2026 ALASKA GROUP SPONSORED TRANSIT ASSET MANAGEMENT PLAN

Photo from Glacier Valley Transit, Girdwood, AK

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Executive Summary

The Alaska Department of Transportation & Public Facilities, Alaska Community Transit (ACT) sponsors the Tier II group Transit Asset Management (TAM) plan. The TAM plan was developed in collaboration with nine rural transit providers and one human service transportation provider.

The purpose of developing the ACT TAM plan is to aid Alaska's rural public transit providers in achieving and maintaining a state of good repair (SGR) of all rural public transit assets in the State of Alaska. This is an important component of the ACT mission statement: *To support the DOT&PF mission by providing access and mobility within the communities of Alaska, both urban and non-urban, through transit services that are safe, appealing, efficient, and easily-available to both the general public and transit-dependent populations*.

Data Summary

The asset inventory is broken down as follows:

- 109 revenue vehicles, of which 25% have met or exceeded their ULB
- 38 non-revenue vehicles/equipment, of which 21% have met or exceeded its ULB
- 8 facilities, all of which are in a state of good repair, exceeding 3.0 on the TERM rating scale

Performance Targets for Federal Fiscal Years 2027 – 2030

Revenue Vehicle and Equipment/Service Vehicle Performance Targets - % of vehicles that have met or exceeded their ULB.

Asset Class	Target 2027	Target 2028	Target 2029	Target 2030
BU-Bus	27%	25%	23%	20%
CU-Cutaway	40%	38%	36%	35%
VN-Van	30%	28%	26%	24%
SV-Sport Utility Vehicle	14%	14%	10%	10%
FB-Ferryboat	0%	0%	0%	0%
AO-Automobiles (non-revenue)	39%	37%	37%	35%
TX – Trucks (non-revenue)	100%	100%	100%	100%
Equipment	15%	15%	10%	10%

Facilities Performance Targets - % of facilities that fall below 3.0 on the TERM rating scale:

Facility Type	Total Facilities	Target 2027	Target 2028	Target 2029	Target 2030
Administrative & Maintenance	4	0%	0%	0%	0%
Passenger & Parking	4	0%	0%	0%	0%

1.0 ACCOUNTABLE EXECUTIVES STATEMENT

The ACT approves this Transit Asset Management (TAM) Plan and the performance targets included in the Plan. In addition, the ACT affirms the commitment to delivering this Plan to provide high quality, affordable public transportation services that are safe, reliable, useful, accessible, and efficient.

Agency	Acronym	Accountable Executive	Title
City of Bethel	Bethel	Evon A Fox, Jr	Transit Manager
City and Borough of Juneau	CBJ	Matthew Carpenter	Interim Transit Superintendent
Central Area Rural Transit System (CARTS)	CARTS	Jessica Schultz	Executive Director
Glacier Valley Transit	GVT	Dawn Johnson	Executive Director
Interior Alaska Bus Line	IABL	Ashley Sawyer	Executive Director
Inter-Island Ferry Authority	IFA	Ronald Curtis	General Manager
Ketchikan Gateway Borough	KGB	Kyan Reeve	Transit Director
Senior Citizens of Kodiak	KOD	Amy Durand	CEO
Southeast Alaska Independent Living	SAIL	Joan O'Keefe	Executive Director
Sunshine Transit	SUN	Kimberly Schlosser	Executive Director

2.0 INTRODUCTION

2.1. Transit Asset Management (TAM) Vision

ACT is committed to fostering a safe public transportation program throughout Alaska that promotes economic growth and opportunity for all Alaska travelers. Use of public transit relieves road congestion, improves air quality, reduces fuel consumption, connects people of all ages and abilities and allows people to remain in their home and community of choice.

2.2 Establishment of the TAM Plan

The Moving Ahead for Progress in the 21st Century Act (MAP-21) 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.

The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA), was enacted on November 15, 2021. It reinforces and expands the role of Transit Asset Management (TAM) in achieving a state of good repair across the nation's transit systems. While the core regulatory framework under 49 CFR Part 625 remains unchanged, BIL/IIJA introduces new funding opportunities, planning requirements, and cross-program linkages that elevate the strategic importance of TAM plans. One of the new elements under BIL/IIJA is that State DOTs must incorporate climate risk and extreme weather considerations into life-cycle cost analyses and asset risk assessments.

Transit Asset Management 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 for the purpose of providing safe, cost-effective, and reliable public transportation. TAM uses transit asset ages and conditions to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair.

2.3 Federal TAM Requirements

2.3.1 TAM Plan Elements

The TAM Final Rule groups providers into two categories: Tier I and Tier II.

- Tier I providers own, operate, or manage: rail, more than 100 vehicles across all fixed-route modes, or more than 100 vehicles in one non-fixed route mode. In Alaska, there are no Tier I providers.
- Tier II providers are subrecipients of 5311 funds OR an American Indian Tribe OR an entity that owns, operates, or manages fewer than 101 vehicles across all fixed route modes OR fewer than 101 vehicles in one non-fixed route mode. The ACT Group Sponsored TAM Plan is directed at this group of providers who are rural transit subrecipients of the state.

The TAM rule requires every public transit provider that receives federal financial assistance under 49 U.S.C. Chapter 53 to develop a TAM plan or be a part of a group TAM plan prepared by a sponsor. TAM Tier II plans must include the following elements:

- Inventory of capital assets
- A condition assessment of inventoried assets for which the subrecipient has capital responsibility.
- A description of decision-support tools used to estimate capital investment needs over time and develop the investment prioritization.
- A project-based prioritization of investments

2.3.2. Plan Performance Measures

The TAM Final Rule requires that transit agencies establish SGR performance measures and targets for each asset class to convey condition information. The Tier II agencies are required to report on the performance measures outlined below.

- Rolling Stock - Age: Percentage of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark.
- Facilities - Condition: Percentage of facilities with a condition rating below '3' on TERM scale of 1 to 5
- Age: Percentage of non-revenue/support vehicles that have met or exceeded their useful life benchmark

2.4 Roles and Responsibilities

2.4.1 Alaska Community Transit

Alaska Community Transit (ACT), a program of Alaska Department of Transportation & Public Facilities, acts as the sponsor for the Alaska Group Sponsored TAM Plan. The Accountable Executives from each transit provider are included in Section 1 of this plan.

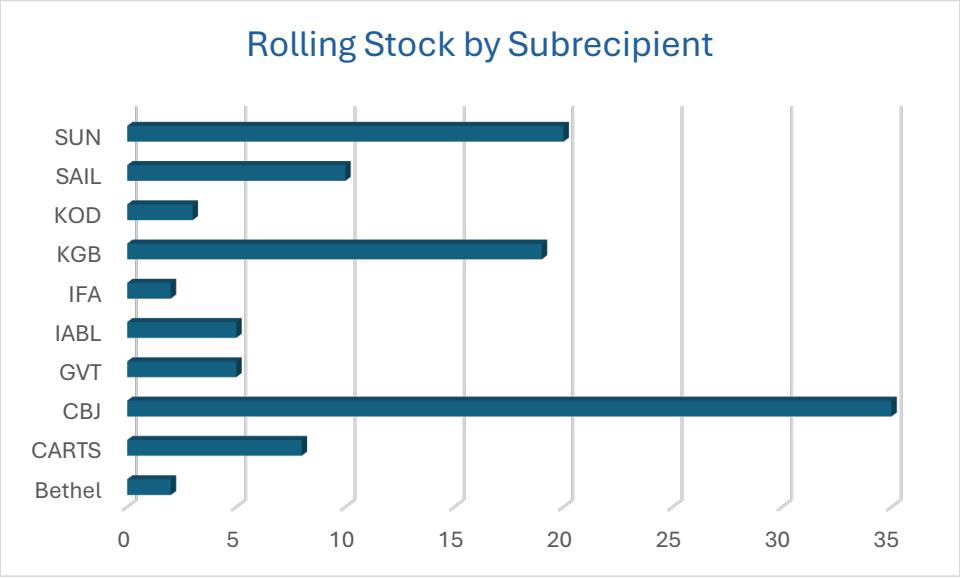
It is the expectation of ACT to have the continued support and feedback of the Metropolitan Planning Organizations (MPOs) and public transit providers to define, implement, enhance and achieve the goals of the ACT TAM plan. Each agency participating in ACT's TAM Plan will provide a policy statement documenting their participation, signed by their designated Accountable Executive. An Accountable Executive is a single, identifiable individual who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain the agency's transit asset management plan in accordance with 49 USC 5326.

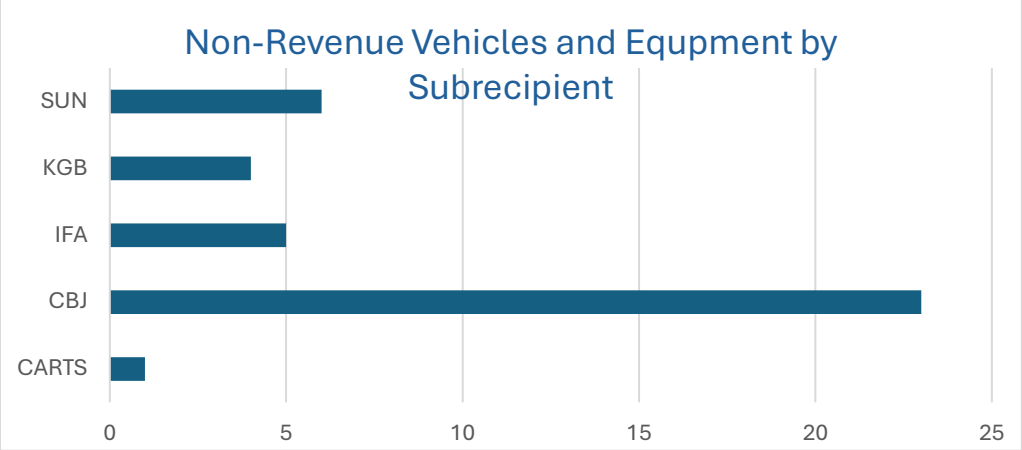
The ACT TAM Plan will be updated in its entirety every four years, more often if needed. The resulting information from the Annual Statewide Asset Inventory, performance targets will be reported annually to the National Transit Database (NTD).

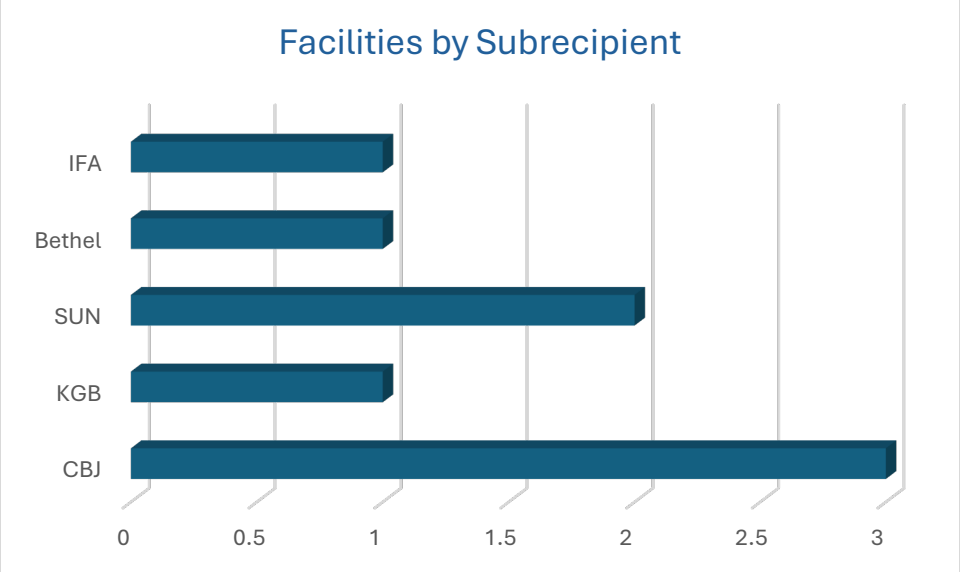
2.4.2 Plan participants

This plan includes 10 Tier II agencies, including 9 subrecipients of 5311 funding and 1 that receives 5310 funding. The 5310 provider included provides open door service in two localities. Many of Alaska's communities are small, isolated, and landlocked without a connection to a road system. Glacier silt, thawing permafrost, coastal erosion, and other natural challenges result in poor road conditions and the potential for early deterioration of vehicles. Maintaining a transit fleet in a state of good repair is essential to providing continued safe and reliable transportation.

Alaska's public transit providers range in size and scale from daily fixed route service to demand response service. They provide rides to the elderly, people with disabilities, the general public, and low-income individuals to everyday destinations such as medical, nutrition, education, social and commercial services







3.0 CAPITAL ASSET INVENTORY

3.1 Evaluation of current assets

Subrecipients of funding through the ACT submit an annual inventory in August. ACT reviews this inventory and uses it as a tool when evaluating grant applications and projecting future needs. A Condition Assessment form is completed for each vehicle and submitted with the inventory.

The ACT and the TAM accountable executives looked at the following data when determining performance targets and measures:

- Useful Life
- Asset Age
- Vehicle Mileage

- Asset Condition
- Useful Life Benchmark
- Condition of Roads

Useful life is the expected lifetime of project property, or the acceptable period of use in service. Useful life of revenue rolling stock begins on the date the vehicle is placed in revenue service and continues until it is removed from service. As noted in the ACT State Management Plan, the following are the useful lives adopted for the Group Sponsored TAM Plan. Note that the "light duty," "medium duty" and "heavy duty" are not a reflection on the usage of the vehicle, but rather the type of chassis that the vehicle is built on. Also, these ULBs are slightly different than the FTA examples. This is based on the harsh environment in which the vehicles are used along with the general lack of facilities in which the vehicles can be stored. We also reviewed our subrecipients' current inventory of rolling stock and support vehicles, and we determined where the vehicles usually entered into the state of good repair backlog as indicated by a condition code of "less than good". The Accountable Executives and ACT determined that the following ULB's were appropriate for Alaska. This chart includes revenue rolling stock and support vehicles

Vehicle Classification	Useful Life Miles	Years
Vans and sedans:	100,000	4
SUVs	150,000	5
Cutaways:		
• Light duty, small and medium size	100,000	7
• Medium duty, medium size	200,000	10
Transit Buses:		
• Medium duty (30'-34')	300,000	10
• Heavy duty (35'-40')	400,000	12
Ferryboat	-	42
Trucks	-	14

Additionally, asset conditions, including facilities, are determined based on the descriptions outlined below. These evaluations are based on the FTA's Transit Economic Requirements Model (TERM). However, ACT has tweaked the TERM asset condition descriptions for 1, 2, and 3. The definitions include whether the asset has exceeded its useful life. Because of the particular challenges noted in Alaska, we will remove that phrasing and simply inquire about the asset's condition. ACT is already tracking the status of the useful life in other mechanisms and does not want to conflate the two measurements.

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition. May still be under warranty.
4	Good	Good condition, but no longer new. May have some slightly defective or deteriorated components but is overall functional.
3	Adequate	Moderately deteriorated or defective components.
2	Marginal	Defective or deteriorated components in need of replacement.
1	Poor	Critically damaged components or in need of immediate repair.

Certainly, ACT is not determining the need for replacement assets based solely on the ULB. If the subrecipients report a condition code that is good or excellent in spite the asset's age, ACT will work with the transit providers to determine when that asset might be expected to be replaced. ACT will be implementing a formal process for Capital Improvement Plans for all subrecipients. This will provide both the state and the subrecipients a more thorough understanding of asset needs across the next six years. Also, the availability of local match is a challenge in most of the subrecipient communities. Having a plan for the replacement of assets in the future may help localities plan ahead for the availability of the necessary local match

The inventory of assets is included as Appendices 1, 2, and 3.

3.2 Asset Information at the Asset Class level

In the sections below, we include the percentages of assets that have exceeded the ULB. We also include the condition codes for rolling stock and equipment. In some cases, the assets are rated as being in better condition than the ULB would indicate. In other cases, we note the reverse. As noted earlier, the ULB and the condition codes will both be considered in determining which assets need to be replaced.

3.2.1 Revenue Rolling Stock

Subrecipients own 109 revenue vehicles at this time. Please see chart below for details.

Vehicle Type	Total #	Beyond Useful Life (Based on ULs)	% Assets Beyond Useful Life
BU – Bus	39	11	28%

Vehicle Type	Total #	Beyond Useful Life (Based on ULs)	% Assets Beyond Useful Life
CU–Cutaway Bus	36	15	42%
SV–Sport Utility Vehicle	7	1	14%
VN – Van	25	11	32%
FB – Ferryboat	2	0	0

3.2.2 Equipment

Subrecipients have 19 Non-revenue Vehicles and 20 pieces of equipment.

Asset Type	Total #	Beyond Useful Life (Based on ULB)	% Assets Beyond Useful Life
Non-Revenue Vehicles	18	7	39%
Truck	1	1	100%
Equipment	20	3	15%

3.2.3 Facilities

Subrecipients have eight facilities, all of which are at a TERM Scale of 3 or above.

Facility Type	Total Facilities	Facilities in Marginal or Poor Condition (Below '3' on TERM Scale)	% Facilities in Marginal or Poor Condition
Administrative & Maintenance	4	0	0
Passenger & Parking	4	0	0

4.0 DECISION SUPPORT TOOLS

The Federal Transit Administration (FTA) funds, which are appropriated annually, are crucial to the continued operation of public transportation services in Alaska. In order to ensure that the funds are fairly and equitably distributed, a competitive application process has been developed to solicit projects and award funds, providing for the maximum feasible participation by private providers of public transit to participate. These funds are available for replacement, rehabilitation and the purchase rolling stock and to construct transit-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Small urban and rural provider funding opportunities are managed and coordinated through the local metropolitan planning organizations' (MPO) application and ACT prioritization processes. Direct recipients of federal funds adhere to their own board policies and procedures for funding discretion.

The Decision Support Tools are as follows:

- Inspection Report – Individual reports from the subrecipients documenting the condition of the asset.

- Rolling Stock Report – Inventory report in BlackCat, where subrecipients provide information including age, cost, and mileage. This assists in decisions by providing the ability to compare details about the various rolling stock vehicles.

- Oversight site visits – During the site visits with the subrecipients, reviewers discuss and review the assets identified in BlackCat. The need for new vehicles is also discussed.

- Excel spreadsheets – Spreadsheets are created during the process of awarding vehicles during the application process.

With these tools, multi-year projections are made in order to prioritize projects to improve and maintain the state of good repair of capital assets within the rural public transit systems and to assess financial needs for asset investments over time. These projections are shared with the TAM accountable executives during the annual asset planning meeting.

5.0 INVESTMENT PRIORITIZATION

The following are considered when prioritizing investment:

- Location of the public transit system. Buses are more difficult to maintain in rural and landlocked areas. In addition, it takes longer for delivery of a vehicle, as much as 9 to 12 additional months.
- Availability of match funds
- Replacement capital takes precedence over expansion capital.

ACT also uses 5339 funding for most of the capital assets that are requested in applications. Although the 5311 funding may also be used to support capital purchases, the 5339 pot of funding has been sufficient to address all subrecipient requests.

ACT receives approximately $4 million annually to support the capital assets needed by the subrecipients. The difficulty is often the local match funds.

5.1 Vehicle Useful Life Standards (UL)

For the purposes of prioritizing state of good repair, ACT utilizes a set of minimum asset useful life standards (UL). The UL values are generally less than ULBs and are considered the earliest point at which an asset receives full consideration for replacement scoring based on a combination of an asset's age, mileage, and condition. A crosswalk between ULs and the default FTA ULBs is provided in the table below. For the purposes of TAM, ACT is utilizing the state-determined ULs rather than the FTA ULBs in order to realistic needs of the Alaska subrecipients.

Table 5: Useful Life and Useful Life Benchmark Crosswalk

Minimum Useful Life Standards (UL)			Useful Life Benchmark (ULB)	
Asset Sub-Type	**Min Svc Life Years**	**Min Svc Miles**	**Asset Class**	**Years**
Heavy Duty, Small Bus (25-29 ft)	10	200,000	BU- Bus	14
Heavy Duty, Medium Bus (30-34 ft)	10	300,000		
Heavy Duty, Large Bus (35-40ft)	12	400,000		
Light Duty, Small & Medium Cutaway	7	100,000	CU- Cutaway Bus	10
Medium Duty, Large BOC	10	200,000		
Light Duty, Minivan	4	100,000	MV- Minivan	8
Light Duty, Passenger Van	4	100,000	VN- Van	8
Light Duty, Sedan/Station Wagon	4	100,000	AO- Automobile	8
Truck	8	200,000	TX-Truck	14
Light Duty, Sport Utility Vehicle	5	150,000	SV- Sport Utility Vehicle	8
Ferryboat	42	-	FB-Ferryboat	42

6.0 UPDATES TO TAM PLAN

The TAM Plan has a four-year horizon, and it will be updated at the end of each life cycle. It will also be updated when there are significant changes in the ACT process or in the funding available.

Appendix 1: Rolling Stock Inventory

Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In-Service Date	Odometer Reading	TERM Condition	Age (Years)
Bethel	Rolling Stock	Cutaway	Ford	El Dorado E450	TS1	2024	19,108	5	1
Bethel	Rolling Stock	Cutaway	Ford	El Dorado E450	TS2	2024	16,707	5	1
CARTS	Rolling Stock	Cutaway	Ford	E350	14	2009	370,487	1	16
CARTS	Rolling Stock	Cutaway	Ford	E350	34	2022	167,211	2	3
CARTS	Rolling Stock	Van	Ram	ProMaster	36	2022	40,720	4	3
CARTS	Rolling Stock	Van	Ford	Transit	33	2017	238,690	1	8
CARTS	Rolling Stock	Van	Ford	Transit	37	2025	15,362	5	0
CARTS	Rolling Stock	Van	Ford	Transit	38	2025	8,704	5	0
CARTS	Rolling Stock	Van	Ford	Transit	39	2025	8,806	5	0
CARTS	Rolling Stock	Van	Ford	Transit	40	2024	7,006	5	1
CBJ	Rolling Stock	Cutaway	Ford	E350	6348	2023	30,782	4	2
CBJ	Rolling Stock	Cutaway	Ford	E350	6349	2023	30,469	4	2
CBJ	Rolling Stock	Cutaway	Ford	El Dorado	6840	2018	118,999	2	7
CBJ	Rolling Stock	Cutaway	Ford	El Dorado	6841	2018	124,480	2	7
CBJ	Rolling Stock	Cutaway	Ford	El Dorado	6842	2018	124,117	2	7
CBJ	Rolling Stock	Cutaway	Ford	El Dorado	6843	2018	117,099	2	7
CBJ	Rolling Stock	Cutaway	Ford	El Dorado	6844	2018	116,018	2	7
CBJ	Rolling Stock	Cutaway	Ford	El Dorado	6845	2018	122,111	2	7
CBJ	Rolling Stock	Cutaway	Ford	El Dorado	6846	2018	120,838	2	7
CBJ	Rolling Stock	Cutaway	Ford	El Dorado	6847	2018	119,113	2	7
CBJ	Rolling Stock	Heavy Duty Bus	Proterra	BEV 40'	6069	2020	32,827	1	5
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6470	2024	7,422	5	1
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6471	2024	8,443	5	1

Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In-Service Date	Odometer Reading	TERM Condition	Age (Years)
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6472	2024	14,681	5	1
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6743	2024	10,465	5	1
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6474	2024	17,649	5	1
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6475	2024	8,331	5	1
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6476	2024	6,652	5	1
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6863	2018	27,093	3	7
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6864	2018	269,780	3	7
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6865	2018	273,154	3	7
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6866	2018	268,712	3	7
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6867	2018	273,817	3	7
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6868	2018	265,341	3	7
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6052	2010	546,195	1	15
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6053	2010	566,524	1	15
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6054	2010	564,117	1	15
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6055	2010	565,632	1	15
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6056	2010	564,568	1	15
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6057	2010	441,877	1	15

Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In-Service Date	Odometer Reading	TERM Condition	Age (Years)
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6058	2010	500,314	1	15
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6659	2016	310,061	3	9
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6660	2016	300,242	3	9
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6661	2016	318,377	3	9
CBJ	Rolling Stock	Heavy Duty Bus	Gillig	Low Floor 35'	6662	2016	236,640	3	9
GVT	Rolling Stock	Cutaway	Ford	E450	59	2018	256,595	2	7
GVT	Rolling Stock	Cutaway	Ford	E450	60	2011	361,344	3	14
GVT	Rolling Stock	Cutaway	Ford	E450	57	2015	219,186	3	10
GVT	Rolling Stock	Cutaway	Ford	E450	61	2025	21,474	5	0
GVT	Rolling Stock	Cutaway	Ford	E450	62	2025	1,358	5	0
IABL	Rolling Stock	Cutaway	Ford	Eco Line	4	2009	89,136	3	16
IABL	Rolling Stock	Van	Dodge	Caravan	3	2014	197,769	3	11
IABL	Rolling Stock	Van	Ford	Transit	10	2024	60,043	4	1
IABL	Rolling Stock	Van	Ford	Transit	11	2025	122,000	4	0
IABL	Rolling Stock	Van	Ford	Transit	12	2025	49,000	4	0
IFA	Passenger Vessel	Ferryboat	M/V	Prince of Wales		2002		3	23
IFA	Passenger Vessel	Ferryboat	M/V	Stikine		2006		4	19
KGB	Rolling Stock	Cutaway	Chevy	Aerolite 210	95	2019	61,182	4	6
KGB	Rolling Stock	Cutaway	Chevy	Aerolite 210	97	2019	87,477	4	6
KGB	Rolling Stock	Cutaway	Chevy	Aerolite 210	99	2019	73,855	4	6
KGB	Rolling Stock	Heavy Duty Bus	Gillig	35'	94	2015	350,180	4	10
KGB	Rolling Stock	Heavy Duty Bus	Gillig	35'	96	2018	249,180	4	7
KGB	Rolling Stock	Heavy Duty Bus	Gillig	35'	98	2018	237,003	4	7

Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In-Service Date	Odometer Reading	TERM Condition	Age (Years)
KGB	Rolling Stock	Heavy Duty Bus	Gillig	35'	100	2018	211,784	4	7
KGB	Rolling Stock	Heavy Duty Bus	Gillig	35'	102	2018	237,378	4	7
KGB	Rolling Stock	Heavy Duty Bus	Gillig	35'	104	2023	99,585	4	2
KGB	Rolling Stock	Heavy Duty Bus	Gillig	35'	106	2023	90,671	4	2
KGB	Rolling Stock	Heavy Duty Bus	Gillig	35'	108	2023	104,193	4	2
KGB	Rolling Stock	Heavy Duty Bus	Gillig	35'	110	2023	85,748	4	2
KGB	Rolling Stock	Heavy Duty Bus	Gillig	35'	112	2023	94,131	4	2
KGB	Rolling Stock	Medium Duty Bus	Gillig	29'	88	2008	622,635	2	17
KGB	Rolling Stock	Medium Duty Bus	Gillig	29'	90	2012	353,864	2	13
KGB	Rolling Stock	Medium Duty Bus	Gillig	29'	92	2012	320,243	1	13
KGB	Rolling Stock	Medium Duty Bus	Gillig	29"	82	2008	418,898	1	17
KGB	Rolling Stock	Van	Chrysler	Voyager	101	2023	26,628	4	2
KGB	Rolling Stock	Van	Chrysler	Voyager	103	2023	23,799	4	2
KOD	Rolling Stock	Cutaway	Ford	E450	C41569	2019	126,874	3	6
KOD	Rolling Stock	Cutaway	Ford	E450	D17669	2024	30,240	4	1
KOD	Rolling Stock	Cutaway	Ford	E450	D09742	2025	11,830	5	0
SAIL	Rolling Stock	Cutaway	Ford	E450	Y2H641	2019	38,720	3	6
SAIL	Rolling Stock	Cutaway	Ford	E450	YZM384	2023	8,866	5	2
SAIL	Rolling Stock	Van	Toyota	Sienna	LDF505	2020	206,267	1	5
SAIL	Rolling Stock	Van	Toyota	Sienna	MAP500	2025	5,622	5	0
SAIL	Rolling Stock	Van	Toyota	Sienna	JYD249	2024	32,618	5	1
SAIL	Rolling Stock	Van	Toyota	Sienna	JWX931	2023	27,001	5	2

Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In-Service Date	Odometer Reading	TERM Condition	Age (Years)
SAIL	Rolling Stock	Van	Toyota	Sienna	LDY554-cab 14	2020	74,438	3	5
SAIL	Rolling Stock	Van	Toyota	Sienna	LMH892-car 13	2024	33,755	5	1
SAIL	Rolling Stock	Van	Freightliner	Sprinter	JFH572	2014	44,315	3	11
SAIL	Rolling Stock	Van	Freightliner	Sprinter	YZH601	2020	6,487	4	5
SUN	Rolling Stock	Cutaway	Chevy	Express	2	2017	173,676	2	8
SUN	Rolling Stock	Cutaway	Chevy	Express	3	2017	156,623	2	8
SUN	Rolling Stock	Cutaway	Chevy	Express	4	2019	109,436	3	6
SUN	Rolling Stock	Cutaway	Chevy	Express	5	2021	111,885	3	4
SUN	Rolling Stock	Cutaway	Chevy	Express	6	2021	71,633	3	4
SUN	Rolling Stock	Cutaway	Chevy	Express	7	2021	71,024	3	4
SUN	Rolling Stock	Cutaway	Chevy	Express	8	2021	39,476	4	4
SUN	Rolling Stock	Cutaway	Chevy	Express	9	2021	7,224	4	4
SUN	Rolling Stock	SUV	Buick	Envision	Little Sam	2024	17,725	5	1
SUN	Rolling Stock	SUV	Chevy	Equinox	Blue	2024	19,192	5	1
SUN	Rolling Stock	SUV	Chevy	Equinox	Casper	2020	102,284	3	5
SUN	Rolling Stock	SUV	Chevy	Equinox	Polar Bear	2022	75,051	4	3
SUN	Rolling Stock	SUV	Chevy	Equinox	Spot	2025	7,500	5	0
SUN	Rolling Stock	SUV	Chevy	Traverse	Silver Tra.	2025	14,681	5	0
SUN	Rolling Stock	SUV	Chevy	Traverse	White Trav.	2025	14,125	5	0
SUN	Rolling Stock	Van	Chevy	Express	Big Sam	2021	35,680	4	4
SUN	Rolling Stock	Van	Chevy	Express	Clifford	2020	48,069	4	5
SUN	Rolling Stock	Van	Chevy	Express	Silver	2020	48,395	3	5
SUN	Rolling Stock	Van	Chevy	Express	Yeti	2024	9,839	5	1
SUN	Rolling Stock	Van	Chevy	Express	Big Red	2024	11,391	5	1

Appendix 2: Equipment Inventory

Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In-Service Date	Odometer Reading	TERM Condition	Age (Years)
CBJ	Equipment	ABB EV Chargers	ABB		HVC 7	2025		5	0
CBJ	Equipment	ABB EV Chargers	ABB		HVC 8	2025		5	0
CBJ	Equipment	ABB EV Chargers	ABB		HVC 3	2025		5	0
CBJ	Equipment	ABB EV Chargers	ABB		HVC 4	2025		5	0
CBJ	Equipment	ABB EV Chargers	ABB		HVC 5	2025		5	0
CBJ	Equipment	ABB EV Chargers	ABB		HVC 6	2025		5	0
CBJ	Equipment	ABB On-Route Charger	ABB		PNTO 1	2025		5	0
CBJ	Equipment	ABB On-Route Charger	ABB		PNTO 2	2025		5	0
CBJ	Equipment	ABB Panograph Depot Chargers	ABB		HVC 1	2025		5	0
CBJ	Equipment	ABB Panograph Depot Chargers	ABB		HVC 2	2025		5	0
CBJ	Equipment	Bus Wash	NS Wash			2016		2	9
CBJ	Equipment	Column Vehicle Lift Set	Stertil Koni	ST-1085		2014		3	11

Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In-Service Date	Odometer Reading	TERM Condition	Age (Years)
CBJ	Equipment	Column Vehicle Lift Set	Steril Koni	ST-1085		2014		3	11
CBJ	Equipment	In-ground Lift	Stertil Koni	Diamond		2016		3	9
CBJ	Equipment	In-ground Lift	Steril Koni	Diamond		2016		3	9
CBJ	Equipment	Snow Removal Equipment	TRAC-LESS	BLEt	6120	2021	388 HRS	3	4
CBJ	Equipment	Snow Removal Equipment	TRAC-LESS	BLEt	6121	2021	481 HRS	3	4
CBJ	Equipment	Support Vehicle	Chevrolet	Bolt	6811	2018	56,661	3	7
CBJ	Equipment	Support Vehicle	Chevrolet	Bolt	6812	2018	58,432	3	7
CBJ	Equipment	Support Vehicle	Chevrolet	Bolt	6813	2018	56,207	3	7
CBJ	Equipment	Support Vehicle	Ford	F350	6202	2022	15,699	4	3
CBJ	Equipment	Support Vehicle	Ford	F350	6604	2016	39,887	3	9
CBJ	Equipment	Support Vehicle	Jeep	Patriot	6503	2015	58,370	4	10
IFA	Equipment	Support Vehicle	Ford	F350	6	2008	43,021	3	17
IFA	Equipment	Support Vehicle	Chevrolet	Colorado	1	2006	34,882	2	19
IFA	Equipment	Support Vehicle	Chevrolet	Colorado	2	2006	59,863	1	19
IFA	Equipment	Support Vehicle	Chevrolet	Colorado	3	2009	64,228	3	16
IFA	Equipment	Support Vehicle	GMC	Canyon	7	2023	2,601	5	2

Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In-Service Date	Odometer Reading	TERM Condition	Age (Years)
KGB	Equipment	Support Vehicles	Ford	Escape	4	2013	72,714	2	12
KGB	Equipment	Support Vehicles	Chevy	Colorado	10	2024	68,588	4	1
KGB	Equipment	Support Vehicles	Ford	F-250	9	2023	6,615	4	2
KGB	Equipment	Support Vehicles	Chevy	Colorado	11	2025	134	5	0
SUN	Equipment	Alignment & Tire Machine				2024		5	1
SUN	Equipment	Support Vehicle	Chevy	Silverado	Beast	2020	75099	3	5
SUN	Equipment	Support Vehicle	Chevy	Silverado	Beauty	2021	70959	4	4
SUN	Equipment	Support Vehicle	Chevy	Silverado	Frosty	2024	24994	5	1
SUN	Equipment	Vehicle Lift				2023		5	2
SUN	Equipment	Vehicle Lift				2023		5	2

Appendix 3: Facilities

Agency	Asset Category	Asset Class	Address	Year Built	Square Footage	TERM	Age
Bethel	Facilities	Passenger & Parking	340 A 4th Avenue	1980	5,300	4	45
CBJ	Facilities	Administration & Maintenance	10099 Bentwood Place, Juneau	1974	27,366	3	51
CBJ	Facilities	Passenger & Parking	100 Main Street, Juneau	2009	91,007	4	16
CBJ	Facilities	Passenger & Parking	9114 Mendenhall Mall Road, Juneau	2023	430	4	2
IFA	Facilities	Passenger & Parking	Clark Bay Terminal, Hollis AK	2007	1,600	5	18
KGB	Facilities	Administration & Maintenance	1175 Copper Ridge Lane, Ketchikan	2008	6,000	3	17
SUN	Facilities	Administration & Maintenance	39025 S Commercial Drive, Talkeetna	2009	5,500	4	16
SUN	Facilities	Administration & Maintenance	14475 E Whispering Birch Cr, Willow	2020	320	4	5