

Transit Asset Management Plan

Unitrans

City of Davis & ASUCD

Updated: April 2024

FY2022-23 NTD Transit Asset Management Narrative Update & Summary

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

Agency Information

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Accountable Executive: Jeff Flynn, General Manager

Prepared by Jeff Flynn, General Manager, on August 31, 2023 for Reporting Year 2023. Updated in April 2024.

Signature Page

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

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

Jeff Flynn
General Manager

FY2022-23 Update & Summary

The following summarizes major updates to the TAM plan through June 30, 2023 for the University of California, Davis doing business as Unitrans.

Revenue Fleet

Through June 30, 2023 has an active revenue fleet consisting of three vintage double decker buses, four modern double decker buses, 41 single decker buses, and two cutaway vehicles or 50 active vehicles. Unitrans is in the process of retiring and disposing of four single deck buses as well as receiving four new vehicles in FY2023-24. These are included in the 50 active vehicles.

Updates:

Unitrans received no new revenue vehicles in FY2022-2023. Unitrans retired and sold four revenue vehicles (single deck buses) that were past their useful life and disposed on one vintage double decker bus that had not been operated in over a decade.

- Single deck fleet: 24% exceed useful life benchmark of 12 years by the end of FY2022-2023 (10 of 41 buses). In FY2022-23, the largest portion of Unitrans' bus fleet, the 2009 fleet comprised of 25 total vehicles, is at its useful life. In this subfleet, 12 vehicles are being replaced (10 remaining by end of fiscal year) and 13 were rehabilitated and their useful lives were extended by six years.
 - FY2023-24 Target is 10%.
 - FY2024-25 Target is 5%
- Double deck fleet: 71% exceed useful life benchmark of 14 years in FY2022-23. All three active vintage buses exceed their useful life and two of the four modern double deckers are within their useful life. The vintage buses are expected to be beyond their useful life by design. Funding is secured to replace the two modern double decker buses that are now beyond their useful life although the replacement vehicles are not expected until FY2025-26.
 - FY2023-24 Target is 71%.
 - FY2024-25 Target is 71%.
- Cutaways: 0% of vehicles exceed their useful life benchmark of ten years. Two total vehicles.
 - FY2023-24 and FY2024-25 Target is 0%.

Progress:

For the single deck fleet, Unitrans completed the rehabilitation program for 13 2009 model year vehicles and extended their useful life by six years each. Of the remaining 12 2009 model year vehicles, Unitrans is in the process of retiring these buses as their replacement vehicles arrive. Two 2009 buses and the remaining two 2006 model year vehicles were retired in FY2022-23. All 2009 model year replacement vehicles are funded.

Of the two 2009 double deckers, both are due for retirement in 2023. In FY2022-23, Unitrans secured funding to replace the two vehicles with two new battery electric double decker buses however the production and delivery is not expected until FY2025-26. Unitrans will continue to maintain and operate the two vehicles until replacements arrive.

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

Challenges:

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

Non-Revenue Fleet

Unitrans has made significant progress over the last five years in replacing older, unreliable non-revenue vehicles. Progress has stalled though due to supply chain issues and vehicle availability. Unitrans currently has a fleet of eight non-revenue vehicles; one vehicle was totaled in a collision in FY2022-23 and a replacement vehicle is on order. Automobiles have a useful life of eight years and trucks/other rubber tire vehicles have a useful life of ten years.

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

- FY2023-24 Target is 0%
- FY2024-25 Target is 0%

Trucks and Other Rubber Tire Vehicles: 43% of the non-revenue truck/van fleet exceeds its useful life benchmark (3 of 7 vehicles). Unitrans staff has an active procurement to replace two of the three vehicles and will replace the third vehicle in FY2024-25.

- FY2023-24 Target is 43%
- FY2024-25 Target is 14%

Updates/Progress:

In FY2022-23, Unitrans lost a SUV due to a collision that totaled the vehicle. Unitrans has an active procurement for a replacement SUV and replacement van however the new vehicles are delayed due to supply chain issue. Unitrans expects replacements to arrive in FY2023-24. Due to these delays, replacing the second van is on hold until FY2024-25.

Challenges:

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

Infrastructure

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

Facilities under a “Three” rating are prioritized for rehabilitation or replacement. Facilities are maintained by facility maintenance workers and evaluated for condition. Of the facilities, the Operations and Maintenance Facility pavement on the northern half of the facility needs

replacement/rehabilitation which is planned to occur when the next phase of bus electrification begins in FY2025-26 if funding can be secured. While the holistic facility is in good condition, the pavement condition is rated as a 2 of 5.

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

- FY2023-24 Target is 0%.
- FY2024-25 Target is 0%.

Updates/Progress:

In summer/fall 2022, Unitrans replaced the 1980s era bus wash with a new, modern facility. With the facility electrification project, Unitrans rehabilitated the pavement on the southern half of the facility and replaced the degraded asphalt with new concrete. Rehabilitating and replacing the remaining degraded asphalt is planned for FY2025-26 if funding can be secured.

Challenges:

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

Extenuating Circumstances

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

Additional Information and Supporting Documents

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

Chapter I – Introduction

Introduction

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

Unitrans is the City of Davis and UC Davis’ local public transit service operating 18 lines ranging from 30-minute to 60-minute frequencies approximately 18 hours a day, 360 days a year. Unitrans has a fleet of 50 revenue vehicles and an Operations and Maintenance Facility located at 800 Garrod Drive, Davis, California on UC Davis campus. The service is operated by the Associated Students of UC Davis (ASUCD) and is a partnership between the City of Davis and UC Davis with each party providing approximately half of the annual operating funding. In FY2019, Unitrans transported nearly four million passengers. In FY2022-23, Unitrans is still recovering from pandemic effects and carried approximately three million customers.

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

Performance Targets & Measures

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

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

1	Poor	Critically damaged or in need of immediate repair; well past useful life
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Source: FTA TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation (April 2017)

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

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

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

Asset Category	Asset Class	Fleet Size	Vehicle age	Useful Life Benchmark	FY 2022/23 % Exceeding ULB	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target	Notes
Rolling Stock	Bus (BU) – DD 2019	2	4	14 years	0%	0%	0%	0%	0%	0%	
	Cutaway bus (CU) – 2019	2	4	10 years	0%	0%	0%	0%	0%	0%	
	Bus (BU) - Vintage Fleet	3	73	14 years	100%	100%	100%	100%	100%	100%	Vintage double decker fleet will always exceed useful life benchmark. Three are active and service ready. One bus was disposed of in FY2022-23.
	Bus (BU) - NF 2009	23	14	12 years	64%	31%	13%	15%	36%	43%	Mid-life rehab completed for 13 buses, prolonging life to 2026-2029. 12 buses to be replaced in next 2 years. Two buses were be retired in FY2022-23. Full rehab fleet will be retired by 2029.
	Bus (BU) - DD 2009	2	14	14 years	0%	100%	100%	100%	NA	NA	Funding awarded to replace these buses in FY2025-26
	Bus (BU) - NF 2014	3	9	12 years	0%	0%	0%	100%	100%	100%	
	Bus (BU) - NF 2016	4	7	12 years	0%	0%	0%	0%	0%	100%	
	Bus (BU) – NF 2020	5	3	12 years	0%	0%	0%	0%	0%	0%	
	Bus (BU) – NF Electric Bus 2022	6	<1	12 years	0%	0%	0%	0%	0%	0%	
Equipment	Trucks & Other Rubber Tire Vehicles (non-revenue S10) – 2020	1	3	8	0%	0%	0%	0%	0%	100%	
	Trucks & Other Rubber Tire Vehicles (non-revenue S6) - 2013	1	10	8	0%	NA	NA	NA	NA	NA	Vehicle totaled in collision in FY2022-23. Replacement on order and expected in FY2023-24.
	Automobiles (non-revenue S7) - 2017	1	6	8	0%	0%	0%	100%	100%	100%	
	Trucks & Other Rubber Tire Vehicles (non-revenue S115)	1	11	10	0%	100%	NA	NA	NA	NA	Purchased used for support vehicle; Replacement delayed due to supply chain. Should be replaced in FY2023-24.
	Trucks & Other Rubber Tire Vehicles (non-revenue S116)	1	10	10	0%	100%	100%	NA	NA	NA	Purchased used for support vehicle; replacement scheduled for FY2023-24 but may be delayed until FY2024-25 due to supply chain.
	Trucks & Other Rubber Tire Vehicles (S8 Gem Polaris)	1	4	10	0%	0%	0%	0%	0%	0%	Purchased in FY2019
	Trucks & Other Rubber Tire Vehicles (S117 Service Truck)	1	4	10	0%	0%	0%	0%	0%	0%	Purchased in FY2019
	Trucks & Other Rubber Tire Vehicles (S118 Facilities Truck)	1	2	10	0%	0%	0%	0%	0%	0%	Purchased in FY2020
Facilities (if applicable)	Operations & Maintenance Facility	1	1984 2004	3.0 condition rating	0%	0%	0%	0%	0%	0%	Current rating is a 4 overall. Parking and pavement is rated as a 2 on northern half of facility and 5 on southern half. Completion in 2020 for southern half paving.
	CNG Fueling Facility	1	1995 2019	4.0 condition rating	0%	0%	0%	0%	0%	0%	Rated as a 4. Compressors replaced in FY2019 and facility improved including vent and duct improvements completed in FY2021-2022.

	Fuel Island	1	1985, 1995, 2004	3.0 condition rating	0%	0%	0%	0%	100%	100%	Currently rated as a 3. Pavement replaced in 2020. Pumps need replacing by mid-decade.
	Bus Wash	1	1990, 20222	4.0 condition rating	0%	0%	0%	0%	0%	0%	Currently rated as a 5. Facility significantly restored and renovated in FY2022-23.

Chapter 2 – Capital Asset Inventory

Unitrans owns 50 revenue vehicles (or rolling stock), has seven non-revenue or support vehicles, and has one primary operations and maintenance facility comprised of a main building for operations and maintenance, a bus wash facility, a fueling island, and a fueling facility. A majority of Unitrans' rolling stock is comprised of 40' single deck buses but Unitrans also has two cutaways, three vintage double decker buses dating back to as early as 1950, and four modern double decker buses. Unitrans prioritizes fleet rehabilitation and replacement in our capital program.

Asset Inventory Listing Summary Table

ASSET CLASS: ASSET CLASS NAME	# OF ASSETS	AVG. AGE	AVG. VALUE
	Sum	Avg	Sum
BU - Bus	48	9.7	\$641,431
CU - Cutaway bus	2	4.3	\$146,271
Automobiles	1	6	\$28,000
Trucks & other rubber tire vehicles	7	6.7	\$40,894
Vehicle Washing Facility	1	1	\$1,300,000
Vehicle Fueling Facility	2	11.3	\$1,200,000
Combined Administrative and Maintenance Facility	1	19.8	\$20,000,000
Facilities Summary	4	8	\$22,500,000

Chapter 3 – Condition Assessment

Asset Condition Summary

Unitrans strives to fully fund our rolling stock replacement in order to ensure our vehicles are at or below their useful life. Vehicles cost more to maintain as they age and provide a poorer customer experience over time. Providing a reliable, comfortable, and cost efficient maintenance and operations program is critical to Unitrans service stability. Of the 2009 fleet (23 buses remain of original 25), funding is in place to rehabilitate 13 of the 2009 buses and replace all 12 of the remaining 2009 buses. As of August 2023, all 13 buses in the rehabilitation program are completed and their useful life has been extended by six years each. Two of the 12 remaining 2009 buses have been retired. The 12 2009 buses that are not being rehabilitated will be retired over the next two years and are being replaced with new battery electric buses.

Our vintage double decker fleet has exceeded its useful life however these are extensively maintained and rehabilitated based on need.

The bus wash facility was rebuilt and replaced in fall 2022. The next facility project is planned for 2025 to expand bus charging infrastructure to prepare for Phase 2 of the electric bus program and repave the roadway that was not repaved in 2020.

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

Asset Class Performance Table

Asset Class: Asset Class Name	# of Assets	Avg. Age	Avg. Rating	Avg. Value	% Past ULB	% Below 3.0
BU - Bus	48	9.7		\$641,431	27%	0%
CU - Cutaway bus	2	4.0		\$146,271	0.0%	0%
Equipment						
Automobiles	1	6		\$28,000	0%	0%
Trucks & other rubber tire vehicles	7	6.7		\$40,894	42%	29%
Facilities						
Vehicle Washing Facility	1	1	5	\$1,300,000	0%	0%
Vehicle Fueling Facility	2	11.3	4	\$1,200,000	0%	0%
Combined Administrative and Maintenance Facility	1	19.8	4	\$20,000,000	0%	0%

Revenue Vehicle Condition

Asset Class	Name	Vehicle Make	Vehicle Model	Model Year	Serial Number	In Service Date	Age	Replacement Value	Asset Class ULB	Past ULB
BU - Bus	4000	NEWFLYER	C40LFR	2009	5FYC5FB119C036444	11/24/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4001	NEWFLYER	C40LFR	2009	5FYC5FB139C036445	11/24/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4002	NEWFLYER	C40LFR	2009	5FYC5FB159C036446	11/24/2009	13	\$550,000.00	12	TRUE
	4003	NEWFLYER	C40LFR	2009	5FYC5FB179C036447	11/24/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4004	NEWFLYER	C40LFR	2009	5FYC5FB199C036448	11/24/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4005	NEWFLYER	C40LFR	2009	5FYC5FB109C036449	11/24/2009	13	\$550,000.00	12	TRUE
	4079	NEWFLYER	C40LFR	2009	5FYC8FB06GB050518	6/3/2009	13	\$550,000.00	12	TRUE
	4080	NEWFLYER	C40LFR	2009	5FYC5FB109C035558	6/3/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4081	NEWFLYER	C40LFR	2009	5FYC5FB129C035559	6/3/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4083	NEWFLYER	C40LFR	2009	5FYC5FB109C035561	6/3/2009	13	\$550,000.00	12	TRUE
	4084	NEWFLYER	C40LFR	2009	5FYC5FB129C035562	6/3/2009	13	\$550,000.00	12	TRUE
	4087	NEWFLYER	C40LFR	2009	5FYC5FB149C035563	11/24/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4088	NEWFLYER	C40LFR	2009	5FYC5FB179C036450	11/24/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4089	NEWFLYER	C40LFR	2009	5FYC5FB199C036451	11/24/2009	13	\$550,000.00	12	TRUE
	4090	NEWFLYER	C40LFR	2009	5FYC5FB109C036452	11/24/2009	13	\$550,000.00	12	TRUE
	4091	NEWFLYER	C40LFR	2009	5FYC5FB129C036453	11/24/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4092	NEWFLYER	C40LFR	2009	5FYC5FB149C036454	11/24/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4093	NEWFLYER	C40LFR	2009	5FYC5FB169C036455	11/24/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4094	NEWFLYER	C40LFR	2009	5FYC5FB189C036456	11/24/2009	13	\$550,000.00	12	TRUE
	4096	NEWFLYER	C40LFR	2009	5FYC5FB119C036458	11/24/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
	4097	NEWFLYER	C40LFR	2009	5FYC5FB119C036458	11/24/2009	13	\$550,000.00	12	TRUE
	4098	NEWFLYER	C40LFR	2009	5FYC5FB139C036459	11/24/2009	13	\$550,000.00	12	TRUE
	4099	NEWFLYER	C40LFR	2009	5FYC5FB1X9C036460	11/24/2009	13	\$550,000.00	18 (Rehab)	FALSE – Rehab
8113	Alexander Dennis	Enviro 500		2018	SFET9V844JGN16313	4/1/2019	4.5	\$931,803.67	14	FALSE
8114	Alexander Dennis	Enviro 500		2018	SFET9V840JGN16342	4/1/2019	4.5	\$931,803.67	14	FALSE
8185	ALEXANDER DENNIS	ENVIRO 500		2009	SFET2A7279GN12149	3/12/2010	13.5	\$997,000.00	14	FALSE

Revenue Vehicle Condition

Asset Class	Name	Vehicle Make	Vehicle Model	Model Year	Serial Number	In Service Date	Age	Replacement Value	Asset Class ULB	Past ULB
	8186	ALEXANDER DENNIS	ENVIRO 500	2009	SFET2A7279GN12150	2/18/2010	13.5	\$997,000.00	14	FALSE
	742	AEC	RT	1948	2629	6/1/1978	45.5	\$997,000.00	12	TRUE
	2819	AEC	RT	1952	9616451	10/1/1975	48	\$997,000.00	12	TRUE
	4735	AEC	RT	1954	5506	6/1/1978	45.5	\$997,000.00	12	TRUE
	4017	New Flyer	Xcelsior	2020	5FYC8FB05LF073825	3/1/2020	3	\$750,000.00	12	FALSE
	4018	New Flyer	Xcelsior	2020	5FYC8FB07LF073826	3/1/2020	3	\$750,000.00	12	FALSE
	4019	New Flyer	Xcelsior	2020	5FYC8FB09LF073827	3/1/2020	3	\$750,000.00	12	FALSE
	4020	New Flyer	Xcelsior	2020	5FYC8FB00LF073828	3/1/2020	3	\$750,000.00	12	FALSE
	4021	New Flyer	Xcelsior	2020	5FYC8FB02LF073829	3/1/2020	3	\$750,000.00	12	FALSE
	4006	NEWFLYER	XN40	2014	5FYC8FB09EC044333	4/1/2014	9.5	\$550,000.00	12	FALSE
	4007	NEWFLYER	XN40	2014	5FYC8FB00EC044334	4/1/2014	9.5	\$550,000.00	12	FALSE
	4008	NEWFLYER	XN40	2014	5FYC8FB02EC044335	4/1/2014	9.5	\$550,000.00	12	FALSE
	4009	NEWFLYER	XN40	2016	5FYC8FB00GB050515	12/16/2016	7	\$550,000.00	12	FALSE
	4010	NEWFLYER	XN40	2016	5FYC8FB02GB050516	12/16/2016	7	\$550,000.00	12	FALSE
	4011	NEWFLYER	XN40	2016	5FYC8FB04GB050517	12/16/2016	7	\$550,000.00	12	FALSE
	4012	NEWFLYER	XN40	2016	5FYC8FB04GB050517	12/16/2016	7	\$550,000.00	12	FALSE
	4022	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105488	4/1/2022	1	\$921,000.00	12	FALSE
	4023	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105489	4/1/2022	1	\$921,000.00	12	FALSE
	4024	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105490	4/1/2022	1	\$921,000.00	12	FALSE
	4025	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105491	4/1/2022	1	\$921,000.00	12	FALSE
	4026	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105492	4/1/2022	1	\$921,000.00	12	FALSE
	4027	NEWFLYER	Xcelsior NG	2022	5FYB8FJ08NC105493	4/1/2022	1	\$921,000.00	12	FALSE
	48									13
CU - Cutaway bus	2016	Glavel	Titan II LF	2019	1HA6GUBG6JN00960 2	5/20/2019	4.5	\$146,270.76	10	FALSE
	2015	Glavel	Titan II LF	2019	1HA6GUBG6JN00948 5	5/20/2019	4.5	\$146,270.76	10	FALSE

Revenue Vehicle Condition

Asset Class	Name	Vehicle Make	Vehicle Model	Model Year	Serial Number	In Service Date	Age	Replacement Value	Asset Class ULB	Past ULB

Non-Revenue Vehicle Condition

Asset Class	Name	Vehicle Make	Vehicle Model	Model Year	Serial Number	In Service Date	Age	Replacement Value	Asset Class ULB	Past ULB
Automobiles	S7	FORD	C-Max	2017	1FADP5EU1HL110240	2/1/2018	6	\$28,000.00	8	FALSE
	1									0
Trucks & other rubber tire vehicles	S8	Gem	Polaris	2018	52CG4AGA5J5018693	9/1/2018	5	\$15,000.00	10	FALSE
	S10	Ford	Escape	2020	1FMCU9G65LUB06713	5/26/2020	3.5	\$35,000.00	8	FALSE
	S116	Ford	E-350 Van	2012	1FBNE3BLXDDA60323	4/18/2013	10	\$25,000.00	10	TRUE
	S117	Ford	E-450	2019	1FDRF3GT1KEE58218	7/29/2019	4	\$80,000.00	10	FALSE
	S118	Ford	F-250 Truck	2020	1FT7X2AT8LEC74083	3/30/2020	3.5		10	FALSE
	S115	Ford	E-350 Van	2011	1FBNE3BL5BDB29318	9/28/2011	12	\$25,000.00	10	TRUE
	S6	Toyota	Rav-4	2013	2T3YL4DV1DW001697	8/1/2013	10	\$50,000	8	TRUE
	7									3

Facilities Condition Table

Asset Class: Asset Class Name	Capital Responsibility	Year Built/Reconstructed	Age	Condition Assessment	Replacement Value
Vehicle Washing Facility	Direct	1990	<1	5	\$1,300,000.00
Vehicle Fueling Facility	Direct	2004	19.8	3	Included in Below
Vehicle Fueling Facility	Direct	2019	4.8	5	\$1,200,000.00
Combined Administrative and Maintenance Facility	Direct	2004	19.8	4	\$20,000,000.00
TOTAL					\$22,500,000.00

Chapter 4 – Decision Support

Decision Support

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

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

Investment Prioritization

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

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

Addressing Unplanned Maintenance

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

Overhaul Strategy

Unitrans has not typically performed heavy overhaul to extend vehicle life in the recent past. With our 2009 fleet though, Unitrans overhauled 13 buses and is replacing 12 buses. The overhaul project is projected to increase the life of the buses another six years each. Moving forward, Unitrans will be assessing overhauls in order to extend the useful life of vehicles.

Asset Category	Asset Class	Overhaul Strategy
Revenue Vehicles	BU - Bus	Mid-life overhaul - rebuilds bus engine, transmission and cooling system, and rehabilitation and reconfiguration of interior to increase capacity and improve ADA amenities. Cost was approximately \$200,000 per bus and was completed in June 2023.

Acquisition and Renewal Strategy

Unitrans typically seeks to join bus procurements from larger agencies in order to take advantage of cost savings in the procurement process and vehicle quantities. Unitrans is currently part of the California Department of General Services Electric Bus Procurement. This procurement is being used to purchase 14 battery electric buses over three years from FY2021-2022 through FY2023-2024. As of August 2023, eight of the 14 buses are on site.

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

Asset Category	Asset Class	Acquisition and Renewal Strategy
Revenue Vehicles 2009 Fleet	BU - Bus	Unitrans is included in a joint procurement for electric buses through the California Department of General Services department. For 2022-2024, Unitrans is purchasing 14 electric buses. All 14 buses are funded and under contract (8 delivered to date).
Double Decker 2009 Fleet	BU – Bus	Unitrans received a SACOG regional program grant for over \$2 million in spring 2023 to replace our two 2009 double decker buses with two battery-electric double

		decker buses. Unitrans expects these vehicles to arrive in 2025-2026 and is currently exploring contracting options.
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Chapter 5 – Investment Prioritization

Proposed Investments

Current investment priorities are planned based on age for rolling stock and equipment and condition for facilities. Below is a summary of our current investment priorities with planned replacement years. The fleet replacement and rehabilitation are always our highest priority. Projects typically become higher priority as their useful life approaches or is exceeded. Currently, all our single deck fleet replacement needs over the next year are funded as well as the 2009 double decker buses which are scheduled to arrive in late 2026/early 2027. Staff are currently working on facility rehabilitation, Phase 2 of the fleet electrification plan, and bus procurements beyond 2026.

Based on the condition of the pavement in the northern half of the Unitrans Operations & Maintenance Facility and stormwater runoff mitigation measures needed, rehabilitating this part of the facility is becoming more critical in the near term. In addition, Unitrans is planning on completing charging infrastructure improvements as Phase 2 of the Facility Electrification Improvements project before buses are scheduled to arrive in 2026/2027 (pending funding).

Project Year	Asset Category	Asset Class	Size	Age	Useful Life Benchmark	Cost	Priority
FY2021-25	Bus Fleet	Bus (BU) - NF 2009	12 (8 on site; 4 to arrive in fall 2024)	15	12 years	\$14 M	High (Funded)
FY2026-27	Bus Fleet	Bus (BU) - DD 2009	2	15	14 years	\$3 M	High (Funded)
FY2025-26 (funding dependent)	Facilities	Operations & Maintenance Facility (Pavement rehab and associated improvements, northern half)	1	20	2 (condition rating)	\$3M-\$3.5M	Medium-High (partially funded)
FY2025-26 (funding dependent)	Facilities	Phase 2 Facility Electrification Improvements	1	0	NA	\$5M	Medium-High (partially funded)
FY2026-27 thru FY2028-29	Bus Fleet	Bus (BU) - NF 2009 Rehabilitated Fleet Bus (BU) – NF 2014	13 (NF 2009 rehabbed buses)	10-15	12 years (non-rehabilitated buses)	\$15M-\$20M (Estimated)	Medium (will be high as retirement)

			1 (NF 2014 buses)		18 years (rehabilitated buses)		dates approach)
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