LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. MPO 2026-04

BY THE LAREDO AND WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

SUPORTING AND ADOPTING THE REVISED PERFORMANCE MEASURES AND TARGETS OF THE LAREDO TRANSIT MANAGEMENT INC. (LTMI) 2025 TRANSIT ASSET MANAGEMENT (TAM) PLAN.

WHEREAS, the Laredo and Webb County Area Metropolitan Planning Organization (LWCAMPO), is the designated Metropolitan Planning Organization, for the Laredo Urbanized Area; and

WHEREAS, In 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21), required metropolitan and statewide transportation planning processes include the incorporation of performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection; and

WHEREAS, Fixing America's Surface Transportation Act of 2015 (FAST Act), continued the requirements established by MAP-21, and stipulated that States and MPOs must: use a set of federally established performance measures, set targets and monitor progress for each of the performance measures and in 2021 Congress passed the Infrastructure Investment and Jobs Act (IIJA), continuing the performance-based planning program; and

WHEREAS, the regulations require certain operators of public transportation systems that receive federal funds under the Federal Transit Administration (FTA) Urbanized Area Formula Grants to develop a Transit Asset Management (TAM) plan that includes performance measures and targets; and

WHEREAS, the Laredo Transit Management Inc. is the only designated recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307 in the Laredo MPO Urbanized Planning Area; and

WHEREAS, the Laredo Transit Management Inc. has revised, identified, reviewed, and calculated their TAM plan performance measures and targets that includes rolling stock, equipment and facilities; and

WHEREAS, On December 1, 2025, the Laredo Mass Transit Board approved and adopted the revised LTMI's 2025 TAM plan. measures and targets; and

NOW THEREFORE BE IT RESOLVED, that the Laredo and Webb County Area Metropolitan Planning Organization (LWCAMPO), hereby agrees to support and adopt the LTMI 2025 TAM plan performance measures and targets as shown on Exhibit No. 1.

We certify that the above resolution was passed and adopted on this 18th day of February 2026, at a public meeting of the Policy Committee of the Laredo and Webb County Area Metropolitan Planning Organization.

Honorable Dr. Victor D. Treviño
Mayor and Chairperson of the
LWCAMPO Policy Committee

Epigmenio "Epi" Gonzalez, P.E.
District Engineer
TxDOT - Laredo District

Juan S. Mendive, AICP
LWCAMPO Director

LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION
ACTION ITEM

DATE: 02-18-2026	**ITEM:** V.B.
SUBJECT: RESOLUTION Discussion with possible action to approve Resolution No. **MPO 2026-04**, supporting and adopting the revised performance measures and targets of the Laredo Transit Management Inc. (LTMI) 2025 Transit Asset Management (TAM) Plan.	
INITIATED BY: Staff	**STAFF SOURCE:** Juan S. Mendive, MPO Director Robert J. Garza, Transit General Manager
PREVIOUS ACTION: On May 15, 2024, the Policy Committee approved Resolution No. **MPO 2024-06** adopting the Laredo Transit Management, Inc. (LTMI) 2024 Transit Asset Management (TAM) Plan performance measures and targets.	

BACKGROUND: The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21), the United States Department of Transportation has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) established performance measures for Safety (PM1), Pavement and Bridge condition (PM2) and System Performance and Freight (PM3). Federal Transit Administration (FTA) established performance measures for Transit Asset Management (TAM) and transit safety.

As a result, the Laredo transit public transportation provider, El Metro, also known as the Laredo Transit Management Inc. (LTMI), is recommending for the Laredo and Webb County Area MPO Policy Committee to adopt the revised performance measures and targets in the TAM Plan. The LTMI's updated TAM plan was adopted and approved by the Laredo Mass Transit Board on December 1, 2025. Attached, is the LTMI's revised 2025 TAM plan.

It is important to note that there is no risk to federal funding within the metropolitan planning area if these performance targets are not met. However, the MPO will coordinate with El Metro to ensure that plans and programs as part of the metropolitan planning process support achieving these targets.

Update: *Table 3.1: Performance Measures and Targets*

Asset Class	Performance Measure	Target
Rolling Stock	Mileage	85% of vehicles should be within their ULB
Equipment	Age	100% Equipment should be within their ULB
Facilities	Condition	100% of facilities rated on FTA TERM scale of 3.0 or above

COMMITTEE RECOMMENDATION: The Technical Committee recommends approval of Resolution No. MPO-2026-04.	**STAFF RECOMMENDATION**: Staff recommends approval of Resolution No. MPO-2026-04.

PERFORMANCE TARGETS AND MEASURES

Update: *Table 3.1: Performance Measures and Targets*

Asset Class	Performance Measure	Target
Rolling Stock	Mileage	85% of vehicles should be within their ULB
Equipment	Age	100% Equipment should be within their ULB
Facilities	Condition	100% of facilities rated on FTA TERM scale of 3.0 or above

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

Item V.B.

B. Discussion with possible action to approve Resolution No. MPO 2026-04, supporting and adopting the revised Performance Measures and Targets of the Laredo Management Inc. (LTMI) 2025 Transit Asset Management (TAM) Plan.

EL METRO ASSET MANAGEMENT PLAN

Prepared by:

CDM Smith

January 2017
February 2024
Updated: November 2025

TABLE OF CONTENTS

1 Introduction and Background 1

1.1 Vision and Goals 2

1.2 TAMP Update Schedule 2

1.3 Roles & Responsibilities 2

1.4 State of Good Repair 3

2 Asset Inventory 3

2.1 TAPT 4

2.1.1 Rolling Stock 4

2.1.2 Equipment 6

2.1.3 Facilities 7

3 Performance Targets and Measures 9

3.1 Condition Assessment 9

3.1.1 Rolling Stock Performance Measures 9

3.1.2 Equipment Performance Measures 9

3.1.3 Facilities Performance Measures 9

4 Asset Prioritization 11

4.1 Investment Scenarios 11

5 Conclusion 15

Appendix A: Unconstrained Budget Run Summary 16

Appendix B: Do-Nothing Model Run Summary 19

Appendix C: Annual Benchmarks (NTD) 22

LIST OF TABLES

Table 1.1: Roles and Responsibilities 3

Table 2.1 Asset Class and Asset Group Classification 5

Table 2.2: Vehicle Inventory Description 5

Table 2.3: Equipment Asset Class and Asset Group Classification 7

Table 2.4: Equipment Inventory Description 7

Table 2.5: Asset Class and Asset Group Classification 8

Table 2.6: Facilities Inventory Description 8

Table 3.1: Performance Measures and Targets 10

Table 3.2: Performance Measures Summary of El Metro Assets 10

Table 4.1: Program List for Annual Budget Prioritization Run 13

Table 4.2: Summary of Annual Budget Prioritization 14

1 Introduction and Background

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) mandated—and in 2015 the Fixing America's Surface Transportation Act (FAST) reauthorized—Federal Transit Agency (FTA) to develop a rule to establish a strategic and systematic process of operating, maintaining and improving public transportation capital assets effectively through their entire life cycle. FTA's national Transit Asset Management (TAM) System Rule:

- Defines "state of good repair" (SGR)
- Requires grantees to develop a TAM plan
- Establishes performance measures
- Establishes annual reporting requirements to the National Transit Database
- Requires FTA to provide technical assistance

TAM requirements in this Final Rule are part of a larger performance management context. MAP-21 created a performance-based and multimodal program to strengthen the U.S. transportation system, which is comprised of a series of nine rules overseen by FTA and the Federal Highway Administration (FHWA). The rule also requires transit providers to coordinate with States and with Metropolitan Planning Organizations (MPOs), to the maximum extent practicable, in the selection of State and MPO performance targets. MPO's should integrate the transit agency plans, performance measures, and targets in their planning process.

Transit Asset Management (TAM) is a strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage performance, risks, and costs over their life cycles. This oversight helps to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair.

El Metro is the primary transit provider in the Laredo region, which includes two distinct transit services: El Metro and El Lift. El Metro operates 35 buses for its 25 fixed bus routes. El Lift operates 16 vans for its ADA paratransit service. On January 1, 2022, a new management company, Hendrickson Transportation Group (HTG) out of Waco, Texas now administers the operational duties of El Metro and the Transit Center. Currently, El Metro employs about 168 people, has an operating budget of $22.4 million, and an annual ridership of approximately 1.7 million passengers.

El Metro's Transit Asset Management Plan (TAMP) specifies activities (maintenance, replacement, etc.), resources, and timescales required for a group of assets to achieve the agency's service and asset management objectives. The El Metro TAMP is a living, single source of information to help manage agency's assets to deliver target service. The TAMP consists of asset inventory, condition assessment, a decision support tool, and a prioritization approach.

The asset inventory consisted of all El Metro assets, either owned or leased, used to deliver public transportation services. The condition assessment included performance measures and targets required by the agency's assets to achieve the goal. The decision support tool was used for organizing asset inventory and prioritization. The prioritization approach considered numerous factors to develop a list of projects needed to address needs and help streamline the operations of El Metro.

1.1 VISION AND GOALS

EL Metro TAMP is meant to be a management tool for monitoring the assets owned by El Metro. EL Metro's vision is to effectively and efficiently provide a safe, clean, reliable, and comfortable transportation system for use by its customers and operators.

Goals of El Metro TAMP are:

- Use condition-based approaches, and predictive and preventative maintenance strategies, to reduce overall costs and provide a reliable transportation system.
- Provide a cleaner and safer transportation service by improving the service operations and on-time performance of vehicles through effective asset monitoring.
- Improve efficiency of the system by providing more accurate and timely data to communicate with oversight boards and customers.

1.2 TAMP UPDATE SCHEDULE

The El Metro TAMP will be updated in its entirety every four years at a minimum. The plan should include at least four years, and will be amended when there is a significant change during the horizon period. In addition, the asset inventory of El Metro within the TAMP will be updated annually.

1.3 ROLES & RESPONSIBILITIES

Table 1.1 provides a list of individuals involved in El Metro's Asset Management Plan, along with their roles and responsibilities.

Table 1.1: Roles and Responsibilities

Department/Individual	Role (Title and/or Description)	Agency
Robert J. Garza	Director of Asset Management	El Metro
Rosa Soto	Assistant General Manager of Operations & Asset Mgmt	El Metro
Monica Garcia	Assistant General Manager of Planning/Administration	El Metro
Adrian Chavera	Interim Fleet Maintenance Manager	El Metro
James R. Bautista	Shop Foreman	El Metro
Elia Y. Rodriguez*	Maintenance Asset Officer	El Metro

*The Maintenance Asset Officer of LTMI, is the designated Accountable Executive for El Metro Transit System's TAM Plan. As defined by 49 CFR Part 625, Elia Y. Rodriguez is designated as the single, identifiable Accountable Executive who is responsible for ensuring the TAM Plan is developed and implemented in accordance with 49 CFR 5326 and 5329(d) and has control over the human and capital resources needed to develop the TAM Plan in accordance with Federal regulations.

1.4 STATE OF GOOD REPAIR

State of Good Repair (SGR) is a condition in which assets are fit for their intended purpose (full performance). Sufficiently maintained assets are instrumental to an agency's ability to provide reliable service, as well as minimize operating and maintenance costs over the lifecycle of rolling stock, equipment, and facilities.

The following objectives are required by El Metro to be in a SGR:

- EL Metro possesses and maintains a comprehensive list of its capital assets.
- The agency possesses an asset management plan, which is integrated into the management processes and practices of the transit agency.
- A set percentage of El Metro's assets are within their useful life and remaining assets are performing at their designed function.

Useful Life or Useful Life Benchmark (ULB) is the expected lifecycle of a capital asset for a transit provider's operating environment.

2 ASSET INVENTORY

Asset inventory is a listing or database of assets - vehicles, equipment, and facilities owned, operated, and/or maintained by El Metro - that support the delivery of public transportation services. For purposes of the El Metro TAMP, assets are defined as:

1. Rolling Stock (Passenger service vehicles),

2. Facilities (with a replacement value of $50,000 or greater), and
3. Equipment (with a replacement value of $50,000 or greater).

El Metro doesn't own any Infrastructure asset class hence it is not included. For asset inventory classification and prioritization of tasks. the TAMP utilizes the Transit Asset Prioritization Tool (TAPT), an FTA tool described in the Transit Cooperative Research Program (TCRP) report 172. El Metro performed this inventory on November, 2016.

2.1 TAPT

The TAPT supports a range of different asset types for inventory. In addition, the tool predicts future conditions and performance, as well as helps prioritize asset rehabilitation and replacement.

The tool includes three basic models:

- A model for vehicle assets that can be modeled based on mileage,
- A model for non-vehicle assets that can be modeled based on age, and
- A model for non-vehicle assets that can be modeled based on condition.

In addition to describing the existing asset inventory, each of these models predict how condition and performance of inventory will vary over time.

2.1.1 ROLLING STOCK

El Metro's fleet includes 35 buses for its **25** fixed bus routes, and **16** vans for demand response service. **As of 2025,** the average bus fleet age was **8.4** years and the average van fleet age was **5.3** years. El Metro's bus fleet is powered mainly by compressed natural gas (CNG), which is more environmentally friendly and less expensive than regular gasoline or diesel fuel. In addition, all new model buses have bike racks capable of carrying two bicycles.

To assist passengers with mobility impairments, all buses have ramps or lifts that can accommodate wheelchairs. They also feature priority seating areas with an easier-to-reach stop call bell and securement belts for wheelchairs. To accommodate passengers with visual or hearing impairments, El Metro buses are equipped with larger, lighted destination signs inside and outside, and have lighted stop request signs and announcements at major stops.

Complementing the El Metro service, the El Lift paratransit service focuses on providing door-to-door transit service to people who are unable to use the fixed-route service. El Lift services use wheelchair accessible transit vans and ridership is restricted to the city limits of Laredo. Prior to using the service, riders must be verified for eligibility by El Metro.

Using the TAPT, the rolling stock of El Metro was categorized under vehicle-based model. The different vehicle asset classifications under rolling stock are bus, small bus,

and van. Under these different asset classes, the vehicles were further classified by asset groups. **Table 2.1** shows vehicle asset class and the asset groups that fall under them.

Table 2.1 Asset Class and Asset Group Classification

Asset Category	Asset Class	Asset Group
Rolling Stock	Bus	CNG, Diesel, Hybrid/Diesel-Electric
	Small Bus	Unleaded SM
	Van (Demand Response)	DR-Unleaded

Table 2.2 shows the vehicle inventory description. The *project code* provides the ability to analyze a group of assets together. The *units of assets* indicate the total number of assets within the sub-fleet. *Accumulated mileage* is the total miles accumulated on all active vehicles in the sub-fleet (since the date of manufacture) divided by the number of active vehicles in the sub-fleet. Replace *year* specifies the year when the assets are scheduled for replacement regardless of budget constraints.

Table 2.2: Vehicle Inventory Description

Asset Type/Class	Asset Group	Project Code	Units of assets	Accumulated Mileage	Replace Year
Bus (Fixed Route)	CNG	CNGB01-2015	2	930,684	2031
		CNGB02-2017	2	841,480	2033
		CNGB03-2019	5	1,693,405	2035
		CNGB04-2020	1	250,262	2036
		CNGB05-2021	1	247,216	2037
		CNGB05-2022	1	106,487	2038
		CNGB05-2025	19	231,242	2041
	CNG	CNGB01-2015 (Spares)	7	3,361,708	2031
		CNGB02-2017 (Spare)	1	412,337	2033
		CNGB03-2019 (Spares)	2	653,338	2035
	Diesel	DB01-2009 (Spare)	1	639,876	2025
		DB02-2011 (Spares)	3	1,706,672	2027
	Hybrid-Diesel Electric	HYB01-2021	1	178,437	2037
Small Bus (Fix Route)	Unleaded Sm	UnldSM-Cir-01-2020	1	198,366	2030
		UnldSM-Cir-01-2025	2	20,179	2035
		UnldSM-Cir-01-2020 (Spares)	2	376,278	2030
Van (Demand Response)	DR-Unleaded	DR-Unld-01-2014	1	72,765	2026
		DR-Unld-02-2017	2	337,755	2027
		DR-Unld-03-2018	2	309,895	2028
		DR-Unld-04-2019	3	426,558	2029
		DR-Unld-05-2020	2	214,240	2030
		DR-Unld-06-2021	2	123,683	2031
		DR-Unld-07-2023	2	70,888	2033
		DR-Unld-08-2023	2	33,468	2033

FTA DISPOSAL

As per FTA C 5010.1F Date 11/01/2024 Chapter IV: 3. Equipment and Supplies (Including Rolling Stock). Federal management standards apply to equipment, rolling stock, and supplies purchased with federal assistance. Rolling stock includes vehicles used to transport passengers, such as buses, vans, railcars, and ferryboats, while light-duty vehicles used for administrative or maintenance purposes are considered equipment. The requirements cover acquisition, use, management, and disposition of these federally assisted assets.

If federally funded equipment or supplies are no longer needed and sold for $10,000 or less, the recipient keeps all proceeds. For sales over $10,000, the recipient may keep $5,000 plus their local share percentage, and must return the Federal share to the FTA. Selling or handling costs cannot be deducted.

Any exchange involving money, equipment, or services for federally funded property is considered a sale, and the Federal share is calculated accordingly. Recipients cannot adjust the sale price to reduce the Federal share. If a sale is authorized, proper procedures must be followed to ensure the highest possible return for the asset.

Federally funded property can only be replaced after reaching its minimum useful life. For buses and rail vehicles, this is measured by years of service or mileage when the new vehicle begins operation. Accurate property records or Rolling Stock Status Reports showing replacement and expansion plans must be available for FTA review upon request.

Vehicle components are generally treated as part of the vehicle until it is disposed of. However, if a recipient keeps certain components after disposal, those parts must be recorded and managed as federally funded equipment. The FTA retains a proportional federal interest in any retained or repurposed components, which must be properly valued at the time they are removed from the vehicle.

With prior FTA approval, a federally funded asset that has not reached its useful life may be transferred to a public agency for non-transit use if: the asset will remain in public use for at least five years; no eligible transit purpose exists; the transfer provides greater overall benefit than returning the Federal share; and, for facilities or land, no Federal interest exists in acquiring the asset.

2.1.2 EQUIPMENT

Equipment of El Metro was categorized under age-based model. All equipment with a replacement value of $50,000 or greater is included in the inventory. Equipment is classified into two asset classes – building utilities and maintenance. **Table 2.3** shows the asset classes and asset groups of El Metro's equipment.

Update: *Table 2.3: Equipment Asset Class and Asset Group Classification*

Asset Category	Asset Class	Asset Group
Equipment	Building Utilities – Elevators and Conveying Systems	Elevators TC
	Maintenance Equipment	Mobile Lifts, Wrecker#36, Stakebed w/Crane Truck #42, Cordless Mobile Lifts, Ticket Vending Mach (TVM), Scrubber/Sweeper, Pay Station

Table 2.4 the *Units of Assets* column denotes the quantity of assets in the sub-group. The *Age of Assets* column provides age of the asset since the first budget year it was acquired or installed. Values for Replace Year were provided for assets whose year of replacement is known irrespective of budget constraints.

Update: *Table 2.4: Equipment Inventory Description*

Asset Type/Class	Asset Group	Project Code	Units of Assets	Age of Assets	Replace Year
Building Utilities – Elevators and Conveying Systems	Elevators TC	ELV01-Main RS	1	28	N/A
		ELV02-Main LS	1	28	N/A
		ELV03-SE_Greyhnd	1	0	N/A
Maintenance Equipment	Mobile lifts	ML-01	4	17	2023
		ML-02	4	12	2028
		ML-03 (cordless)	8	5	2040
	International Wrecker #36	WR01	1	12	2033
	Stakebed w/ Crane Truck#42	SD-01	1	7	2033
	Ticket Vending Machine (TVM)	TVM-01	2	5	2026
	Tennant Sweeper-Scrubber	SS-01	1	4	2032
	Amano Pay Station	PS-02	1	3	2032

2.1.3 FACILITIES

All the facilities of El Metro were categorized under the condition-based model. They were classified into three asset classes – Administrative, Maintenance, and Access and Parking - with different asset groups within them. El Metro's major transportation facility is the five-story Laredo Transit Center located in downtown Laredo. The transit center serves as a multimodal transportation terminal for the Laredo region and is the main point of transfer for El Metro routes, El Aguila rural routes, and inter-city services like Valley Transit and Greyhound. It also houses El Metro's administrative offices and a

public parking garage for downtown visitors. **Table 2.5** shows the asset classes and asset groups of El Metro's facilities.

Table 2.5: Asset Class and Asset Group Classification

Asset Category	Asset Class	Asset Group
Facilities	Administrative Building	Facility Operations
		HVAC Opt.
		Roof Opt.
		Surveillance System
	Maintenance Building	Facility Maintenance
		HVAC Maintenance
		Roof Maintenance
	Access and Parking	Facility Transit Center
		HVAC TC
		Roof TC

In **Table 2.6**, the Asset Condition column provides the condition of an asset based on a 1-5 TERM scale (see section 3.1.3.1) with 5 being excellent and 1 being poor. A rating of 0 designates asset failure. The Units of Assets column refers to the number of square feet.

Update: *Table 2.6: Facilities Inventory Description*

Asset Type/Class	Asset Group	Project Code	Units of Assets	Asset Condition	Replace Year
Administrative Building	Facility Operations	Opt-01	4,920 Sq. ft.	4-Good	2036
	HVAC Opt.	Opt01	4,920 Sq. ft.	5-Excellent	2036
	Roof Opt.	Opt01	4,920 Sq. ft.	5-Excellent	2036
	Surveillance Sys.	SurvSys_OP01	27 units	4-Good	2022
Maintenance Building	Facility Maintenance	Maint 01_Shop & Adm	17,163 Sq. ft.	3-Adequate	2018
		Maint 01_Svc Island	3,735 Sq. ft.	4-Good	2021
		Maint 01_Bus Wash	1,728 Sq. ft.	2-Marginal	2020
		Maint 01_V&B Prkg	34,812 Sq. ft.	4-Good	2024
		Maint 01_CNG Plant	884 Sq. ft.	2-Marginal	2017
		Maint 01_Bus Pathways	49,618 Sq. ft.	3-Adequate	2019
		Undgrd Fuel Tanks	301 Sq. ft.	4-Good	2036
	HVAC Maint.	Maint01-Parts Rm	512 Sq. ft.	4-Good	2036
		Maint02-Adm	2,249 Sq. ft.	2-Marginal	2017
	Roof Maint.	Maint01	16,268 Sq. ft.	5-Excellent	2036
Access and Parking	Facility Transit Center	TC01	227,081 Sq. ft.	4-Good	2038
	HVAC TC	TC-01-West Side	136,249 Sq. ft.	4-Good	2034
		TC-01 East Side	90,832 Sq. ft.	4-Good	2017
	Roof TC	TC01	227,081 Sq. ft.	3-Adequate	2021
	Surveillance Sys.	SurvSys_TC01	75 units	4-Good	2032

3 PERFORMANCE TARGETS AND MEASURES

3.1 CONDITION ASSESSMENT

Condition assessment is a systematic process of inspecting and evaluating the visual and/or measured condition assets. A well-established condition assessment process can help predict failure, identify unacceptable safety risks, initiate evaluation of their root causes, and integrate directly with proactive planning for the investments required to maintain good performance on El Metro's most critical assets. Condition assessment is conducted at the individual asset class level.

A performance measure, or a condition, is chosen for each asset class. A performance target is set and the performance measure is used to assess the asset class against the set target. If a gap exists between the target and the condition of assets, activities and strategies required to bring the assets to targeted condition were identified.

3.1.1 ROLLING STOCK PERFORMANCE MEASURES

ULB is a key element is gauging the performance of rolling stock. ULB can be expressed as mileage, years, or other factors appropriate for the system. The El Metro TAMP uses mileage as the performance measure for assessing vehicles.

3.1.2 EQUIPMENT PERFORMANCE MEASURES

Age is used as a performance measure for assessing equipment of El Metro. All equipment valued $50,000 or greater is listed under the age-based model and evaluated based on their age.

3.1.3 FACILITIES PERFORMANCE MEASURES

Facilities of El Metro are assessed based on their condition. FTA's Transit Economics Requirements Model (TERM) scale is used by the condition-based model to evaluate the facilities.

3.1.3.1 TERM SCALE

The TERM scale is used in estimating the physical condition of an asset. It consists of a 5-point scale ranging from poor (scored as 1) to excellent (scored as 5). TERM determines the level of investment required to maintain or improve the condition and performance of transit assets. It also assesses the impact of constrained investment and cost effectiveness of an asset on future condition or performance.

Table 3.1 summarizes the performance measures and targets set for each asset class. The target column in the table indicates the required number of assets of an asset class to be present within their ULB or TERM scale rating to maintain El Metro in a SGR.

Update: *Table 3.1: Performance Measures and Targets*

Asset Class	Performance Measure	Target
Rolling Stock	Mileage	85% of vehicles should be within their ULB
Equipment	Age	100% Equipment should be within their ULB
Facilities	Condition	100% of facilities rated on FTA TERM scale of 3.0 or above

It should be noted that, even though all the performance measures and targets were established in the TAMP, the TAPT tool has a built-in algorithm which calculates the asset condition and checks for useful life based on the magnitude of its performance measures. Based on parameters entered for an asset, the asset condition summary provided by TAPT will be directly used in the prioritization model to understand the replacement and rehabilitation scenario for an asset, instead of manually calculating it based on ULB.

After the asset inventory was updated, the next step was to understand the condition of assets and their performance. Knowing an asset condition helps to make choices such as to replace or rehabilitate based on remaining useful life and/or the added benefit of keeping the asset rather than replacing. **Table 3.1** summarizes the performance measures of EL Metro's asset classes based on the inventory and condition assessment performed by El Metro. All three asset classes are well above the set performance measure target.

Update: *Table 3.2: Performance Measures Summary of El Metro Assets*

Asset Class	Performance Measure	EL Metro Asset Condition
Rolling Stock	Mileage	85% of vehicles are within their ULB
Equipment	Age	100% of Equipment are within their ULB
Facilities	Condition	100% of facilities rated on FTA TERM scale of 3.0 or above

4 ASSET PRIORITIZATION

After the asset conditions was updated, the next step was to identify the immediate needs and the plan to keep the performance measures on target. To keep El Metro under the SGR requires prioritizing assets which need immediate focus to either replace or rehabilitate.

With resource and funding constraints, selected activities or projects should be prioritized. Prioritization of projects in TAMP provides a ranked listing of recommended priorities for asset rehabilitation and replacement. Projects are ranked per a Prioritization Index (PI) which represents the cost savings resulting from performing the project (relative to deferring it) divided by the project cost. Thus, a PI greater than 0 represents a project that, if performed, is expected to reduce lifecycle costs. The ranked listing of proposed projects and activities are ordered by implementation of maintenance and/or capital program. Priorities are identified locally based on policies and critical needs. Items ranked as high priority reflect unacceptable safety risks identified in the condition assessment, as well as needs to meet accessibility requirements. Further, project prioritization also considers estimated funding sources available to implement the proposed projects and can be linked to STIP and/or TIP. The prioritization model within the TAPT tool was used for prioritizing El Metro's assets.

4.1 INVESTMENT SCENARIOS

Using the TAPT to run the prioritization model, scenarios were chosen based on budget/funding levels to evaluate and compare outcomes in certain situations. These comparisons helped in finalizing a prioritized list of asset replacement/rehabilitation needs that more appropriately reflected El Metro's goals.

The prioritization model was run using three different scenarios:

- Unconstrained budget Model Run,
- Do-Nothing budget Model run, and
- Annual Budget Model run.

The unconstrained budget model run was a scenario where the budget would not be a limiting factor for asset replacements. Running a prioritization model with an unconstrained budget allows the agency to better understand the model's recommendations. To run the model in an unconstrained scenario, the budget for asset replacement and rehabilitation was set to $999,999,999/year for years 2017 through 2026 to cover the 10-year plan in the TAMP.

The Do-Nothing budget model run was a scenario where budget was not provided for asset replacements. Such a scenario helps understand how assets deteriorate if no

funding was available. For the Do-Nothing model run, the budget for asset replacement and rehabilitation was set to $0/year for years 2017 through 2026.

The third scenario involved the constrained annual budget of El Metro for asset replacement and rehabilitation. This model run helps understand the prioritization of project selection based on limited budget over the 10-year span. For the Annual budget model run, the budget for asset replacement and rehabilitation was set to $1,000,000/year for years 2017 through 2026. This is an assumption suggested by El Metro.

Appendix A and **Appendix B** contain outputs from the unconstrained and the do-nothing model runs, respectively. **Table 4.1** shows the ranked program list for the prioritization run. The table provides a list of projects categorized by year and ranked, as well as replacement costs for each asset group the year they were recommended for replacement.

In **Table 4.1**, *Asset ID code* column references the project detail in the TAPT tool. *Description* column provide information about the respective asset groups and details of the need. The *Estimated Cost* column shows the replacement, repair or rehabilitation cost for the asset, whichever is economical within the available budget. Replace column indicates whether a particular asset group being replaced is in it replace year or not.

Table 4.2 is a summary table providing information based on yearly needs of the agency. The TAPT tool's built-in algorithm ensures projects which are the ones replaced first. In this table, the *Amount* column refers to the total needs of El Metro for a year. This annual total needs are based on an unconstrained budget run and the improvements needed are listed in Appendix A by year. This amount is what the El Metro ideally would like to have as a budget to replace or rehabilitate all the assets. The *Percentage* column represents the percentage of El Metro assets needs rehabilitation or replacement. The *Budget* column represents an annual budget of $1 million dollars and shows the remaining available every year once the needs from previous year are addressed. The *Expenditures from Budget* column represents the needs that should be planned for any particular year based on the asset performance and condition. The *Remaining Backlog* column represent the unmet needs for any given year. The entire table represents the need for additional funds to meet the annual needs to maintain El Metro's assets in state of good repair.

Table 4.1: Program List for Annual Budget Prioritization Run

Program Year	Asset ID Code	Description	Estimated Cost	Replace-Lined?
2017	HVAC-Maint. 2	Repair/rehabilitate HVAC system for the administrative building of the Maintenance Center	$ 22,600	Yes
2017	HVAC-TC 2	Repair/rehabilitate HVAC system for the East side of Transit Center	$ 1,907,472	Yes
2018	DR-DV 1	Replace 14 Demand Response Diesel Chevy Vans	$ 1,386,000	Yes
2018	Facility_Maintenance 1	Repair/rehabilitate 17,163 Sq. ft. of Administration building and Repair shop at the Maintenance Center	$ 308,934	Yes
2019	Facility_Maintenance 6	Repair/rehabilitate 49,618 Sq. ft. of Bus pathway at the Maintenance Center	$ 893,124	Yes
2020	CNGSM 1	Replace 5 CNG small Blue Bird buses	$ 2,365,000	Yes
2020	Facility_Maintenance 3	Repair/rehabilitate 1,728 Sq. ft. of Bus wash area at the Maintenance Center	$ 31,104	Yes
2021	CNGSM 2	Replace 5 CNG small Blue Bird buses	$ 2,365,000	Yes
2021	DR-Unleaded 1	Replace 3 Demand Response Vans	$ 116,268	Yes
2021	Facility_Maintenance 2	Repair/rehabilitate 3,735 Sq. ft. of Service island at the Maintenance Center	$ 67,230	Yes
2021	Roof_TC 1	Repair/rehabilitate the roof at Transit Center	$ 529,099	Yes
2022	Surveillance System 2	Replace/rehabilitate Video Surveillance Camera System Scott & Farragut Facility	$ 27,783	Yes
2023	Diesel SM 1 (1142,1143)	Replace 2 Diesel Champion Buses (2011)	$ 1,179,448	Yes
2023	Mobile Lifts 1	Replace/rehabilitate 4 Mobile Lifts	$ 30,000	Yes
2024	Facility_Maintenance 4	Repair/rehabilitate 34,812 Sq. ft. of Van and Bus Parking Area at Maintenance Center	$ 626,616	Yes
2025	Diesel 1	Replace 11 Diesel Gillig Buses (2009)	$ 5,455,466	Yes
2026	Diesel 2	Replace 12 Diesel Gillig Buses (2011)	$ 5,951,417	Yes

Table 4.2: Summary of Annual Budget Prioritization

Year	Needs		Budget ($)	Expenditures from Budget ($)	Remaining Backlog ($)
	Amount ($)	Percent			
2017	$ 7,299,904	19.39%	$ 1,000,000	$ 1,930,052	$ 5,369,852
2018	$ 6,755,852	17.94%	$ 69,948	$ 1,694,934	$ 5,060,918
2019	$ 6,026,690	16.01%	$ (624,986)	$ 893,124	$ 5,133,566
2020	$ 5,133,566	13.64%	$ (518,110)	$ 2,396,104	$ 2,737,462
2021	$ 5,777,829	15.35%	$ (1,914,214)	$ 3,077,597	$ 2,700,232
2022	$ 2,728,015	7.25%	$ (3,991,811)	$ 27,783	$ 2,700,232
2023	$ 2,700,232	7.17%	$ (3,019,594)	$ 1,209,448	$ 2,542,890
2024	$ 3,169,506	8.42%	$ (2,176,936)	$ 626,616	$ 2,542,890
2025	$ 12,796,577	33.99%	$ (1,803,552)	$ 5,455,466	$ 7,341,112
2026	$ 14,874,492	39.51%	$ (6,259,018)	$ 5,951,417	$ 8,923,075

It can be seen from **Table 4.2** that the need for project capital related to replacement or rehabilitation are exceeding the existing budget. The existing available funding is less than the needs for a fiscal year. This list will serve as a good resource for El Metro to focus on the prioritized tasks ranked by year, helping spend limited capital more efficiently. Prioritized yearly spending of capital on selected projects ensures the agency is under the State of Good Repair

5 Conclusion

The TAMP for 2017-2026 provides El Metro with the ability to understand and utilize its assets efficiently. The investment scenario of Annual Budget reinforces that transportation needs to maintain the system in a SGR are exceeding funds provided. It was also observed that with the existing annual budget of El Metro, the annual capital backlog for asset replacement needs is going to increase. Also noted was the mean distance between vehicle failures among decreasing over the next ten-year period. Due to the constrained budget, capital funds in the prioritized list were only assigned for replacement tasks when assets reached their replace years. This process lead to a backlog of replacing or rehabilitating vehicles, thereby decreasing their mean distance between failures.

However, the TAPT tool provided a finalized set of prioritized and ranked list of asset replacement projects for the 10-year period that best reflected El Metro's vison. It helped in achieving the goals associated with the TAMP to maintain the agency provide a safer, cleaner, and efficient transportation system.

The asset inventory of El Metro in this report will be updated annually. Keeping the inventory up-to-date helps to ensure that each vehicle sub-fleet, equipment, and facility were maintained in a SGR and are used efficiently. In complying with FTA's new rule (49 CFR Parts 625 and 630), annual reporting of El Metro's asset information will be conducted through the National Transit Database (NTD). NTD annual reporting includes projected targets for a following year, condition assessment, performance results, and a narrative report on changes in the transit system and progress toward achieving previous performance targets.

APPENDIX A: UNCONSTRAINED BUDGET RUN SUMMARY

Appendix A includes the summary of the unconstrained budget run. As mentioned in section 4.1, the budget was set to $999,999,999 for each year for the period 2017 to 2026. This unconstrained value eliminated budget constraints to understand the TAPT model's recommendations for El Metro's requirements.

Unconstrained Budget Run

Program Year	Asset ID Code	Description	Estimated Cost	Replace-Lined?
2017	CNGSM 1	Replace 5 CNG small Blue Bird buses	$ 2,365,000	
2017	Diesel SM 1	Replace 2 Diesel Champion Buses (2011)	$ 127,342	
2017	CNGSM 2	Replace 5 CNG small Blue Bird buses	$ 318,355	
2017	Elevators TC 1	Replace Elevator in Transit Center	$ 210,000	
2017	Elevators TC 2	Replace Elevator in Transit Center	$ 210,000	
2017	Elevators TC 3	Replace Elevator in Transit Center	$ 210,000	
2017	Facility Maintenance 1	Repair/rehabilitate 17,163 Sq. ft of Administration building and Repair shop at the Maintenance Center	$ 308,934	
2017	Facility Maintenance 3	Repair/rehabilitate 1,728 Sq. ft of Bus wash area at the Maintenance Center	$ 31,104	
2017	Facility Maintenance 5	Repair/rehabilitate CNG Plant	$ 1,907,472	Yes
2017	HVAC-Maint. 2	Repair/rehabilitate HVAC system for the administrative building of the Maintenance Center	$ 22,600	Yes
2018	DR-DV 1	Replace 14 Demand Response Diesel Chevy Vans	$ 1,386,000	Yes
2018	Facility_Maintenance 1	Repair/rehabilitate 17,163 Sq. ft of Administration building and Repair shop at the Maintenance Center	$ 308,934	Yes
2019	Facility_Maintenance 2	Repair/rehabilitate 3,735 Sq. ft of Service island at the Maintenance Center	$ 67,230	
2019	Facility_Maintenance 6	Repair/rehabilitate 49,618 Sq. ft of Bus pathway at the Maintenance Center	$ 893,124	Yes
2019	Facility_Maintenance 7	Repair/rehabilitate 301 Sq. ft flooring of Underground Fuel Tanks at Maintenance Center	$ 5,418	
2020	CNGSM 1	Replace 5 CNG small Blue Bird buses	$ 2,365,500	Yes
2020	Facility_Maintenance 3	Repair/rehabilitate 1,728 Sq. ft of Bus wash area at the Maintenance Center	$ 318,355	Yes
2021	CNGSM 2	Replace 5 CNG small Blue Bird buses	$ 2,365,500	Yes
2021	DR-Unleaded 1	Replace 3 Demand Response Vans	$ 116,268	Yes
2021	Facility_Maintenance 2	Repair/rehabilitate 3,735 Sq. ft of Service island at the Maintenance Center	$ 67,230	Yes
2021	Mobile Lifts 1	Replace/rehabilitate 4 Mobile Lifts	$ 30,000	
2021	Roof_TC 1	Repair/rehabilitate the roof at Transit Center	$ 529,099	Yes
2022	Surveillance System 2	Replace/rehabilitate Video Surveillance Camera System Scott & Farragut Facility	$ 27,783	Yes
2023	Diesel SM 1 (1142,1143)	Replace 2 Diesel Champion Buses (2011)	$ 1,179,448	Yes
2023	Mobile Lifts 1	Replace/rehabilitate 4 Mobile Lifts	$ 30,000	Yes
2024	Facility_Maintenance 4	Repair/rehabilitate 34,812 Sq. ft of Van and Bus Parking Area at Maintenance Center	$ 626,616	Yes
2025	Diesel 1	Replace 11 Diesel Gillig Buses (2009)	$ 5,455,466	Yes

2025	Facility Transit Center 1	Repair/rehabilitate 227,081 Sq.t Transit Center Building at Farragut St	$ 4,798,222	
2026	DR-DV 1	Replace 14 Demand Response Diesel Chevy Vans	$ 1,386,000	
2026	Diesel 2	Replace 12 Diesel Gillig Buses (2011)	$ 5,951,417	Yes
2026	Facility-Operations 1	Repair/rehabilitate 4,920 Sq.t of Operations and Paratransit Admin Building at Scott St	$ 195,964	

Summary of Unconstrained Prioritization Run

Year	Needs		Budget ($)	Expenditures from Budget ($)	Remaining Backlog ($)
	Amount ($)	Percent			
2017	$ 7,299,904	19.39%	$ 999,999,999	$ 7,299,904	-
2018	$ 1,694,934	4.50%	$ 1,992,700,094	$ 1,694,934	-
2019	$ 965,772	2.57%	$ 2,991,005,159	$ 965,772	-
2020	$ 2,396,104	6.36%	$ 3,990,039,386	$ 2,396,104	-
2021	$ 3,107,597	8.25%	$ 4,987,643,281	$ 3,107,597	-
2022	$ 27,783	0.07%	$ 5,984,535,683	$ 27,783	-
2023	$ 1,209,448	0.42%	$ 6,984,507,899	$ 1,209,448	-
2024	$ 626,616	1.66%	$ 7,984,350,556	$ 626,616	-
2025	$ 10,253,687	27.24%	$ 8,983,723,939	$ 10,253,687	-
2026	$ 7,533,381	20.01%	$ 9,973,470,251	$ 7,533,381	-

APPENDIX B: DO-NOTHING MODEL RUN SUMMARY

Appendix B includes the summary of a do-nothing scenario, where no budget was provided for any asset replacement or rehabilitation. A budget of $0 was provided for the period of 2017 to 2026. This scenario shows the how the need for capital keeps increasing over each year to keep the agency in a SGR when no budget is provided.

Do-Nothing Prioritization Run

Program Year	Asset ID Code	Description	Replacement Costs	Replace-Lined?
2017	HVAC-Maint. 2	Repair/rehabilitate HVAC system for the administrative building of the Maintenance Center	$22,600	Yes
2017	HVAC-TC 2	Repair/rehabilitate HVAC system for the East side of Transit Center	$1,907,472	Yes
2018	DR-DV 1	Replace 14 Demand Response Diesel Chevy Vans	$1,386,000	Yes
2018	Facility_Maintenance 1	Repair/rehabilitate 17,163 Sq. ft. of Administration building and Repair shop at the Maintenance Center	$308,934	Yes
2019	Facility_Maintenance 6	Repair/rehabilitate 49,618 Sq. ft. of Bus pathway at the Maintenance Center	$893,124	Yes
2020	CNGSM 1	Replace 5 CNG small Blue Bird buses	$2,365,000	Yes
2020	Facility_Maintenance 3	Repair/rehabilitate 1,728 Sq. ft. of Bus wash area at the Maintenance Center	$31,104	Yes
2021	CNGSM 2	Replace 5 CNG small Blue Bird buses	$2,365,000	Yes
2021	DR-Unleaded 1	Replace 3 Demand Response Vans	116,268	Yes
2021	Facility_Maintenance 2	Repair/rehabilitate 3,735 Sq. ft. of Service island at the Maintenance Center	$67,230	Yes
2021	Roof_TC 1	Repair/rehabilitate the roof at Transit Center	$529,099	Yes
2022	Surveillance System 2	Replace/rehabilitate Video Surveillance Camera System Scott & Farragut Facility	$27,783	Yes
2023	Diesel SM 1 (1142,1143)	Replace 2 Diesel Champion Buses (2011)	$1,179,448	Yes
2023	Mobile Lifts 1	Replace/rehabilitate 4 Mobile Lifts	$30,000	Yes
2024	Facility_Maintenance 4	Repair/rehabilitate 34,812 Sq. ft. of Van and Bus Parking Area at Maintenance Center	$626,616	Yes
2025	Diesel 1	Replace 11 Diesel Gillig Buses (2009)	$5,455,466	Yes
2026	Diesel 2	Replace 12 Diesel Gillig Buses (2011)	$5,951,417	Yes

Summary of Do-Nothing Prioritization Run

Year	Needs		Budget ($)	Expenditures from Budget ($)	Remaining Backlog ($)
	Amount ($)	Percent			
2017	$ 7,299,903.96	19.39%	$ -	$ 1,930,051.96	$ 5,369,852.00
2018	$ 6,755,852.00	17.94%	$ (1,930,051.96)	$ 1,694,934.00	$ 5,060,918.00
2019	$ 6,026,690.00	16.01%	$ (3,624,985.96)	$ 893,124.00	$ 5,133,566.00
2020	$ 5,133,566.00	13.64%	$ (4,518,109.96)	$ 2,396,104.00	$ 2,737,462.00
2021	$ 5,777,828.73	15.35%	$ (6,914,213.96)	$ 3,077,596.73	$ 2,700,232.00
2022	$ 2,728,015.00	7.25%	$ (9,991,810.69)	$ 27,783.00	$ 2,700,232.00
2023	$ 2,700,232.00	7.17%	$ (10,019,593.69)	$ 157,342.00	$ 2,542,890.00
2024	$ 3,169,506.00	8.42%	$ (10,176,935.69)	$ 626,616.00	$ 2,542,890.00
2025	$ 12,796,577.37	33.99%	$ (10,803,551.69)	$ 5,455,465.84	$ 7,341,111.53
2026	$ 14,874,492.41	39.51%	$ (16,259,017.53)	$ 5,951,417.28	$ 8,923,075.13

APPENDIX C: ANNUAL BENCHMARKS (NTD)

Appendix C includes all the El Metro – Transit buses and van for the Fiscal Year of 2024 to 2025.

Annual Benchmarks

Veh No	T	Make	Ft.	Model	Year	Active / In-Active	Veh Age	ULB Grant Life (Cir 5010.IE)	Meets / Exceed sMinm. ULB	TAM's ULB (Cheat Sheet)	Meets / Exceeds Max ULB	FUEL Gas/Diesel	Condition Fair/New	PM Intervals	LifeMiles Update 09/30/25
0905	B	Gillig	35	G27D102N4	2009	I	16	12	Yes	14	Yes	Diesel	Fair	6000	692524
0908	B	Gillig	35	G27D102N4	2009	I	16	12	Yes	14	Yes	Diesel	Fair	6000	687231
0909	B	Gillig	35	G27D102N4	2009	I	16	12	Yes	14	Yes	Diesel	Fair	6000	733189
0910	B	Gillig	35	G27D102N4	2009	I	16	12	Yes	14	Yes	Diesel	Fair	6000	637629
1130	B	Gillig	40	G27D102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	564818
1134	B	Gillig	40	G27D102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	647552
1138	B	Gillig	35	G27B102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	573419
1135	B	Gillig	40	G27D102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	583027
1137	B	Gillig	35	G27B102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	612955
1140	B	Gillig	35	G27B102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	590188
0906	B	Gillig	35	G27D102N4	2009	A	16	12	Yes	14	Yes	Diesel	Fair	6000	639876
1133	B	Gillig	40	G27D102N4	2011	A	14	12	Yes	14	No	Diesel	Fair	6000	627768
1136	B	Gillig	35	G27B102N4	2011	A	14	12	Yes	14	No	Diesel	Fair	6000	542839
1141	B	Gillig	35	G27B102N4	2011	A	14	12	Yes	14	No	Diesel	Fair	6000	536065
0929	B	Gillig (trolley)	30	627E102N2	2009	A	16	10	Yes	14	Yes	Diesel	Fair	6000	467766
2168	B	Gillig LLC(Hyb)	35	G30B	2021	A	4	12	No	14	No	Diesel/ Electric	Fair	3000	178437
1544	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	475073
1545	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	458284
1547	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	461914
1548	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	459837
1549	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	544737
1550	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	462956
1551	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	498907
1754	B	Gillig LLC	40	G31D102N4	2017	A	8	12	No	14	No	CNG	Fair	3000	412337
1959	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	355830
1962	B	Gillig LLC	35	G31B102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	297508
1546	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	485772
1552	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	444912
1753	B	Gillig LLC	40	G31D102N4	2017	A	8	12	No	14	No	CNG	Fair	3000	418826
1755	B	Gillig LLC	40	G31D102N4	2017	A	8	12	No	14	No	CNG	Fair	3000	422654
1956	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	332667
1957	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	351172
1958	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	327849
1960	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	358599
1961	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	323118
2065	B	Gillig LLC(BRT)	35	G31B	2020	A	5	12	No	14	No	CNG	Fair	3000	250262
2167	B	Gillig LLC	35	G31B	2021	A	4	12	No	14	No	CNG	Fair	3000	247216
2270	B	GILLIG	29	G31E	2022	A	3	10	No	14	No	CNG	Fair	3000	106487
2573	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	19077
2574	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	18167
2575	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	16409
2576	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	2406
2577	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	18237
2578	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	20018
2579	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	13392
2580	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	2635
2581	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	14125
2582	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	12490
2583	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	15464
2584	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	7181

Annual Benchmarks (Cont.)

Veh No	T	Make	Ft.	Model	Year	Active / In-Active	Veh.Age	ULB Grant Life (Cir 5010.IE)	Meets / Exceed sMinm. ULB	TAM's ULB (Cheat Sheet)	Meets / Exceeds Max ULB	FUEL Gas/Diesel	Condition Fair/New	PM Intervals	LifeMiles Update 09/30/25
2585	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	16320
2586	B	GILLIG	29	G31E	2025	A	0	10	No	10	No	CNG	New	3000	15172
2587	B	GILLIG	29	G31E	2025	A	0	10	No	10	No	CNG	New	3000	13168
2588	B	GILLIG	40	G31D	2025	A	0	12	No	14	No	CNG	New	3000	12592
2589	B	GILLIG	40	G31D	2025	A	0	12	No	14	No	CNG	New	3000	6709
2590	B	GILLIG	40	G31D	2025	A	0	12	No	14	No	CNG	New	3000	7680
2591	B	GILLIG	40	G31D	2025	A	0	12	No	14	No	CNG	New	3000	0
2063	LD	ChampionBus	26.5	LF Transport	2020	A	5	5	No	10	No	Gas	Fair	3000	204507
2066	LD	ChampionBus	26.5	LF Transport	2020	A	5	5	No	10	No	Gas	Fair	3000	171771
2064	LD	ChampionBus	26.5	LF Transport	2020	A	5	5	No	10	No	Gas	Fair	3000	198366
2571	LD	Ford-Arboc	28	Freedom	2025	A	0	5	No	10	No	Gas	New	3000	10308
2572	LD	Ford-Arboc	28	Freedom	2025	A	0	5	No	10	No	Gas	New	3000	9871

Veh No	T	Make	Ft.	Model	Year	Active / In-Active	Veh.Age	ULB Grant Life (Cir 5010.IE)	Meets / Exceed sMinm. ULB	TAM's ULB (Cheat Sheet)	Meets / Exceeds Max ULB	FUEL Gas/Diesel	Condition Fair/New	PM Intervals	LifeMiles Update 09/30/25
1429	V	Other	17	MV-1	2014	A	11	5	Yes	8	Yes	Gas	Fair	3000	72765
1732	V	Glaval Universal	23	Ford-E450 (Cutaway)	2017	A	8	5	Yes	10	No	Gas	Fair	3000	206789
1733	V	Glaval Universal	23	Ford-E450 (Cutaway)	2017	A	8	5	Yes	10	No	Gas	Fair	3000	130966
1834	V	Glaval Universal	23	Ford-E450 (Cutaway)	2018	A	7	5	No	10	No	Gas	Fair	3000	141913
1835	V	Glaval Universal	23	Ford-E450 (Cutaway)	2018	A	7	5	No	10	No	Gas	Fair	3000	167982
1936	V	Glaval Universal	23	Ford-E450 (Cutaway)	2019	A	6	5	No	10	No	Gas	Fair	3000	136745
1937	V	Glaval Universal	23	Ford-E450 (Cutaway)	2019	A	6	5	No	10	No	Gas	Fair	3000	143829
1938	V	Glaval Universal	23	Ford-E450 (Cutaway)	2019	A	6	5	No	10	No	Gas	Fair	3000	145984
2039	V	Champion	24'8"	Ford LF-E450 (Cutaway)	2020	A	5	5	No	10	No	Gas	Fair	3000	105238
2040	V	Champion	24'8"	Ford LF-E450 (Cutaway)	2020	A	5	5	No	10	No	Gas	Fair	3000	109002
2141	V	Champion	24'8"	Ford LF-E450 (Cutaway)	2021	A	4	5	No	10	No	Gas	Fair	3000	56996
2142	V	Champion	24'8"	Ford LF-E450 (Cutaway)	2021	A	4	5	No	10	No	Gas	Fair	3000	66687
2343	V	Arboc	28	Spirit LF-E450 (Cutaway)	2023	A	2	5	No	10	No	Gas	Fair	3000	35332
2344	V	Arboc	28	Spirit LF-E450 (Cutaway)	2023	A	2	5	No	10	No	Gas	Fair	3000	35556
2345	V	STARCRAFT	23'	ALLSTAR (Cutaway)	2023	A	2	5	No	10	No	Gas	Fair	3000	17513
2346	V	STARCRAFT	23'	ALLSTAR (Cutaway)	2023	A	2	5	No	10	No	Gas	Fair	3000	15955

Plan Update: NOV/2025

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