

**ACTION MEMO**

**AC TRANSIT DISTRICT**  
**Board of Directors**  
Executive Summary

**GM Memo No. 06-084 REVISED**  
Meeting Date: April 19, 2006

**Committees:**

Planning Committee	<input type="checkbox"/>	Finance Committee	<input type="checkbox"/>
External Affairs Committee	<input type="checkbox"/>	Operations Committee	<input type="checkbox"/>
<b>Board of Directors</b>	<input checked="" type="checkbox"/>	<b>Financing Corporation</b>	<input type="checkbox"/>

**SUBJECT: CONSIDER ADOPTION OF RESOLUTION NO. 06-015 AUTHORIZING THE GENERAL MANAGER TO TRANSFER THE FEDERAL INTEREST IN SEVENTY-ONE (71) 1997 NABI 40-FOOT 2900 SERIES BUSES TO THIRTY-NINE (39) 2002 MCI BUSES PURCHASED WITH STATE TCRP FUNDS; TRANSFER THE STATE INTEREST IN THE MCI FLEET TO THIRTY-NINE (39) VAN HOOL ARTICULATED BUSES IN THE DISTRICT'S PRESENT FLEET AND APPROVING THE SALE AND/OR TRADE-IN OF THE 71 NABI 2900 SERIES BUSES AS PART OF THE PURCHASE OF FIFTY (50) VAN HOOLBUSES THAT WILL BE FUNDED WITH STATE FUNDS.**

**BOARD ACTION:**      **Approved as Recommended**          **Other**        
   **Approved with Modification(s)**   

Following the motion a lengthy discussion ensued concerning whether or not it would be more appropriate for this item to go to committee initially rather than direct to the board.

Director Wallace called for the question. No second to the motion was offered. President Harper called for questions or comments from board members. Comments and questions followed whereby the General Manager produced a handout for review. Discussion continued whereby Director Jaquez seconded the motion to call the question. The committee consented to the suggestion to have a workshop to review future proposals relating to bus transfers and/or trade-in.

**MOTION: WALLACE/KAPLAN** to adopt **Resolution No. 06-015** as presented (7-0-0-0).

Ayes:            Directors Wallace, Kaplan, Jaquez, Hayashi, Peeples, Vice President  
   Bischofberger, President Harper - 7  
Noes:            None – 0  
Abstain:        None – 0  
Absent:         None – 0

The above order was passed on  
April 19, 2006.

Rose Martinez, District Secretary  
By \_\_\_\_\_

**GM Memo No. 06-084**

**Subject: Consider Adoption of Resolution No. 06-015 Authorizing the General Manager to Transfer the Federal Interest in Seventy-One (71) 1997 NABI 40-Foot 2900 Series Buses to Thirty-Nine (39) 2002 MCI Buses Purchased With State TCRP Funds; Transfer the State Interest in the MCI Fleet to Thirty-Nine (39) Van Hool Articulated Buses in the District's Present Fleet and Approving The Sale and/or Trade-In of the 71 NABI 2900 Series Buses as Part of the Purchase of Fifty (50) Van Hool Buses That Will Be Funded With State Funds.**

**Date: April 19, 2006**

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**RECOMMENDED ACTION:**

Adopt Resolution No. 06-015

Information Only     Briefing Item     Recommended Motion

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**Fiscal Impact:**

Avoids the costs associated with replacing the engines and transmissions and other refurbishing costs that would be incurred to keep the buses in operating order. Avoid the cost of adding catalytic devices to the NABI fleet at a cost of approximately \$20,000 per bus. Reduces the age of the District's fleet, thus reducing on-going maintenance costs.

**Background/Discussion:**

The recent efficiencies gained from the District's new Hastus scheduling system will reduce the District's peak bus requirement by approximately 21 buses. This will result in the District exceeding the 20% spare ratio requirement imposed by the Federal Transit Administration.

To address the spare ratio requirement and to reduce costs for the District, the General Manager is proposing to trade-in and/or sell 71 federally funded 1997 NABI buses and replace them with 50 new Van Hools. The Van Hools will be a mixture of thirty-foot and forty foot buses based on the fleet requirements for District service. The estimated trade-in value is approximately \$75,000 per coach, which would offset the cost of the new buses. Under Federal Circular 5010.1C, there are two options for disposal of federally funded equipment that has not been fully depreciated:

1. Reimburse FTA the federal share of the depreciated value of the asset or the sales proceeds, whichever is greater. Federal share = 80%
2. Transfer the federal interest in the asset to another capital asset that is not federally funded and meets FTA requirements. E.g. Buy America

After reviewing these options with FTA staff, the District determined to seek the approval of the Metropolitan Transit Commission (MTC) and Caltrans, as the

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administrator of the State Funded MCI Express bus grant to transfer the federal interest in the NABI buses to the 39 MCI buses purchased with state funds, which meet the FTA requirements.

Staff has discussed this proposal with MTC and Caltrans, both of whom have indicated their willingness to support this action, contingent on assigning the state interest in the MCI's to 39 existing Van Hool buses that are equal to or exceed the net book value of the MCI's.

MTC would fund the new Van Hool buses by entering into an exchange agreement with the Alameda Congestion Management Agency (CMA) to ensure that the funds received for this purchase, \$14 Million, are State only funds and therefore have no Buy America restrictions. This would involve MTC providing federal Surface Transportation Program (STP) funds to the CMA who, in turn, will provide the District with Public Transportation Account (PTA) state only funds for the purchase of the Van Hools. MTC will then set-aside \$14 Million in future (2009) Federal Section 5307 funding to replace the STP funds that were earmarked for Capital Shortfalls. In addition, MTC will provide up to \$1.3 Million in FY 2009 Bridge Toll funding for these buses. The District will delete the 71 NABI's from the 2009 replacement program, freeing up the funds to backfill the Capital Shortfall reserve.

These actions will benefit both the District and the Region.

**Prior Relevant Board Actions/Policies:**

None

**Attachments:**

Resolution No. 06-015  
Exhibit 1 to Resolution No. 06-015

**Approved by: Rick Fernandez, General Manager  
Deborah McClain, Chief Financial Officer**

**Prepared by: Joan P. Martin, Manager-Capital Planning & Grant Adm.**

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**Date: April 19, 2006**

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**Date Prepared: March 29, 2006**

# ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

## RESOLUTION NO. 06-15 REVISED

**A RESOLUTION AUTHORIZING THE GENERAL MANAGER TO TRANSFER THE FEDERAL INTEREST IN SEVENTY-ONE (71) 1997 NABI 40-FOOT 2900 SERIES BUSES TO THIRTY-NINE (39) 2002 MCI BUSES PURCHASED WITH STATE TCRP FUNDS; TRANSFER THE STATE INTEREST IN THE MCI FLEET TO THIRTY-NINE (39) VAN HOOL ARTICULATED BUSES IN THE DISTRICT'S PRESENT FLEET AND APPROVING THE SALE AND/OR TRADE-IN OF THE 71 NABI 2900 SERIES BUSES AS PART OF THE PURCHASE OF FIFTY (50) VAN HOOL BUSES THAT WILL BE FUNDED WITH STATE FUNDS.**

**WHEREAS**, the Alameda-Contra Costa Transit District (the District) has a fleet of seventy-one (71) 1997 forty-foot NABI 2900 series buses (the NABI's) acquired with Federal Transit Administration (FTA) funds that will reach the end of their useful life according to FTA regulations, in 2009; and

**WHEREAS**, in order to continue the use of these buses to the end of their useful life, the District would need to refurbish, upgrade and add catalytic devices to them the cost of approximately \$20,000 per bus; and

**WHEREAS**, due to efficiencies gained from the Hastus scheduling system the District's peak bus requirement will be reduced by approximately 21 buses which, unless removed from the District's fleet, would exceed the FTA 20% spare ratio requirement; and

**WHEREAS**, in order to comply with the spare ratio requirement the District is proposing to dispose of the NABI's before the end of their useful life and replace them with fifty (50) new Van Hool buses (the Van Hool's) which will require the District to transfer the federal interest in the NABI's to non-federally funded buses which meet the Buy America requirement, and

**WHEREAS**, thirty-nine (39) MCI buses (the MCI's) purchased with State funds meet the Buy America requirement and therefore are eligible to receive the transferred federal interest; and

**WHEREAS**, the California Transit Commission (CTC) and the Metropolitan Transportation Commission (MTC) have agreed to the transfer of the state interest in the MCI coaches to existing Van Hool buses; and

**WHEREAS**, MTC has proposed to direct a total of \$14 Million in federal Surface Transportation Program (STP) capital funding to the Alameda Congestion Management Agency in exchange for an equal amount of State Transportation Improvement Program (STIP) Public Transportation Account (PTA-State only) funds to provide for the purchase of the Van Hool's; and

**WHEREAS**, the aforementioned MTC proposal requires that \$14 million in 2009 FTA Section 5307 San Francisco/Oakland urbanized area funds be set-aside to backfill the STP funds dedicated for the purchase of the new Van Hools; and

**WHEREAS**, these actions will result in a savings for both the District and the Region; and

**WHEREAS**, a review of the Federal Regulations regarding disposal of equipment indicates these actions are compliant with the requirements for disposal of federally funded equipment, as outlined in FTA Circular C5010.1C, Chapter II; and

**WHEREAS**, the District has contacted the FTA regarding the aforementioned transfer of the federal interest to the State funded MCI buses, the proposed purchase of the Van Hool's, and the reduction of the fleet by 21 buses; and

**WHEREAS**, the FTA requires a Board Resolution indicating approval of these actions be included in the District's request for FTA approval of these actions;

**NOW THEREFORE**, the Board of Directors of the Alameda-Contra Costa Transit District does resolve as follows:

**Section 1.** Authorizes the General Manager to prepare and approve all the necessary documentation to effect the transfer of the federal interest in the NABI's, as indicated in Exhibit 1 to the MCI's and subsequently transfer the State's interest in the MCI's to thirty-nine (39) Van Hool buses presently in the District's fleet which are comparable or greater in value based on the current net book value of the MCI's.

**Section 2.** Authorizes the General Manager to negotiate an Amendment to the existing bus contract with Van Hool, NV to purchase a combination of fifty (50) Thirty-foot and Forty –foot Van Hool buses. The General Manager is also authorized to negotiate the trade-in and/or sale of seventy-one (71) 1997 NABI buses whose federal interest has been removed to offset the price of the new Van Hool buses.

**Section 3.** The above authorizations are subject to prior approval of this transaction by all applicable state , federal and local agencies.

**Section 4.** This Resolution shall become effective immediately upon its passage by four affirmative votes of the Board of Directors.

**RESOLUTION NO. 06-15** WAS PASSED AND ADOPTED this \_\_\_\_\_ day of April 2006.

Greg Harper, President

Attest:

Rose Martinez, District Secretary

I, Rose Martinez, District Secretary for the Alameda-Contra Costa Transit District, certify that the foregoing Resolution was passed and adopted at a Regularly Scheduled Meeting of the Board of Directors held on the \_\_\_\_\_ day of April 2006, by the following roll call

vote:

AYES: DIRECTORS:

NOES: DIRECTORS:

ABSENT: DIRECTORS:

ABSTAIN: DIRECTORS:

Rose Martinez, District Secretary

Approved as to Form:

Kenneth C. Scheidig, General Counsel

Alameda-Contra Costa Transit District

GM Memo 06-084 Att2

Schedule of 1997 NABI Buses with Net Book Value as of 06/30/06 (Proforma)

FAS Tag	Veh. No.	ITEM_DESC	Cost	(Proforma) Deprec. to 6/30/2006	(Proforma) NBV @ 06/30/06	In Service
35622	2901	BUS: NABI, 40 FT., (1997)	232,439.34	174,642.73	57,796.61	05/01/97
35720	2908	BUS: NABI, 40 FT., (1997)	232,470.15	175,572.07	56,898.08	06/01/97
35721	2907	BUS: NABI, 40 FT., (1997)	232,470.15	175,572.07	56,898.08	06/01/97
35722	2905	BUS: NABI, 40 FT., (1997)	232,470.15	175,572.07	56,898.08	06/01/97
35723	2906	BUS: NABI, 40 FT., (1997)	232,430.09	175,541.64	56,888.45	06/01/97
35741	2902	BUS: NABI, 40 FT., (1997)	232,430.09	175,541.64	56,888.45	06/01/97
35744	2903	BUS: NABI, 40 FT., (1997)	232,430.09	175,541.64	56,888.45	06/01/97
35747	2904	BUS: NABI, 40 FT., (1997)	232,430.09	175,541.64	56,888.45	06/01/97
35750	2909	BUS: NABI, 40 FT., (1997)	232,470.15	175,572.07	56,898.08	06/01/97
35753	2911	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35759	2912	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35762	2913	BUS: NABI, 40 FT., (1997)	232,470.15	175,572.07	56,898.08	06/01/97
35766	2914	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35769	2916	BUS: NABI, 40 FT., (1997)	232,470.15	175,572.07	56,898.08	06/01/97
35772	2920	BUS: NABI, 40 FT., (1997)	232,470.15	175,572.07	56,898.08	06/01/97
35775	2921	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35778	2915	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35781	2917	BUS: NABI, 40 FT., (1997)	232,470.15	175,572.07	56,898.08	06/01/97
35784	2918	BUS: NABI, 40 FT., (1997)	232,469.80	170,478.00	61,991.80	07/01/97
35787	2919	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35790	2922	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35793	2923	BUS: NABI, 40 FT., (1997)	232,469.80	170,478.00	61,991.80	07/01/97
35796	2924	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
35799	2925	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35802	2927	BUS: NABI, 40 FT., (1997)	232,469.80	170,478.00	61,991.80	07/01/97
35807	2935	BUS: NABI, 40 FT., (1997)	232,471.90	170,479.56	61,992.34	07/01/97
35818	2930	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35819	2929	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35820	2928	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35821	2926	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35824	2932	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35827	2933	BUS: NABI, 40 FT., (1997)	232,469.80	170,478.00	61,991.80	07/01/97
35830	2934	BUS: NABI, 40 FT., (1997)	232,469.80	170,478.00	61,991.80	07/01/97
35833	2936	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35836	2939	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35839	2937	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35842	2941	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35846	2940	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35865	2910	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35868	2931	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35871	2938	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35878	2942	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
35881	2943	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35884	2944	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35887	2945	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35918	2946	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35921	2947	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35924	2950	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35961	2952	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
35964	2953	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
35967	2948	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35970	2949	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
35973	2951	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
35976	2954	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
35979	2955	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
35982	2956	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
35985	2957	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
35997	2958	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
36000	2959	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
36003	2960	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
36006	2961	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
36009	2962	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
36012	2963	BUS: NABI, 40 FT., (1997)	232,470.15	170,478.07	61,992.08	07/01/97
36060	2966	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
36063	2967	BUS: NABI, 40 FT., (1997)	232,506.95	165,598.35	66,908.60	11/01/97
36066	2965	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
36069	2964	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97
36072	2968	BUS: NABI, 40 FT., (1997)	232,506.96	169,251.40	63,255.56	08/01/97
36075	2969	BUS: NABI, 40 FT., (1997)	232,506.95	168,016.01	64,490.94	09/01/97
36078	2970	BUS: NABI, 40 FT., (1997)	232,503.95	168,013.77	64,490.18	09/01/97
36081	2971	BUS: NABI, 40 FT., (1997)	232,506.95	168,016.01	64,490.94	09/01/97
<b>Count:</b>	<b>71</b>	<b>Totals:</b>	<b>16,505,370.61</b>	<b>12,136,819.09</b>	<b>4,368,551.52</b>	

DO NOTHING

GM Memo 06-084  
Attachment

REVENUE VEHICLE REPLACEMENT SCHEDULE

Year	Model	Bus No.		Base Fleet	Fleet Mar-06	Fleet Jun-07	Fleet Jun-08	Fleet Jun-09	Fleet Jun-10
1982	Gillig 35/40'	1400-1484	4	23	0	0	0	0	0
1984	Gillig 40'	1500-1549	4	50	0	0	0	0	0
1988	Flyer 35'	2400-2428	3	29	0	0	0	0	0
1988	Flyer 40'	2500-2526	3	6	0	0	0	0	0
1988	Flyer 40'	2500-2526	4	21	0	0	0	0	0
1989	Flyer 40'	2527-2578	3	52	0	0	0	0	0
1989	Flyer Artics	1800-1829	4	30	0	0	0	0	0
1990	Gillig 40'	2601-2652	3	51	0	0	0	0	0
1991	Gillig 30'	2701-2762	1	61	61	0	0	0	0
1992	Flexibles - 40 ft.(DB)	150-155	5	0	6	6	6	6	0
1993	Gillig 40'	2801-2860	3	60	0	0	0	0	0
1996	Champ 24 Psgr	100-131	4	4	0	0	0	0	0
1996	Flyer Artics	1901-1930		30	30	30	30	30	0
1997	NABI 40'	2901-2971	6	71	71	71	71	71	0
1998	NABI 40'	3001-3067	7	66	66	66	66	66	66
1998	NABI 40'	3100-3165	7	66	66	66	66	66	66
2000	NABI 40'-low floor	4001-4021		21	21	21	21	21	21
2000	NABI 40'-low floor	7201-7223		23	23	23	23	23	23
2000	MCI 45 ft.	6001-6040		40	40	40	40	40	40
2002	MCI 45 ft.	6041-6079	2	39	39	39	39	39	39
2002	Gillig Suburbans (DB)	160-165	5	0	6	6	6	6	6
2003	NABI 40'-low floor	4022-4061	2	31	31	31	31	31	31
2003	NABI 40'-low floor	4022-4061		0	9	9	9	9	9
2003	Van Hool Artics	2000	4	0	40	40	40	40	40
2003	Van Hool Artics	2000	2	17	17	17	17	17	17
2003	Van Hool Standards	1000	4	0	102	102	102	102	102
2006	Van Hool Thirty Foot	PM-xchg	1	0	0	61	61	61	61
2006	Artics	RM2	2	0	0	0	25	25	25
2007	Van Hool Forty Ft.	Repl 97 NABI	6	0	0	0	0	0	71
2008-09	Van Hool Forty Ft.	NABI 1998	7	0	0	0	0	0	0
2009	Artics	1996 Flyers		0	0	0	0	0	30
2009	Standard-Low Floor	Flex - 1992		0	0	0	0	0	6
2012	Standard-Low Floor	NABI-2000		0	0	0	0	0	0
2014	Standard-Low Floor	Gillig DB		0	0	0	0	0	0
2015	Standard-Low Floor	NABI-2003		0	0	0	0	0	0
2015	European Artics	VH-2003		0	0	0	0	0	0
2015	European 40 ft	VH-2003		0	0	0	0	0	0
<b>Total Fleet - Eligible for Replacement</b>				<b>791</b>	<b>628</b>	<b>628</b>	<b>653</b>	<b>653</b>	<b>653</b>
<b>Total Base Fleet - Deactivated (PM Xchg)</b>					<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>
<b>Total Articulated</b>				<b>77</b>	<b>87</b>	<b>87</b>	<b>112</b>	<b>112</b>	<b>112</b>
<b>Total Standard - 40 ft.</b>				<b>445</b>	<b>215</b>	<b>215</b>	<b>215</b>	<b>215</b>	<b>138</b>
<b>Total Standard - 35 ft.</b>				<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total low-floor (40 ft)</b>				<b>75</b>	<b>186</b>	<b>186</b>	<b>186</b>	<b>186</b>	<b>263</b>
<b>Total 24 Passengers (STV)</b>				<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total 30 Footers</b>				<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>
<b>Total Over the Road</b>				<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>
<b>Total Active - Excludes Deactivated</b>				<b>770</b>	<b>628</b>	<b>628</b>	<b>653</b>	<b>653</b>	<b>653</b>
<b>Peak Requirement</b>					<b>517</b>	<b>507</b>	<b>507</b>	<b>507</b>	<b>507</b>
<b>Spare Ratio</b>					<b>21.47%</b>	<b>23.87%</b>	<b>28.80%</b>	<b>28.80%</b>	<b>28.80%</b>
<b>Buses eligible for Replacement to Rebuild Fleet</b>									

- 1 Scheduled Replacements (Some buses retired prior to replacement)
- 2 Expansion Buses - Funded outside of 5307 Program
- 3 Buses Exchanged for Preventive Maintenance - Will be replaced in 2017-45 of these buses transferred to MUNI
- 4 Buses replaced by Van Hools - 29 sold to WMATA to reduce fleet
- 5 Buses transferred from SamTrans for DB Service
- 6 1997 NABI's early retirement/proposed fleet reduction (Federal interest to be transferred)
- 7 1998 NABI's: Proposed fleet reduction to address spare ratio

# Capital Improvement Program - Figure A-2

## REVENUE VEHICLE REPLACEMENT SCHEDULE

Year	Model	Bus No.	Fleet Jun-11	Fleet Jun-12	Fleet Jun-13	Fleet Jun-14	Fleet Jun-15
1982	Gillig 35'/40'	1400-1484	0	0	0	0	0
1984	Gillig 40'	1500-1549	0	0	0	0	0
1988	Flyer 35'	2400-2428	0	0	0	0	0
1988	Flyer 40'	2500-2526	0	0	0	0	0
1988	Flyer 40'	2500-2526	0	0	0	0	0
1989	Flyer 40'	2527-2578	0	0	0	0	0
1989	Flyer Artics	1800-1829	0	0	0	0	0
1990	Gillig 40'	2601-2652	0	0	0	0	0
1991	Gillig 30'	2701-2762	0	0	0	0	0
1992	Flexibles - 40 ft.	150-155	0	0	0	0	0
1993	Gillig 40'	2801-2860	0	0	0	0	0
1996	Champ 24 Psgr	100-131	0	0	0	0	0
1996	Flyer Artics	1901-1930	0	0	0	0	0
1997	NABI 40'	2901-2971	0	0	0	0	0
1998	NABI 40'	3001-3067	0	0	0	0	0
1998	NABI 40'	3100-3165	66	0	0	0	0
2000	NABI 40'-low floor	4001-4021	21	21	0	0	0
2000	NABI 40'-low floor	7201-7223	23	23	0	0	0
2000	MCI 45 ft.	6001-6040	40	40	40	40	40
2002	MCI 45 ft.	6041-6079	39	39	39	39	39
2002	Gillig Suburbans	160-165	6	6	6	0	0
2003	NABI 40'-low floor	4022-4061	31	31	31	31	0
2003	NABI 40'-low floor	4022-4061	9	9	9	9	0
2003	Van Hool Artics	2000	40	40	40	40	0
2003	Van Hool Artics	2000	17	17	17	17	0
2003	Van Hool Standards	1000	102	102	102	102	0
2006	Van Hool Thirty Foot	PM-xchg	61	61	61	61	61
2006	Artics	RM2	25	25	25	25	25
2007	Van Hool Forty Ft.	Repl 97 NABI	71	50	50	50	50
2008-09	Standard-Low Floor	NABI 1998	66	132	132	132	132
2009	Artics	1996 Flyers	30	30	30	30	30
2009	Standard-Low Floor	Flex - 1992	6	6	6	6	6
2012	Standard-Low Floor	NABI-2000	0	0	44	44	44
2014	Standard-Low Floor	Gillig DB	0	0	0	6	6
2015	Standard-Low Floor	NABI-2003	0	0	0	0	40
2015	European Artics	VH-2003	0	0	0	0	57
2015	European 40 ft	VH-2003	0	0	0	0	102
<b>Total Fleet - Eligible for Replacement</b>			<b>653</b>	<b>632</b>	<b>632</b>	<b>632</b>	<b>632</b>
<b>Total Base Fleet - Deactivated</b>			<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>
<b>Total Articulated</b>			<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>
<b>Total Standard - 40 ft.</b>			<b>72</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>
<b>Total Standard - 35 ft.</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total low-floor (40 ft)</b>			<b>329</b>	<b>374</b>	<b>374</b>	<b>380</b>	<b>380</b>
<b>Total 24 Passengers (STV)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total 30 Footers</b>			<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>
<b>Total Over the Road</b>			<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>
<b>Total Active</b>			<b>653</b>	<b>632</b>	<b>632</b>	<b>632</b>	<b>632</b>
<b>Peak Requirement</b>			<b>507</b>	<b>507</b>	<b>507</b>	<b>507</b>	<b>507</b>
<b>Spare Ratio</b>			<b>28.80%</b>	<b>24.65%</b>	<b>24.65%</b>	<b>24.65%</b>	<b>24.65%</b>
<b>Buses eligible for Replacement to Rebuild Fleet</b>							<b>80</b>

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