ACTION MEMO

AC TRANSI' Board of Dir Executive Su	rectors		GM Memo No. 06-084 REVISEI Meeting Date: April 19, 2006				
Committees Planning Cor External Affa				ce Commit tions Com			
Board of Dir	rectors	\boxtimes	Financ	cing Corp	oration		
THE GENE SEVENTY-O (39) 2002 M STATE INT ARTICULAT THE SALE	CONSIDER ADOPTION CONSIDER ADOPTION CONTROL (71) 1997 NABI 4 CI BUSES PURCHASE EREST IN THE MC ED BUSES IN THE DAND/OR TRADE-IN OF HASE OF FIFTY (50) VEDS.	TRANSFER 10-FOOT 2900 ED WITH STATI I FLEET TO ISTRICT'S PR THE 71 NABI	THE SERIE TE TCF THIR ESENT	FEDERA S BUSES RP FUNDS TY-NINE F FLEET A SERIES BU	AL INTERE 5 TO THIRT' 6; TRANSFE (39) VAN AND APPR JSES AS PA	ST IN Y-NINE IR THE HOOL OVING IRT OF	
BOARD ACT		as Recommen with Modificat		[x]	Other	[]	
	motion a lengthy discuss r this item to go to commit					oe more	
Harper called followed where whereby Direction	ace called for the questing for questions or commerced the General Manage ctor Jaquez seconded the tion to have a workshop to	ents from board r produced a ha motion to call the	d memb andout fo he ques	ers. Como or review. tion. The	ments and que Discussion co committee con	uestions ontinued nsented	
MOTION: WA	LLACE/KAPLAN to adop	t Resolution No	o. 06-01	<u>5</u> as preser	nted (7-0-0-0).		
Ayes: Noes: Abstain: Absent:	Directors Wallace, Kapla Bischofberger, President None – 0 None – 0 None – 0		ashi, Pee	eples, Vice	President		
				above order 19, 2006.	was passed or	n	
			Rose By_	e Martinez, D	District Secretar	у	

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.

GM Memo No. 06-084

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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:
- <u>Section 1.</u> 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.
- <u>Section 2.</u> 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.
- <u>Section 3.</u> The above authorizations are subject to prior approval of this transaction by all applicable state, federal and local agencies.
- <u>Section 4.</u> 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	z, District Secretary
certify that the	Martinez, District Secretary for the Alameda-Contra Costa Transit District foregoing Resolution was passed and adopted at a Regularly Scheduled e Board of Directors held on the day of April 2006, by the call
vote:	
AYES:	DIRECTORS:
NOES:	DIRECTORS:
ABSENT:	DIRECTORS:
ABSTAIN:	DIRECTORS:
	Rose Martinez, District Secretary
Approved as to	o Form:
Kenneth C. So	cheidig, General Counsel

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36060 2966 BUS: NABI, 40 FT., (1997) 232,470.15 169,224.66 63,245.49 08/01/9 36063 2967 BUS: NABI, 40 FT., (1997) 232,506.95 165,598.35 66,908.60 11/01/9 36066 2965 BUS: NABI, 40 FT., (1997) 232,470.15 169,224.66 63,245.49 08/01/9 36072 2968 BUS: NABI, 40 FT., (1997) 232,470.15 169,224.66 63,245.49 08/01/9 36072 2968 BUS: NABI, 40 FT., (1997) 232,506.96 169,251.40 63,255.56 08/01/9 36075 2969 BUS: NABI, 40 FT., (1997) 232,506.95 168,016.01 64,490.94 09/01/9 36078 2970 BUS: NABI, 40 FT., (1997) 232,503.95 168,013.77 64,490.18 09/01/9	36009	2962	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 11/01/9 36066 2965 BUS: NABI, 40 FT., (1997) 232,470.15 169,224.66 63,245.49 08/01/9 36069 2964 BUS: NABI, 40 FT., (1997) 232,470.15 169,224.66 63,245.49 08/01/9 36072 2968 BUS: NABI, 40 FT., (1997) 232,506.96 169,251.40 63,255.56 08/01/9 36075 2969 BUS: NABI, 40 FT., (1997) 232,506.95 168,016.01 64,490.94 09/01/9 36078 2970 BUS: NABI, 40 FT., (1997) 232,503.95 168,013.77 64,490.18 09/01/9			,		·	•	07/01/97	
36066 2965 BUS: NABI, 40 FT., (1997) 232,470.15 169,224.66 63,245.49 08/01/9 36069 2964 BUS: NABI, 40 FT., (1997) 232,470.15 169,224.66 63,245.49 08/01/9 36072 2968 BUS: NABI, 40 FT., (1997) 232,506.96 169,251.40 63,255.56 08/01/9 36075 2969 BUS: NABI, 40 FT., (1997) 232,506.95 168,016.01 64,490.94 09/01/9 36078 2970 BUS: NABI, 40 FT., (1997) 232,503.95 168,013.77 64,490.18 09/01/9				,		,		
36069 2964 BUS: NABI, 40 FT., (1997) 232,470.15 169,224.66 63,245.49 08/01/9 36072 2968 BUS: NABI, 40 FT., (1997) 232,506.96 169,251.40 63,255.56 08/01/9 36075 2969 BUS: NABI, 40 FT., (1997) 232,506.95 168,016.01 64,490.94 09/01/9 36078 2970 BUS: NABI, 40 FT., (1997) 232,503.95 168,013.77 64,490.18 09/01/9				· ·	·	•	08/01/97	
36075 2969 BUS: NABI, 40 FT., (1997) 232,506.95 168,016.01 64,490.94 09/01/9 36078 2970 BUS: NABI, 40 FT., (1997) 232,503.95 168,013.77 64,490.18 09/01/9	36069	2964	BUS: NABI, 40 FT., (1997)	232,470.15	169,224.66	63,245.49	08/01/97	
36078 2970 BUS: NABI, 40 FT., (1997) 232,503.95 168,013.77 64,490.18 09/01/9			,		·	•	08/01/97	
			,		·	•		
					·	·	09/01/97	

DO NOTHING

REVENUE VEHICLE REPLACEMENT SCHEDULE

				Base	Fleet	Fleet	Fleet	Fleet	Fleet
Year	Model	Bus No.		Fleet	<u>Mar-06</u>	Jun-07	Jun-08	Jun-09	Jun-10
1092	Gillig 35'/40'	1400-1484	4	23	0	o	o	0	О
	Gillig 40'	1500-1549	4	50	o	Ö	o	o	0
	Flyer 35'	2400-2428	3	29	ő	ő	ő	Ö	0
	Fiver 40'	2500-2526	3	6	0	ő	ő	Ö	Ö
	Flyer 40'	2500-2526	4	21	0	ŏ	Ö	ő	Ö
	Flyer 40'	2527-2578	3	52	0	ŏ	ő	ő	ō
	Flyer Artics	1800-1829	4	30	0	ō	ő	Ö	Ŏ
	Gillig 40'	2601-2652	3	51	Ö	ŏ	Ō	ō	ō
	Gillig 30'	2701-2762	1	61	61	ō	ō	Ō	0
2 1	Flexibles - 40 ft.(DB)	150-155	5	0	6	6	6	6	Ō
t I	Gillig 40'	2801-2860	3	60	0	0	o	0	. 0
	Champ 24 Psgr	100-131	4	4	0	0	o	0	0
	Flyer Artics	1901-1930		30	30	30	30	30	. 0
	NABI 40'	2901-2971	6	71	71	71	71	71	0
	NABI 40'	3001-3067	7	66	66	66	66	66	66
4	NABI 40'	3100-3165	7	66	66	66	66	66	66
	NABI 40'-low floor	4001-4021		21	21	21	21	21	21
1	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	MCł 45 ft.	6041-6079	2	39	39	39	39	39	39
2002	Gillig Suburbans (DB)	160-165	5	0	6	6	6	6	6
	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
, ,	Standard-Low Floor	Gillig DB		0	0	0	0	0	0
	Standard-Low Floor	NABI-2003		0	0	0	0	0	0
	European Artics	VH-2003		0	0	0	0	0	0
2015	European 40 ft	VH-2003		0	0	0	0	0	0
Total F	Total Fleet - Eligible for Replacement			791	628	628	653	653	653
	Total Base Fleet - Deactivated (PM Xchg)				227	227	227	227	227
	Total Articulated			77	87	87	112	112	112
	Standard - 40 ft.			445	215	215	215	215	138
	Standard - 35 ft.			29	0	0	0	0	0
	ow-floor (40 ft)			75	186	186	186	186	263
	4 Passengers (STV)			4	0	0	0	0	. 0
	0 Footers			61	61	61	61	61	61
Total C	over the Road			79	79	79	79	79	79
Total A	ctive - Excludes Deactivated			770	628	628	653	653	653
Peak F	Requirement				517	507	507	507	507
Spare					21.47%	23.87%	28.80%	28.80%	28.80%
Buses eligible for Replacement to Rebuild Fleet									

- 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
- Buses replaced by Van Hools 29 sold to WMATA to reduce fleet
- 5 Buses transferred from SamTrans for DB Service
- 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. Jun-14 Jun-12 Jun-13 Jun-14 Jun-15				Fleet	Fleet	Fleet	Fleet	Fleet
1982 Gillig 35'/40'	Year	Model	Bus No.		1			
1984 Gillig 40'								
1988 Flyer 40' 2500-2526 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1982	Gillig 35'/40'	1400-1484	0	0	0.	. 0	0
1988 Flyer 40' 2500-2526 0 0 0 0 0 0 0 0 0			1500-1549	0	0	0	. 0	0
1988 Fiyer 40'	1988	Flyer 35'	2400-2428	0	0	0	0	0
1989 Fiyer 40'			2500-2526	0	0	0	0	0
1989 Fiver Artics 1800-1829 0 0 0 0 0 0 0 0 1990 Gillig 40' 2601-2652 0 0 0 0 0 0 0 0 0	1988	Flyer 40'	2500-2526	0	0	0	0	0
1999 Gillig 40' 2601-2652 0 0 0 0 0 0 0 1991 Gillig 30' 2701-2762 0 0 0 0 0 0 0 0 0	1989	Flyer 40'	2527-2578	0	0	0	0	0
1991 Gillig 30' 2701-2762 0 0 0 0 0 0 0 1992 Flexibles - 40 ft. 150-155 0 0 0 0 0 0 0 0 0	1989	Flyer Artics	1800-1829	0	0	0	0	0
1992 Flexibles - 40 ft.	1990	Gillig 40'	2601-2652	0	0	0	0	0
1998 Gillig 40' 2801-2860 0 0 0 0 0 0 0 1996 Champ 24 Psgr 100-131 0 0 0 0 0 0 0 0 0	1991	Gillig 30'	2701-2762	0	0	0	0	0
1996 Champ 24 Psgr	1992	Flexibles - 40 ft.	150-155	0	0	0	0	0
1996 Flyer Artics 1901-1930 0 0 0 0 0 0 0 0 1997 NABI 40' 2901-2971 0 0 0 0 0 0 0 0 0	1993	Gillig 40'	2801-2860	0	0	0	0	0
1997 NÁBI 40' 2901-2971 0 0 0 0 0 0 0 0 0	1996	Champ 24 Psgr	100-131	0	. 0	0	0	0
1998 NABI 40' 3001-3067 0 0 0 0 0 0 0 0 1998 NABI 40' 3100-3165 66 0 0 0 0 0 0 0 0	1996	Flyer Artics	1901-1930	0	0	0	0	0
1998 NABI 40' 3100-3165 66 0 0 0 0 0 0 0 0	1997	NABI 40'	2901-2971	0	0	0	. 0	0
2000 NABI 40'-low floor 4001-4021 21 21 0 0 0 0 0 0 0 0 0	1998	NABI 40'	3001-3067	0	0	0	0	0
2000 NABI 40'-low floor 7201-7223 23 23 0 0 0 0 0 0 0 0 0	1998	NABI 40'	3100-3165	66	0	0	0	0
2000 MCI 45 ft. 6001-6040 40 40 40 40 40 2002 MCI 45 ft. 6041-6079 30 30 30 30 30 30<	2000	NABI 40'-low floor	4001-4021	21	21	0	0	0
2002 MCI 45 ft. 6041-6079 39 39 39 39 39 39 2002 2003 Sallig Suburbans 160-165 6 6 6 6 0 0 0 0 0 0	2000	NABI 40'-low floor	7201-7223	23	23	0	0	0
2002 Gillig Suburbans 160-165 6 6 6 6 0 0 0 0 0 0	2000	MCI 45 ft.	6001-6040	40	40	40	40	40
2003 NABI 40'-low floor 4022-4061 31 31 31 31 31 2003 NABI 40'-low floor 4022-4061 9 9 9 9 9 9 0 0 2003 Van Hool Artics 2000 40 40 40 40 40 2003 Van Hool Artics 2000 17 17 17 17 17 17 2003 Van Hool Standards 1000 102 102 102 102 102 2006 2007 Van Hool Forty Ft. Repl 97 Nabi 71 50 50 50 50 50 2008-09 Standard-Low Floor NABI 1998 66 132 132 132 132 2009 2	2002	MCI 45 ft.	6041-6079	39	39	39	39	39
2003 NABI 40'-low floor 4022-4061 9 9 9 9 9 0 0 2003 Van Hool Artics 2000 40 40 40 40 40 0 0 0	2002	Gillig Suburbans	160-165	6	6	6	0	0
2003 Van Hool Artics 2000 40 40 40 40 2033 Van Hool Artics 2000 17 17 17 17 17 17 17	2003	NABI 40'-low floor	4022-4061	31	31	31	31	0
2003 Van Hool Artics 2000 17 17 17 17 17 2003 Van Hool Standards 1000 102 102 102 102 102 00 2006 Van Hool Thirty Foot PM-xchg 61 61 61 61 61 61 61 2006 Artics RM2 25 25 25 25 25 25 25	2003	NABI 40'-low floor	4022-4061	9	9	9	9	0
2003 Van Hool Standards 1000 102 102 102 102 00 200 2006 Van Hool Thirty Foot PM-xchg 61	2003	Van Hool Artics	2000	40	40	40	40	0
2006 Van Hool Thirty Foot PM-xchg RM2 25 25 25 25 25 25 25	2003	Van Hool Artics	2000	17	17	17	17	0
2006 Artics RM2 25 24 24 24 <	2003	Van Hool Standards	1000	102	102	102	102	0
2006 Artics RM2 25 24 24 24 <	2006	Van Hool Thirty Foot	PM-xchg	61	61	61	61	61
2008-09 Standard-Low Floor NABI 1998 66 132 132 132 132 202 192 1996 Flyers 30 <	. ,	•		25	25	25	25	25
2008-09 Standard-Low Floor NABI 1998 1998 1996 Flyers 66 132 132 132 132 132 132 132 130 30 30 30 30 30 30 30 30 30 30 30 30 3	2007	Van Hool Forty Ft.	Repl 97 Nabi	71	50	50	50	50
Standard-Low Floor Flex - 1992 6 6 6 6 6 6 6 6 6			NABI 1998	66	132	132	132	132
2012 Standard-Low Floor Standard-Low Floor Gillig DB DB DB DB DB DB DB DB	2009	Artics	1996 Flyers	30	30	30	30	30
Standard-Low Floor Gillig DB 0 0 0 6 6 6 6 6 6 6	2009	Standard-Low Floor	Flex - 1992	6	6	6	6	6
2015 Standard-Low Floor NABI-2003 0 0 0 0 40 2015 European Artics VH-2003 0 0 0 0 0 57 2015 European 40 ft VH-2003 0 0 0 0 0 0 102 Total Fleet - Eligible for Replacement 653 632 632 632 632 632 632 72 632	2012	Standard-Low Floor	NABI-2000	0	0	44	44	44
2015 European Artics VH-2003 0 0 0 0 0 57 2015 European 40 ft VH-2003 0 0 0 0 0 0 102 Total Fleet - Eligible for Replacement 653 632 632 632 632 632 632 72 633 630 380	2014	Standard-Low Floor	Gillig DB	0	0	0	6	6
Total Fleet - Eligible for Replacement 653 632 632 632 632 632 Total Base Fleet - Deactivated 227	2015	Standard-Low Floor	NABI-2003	0	0	0	0	40
Total Fleet - Eligible for Replacement 653 632 632 632 632 Total Base Fleet - Deactivated 227 227 227 227 227 Total Articulated 112 <t< td=""><td>2015</td><td>European Artics</td><td>VH-2003</td><td>0</td><td>0</td><td>0</td><td>0</td><td>57</td></t<>	2015	European Artics	VH-2003	0	0	0	0	57
Total Base Fleet - Deactivated 227 227 227 227 Total Articulated 112	2015	European 40 ft	VH-2003	0	0	0	0	102
Total Base Fleet - Deactivated 227 227 227 227 Total Articulated 112								
Total Base Fleet - Deactivated 227 227 227 227 Total Articulated 112 112 112 112 112 Total Standard - 40 ft. 72 6 6 0 0 Total Standard - 35 ft. 0 0 0 0 0 Total low-floor (40 ft) 329 374 374 380 380 Total 24 Passengers (STV) 0 0 0 0 0 0 Total 30 Footers 61 61 61 61 61 61 61 61 79	Total Fleet - Eligible for Replacement			653	632	632	632	632
Total Articulated 112				227	227	227		
Total Standard - 40 ft. 72 6 6 0 0 Total Standard - 35 ft. 0 0 0 0 0 Total low-floor (40 ft) 329 374 374 380 380 Total 24 Passengers (STV) 0 0 0 0 0 Total 30 Footers 61 61 61 61 61 Total Over the Road 79 79 79 79 79 79 Total Active 653 632 632 632 632 632 Peak Requirement 507 507 507 507 507 Spare Ratio 28.80% 24.65% 24.65% 24.65% 24.65%				112	112	112	112	112
Total Standard - 35 ft. 0 0 0 0 0 Total low-floor (40 ft) 329 374 374 380 380 Total 24 Passengers (STV) 0 0 0 0 0 0 Total 30 Footers 61 61 61 61 61 61 Total Over the Road 79 79 79 79 79 79 Total Active 653 632 632 632 632 632 Peak Requirement 507 507 507 507 507 507 Spare Ratio 28.80% 24.65% 24.65% 24.65% 24.65%								0
Total low-floor (40 ft) 329 374 374 380 380 Total 24 Passengers (STV) 0 0 0 0 0 0 Total 30 Footers 61 61 61 61 61 61 Total Over the Road 79					0	0	0	0
Total 24 Passengers (STV) 0 0 0 0 0 Total 30 Footers 61 61 61 61 61 Total Over the Road 79 79 79 79 79 79 Total Active 653 632 632 632 632 632 Peak Requirement 507 507 507 507 507 Spare Ratio 28.80% 24.65% 24.65% 24.65% 24.65%	Total lo	w-floor (40 ft)		329	374	374	380	380
Total 30 Footers 61 61 61 61 61 61 Total Over the Road 79					1			0
Total Active 653 632 632 632 632 Peak Requirement 507 507 507 507 507 Spare Ratio 28.80% 24.65% 24.65% 24.65% 24.65%				61	61	61	61	61
Peak Requirement 507 507 507 507 507 Spare Ratio 28.80% 24.65% 24.65% 24.65% 24.65%	Total C	ver the Road		79		79	79	79
Spare Ratio 28.80% 24.65% 24.65% 24.65% 24.65%	Total A	ctive		653				632
	Peak R	equirement		507	507		507	507
	Spare I	Ratio	į	28.80%	24.65%	24.65%	24.65%	24.65%
Buses eligible for Replacement to Rebuild Fleet 80	Ruses	eligible for Replacement to	Rebuild Fleet					80

- 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
- 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