# Transit Asset Management Narrative

Waccamaw Regional Transportation Authority
NTD # 40102
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Reporting Year FY 24 – May 2024

## Useful Life Benchmark – Revenue Vehicles

Waccamaw RTA operates fixed route and ADA paratransit services in Horry and Georgetown Counties of northeastern South Carolina. The Authority, known as Coast RTA, operates a fleet of 41 vehicles with a peak requirement of 29 vehicles (19 Fixed Route and 10 Paratransit). The fixed route system is comprised of eleven routes that provide commuter service in Horry and Georgetown Counties.

Our useful life benchmark is set for 14/9/5 for heavy/medium/light duty vehicles, respectively. This takes into consideration our track record for vehicle replacements, which typically take our vehicles beyond the standard useful life targets set by the industry.

*What targets did your agency set?*

Our primary target is to bring the percentage of vehicles with useful life to more than half of the fleet. We are in the process of updating our TAM Plan, which should be endorsed by GSATS (MPO) later this Spring. It is expected that our targets will be very similar to past Plans.

*How did your agency calculate these targets?*

All targets are simple percentages by dividing assets with useful life by the total number of assets.

*How has your agency made progress toward its targets?*

We have fallen behind our targets for two primary reasons: the purchase of 5 late model trolleys (2002/2007); and, the lack of funding has caused delays in bus replacements. We are expecting additional funds from SCDOT to support bus replacements and were just awarded urban 5310 to purchase 3 cutaway/minivan vehicles for paratransit.

*What challenges face your agency in making progress toward the targets?*

Our greatest challenge continues to be funding. We are currently trying to find funding to replace 5 2003 NABI transit coaches which have reached a point where parts are hard to find. We will be looking to expand the fleet as we add service in the future, while we continue to replace aging vehicles. Delays in the manufacture of vehicles have hurt our progress in maintaining the fleet, as well.

## Useful Life Benchmark – Non-Revenue Vehicles

Waccamaw RTA operates a total of 6 non-revenue vehicles. Two shop trucks and four (4 SUVs) administrative/operations vehicles.

*What targets did your agency set?*

The TAM will be updated in FY 24 and will include the replacement of a service truck, or possibly using the new service truck as an expansion vehicle. Our goal is to have three of seven (43%) to have remaining useful life.

*How did your agency calculate these targets?*

All targets are simple percentages by dividing assets with useful life by the total number of assets.

*How has your agency made progress toward its targets?*

Funding is in place for a new service truck. We will be looking to replace two 2015 SUVs by the end of FY25.

*What challenges face your agency in making progress toward the targets?*

Funding and manufacturer delays in production.

## Facilities - Condition

Waccamaw RTA has two facilities. Our Conway facility houses our operations, maintenance and administrative functions, as well as a passenger handling facility. The other facility is a passenger handling facility in the core of our service area in Myrtle Beach. The Conway Facility is a converted auto dealership and has a number of deficiencies, like the inability to raise a bus inside. Under carriage work is conducted outside. In FY24, we moved our maintenance functions to leased warehouse about 3 miles from the current facility. The Myrtle Beach facility (MBTC) was constructed in 2017 but it is a modular building and not really designed for its function as a passenger handling facility. It replaced three shelters as our primary transfer facility but is considered to be a temporary facility until it can be replaced by something permanent. We expect to replace the MBTC with a new temporary facility on a new site where we plan to build a new Admin/O&M Facility and a permanent passenger handling facility in Myrtle Beach.

*What targets did your agency set?*

We are trying to replace at least one of these facilities in the next 2-3 years. Our top priority at this point is to replace our operating and maintenance facility.

*How did your agency calculate these targets?*

The percentage targets do not really say much because we only have two facilities at this point but replacing one of them will bring us to the 50% target.

*How has your agency made progress toward its targets?*
Replacement of one of these facilities would bring our percentage down to 50%. We are hoping to replace the current facility in the next 2-3 years. A Facility Development Program to locate, program, environmentally clear and perform preliminary design on a replacement O&M facility, and three passenger facilities in Conway, Myrtle Beach and Georgetown is underway.

*What challenges face your agency in making progress toward the targets?*
We have lost parking at our Conway facility due to the redevelopment on a leased parking lot across the street. We can no longer accommodate our entire fleet and employee parking. As a result, we are leasing a facility about 4 miles away with the intent of relocating all heavy maintenance activities. This will allow us to park a fleet sufficient to make pull-out and accommodate employees in admin and operations. Fueling and hostling will remain at the Conway facility.

## Infrastructure – Performance Restrictions

Other infrastructure at Waccamaw RTA is in fairly good shape. Video Systems, computer systems and software packages are fairly close to being up-to-date. Our fare collection system has failed as it requires more to keep it repaired than the amounts we collect. We have implemented an open-loop contactless fare collection system with the objective of removing cash handling from on vehicle fare collection. This is still a work in progress.

*What targets did your agency set?*
We have not set a target yet for our fare collection infrastructure.

*How did your agency calculate these targets?*
N/A

*How has your agency made progress toward its targets?*
We are conducting a study to determine the best path forward on replacing our fare collection equipment. The study will address the type of technology that fits our system, explore ways to reduce or eliminate cash handling and assess our fare structure overall. Results are expected by Summer 2024.

*What challenges face your agency in making progress toward the targets?*
Again, this is a money issue. We hope to complete our study within the next 15-18 months that will establish our path forward.

What are extenuating circumstances that impact your agency's transit asset management?

While we have had good luck in the maintenance and replacement of rolling stock, Waccamaw RTA is still struggling to maintain our operation with the facilities we have. The replacement of our Admin., Operations and Maintenance Facility constitutes a $24M dollar investment. This is heavy lift for an agency with an annual budget of one thrid that amount. We are heavily dependent on federal dollars for a project like this, which, if properly located, would save the Authority over $350K in operating expenses annually in reduced deadhead and other costs.

## Introduction

***BASIC***

**Provide a brief overview of/introduction to your agency. You may include general information including state geography, demographics, interdependencies between asset classes, etc.:**

Waccamaw RTA operates fixed route and ADA paratransit services in Horry and Georgetown Counties of northeastern South Carolina. The Authority, known as Coast RTA, operates a fleet of 41 vehicles with a peak requirement of**XX vehicles (NEEDS CONFIRMATION)**(**XX** Fixed Route and **XX** Paratransit). The fixed route system is comprised of eight routes that provide commuter service into

### Performance Targets & Measures : **What are the annual targets set for the FTA performance measures? Refer to Part I of the Guide for definitions of the performance measures and information on how to set targets. Provide your targets in the table below. If you have other asset classes to include, specify the asset class in the yellow cells labeled 'Custom'.**

**For Group TAM Plan Sponsors:** You may set targets for your subrecipients. If you choose to do so, click the "Hide Targets" button below before you send the template out. You may leave this question to obtain input from subrecipients on appropriate targets.

| Asset Category - Performance Measure | Asset Class | 2025 Target | 2026 Target | 2027 Target | 2028 Target | 2029 Target |
|---|---|---|---|---|---|---|
| **REVENUE VEHICLES** | | | | | | |
| **Age** - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | *AB - Articulated Bus* | | | | | |
| | *AO - Automobile* | | | | | |
| | *BR - Over-the-road Bus* | | | | | |
| | *BU - Bus* | 37% | 11% | 0% | 0% | 21% |
| | *CU - Cutaway Bus* | 11% | 26% | 42% | 26% | 26% |
| | *DB - Double Decked Bus* | | | | | |
| | *FB - Ferryboat* | | | | | |
| | *MB - Mini-bus* | | | | | |
| | *MV - Mini-van* | | | | | |
| | *RT - Rubber-tire Vintage Trolley* | | | | | |
| | *SB - School Bus* | | | | | |
| | *SV - Sport Utility Vehicle* | | | | | |
| | *TB - Trolleybus* | 100% | 40% | 0% | 0% | 0% |
| | *VN - Van* | | | | | |
| | *Custom 1* | | | | | |
| | *Custom 2* | | | | | |
| | *Custom 3* | | | | | |
| **EQUIPMENT** | | | | | | |
| **Age** - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB) | *Non Revenue/Service Automobile* | 75% | 50% | 50% | 50% | 0% |
| | *Steel Wheel Vehicles* | | | | | |
| | *Trucks and other Rubber Tire Vehicles* | 0% | 0% | 0% | 100% | 100% |
| | *Custom 1* | | | | | |
| | *Custom 2* | | | | | |
| | *Custom 3* | | | | | |
| **FACILITIES** | | | | | | |
| **Condition** - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | *Administration* | 100% | 100% | 100% | 100% | 100% |
| | *Maintenance* | 100% | 100% | 100% | 100% | 100% |
| | *Parking Structures* | | | | | |
| | *Passenger Facilities* | 100% | 100% | 100% | 100% | 100% |
| | *Custom 1* | | | | | |
| | *Custom 2* | | | | | |
| | *Custom 3* | | | | | |

**You may provide text explaining the methods used in setting the targets here:**

Targets were estimated based on the useful life of vehicles and the planned replacement and refurbishment of vehicles in the capital plan. Replacing vehicles beyond useful life reduced the % beyond ULB, while vehicles aging beyond their ULB without being replaced increased the metric.

****These buttons are for Group TAM Plan Sponsor use only****

***COMPREHENSIVE***

**For Group TAM Plan Sponsors:** You may establish the following foundational pieces (vision, state of good repair policy, goals, and objectives) for all subrecipients but this should be done in collaboration with them. Consider their needs as well as their ability to achieve and/or comply. If you choose to establish them for your subrecipients, use the "Hide" and "Show" buttons as necessary.

TAM Vision: **What do you ultimately hope to achieve with your TAM system? What is the broader goal?**

The current status of our assets is well below a reasonable standard for usefulness and life cycle. The development of the TAM will put into writing the poor state of good repair for our system overall. While the priorities illustrate a path toward better state of good repair, it will also illustrate the overwhelming lack of funding available to the Authority. We will continue to move toward a financial structure that reduces our use of federal funds for operating to create as much capacity for capital investment.

**These buttons are for Group TAM Plan Sponsor use only**

TAM and SGR Policy : **What is your agency's TAM and/or State of Good Repair (SGR) policy? Here, you can document expectations for your employees and demonstrate executive-level direction to support the goals of the TAM system. This can be a short statement or a detailed policy. You may also attach a policy document in the appendix of the TAM plan.**

**These buttons are for Group TAM Plan Sponsor use only**

TAM Goals and/or Objectives : **Based on your vision, what are your specific, measurable, achievable, realistic, and time-bound (S.M.A.R.T.) goals? What measurable steps (objectives) will you take to achieve the goals? This should be written in tabular format as shown below. The table includes an example goal and associated objectives. Use the buttons shown on the right.**

| Goals | Objectives |
|---|---|
| **Increase customer satisfaction score by 20 percent in fiscal year.** | Respond to customer feedback from past survey by mid-fiscal year. |
| | Respond to customer complaints (through 511) within one week of complaint. |
| **Minimize the use of assets that have met their useful life.** | Reduce the average age of the revenue fleet to less than 7 years for buses and trolleys and 3 years for the paratransit fleet. |
| | Replace the main Admin/Operations/Maintenance facility by 2024 and the MB Transit Center by 2022. |
| **Develop and utilize a midlife overhaul program** | Perform midlife overhauls on the New Flyer fleet in a timely manner |
| | Perform midlife overhauls on the New Flyer fleet in a timely manner |
| **Capital investments should be designed to reduce operating and maintenance costs.** | Automate procedures as much as possible |
| | Replace fare system |

About the TAM Plan : **Provide an overview of the TAM Plan describing the contents and structure. What time horizon does the document cover and what are the expected update and improvement timelines?**

**For Group TAM Plan Sponsors:** You may specify TAM Plan contents, structure, and time horizon for subrecipients. If you choose to do so, hide this question.

**These buttons are for Group TAM Plan Sponsor use only**

Roles and Responsibilities : **What roles have been assigned to your employees to achieve the goals of the TAM system? Who owns the TAM Plan and is responsible for monitoring and updating it? Who is your accountable executive? Click "Add More" only after all yellow cells are filled.**

**For Tier II Providers:** If you are developing an individual plan, you may ignore the third column in this table.

| Department/Individual | Role (Title and/or Description) | Subrecipient |
|---|---|---|
| **Jane Doe** | Director of Asset Management | Example Bus Agency |
| Brian Piascik | GM/CEO | Oversight |
| Tom Burda | Maintenance Manager | Facilities/Equipment/Rolling Stock |
| Tom Arenda | IT Manager | IT/Hardware/Software |
| | | |
| | | |
| | | |
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# Capital Asset Inventory

***BASIC****

## Asset Inventory Listing : To complete the inventory list, use the following steps:

**1. On the table to the right, list all the capital assets that you own, operate, or manage that support the delivery of public transportation services. This should include leased assets, assets operated under contract, and all assets that would be included in a program of projects. You may include assets used in the provision of public transportation even if acquired without FTA funds. Complete the table and use the drop down menus where provided. An example is shown for guidance.**

**2. Click the "Add More" button only after some yellow cells are filled.**

**3. Be sure to click "Finish" when complete.**

**4. Click the "Summarize" button to populate the summary table.**

**5. Click "Continue" to proceed to the next sheet.**

| Asset Category/Class | Total Number | Avg Age | Avg Mileage | Avg Value |
|---|---|---|---|---|
| **RevenueVehicles** | **41** | **6.6** | **247,473** | **$404,878.05** |
| *AB - Articulated Bus* | 0 | - | - | - |
| *AO - Automobile* | 0 | - | - | - |
| *BR - Over-the-road Bus* | 0 | - | - | - |
| *BU - Bus* | 19 | 9.8 | 360,361 | $589,473.68 |
| *CU - Cutaway Bus* | 18 | 4.1 | 164,347 | $211,111.11 |
| *DB - Double Decked Bus* | 0 | - | - | - |
| *FB - Ferryboat* | 0 | - | - | - |
| *MB - Mini-bus* | 0 | - | - | - |

| | | | | |
|---|---|---|---|---|
| *MV - Mini-van* | 0 | - | - | - |
| *RT - Rubber-tire Vintage Trolley* | 0 | - | - | - |
| *SB - School Bus* | 0 | - | - | - |
| *SV - Sport Utility Vehicle* | 0 | - | - | - |
| *TB - Trolleybus* | 4 | 2.0 | 22,981 | $400,000.00 |
| *VN - Van* | 0 | - | - | - |
| *Custom 1* | 0 | - | - | - |
| *Custom 2* | 0 | - | - | - |
| *Custom 3* | 0 | - | - | - |
| **Equipment** | **175** | **10.2** | **49,861** | **$29,701.13** |
| *Non Revenue/Service Automobile* | 4 | 5.8 | 39,614 | $62,500.00 |
| *Steel Wheel Vehicles* | 0 | - | - | - |
| *Trucks and other Rubber Tire Vehicles* | 4 | 9.3 | 60,108 | $56,486.43 |
| *Custom 1* | 81 | 13.2 | N/A | $60,949.96 |
| *Custom 2* | 24 | 12.5 | N/A | $23,357.83 |
| *Custom 3* | 62 | 8.8 | N/A | $16,641.90 |
| **Facilities** | **3** | **29.7** | **N/A** | **$1,139,020.78** |
| *Administration* | 1 | 41.0 | N/A | $1,156,429.82 |
| *Maintenance* | 1 | 41.0 | N/A | $2,147,655.38 |
| *Parking Structures* | 0 | - | N/A | - |
| *Passenger Facilities* | 1 | 7.0 | N/A | $112,977.12 |
| *Custom 1* | 0 | - | N/A | - |
| *Custom 2* | 0 | - | N/A | - |
| *Custom 3* | 0 | - | N/A | - |

## Condition Assessment

***BASIC***

**Asset Condition: What condition are your assets in to run the services required? How does the actual condition compare to the target set for the assets? The tables to the right are automatically populated based on your inventory on the previous sheet. There is one table for each asset category (three total). Scroll to the right to view all tables.**

**Complete the tables by filling in the input cells with the Useful Life Benchmark for each asset. Refer to Section 3.1.1 of Part I for an explanation of the Useful Life Benchmark.**

**Asset Condition Summary: Click the "Summarize" button to update the summary table to calculate the percent of assets past their Useful Life Benchmark.**

| Asset Category/Class | Count | Avg Age | Avg Mileage | Avg TERM Condition | Avg Value | % At or Past ULB |
|---|---|---|---|---|---|---|
| **RevenueVehicles** | **41** | **6.6** | **229,366** | **N/A** | **$404,878.05** | **36.59%** |
| *AB - Articulated Bus* | 0 | - | - | N/A | - | - |
| *AO - Automobile* | 0 | - | - | N/A | - | - |
| *BR - Over-the-road Bus* | 0 | - | - | N/A | - | - |
| *BU - Bus* | 19 | 9.8 | 360,361 | N/A | $589,473.68 | 36.84% |
| *CU - Cutaway Bus* | 18 | 4.1 | 136,956 | N/A | $211,111.11 | 22.22% |
| *DB - Double Decked Bus* | 0 | - | - | N/A | - | - |
| *FB - Ferryboat* | 0 | - | - | N/A | - | - |
| *MB - Mini-bus* | 0 | - | - | N/A | - | - |
| *MV - Mini-van* | 0 | - | - | N/A | - | - |
| *RT - Rubber-tire Vintage Trolley* | 0 | - | - | N/A | - | - |
| *SB - School Bus* | 0 | - | - | N/A | - | - |
| *SV - Sport Utility Vehicle* | 0 | - | - | N/A | - | - |
| *TB - Trolleybus* | 4 | 2.0 | 22,981 | N/A | $400,000.00 | 100.00% |
| *VN - Van* | 0 | - | - | N/A | - | - |

| | | | | | | |
|---|---|---|---|---|---|---|
| *Custom 1* | 0 | - | - | N/A | - | - |
| *Custom 2* | 0 | - | - | N/A | - | - |
| *Custom 3* | 0 | - | - | N/A | - | - |
| **Equipment** | **175** | **10.2** | **1,975** | **N/A** | **$29,701.13** | **47.43%** |
| *Non Revenue/Service Automobile* | 4 | 5.8 | 19,807 | N/A | $62,500.00 | 50.00% |
| *Steel Wheel Vehicles* | 0 | - | - | N/A | - | - |
| *Trucks and other Rubber Tire Vehicles* | 4 | 9.3 | 30,054 | N/A | $56,486.43 | 75.00% |
| *Custom 1* | 81 | 13.2 | 0 | N/A | $60,949.96 | 22.22% |
| *Custom 2* | 24 | 12.5 | 0 | N/A | $23,357.83 | 66.67% |
| *Custom 3* | 62 | 8.8 | 0 | N/A | $16,641.90 | 70.97% |
| **Facilities** | **3** | **29.7** | **N/A** | **1.7** | **$1,139,020.78** | **N/A** |
| *Administration* | 1 | 41.0 | N/A | 1.0 | $1,156,429.82 | N/A |
| *Maintenance* | 1 | 41.0 | N/A | 1.0 | $2,147,655.38 | N/A |
| *Parking Structures* | 0 | - | N/A | - | - | N/A |
| *Passenger Facilities* | 1 | 7.0 | N/A | 3.0 | $112,977.12 | N/A |
| *Custom 1* | 0 | - | N/A | - | - | N/A |
| *Custom 2* | 0 | - | N/A | - | - | N/A |
| *Custom 3* | 0 | - | N/A | - | - | N/A |

## Decision Support

**NOTE: Complete some yellow cells before clicking "Add More" under each question.**

*****BASIC*****

### Decision Support: **List and briefly describe the processes and/or tools in place to support investment decision-making, including project selection and prioritization. Enter this information in the table below. Click the button to add more rows.**

| Process/Tool | Brief Description |
|---|---|
| Example Asset Condition Information System | A software system that uses asset inventory and condition information to generate 5 to 10-year condition forecasts. |
| Inventory - Year End Condition Assessment | Staff performs a condition assessment during our year-end inventory process |
| Maintenance Plan | Vehicle and facility condition is constantly monitored through inspection completed as part of our maintenance plan. |
| Computer/Data/IT Plan | Hardware/Software has a short life cycle so our replacement plan for this type of equipment is updated regularly. |

### Investment Prioritization: **How do you determine what priority investments are needed in order to maintain a state of good repair? Describe your agency's investment prioritization process.**

Many of our assets are beyond useful life so a number of investments are completed when they become necessary. Priorities are focused on bringing all assets to "useable" condition due to limited funding. Major investments like the replacement of our primary operating and maintenance facility remains a high priority but is shelved until funding becomes available.

## ***COMPREHENSIVE***

Risk Management: **Identify any risks faced to your assets or organization as a whole (particularly safety-related risks) and describe the mitigation strategies for each one. This can also include how scheduled maintenance can affect service delivery. As applicable, describe any planned changes or improvements to these processes. Enter this information in the table below. Click the button to add more rows.**

| Risk | Mitigation Strategy |
|---|---|
| Loss of significant amounts of federal funds | Decrease dependence on federal funds for capital |
| loss of funding | worked with constituent jurisdiction to move from discretionary funding to annual allocation of road use fee - $6.5 per registered vehicles. |
| Asset failure | Many assets have become obsolete or met useful life, including our building. We continue to make small investments to keep these assets in working order. Preventive maintenance expenditures are a top priority. |
| Facility Obsolescence | We will be starting a Facility Due Diligence Project to assess location, programming, evnvironmental clearance and design for a new facility. |

Maintenance Strategy: **List your regularly-planned maintenance activities (e.g., inspections, routine preventive maintenance activities, etc). As applicable, describe any planned changes or improvements to these processes. Enter this information in the table below. Click the button to add more rows.**

| Asset Category | Asset Class | Maintenance Activity | Frequency | Avg Duration (Hrs) | Cost |
|---|---|---|---|---|---|
| RevenueVehicles | BU - Bus | Engine tune-up | Annual | 3 | $1,000 |

## Investment Prioritization

**NOTE: Complete some yellow cells before clicking "Add More" under each question.**

***BASIC****

Proposed Investments: **Provide a list of the selected projects and programs prioritized based on your agency's criteria. Rank the projects and order them by year of planned implementation. Enter this information in the table below. Click the button to add more rows. The optional Fleet Replacement Module may be used to determine your fleet replacement projects - activate this by clicking on the button provided.**

| Project Year | Project Name | Asset Category | Asset Class | Cost | Priority |
|---|---|---|---|---|---|
| 2016 | Diesel-Hybrid Bus Acquisition | 30ft Bus | | $5,000,000.00 | Medium |
| 2024 | 2 20ft Cutaway Replacements | RevenueVehicles | CU - Cutaway Bus | $260,000.00 | High |
| 2024 | 3 Transit Van Replacements | RevenueVehicles | CU - Cutaway Bus | $330,000.00 | High |
| 2024 | 40ft Bus Refurbishments | RevenueVehicles | BU - Bus | $400,000.00 | High |
| 2024 | Shop Truck Replacement | Equipment | Trucks and other Rubber Tire Vehicles | $125,000.00 | Low |
| 2024 | New Transit Van Expansion | RevenueVehicles | CU - Cutaway Bus | $110,000.00 | Medium |
| 2025 | New Transit Van Expansion | RevenueVehicles | CU - Cutaway Bus | $110,000.00 | Medium |
| 2025 | 40ft Bus Refurbishments | RevenueVehicles | BU - Bus | $400,000.00 | High |
| 2025 | 40ft Bus Replacement | RevenueVehicles | BU - Bus | $3,000,000.00 | High |
| 2026 | 40ft Bus Refurbishments | RevenueVehicles | BU - Bus | $800,000.00 | High |
| 2026 | 40ft Bus Replacement | RevenueVehicles | BU - Bus | $1,200,000.00 | High |
| 2026 | 20ft Cutaway Replacement | RevenueVehicles | CU - Cutaway Bus | $130,000.00 | High |
| 2026 | 2 SUVs | Equipment | Non Revenue/Service Automobile | $125,000.00 | Medium |
| 2027 | 40ft Bus Refurbishments | RevenueVehicles | BU - Bus | $800,000.00 | High |
| 2027 | 30ft Trolley Replacement | RevenueVehicles | TB - Trolleybus | $1,200,000.00 | High |
| 2027 | 28ft Cutaway Replacement (Replace with 30ft low floor bus) | RevenueVehicles | CU - Cutaway Bus | $1,500,000.00 | High |
| 2028 | 40ft Bus Refurbishments | RevenueVehicles | BU - Bus | $400,000.00 | High |
| 2028 | 20ft Cutaway Replacement | RevenueVehicles | CU - Cutaway Bus | $390,000.00 | High |
| 2029 | Transit Van Replacements | RevenueVehicles | CU - Cutaway Bus | $440,000.00 | High |
| 2029 | 2 SUVs | Equipment | Non Revenue/Service Automobile | $125,000.00 | Medium |
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# Grand Strand Area Transportation Study Transit Asset Management Plan

## Brian Piascik, Accountable Executive

Last modified by Brian Piascik on 16 May 24 at 14:34

## Introduction

Waccamaw RTA operates fixed route and ADA paratransit services in Horry and Georgetown Counties of northeastern South Carolina. The Authority, known as Coast RTA, operates a fleet of 41 vehicles with a peak requirement of XX vehicles (NEEDS CONFIRMATION)(XX Fixed Route and XX Paratransit). The fixed route system is comprised of eight routes that provide commuter service into

## Performance Targets & Measures

| Asset Category - Performance Measure | Asset Class | 2025 Target | 2026 Target | 2027 Target | 2028 Target | 2029 Target |
|---|---|---|---|---|---|---|
| **REVENUE VEHICLES** | | | | | | |
| **Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)** | **AB - Articulated Bus** | N/A | | | | |
| | **AO - Automobile** | N/A | | | | |
| | **BR - Over-the-road Bus** | N/A | | | | |
| | **BU - Bus** | 37% | 11% | | | 21% |
| | **CU - Cutaway Bus** | 11% | 26% | 42% | 26% | 26% |
| | **DB - Double Decked Bus** | N/A | | | | |
| | **FB - Ferryboat** | N/A | | | | |
| | **MB - Mini-bus** | N/A | | | | |
| | **MV - Mini-van** | N/A | | | | |
| | **RT - Rubber-tire Vintage Trolley** | N/A | | | | |
| | **SB - School Bus** | N/A | | | | |
| | **SV - Sport Utility Vehicle** | N/A | | | | |
| | **TB - Trolleybus** | 100% | 40% | | | |
| | **VN - Van** | N/A | | | | |
| | **Custom 1** | N/A | | | | |
| | **Custom 2** | N/A | | | | |
| | **Custom 3** | N/A | | | | |
| **EQUIPMENT** | | | | | | |
| **Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)** | **Non Revenue/Service Automobile** | 75% | 50% | 50% | 50% | |
| | **Steel Wheel Vehicles** | N/A | | | | |
| | **Trucks and other Rubber Tire Vehicles** | Target Required | | | 100% | 100% |
| | **Custom 1** | Target Required | | | | |
| | **Custom 2** | Target Required | | | | |
| | **Custom 3** | Target Required | | | | |
| **FACILITIES** | | | | | | |
| **Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale** | **Administration** | 100% | 100% | 100% | 100% | 100% |
| | **Maintenance** | 100% | 100% | 100% | 100% | 100% |
| | **Parking Structures** | N/A | | | | |
| | **Passenger Facilities** | 100% | 100% | 100% | 100% | 100% |
| | **Custom 1** | N/A | | | | |
| | **Custom 2** | N/A | | | | |
| | **Custom 3** | N/A | | | | |

## TAM Vision

The current status of our assets is well below a reasonable standard for usefulness and life cycle. The development of the TAM will put into writing the poor state of good repair for our system overall. While the priorities illustrate a path toward better state of good repair, it will also illustrate the overwhelming lack of funding available to the Authority. We will continue to move toward a financial structure that reduces our use of federal funds for operating to create as much capacity for capital investment.

## TAM Goals and/or Objectives

| Goals | Objectives |
|---|---|
| **Minimize the use of assets that have met their useful life.** | Reduce the average age of the revenue fleet to less than 7 years for buses and trolleys and 3 years for the paratransit fleet. |
| | Replace the main Admin/Operations/Maintenance facility by 2024 and the MB Transit Center by 2022. |
| **Develop and utilize a midlife overhaul program** | Perform midlife overhauls on the New Flyer fleet in a timely manner |
| | Perform midlife overhauls on the New Flyer fleet in a timely manner |
| **Capital investments should be designed to reduce operating and maintenance costs.** | Automate procedures as much as possible |
| | Replace fare system |

## Roles and Responsibilities

| Department/Individual | Role (Title and/or Description) | Subrecipient |
|---|---|---|
| Brian Piascik | GM/CEO | Oversight |
| Tom Burda | Maintenance Manager | Facilities/Equipment/Rolling Stock |
| Tom Arenda | IT Manager | IT/Hardware/Software |

## Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

### Asset Inventory Summary

| Asset Category | Total Number | Avg Age | Avg Mileage | Avg Value |
|---|---|---|---|---|
| **RevenueVehicles** | **41** | **6.6** | **247,473** | **$404,878.05** |
| *AB - Articulated Bus* | 0 | - | - | - |
| *AO - Automobile* | 0 | - | - | - |
| *BR - Over-the-road Bus* | 0 | - | - | - |
| *BU - Bus* | 19 | 9.8 | 360,361 | $589,473.68 |
| *CU - Cutaway Bus* | 18 | 4.1 | 164,347 | $211,111.11 |
| *DB - Double Decked Bus* | 0 | - | - | - |
| *FB - Ferryboat* | 0 | - | - | - |
| *MB - Mini-bus* | 0 | - | - | - |
| *MV - Mini-van* | 0 | - | - | - |
| *RT - Rubber-tire Vintage Trolley* | 0 | - | - | - |
| *SB - School Bus* | 0 | - | - | - |
| *SV - Sport Utility Vehicle* | 0 | - | - | - |
| *TB - Trolleybus* | 4 | 2.0 | 22,981 | $400,000.00 |
| *VN - Van* | 0 | - | - | - |
| *Custom 1* | 0 | - | - | - |
| *Custom 2* | 0 | - | - | - |
| *Custom 3* | 0 | - | - | - |
| **Equipment** | **175** | **10.2** | **49,861** | **$29,701.13** |
| *Non Revenue/Service Automobile* | 4 | 5.8 | 39,614 | $62,500.00 |
| *Steel Wheel Vehicles* | 0 | - | - | - |
| *Trucks and other Rubber Tire Vehicles* | 4 | 9.3 | 60,108 | $56,486.43 |
| *Custom 1* | 81 | 13.2 | N/A | $60,949.96 |
| *Custom 2* | 24 | 12.5 | N/A | $23,357.83 |
| *Custom 3* | 62 | 8.8 | N/A | $16,641.90 |
| **Facilities** | **3** | **29.7** | **N/A** | **$1,139,020.78** |
| *Administration* | 1 | 41.0 | N/A | $1,156,429.82 |
| *Maintenance* | 1 | 41.0 | N/A | $2,147,655.38 |
| *Parking Structures* | 0 | - | N/A | - |
| *Passenger Facilities* | 1 | 7.0 | N/A | $112,977.12 |
| *Custom 1* | 0 | - | N/A | - |
| *Custom 2* | 0 | - | N/A | - |
| *Custom 3* | 0 | - | N/A | - |

## Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

### Asset Condition Summary

| Asset Category | Total Number | Avg Age | Avg Mileage | Avg TERM Condition | Avg Value | % At or Past ULB |
|---|---|---|---|---|---|---|
| **RevenueVehicles** | **41** | **6.6** | **229,366** | **N/A** | **$404,878.05** | **37%** |
| *AB - Articulated Bus* | 0 | - | - | N/A | - | - |
| *AO - Automobile* | 0 | - | - | N/A | - | - |
| *BR - Over-the-road Bus* | 0 | - | - | N/A | - | - |
| *BU - Bus* | 19 | 9.8 | 360,361 | N/A | $589,473.68 | 37% |
| *CU - Cutaway Bus* | 18 | 4.1 | 136,956 | N/A | $211,111.11 | 22% |
| *DB - Double Decked Bus* | 0 | - | - | N/A | - | - |
| *FB - Ferryboat* | 0 | - | - | N/A | - | - |
| *MB - Mini-bus* | 0 | - | - | N/A | - | - |
| *MV - Mini-van* | 0 | - | - | N/A | - | - |
| *RT - Rubber-tire Vintage Trolley* | 0 | - | - | N/A | - | - |
| *SB - School Bus* | 0 | - | - | N/A | - | - |
| *SV - Sport Utility Vehicle* | 0 | - | - | N/A | - | - |
| *TB - Trolleybus* | 4 | 2.0 | 22,981 | N/A | $400,000.00 | 100% |
| *VN - Van* | 0 | - | - | N/A | - | - |
| *Custom 1* | 0 | - | - | N/A | - | - |
| *Custom 2* | 0 | - | - | N/A | - | - |
| *Custom 3* | 0 | - | - | N/A | - | - |
| **Equipment** | **175** | **10.2** | **1,975** | **N/A** | **$29,701.13** | **47%** |
| *Non Revenue/Service Automobile* | 4 | 5.8 | 19,807 | N/A | $62,500.00 | 50% |
| *Steel Wheel Vehicles* | 0 | - | - | N/A | - | - |
| *Trucks and other Rubber Tire Vehicles* | 4 | 9.3 | 30,054 | N/A | $56,486.43 | 75% |
| *Custom 1* | 81 | 13.2 | 0 | N/A | $60,949.96 | 22% |
| *Custom 2* | 24 | 12.5 | 0 | N/A | $23,357.83 | 67% |
| *Custom 3* | 62 | 8.8 | 0 | N/A | $16,641.90 | 71% |
| **Facilities** | **3** | **29.7** | **N/A** | **1.7** | **$1,139,020.78** | **N/A** |
| *Administration* | 1 | 41.0 | N/A | 1.0 | $1,156,429.82 | N/A |
| *Maintenance* | 1 | 41.0 | N/A | 1.0 | $2,147,655.38 | N/A |
| *Parking Structures* | 0 | - | N/A | - | - | N/A |
| *Passenger Facilities* | 1 | 7.0 | N/A | 3.0 | $112,977.12 | N/A |
| *Custom 1* | 0 | - | N/A | - | - | N/A |
| *Custom 2* | 0 | - | N/A | - | - | N/A |
| *Custom 3* | 0 | - | N/A | - | - | N/A |

# Decision Support

## Investment Prioritization

Many of our assets are beyond useful life so a number of investments are completed when they become necessary. Priorities are focused on bringing all assets to "useable" condition due to limited funding. Major investments like the replacement of our primary operating and maintenance facility remains a high priority but is shelved until funding becomes available.

## Decision Support Tools

The following tools are used in making investment decisions:

| Process/Tool | Brief Description |
|---|---|
| Inventory - Year End Condition Assessment | Staff performs a condition assessment during our year-end inventory process |
| Maintenance Plan | Vehicle and facility condition is constantly monitored through inspection completed as part of our maintenance plan. |
| Computer/Data/IT Plan | Hardware/Software has a short life cycle so our replacement plan for this type of equipment is updated regularly. |

## Risk Management

| Risk | Mitigation Strategy |
|---|---|
| loss of funding | worked with constituent jurisdiction to move from discretionary funding to annual allocation of road use fee - $6.5 per registered vehicles. |
| Asset failure | Many assets have become obsolete or met useful life, including our building. We continue to make small investments to keep these assets in working order. Preventive maintenance expenditures are a top priority. |
| Facility Obsolescence | We will be starting a Facility Due Diligence Project to assess location, programming, evnvironmental clearance and design for a new facility. |

## Maintenance Strategy

| Asset Category | Asset Class | Maintenance Activity | Frequency | Avg Duration (Hrs) | Cost |
|---|---|---|---|---|---|
| RevenueVehicles | BU - Bus | See maintenance plan | | | |
| RevenueVehicles | CU - Cutaway Bus | See maintenance plan | | | |
| Equipment | Non Revenue/Service Automobile | See maintenance plan | | | |
| Facilities | Maintenance | See maintenance plan | | | |
| Equipment | Custom 1 | IT/Harware/Software | Quarterly replacements | | |

## Unplanned Maintenance Approach

Budget is reserved each year for emergency repairs. With rolling stock we make sure that all PM is completed and replace components fully (i.e. engines) when necessary. Then repairs are completed off vehicle. We have complete engine and transmission packages avaalable in inventory.

## Overhaul Strategy

| Asset Category | Asset Class | Overhaul Strategy |
|---|---|---|
| RevenueVehicles | BU - Bus | Mid-life overhauls are planned for newly aquired equipment - other vehicles have been transferred from other agencies at or near the end of their useful life. Engine replacements are done until the body is no longer useful or the unit can be replaced. |
| RevenueVehicles | CU - Cutaway Bus | We do not typically do mid-life rehabs on cutaways. They are typically driven a year or two past useful life and then replaced. |

## Disposal Strategy

| Asset Category | Asset Class | Disposal Strategy |
|---|---|---|
| RevenueVehicles | Custom 1 | Typically buses/cutaway/trolleys in our fleet are driven well past useful life by replacing/overhauling engines. Disposal are made via methods that meet FTA requirements. |

## Acquisition and Renewal Strategy

| Asset Category | Asset Class | Acquisition and Renewal Strategy |
|---|---|---|
| RevenueVehicles | BU - Bus | While we are looking at the potential for electric buses. For the forseeable future, we will continue aquiring clean diesel because of our need for 350-500 mile ranges on a single fueling. Replacements will be spread out over a number of years to avoid future replacements being bunched into a short timeframe. |
| Equipment | Non Revenue/Service Automobile | Non-revenue is acquired only if necessary. We continue to operate these vehicles for as long as possible. |

## Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

## Capital Investment Activity Schedules

| Document Name | File Extension |
|---|---|
| Maintenance Plan | PDF |
| IT Policy and Procedures | PDF |

### Appendices

| | |
|---|---|
| Appendix A | Asset Register |
| Appendix B1 | Revenue Vehicle (Rolling Stock) Condition Data |
| Appendix B2 | Equipment Condition Data |
| Appendix B3 | Facilities Condition Data |
| Appendix C | Proposed Investment Project List |
| Appendix D | Fleet Replacement Module Output |

## Appendix A: Asset Register

| Asset Category | Asset Class | Asset Name | Make | Model | Count | ID/Serial No. | Asset Owner | Acquisition Year | Vehicle Mileage | Replacement Cost/Value |
|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Custom 1 | (10) SPX GFI/GENFARE 30" FARE BOXES | GFI | Odyssey | 10 | 01230 - 01239 | Coast RTA | 2013 | | $170,025.45 |
| Equipment | Custom 1 | 30 Inch Odyssey Fare Boxes | | Odyssey | 4 | 01174 - 01177 | Coast RTA | 2011 | | $70,930.18 |
| Equipment | Custom 1 | 30" Odyssey Electronic Farebox | Odessey | | 1 | 1168 | Coast RTA | 2011 | | $17,732.54 |
| Equipment | Custom 1 | 36inch Odyssey electronic fareboxes | | | 6 | | Coast RTA | 2011 | | $106,395.27 |
| Equipment | Custom 1 | 9 FINCASTLE BENCHES | | | 1 | 279-287 | Coast RTA | 2002 | | $11,400.82 |
| Equipment | Custom 1 | AVL SYSTEM AND AVL TABLET CHARGING STATION | GFI | | 1 | | Coast RTA | 2016 | | $33,375.14 |
| Equipment | Custom 1 | Bus Shelter w/trash receptacle and solar lighting | | | 1 | | SCDOT | 2007 | | $12,868.67 |
| Equipment | Custom 1 | Bus Shelter w/trash receptacle and solar lighting | | | 1 | | SCDOT | 2007 | | $12,868.67 |
| Equipment | Custom 1 | Bus Shelter w/trash receptacle and solar lighting | | | 1 | | SCDOT | 2007 | | $12,868.66 |
| Equipment | Custom 1 | Bus Shelter w/trash receptacle and solar lighting | | | 1 | | SCDOT | 2007 | | $11,766.77 |
| Equipment | Custom 1 | CASHLESS FARE SYSTEM - (QTY. 44) VALIDATORS / GPS/ INSTALL {FROM KUBA} | | | | | Coast RTA | 2022 | | $111,474.15 |
| Equipment | Custom 1 | DATA SYSTEM FOR GFI FAREBOXES | GFI | | 1 | | Coast RTA | 2010 | | $59,898.55 |
| Equipment | Custom 1 | FAREBOX TRIM | | | 1 | | Coast RTA | 2012 | | $5,667.40 |
| Equipment | Custom 1 | FAREBOX TRIMS | | | 2 | | Coast RTA | 2012 | | $10,786.08 |
| Equipment | Custom 1 | Five 6' Passenger Benches - Transfer Station | | | 1 | | Coast RTA | 2017 | | $10,530.79 |
| Equipment | Custom 1 | GFI 36" Odyssey Fare Boxes | GFI | Odyssey | 26 | | Coast RTA | 2010 | | $91,322.60 |
| Equipment | Custom 1 | REPAIR OF 5 DIGITAL SIGNS | | | 1 | | Coast RTA | 2012 | | $10,693.21 |
| Equipment | Custom 1 | Terminal Signs | | | 1 | | Coast RTA | 2009 | | $1,788.55 |
| Equipment | Custom 1 | Twenty-One (21) GFI Odyssey Fare Boxes | GFI | Odyssey | 21 | | Coast RTA | 2010 | | $395,655.66 |
| Equipment | Custom 2 | 110V small tire changer | | | 1 | 861 | Coast RTA | 2008 | | $7,157.30 |
| Equipment | Custom 2 | 4 Rotary Vehicle Lifts | | | 4 | 01015/01016/01017/01018 | Coast RTA | 2010 | | $49,331.99 |
| Equipment | Custom 2 | 7 1/2 ton Tempstar/Carrier Heat Pump | | | 1 | | Coast RTA | 2009 | | $10,129.90 |
| Equipment | Custom 2 | 8 HP ROTARY SCREW AIR COMPRESSOR | | | 1 | | | 2023 | | $10,775.51 |
| Equipment | Custom 2 | ADMINISTRATION RUDD A/C & HEAT SYSTEM 3-TON | | | 1 | | Coast RTA | 2012 | | $7,271.38 |
| Equipment | Custom 2 | FUEL TANKS | | | 2 | | Coast RTA | 1988 | | $124,386.89 |
| Equipment | Custom 2 | FUELMASTER 3505 PLUS | | | 1 | | Coast RTA | 2020 | | $33,964.48 |
| Equipment | Custom 2 | Hub Repair Kit Man VOK-07 Frt Axle - Four New Flyer XD40 Buses | | | 1 | | N/A | 2017 | | $7,178.70 |

| Asset Category | Asset Class | Asset Name | Make | Model | Count | ID/Serial No. | Asset Owner | Acquisition Year | Vehicle Mileage | Replacement Cost/Value |
|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Custom 2 | IN-Coh Franklin Fuel System | | | 1 | 01001 | Coast RTA | 2009 | | $17,880.79 |
| Equipment | Custom 2 | KARCHER PRESSURE WASHER | | | 1 | 01521 | | 2018 | | $15,283.87 |
| Equipment | Custom 2 | Large Tire Balancer & Adapter | | | 1 | 862 | Coast RTA | 2008 | | $14,140.67 |
| Equipment | Custom 2 | Large Tire Changer | | | 1 | 863 | Coast RTA | 2008 | | $13,548.39 |
| Equipment | Custom 2 | ON-VEHICLE ROTOR BRAKE LATHE | | | 1 | | | 2020 | | $18,081.14 |
| Equipment | Custom 2 | Portable Air Condition units for garage | | | 1 | 726/794 | Coast RTA | 2007 | | $9,583.21 |
| Equipment | Custom 2 | ROBINAIR 17800C REFRIGERANT RECOVERY TOOL | | | 1 | 01548 | N/A | 2019 | | $8,829.84 |
| Equipment | Custom 2 | RON TURLEY FLEET MAINTENANCE SOFTWARE | | | 1 | | Coast RTA | 2019 | | $31,980.89 |
| Equipment | Custom 2 | SIX FOOT FENCE | | | 1 | | Coast RTA | 1994 | | $16,256.59 |
| Equipment | Custom 2 | TYCO DOOR LOCK EXPANSION | | | 1 | | Coast RTA | 2013 | | $9,897.08 |
| Equipment | Custom 2 | VIDEO COLLECTION SYSTEM COMPONENTS - DELL SERVER (PT 2 of 2) | | | 1 | | | 2019 | | $15,109.75 |
| Equipment | Custom 2 | Wayne Fuel Dispensers | | | 1 | | Coast RTA | 2009 | | $46,368.23 |
| Equipment | Custom 3 | (2 QTY.) - FOUR DRAWER LATERAL FILE (HR OFFICE) | | | 1 | 01198 & 01199 | Coast RTA | 2012 | | $926.74 |
| Equipment | Custom 3 | (2)16"x18" cast bronze wall plaques | | | 1 | | Coast RTA | 2008 | | $2,987.96 |
| Equipment | Custom 3 | (QTY. 29) CAD-AVL PEPWAVE PORTABLE ROUTERS FOR RIDE TRACKER SYSTEM | | | 1 | | | 2022 | | $16,316.64 |
| Equipment | Custom 3 | 12 GRAY CONFERENCE TABLES | | | 1 | 01217 - 01228 | Coast RTA | 2013 | | $7,072.63 |
| Equipment | Custom 3 | ADDITIONAL EXPANSION OF FACILITY SECURITY CAMERA SYSTEM | | | 1 | | Coast RTA | 2015 | | $1,492.11 |
| Equipment | Custom 3 | ADDITIONAL SECURITY CAMERA | | | 1 | | Coast RTA | 2015 | | $2,437.94 |
| Equipment | Custom 3 | AVAYA TELEPHONE SYSTEM | Avaya | | 1 | 01137 - CONTINUED | Coast RTA | 2012 | | $19,322.30 |
| Equipment | Custom 3 | BOARD ROOM VIDEO/SOUND RECORDING EQUIPMENT | | | 1 | | Coast RTA | 2014 | | $7,769.15 |
| Equipment | Custom 3 | CARD READER SYSTEM EXPANSION & DOOR REPLACEMENT | | | 1 | | Coast RTA | 2013 | | $28,834.98 |
| Equipment | Custom 3 | CASHLESS FARE SYSTEM ABT3000 STANDALONE VALIDATOR, BARCODE READER, POLE, WIRING | | | 1 | | | 2023 | | $2,695.79 |
| Equipment | Custom 3 | CISCO SWITCH AND NECESSARY CABLES SG22026PK9 | | | 1 | 01406 & 01416 | Coast RTA | 2017 | | $633.09 |
| Equipment | Custom 3 | CONFERENCE ROOM CHAIRS (12) | | | 1 | 313-324 | Coast RTA | 2022 | | $18,969.42 |
| Equipment | Custom 3 | Data Collection System | | | 1 | | Coast RTA | 2010 | | $48,402.87 |

# Appendix B: Asset Condition Data

## B1: Revenue Vehicle Assets

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | Vehicle Mileage | Replacement Cost/Value | Useful Life Benchmark (Yrs) | Past Useful Life Benchmark |
|---|---|---|---|---|---|---|---|---|---|
| RevenueVehicles | BU - Bus | 2002 GILLIG G27E102R2 TROLLEY BUS | 1 | 1404 | 2 | 26,008 | $400,000.00 | 5 | No |
| RevenueVehicles | BU - Bus | 2003 NABI BUS 416.14 S | 1 | 5702F | 21 | 585,868 | $600,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | 2003 NABI BUS 416.14 S | 1 | 5717F | 21 | 585,868 | $600,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | 2003 NABI BUS 416.14 S | 1 | 5718F | 21 | 585,868 | $600,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | 2003 NABI BUS 416.14 S | 1 | 5709-F | 21 | 585,868 | $600,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | 2003 NABI BUS 416.14 S | 1 | 5740-F | 21 | 585,868 | $600,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | 2012 ELDORADO BUS | 1 | 902F | 13 | 467,175 | $600,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | 2012 ELDORADO BUS | 1 | 901F | 13 | 467,175 | $600,000.00 | 12 | Yes |
| RevenueVehicles | BU - Bus | 2017 New Flyer Xcelsior XD40 40' Transit Bus | 1 | 1501 | 7 | 416,299 | $600,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | 2017 New Flyer Xcelsior XD40 40' Transit Bus | 1 | 1502 | 7 | 416,299 | $600,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | 2017 New Flyer Xcelsior XD40 40' Transit Bus | 1 | 1503 | 7 | 416,299 | $600,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | 2017 New Flyer Xcelsior XD40 40' Transit Bus | 1 | 1504 | 7 | 416,299 | $600,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | 2020 New Flyer Xcelsior XD40 40' Transit Bus | 1 | 1506 | 4 | 234,253 | $600,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | 2020 NEW FLYER XCELSIOR XD40 40' TRANSIT BUS | 1 | 1507 | 4 | 191,707 | $600,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | 2020 NEW FLYER XCELSIOR XD40 40' TRANSIT BUS | 1 | 1508 | 4 | 191,707 | $600,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | 2020 NEW FLYER XCELSIOR XD40 40' TRANSIT BUS | 1 | 1509 | 4 | 191,707 | $600,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | 2020 NEW FLYER XCELSIOR XD40 40' TRANSIT BUS | 1 | 1510 | 4 | 191,707 | $600,000.00 | 12 | No |

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | Vehicle Mileage | Replacement Cost/Value | Useful Life Benchmark (Yrs) | Past Useful Life Benchmark |
|---|---|---|---|---|---|---|---|---|---|
| RevenueVehicles | BU - Bus | 2021 NEW FLYER XCELSIOR XD40 40' TRANSIT BUS | 1 | 1511 | 3 | 145,439 | $600,000.00 | 12 | No |
| RevenueVehicles | BU - Bus | 2021 NEW FLYER XCELSIOR XD40 40' TRANSIT BUS | 1 | 1512 | 3 | 145,439 | $600,000.00 | 12 | No |
| RevenueVehicles | CU - Cutaway Bus | 2017 FORD E450 STARCRAFT CUTAWAY | 1 | 786 | 8 | 326,612 | $130,000.00 | 5 | Yes |
| RevenueVehicles | CU - Cutaway Bus | 2018 FORD STARCRAFT ALLSTAR | 1 | 1671 | 6 | 285,723 | $130,000.00 | 5 | Yes |
| RevenueVehicles | CU - Cutaway Bus | 2018 FORD STARCRAFT ALLSTAR | 1 | 1677 | 6 | 285,723 | $130,000.00 | 5 | Yes |
| RevenueVehicles | CU - Cutaway Bus | 2019 FORD STARCRAFT F-550 LONG CUTAWAY MEDIUM DUTY BUS | 1 | 3401 | 4 | 92,981 | $500,000.00 | 7 | No |
| RevenueVehicles | CU - Cutaway Bus | 2019 FORD STARCRAFT F-550 LONG CUTAWAY MEDIUM DUTY BUS | 1 | 3402 | 4 | 92,981 | $500,000.00 | 7 | No |
| RevenueVehicles | CU - Cutaway Bus | 2019 FORD STARCRAFT F-550 LONG CUTAWAY MEDIUM DUTY BUS | 1 | 3403 | 4 | 92,981 | $500,000.00 | 7 | No |
| RevenueVehicles | CU - Cutaway Bus | 2020 FORD TRANSIT K1C 130" | 1 | 4001 | 4 | 72,792 | $110,000.00 | 5 | No |
| RevenueVehicles | CU - Cutaway Bus | 2020 FORD TRANSIT X2X 148" | 1 | 4003 | 4 | 143,302 | $110,000.00 | 5 | No |
| RevenueVehicles | CU - Cutaway Bus | 2020 FORD TRANSIT X2X 148" | 1 | 4002 | 4 | 143,302 | $110,000.00 | 5 | No |
| RevenueVehicles | CU - Cutaway Bus | 2020 New Flyer Xcelsior XD40 40' Transit Bus | 1 | 1505 | 4 | 234,253 | $600,000.00 | 5 | No |
| RevenueVehicles | CU - Cutaway Bus | 2021 FORD (TRANSIT) MOBILITY TRANS VAN | 1 | 4004 | 3 | 81,801 | $110,000.00 | 5 | No |
| RevenueVehicles | CU - Cutaway Bus | 2021 FORD (TRANSIT) MOBILITY TRANS VAN | 1 | 4005 | 3 | 81,801 | $110,000.00 | 5 | No |
| RevenueVehicles | CU - Cutaway Bus | 2021 FORD (TRANSIT) MOBILITY TRANS VAN | 1 | 4006 | 3 | 81,801 | $110,000.00 | 5 | No |

## Appendix B: Asset Condition Data

### B2: Equipment Assets

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | Vehicle Mileage | Replacement Cost/Value | Useful Life Benchmark (Yrs) | Past Useful Life Benchmark |
|---|---|---|---|---|---|---|---|---|---|
| Equipment | Custom 1 | (10) SPX GFI/GENFARE 30" FARE BOXES | 10 | 01230 - 01239 | 11 | | $170,025.45 | 10 | Yes |
| Equipment | Custom 1 | 30 Inch Odyssey Fare Boxes | 4 | 01174 - 01177 | 13 | | $70,930.18 | 10 | Yes |
| Equipment | Custom 1 | 30" Odyssey Electronic Farebox | 1 | 1168 | 13 | | $17,732.54 | 10 | Yes |
| Equipment | Custom 1 | 36inch Odyssey electronic fareboxes | 6 | | 13 | | $106,395.27 | 10 | Yes |
| Equipment | Custom 1 | 9 FINCASTLE BENCHES | 1 | 279-287 | 22 | | $11,400.82 | 5 | Yes |
| Equipment | Custom 1 | AVL SYSTEM AND AVL TABLET CHARGING STATION | 1 | | 8 | | $33,375.14 | 3 | Yes |
| Equipment | Custom 1 | Bus Shelter w/trash receptacle and solar lighting | 1 | | 17 | | $12,868.67 | 5 | Yes |
| Equipment | Custom 1 | Bus Shelter w/trash receptacle and solar lighting | 1 | | 17 | | $12,868.67 | 5 | Yes |
| Equipment | Custom 1 | Bus Shelter w/trash receptacle and solar lighting | 1 | | 17 | | $12,868.66 | 5 | Yes |
| Equipment | Custom 1 | Bus Shelter w/trash receptacle and solar lighting | 1 | | 17 | | $11,766.77 | 5 | Yes |
| Equipment | Custom 1 | CASHLESS FARE SYSTEM - (QTY. 44) VALIDATORS / GPS/ INSTALL {FROM KUBA} | | | 2 | | $111,474.15 | 5 | No |
| Equipment | Custom 1 | DATA SYSTEM FOR GFI FAREBOXES | 1 | | 14 | | $59,898.55 | 10 | Yes |
| Equipment | Custom 1 | FAREBOX TRIM | 1 | | 12 | | $5,667.40 | 10 | Yes |
| Equipment | Custom 1 | FAREBOX TRIMS | 2 | | 12 | | $10,786.08 | 10 | Yes |
| Equipment | Custom 1 | Five 6' Passenger Benches - Transfer Station | 1 | | 7 | | $10,530.79 | 5 | Yes |
| Equipment | Custom 1 | GFI 36" Odyssey Fare Boxes | 26 | | 14 | | $91,322.60 | 10 | Yes |

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | Vehicle Mileage | Replacement Cost/Value | Useful Life Benchmark (Yrs) | Past Useful Life Benchmark |
|---|---|---|---|---|---|---|---|---|---|
| Equipment | Custom 1 | REPAIR OF 5 DIGITAL SIGNS | 1 | | 12 | | $10,693.21 | 5 | Yes |
| Equipment | Custom 1 | Terminal Signs | 1 | | 15 | | $1,788.55 | 5 | Yes |
| Equipment | Custom 1 | Twenty-One (21) GFI Odyssey Fare Boxes | 21 | | 14 | | $395,655.66 | 10 | Yes |
| Equipment | Custom 2 | 110V small tire changer | 1 | 861 | 16 | | $7,157.30 | 10 | Yes |
| Equipment | Custom 2 | 4 Rotary Vehicle Lifts | 4 | 01015/01016/01017/01018 | 14 | | $49,331.99 | 15 | No |
| Equipment | Custom 2 | 7 1/2 ton Tempstar/Carrier Heat Pump | 1 | | 15 | | $10,129.90 | 7 | Yes |
| Equipment | Custom 2 | 8 HP ROTARY SCREW AIR COMPRESSOR | 1 | | 1 | | $10,775.51 | 5 | No |
| Equipment | Custom 2 | ADMINISTRATION RUDD A/C & HEAT SYSTEM 3-TON | 1 | | 12 | | $7,271.38 | 5 | Yes |
| Equipment | Custom 2 | FUEL TANKS | 2 | | 36 | | $124,386.89 | 10 | Yes |
| Equipment | Custom 2 | FUELMASTER 3505 PLUS | 1 | | 4 | | $33,964.48 | 10 | No |
| Equipment | Custom 2 | Hub Repair Kit Man VOK-07 Frt Axle - Four New Flyer XD40 Buses | 1 | | 7 | | $7,178.70 | 5 | Yes |
| Equipment | Custom 2 | IN-Coh Franklin Fuel System | 1 | 01001 | 15 | | $17,880.79 | 15 | Yes |
| Equipment | Custom 2 | KARCHER PRESSURE WASHER | 1 | 01521 | 6 | | $15,283.87 | 5 | Yes |
| Equipment | Custom 2 | Large Tire Balancer & Adapter | 1 | 862 | 16 | | $14,140.67 | 10 | Yes |
| Equipment | Custom 2 | Large Tire Changer | 1 | 863 | 16 | | $13,548.39 | 10 | Yes |
| Equipment | Custom 2 | ON-VEHICLE ROTOR BRAKE LATHE | 1 | | 4 | | $18,081.14 | 7 | No |
| Equipment | Custom 2 | Portable Air Condition units for garage | 1 | 726/794 | 17 | | $9,583.21 | 5 | Yes |
| Equipment | Custom 2 | ROBINAIR 17800C REFRIGERANT RECOVERY TOOL | 1 | 01548 | 5 | | $8,829.84 | 5 | Yes |
| Equipment | Custom 2 | RON TURLEY FLEET MAINTENANCE SOFTWARE | 1 | | 5 | | $31,980.89 | 3 | Yes |
| Equipment | Custom 2 | SIX FOOT FENCE | 1 | | 30 | | $16,256.59 | 5 | Yes |
| Equipment | Custom 2 | TYCO DOOR LOCK EXPANSION | 1 | | 11 | | $9,897.08 | 10 | Yes |

# Appendix B: Asset Condition Data

## B3: Facilities Assets

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | TERM Scale Condition | Replacement Cost/Value |
|---|---|---|---|---|---|---|---|
| Facilities | Administration | BUILDING | 1 | | 41 | 1 | $1,156,429.82 |
| Facilities | Maintenance | BUILDING | 1 | | 41 | 1 | $2,147,655.38 |
| Facilities | Passenger Facilities | City of Myrtle Beach Transfer Station | 1 | | 7 | 3 | $112,977.12 |

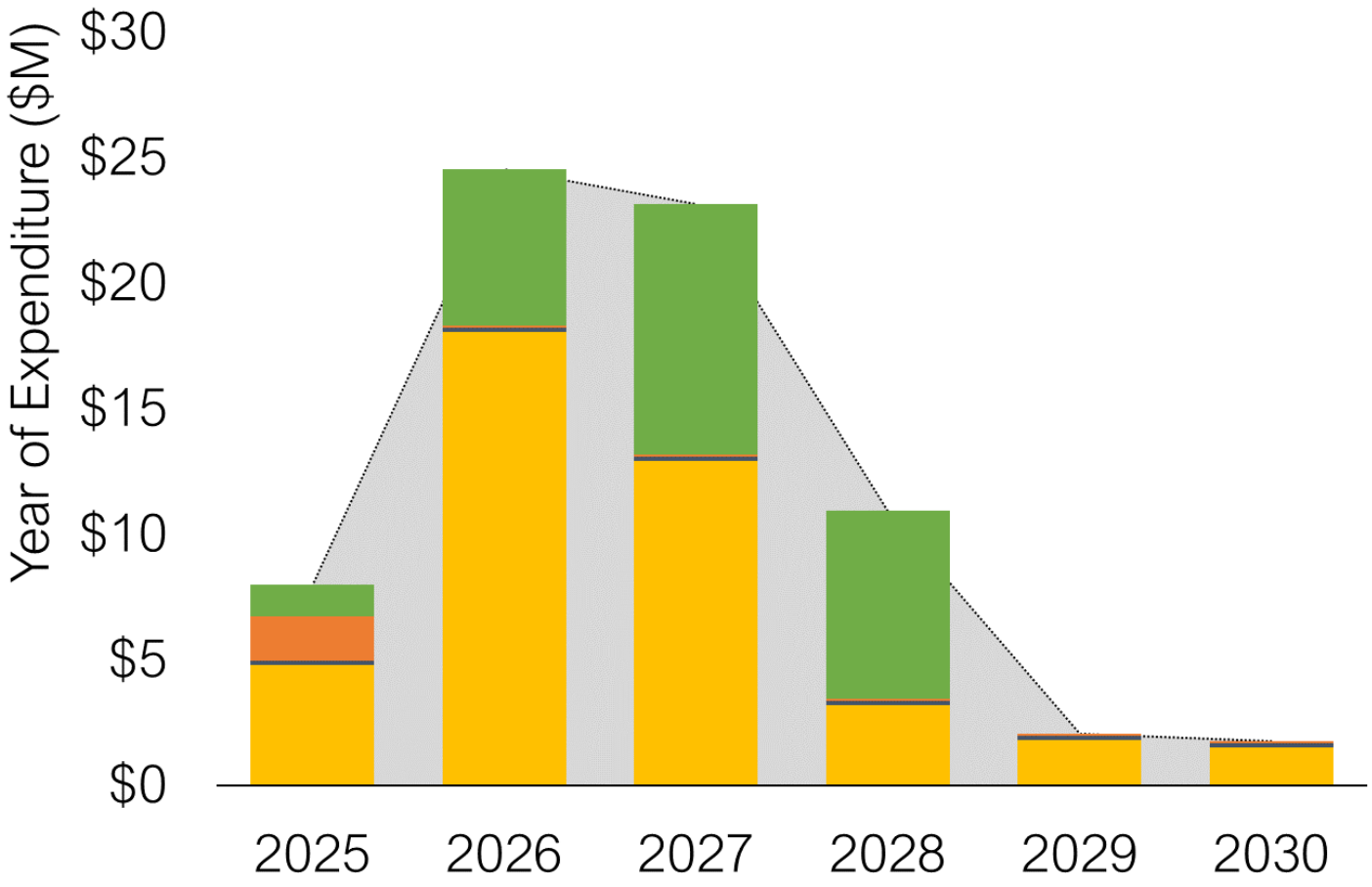
## Appendix C: Proposed Investment Project List

| Project Year | Project Name | Asset/Asset Class | Cost | Priority |
|---|---|---|---|---|
| 2024 | 2 20ft Cutaway Replacements | RevenueVehicles | $260,000.00 | High |
| 2024 | 3 Transit Van Replacements | RevenueVehicles | $330,000.00 | High |
| 2024 | 40ft Bus Refurbishments | RevenueVehicles | $400,000.00 | High |
| 2024 | Shop Truck Replacement | Equipment | $125,000.00 | Low |

# Capital Budget Projection (Draft)

| 2025-30 Capital Summary | YOE $M |
|---|---|
| Federal Funds | $42.27 |
| State Funds | $0.97 |
| Other Local Funds | $2.15 |
| Ride IV (Capital) | $25.00 |
| **Total Capital Sources** | **$70.39** |
| **Total Capital Uses** | **$70.39** |

Notes: Totals may not sum due to rounding. Preliminary order-of-magnitude cost and revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. Figures are in fiscal year unless otherwise noted. See disclaimer.



# Capital Summary (Draft)

| 2025-30 Capital Summary | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Total YOE $M |
|---|---|---|---|---|---|---|---|
| Federal Funds | $4.79 | $18.07 | $12.92 | $3.19 | $1.79 | $1.51 | $42.27 |
| State Funds | $0.15 | $0.16 | $0.16 | $0.16 | $0.17 | $0.17 | $0.97 |
| Other Local Funds | $1.79 | $0.07 | $0.07 | $0.07 | $0.07 | $0.07 | $2.15 |
| Ride IV (Capital) | $1.25 | $6.25 | $10.00 | $7.50 | - | - | $25.00 |
| **Total Capital Sources** | **$7.99** | **$24.54** | **$23.15** | **$10.92** | **$2.03** | **$1.75** | **$70.39** |
| | | | | | | | |
| Existing Vehicles and Other Capital | $2.06 | $4.76 | $4.40 | $1.40 | $1.17 | $0.71 | $14.48 |
| New Vehicles | - | $6.65 | - | - | - | - | $6.65 |
| Maintenance Facility | $3.36 | $13.03 | $18.74 | $9.46 | - | - | $44.60 |
| Contingency | $2.57 | $0.10 | $0.02 | $0.06 | $0.86 | $1.05 | $4.66 |
| **Total Capital Uses** | **$7.99** | **$24.54** | **$23.15** | **$10.92** | **$2.03** | **$1.75** | **$70.39** |

Notes: Totals may not sum due to rounding. Preliminary order-of-magnitude cost and revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. Figures are in fiscal year unless otherwise noted. See disclaimer.