	length & capacity vary		11.XX.YY	12	500,000	49 CFR 665

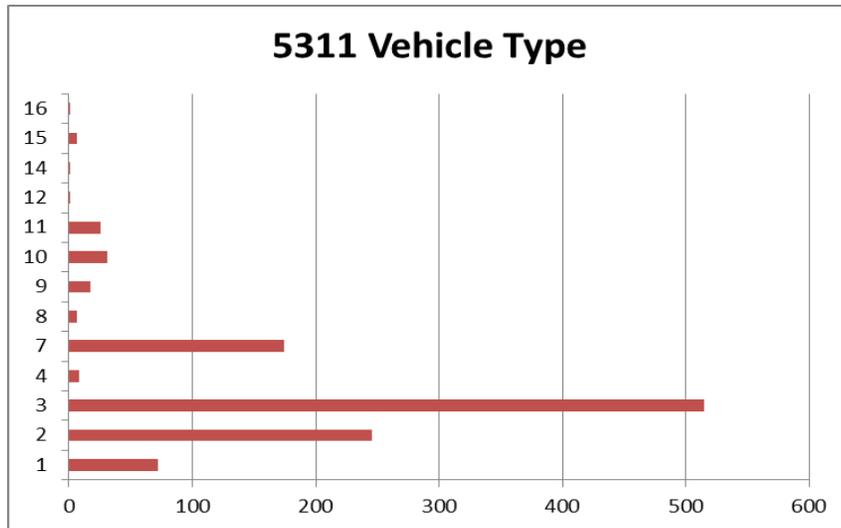
### Methodology for Inventory Assessment

Current information from the department’s inventory database program (PTMS) was extracted for the asset categories of rolling stock, equipment and facilities and then organized by transit entity. This information was then distributed to the accountable executive of each transit provider for review and comment. Transit providers were given approximately one month to review their existing assets and return any updates or changes to TxDOT. Next, the TAM Plan coordinator reviewed asset updates and compiled a detailed dataset of assets including rolling stock, equipment and facility condition. The dataset was then used to determine asset inventory age and condition.

### 5311 Rolling Stock

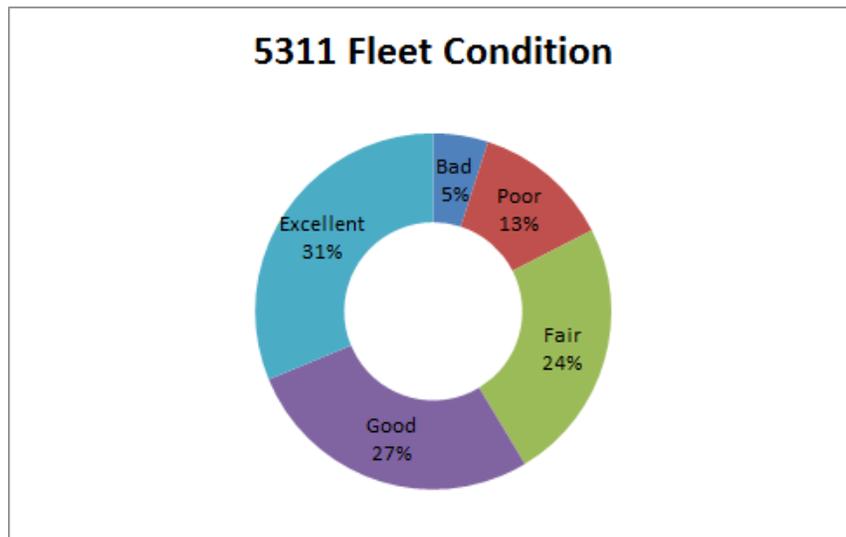
The data showed the total number of 5311 rolling stock to be 1118. The most common asset types within the rolling stock category are type 3 (regular light duty cutaway) and 2 (small light duty cutaway). The most common fleet model year was 2010.





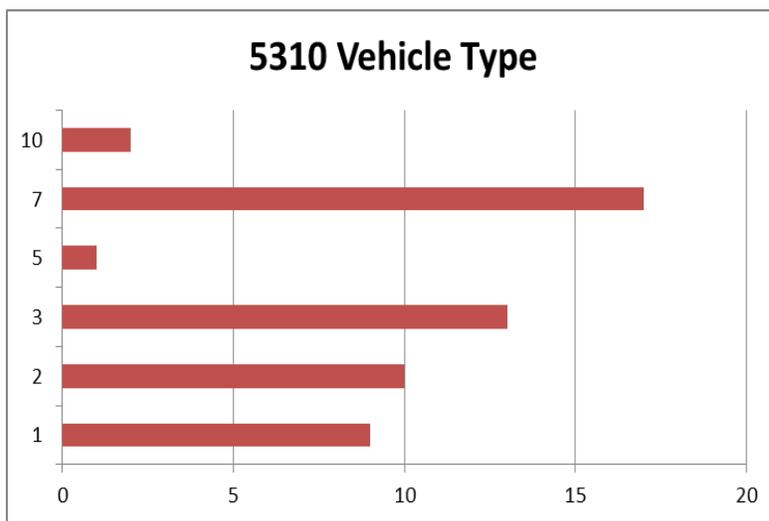
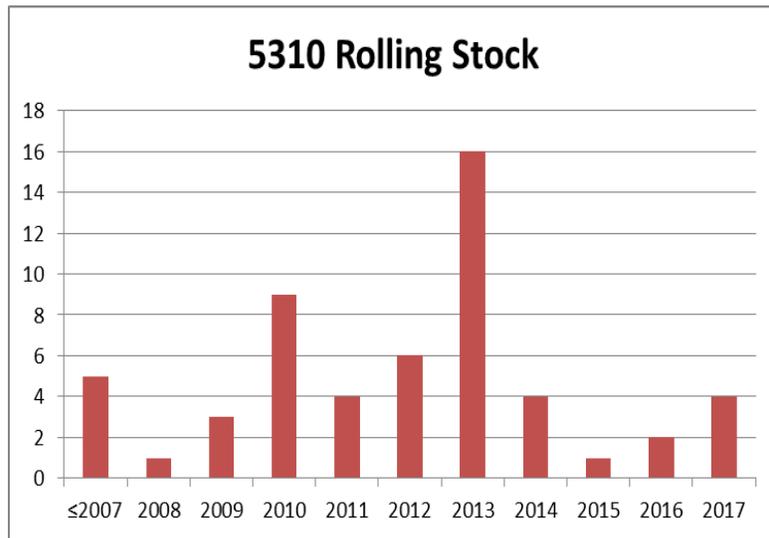
#### **Condition Assessment of 5311 Rolling Stock**

Condition assessments of rolling stock showed approximately 60% of the vehicles are in good or excellent condition. Less than 20% of rolling stock assets are in poor or bad condition. Condition is assessed on a Likert scale of 1-5, with 5 as excellent condition and 1 as bad condition.



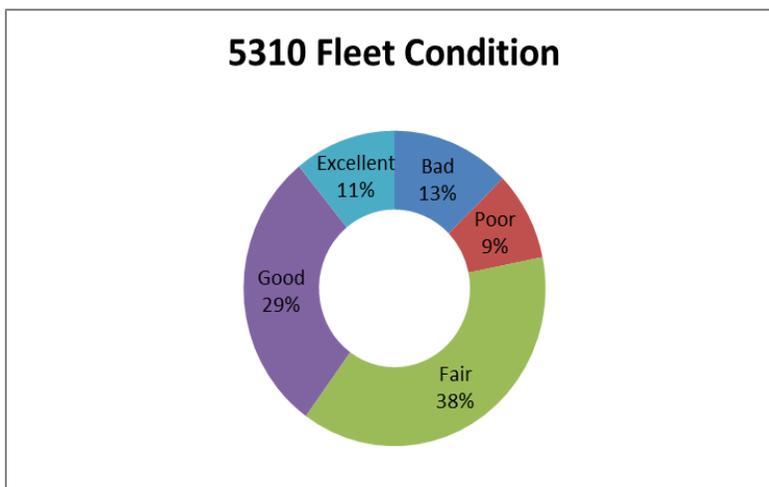
#### **5310 Rolling Stock**

The data showed the total number of 5310 rolling stock to be 55. The most common asset types within the rolling stock category are type 7 (low floor minivan with ramp) and 3 (regular light duty cutaway). The most common fleet model year was 2013.



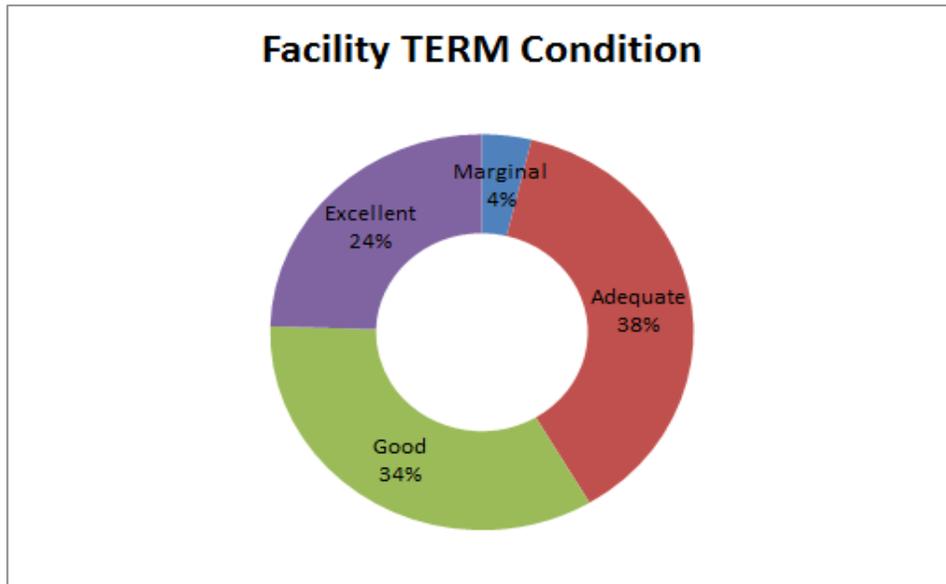
#### ***Condition Assessment of 5310 Rolling Stock***

A condition assessment of 5310 rolling stock showed that approximately 40% of the vehicles are in good or excellent condition. Less than 25% of all 5310 rolling stock assets are in poor or bad condition. Condition is assessed on a Likert scale of 1-5, with 5 as excellent condition and 1 as bad condition.



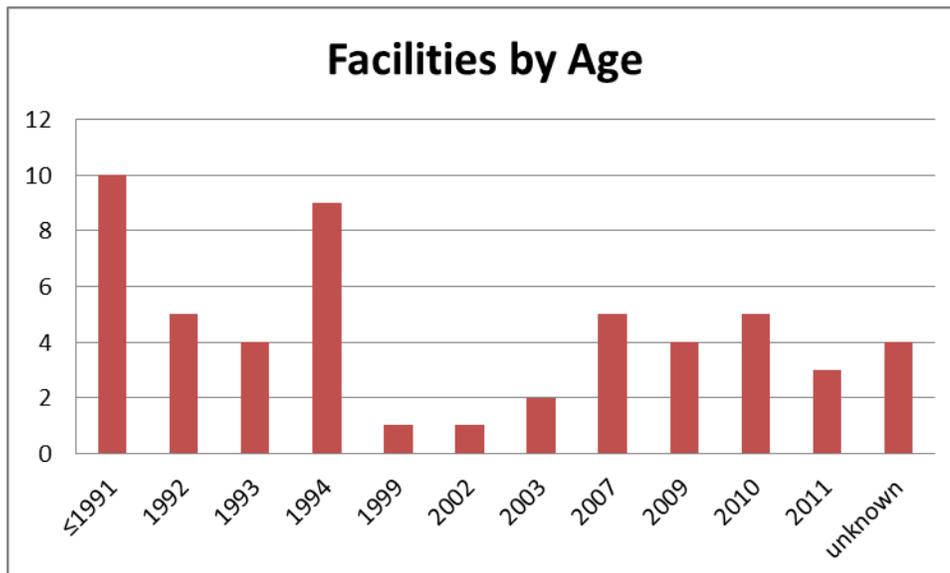
### Facilities

An inventory assessment showed 51 facilities rated 3.0 (adequate) or higher on the TERM scale and only 2 facilities rated below 3.0 on the term scale. A total of 53 facility assets were noted with the most commonly reported rating as 3.0. Condition is assessed on a Transit Economic Requirements scale of 1-5, with 5 as excellent condition and 1 as bad condition. The data indicates a need for future and continuous rural facility development, improvement or rehabilitation as most facilities have an adequate rating.



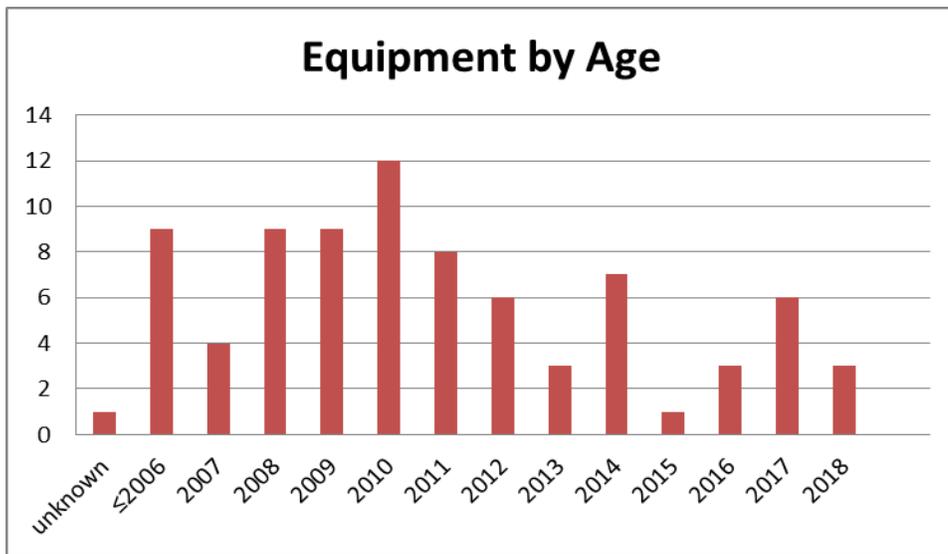
### Facilities Age

Facilities data showed the most common date of construction to be 1994, thus indicating a common facility age of 24 years. Nearly 40% of all transit facility assets are less than 20 years old; however nearly 96% of all facilities are rated in condition adequate or better.



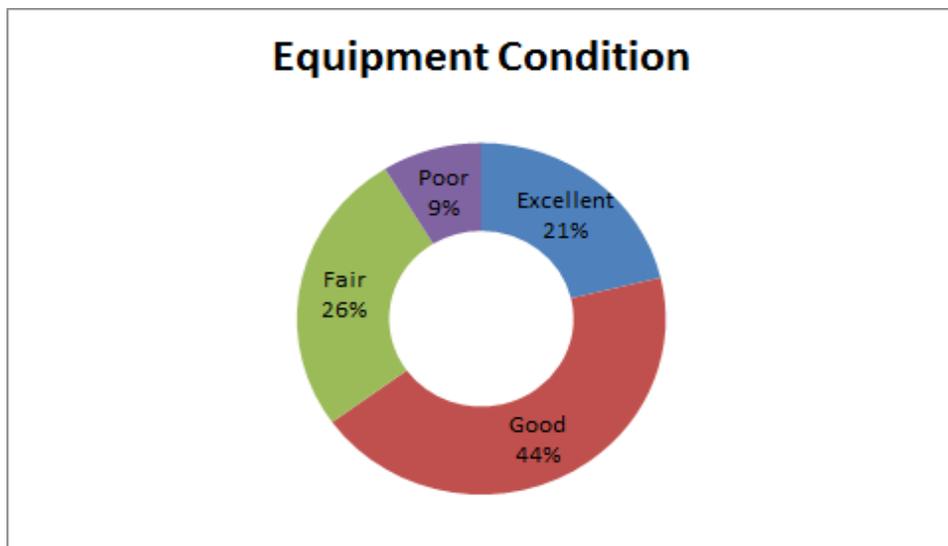
### Equipment

Equipment typically includes transit support vehicles such as sedans, pickup trucks and shop trucks. Traditional equipment such as a lift or specialized tools are not part of this inventory because they are typically less than the \$50,000 threshold requirement required for purposes of reporting. These asset types typically do not incur mileage at a rate similar to rolling stock, but they are nonetheless essential to fleet maintenance and administrative operations. There are 81 pieces of equipment with asset type 8 (sedans) reported as the most common asset type followed by asset type 5 (pickup truck) category. The most commonly reported model years for equipment were 2010 followed by 2009 and 2008, indicating some of these assets need to be prioritized for replacement.



### Condition of Equipment

Data showed nearly 65% of equipment assets were reported to be in good or excellent condition, while less than 10% were reported to be in bad condition. Nearly a quarter of all equipment was observed to be in fair condition, indicating future investments may be required.



## Chapter 4 – Management Approach

### *Decision Support Tools*

A decision support tool is an analytic process or methodology to:

- Help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or
- Assess financial needs for asset investments over time.

TxDOT used the asset inventory and condition data gathered from the outreach effort to develop a dataset that ranks assets by their mileage and age proximity to ULB. The ranked asset dataset allows the department to prioritize those assets within each asset category that are most in need of replacement or repair.

In accordance with the application of this decision support tool, the TxDOT ULB for age and mileage, the department estimates that approximately 12% of the total rolling stock fleet (141) would need to be replaced in Year 1 at an estimated cost of \$9.5 million. In subsequent years, the department estimates approximately 70 vehicles per year would need to be replaced at an estimated cost of nearly \$4.97 million per year.

Furthermore, the department estimates that approximately 17% or 14 of the equipment assets would need to be replaced in Year 1 at an estimated cost of almost \$600,000. In subsequent years, approximately 6 equipment assets per year would need to be replaced at an estimated cost of \$224,000.

For facilities, the department estimates approximately 3 facilities will need to be replaced, upgraded or rehabilitated over the 4 year planning horizon contained in this plan. In Year 1, one facility will require funding of approximately \$4.3 million. Subsequent years (excluding year 4) are estimated to have an additional facility project with a similar estimate of approximately \$4.3 million.

For a detailed asset list that served as the department's decisions support tool, please see the appendices.

### *Investment Prioritization*

Investment prioritization is a ranking of capital projects or programs to achieve or maintain a state of good repair based on financial resources from all sources a transit provider reasonably anticipates will be available over the TAM plan horizon period.

The ranking of assets for prioritization is detailed Chapter 5, Proposed Investments and Resources.

### *Funding Mechanisms*

The department utilizes several funding mechanisms to fund and maintain transit assets across the state. The funding sources can be broken down into four main categories, formula, competitive awards, state and U.S. DOT. The largest of these mechanisms is the department's biennial Coordinated Call, which covers a number of grant programs administered by the State. The department also requests applications for additional funding opportunities such as Transit Investment Generating Economic Recovery (TIGER) and Enhanced Mobility of

Seniors & Individuals with Disabilities (5310) grant programs. In contrast to federal funding programs, additional funding sources are State formula and rural discretionary funding. These funds are appropriated biennially.

### ***Coordinated Call***

The department requests applications for various transportation projects relating to FTA programs on a biennial basis, called the Coordinated Call for Projects. The most recent coordinated call took place in the fall of 2017 and the next is scheduled for fall of 2019. Within the coordinated call TxDOT requests grant applications for the following FTA programs relevant to asset management in the context of this group plan:

- 49 U.S.C. § 5304 Planning Assistance
- 49 U.S.C. § 5307 Fleet Replacement, Flexed Surface Transportation Block Grant Program
- 49 U.S.C. § 5311 Rural Discretionary
- 49 U.S.C. § 5311(f) Intercity Bus (ICB)
- 49 U.S.C. § 5311 Fleet Replacement, Flexed Surface Transportation Block Grant Program
- 49 U.S.C. § 5311(b)(3) Rural Transportation Assistance Program (RTAP)
- State Funds

### **5310**

Section 5310, Federal Transit Act (49 U.S.C. Section 5310), authorizes the Secretary of the U.S. DOT to make grants for the provision of transportation services meeting the special needs of seniors and individuals with disabilities. FTA guidance for the Section 5310 program is prescribed by Circular 9070.1G, Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions. The Texas Department of Transportation has been designated by the governor to administer the Section 5310 program. The Public Transportation Division, through its Public Transportation Coordinators (PTCs), carries out a local project selection process. PTCs also oversee the daily administration of Section 5310 project grant agreements. Title 43, Texas Administrative Code, Chapter 31.31, The Section 5310 Grant Program (43 TAC 31.31), prescribes many of the policies and procedures to be followed by the Texas Department of Transportation.

The FTA's goal of the Section 5310 program is to improve mobility for seniors and individuals with disabilities throughout the country, by removing barriers to transportation services and expanding the transportation mobility options available. The department's goal in administering the Section 5310 program is to promote the availability of cost-effective, efficient, and coordinated passenger transportation services planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate or unavailable, using the most efficient combination of financial and other resources. The acquisition of buses, vans or paratransit vehicles are eligible activities under the 5310 program and thus represent a tool for maintaining a state of good repair across the 5130 fleet. Preventative maintenance and preventative maintenance services are also eligible program expense that help maintain the condition of the 5310 fleet.

## **5311**

The Federal Transit Administration Formula Grants for Rural Areas Program, codified at 49 U.S.C. 5311 (Section 5311) is authorized under the provisions set forth in the Fixing America's Surface Transportation Act (FAST Act). Under this program, funding assistance is provided for public transportation in rural areas. The Texas Transportation Commission awards federal funds under the FTA Section 5311 program to Texas rural transit districts and ensures that the grant funds are distributed fairly and equitably within the state. The Texas Department of Transportation has been designated by the governor to administer the Section 5311 program.

The TxDOT Section 5311 program consists of several asset-relevant targeted sub-programs specified by FTA regulations and/or the Texas Administrative Code:

1. Section 5311 Rural Formula Program
2. Section 5311 Rural Discretionary Program
3. Section 5311(f) Intercity Bus Program (ICB)
4. Section 5311(b)(3) Rural Transportation Assistance Program (RTAP)

The acquisition of buses, vans or paratransit vehicles are eligible capital activities under the 5311 program and thus represent a tool for maintaining a state of good repair across the 5311 fleet. Preventative maintenance and vehicle rehabilitation are also eligible program expenses that help maintain the condition of rolling stock assets. For maintaining a TERM rating of adequate in the asset category facilities, the 5311 program also provides funding for the construction or rehabilitation of transit facilities, including design, engineering and land acquisition.

## **5339**

The Texas Department of Transportation receives Section 5339 from the FTA to provide grants to rural and small urban areas within the State to assist in financing capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct bus-related facilities. The Bus and Bus Facilities Program is authorized under the provisions set forth in the Fixing America's Surface Transportation Act (FAST Act) under Section 5339 of Title 49, United States Code.

Unlike other program sections, the 5339 program provides the department with a source of funding specifically focused on capital in fleet, equipment and facilities. To reduce administrative burden and make the 5339 program more responsive to fleet replacement projects, the department combines two years of funding into one grant for rural sub recipients.

The goal of the 5339 program is to improve the readiness of fleet, other equipment, and facilities through capital investment. This is accomplished through overhaul projects to extend the life of existing fleet to offset vehicle replacement needs. Additionally, program funds are used to make facility repairs or upgrades, purchase passenger amenities (shelters, signage), purchase shop equipment, and address obsolescence in certain technology aspects of transit operations. This can be done by upgrading communication, fare collection, and security equipment.

## **TIGER**

Known as the Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$5.6 billion for nine rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. TIGER was included in the American Recovery and Reinvestment Act (ARRA) of 2009. The department has used TIGER funding to replace fleet assets and to fund facility projects within the state. The most recent award was a TIGER VII competitive award which allowed for the replacement of 325 rural fleet vehicles. This funding source is important for projects supporting and improving a transit SGR across the state. Although TIGER has been a useful tool for fleet and facility assets in the state, the program is a one-time discretionary award and thus the department cannot rely on this funding source for forecasted future need.

## **State Formula & State Discretionary**

The department awards both State Rural and State Urban funds through an annual formula program. At the beginning of each state fiscal biennium, the Texas Transportation Commission allocates certain amounts appropriated for public transportation. The department allocates formula funds to large urbanized; small urbanized and rural areas under Texas Transportation Code, Chapter 456 and Texas Administrative Code, Chapter 31, Subchapter B, State Programs. To receive funds under this program, a transit provider must first submit a completed application in a form prescribed by the department. Transit projects receiving state funds are evaluated based on the need for fast, safe, efficient and economical public transportation. State discretionary funds are an additional funding tool, but these funds are not routinely awarded on a cycle basis.

## **Funding Needs**

An estimated \$39.1 million is required over the 4-year planning period to maintain a state of good repair for all TAM Plan transit assets across the state. Of the \$39.1 million, nearly \$26.1 million is required for rolling stock and equipment assets, while an estimated \$13 million will be needed for facility assets. This estimate is based on the TAM targets contained in this plan for all asset classes and estimated annual replacement rates. For more information on funding estimates please see the methodology section.

Broken down by asset class, the following table shows funding amounts required according to asset class.

<b>Estimated TAM Plan Funding Needs</b>					
<b>Asset Class</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Total</b>
<b>5311 Rolling Stock</b>	\$9,508,000	\$4,907,200	\$5,005,300	\$3,424,700	<b>\$22,845,200</b>
<b>5310 Rolling Stock</b>	\$390,000	\$614,800	\$627,100	\$333,800	<b>\$1,965,700</b>
<b>Equipment</b>	\$594,000	\$261,600	\$266,800	\$166,400	<b>\$1,288,800</b>
<b>Facilities</b>	\$4,252,500	\$4,337,600	\$4,424,400	0	<b>\$13,014,500</b>
<b>Totals</b>	<b>\$14,744,500</b>	<b>\$10,121,200</b>	<b>\$10,323,600</b>	<b>\$3,924,900</b>	<b>\$39,114,200</b>

## ***Methodology***

Rolling stock and equipment assets were organized into a dataset and the age and mileage for each asset was recorded. Using this base data, the department determined the number of assets in the first year which were past the TxDOT ULB for both age and mileage. These assets were flagged as immediate, or Year 1 replacement need. To determine replacement costs for each asset type, inventory purchase data for the most recent year(s) was examined to ascertain average unit cost. Once replacement costs were determined by asset type, the number of assets within each type was multiplied by average cost to arrive at an estimated funding need per year. For subsequent years, a similar analysis process was repeated using the number of vehicles in need of annual replacement (maturing past their ULB) in years 2, 3 and 4. Rolling stock and equipment estimated funding needs are based on forecasted annual replacement needs.

For facility funding estimates, it is assumed a new facility construction project will occur in years 1 – 3. There are currently two facilities reporting a condition less than 3.0 on the TERM scale, so this analysis assumes two full-scale facility construction projects and one equivalent cost project(s) over the plan horizon. Year 4 costs could be higher or lower than the cost of a new facility project, but at this time no facility construction or rehabilitation is anticipated. To determine the cost of an average facility project, four recent or proposed facility projects from around the state were considered to determine an average cost. This average cost was then adjusted to 70% of total facility construction costs to account for other sources of facility project funding such as local or state match. For purposes of this analysis, annual cost inflation is estimated to be 2% per year.

## ***Maintenance Strategy***

The TxDOT State Management Plan (SMP) addresses maintenance strategy in Chapter 5, Administrative Requirements for All Programs. In addition to maintenance information contained in the SMP, rules concerning maintenance are outlined in T.A.C. 31.53, Maintenance Requirements.

Each provider adheres to their maintenance programs to ensure vehicles are maintained, at a minimum, in accordance with their manufacturer's maintenance and service guidelines. The primary goal of a maintenance program is to provide cost-effective, systematic, interruption free patterns of transit operation in conjunction with preserving an asset's useful life.

Proper training of maintenance personnel is an important aspect of a provider's overall maintenance strategy and typically occurs through several avenues. On-the job training is one of these avenues and typically occurs when a new mechanic is assigned to work with a senior mechanic for a period of time. Formal training is used to upgrade existing skills and keeps staff abreast of changes in the field of transit maintenance. Finally, cross training across various components and product lines is a useful tool that improves overall maintenance capability.

Maintenance standards are contained in Title 43, Texas Administrative Code (TAC), Part 1, Chapter 31, Subchapter E, Rule §31.53. Recipients and sub recipients shall develop a maintenance program that compliments their assets management plan. TxDOT has the authority to direct the transit agency to transfer or

dispose of vehicles, property or equipment that is not maintained properly. Basic elements of the maintenance program include the following:

1. Written plan(s), which may separately address asset management and maintenance, or may combine them, including an asset inventory and capital plan with a minimum 4 year span;
2. Preventive maintenance inspections and scheduled services, which shall include at a minimum the manufacturers' recommended servicing schedules;
3. Provisions for accessible equipment;
4. Management of maintenance resources and assets, including "decision support tools" which relate to maintenance and / or asset management performance measures. Performance measures shall be reported by sub recipients through the PTN-128 statistics reporting process. Recipients and sub recipients will report transit asset management performance targets to the National Transit Database (NTD). Recipients and sub recipients must establish performance targets depending on asset class.
5. Warranty compliance and recovery; and
6. Standards for maintenance subcontractors.

TxDOT documents that a transit agency has and is following an adequate asset management/maintenance program on the biennial compliance review form, PTN-129 Compliance Review.

### ***Unplanned Events***

Efforts to maintain a SGR across transit assets are at times impacted by an unforeseen natural disasters or emergency situations. Hurricane Harvey had a dramatic impact on the state, with several transit providers modifying their service, assisting with relief efforts or transferring their assets to a safe location during the storm.

In the months that followed Hurricane Harvey, one transit provider in Victoria, Texas suffered a catastrophic fire impacting more than 30 vehicles. These two events show that although a solid asset management plan may be in place at the local and state-wide level, unique events may impact the SGR for a particular transit provider in a dramatic way.

The department is aware of funding opportunities under FTA's Section 5324, Public Transportation Emergency Relief Program. The program helps states and public transportation systems pay for protecting, repairing and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as flood, hurricanes and tornadoes. Several transit agencies in the declared Hurricane Harvey disaster areas were awarded allocations for response, recovery and rebuilding. The State has also received an allocation for resilience projects which are intended to specifically address existing and future vulnerabilities to damages from disasters.

## ***Asset Disposal and Transfer***

This section describes the standards that apply to disposition of equipment purchased in whole or in part with state or federal transportation funds. General requirements related to disposition are covered in the department's SMP and Texas Administrative Code Section 31.57.

If a vehicle is no longer used for public transportation, it is to be disposed of immediately. Vehicles shall not be retained by sub recipients for spare parts or for use in non-public transportation operations. Titles are held by the department until useful life is met and the estimated value is less than \$5,000. In the event of a problem or unique situation, TxDOT can give permission to dispose of vehicles prior to the end of the useful life.

Once removed from service, vehicles are generally disposed of through sale (including salvage sale), or transfer to another transit service provider in accordance with requirements outlined in T.A.C 31.57 and the procedures described at: [https://ftp.dot.state.tx.us/pub/txdot-info/ptn/vehicle\\_disposition\\_process.pdf](https://ftp.dot.state.tx.us/pub/txdot-info/ptn/vehicle_disposition_process.pdf)

Individuals associated with the transit agency may not personally profit from the sale or salvage of state or federally funded vehicles. Proceeds from vehicle sale and insurance proceeds shall be retained by the transit agency and reinvested back into the transit program.

Vehicles may be transferred to other transit agencies with TxDOT's approval, and TxDOT may direct the transfer of sub recipient vehicles if the vehicles are not being used adequately in support of public transportation purposes. A priority is to keep any transferred vehicle within the funding program for which it was initially procured. To facilitate the transfer process, prevent duplication, and record all information to support disposition and transfer decisions, vehicles must be transferred within PTMS.

All disposition of real property purchased with federal funds involves consultation between TxDOT and the FTA. FTA Circular 5010.1E provides guidance.

If the transit agency determines that real property is no longer needed for the approved project, TxDOT may approve the use of the property for other purposes. If the transit agency is disposing of one property and purchasing another, the department may require the net proceeds from the sale of one property to offset the cost of the other.

TxDOT handles disposition of real property on a case-by-case basis. The general principles guiding the disposition of vehicles also apply to equipment valued at \$5,000 or more. Disposition instructions for equipment are handled on a case-by-case basis.

## Chapter 5 – Proposed Investments and Resources

### *Proposed Rolling Stock Investments*

Using a Likert scale of 1-4, with 1 being the highest priority and 4 being the lowest, assets are grouped according to the priority of replacement.

Rolling Stock Condition	Quantity	Consideration*
Past ULB	141	1
Nearing ULB	153	2
Will Approach ULB	49	3
Within ULB	816	4

### *Proposed Equipment Investments*

Using a Likert scale of 1-4, with 1 being the highest priority and 4 being the lowest, assets are grouped according to the priority of replacement.

Equipment	Quantity	Consideration*
Past ULB	15	1
Nearing ULB	14	2
Will Approach ULB	4	3
Within ULB	48	4

### *Proposed Facility Investments*

Using a Likert scale of 1-5, with 1 being the highest priority and 4 being the lowest, assets are grouped according to the priority of replacement.

Facility Condition	Quantity	Consideration*
Marginal	2	1
Adequate	20	2
Good	18	3
Excellent	13	4

\* These investments are proposed based on analysis of inventory data and are subject to revision due to unforeseen circumstances or funding changes. Proposed rolling stock investments do not consider 14 Arkansas vehicles that are part of the Texarkana Urban Transit District fleet.

## ***Capital Investment Resources***

TxDOT-PTN's Website

<https://www.txdot.gov/inside-txdot/division/public-transportation.html>

Fleet Resources

<https://www.txdot.gov/inside-txdot/division/public-transportation/fleet-resources.html>

Advisory Groups

Public Transportation Advisory Committee (PTAC)

<https://www.txdot.gov/inside-txdot/division/public-transportation/committee.html>

Applications & Grants

eGrants

<https://www.txdot.gov/government/funding/egrants-2016/public-transportation.html>

Federal Transit Administration

<https://www.transit.dot.gov/>

National Rural Assistance Program (RTAP)

<http://www.nationalrtap.org/>

# **Appendix A**

## **Rolling Stock Immediate Replacement Need (Sorted by Asset Type)**

# Appendix A: Rolling Stock Immediate Replacement Need - page 1

Agency	Agency #	Inv License	Mileage	VIN	Model Year	Inv Type	WC	Amb	Project #	Inv Condition	Purchase \$	Age	Altoona +2	Replace Age	PTN Mileage	Replace Mileage
Del Rio	82202	1148017	175,189	1FTSS34F82HA16437	2001	1	1		6 ED 0101(22) 3 C-2		\$44,535	17		6 yes	150,000	yes
Del Rio	82202	1148016	164,527	1FTSS34F62HA16436	2001	1	1		6 ED 0101(22) 3 C-2		\$44,524	17		6 yes	150,000	yes
ETCOG	81001	1144946	315,239	1FTNS24W09DA18966	2009	1			ED 0902 (20) (C-1		\$44,584	9		6 yes	150,000	yes
REAL	81603	1326212	230,261	1FTDS34L79DA93526	2009	1	2		5 RPT0908(16)R C-2		\$45,307	9		6 yes	150,000	yes
REAL	81603	1312744	213,195	1FTDS34L19DA74261	2009	1	1		9 VCR 0901 (16) C-3		\$45,307	9		6 yes	150,000	yes
REAL	81603	1262851	173,792	1FTDS34L19DA38974	2009	1	2		9 51816F7083 C-3		\$45,307	9		6 yes	150,000	yes
REAL	81603	1262869	161,129	1FTDS34LX9DA38973	2009	1	2		9 51816F7083 C-2		\$45,307	9		6 yes	150,000	yes
AACOG	81501	1141849	160,617	1FTNE1ELSCDA06633	2012	1	2		3 JAC1002(15)5 C-1		\$40,881	6		6 yes	150,000	yes
SWART	81502	1126835	322,965	1FD3E5S68DA81032	2008	2			JAC 0702 (15) C-1		\$53,146	10		6 yes	150,000	yes
SCRPT	80101	1075889	304,480	1FDEE35P59DA83487	2009	2	2		10 RPT 1001(01) C-2		\$59,552	9		6 yes	150,000	yes
ETCOG	81001	1064520	283,414	1FD3E35S88DB51355	2009	2	3		10 RPT0903(10)R C-3		\$55,951	9		6 yes	150,000	yes
SWART	81502	1126841	229,141	1FDEE35X9DA86071	2009	2			ED 0802 (15) (C-3		\$55,367	9		6 yes	150,000	yes
Ark-Tex	81901	1064742	197,687	1GBJG31K291159986	2009	2	2	10		C-3	\$59,486	9		6 yes	150,000	yes
Ark-Tex	81901	1295628	189,473	1FDEE35P79DA25123	2009	2	2	10		C-2	\$59,015	9		6 yes	150,000	yes
Ark-Tex	81901	1257570	169,783	1FDEE35P69DA61918	2009	2	2	10		C-2	\$59,015	9		6 yes	150,000	yes
Ark-Tex	81901	1064737	169,586	1GBJG31K791174497	2009	2	2	10		C-4	\$59,486	9		6 yes	150,000	yes
Ark-Tex	81901	1064739	166,047	1GBJG31K891164867	2009	2	2	10		C-3	\$59,486	9		6 yes	150,000	yes
REAL	81603	1293574	151,133	1FD3E35L68DB57096	2009	2	2		9 RPT0806(16)3 C-3		\$48,913	9		6 yes	150,000	yes
ETCOG	81001	1064532	289,830	1FD3E35S98DB56533	2010	2	3		10 RPT0903(10)R C-2		\$61,239	8		6 yes	150,000	yes
ETCOG	81001	1064537	280,316	1FD3E35S28DB56535	2010	2	3		10 RPT0903(10)R C-2		\$61,239	8		6 yes	150,000	yes
Ark-Tex	81901	1034577	219,923	1GB6G2AG3A1103958	2010	2	2	10		C-2	\$59,486	8		6 yes	150,000	yes
WTO	80601	1067212	210,355	1FDEE35S9DA90620	2010	2	1		10 RPT 0903 (06) C-3		\$54,538	8		6 yes	150,000	yes
REAL	81603	1262860	204,951	1FDEE3F58ADA21167	2010	2	7		2 ED 0901 (16) (C-2		\$45,442	8		6 yes	150,000	yes
Del Rio	82202	1038423	202,869	1FD4E4F59DA48856	2010	2			RPT 0905(22) C-3		\$54,288	8		6 yes	150,000	yes
Ark-Tex	81901	1034576	167,723	1GB6G2AG2A1103434	2010	2	2	10		C-4	\$59,486	8		6 yes	150,000	yes
Ark-Tex	81901	1034575	155,780	1GB6G2AG9A1103141	2010	2	2	10		C-1	\$59,486	8		6 yes	150,000	yes
ETCOG	81001	1094208	300,329	1FDEE3FS0BDA63124	2011	2	3		10 RPT0903(10)R C-2		\$64,082	7		6 yes	150,000	yes
ETCOG	81001	1094210	286,678	1FDEE3FS2BDA63125	2011	2	3		10 RPT0903(10)R C-2		\$64,082	7		6 yes	150,000	yes
ETCOG	81001	1094206	275,551	1FDEE3FS4BDA63126	2011	2	3		10 RPT0903(10)R C-2		\$64,082	7		6 yes	150,000	yes
ETCOG	81001	1094207	265,005	1FDEE3FS9BDA63123	2011	2	3		10 RPT0903(10)R C-2		\$64,082	7		6 yes	150,000	yes
ETCOG	81001	1094209	247,363	1FDEE3FS7BDA63122	2011	2	3		10 RPT0903(10)R C-2		\$64,082	7		6 yes	150,000	yes
SWART	81502	1126856	238,993	1FD4E4F518DA80007	2011	2			VCR 1102 (15) C-4		\$63,087	7		6 yes	150,000	yes
Ark-Tex	81901	1295607	161,370	1GB3G2BG6B1173747	2011	2	2	12		C-2	\$59,699	7		6 yes	150,000	yes
STAR	81803	1089256	173,571	1FD4E4F52CDA67428	2012	2	2		12 NCTCOG ARR/ C-3		\$55,593	6		6 yes	150,000	yes
Del Rio	82202	1148056	259,809	1FDXE45S5YHA12302	2000	3	2		13 RPT-9901(22) C-2		\$47,997	18		7 yes	210,000	yes
Del Rio	82202	U31-831	286,551	1FDXE45F11HA86146	2001	3	1		17 vcr C-1		\$54,197	17		7 yes	210,000	yes
AACOG	81501	1291282	220,069	1FDXE45S82HB75789	2002	3	2		15 VCR 0103 C-3		\$48,298	16		7 yes	210,000	yes
Del Rio	82202	1148032	237,257	1FDXE45F63HA06228	2003	3	2		12 LCL (22) C-2		\$55,586	15		7 yes	210,000	yes
Del Rio	82202	1147950	214,722	1FDXE45P55HA93910	2005	3	2		16 VCR 0402(22) C-3		\$58,552	13		7 yes	210,000	yes
Colorado Valle	81339	1033207	213,250	1FDXE45S17DB36654	2007	3	2		14 VCR-0703(13) C-2		\$58,510	11		7 yes	210,000	yes
SCRPT	80101	1274306	342,001	1FD4E45P58DB32493	2008	3	2		20 RPT 1001(01) C-1		\$68,288	10		7 yes	210,000	yes
ETCOG	81001	1264038	319,088	1FD4E45S18DA47543	2008	3	2		14 RPT0702(10)2 C-1		\$62,480	10		7 yes	210,000	yes
SCRPT	80101	1274284	275,890	1FD4E45X8DB23580	2008	3	2		20 RPT 1001(01) C-1		\$68,288	10		7 yes	210,000	yes
Colorado Valle	81335	1033255	240,793	1FD4E45S58DB56829	2008	3	2		14 ED0802 C-2		\$58,510	10		7 yes	210,000	yes
Del Rio	82202	1336850	231,934	1FD4E45S08DA01556	2008	3	2		15 JAC0701(22)4 C-3		\$57,373	10		7 yes	210,000	yes
AACOG	81501	1339393	220,456	1FD4E45S88DB05471	2008	3	2		16 RPT 0705 (15) C-2		\$64,964	10		7 yes	210,000	yes
Colorado Valle	81337	1033257	212,150	1FD4E45S38DB56831	2008	3	2		14 RPT-0803 C-2		\$58,510	10		7 yes	210,000	yes
Colorado Valle	81338	1033258	211,366	1FD4E45S58DB56832	2008	3	2		14 RPT-0803 C-2		\$58,510	10		7 yes	210,000	yes
SCRPT	80101	1095066	301,500	1FD4E45P39DA17577	2009	3	2		19 VCR0901 C-2		\$68,287	9		7 yes	210,000	yes
SCRPT	80101	1075888	258,450	1FD4E45P99DA21388	2009	3	2		19 PRT 1001(01) C-3		\$66,245	9		7 yes	210,000	yes
AACOG	81501	1066442	236,452	1FD4E45S78DB60266	2009	3	2		18 RPT 0803 (15) C-3		\$64,964	9		7 yes	210,000	yes
AACOG	81501	1087889	231,184	1FD4E45S09DA32915	2009	3	4		16 RPT 0905 (15) C-3		\$67,656	9		7 yes	210,000	yes
PCS	80401	1087363	220,491	1FD4E45S79DA88321	2009	3	2		22 RPT 0903(04) C-4		\$66,408	9		7 yes	210,000	yes
PCS	80401	1088785	219,116	1GDJ5V1989F412687	2009	3	2		22 JAC 0901(04)7 C-3		\$109,369	9		7 yes	210,000	yes
AACOG	81501	1092480	217,724	1FD4E4F53ADA01483	2009	3	2		10 RPT 0905 (15) C-1		\$67,656	9		7 yes	210,000	yes
PCS	80401	1074074	217,352	1FDEE35S89DA29749	2009	3	2		22 ED 0801(04)0 C-3		\$65,068	9		7 yes	210,000	yes

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El Paso	82401	1101508	404,468	1FDFE4FS5ADA41648	2010	3	2	16	C-3	\$71,529	8	7 yes	210,000	yes
El Paso	82401	1101512	389,990	1FDFE4FSXADA41639	2010	3	2	16	C-3	\$71,529	8	7 yes	210,000	yes
El Paso	82401	1101513	379,139	1FDFE4FS6ADA41637	2010	3	2	16	C-3	\$71,529	8	7 yes	210,000	yes
El Paso	82401	1101509	369,899	1FDFE4FS7ADA41646	2010	3	2	16	C-3	\$71,529	8	7 yes	210,000	yes
El Paso	82401	1101511	366,568	1FDFE4FS3ADA41644	2010	3	2	16	C-3	\$71,529	8	7 yes	210,000	yes
SWART	81502	1126850	301,261	1FDEE3FS3ADA86752	2010	3			RPT 0906 (15) C-4	\$54,976	8	7 yes	210,000	yes
HOTCOG	80900	1049650	273,018	1GB9G5A64A1111167	2010	3	3	10	RPT 0903 (09) C-2	\$69,929	8	7 yes	210,000	yes
CTRTD	82301	1093125	263,946	1FDFE45S69DA90527	2010	3	3	19	C-2	\$64,898	8	7 yes	210,000	yes
CTRTD	82301	1093140	259,803	1FDFE45S39DA92204	2010	3	3	19	C-2	\$64,898	8	7 yes	210,000	yes
HOTCOG	80900	1049644	257,501	1GB9G5A65A1111498	2010	3	3	10	RPT 0903 (09) C-2	\$69,929	8	7 yes	210,000	yes
CTRTD	82301	1348707	257,386	1FDFE45S79DA90522	2010	3	3	19	C-2	\$64,898	8	7 yes	210,000	yes
CTRTD	82301	1093132	255,175	1GBE4V1G09F412212	2010	3	3	21	C-2	\$78,188	8	7 yes	210,000	yes
SWART	81502	1126851	253,963	1FDEE3FS5ADA86753	2010	3			RPT 0906 (15) C-4	\$54,676	8	7 yes	210,000	yes
SWART	81502	1126852	253,137	1FDEE3FS7ADA86754	2010	3			RPT 0906 (15) C-4	\$54,976	8	7 yes	210,000	yes
HOTCOG	80900	1049649	247,898	1GB9G5A6XA1110010	2010	3	3	10	RPT 0903 (09) C-2	\$69,929	8	7 yes	210,000	yes
CTRTD	82301	1348714	242,649	1FDFE45S99DA92210	2010	3	3	19	C-2	\$64,898	8	7 yes	210,000	yes
CTRTD	82301	1081470	238,128	1FDFE45S59DA90521	2010	3	3	19	C-2	\$64,898	8	7 yes	210,000	yes
HOTCOG	80900	1049653	235,028	1GB9G5A64A1110133	2010	3	3	10	RPT 0903 (09) C-2	\$69,929	8	7 yes	210,000	yes
HOTCOG	80900	1049586	234,073	1GB9G5A66A1109517	2010	3	3	10	RPT 0802 (09) C-2	\$69,929	8	7 yes	210,000	yes
CTRTD	82301	1093155	229,099	1GBE4V1GX9F408765	2010	3	3	21	C-2	\$78,188	8	7 yes	210,000	yes
HOTCOG	80900	1049587	226,796	1GB9G5A68A1109566	2010	3	3	10	RPT 0802 (09) C-2	\$69,929	8	7 yes	210,000	yes
CTRTD	82301	1093156	217,810	1GBE4V1G19F411151	2010	3	3	21	C-2	\$78,188	8	7 yes	210,000	yes
HOTCOG	80900	1049588	216,623	1GB9G5A60A1110307	2010	3	3	10	RPT 0802 (09) C-2	\$69,929	8	7 yes	210,000	yes
CTRTD	82301	1348706	214,673	1FDFE45S39DA90520	2010	3	3	19	C-2	\$64,898	8	7 yes	210,000	yes
SPCCA	80502	1093908	211,043	1FDXE4FS2ADA84652	2010	3	3	19	RPT 0906 (05) C-2	\$64,365	8	7 yes	210,000	yes
SWART	81502	1126853	259,001	1FDFE4FS9BDA29631	2011	3			RPT 0906 (15) C-4	\$65,437	7	7 yes	210,000	yes
CTRTD	82301	1115372	239,729	1FDFE4FS6BDB09601	2011	3	3	19	C-3	\$67,083	7	7 yes	210,000	yes
CTRTD	82301	1124322	225,615	1FDFE4FS18DB09599	2011	3	3	19	C-3	\$67,083	7	7 yes	210,000	yes
CTRTD	82301	1115374	220,969	1FDFE4FS4BDB09600	2011	3	3	19	C-3	\$67,083	7	7 yes	210,000	yes
CTRTD	82301	1115361	216,954	1FDFE4FS9BDA73614	2011	3	3	19	C-3	\$67,383	7	7 yes	210,000	yes
WTO	80601	1067179	188,505	1GNLREED7AS107362	2010	4	0	7	RPT 0903 (06) C-3	\$22,912	8	6 yes	150,000	yes
WTO	80601	1067183	162,546	1GNLREED9AS108657	2010	4	0	7	RPT 0903 (06) C-4	\$22,912	8	6 yes	150,000	yes
WTO	80601	1336904	159,916	1GNLREED2AS107219	2010	4	0	7	RPT 0903 (06) C-4	\$22,912	8	6 yes	150,000	yes
Colorado Valle	81326	867739	169,767	1gndu03e14d177210	2004	7	0	7	NA Local Fund C-3	\$16,062	14	6 yes	150,000	yes
Colorado Valle	81327	867740	158,802	1gndu03ex3d175276	2004	7	0	7	NA Local Fund C-3	\$16,062	14	6 yes	150,000	yes
Ark-Tex	81901	1034400	176,937	1GBDV13W87D191733	2007	7	1	5	C-2	\$31,809	11	6 yes	150,000	yes
PCS	80401	1256131	255,740	1GBDV13W58D182392	2008	7			N/A Locally Fu C-3		10	6 yes	150,000	yes
PCS	80401	1256078	250,500	1GBDV13W28D199084	2008	7			N/A Locally Fu C-3		10	6 yes	150,000	yes
PCS	80401	1256138	238,777	1GBDV13W88D198540	2008	7			N/A Locally Fu C-3		10	6 yes	150,000	yes
PCS	80401	1292138	229,516	1GBDV13W88D198571	2008	7			N/A Locally Fu C-3		10	6 yes	150,000	yes
WTO	80601	1067197	218,368	1GNDV23178D210870	2008	7	2	4	RPT 0903 (06) C-2	\$38,784	10	6 yes	150,000	yes
WTO	80601	1074357	207,667	1GBDV13W98D114581	2008	7	1	6	RPT 0702 (06) C-2	\$38,453	10	6 yes	150,000	yes
Ark-Tex	81901	1295603	205,452	1GBDV13W58D199144	2008	7	2	5	C-3	\$33,210	10	6 yes	150,000	yes
WTO	80601	1067189	196,561	1GNDV23168D211041	2008	7	2	4	RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	yes
WTO	80601	1314586	196,527	1GNDV23198D210918	2008	7	2	4	RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	yes
WTO	80601	1067176	194,401	1GNDV23188D211042	2008	7	2	4	RPT 0903 (06) C-2	\$38,784	10	6 yes	150,000	yes
WTO	80601	1067199	193,952	1GNDV23198D210689	2008	7	2	4	RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	yes
REAL	81603	1262870	191,271	1GBDV13W48D100037	2008	7	1	5	VCR 0601 (16) C-2	\$34,000	10	6 yes	150,000	yes
WTO	80601	1260274	190,054	1GBDV13W18D197441	2008	7	3	4	RPT 0802 (06) C-3	\$33,210	10	6 yes	150,000	yes
WTO	80601	1201673	187,112	1GBDV13W58D199175	2008	7	3	4	RPT 0802 (06) C-3	\$33,210	10	6 yes	150,000	yes
WTO	80601	1273153	184,447	1GBDV13W18D196774	2008	7	3	4	RPT 0802 (06) C-3	\$33,210	10	6 yes	150,000	yes
WTO	80601	1067165	184,206	1GNDV23188D210425	2008	7	2	4	RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	yes
WTO	80601	1067193	180,003	1GNDV23198D211065	2008	7	2	4	RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	yes
WTO	80601	1237758	175,551	1GBDV13W18D204582	2008	7	3	4	RPT 0802 (06) C-3	\$33,210	10	6 yes	150,000	yes
Ark-Tex	81901	1295577	174,075	1GBDV13W68D204643	2008	7	2	5	C-2	\$33,210	10	6 yes	150,000	yes
WTO	80601	1218742	172,476	1GBDV13W68D197161	2008	7	3	4	RPT 0802 (06) C-3	\$33,210	10	6 yes	150,000	yes
WTO	80601	1067195	166,520	1GNDV23168D211010	2008	7	2	4	RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	yes

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WTO	80601	1237759	161,992	1GBDV13W68D198021	2008	7	3	4 RPT 0802 (06) C-3	\$33,210	10	6 yes	150,000	yes
WTO	80601	1067190	158,911	1GNDV23168D210682	2008	7	2	4 RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	yes
WTO	80601	1260294	158,764	1GBDV13W38D206592	2008	7	3	4 RPT 0801 (06) C-3	\$33,210	10	6 yes	150,000	yes
WTO	80601	1187948	157,313	1GBDV13W98D197705	2008	7	3	4 RPT 0802 (06) C-3	\$33,210	10	6 yes	150,000	yes
WTO	80601	1067186	155,678	1GNDV23128D210730	2008	7	2	4 RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	yes
WTO	80601	1314583	153,020	1GNDV23178D211064	2008	7	2	4 RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	yes
WTO	80601	1277464	151,219	1GBDV13W78D115468	2008	7	1	6 RPT 0702 (06) C-3	\$38,453	10	6 yes	150,000	yes
WTO	80601	1289319	150,889	1GNDV23188D211039	2008	7	2	4 RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	yes
SWART	81502	1126845	241,132	2D4RN4DE5AR228737	2010	7	2	4 VCR 0902 (15) C-4	\$44,400	8	6 yes	150,000	yes
SWART	81502	1126847	230,212	2D4RN4DE8AR267936	2010	7	2	4 RPT 0906 (15) C-4	\$44,400	8	6 yes	150,000	yes
SWART	81502	1126844	202,182	2D4RN4DE1AR228735	2010	7	2	4 VCR 0902 (15) C-4	\$45,000	8	6 yes	150,000	yes
SWART	81502	1126848	198,974	2D4RN4DE3AR228736	2010	7		ED0903 (15) 0 C-4	\$44,400	8	6 yes	150,000	yes
Aspermont	80801	1057415	192,801	2D4RN4DEXAR259269	2010	7	1	6 RPT 1002 (08) C-3	\$43,189	8	6 yes	150,000	yes
WTO	80601	1067229	188,186	2D4RN4DE7AR303972	2010	7	3	4 ED 0901 (06) C-3	\$43,484	8	6 yes	150,000	yes
Aspermont	80801	1057411	180,370	2D4RN4DE1AR155382	2010	7	1	3 RPT 0903 (08) C-3	\$42,314	8	6 yes	150,000	yes
HOTCOG	80900	1097380	173,720	2D4RN4DEXAR265735	2010	7	2	3 VCR 0902 (09) C-3	\$42,314	8	6 yes	150,000	yes
WTO	80601	1067228	153,500	2D4RN4DE5AR303971	2010	7	3	4 ED 0901 (06) C-4	\$43,484	8	6 yes	150,000	yes
Kleberg Count	81612	1233022	198,593	1GAHG39K481233060	2008	9		15 RPT0805(16)3 C-4	\$22,237	10	6 yes	150,000	yes
The Transit Sy	80204	1038776	173,244	2G1WB57K691184847	2009	9	0	4 RPT 0909 ARR C-3	\$18,622	9	6 yes	150,000	yes
The Transit Sy	80204	2166663	172,955	1GNDV23108D211388	2008	10		5 RPT 0806 (02) C-3	\$20,138	10	6 yes	150,000	yes
Del Rio	82202	1309108	177,266	1GBDV13W78D209186	2009	10		RPT 0905 (22) C-3		9	6 yes	150,000	yes

**Appendix B**

**Rolling Stock  
Replacement Years 2-4**

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Years 2-3 Year 4

Agency	Agency #	Inv License	Mileage	VIN	Model Year	Inv Type	WC	Amb	Project #	Inv Condition	Purchase \$	Age	Altoona +2	Replace Age	PTN Mileage	Replace Mileage
HOTCOG	80900	1022443	145,368	1FDXE45P97DA32103	2007	1	3	12	RPT 0702(09)C-1	C-1	\$45,324	11	6	yes	150,000	no
HOTCOG	80900	1336962	122,226	1FDXE45PX7DA56202	2007	1	3	12	RPT 0702(09)C-2	C-2	\$45,324	11	6	yes	150,000	no
REAL	81603	1326219	144,041	1FTDS34L59DA93525	2009	1	2	5	RPT0908(16)R C-3	C-3	\$45,307	9	6	yes	150,000	no
WTO	80601	1067160	134,270	1FDEE35S89DA67255	2009	1	2	11	ED 0801(06)C-4	C-4	\$52,841	9	6	yes	150,000	no
REAL	81603	1262852	129,894	1FTDS3EL18DA70537	2011	1	2	7	ED 1001(16)0C-2	C-2	\$44,832	7	6	yes	150,000	no
REAL	81603	1146368	136,968	1FTDS3EL2CDA62304	2012	1	1	7	RPT1106(16)3C-2	C-2	\$43,756	6	6	yes	150,000	no
AACOG	81501	1135783	119,678	1FTNE1EL68DB38735	2012	1	1	6	VCR 1101(15)C-2	C-2	\$41,181	6	6	yes	150,000	no
REAL	81603	1182907	113,204	1FTDS3EL6EDA13285	2014	1	1	7	VCR13039160C-3	C-3	\$40,665	4	6	no	150,000	no
REAL	81603	1207819	111,138	1FDWE35506HB33628	2006	2	1	9	ED 0503(16)C-1	C-1	\$56,997	12	6	yes	150,000	no
AACOG	81501	1030094	133,605	1FDWE35P47DA20608	2007	2	2	10	ED 0601(15)C-2	C-2	\$56,030	11	6	yes	150,000	no
Kleberg Count	81620	1233106	136,365	1FD3E35S68DB57137	2008	2	2	12	VCR 0902(16)C-1	C-1	\$50,510	10	6	yes	150,000	no
RPMC	82501	1228054	114,323	1FD3E35S58DB43181	2008	2	2	15	RPT0702(25)2C-4	C-4	\$55,176	10	6	yes	150,000	no
Ark-Tex	81901	1064772	143,616	1FDEE35P49DA61917	2009	2	2	10		C-1	\$59,015	9	6	yes	150,000	no
Ark-Tex	81901	1064741	143,232	1GBJG31K391159981	2009	2	2	10		C-3	\$59,486	9	6	yes	150,000	no
Ark-Tex	81901	1064740	141,379	1GBJG31K991176137	2009	2	2	10		C-3	\$59,486	9	6	yes	150,000	no
WTO	80601	1045443	111,163	1FDEE35L89DA03418	2009	2	1	11	VCR 0902(06)C-2	C-2	\$53,556	9	6	yes	150,000	no
The Transit Sy	80204	1038782	144,913	1FD4E4FS4ADA05686	2010	2	1	12	RPT0909 ARR/C-4	C-4	\$59,512	8	6	yes	150,000	no
REAL	81603	1312732	129,679	1FDEE3FS6ADA21166	2010	2	2	8	ED 0901(16)C-3	C-3	\$45,442	8	6	yes	150,000	no
WTO	80601	1067215	128,553	1FDEE35S19DA90618	2010	2	1	10	RPT 0903(06)C-4	C-4	\$54,538	8	6	yes	150,000	no
WTO	80601	1067211	113,338	1FDEE35SX9DA90617	2010	2	1	10	RPT 0903(06)C-3	C-3	\$54,538	8	6	yes	150,000	no
REAL	81603	1100737	113,205	1FDEE3FS7ADA82218	2010	2	2	8	RPT0910(16)R C-3	C-3	\$45,995	8	6	yes	150,000	no
SWART	81502	1126854	140,589	1FDEE3FS9BDA24533	2011	2	2	ED 1007(15)C-4			\$56,685	7	6	yes	150,000	no
The Transit Sy	80204	1083701	118,977	1FD4E4FS88DA39275	2011	2	2	14	VCR 1101(02)C-4	C-4	\$63,245	7	6	yes	150,000	no
STAR	81803	1089255	134,969	1FD4E4FS4CDA67429	2012	2	2	12	NCTCOG ARR/C-3	C-3	\$55,593	6	6	yes	150,000	no
WTO	80601	1119274	174,571	1FDEE3FSXDB00103	2013	2	2	11	VCR 1301(06)C-4	C-4	\$57,580	5	6	no	150,000	yes
SWART	81502	1126922	158,542	1FDEE3FL5DDB06030	2013	2	2	VCR 1302(15)C-4			\$51,674	5	6	no	150,000	yes
SWART	81502	1193419	143,493	1FD4E4FS2DDB30772	2013	2	2	VCR 1302(15)C-4			\$56,000	5	6	no	150,000	no
SWART	81502	1193422	142,700	1FD4E4FS9DDB30770	2013	2	2	VCR 1302(15)C-4			\$56,000	5	6	no	150,000	no
SWART	81502	1126921	142,075	1FD4E4FS1DDB19309	2013	2	2	ED 1206(15)0C-4			\$51,674	5	6	no	150,000	no
WTO	80601	1119273	138,756	1FDEE3FS8DDB00102	2013	2	2	11	VCR 1301(06)C-3	C-3	\$57,580	5	6	no	150,000	no
SWART	81502	1165551	137,051	1FDEE3FL9DDB06029	2013	2	2	VCR 1302(15)C-4			\$51,674	5	6	no	150,000	no
SWART	81502	1126924	131,876	1FDEE3FL9DDB06032	2013	2	2	VCR 1302(15)C-4			\$51,674	5	6	no	150,000	no
SWART	81502	1165550	127,965	1FDEE3FL4DDB06035	2013	2	2	VCR 1302(15)C-4			\$51,674	5	6	no	150,000	no
SWART	81502	1126923	114,028	1FDEE3FL7DDB06031	2013	2	2	VCR 1302(15)C-4			\$51,674	5	6	no	150,000	no
ETCOG	81001	1128474	154,687	1GB3G3BG7E1171922	2014	2	2	13	VCR 1301(10)C-5	C-5	\$60,056	4	6	no	150,000	yes
ETCOG	81001	1111771	151,993	1GB3G3BGXE1169906	2014	2	2	13	VCR1301(10)C-5	C-5	\$60,056	4	6	no	150,000	yes
SWART	81502	1165566	144,226	1FDEE3FSXEDA26750	2014	2	2	VCR 1302(15)C-5			\$52,438	4	6	no	150,000	no
ETCOG	81001	1128473	141,792	1GB3G3BGXE1169890	2014	2	2	13	VCR1301(10)C-4	C-4	\$60,056	4	6	no	150,000	no
ETCOG	81001	1128472	130,974	1GB3G3BG1E1170247	2014	2	2	13	VCR1301(10)C-5	C-5	\$60,056	4	6	no	150,000	no
REAL	81603	1312746	125,516	1FDEE3FLDDB09735	2014	2	2	7	VCR 1301(16)C-3	C-3	\$46,871	4	6	no	150,000	no
AACOG	81501	1184475	114,682	1FDEE3FS0EDA37952	2014	2	3	8	VCR 1301(15)C-5	C-5	\$59,308	4	6	no	150,000	no
REAL	81603	1262866	112,454	1FDEE3FL6DDB09728	2014	2	2	7	VCR 1301(16)C-3	C-3	\$46,871	4	6	no	150,000	no
AACOG	81501	1291283	193,097	1FDXE45S62HB75788	2002	3	2	15	VCR 0103C-2	C-2	\$48,298	16	7	yes	210,000	no
Cleburne	80201	854951	171,039	1FDXE45S93HA74519	2003	3	2	17	RPT0305(02)2C-1	C-1	\$64,538	15	7	yes	210,000	no
AACOG	81501	1291284	150,471	1FDXE45S73HB77292	2003	3	2	16	VCR 0201(15)C-3	C-3	\$57,368	15	7	yes	210,000	no
Del Rio	82202	201-813	172,237	1FDXE45P75HA93908	2005	3	2	16	RTP 0501(22)C-3	C-3	\$58,552	13	7	yes	210,000	no
Webb County	82201	893-820	170,675	1FDXE45S45HA66086	2005	3	3	17	VCR 0403(22)C-1	C-1	\$62,146	13	7	yes	210,000	no
Ark-Tex	81901	1295584	208,516	1FDWE35P07DA38023	2007	3	2	15		C-2	\$60,915	11	7	yes	210,000	no
Del Rio	82202	1147903	204,448	1FD4E45S58DA01553	2008	3	2	15	RPT 0703(22)C-3	C-3	\$57,373	10	7	yes	210,000	no
AACOG	81501	1056910	201,837	1FD4E45S88DB10041	2008	3	2	16	RPT 0705(15)C-3	C-3	\$64,964	10	7	yes	210,000	no
Del Rio	82202	1309133	201,381	1FD4E45S48DA01558	2008	3	2	15	VCR0602(22)C-3	C-3	\$57,373	10	7	yes	210,000	no
Colorado Valle	81336	1033256	190,604	1FD4E45S18DB56830	2008	3	2	13	RPT-0803C-2	C-2	\$58,510	10	7	yes	210,000	no
AACOG	81501	1291292	185,427	1FD4E45S08DB46869	2008	3	2	16	RPT 0705(15)C-3	C-3	\$64,964	10	7	yes	210,000	no
PCS	80401	1077275	209,142	1FDEE35S29DA32596	2009	3	2	22	ED 0801(04)0C-4	C-4	\$65,068	9	7	yes	210,000	no
PCS	80401	1256143	208,894	1FD4E45S79DA49999	2009	3	2	22	VCR 0902(04)0C-4	C-4	\$66,794	9	7	yes	210,000	no
STAR	81803	1178873	203,879	1FD4E45S59DA54683	2009	3	4	16	VCR 0902C-2	C-2	\$58,300	9	7	yes	210,000	no

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AACOG	81501	1333843	202,981	1FD4E45S69DA17562	2009	3	4	16 LOCAL FUNDS C-2	\$66,330	9	7 yes	210,000	no
STAR	81803	1334244	202,561	1FD4E45S09DA12163	2009	3	2	14 ED 0803 C-2	\$56,392	9	7 yes	210,000	no
Webb County	82201	1082572	201,413	1GBE5V1969F401939	2009	3	2	24 RPT 0906(22) C-1	\$89,424	9	7 yes	210,000	no
PCS	80401	1074073	199,486	1FD4E45S69DA29748	2009	3	2	22 ED 0801(04)0: C-3	\$65,068	9	7 yes	210,000	no
AACOG	81501	1087885	199,320	1FD4E45S39DA32908	2009	3	4	16 RPT 0905 (15) C-2	\$67,656	9	7 yes	210,000	no
AACOG	81501	1066445	193,217	1FD4E45S98DB60267	2009	3	2	18 RPT 0803 (15) C-3	\$64,964	9	7 yes	210,000	no
AACOG	81501	1333840	192,688	1FD4E45S99DA22920	2009	3	4	16 LOCAL FUNDS C-4	\$66,330	9	7 yes	210,000	no
PCS	80401	1074055	185,421	1GBJ5V1939F407213	2009	3	2	22 ED 0901(04)0: C-4	\$103,869	9	7 yes	210,000	no
Webb County	82201	1082575	180,407	1GBE5V1989F402039	2009	3	2	30 RPT 0906 (22) C-2	\$91,242	9	7 yes	210,000	no
AACOG	81501	1066444	178,283	1FD4E45S08DB60268	2009	3	2	18 RPT 0803 (15) C-3	\$64,964	9	7 yes	210,000	no
Webb County	82201	1082574	175,932	1GBE5V1999F401966	2009	3	2	24 RPT 0906 (22) C-1	\$89,424	9	7 yes	210,000	no
Community Se	81802	U28594	173,086	1FD4E45P19DA15701	2009	3	2	16 ED 0802 C-3	\$58,366	9	7 yes	210,000	no
AACOG	81501	1087886	171,850	1FD4E45S29DA30048	2009	3	4	16 RPT 0905 (15) C-3	\$67,656	9	7 yes	210,000	no
PCS	80401	1077278	170,858	1FD4E45SX9DA50001	2009	3	2	22 RPT 0802(04): C-4	\$66,794	9	7 yes	210,000	no
AACOG	81501	1066443	170,256	1FD4E45S28DB60269	2009	3	2	18 RPT 0803 (15) C-3	\$64,964	9	7 yes	210,000	no
SPPCA	80502	1093906	205,214	1FDXE4F58ADA50117	2010	3	3	19 RPT 0906 (05) C-2	\$64,365	8	7 yes	210,000	no
CTRTD	82301	1093154	204,866	1GBE4V1G19F408735	2010	3	3	21 C-2	\$78,188	8	7 yes	210,000	no
Aspermont	80801	1057408	200,356	1FD4E45S79DA90610	2010	3	3	10 RPT 0903 (08) C-3	\$57,680	8	7 yes	210,000	no
Community Se	81802	U09090	200,018	1FD4E45F7ADA49018	2010	3	2	16 ED 1001 (18) C-3	\$61,322	8	7 yes	210,000	no
HOTCOG	80900	1049615	199,913	1GB9G5A65A1109900	2010	3	3	10 RPT 0903 (09) C-3	\$69,929	8	7 yes	210,000	no
SWART	81502	1126849	197,695	1FD4E45F6ADA11179	2010	3		ED0903 (15) 0 C-3	\$60,983	8	7 yes	210,000	no
Aspermont	80801	1057405	190,453	1FD4E45S79DA90607	2010	3	2	12 VCR 0901 (08) C-4	\$57,596	8	7 yes	210,000	no
Colorado Valle	81324	1033296	184,541	1FD4E45F0ADA41651	2010	3	2	20 RPT 0905 (13) C-3	\$60,239	8	7 yes	210,000	no
Aspermont	80801	1057410	182,436	1FD4E45S09DA90612	2010	3	3	10 RPT 0903 (08) C-4	\$57,680	8	7 yes	210,000	no
Aspermont	80801	1057409	174,692	1FD4E45S99DA90611	2010	3	3	10 RPT 0903 (08) C-3	\$57,680	8	7 yes	210,000	no
Colorado Valle	81333	1097997	172,392	1FD4E45F2ADA41649	2010	3	2	18 51913F7263 IC-2	\$60,239	8	7 yes	210,000	no
AACOG	81501	1092481	170,900	1FD4E45F5ADA01484	2010	3	4	16 RPT 0905 (15) C-2	\$67,656	8	7 yes	210,000	no
CTRTD	82301	1115360	207,928	1FD4E45F08DA73369	2011	3	3	19 C-3	\$67,383	7	7 yes	210,000	no
Community Se	81802	U13935	184,969	1FD4E45F08DB36549	2011	3	1	16 VCR 1102 (18) C-2	\$61,322	7	7 yes	210,000	no
CTRTD	82301	1124300	179,723	1FD4E45FXBDB09598	2011	3	3	19 C-3	\$67,083	7	7 yes	210,000	no
SPPCA	80502	1118206	223,435	1FD4E45F0CDA13321	2012	3	4	20 VCR 1101 (05) C-3	\$67,338	6	7 no	210,000	yes
SPPCA	80502	1118208	221,231	1FD4E45F4CDA13323	2012	3	4	20 VCR 1101 (05) C-3	\$67,338	6	7 no	210,000	yes
CTRTD	82301	1124309	212,456	1FD4E45F6CDA29006	2012	3	3	19 C-4	\$67,083	6	7 no	210,000	yes
SPPCA	80502	1118207	209,365	1FD4E45F2CDA13322	2012	3	4	20 VCR 1101 (05) C-3	\$67,083	6	7 no	210,000	yes
ETCOG	81001	1094215	187,306	1FD4E45FXCDA29316	2012	3	2	17 VCR1101(10)7 C-4	\$110,399	6	7 no	210,000	no
ETCOG	81001	1094217	183,410	1FD4E45F8CDA29315	2012	3	2	17 VCR1101(10)7 C-4	\$110,399	6	7 no	210,000	no
South Padre	82103	1155879	240,683	1FD4E45F9DDB27237	2013	3	2	19 RPT 1206 & RIC-2	\$69,153	5	7 no	210,000	yes
South Padre	82103	1155880	228,320	1FD4E45F7DDB27236	2013	3	2	19 VCR1303 C-2	\$69,153	5	7 no	210,000	yes
SPPCA	80502	1159369	182,548	1FD4E45F5DDB22195	2013	3	4	20 VCR 1301 (05) C-4	\$67,225	5	7 no	210,000	no
STAR	81803	1089263	174,565	1FD4E45F3CDB30262	2013	3	2	14 ED 1302 (18) C-3	\$58,052	5	7 no	210,000	no
STAR	81803	1178862	199,889	1FD4E45F0EDB17424	2014	3	2	20 NCTCOG - 530 C-3	\$64,286	4	7 no	210,000	no
STAR	81803	1192415	186,185	1FD4E45F6EDB13720	2014	3	2	20 NCTCOG - 530 C-3	\$64,286	4	7 no	210,000	no
Colorado Valle	81320	1098022	172,392	1FD4E45F5FDA06949	2014	3	2	20 JAC1303 C-3	\$76,540	4	7 no	210,000	no
WTO	80601	1067182	143,169	1GNLREED1AS108202	2010	4	0	7 RPT 0903 (06) C-4	\$22,912	8	6 yes	150,000	no
WTO	80601	1268840	135,360	1GNLREEDXAS106092	2010	4	0	7 RPT 0903 (06) C-4	\$22,912	8	6 yes	150,000	no
WTO	80601	1119215	145,166	1FMCU4K3XCKA15223	2012	4	0	5 VCR 1101 (06) C-4	\$29,309	6	6 yes	150,000	no
Del Rio	82202	1336894	144,392	1B4GP44G8WB704899	1998	7	1	4 RPT-980122 C-2	\$38,485	20	6 yes	150,000	no
Colorado Valle	81332	867746	129,484	1gndu03d94d176807	2004	7	0	7 NA Local Fund C-3	\$16,062	14	6 yes	150,000	no
Colorado Valle	81330	867743	129,141	1gndu03e64d174318	2004	7	0	7 NA Local Fund C-3	\$16,062	14	6 yes	150,000	no
Colorado Valle	81328	867741	121,859	1gndu03e34d176379	2004	7	0	7 NA Local Fund C-3	\$16,062	14	6 yes	150,000	no
Colorado Valle	81331	867745	114,504	1gndu03e94d176757	2004	7	0	7 NA Local Fund C-3	\$16,062	14	6 yes	150,000	no
WTO	80601	1067174	149,617	1GNDV23198D211163	2008	7	2	4 RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	no
WTO	80601	1067171	147,636	1GNDV23168D211184	2008	7	2	4 RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	no
PCS	80401	1256140	141,577	1GBDV13W48D155491	2008	7		N/A Locally Fu C-4		10	6 yes	150,000	no
REAL	81603	1326215	138,293	1GBDV13W98D100065	2008	7	1	5 VCR 0601 (16) C-2	\$32,878	10	6 yes	150,000	no
WTO	80601	1067194	136,651	1GNDV23128D210436	2008	7	2	4 RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	no
WTO	80601	1067185	136,462	1GNDV23178D210920	2008	7	2	4 RPT 0903 (06) C-3	\$38,784	10	6 yes	150,000	no

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WTO	80601	1201679	134,258	1GBDV13WX8D197261	2008	7	3	4 RPT 0801 (06) C-3	\$33,210	10	6	yes	150,000	no
WTO	80601	1067188	132,354	1GNDV23168D211279	2008	7	2	4 RPT 0903 (06) C-3	\$38,784	10	6	yes	150,000	no
REAL	81603	1262844	131,140	2D4RN4DE2AR270427	2010	7	4	2 RPT 1004 (21) C-2	\$42,119	8	6	yes	150,000	no
Aspermont	80801	1057419	144,724	2D4RN4DG9BR645054	2011	7	1	6 ED 1001 (08) C-4	\$43,189	7	6	yes	150,000	no
WTO	80601	1119222	141,470	2D4RN4DGXBR772749	2011	7	1	4 ED 1001 (06) C-4	\$41,136	7	6	yes	150,000	no
SPAN	81804	BM30920	139,147	2D4RN4DG0BR778933	2011	7	1	6 C-2	\$40,977	7	6	yes	150,000	no
SPAN	81804	BM30921	117,942	2D4RN4DGXBR778924	2011	7	1	6 C-2	\$40,977	7	6	yes	150,000	no
STAR	81803	1089236	92,235	2D4RN4DG6BR778919	2011	7	1	4 NCTCOG ARR C-3	\$41,952	7	6	yes	150,000	no
SCRPT	80101	1154590	135,850	523MF1A62CM101301	2012	7	1	4 VCR1402(19)C-3	\$50,994	6	6	yes	150,000	no
SCRPT	80101	1154588	128,500	523MF1A65CM101292	2012	7	1	4 VCR1402(19)C-3	\$50,944	6	6	yes	150,000	no
Aspermont	80801	1073713	114,976	523MF1A62CM101234	2012	7	1	4 RPT 1202 (08) C-4	\$50,475	6	6	yes	150,000	no
Aspermont	80801	1073709	113,737	523MF1A63CM101372	2012	7	1	4 ED 1201 (08) C-4	\$50,475	6	6	yes	150,000	no
SPAN	81804	CFB9063	125,830	2C4RDGGBG2DR724458	2013	7	2	2 ED 1202 (18) C-4	\$39,232	5	6	no	150,000	no
Aspermont	80801	1073712	121,629	523MF1A67CM101231	2013	7	1	4 RPT 1202 (08) C-4	\$50,475	5	6	no	150,000	no
SPAN	81804	CFB9062	119,456	2C4RDGGBG0DR724457	2013	7	2	2 ED 1202 (18) C-4	\$39,232	5	6	no	150,000	no
SPAN	81804	CFB9065	118,013	2C4RDGGBG0DR724460	2013	7	2	2 ED 1202 (18) C-4	\$39,232	5	6	no	150,000	no
SPAN	81804	CFB9064	117,934	2C4RDGGBG4DR724459	2013	7	2	2 ED 1202 (18) C-4	\$39,232	5	6	no	150,000	no
REAL	81603	1207803	124,432	2C7WDGGBG4ER432253	2014	7	1	VCR1404(16)C-3	\$39,380	4	6	no	150,000	no
Del Rio	82202	1309107	147,509	1GBDV13W08D209174	2009	9		0905 (22) R1 C-4		9	6	yes	150,000	no
ETCOG	81001	1064515	142,596	1FBSS31L69DA66270	2009	9	0	15 RPT0802(10)3 C-3	\$22,344	9	6	yes	150,000	no
The Transit Sy	80204	1038779	136,473	1GA2GZDGXA1113023	2010	9		6 RPT 0909 ARR C-4	\$26,320	8	6	yes	150,000	no
REAL	81603	1342818	141,676	2C4RDGGBGCR256798	2012	10		VCR 1101& RfC-3	\$22,094	6	6	yes	150,000	no
PCS	80401	128239	136,485	1GNKREED6CJ145766	2012	10	0	7 VCR 1101(04) C-5	\$26,390	6	6	yes	150,000	no
REAL	81603	1182906	107,920	1FTDS3EL7EDA35618	2014	1	1	7 VCR 1303(16) C-3	\$40,665	4	6	no	150,000	no
RPMC	82501	1102298	100,331	1FDWE35LX5HA78239	2005	2		Local funds C-3		13	6	yes	150,000	no
RPMC	82501	1171801	101,989	1FDEE35S89DA76148	2009	2	2	14 RPT 0802 (25) C-3	\$58,854	9	6	yes	150,000	no
WTO	80601	1314572	100,291	1FDEE35L09DA06510	2009	2	1	11 VCR 0902 (06) C-4	\$53,556	9	6	yes	150,000	no
WTO	80601	1067236	105,449	1FDEE3FS2ADA90002	2010	2	2	11 RPT 1002 (06) C-4	\$56,444	8	6	yes	150,000	no
WTO	80601	1067217	102,480	1FDEE35S89DA90616	2010	2	1	10 RPT 0903 (06) C-4	\$54,538	8	6	yes	150,000	no
Ark-Tex	81901	1128372	106,470	1GB3G2BG7B1174759	2012	2	2	8 C-4	\$55,250	6	6	yes	150,000	no
WTO	80601	1119248	106,412	1FDEE3FS8CDA86992	2012	2	2	12 ED 1101 (06) C-4	\$56,866	6	6	yes	150,000	no
Webb County	82201	1159252	109,706	1FDEE3FL2DDA20707	2013	2	2	12 VCR 1302(22) C-3	\$70,000	5	6	no	150,000	no
SWART	81502	1165552	108,186	1FDEE3FL2DDA06034	2013	2		VCR 1302(15) C-4	\$51,674	5	6	no	150,000	no
Webb County	82201	1159251	107,953	1FDEE3FL6DDA20709	2013	2	2	12 VCR 1302(22) C-3	\$70,000	5	6	no	150,000	no
Webb County	82201	1159253	106,244	1FDEE3FL7DDA20704	2013	2	2	12 VCR 1302(22) C-3	\$70,000	5	6	no	150,000	no
Ark-Tex	81901	1173725	106,067	1GB3G2BG9E1119573	2014	2	2	8 C-4	\$62,597	4	6	no	150,000	no
Ark-Tex	81901	1173772	103,100	1GB3G2BG6E1121121	2014	2	2	8 C-4	\$62,597	4	6	no	150,000	no
Ark-Tex	81901	1173771	102,875	1GB3G2BG8E1121220	2014	2	2	8 C-4	\$62,597	4	6	no	150,000	no
STAR	81803	1178867	161,120	1FDXE45S35HA66094	2005	3	2	20 URB 0504 C-2	\$62,266	13	7	yes	210,000	no
Cleburne	80201	1075981	169,560	1FDFE45S49DA76139	2009	3	3	14 RPT 0907 ARR C-1	\$62,858	9	7	yes	210,000	no
Webb County	82201	1082573	169,235	1GBE5V1969F402590	2009	3	2	30 RPT 0906 (22) C-1	\$91,242	9	7	yes	210,000	no
PCS	80401	1077277	168,216	1FDEE35S49DA32597	2009	3	2	RPT 0803(04) C-4	\$65,068	9	7	yes	210,000	no
PCS	80401	1074061	165,173	1FDEE35S39DA20702	2009	3	2	22 ED 0801(04)0 C-4	\$65,068	9	7	yes	210,000	no
REAL	81603	1326232	164,869	1FDFE45S29DA50123	2009	3	2	12 VCR0903(16)C-3	\$65,746	9	7	yes	210,000	no
AACOG	81501	1186788	163,574	1FDFE45S59DA32909	2009	3	4	16 RPT 0905 (15) C-2	\$67,656	9	7	yes	210,000	no
RPMC	82501	1066028	163,563	1FDFE45P89DA41969	2009	3	2	18 ED 0801 (03)0 C-3	\$70,157	9	7	yes	210,000	no
PCS	80401	1087378	163,213	1FDEE35S69DA32598	2009	3	2	22 RPT 0803(04) C-4	\$65,068	9	7	yes	210,000	no
PCS	80401	1077276	162,147	1FDFE45S89DA50000	2009	3	2	22 RPT 0802(04) C-5	\$66,794	9	7	yes	210,000	no
SPPCA	80502	1054208	162,110	1FDXE45S29DA84485	2009	3	3	19 RPT 0906 (05) C-3	\$64,365	9	7	yes	210,000	no
AACOG	81501	1087890	161,799	1FDFE45S59DA30044	2009	3	4	16 RPT 0905 (15) C-3	\$67,656	9	7	yes	210,000	no
STAR	81803	1357826	162,837	1FDXE4FS48DA02616	2010	3	2	16 RPT 0909 (18) C-2	\$71,998	8	7	yes	210,000	no
Colorado Valle	81322	1033295	161,685	1FDFE4FS8ADA41638	2010	3	2	20 RPT 0905 (13) C-3	\$60,239	8	7	yes	210,000	no
SPAN	81804	U99690	162,877	1FDXE4FS38DA71569	2011	3	15	3 VCR 1101 (18) C-3	\$65,933	7	7	yes	210,000	no
SPAN	81804	U13113	168,400	1GB6G5BL8C1130623	2012	3	3	17 VCR-1103 (18) C-3	\$69,953	6	7	no	210,000	no
ETCOG	81001	1094216	166,503	1FDFE4FS9CDA32546	2012	3	2	17 VCR1101(10)7 C-4	\$110,399	6	7	no	210,000	no
Webb County	82201	1126155	164,996	1FDFE4FS0CDA26862	2012	3	1	20 VCR 1101(22) C-3	\$71,377	6	7	no	210,000	no
SPPCA	80502	1159242	165,304	1FDFE4FS8DDB22191	2013	3	4	20 VCR 1301 (05) C-4	\$67,225	5	7	no	210,000	no

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CTRTRD	82301	1143605	163,948	1FDFE4FS0DDA92975	2013	3	3	11	C-4	\$61,853	5	7 no	210,000 no
Community Se	81802	U09826	162,482	1GB6G5BL2C1195063	2013	3	3	10 ED 1101	C-4	\$75,999	5	7 no	210,000 no
SPCCA	80502	1044796	106,988	2D4RN4DEXAR167630	2010	7	1	7 VCR 0903	C-4	\$38,321	8	6 yes	150,000 no
Aspermont	80801	1073710	108,881	523MF1A66CM101320	2012	7	1	4 RPT 1202 (08)	C-4	\$50,475	6	6 yes	150,000 no
Aspermont	80801	1073711	104,320	523MF1A60CM101202	2012	7	1	4 RPT 1202 (08)	C-4	\$50,475	6	6 yes	150,000 no
SCRPT	80101	1154589	102,850	523MF1A66CM101298	2012	7	1	4 VCR1402(19)C	C-3	\$50,994	6	6 yes	150,000 no
Aspermont	80801	1073714	102,661	523MF1A65CM101289	2012	7	1	4 RPT 1202 (08)	C-4	\$50,475	6	6 yes	150,000 no
WTO	80601	1119271	107,452	2C4RDG8G3DR763978	2013	7	2	5 VCR 1301 (06)	C-4	\$42,584	5	6 no	150,000 no
WTO	80601	1119272	107,194	2C4RDG8G1DR763977	2013	7	2	5 VCR 1301 (06)	C-4	\$42,584	5	6 no	150,000 no
The Transit Sy	80204	1038778	104,326	1GA2GZDG0A1112706	2010	9	0	6 RPT 0909 ARR	C-4	\$26,320	8	6 yes	150,000 no

## **Appendix C**

### **5310 Rolling Stock Immediate Replacement Need**

## Appendix C: Rolling Stock Replacement Immediate Need

Agency #	Agency	Inv License	Mileage	VIN	Model Year	Inv Type	Inv WC	Inv Amb	Project #	Inv Condition	Purchase \$	Age	Altoona +2	PTN ULB	Over Age	Replace Mileage
61818	Dallas County DHHS	1114354	207049	1FTNS2EW6BDB23855	2011	1			ED 1107 (12) 06	C-2	\$37,922	7	6	150,000	yes	yes
62109	Mongomery County	U17907	199473	1FTNE1EW6CA11799	2012	1			ED 1107 (12) 06	C-2	\$34,576	6	6	150,000	yes	yes
61221	Mounting Horizons	U05121	167289	1FDDE3FS4ADA55509	2010	2	2	10	ED0907(12)	C-3	\$54,991	8	6	150,000	yes	yes
62109	Mongomery County	NEW1	174400	1FDDE4FS2ADA881115	2010	2			NF 1101 (12) 22	C-3	\$64,369	8	6	150,000	yes	yes
61018	NDMJ, LLC	BPW4416	433513	1GAHG35V731177437	2003	5	0	12		C-1		15	6	150,000	yes	yes
62412	BBCAA	CM9M932	185511	1GNDN19X64B116882	2004	10	0	7		C-1		14	6	150,000	yes	yes
61222	Mounting Horizons	5KWYK	190247	1GNDM19Y85B117730	2005	10	0	7		C-1		13	6	150,000	yes	yes

# **Appendix D**

## **5310 Rolling Stock Replacement Years 2-4**

# Appendix D: 5310 Rolling Stock Replacement Years 2-4

Years 2-3 Year 4

Agency #	Agency	Inv License	Mileage	VIN	Model Year	Inv Type	Inv WC	Inv Amb	Project #	Inv Condition	Purchase \$	Age	Altoona +2	PTN ULB	Over Age	Replace Mileage
62106	Starr County	806859	133372	1FTSS34F71HA22485	2001	1	1	8	ED 0001(21)37	C-1	\$48,489	17	6	150,000	yes	no
62105	Zapata County	1273611	139752	1GAHG39K691156631	2009	1	2	12	ED0808 (21) 03	C-2	\$35,000	9	6	150,000	yes	no
62105	Starr County	1072494	138973	1FDFE4FS4ADA54452	2010	2			NF 1101 (12) 22	C-3	\$64,369	8	6	150,000	yes	no
62105	Starr County	1072495	155224	1FDFE4FS8ADA01334	2010	3	2	20	ED-0903	C-3	\$57,830	8	7	210,000	yes	no
62105	Starr County	1072928	136589	2D4RN4DE4AR498445	2010	7	1	4	ED 1007 (18)	C-4	\$40,349	8	6	150,000	yes	no
62010	LAJ Transport	BL14917	137087	523MF1B69CM101519	2013	7	2	4	NF1304(10)35/23	C-3	\$58,644	5	6	150,000	no	no
62105	Starr County	1072871	146749	523MF1B61CM101367	2013	7	2	4	NF1302(10)34	C-1	\$58,644	5	6	150,000	no	no
62010	LAJ Transport	BU59738	179408	523MF1B67CM101406	2013	7	2	4	NF1304(10)35/23	C-3	\$58,644	5	6	150,000	no	yes
62105	Zapata County	1273635	182161	523MF1B63CM101337	2013	7	2	4	JAC1301(10)91	C-3	\$58,644	5	6	150,000	no	yes
62010	LAJ Transport	AS21861	190095	523MF1B66CM101378	2013	7	2	4	NF1302(10)34	C-3	\$58,644	5	6	150,000	no	yes
62109	Mongomery County	U03395	190247	523MF1B6XCM101402	2013	7	2	4	NF1304(10)35/23	C-3	\$58,644	5	6	150,000	no	yes
62010	LAJ Transport	AS21860	194108	523MF1B68CM101382	2013	7	2	4	NF1302(10)34	C-3	\$58,644	5	6	150,000	no	yes
62109	Mongomery County	CS4F279	202435	523MF1BXCMA101304	2013	7	2	4	JAC1302(10)92	C-3	\$58,644	5	6	150,000	no	yes
62102	Jim Hogg County	1097567	209537	523MF1B69CM101276	2013	7	2	4	JAC1302(10)92	C-3	\$58,644	5	6	150,000	no	yes
61818	Dallas County DHHS	1153095	210317	523MF1B60CM101327	2013	7	2	4	JAC1301(10)91	C-3	\$58,644	5	6	150,000	no	yes
61823	Metrocrest	U10868	216361	523MF1BXCMA101285	2013	7	2	4	JAC1302(10)92	C-3	\$58,644	5	6	150,000	no	yes
62109	Mongomery County	DDY5200	220207	523MF1B6XCM101299	2013	7	2	4	JAC1302(10)92	C-3	\$58,644	5	6	150,000	no	yes
62105	Starr County	1073442	223177	523MF1B62CM101345	2013	7	2	4	JAC1301(10)91	C-3	\$58,644	5	6	150,000	no	yes
62105	Starr County	1359074	229479	523MF1B61CM101398	2013	7	2	4	NF1302(10)34	C-3	\$58,644	5	6	150,000	no	yes
62105	Zapata County	1018266	102440	1GAHG39K691160274	2009	1	2	12	ED 0802	C-2	\$29,169	9	6	150,000	yes	no
62102	Jim Hogg County	1008923	110650	1FDEE3FS1BDA63116	2011	2	9	11	ED1004 (12)	C-3	\$55,940	7	6	150,000	yes	no
62105	Zapata County	1043140	110024	1FDEE3FS4CDA47462	2012	2	2	10	ED 1103 (18)	C-4	\$59,330	6	6	150,000	yes	no
62105	Zapata County	1043141	100129	1FDEE3FL7BDB36580	2011	3	2	8	ED 1004 (180)	C-3	\$50,532	7	7	210,000	yes	no
62105	Zapata County	1043142	103526	1FTNS2ELXCDA70858	2012	9	2	8		C-4		6	6	150,000	yes	no

**Appendix E**

**Equipment**

**Immediate Replacement Need**

## Appendix E: Equipment Immediate Replacement Need

Agency	Agency #	Inv License	Mileage	VIN	Model Year	Inv Type	Inv WC	Inv Amb	Project #	Inv Cond	Purchase \$	Age	Altoona	Replace	PTN	Mileage	Replace	Mileage
PCS	80401	1202054	221,002	KNDUP131136390566	2003	8			N/A Locally Fundec	C-2		15	6	yes		150,000	yes	
PCS	80401	1202112	292,123	KNDUP131936389827	2003	8			N/A Locally Fundec	C-3		15	6	yes		150,000	yes	
PCS	80401	855-646	292,275	KNDUP131536391171	2003	8			N/A Locally Fundec	C-2		15	6	yes		150,000	yes	
CTRTD	82301	HWX9100	150,372	3FAHP06Z27R128647	2007	8	0	5		C-3	\$16,126	11	6	yes		150,000	yes	
CTRTD	82301	1003210	161,254	3FAHP06Z47R128648	2007	8	0	5		C-3	\$16,126	11	6	yes		150,000	yes	
CTRTD	82301	1276385	170,093	3FAHP06Z07R128646	2007	8	0	5		C-3	\$16,126	11	6	yes		150,000	yes	
CTRTD	82301	1238070	160,409	2G1WB58K489269068	2008	8	0	5		C-3	\$16,800	10	6	yes		150,000	yes	
CTRTD	82301	1003224	169,376	2G1WB58K489267210	2008	8		5		C-3	\$16,635	10	6	yes		150,000	yes	
CTRTD	82301	1207317	212,052	2G1WB58K589267488	2008	8		5		C-3	\$16,635	10	6	yes		150,000	yes	
RPMC	82501	1102285	178,848	2FMGK5BC9BBD33727	2011	8			Local funds	C-3		7	6	yes		150,000	yes	
RPMC	82501	1102287	207,979	2FMGK5BC0BBD33728	2011	8			Local funds	C-3		7	6	yes		150,000	yes	
CTRTD	82301	1238069	154,867	1GNDV23W08D206526	2008	10	0	7		C-3	\$19,979	10	6	yes		150,000	yes	
CTRTD	82301	1047796	217,507	1GNDV23W98D204208	2008	10	0	7		C-3	\$19,979	10	6	yes		150,000	yes	
PCS	80401	1088947	229,483	1GNKREED1CJ144945	2012	10	0	7	VCR 1101(04)72	C-4	\$26,390	6	6	yes		150,000	yes	

**Appendix F**

**Equipment  
Replacement Years 2-4**

# Appendix F: Equipment Replacement Years 2-4

Years 2-3 Year 4

Agency	Agency #	Inv License	Mileage	VIN	Model Year	Inv Type	Inv WC	Inv Amb	Project #	Inv Cond	Purchase \$	Age	Altoona	Replace	PTN	Mileage	Replace	Mileage
Del Rio	82202	1147898	113,909	1FMRU15WX3LB10390	2003	4	0	9	LCL (22)	C-3	24161	15	6	yes	150,000	no		
CTRTRD	82301	1341749	124,838	2FAHP71V89X114169	2009	4	0	0		C-4	22555.39	9	6	yes	150,000	no		
WTO	80601	1067162	134,270	1GNER13D99S182077	2009	4	0	7	RPT 0901 (06)	C-4	22822.33	9	6	yes	150,000	no		
WTO	80601	1119215	145,166	1FMCU4K3XCKA15223	2012	4	0	5	VCR 1101 (06) 72	C-4	29309	6	6	yes	150,000	no		
Webb Coun	82201	1093516	133,082	1FMNU42F92EC24095	2002	5		8	RPT0202(22)21	C-2	35500							
SPCCA	80502	BVN5519	118,157	2HJYK16458H524129	2008	5	0	2	local funds	C-3		10	6	yes	150,000	no		
Texarkana	91901	1064774	106,522	1FTRF12W89KC42663	2009	5	0			C-4	14881.23	9	6	yes	150,000	no		
CTRTRD	82301	1348701	127,533	1GCEC14X09Z229782	2009	5				C-4	0	9	6	yes	150,000	no		
PCS	80401	855-650	110,331	KNDUP131936374289	2003	8			N/A Locally Fundec	C-3		15	6	yes	150,000	no		
ETCOG	81001	1064514	134,691	1FAHP23W59G110918	2009	8		4	RPT0802(10)31	C-4	21430.5	9	6	yes	150,000	no		
The Transit	80204	1038820	138,281	2G1WB57K891277661	2009	8	1	5	ED 0806 (02) 03	C-2	19156.57	9	6	yes	150,000	no		
PCS	80401	1088949	141,154	1GNKREED3CJ161004	2012	10	0	7	VCR 1101 (04) 72	C-4	26390	6	6	yes	150,000	no		
PCS	80401	1088948	147,534	1GNKREED1CJ162085	2012	10	0	7	VCR 1101 (04) 72	C-4	26390	6	6	yes	150,000	no		
CTRTRD	82301	AJ61250	129,641	1FTFW1EV9AKE03287	2010	5	0	0		C-4		8	6	yes	150,000	no		
CTRTRD	82301	1003221	109,711	2G1WB58K689270402	2008	8	0	5		C-3	16800	10	6	yes	150,000	no		
SCRPT	80101	1075906	107,001	1FAHP2EW8AG122871	2010	8	0	4	RPT1602(19)R1	C-3	\$26,525	8	6	yes	150,000	no		
RPMC	82501	1102286	109,455	2FMGK5BC2BBD33729	2011	8			Local funds	C-3		7	6	yes	150,000	no		
CTRTRD	82301	1341738	104,678	1GAHG35K281234424	2008	10		12		C-4	20618	10	6	yes	150,000	no		