State of Hawaii

Department of Transportation

Tier II

Transit Asset Management
(TAM)

Group Plan

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Acronyms

FAST	Fixing America's Surface Transportation
FTA	Federal Transit Administration
HDOT	Hawaii Department of Transportation
MAP-21	Moving Ahead for Progress in the 21st Century Act
SGR	State of Good Repair
STIP	State Transportation Improvement Program
TAM	Transit Asset Management
TERM	Transit Economic Requirements Model
ULB	Useful Life Benchmark

INTRODUCTION

Hawaii Department of Transportation
Statewide Transportation Planning Office

Pursuant to 49, U.S.C 5301 et seq. the Hawaii Department of Transportation (HDOT) is the designated recipient and the agency responsible for administering the Federal Transit Administration's (FTA) Sections 5305 (d & e), 5310, 5311, 5329, and 5339 formula grant programs for all areas outside of Hawaii's urbanized areas of Oahu and Maui. The HDOT Statewide Transportation Planning Office (STP) is responsible for ensuring the fair and equitable distribution of FTA funds; announcing the program and availability of funds; developing a process to solicit, review, and approve eligible funding sources; providing management and technical assistance to applicants and grantees; administering and monitoring contracts; and ensuring compliance with federal requirements by all subrecipients.

Mobility is critical to quality of life; these providers offer connectivity to medical, nutrition, education, employment, social, recreation, and commercial services. Approximately 7.70 million trips are provided annually by the 3-fixed route and demand response agencies (Hawaii County, Kauai County and Maui County) eligible or previously eligible for FTA funds administered through STP. With the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) currently, only agencies in Hawaii County, non-urbanized Maui County, and Kauai County apply to the STP for FTA funds needed for rural fixed route transit, demand response and planning and mobility management needs.

MAP-21 also required the Secretary of Transportation to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. The Fixing America's Surface Transportation (FAST) Act reaffirmed this requirement. On July 26, 2016, FTA published the Transit Asset Management (TAM) final rule.

TRANSIT ASSET MANAGEMENT

Transit Asset Management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risk, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM is a business model that prioritizes funding based on the condition of public transportation capital assets to achieve or maintain such assets in a State of Good Repair (SGR).

Purpose of the Transit Asset Management Plan

The purpose of the TAM is to aid the transit agencies in achieving and maintaining a SGR of all public transportation assets in the State of Hawaii. SGR is the condition in which a capital asset is able to operate at a full level of performance. This means that the asset:

1. Is able to perform its designed function
2. Does not pose a known unacceptable safety risk
3. Lifecycle investments have been met or recovered

Federal Law Related to Transit Asset Management

Moving Ahead for Progress in the 21st Century Act (MAP 21) required the Secretary to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. The Fixing America's Surface Transportation (FAST) act reaffirmed this requirement. On July 26, 2016, FTA issued a final rule, 49 CFR Part 625, requiring public transportation agencies that receives federal financial assistance under 49 U.S.C. Chapter 53 to develop a TAM plan or be a part of a TAM group plan prepared by a sponsor (HDOT/STP).

The TAM final rule groups transit providers into two classifications:

- **Tier** I: Providers own, operate, or manage rail, 101 or more vehicles across all fixed-route modes, or 101 or more vehicles in one non-fixed route mode.

- **Tier** II: Providers are subrecipients of Section 5311 funds, Section 5310, American Indian Tribe, or own, operate, or manage 100 or less vehicles across all fixed-route modes, or 100 or less vehicles in one non-fixed route mode; Tier II transit providers can submit their own TAM plan or join a TAM group plan.

Required Transit Asset Management Plan Elements

The following sections outline the nine elements of a TAM plan. These nine elements are:

Table 1. FTA established TAM Plan Tiers and Required Elements

1	**Asset Inventory** All capital assets a transit provider owns, operates or manages, including those acquired without FTA funds;	Tier I & Tier II
2	**Asset Condition Assessment** Rating of inventoried assets, collected at individual or asset class level	
3	**Decision-Support Tools (Management Approach)** Analytical processes used to make investment prioritization	
4	**Investment Prioritization** Ranked list of proposed projects and programs ordered by year of planned implementation	
5	**Transit Asset Management and State of Good Repair Policy** Public transportation agency's vision, defining, objectives, roles and responsibilities	Tier I
6	**Implementation Strategy** Operation level process for implementing TAM plan	
7	**Key Activities** Actions needed to implement TAM plan for each year of the plan's four-year horizon	
8	**Summary of Resources** Staff time, funding, technology requirements, etc.	
9	**Monitoring, Updating, and Evaluation Outline** How TAM activities will be monitored, evaluated and updated to ensure continuous improvement	

Roles and Responsibilities

As a large urban provider, the City and County of Honolulu is the only provider that meets the requirements of a Tier I transit provider. Statewide fixed route transit providers and their TAM classification include:

- City & County of Honolulu, Department of Transportation Services; Tier I (individual TAM Plan)
- County of Kauai, Transportation Agency; Tier II (TAM group plan)
- County of Maui, Department of Transportation; Tier II (TAM group plan)
- County of Hawaii, Mass Transit Agency; Tier II (TAM group plan)

Each transit agency must designate an Accountable Executive to ensure that the necessary resources are available to provide ongoing safety review and management of the assets. Upon acceptance of federal assets, Hawaii DOT requires that the individual within an agency who has direct control over these responsibilities be identified. This individual is also responsible for ensuring that all FTA Certifications and Assurances are clearly understood, and that the annual affirmation is signed and submitted back to the Hawaii DOT.

Table 2. State of Hawaii Regional Roles and Responsibilities

Role	Title	Agency
Transit Asset Management	Celia Mahikoa, Executive Director	County of Kauai Transportation Agency
Transit Asset Management	Marc I. Takamori, Director	County of Maui Department of Transportation
Transit Asset Management	John Andoh, Mass Transit Administrator	County of Hawaii Mass Transit Agency

Asset Inventory

TAM plans must include an inventory of capital assets that a public transportation agency owns and operates. The only exception to this inventory is equipment that is not a service vehicle and has an acquisition value over $50,000. The inventory must include, but is not limited to:

Table 3. Asset Inventory Types and Descriptions by Category

Inventory Type	Inventory Description
Rolling stock (revenue vehicles)	Heavy-duty buses: 30-, 35-, 40-foot articulated; Double decker: 45-foot over the road coaches Medium duty-cutaway: >30' on truck chassis Light-duty cutaway: <30' on van chassis Light-duty: ADA accessible van and minivan Van: 7-, 12- and 15-passenger vanpool vehicles
Facilities	Passenger stations Administrative buildings Operations and maintenance buildings Employee parking garages Park and ride lots
Equipment	Vehicles used to support revenue vehicles Supervisor vehicles Tow trucks Service vehicles

	Snow plows
Infrastructure	Catenary systems Signal systems Tracks Power substation

Asset Condition Assessment

TAM plans must include a condition assessment of all items in the public transportation agency's asset inventory. The condition assessment must be detailed enough to allow the agency to monitor and predict the performance of the assets. The condition assessment informs the investment prioritization

Transit Asset Management Methodology

To identify the required performance targets, a condition assessment of each FTA funded asset is required. When conducting a condition assessment, it is important to first identify what factors are considered and what that data entails. Hawaii DOT applied the following criteria to determine the asset condition:

- Asset type
- Useful life
- Useful life benchmark (ULB)
- Transit Economic Requirements Model (TERM)/Rating
- Vehicle mileage
- User rating

Useful life - the expected lifetime of project property or the acceptable period of use in service varies based on vehicle and facility type. The useful life of rolling stock begins on the date the vehicle is placed in revenue service and continues until it is removed from service. While the Hawaii DOT utilizes the FTA standards for determining useful life (see Table 4), the Hawaii DOT adjusted the FTA standard for Useful Life Benchmark (ULB). The adjustment is needed because the FTA useful life standards for mileage and age do not directly correlate to the mileage and age utilized by the plan group to determine the ULB.

Table 4. Useful Life Standards

Vehicle	Classification	GVWR (lbs)	Length (feet)	Seats	Useful Life
Large, heavy-duty transit buses	Class 8	33,001 lbs or more	35' - 40' ft	35 - 40	12 years of service or 500,000 miles
Medium-size, heavy-duty transit buses	Class 7	26,001 to 33,000 lbs	30' ft	30 - 35	10 years of service or 350,000 miles
Medium-size, medium-duty transit buses	Classes 3, 4, 5 or 6	10,001 to 26,000 lbs	25’ - 35' ft	16 - 30	7 years or of service or 200,000 miles

Medium-size, light-duty transit buses	Class 2	6,001 to 10,000 lbs	25' - 35' ft	12 - 16	5 years or of service or 150,000 miles
Other light-duty vehicles such as small buses and regular and specialized vans	Class 1	6,000 lbs or less	Less than 25' ft	14 or less	4 years or of service or 100,000 miles

While the ULB of a vehicle is utilized to determine the eligibility for vehicle replacement, for the purpose of this plan, FTA has provided guidance to determine the maximum age of an asset-or the point in which an asset enters the SGR backlog. The FTA defines ULB as the expected lifecycle of a capital asset for a particular transit provider's operating environment or the acceptable period of use in service for a particular transit provider's operating environment. The ULB considers a provider's unique operating environment such as geography and service frequency (see Table 3). For the purposes of this plan, the Hawaii DOT has determined the ULB criteria to be utilized in determining the condition of an asset.

Additionally, Hawaii DOT combined FTA's TERM scale (see Table 6) to the existing vehicle mileage for each vehicle type in order apply a rating for the mileage criteria (see Tables 7-11). The TERM scale was also utilized to assess the condition of both facilities and equipment valued over $50,000.

Table 5. Useful Life Benchmark (ULB)

Vehicle Type	Default ULB (years)
Minivan (MV)	4 yrs
Van (VN)	5 yrs
Cutaway Bus (CU)	7 yrs
Small Bus (BU)	10 yrs
Large Bus (HD)	12 yrs

Table 6. FTA's Transit Economic Requirements Model (TERM) Points Scale (based on condition)

Condition	Rating	Description
Excellent	4.8 - 5.0	No visible defects; new or near new condition; may still be under warranty if applicable
Good	4.0 - 4.7	Good condition, but no longer new; may be slightly defective or deteriorated, but is overall functional
Adequate	3.0 - 3.9	Moderately deteriorated or defective, but has not exceeded useful life
Marginal	2.0 - 2.9	Defective or deteriorated; in need of replacement; exceeded useful life
Poor	1.0 - 1.9	Critically damaged or in need of immediate repair; well past useful life

Table 7. Large, Heavy-Duty Transit Buses (Class 8)

Condition	Mileage	Rating
Excellent	0 – 80,000 miles	4.8 - 5.0
Good	80,001 – 370,000 miles	4.0 - 4.7
Adequate	370,001 – 570,000 miles	3.0 - 3.9
Marginal	570,001 – 710,000 miles	2.0 - 2.9
Poor	Over 710,000 miles	1.0 - 1.9

Table 8. Medium-Size, Heavy-Duty Transit Buses (Class 7)

Condition	Mileage	Rating
Excellent	0 – 70,000 miles	4.8 - 5.0
Good	70,001 – 280,000 miles	4.0 - 4.7
Adequate	280,001 – 420,000 miles	3.0 - 3.9
Marginal	420,001 – 560,000 miles	2.0 - 2.9
Poor	Over 560,000 miles	1.0 - 1.9

Table 9. Medium-size, Medium-duty transit buses (Classes 3, 4, 5 or 6)

Condition	Mileage	Rating
Excellent	0 – 40,000 miles	4.8 - 5.0
Good	40,001 – 160,000 miles	4.0 - 4.7
Adequate	160,001 – 240,000 miles	3.0 - 3.9
Marginal	240,001 – 320,000 miles	2.0 - 2.9
Poor	Over 320,000 miles	1.0 - 1.9

To determine a conditional assessment rating for each vehicle, the ULB, mileage and agency assessment were given a rating. Equipment and facilities were rated utilizing the TERM scale (see Table 6).

Table 10. Medium-size, Light-duty transit buses (Class 2)

Condition	Mileage	Rating
Excellent	0 – 30,000 miles	4.8 - 5.0
Good	30,001 – 120,000 miles	4.0 - 4.7
Adequate	120,001 – 180,000 miles	3.0 - 3.9
Marginal	180,001 – 240,000 miles	2.0 - 2.9
Poor	Over 240,000 miles	1.0 - 1.9

Table 11. Light-duty, Small Buses and Specialized Vans (Class 1)

Condition	Mileage	Rating
Excellent	0 – 25,000 miles	4.8 - 5.0
Good	25,001 – 70,000 miles	4.0 - 4.7
Adequate	70,001 – 100,000 miles	3.0 - 3.9
Marginal	100,001 – 150,000 miles	2.0 - 2.9
Poor	Over 150,000 miles	1.0 - 1.9

Decision-Support Tools (Management Approach)

TAM plans identify analytical processes or decision-support tools that a public transportation agency intends to use to estimate capital investment needs over time. These analytical processes or decision-support tools may also be used to help the agency develop its investment prioritization.

Investment Prioritization

TAM plans must include a project-based investment prioritization, identifying programs and projects that a public transportation agency has a responsibility to improve or manage. An agency's investment prioritization should rank projects in order of priority and project year. The rankings must be consistent with the agency's TAM policy and strategies. Special consideration should be given to programs and projects that pose a safety risk, and to the estimated funding levels from all available sources in each fiscal year during the TAM plan horizon period.

ASSET PORTFOLIO AND CONDITION ASSESSMENT

Assets included in the Hawaii DOT portfolio include all 5311 FTA funded assets for which each group member has direct responsibility. In total, this 2020 TAM Plan includes 194 vehicles, 7 facilities, and 15 types of equipment (see Tables 12-15). See Appendices A-C for a complete list of all assets and their condition assessment.

Table 12. Vehicle Condition Assessment

Asset Type	Quantity	Avg Model Yr	Avg Yrs Old	% ULB	Avg TERM	Avg Replace Cost ($)
Large Bus	70	2009	13	100	3	$550,000 - $1,000,000
Small Bus	51	2015	7	100	3.6	$350,000 - $550,000
Cutaway	30	2014	8.3	100	3.5	$90,000 - $200,000
Van	32	2017	4.6	100	3.9	$65,000 - $90,000
Minivan	11	2017	4.8	100	4.2	$55,000 - $25,000

Table 13. Percent of Vehicles Below the TERM "Adequate" Rating

Asset Type	% < "Adequate" Condition	% > "Adequate" Condition
Large Bus	26%	23%
Small Bus	16%	49%
Cutaway	25%	53%
Van	0%	63%
Minivan	0%	64%

Table 14. Facility Condition Assessment

Asset Type	Quantity	Avg Year Built	Avg Age (Years)	% ULB	Avg TERM	Avg Replacement Cost ($)
Bus Terminal	2	1982	40	100	3	$2,500,000
Parking Lot	2	2004	18	90	4	$500,000
Admin Building	3	2009	13	33	4	$11,200,000

Table 15. Equipment Condition Assessment

Asset Type	Quantity	Avg Year Built	Avg Age (Years)	% ULB	Avg TERM	Avg Replacement Cost ($)
Equipment	15	2010	12	50	3	$34,000

PERFORMANCE TARGETS

The average age for the majority of assets is within their designated ULB and, perhaps most importantly, the average condition rating for each asset type falls within the TERM "above 3.0" rating. The overall condition average for the fleet is a 3.64, approaching "good" on the TERM scale (see Table 12). It should be noted that while the overall score is "adequate" a large percentage of bus and van assets fall below the "adequate" rating (see Table 13). The ratings are low due to continued use beyond the ULB; however, subrecipients continue to replace these assets each year and increase the overall asset condition rating. In addition, interest in vans has increased due to innovation and design improvements in Americans with Disabilities Act accessibility.

Growing demand, competition for funds, and increasing costs require that the HDOT and their subrecipients continue to ensure that assets are maintained in a SGR. Efforts must be made to ensure that assets are adequately maintained throughout their useful life and beyond. Using performance measures will aid in the ongoing management of all assets, will ensure that limited funding is utilized wisely, and will ensure that assets do not put the public's safety in jeopardy.

Performance measures for 2021 include:

- Maintain an overall average for each vehicle category at a 4.0 or better
- Maintain an overall average of 4.0 for all facilities and equipment
- The HDOT group plan participants will maintain an "good" rating for all asset categories.

Asset Condition Detail

Table 16. Asset Condition by Inventory Category

Rolling Stock Category	Quantity	Condition	TERM Scale	% of Fleet
All Vehicle Types	4	Poor	<1	2.1%
	30	Marginal	<2	15.5%
	76	Adequate	<3	39.2%
	42	Good	<4	21.6%
	42	Excellent	<5	21.6%
Equipment Category	Quantity	Condition	TERM Scale	% of Equipment
All Equipment Types	3	Poor	<1	20%
	3	Marginal	<2	20%
	3	Adequate	<3	20%
	3	Good	<4	20%
	3	Excellent	<5	20%
Facility Category	Quantity	Condition	TERM Scale	% of Facilities
All Facility Types	0	Poor	<1	0%
	0	Marginal	<2	0%
	2	Adequate	<3	28.6%
	4	Good	<4	57.1%
	1	Excellent	<5	14.3%

Management Approach

The Hawaii DOT manages the FTA funded programs in accordance with the grant application, FTA Master Agreement, Certifications and Assurances and all applicable laws and regulations. As a pass-through of FTA funds, the Hawaii DOT manages an annual multi-step application process that ranges from the announcement of funds to contracting with subrecipients.

Prioritization and Risk Management

FTA Section 5310 Program

The Section 5310 grant program requires projects to be identified in a Coordinated Public Transit-Human Services Transportation Plan (CSP) developed by a lead local agency. The HDOT completed the statewide CSP, which identifies transportation as the greatest need. As such HDOT utilizes funding for the procurement of vehicles for its 5310 subrecipients. However, because the HDOT does not own or have direct capital responsibility, these vehicles are not part of the HDOT group TAM plan.

Section 5311 and Section 5339

The Hawaii DOT provides guidance to the County transit agencies on the minimum requirements of the coordinated plan process to ensure projects are eligible for FTA grant program funding. Though encouraged to do so, Section 5311 and Section 5339 projects are not required to be part of the coordinated plan. They do, however, need to be part of the *Hawaii Statewide Transportation Improvement Program and Regional Long-Range Transportation Plans.*

In addition to the annual application process, the Hawaii DOT requires that all fixed route transit providers have an adopted capital improvement plan identifying capital projects, approximate costs, and the year of implementation. Understanding that needs are large, and the funding is limited, it is critical for all fixed route providers to understand all the statewide needs.

Site Visits and Inspections

Hawaii DOT conducts periodic site visits and inspections of its subrecipients. More frequent visits may be conducted should there be numerous follow-up items on previous visits; complaints regarding service, vehicles, or other items; or grant management issues. Site visits and inspections are performed by the Hawaii DOT FTA Program Manager/staff and includes review of the funded activities. Inspections of the assets are randomly selected including fleet, facilities, and equipment. Infrastructure is not included as the transit agencies do not own or have direct capital responsibility.

The Hawaii DOT has developed standard forms that include specific questions about vehicles, facilities, equipment, and operations. Once the subrecipient review is complete, a final report is sent to the subrecipient's Accountable Executive. Any follow-up items with time frames for responses are identified in this report. HDOT FTA Program Manager/staff tracks and verifies that follow-up items are addressed and documented. All site visit and inspection dates and findings are tracked and summarized in the agency Administrative Record.

Reporting and Performance Measure Oversight

The Hawaii DOT collects reporting, performance measure, and maintenance data from subrecipients. including internal deadlines and established objectives and requirements. Reporting and tracking field for the items listed below:

- Quarterly reporting
- Vehicle mileage and trips
- Pre-trip and Post-trip inspection verification
- Preventative maintenance verification
- Accidents and incidents

Useful Life Benchmark of Assets

The Useful Life Benchmark refers to the maximum age of the asset, or the point at which the asset enters the state of good repair backlog. The federal interest expires when the asset reaches its useful life and the asset is de-obligated. These requirements exist to protect the federal interest.

Useful life of an asset begins on the date the subrecipient takes possession of the asset and continues until the asset reaches the useful life minimum criteria and de-obligated.

Maintenance Strategy

Each provider adheres to their written vehicle maintenance programs to ensure that vehicles are maintained, at a minimum, in accordance with their manufacturer's maintenance and service guidelines.

Disposal of Rolling Stock

The federal interest expires when the property reaches its useful life and the vehicle is de-obligated. After the minimum useful life of project property is reached and is no longer needed for the original project or program, it may be used by the grantee for other transit projects or program.

If a subrecipient desires to dispose of the property before it meets the end of its useful life benchmark, it can be transferred to another subrecipient for public transportation purposes or the property may be sold with Hawaii DOT and FTA approval. If sold; however, FTA is entitled to its share of the remaining Federal interest. The Federal interest is determined by calculating the fair market value of the project property immediately before the occurrence prompting the withdrawal of the project property from appropriate use. If a vehicle is disposed of before the end of its useful life, Hawaii DOT will send a written request to FTA requesting disposal before the end of the vehicle's useful life, with an explanation of why the disposal is justified.

Table 17. Disposition of Federally-Funded Vehicles

Disposal Type	Disposal Strategy
Dispose	Dispose of vehicles that pose an irreparable unacceptable safety risk
Auction Sale/Open Bid Sale	Follow local procedures for disposal as long as the process involves an open public bid or auction process. Sale proceeds must be retained in the transit program under which the vehicle was initially acquired and used to reduce the cost of the next vehicle purchase.
Transfer to another provider	Requests to transfer the vehicle to another eligible operator providing public transportation. Contact Hawaii DOT prior to the transfer to determine if the operator is eligible. Hawaii DOT staff may consult with the possible eligible provider for that jurisdiction if useful life standards have not been met.
Maintained as spare vehicle	Vehicle is maintained in an operable state in anticipation of immediate need to put in service.

Facilities

With regular maintenance, assets will operate at the same level on first and last day of service, throughout their useful life. In general, assets within their useful life are considered to be in a SGR. The FTA website states that the "state of good repair is the condition where all assets perform their assigned functions without limitation." Subrecipients must apply the following useful life standards to facilities funded through the Hawaii DOT:

- **Administration and Maintenance Buildings:** Useful life of 40 years (including building additions)
- **Facility Grounds:** Useful life of 20 years

Other Equipment

For other equipment with an acquisition value greater than $5,000, Hawaii DOT determines useful life standards on a case-by-case basis that reflects the manufacturer's estimated useful life. The subrecipient should propose a useful life in its project proposal.

Funding Distribution

Although Transit Asset Management is essential to the provision of service, it is only one of the many considerations in determining the distribution of Federal funds. Additional decision tools for funding distribution are:

1. Needs;
2. Local match availability;
3. Past performance;
4. Organizational capacity; and
5. Statewide transit provider meetings.

Appendix A

Maui County Inventory

Public Transportation Management System
2020 Owned Rolling Stock Inventory

Agency/Organization: County of Maui Department of Transportation

Date: 25-Aug-22 2020

Record No.	Inservice Year	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost ($)	ADA Access (yes/no)	Seating Capacity	Fuel Type
1.	2007	2007/ENC/AXESS 40'	Large Bus	1N9APACL27C084231	2701	827,487	2	13	-1	$365,954	Yes	41	Diesel
2.	2007	2007/ENC/AXESS 40'	Large Bus	1N9APACL47C084232	2702	805,216	2	13	-1	$365,954	Yes	41	Diesel
3.	2007	2007/ENC/AXESS 40'	Large Bus	1N9APACL67CO84233	2703	855,963	2	13	-1	$365,954	Yes	41	Diesel
4.	2007	2007/ENC/AXESS 40'	Large Bus	1N9APACL87C084234	2704	838,226	2	13	-1	$365,954	Yes	41	Diesel
5.	2007	2007/ENC/AXESS 40'	Large Bus	1N9APACLX7CO84235	2705	662,111	2	13	-1	$365,954	Yes	41	Diesel
6.	2007	2007/ENC/AXESS 40'	Large Bus	1N9APACL17CO84236	2706	702,839	2	13	-1	$365,954	Yes	41	Diesel
7.	2008	2007/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC618C084111	RM21	433,710	3	12	0	$325,128	Yes	37	Diesel
8.	2008	2007/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC638C084112	RM22	493,007	3	12	0	$325,128	Yes	37	Diesel
9.	2008	2007/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC658C084113	RM23	512,348	3	12	0	$325,128	Yes	37	Diesel
10.	2008	2007/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC678C084114	RM24	537,418	3	12	0	$325,128	Yes	37	Diesel
11.	2008	2008/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC688C084218	RM25	492,333	3	12	0	$325,128	Yes	37	Diesel
12.	2008	2008/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC648C084216	RM26	541,577	3	12	0	$325,128	Yes	37	Diesel
13.	2008	2008/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC668CO84217	RM27	564,377	3	12	0	$325,128	Yes	37	Diesel
14.	2010	2009/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC61AC084065	RM28	589,756	3	10	2	$379,892	Yes	37	Diesel
15.	2010	2009/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC63AC084066	RM29	561,069	3	10	2	$379,892	Yes	37	Diesel
16.	2010	2010/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC68AC084211	RM30	421,337	3	10	2	$379,892	Yes	37	Diesel
17.	2010	2010/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC6XAC084212	RM31	511,649	3	10	2	$379,892	Yes	37	Diesel
18.	2010	2010/ENC/EZ-RIDER 35'	Large Bus	1N9MMAC61AC084213	RM32	497,038	3	10	2	$379,892	Yes	37	Diesel
19.	2014	2013/ENC/AXESS 35'	Large Bus	1N9AMACLXEC084094	MB-401	275,212	4	6	6	$473,188	Yes	32	Diesel
20.	2014	2013/ENC/AXESS 35'	Large Bus	1N9AMACL1EC084095	MB-402	293,895	4	6	6	$473,188	Yes	32	Diesel
21.	2014	2013/ENC/AXESS 35'	Large Bus	1N9AMACL3EC084096	MB-403	256,301	4	6	6	$473,188	Yes	32	Diesel
22.	2014	2013/ENC/AXESS 35'	Large Bus	1N9AMACL5EC084097	MB-404	258,275	4	6	6	$473,188	Yes	32	Diesel
23.	2014	2013/ENC/AXESS 35'	Large Bus	1N9AMACL7EC084098	MB-405	375,770	4	6	6	$473,188	Yes	32	Diesel
24.	2014	2013/ENC/AXESS 35'	Large Bus	1N9AMACL9EC084099	MB-406	366,941	4	6	6	$473,188	Yes	32	Diesel

25.	2014	2013/ENC/AXESS 35'	Large Bus	1N9AMACL1EC084100	MB-407	333,495	4	6	6	$473,188	Yes	32	Diesel
26.	2014	2013/ENC/AXESS 35'	Large Bus	1N9AMACL3EC084101	MB-408	314,380	4	6	6	$473,188	Yes	32	Diesel
27.	2014	2013/ENC/AXESS 35'	Large Bus	1N9AMACL5EC084102	MB-409	380,217	4	6	6	$473,188	Yes	32	Diesel
28.	2014	2013/ENC/AXESS 35'	Large Bus	1N9AMACL7EC084103	MB-410	358,336	4	6	6	$473,188	Yes	32	Diesel
29.	2015	2014/Ford F550 ENC/Aero-Elite 290	Cutaway	1FDAF5GY2FEB34222	MB-501	202,518	3	5	2	$139,659	Yes	25	Gas
30.	2015	2014/Ford F550 ENC/Aero-Elite 290	Cutaway	1FDAF5GY6FEB34224	MB-502	124,820	3	5	2	$139,659	Yes	25	Gas
31.	2015	2014/Ford F550 ENC/Aero-Elite 290	Cutaway	1FDAF5GY8FEB34225	MB-503	102,941	3	5	2	$139,659	Yes	25	Gas
32.	2015	2014/Ford F550 ENC/Aero-Elite 290	Cutaway	1FDAF5GY4FEB34223	MB-504	141,202	3	5	2	$139,659	Yes	25	Gas
33.	2019	2019/ENC/AXESS 40'	Large Bus	1N9APAL92KC084016	MB-1901	116,190	5	1	11	$603,453	Yes	38	Diesel
34.	2019	2019/ENC/AXESS 40'	Large Bus	1N9APAL94KC084017	MB-1902	90,391	5	1	11	$603,453	Yes	38	Diesel
35.	2020	2020/ENC/AXESS 40'	Large Bus	1N9APAL92LC084177	MB-2001	0	5	0	12	$603,364	Yes	37	Diesel
36.	2020	2020/ENC/AXESS 40'	Large Bus	1N9APAL94LC084178	MB-2002	0	5	0	12	$603,364	Yes	37	Diesel
37.	2020	2020/ENC/AXESS 40'	Large Bus	1N9APAL96LC084179	MB-2003	0	5	0	12	$603,364	Yes	37	Diesel
38.	2020	2020/ENC/AXESS 40'	Large Bus	1N9APAL92LC084180	MB-2004	0	5	0	12	$603,364	Yes	37	Diesel
39.	2012	2012/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG9C1138993	MB101	215,661	3	8	-1	$80,577	Yes	8	Gas
40.	2012	2012/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG4C1139047	MB102	217,952	3	8	-1	$80,577	Yes	8	Gas
41.	2012	2012/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG5C1139610	MB103	219,560	3	8	-1	$80,577	Yes	8	Gas
42.	2012	2012/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG0C1139305	MB104	230,127	3	8	-1	$80,577	Yes	8	Gas
43.	2012	2012/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG2C1138513	MB105	216,867	3	8	-1	$80,577	Yes	8	Gas
44.	2012	2012/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG8C1139052	MB106	233,939	3	8	-1	$80,577	Yes	8	Gas
45.	2012	2012/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG8C1139455	MB107	236,497	3	8	-1	$80,577	Yes	8	Gas
46.	2012	2012/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG7C1139107	MB108	246,469	3	8	-1	$80,577	Yes	8	Gas
47.	2012	2012/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG0C1139353	MB109	203,355	3	8	-1	$80,577	Yes	8	Gas
48.	2012	2012/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG9C1139903	MB110	211,487	3	8	-1	$80,577	Yes	8	Gas
49.	2012	2012/Dodge Grand Caravan/Mission	Van	2C4RDGCG1CR214759	MB201	81,476	3	8	-4	$44,523	Yes	6	Gas
50.	2012	2012/Dodge Grand Caravan/Mission	Van	2C4RDGCG8CR214760	MB202	77,510	3	8	-4	$44,523	Yes	6	Gas
51.	2012	2012/Dodge Grand Caravan/Mission	Van	2C4RDGCGXCR214761	MB203	79,952	3	8	-4	$44,523	Yes	6	Gas
52.	2012	2012/VPG/MV-1	Van	523MF1A67CM101066	MB204	13,059	3	8	-4	$61,946	Yes	5	Gas
53.	2015	2014/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BGXF1129126	MB111	107,111	4	5	2	$88,175	Yes	8	Gas
54.	2015	2014/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG9F1129196	MB112	169,737	4	5	2	$88,175	Yes	8	Gas

55.	2015	2014/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG5F1129499	MB113	117,269	4	5	2	$88,175	Yes	8	Gas
56.	2015	2014/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB392BG8F1130811	MB114	94,368	4	5	2	$88,175	Yes	8	Gas
57.	2015	2014/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG9F1130882	MB115	93,641	4	5	2	$88,175	Yes	8	Gas
58.	2015	2014/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG2F1131291	MB116	103,992	4	5	2	$88,175	Yes	8	Gas
59.	2015	2015/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG1F1131203	MB117	113,538	4	5	2	$88,175	Yes	8	Gas
60.	2015	2015/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG7F1131643	MB118	154,007	4	5	2	$88,175	Yes	8	Gas
61.	2015	2015/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG9F1130607	MB119	100,724	4	5	2	$88,175	Yes	8	Gas
62.	2015	2015/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BGXF1131796	MB120	151,716	4	5	2	$88,175	Yes	8	Gas
63.	2015	2015/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3G2BG7F1131304	MB121	131,396	4	5	2	$88,175	Yes	8	Gas
64.	2016	2015/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3GRBG3G1130998	MB122	100,849	4	4	3	$88,175	Yes	8	Gas
65.	2016	2015/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3GRBGXG1130786	MB123	87324	4	4	3	88175	Yes	8	Gas
66.	2016	2015/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3GRBG7G1130390	MB124	92782	4	4	3	88175	Yes	8	Gas
67.	2016	2015/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3GRBG6G1128601	MB125	106582	4	4	3	88175	Yes	8	Gas
68.	2016	2015/Chevy 3500 ENC/Aero-Lite 210	Cutaway	1GB3GRBGXG1128262	MB126	67387	4	4	3	88175	Yes	8	Gas

Appendix B

Kauai County Inventory

Public Transportation Management System
2020 Owned Rolling Stock Inventory

Agency/Organization: County of Kauai Transportation Agency

Date: 2020

Record No.	Year/Make/Model	Stock Inventory No.	Vehicle Identification Number (VIN)	License Plate No.	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost ($)	ADA Access (yes/no)	Seating Capacity	Fuel Type	HDOT Title (yes/no
1.	2014 FORD BUS 31 PAX	CU	1FDGF5GT5EEA05159	CK-2241	286147	1.5	6	1	$136,861.00	Yes	31	Diesel	Yes
2.	2014 FORD BUS 31 PAX	CU	1FDGF5GT8EEA17211	CK-2242	265145	1.5	6	1	$136,861.00	Yes	31	Diesel	Yes
3.	2014 FORD BUS 21 PAX	CU	1FDGF5GT5EEA05159	CK-2249	187360	2.2	6	1	$138,576.00	Yes	21	Diesel	Yes
4.	2014 FORD BUS 21 PAX	CU	1FDGF5GTXEEA17209	CK-2250	159813	2.5	6	1	$138,576.00	Yes	21	Diesel	Yes
5.	2014 CHEVY BUS 14 PAX	CU	1GB6G5BLXE1124728	CK-2258	217013	2	6	1	$113,881.00	Yes	14	Diesel	Yes
6.	2014 CHEVY BUS 14 PAX	CU	1GB6G5BL7E1125271	CK-2259	186828	2	6	1	$113,881.00	Yes	14	Diesel	Yes
7.	2014 FORD BUS 21 PAX	CU	1FDGF5GT8EEA17208	CK-2260	196109	2	6	1	$138,576.00	Yes	21	Diesel	Yes
8.	2014 FORD BUS 21 PAX	CU	1FDGF5GT6EEA17210	CK-2261	165039	3	6	1	$138,576.00	Yes	21	Diesel	Yes
9.	2014 FORD BUS 21 PAX	CU	1FDGF5GT5EEA11544	CK-2262	166336	3	6	1	$138,576.00	Yes	21	Diesel	Yes
10.	2014 CHEVY BUS 14 PAX	CU	1GB6G5BL0E1125693	CK-2268	169530	3	6	1	$113,881.00	Yes	14	Diesel	Yes
11.	2014 CHEVY BUS 14 PAX	CU	1GB6G5BL9E1139625	CK-2287	220826	1.5	6	1	$108,947.00	Yes	14	Diesel	Yes
12.	2015 FORD BUS 21 PAX	CU	1FDAF5GTXFEB62824	CK-2314	165329	2	5	2	$146,933.00	Yes	21	Diesel	Yes
13.	2015 FORD BUS 21 PAX	CU	1FDAF5GT1FEB62825	CK-2315	150227	3	5	2	$146,933.00	Yes	21	Diesel	Yes
14.	2015 FORD BUS 21 PAX	CU	1FDAF5GT5FEC18250	CK-2316	165329	2	5	2	$146,933.00	Yes	21	Diesel	Yes
15.	2015 FORD BUS 21 PAX	CU	1FDAF5GT2FEB62820	CK-2317	138287	3.4	5	2	$146,933.00	Yes	21	Diesel	Yes
16.	2015 CHEVY BUS 14 PAX	CU	1GB6G5BL2F1128077	CK-2318	165627	3	5	2	$128,842.00	Yes	14	Diesel	Yes
17.	2015 FORD BUS 21 PAX	CU	1FDAF5GT6FEB62822	CK-2319	155755	3	5	2	$146,933.00	Yes	21	Diesel	Yes
18.	2015 CHEVY BUS 14 PAX	CU	1GB6G5BL6F1126719	CK-2320	171891	3	5	2	$128,842.00	Yes	14	Diesel	Yes
19.	2015 FORD BUS 21 PAX	CU	1FDAF5GT8FEB62823	CK-2321	112179	3.5	5	2	$146,933.00	Yes	21	Diesel	Yes
20.	2015 FORD BUS 29 PAX	CU	1FDAF5GT4FEB62821	CK-2323	206733	2	5	2	$154,433.00	Yes	29	Diesel	Yes
21.	2015 CHEVY BUS 14 PAX	CU	1GB6G5BL2F1126216	CK-2324	178749	2.5	5	2	$128,842.00	Yes	14	Diesel	Yes
22.	2015 CHEVY BUS 14 PAX	CU	1GB6G5BL0F1125839	CK-2325	175039	2.5	5	2	$128,842.00	Yes	14	Diesel	Yes
23.	2015 CHEVY BUS 14 PAX	CU	1GB6G5BL9F1127539	CK-2326	185406	2.4	5	2	$128,842.00	Yes	14	Diesel	Yes
24.	2015 CHEVY BUS 14 PAX	CU	1GB6G5BL5F1126842	CK-2327	174549	2.5	5	2	$128,842.00	Yes	14	Diesel	Yes
25.	2015 FORD BUS 29 PAX	CU	1FDAF5GT9FEB46632	CK-2329	235995	1.5	5	2	$154,433.00	Yes	29	Diesel	Yes
26.	2015 CHEVY BUS 14 PAX	CU	1GB6G5BL6F1126994	CK-2330	156315	3	5	2	$128,842.00	Yes	14	Diesel	Yes
27.	2015 FORD BUS 29 PAX	CU	1FDAF5GT6FEB62819	CK-2332	179695	2.5	5	2	$154,433.00	Yes	29	Diesel	Yes
28.	2017 FORD BUS 28 PAX	CU	1FDAF5GT1HEE59273	CK-2411	93145	4	3	4	$137,045.00	Yes	28	Diesel	Yes
29.	2017 FORD BUS 28 PAX	CU	1FDAF5GT8HDA07794	CK-2412	84006	4	3	4	$137,045.00	Yes	28	Diesel	Yes
30.	2017 FORD BUS 28 PAX	CU	1FDAF5GT3HEE59274	CK-2413	103553	3.5	3	4	$137,045.00	Yes	28	Diesel	Yes
31.	2017 FORD BUS 21 PAX	CU	1FDAF5GT7HEE51520	CK-2415	75627	4	3	4	$137,045.00	Yes	21	Diesel	Yes

32.	2017 FORD BUS 21 PAX	CU	1FDAF5GT4HDA07792	CK-2416	72924	4	3	4	$137,045.00	Yes	21	Diesel	Yes
33.	2017 FORD BUS 28 PAX	CU	1FDAF5GTXHDA07795	CK-2417	110943	3	3	4	$145,939.00	Yes	28	Diesel	Yes
34.	2017 FORD BUS 21 PAX	CU	1FDAF5GT6HDA08023	CK-2418	77330	4	3	4	$137,045.00	Yes	21	Diesel	Yes
35.	2017 FORD BUS 28 PAX	CU	1FDAF5GT6HDA07793	CK-2419	58150	4	3	4	$145,939.00	Yes	28	Diesel	Yes
36.	2019 FORD BUS 28 PAX	CU	1FDAF5GTXKDA08923	CK-2480	38731	4.9	1	6	$163,944.00	Yes	28	Diesel	Yes
37.	2019 Ford Bus 14 PAX	CU	1FDFE4FS5KDC15022	CK-2481	29949	5	1	6	$127,913.00	Yes	14	Gas	Yes
38.	2019 Ford Bus 14 PAX	CU	1FDFE4FS3KDC15021	CK-2482	37377	4.9	1	6	$127,913.00	Yes	14	Gas	Yes
39.	2019 FORD BUS 28 PAX	CU	1FDAF5GT2KDA07135	CK-2483	21437	5	1	6	$163,944.00	Yes	28	Diesel	Yes
40.	2019 FORD BUS 28 PAX	CU	1FDAF5GT4KDA07136	CK-2484	35414	4.5	1	6	$163,944.00	Yes	28	Diesel	Yes
41.	2019 Ford Bus 14 PAX	CU	1FDFE4FS9KDC15024	CK-2485	39494	4.5	1	6	$127,913.00	Yes	14	Gas	Yes
42.	2019 Ford Bus 14 PAX	CU	1FDFE4FS7KDC15023	CK-2486	37066	4.5	1	6	$127,913.00	Yes	14	Gas	Yes
43.	2019 FORD BUS 28 PAX	CU	1FDAF5GT6KDA07137	CK-2488	23572	5	1	6	$163,904.00	Yes	28	Diesel	Yes
44.	2019 FORD BUS 28 PAX	CU	1FDAF5GTXKDA07139	CK-2489	26139	5	1	6	$163,904.00	Yes	28	Diesel	Yes
45.	2019 Ford Bus 14 PAX	CU	1FDFE4FS0KDC15025	CK-2490	37066	4.5	1	6	$127,913.00	Yes	14	Gas	Yes
46.	2019 FORD BUS 28 PAX	CU	1FDAF5GT8KDA07138	CK-2491	34468	4.5	1	6	$163,944.00	Yes	28	Diesel	Yes
47.	2019 Ford Bus 14 PAX	CU	1FDFE4FS2KDC15026	CK-2492	35345	4.5	1	6	$127,913.00	Yes	14	Gas	Yes
48.	2019 Ford Bus 14 PAX	CU	1FDFE4FS4KDC55432	CK-2530	11551	5	0	7	$136,042.00	Yes	14	Gas	Yes
49.	2019 Ford Bus 14 PAX	CU	1FDFE4FS0KDC55430	CK-2531	12662	5	0	7	$136,042.00	Yes	14	Gas	Yes
50.	2019 Ford Bus 14 PAX	CU	1FDFE4FS2KDC55431	CK-2532	10808	5	0	7	$136,042.00	Yes	14	Gas	Yes
51.	2019 FORD BUS 21 PAX	CU	1FDAF5GTXKEF89964	CK-2535	12922	5	0	7	$161,170.00	Yes	21	Diesel	Yes
52.	2019 FORD BUS 21 PAX	CU	1FDAF5GT5KADA23233	CK-2536	16428	5	0	7	$161,170.00	Yes	21	Diesel	Yes
53.	2019 FORD BUS 21 PAX	CU	1FDAF5GTXKDA24992	CK-2537	13635	5	0	7	$161,170.00	Yes	21	Diesel	Yes
54.	2019 Ford Transit / Arboc 12 pax	CU	1FDES9PM7KKA32363	CK-2549	2339	5	0	7	$184,761.00	Yes	12	Gas	Yes
55.	2019 Ford Transit / Arboc 12 pax	CU	1FDES9PM0KKA50073	CK-2550	2324	5	0	7	$184,761.00	Yes	12	Gas	Yes
56.	2019 Ford Transit / Arboc 12 pax	CU	1FDES9PM5KKA50067	CK-2551	2346	5	0	7	$184,761.00	Yes	12	Gas	Yes
57.	2019 Ford Transit / Arboc 12 pax	CU	1FDES9PM9KKA50069	CK-2552	2341	5	0	7	$184,761.00	Yes	12	Gas	Yes
58.	2019 Ford Transit / Arboc 12 pax	CU	1FDES9PM2KKA50074	CK-2553	2337	5	0	7	$184,761.00	Yes	12	Gas	Yes
59.	2019 Ford Bus 14 PAX	CU	1FDFE4FS9KDC74963	CK-2557	1889	5	0	7	$137,796.35	Yes	14	Gas	Yes
60.	2019 Ford Bus 14 PAX	CU	1FDFE4FS5KDC74961	CK-2558	1809	5	0	7	$137,796.35	Yes	14	Gas	Yes
61.	2019 Ford Bus 14 PAX	CU	1FDFE4FS0KDC74964	CK-2559	1635	5	0	7	$137,796.35	Yes	14	Gas	Yes
62.	2020 FORD BUS 21 PAX	CU	1FDUF5GT1LDA02958	CK-2560	1924	5	0	7	$163,248.39	Yes	21	Diesel	Yes
63.	2020 FORD BUS 21 PAX	CU	1FDUF5GT2LDA02628	CK-2561	1885	5	0	7	$163,248.39	Yes	21	Diesel	Yes
64.	2020 FORD BUS 21 PAX	CU	1FDUF5GT0LDA02627	CK-2562	1812	5	0	7	$163,248.39	Yes	21	Diesel	Yes
65.	2019 Ford Bus 14 PAX	CU	1FDFE4FSXKDC74955	CK-2563	1586	5	0	7	$137,796.35	Yes	14	Gas	Yes
66.	2020 FORD BUS 21 PAX	CU	1FDUF5GT0LDA02630	CK-2564	1527	5	0	7	$163,248.39	Yes	21	Diesel	Yes
67.	2020 FORD BUS 21 PAX	CU	1FDUF5GT4LDA02629	CK-2565	1566	5	0	7	$163,248.39	Yes	21	Diesel	Yes
68.	2019 Ford Bus 14 PAX	CU	1FDFE4FS7KDC74959	CK-2566	1551	5	0	7	$137,796.35	Yes	14	Gas	Yes
69.	2019 Ford Bus 14 PAX	CU	1FDFE4FS6KDC74967	CK-2567	1687	5	0	7	$137,796.35	Yes	14	Gas	Yes

Public Transportation Management System
2020 Owned Equipment Inventory

Agency/Organization: County of Kauai Transportation Agency

Date: 2020

Record No.	Equipment Code and Description	Condition (points)	Age (years)
1.	Service / 2019 Ford F250 Four Door Pickup	4	1
2.	Service / 2008 Ford F250 Utility Pickup W/ Liftgate	4	12
3.	Service / 2007 Ford F250 Utility Pickup W/Liftgate	2	13
4.	Support / 2017 Ford Explorer	4	3
5.	Service / 2005 Ford F250 Utiliy Pickup W/ Liftgate	3	15
6.	Support / 2019 Ford Fiesta sedan	5	1
7.	Support / 2019 Ford Fiesta sedan	5	1

Public Transportation Management System
2020 Owned Facility Inventory

Agency/Or County of Kauai Transportation Agency

Date: 2020

Record No.	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)
1.	Administration Building	4	18	22
2.	Maintenance Building	4	18	22
3.	Parking Lot A	4	18	2
4.	Parking Lot B	4	18	2

Appendix C

Hawaii County Inventory

Public Transportation Management System
2020 Owned Rolling Stock Inventory

Agency/Organization: County of Hawaii Mass Transit Agency

Date: 9/6/2022

Record No.	Inservice Date	Year/Make/Model	License Plate No.	Vehicle Identification Number (VIN)	Stock Inventory No.	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost ($)	ADA Access (yes/no)	Seating Capacity	Fuel Type	HDOT Title (yes/no)
1.	2019	2019 Dodge PVAN	CH3638	2C7WDGBG5KR799061	60	4,134	5	3	1	$ 68,072	Yes	6	Gasoline	No
2.	2019	2019 Dodge PVAN	CH3639	2C7WDGBG9KR801460	61	224	5	3	1	$ 68,072	Yes	6	Gasoline	No
3.	2019	2019 Dodge PVAN	CH3696	2C7WDGBG9KR799063	62	802	5	3	1	$ 68,072	Yes	6	Gasoline	No
4.	2019	2019 Dodge PVAN	CH3697	2C7WDGBG3KR805178	63	103	5	3	1	$ 68,072	Yes	6	Gasoline	No
5.	2019	2019 Dodge PVAN	CH3653	2C7WDGBG2KR808234	64	49	5	3	1	$ 68,072	Yes	6	Gasoline	No
6.	2019	2019 Dodge PVAN	CH3654	2C7WDGBG9KR799046	65	93	5	3	1	$ 68,072	Yes	6	Gasoline	No
7.	2019	2019 Dodge PVAN	CH3655	2C7WDGBG5KR800953	66	71	5	3	1	$ 68,072	Yes	6	Gasoline	No
8.	2019	2013 Chevy (Arboc Sprit of Mobility)	CH3468	1GB6G5BG4D1114584	106	119,350	2	9	0	$ 1,000	Yes	14	Gasoline	No
9.	2019	2019 El Doradao AeroElite	CH3494	1FDUF5GT5KDA27747	107	37,609	4	3	4	$ 232,465	Yes	25 + 6	Diesel	HDOT Lien
10.	2019	2019 El Doradao AeroElite	CH3493	1FDUF5GTXKDA25153	108	122,655	4	3	4	$ 232,465	Yes	25 + 6	Diesel	HDOT Lien
11.	2019	2019 El Doradao AeroElite	CH3498	1FDUF5GT1KDA25154	109	106,932	4	3	4	$ 232,465	Yes	25 + 6	Diesel	HDOT Lien
12.	2019	2019 El Doradao AeroElite	CH3497	1FDUF5GT7KDA27748	110	98,830	4	3	4	$ 232,465	Yes	25 + 6	Diesel	HDOT Lien
13.	2014	2014 El Doradao AeroElite Hydrogen	CH3661	1FDAF5GY3FEB34231	111	1,375	5	8	0	$ 667,000	Yes	21 +6	Hydrogen	No
14.	1998	1998 Gillig Phantom	CH3640	15GCA211XW1089200	240	984,097	3	24	0	$ 1,000	Yes	29	Diesel	No
15.	1998	1998 Gillig Phantom	CH3641	GCA2111W1089201	241	958,077	3	24	0	$ 1,000	Yes	29	Diesel	No
16.	1998	1998 Gillig Phantom	CH3642	15GCA2113W1089202	242	976,224	3	24	0	$ 1,000	Yes	29	Diesel	No
17.	1998	1998 Gillig Phantom	CH3643	15GCA2115W1089203	243	973,888	3	24	0	$ 1,000	Yes	29	Diesel	No
18.	1998	1998 Gillig Phantom	CH3644	15GCA2117W1089204	244	975,042	3	24	0	$ 1,000	Yes	29	Diesel	No
19.	1998	1998 Gillig Phantom	CH3645	GCA2119W1089205	245	958,590	3	24	0	$ 1,000	Yes	29	Diesel	No
20.	1998	1998 Gillig Phantom	CH3646	15GCA2110W1089206	246	978,874	3	24	0	$ 1,000	Yes	29	Diesel	No
21.	1998	1998 Gillig Phantom	CH3647	15GCA2112W1089207	247	942,550	3	24	0	$ 1,000	Yes	29	Diesel	No
22.	1998	1998 Gillig Phantom	CH3648	15GCA2114W1089208	248	959,172	3	24	0	$ 1,000	Yes	29	Diesel	No
23.	1998	1998 Gillig Phantom	CH3649	15GCA2116W1089209	249	967,913	3	24	0	$ 1,000	Yes	29	Diesel	No
24.	1997	1997 Gillig Phantom	CH3437	15GCD211XV1088134	341	935,875	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
25.	1997	1997 Gillig Phantom	CH3439	15GCD2111V1088135	342	884,573	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
26.	1997	1997 Gillig Phantom		15GCD2110V1087879	301	776,663	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
27.	1997	1997 Gillig Phantom		15GCD2117V1087880	302	753,627	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
28.	1997	1997 Gillig Phantom		15GCD2119V1087881	303	770,852	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
29.	1997	1997 Gillig Phantom		15GCD2110V1087882	304	775,726	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
30.	1997	1997 Gillig Phantom		15GCD2116V1087885	307	764,442	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
31.	1997	1997 Gillig Phantom		15GCD2111V1087888	310	767,170	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No

32.	1997	1997 Gillig Phantom		15GCD211XV1087890	312	731,287	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
33.	1997	1997 Gillig Phantom		15GCD2113V1087892	314	764,801	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
34.	1997	1997 Gillig Phantom		15GCD2115V1087893	315	784,842	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
35.	1997	1997 Gillig Phantom		15GCD2119V1087895	317	776,639	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
36.	1997	1997 Gillig Phantom		15GCD2113V1087898	320	776,745	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
37.	1997	1997 Gillig Phantom		15GCD2119V1087900	322	763,071	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
38.	1997	1997 Gillig Phantom		15GCD2110V1087901	323	778,821	3	25	0	$ 1,000	Yes	45 + 19	Diesel	No
39.	2005	2005 Gillig Phantom	CH2503	15GCD291951112492	406	488,187	2	17	0	$ 247,689	Yes	45 + 19	Diesel	HDOT Lien
40.	2005	2005 Gillig Phantom	CH2505	15GCD291251112494	408	668,464	2	17	0	$ 247,689	Yes	45 + 19	Diesel	HDOT Lien
41.	2007	2007 Gillig Phantom	CH2582	15GCD211171112534	409	570,584	2	15	0	$ 270,827	Yes	45 + 19	Diesel	HDOT Lien
42.	2007	2007 Gillig Phantom	CH2650	15GCD211371112535	410	778,876	2	15	0	$ 270,827	Yes	45 + 19	Diesel	HDOT Lien
43.	2007	2007 Gillig Phantom	CH2581	15GCD211571112536	411	392,779	2	15	0	$ 270,827	Yes	45 + 19	Diesel	HDOT Lien
44.	2007	2007 Gillig Phantom	CH2653	15GCD211771112537	412	497,567	2	15	0	$ 270,827	Yes	45 + 19	Diesel	HDOT Lien
45.	2010	2010 MCI D4000	CH3051	1M8SDMEAXAP059234	601	604,809	2.5	12	0	$ 382,779	Yes	50 + 19	Diesel	HDOT Lien
46.	2010	2010 MCI D4000	CH3052	1M8SDMEA1AP059235	602	659,575	2.5	12	0	$ 382,779	Yes	50 + 19	Diesel	HDOT Lien
47.	2010	2010 MCI D4000	CH3054	1M8SDMEA5AP059237	604	452,964	2.5	12	0	$ 382,779	Yes	50 + 19	Diesel	HDOT Lien
48.	2010	2010 MCI D4000	CH3055	1M8SDMEA7AP059238	605	698,104	2.5	12	0	$ 382,779	Yes	50 + 19	Diesel	HDOT Lien
49.	2013	2013 MCI D4000	CH3079	1M8SDMBA3DP012748	608	428,804	3.5	9	3	$ 446,189	Yes	50 + 19	Diesel	HDOT Lien
50.	2014	2014 MCI D4000	CH3204	1M8SDMBA1EP013205	610	463,822	3.5	8	4	$ 419,942	Yes	50 + 19	Diesel	HDOT Lien
51.	2014	2014 MCI D4000	CH3203	1M8SDMBA3EP013206	611	489,915	3.5	8	4	$ 484,717	Yes	50 + 19	Diesel	HDOT Lien
52.	2015	2015 MCI D4000	CH3233	1M8SDMBA0FP013908	612	513,663	3.5	7	5	$ 484,717	Yes	50 + 19	Diesel	HDOT Lien
53.	2015	2015 MCI D4000	CH3234	1M8SDMBA2FP013909	613	419,146	3.5	7	5	$ 484,717	Yes	50 + 19	Diesel	HDOT Lien
54.	2014	2014 El Doradio XHF	CH3214	1N9HEACL1EC084271	801	247,477	3	8	4	$ 382,739	Yes	42	Diesel	HDOT Lien
55.	2014	2014 El Doradio XHF	CH3215	1N9HEACL5EC084273	802	298,384	3	8	4	$ 360,226	Yes	42	Diesel	HDOT Lien
56.	2014	2014 El Doradio XHF	CH3216	1N9HEACL3EC084272	803	325,200	3	8	4	$ 360,226	Yes	42	Diesel	HDOT Lien
57.	2013	2013 MCI D4000	CH3080	1M8SDMBA5DP012749	609	370,409	3	9	3	$ 466,973	Yes	50 + 19	Diesel	HDOT Lien

Public Transportation Management System
2020 Owned Equipment Inventory

Agency/Organization: County of Hawaii Mass Transit Agency

Date: September 6, 2022

Record No.	Inservice Date	Equipment Code and Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost ($)	Comments *(If more than two lines, please attach a separate comment page)*
1.	2020	2020 FORD EXPLORER	5	2	3	$ 37,079.03	
2.	1994	94 P/U TRUCK	0.75	28	0	$ 15,685.00	
3.	2003	FORD F350 4X4 SUPERCAB F/B	1.25	19	0	$ 35,485.00	
4.	2014	2014 FORD FOCUS 4DR	1.5	8	0	$ 17,743.43	
5.	2006	FORD EXPEDITION	2	16	0	$ 35,347.00	
6.	2018	2018 FORD F-350 TRUCK	2	4	1	$ 59,707.48	
7.	1997	2019 KOMFORK FG30HT-16	3	25	22	$ 31,413.60	A233143
8.	1997	2008 FORKLIFT HYSTER SER#N005V03487E 944E	3	25	11	$ 40,039.00	N005V03487

Public Transportation Management System
2020 Owned Facility Inventory

Agency/Organization: County of Hawaii Mass Transit Agency

Date: 9/6/2022

Record No.	Inservice Date	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost ($)
1.	2018	1	Administration/Maintenance Building	5	4	36	$11,200,000
2.	1975	2	Mo'oheau Bus Terminal	3	47	-7	$2,500,000
3.	1990	3	Mo'oheau Bus Terminal Kiosk	3	32	8	$250,000