



Athens Planning Department
120 W. Dougherty Street
Athens, Georgia 30601
706-613-3515

July 8, 2020

Georgia Dept. of Transportation
Office of Intermodal Programs
Attn: Ryan Walker
Transmitted via Email

Dear Mr. Walker:

This letter is to inform you that Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) has completed an amendment to the 2045 Metropolitan Transportation Plan and to the FY 2018 – 2021 Transportation Improvement Program to reflect the following information. A signed MACORTS Resolution from the July 8, 2020 Policy Committee meeting and the revised pages / project sheet are attached to this memo.

The 2045 Metropolitan Transportation Plan was amended to include UGA as an eligible recipient for federal funding based on federal and state guidance.

UGA Section 5339 Award, Contract # T007105: The award is in the amount of \$8,778,824 (federal: \$7,462,000; local: \$1,316,824) to be used to purchase electric buses in FY 2020.

ACC Transit Section 5339: The amounts shown in FY 2020 (Contract # T006922) was changed from \$2,825,000 to \$1,500,000 (federal: \$1,200,000; state: \$150,000; local: \$150,000).

Thank you in advance for your assistance in this matter. If you should need additional information, please contact Ms. Sherry F. McDuffie, of this office at (706) 613-3515 or by e-mail at macorts@accgov.com.

Sincerely,

Brad Griffin, Director
Madison Athens-Clarke Oconee Regional
Transportation Study (MACORTS)

BAG/sfm

CC: Radney Simpson, GDOT – Planning (via email)
Tom Caiafa, GDOT – Planning (via email)
Jalen Ford, GDOT – Planning (via email)

**RESOLUTION BY THE MADISON ATHENS-CLARKE OCONEE
REGIONAL TRANSPORTATION STUDY (MACORTS)
POLICY COMMITTEE**

WHEREAS, amendments to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) must be approved by the MACORTS Policy Committee and,

WHEREAS, the FY 2018 – 2021 Transportation Improvement Program must support the 2045 Metropolitan Transportation Plan, the MTP was amended to include the University of Georgia as an eligible recipient for federal funding based on federal and state guidance,

WHEREAS, the Georgia Department of Transportation's State Transportation Improvement Program (STIP) and the MACORTS TIP must match, the following items have been amended in the FY 2018 – 2021 Transportation Improvement Program following the transportation planning process:

UGA Section 5339 Award, Contract # T007105: The award is in the amount of \$8,778,824 (federal: \$7,462,000; local: \$1,316,824) to be used to purchase electric buses in FY 2020.

ACC Transit Section 5339: The amounts shown in FY 2020 (Contract # T006922) was changed from \$2,825,000 to \$1,500,000 (federal: \$1,200,000; state: \$150,000; local: \$150,000).

NOW THEREFORE, BE IT RESOLVED that the MACORTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of MACORTS and amends the 2045 Metropolitan Transportation Plan and FY 2018 – 2021 Transportation Improvement Program to include these changes.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee at their meeting on July 8, 2020.



John Daniell for Kelly Girtz
MACORTS Policy Committee Chair

July 8, 2020



Brad Griffin
MACORTS Technical Coordinating Committee Chair

July 8, 2020

Amendment to
MACORTS
2045 Metropolitan
Transportation Plan

Amendment to MACORTS 2045 Metropolitan Transportation Plan
To Replace 'University of Georgia Transit System' Beginning on page 59

Draft March 16, 2020

University of Georgia Campus Transit System

The University of Georgia (UGA) operates a campus transit system that provides service to the university community with fixed-route and paratransit service. The UGA Campus Transit System operates a fleet of over 60 buses / vehicles that carry over six million passengers per year. The system serves UGA faculty, staff, students, and all visitors to the campus. Employees of the system provide route service seven days per week on its fourteen routes and 103 bus stops. Each bus can be tracked on the UGA app and on the Transportation and Parking Services website (tps.uga.edu). All buses have a bike rack that can hold 2 bikes and are equipped with state-of-the-art video cameras to enhance safety.

The bus routes cover the campus of the University of Georgia. For those who wish to travel off campus, UGA partners with the Athens Transit Department where faculty, staff, and students can ride for no additional cost. The University Village route goes to the Multimodal Center where riders from the Athens Transit Department can transfer to and from the UGA system. UGA Campus Transit service within the Athens area is provided to the Veterinary Medical Campus on College Station Road, Engineering facilities on Whitehall Road and Health Services Campus on Prince Avenue and to a variety of smaller offices and facilities, some lying as far as five miles from main campus.

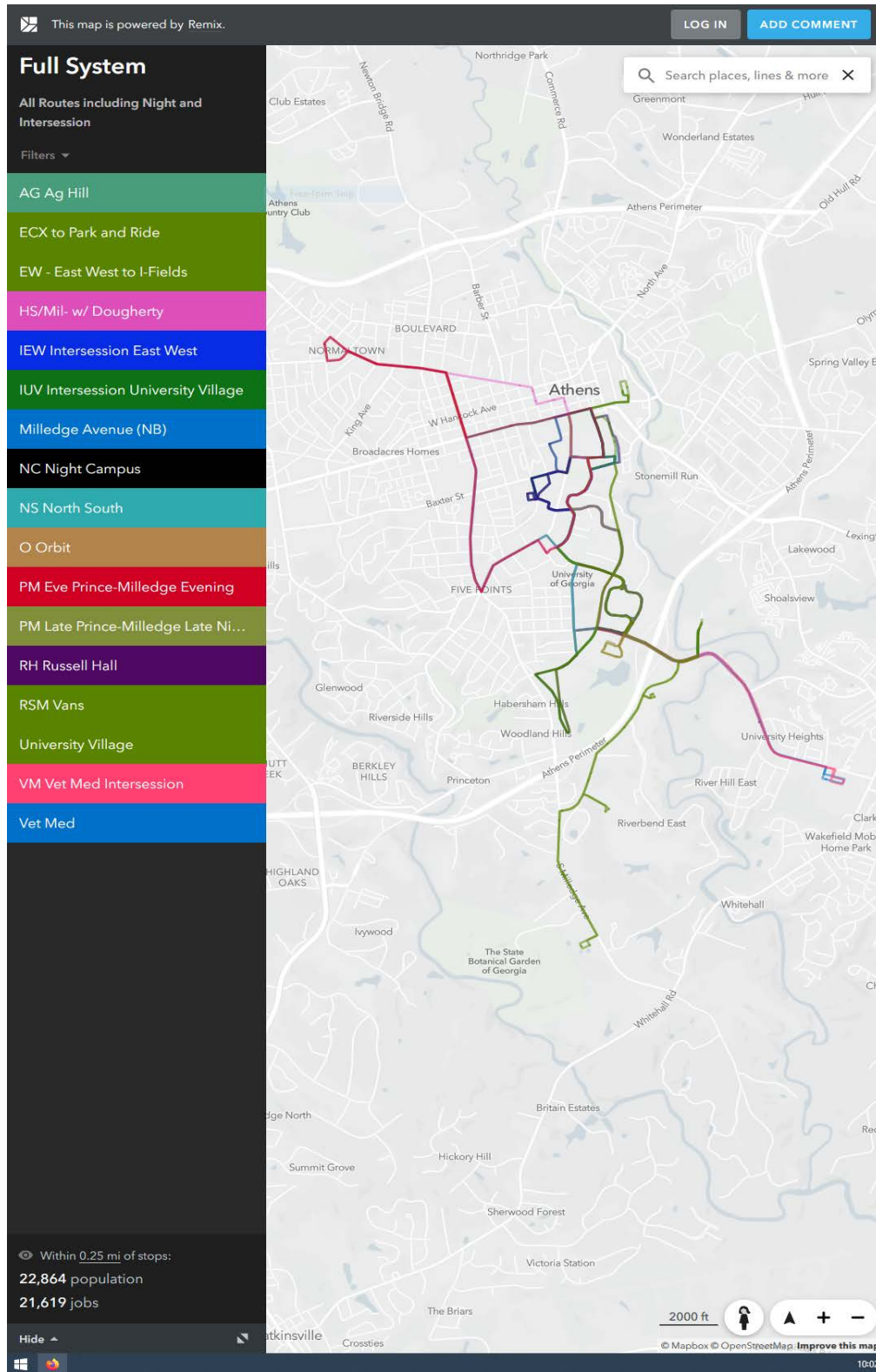
During regular service, the system runs on Monday – Wednesday from 6am – 1am, Thursday – Friday from 6am – 3am, Saturday from 10am – 3am, and on Sunday from 12pm – 10pm. During Summer Service, the buses run from 6am – 1am during the week with no weekend service. UGA observes the following holidays: New Year's Day, Martin Luther King, Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. There is no service when the University is closed. If the University is not closed for the holiday, Intersession Service is offered (7am – 7pm with no weekend service).

The paratransit service mimics the service of the bus system by providing transportation to UGA faculty, staff, students, and visitors to the campus that have permanent or temporary disabilities. Paratransit has a fleet of eight vehicles. Riders are coordinated through the Paratransit Office located in the West Campus Parking Deck.

The UGA system has experienced steady growth in ridership, with a significant increase on North Campus routes over the last year. As ridership demands continue to increase, the system's ability to keep pace will require investments in capital rolling stock and service modifications. Recent investments in transportation infrastructure includes the development of park-n-ride facilities with transit service to and from campus. With growing transportation needs and limited parking capacity, UGA transit services are anticipated to continue to expand through the plan horizon of 2045.

The UGA Campus Transit System is shown in Figure 21.

FIGURE 21. UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM



Financial Plan

Funding for operating the UGA Campus Transit comes from Student Transportation fees and Charter Revenue.

For urbanized areas with populations less than 200,000, operating assistance is an eligible federal expense. Urbanized areas of 200,000 or more may not use federal funds for operating assistance. To date, UGA has not applied to receive federal operating assistance; however, they have received Section 5339 Discretionary Capital Grant funding. In FY 2020, Section 5339 funds were awarded to UGA Campus Transit System in the amount of \$7,462,000 to purchase electric buses. This is the first time that UGA Campus Transit System has been directly awarded federal funds through the Georgia Department of Transportation as an eligible recipient for federal transit funding.

Students, faculty, and staff may ride the Athens Transit Department community buses under a service contract paid for by the UGA Campus Transit System. Riders may ride any Athens Transit bus on campus or off-campus and are required to scan their UGA ID cards upon entry. UGA pays \$1.422 per ride for the service. The annual cost of the service is slightly over \$1.2 million, with nearly half of that amount offset by a credit for UGA's participation in the Federal Transit Administration's *Small Transit Intensive Cities* program.

Major financial concerns of the UGA Campus Transit System are listed below. These are pulled directly from the *UGA Transportation and Parking Services Business Plan, FY 2019 – FY 2023*:

"It is reasonable to expect that these issues will require attention and implementation:

- Revenue sources outside of mandatory student fees must be increased. These can include parking permit price increases, increased charges to the athletic functions for football parking, increased charter bus rates, and parking special event fees.
- Transition to a mostly electric bus fleet so as to reap the benefits of reduced fuel consumption and maintenance requirements.
- Decrease single-occupancy vehicle travel on campus to reduce traffic congestion, speed the travel of buses through campus and lower the demand for parking. Promote walking, bicycling and bus riding.
- Redesign existing bus routes with the objective of meeting required service levels with fewer stops and fewer vehicles.
- Structure the permit pricing for remote lots to offset the transit services required to ferry drivers to campus."

UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM –
FIXED ROUTE OPERATIONAL FUNDING AND EXPENDITURES

UGA Campus Transit System Operating Budget						
	TIP COST SCHEDULE					
	2019	2020	2021	2022	2023	2024
Total Cost	\$9,969,815	\$10,334,112	\$10,366,827	\$10,450,922	\$10,520,003	\$10,583,123
Federal Cost	\$0	\$0	\$0	\$0	\$0	\$0
Student Fees	\$8,682,000	\$8,886,000	\$8,896,993	\$8,959,041	\$9,005,743	\$9,050,772
Charter Revenue	\$1,287,815	\$1,448,112	\$1,469,834	\$1,491,881	\$1,514,259	\$1,532,351

The following capital expenditures table is based on projected needs of capital rolling stock and support equipment, including:

- Electric Transit Buses and Vans
- Equipment repairs/replacements
- Charging units / solar panels for Electric Buses

UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM –
CAPITAL EXPENDITURES

UGA Campus Transit System Capital Expenditures					
	TIP COST SCHEDULE				
	2019	2020	2021	2022	2023
Total Cost	\$391,905	\$11,535,660	\$4,173,080	\$7,273,080	\$3,901,000
Federal Cost	\$0	\$7,462,000	\$0	\$1,000,000	\$1,000,000
State Cost	\$0	\$0	\$0	\$0	\$0
Local Cost	\$391,905	\$4,073,600	\$4,173,080	\$6,273,080	\$2,901,000

Transit Asset Management Plan Targets

The FAST Act required the development of transit asset management targets for the transit state of good repair and these must be incorporated into the MTP. GDOT developed the GDOT Group Transit Asset Management Plan (TAM Plan) to assist the smaller urban transit agencies to meet the federal regulations. ACC Transit endorsed the targets found in the GDOT TAM Plan and MACORTS agreed to incorporate these targets from the TAM Plan into the MTP. To date, UGA Campus Transit has not been included in the GDOT TAM Plan. They will be included in the update to the GDOT TAM Plan during 2022; therefore, compliance data for the TAM Plan and targets are not included in the MACORTS 2045 Metropolitan Transportation Plan or the Transportation Improvement Program at this time.

University of Georgia Campus Transit Future Projects

The following information was provided from the *UGA Transportation and Parking Services Business Plan, FY 2019 – FY 2023*:

“The foremost challenge to the new department is continuing to maintain and improve service levels across its combined operations while maintaining control of costs and seeking new revenue sources to offset legacy deficits. The solution allows implementation of operational improvements to secure long-term ability of the department to serve the university community.

Opportunities to structurally improve the transit operation include:

- Continued streamlining of the existing transit routes to reduce the number of stops, align stop locations to rider needs and reduce the operating cost per rider. This will entail significant changes to the design of the transit service.
- Implementing new technologies, such as electric buses, to reduce operating costs. Electric buses have dramatically lower operating costs, especially with regard to maintenance and fuel consumption.”

“Anticipated Operational Changes

...optimization of routes, schedules and stops to streamline service and gain operational efficiencies during the next five years. Also, alternative methods of transportation such as walking, biking and carpooling will be promoted. Furthermore, the sustainable change to an electric bus fleet will create positive operational changes such as reduced maintenance and operation costs and an increased life span.”

“The current long-term goals and objectives are:

- Maintain the safe operation of the fleet
- Continue to seek input from system users and other stakeholders to improve services to better meet the needs of the campus community
- Initiate modernization of the bus fleet to reduce emissions, costs of maintenance and diesel fuel costs. Complete the acquisition of at least 19 electric buses, install charging infrastructure and implement their usage in fixed-route service on campus.
- Use data collected by automatic passenger counters as well as REMIX software to design more efficient routes and services.
- Respond to new requests for campus transportation based on substantiated needs and financial assessments.
- Seek alternative funding sources, such as federal funding, in an effort to maintain or improve services without impacting the fees charged to students for services.
- Continue to seek ways to improve communication with customers to provide up-to-date service information and trip planning information that will enhance the customer experience. This will include participating in student functions as well as offering public outreach to various groups on campus.”

Amendments to
MACORTS
FY 2018 – 2021
Transportation
Improvement Program
And
FY 2022-2023
Second Tier of Projects

CAPITAL SCHEDULE FOR ATHENS TRANSIT SYSTEM & UNIVERSITY OF GEORGIA CAMPUS TRANSIT
SECTION 5339 - Bus & Bus Facilities
FY 2018 - 2021 Transportation Improvement Program

	FY	2018	2019	2020	2021	TOTAL
	TIP #			T006922 - ACC; T007105 - UGA	T007021 - ACC	
CAPITAL ITEM DESCRIPTION	UNIT COST					
Bus and Bus Facilities - Athens-Clarke County Transit						\$ -
Bus and Bus Facilities - Athens-Clarke County Transit						\$ -
Bus and Bus Facilities - Athens-Clarke County Transit				\$ 1,500,000		\$ 1,500,000
Bus and Bus Facilities - University of Georgia Campus Transit				\$ 8,778,824		\$ 8,778,824
Bus and Bus Facilities - Athens-Clarke County Transit					\$ 500,000	\$ 500,000
Bus and Bus Facilities - University of Georgia Campus Transit					\$ -	\$ -
GRAND TOTAL COST OF PROJECTS		\$ -	\$ -	\$ 10,278,824	\$ 500,000	\$ 10,778,824
FEDERAL COST - ACC Transit		\$ -	\$ -	\$ 1,200,000	\$ 400,000	\$ 1,600,000
STATE COST - ACC Transit		\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000
LOCAL COST - ACC Transit		\$ -	\$ -	\$ 150,000	\$ 100,000	\$ 250,000
FEDERAL COST - UGA Campus Transit		\$ -	\$ -	\$ 7,462,000	\$ -	\$ 7,462,000
STATE COST - UGA Campus Transit		\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL COST - UGA Campus Transit		\$ -	\$ -	\$ 1,316,824	\$ -	\$ 1,316,824

CAPITAL SCHEDULE FOR ATHENS-CLARKE COUNTY TRANSIT SYSTEM & UNIVERSITY OF GEORGIA CAMPUS TRANSIT
Section 5307/5339
FY 2022-2023 SECOND TIER OF PROJECTS

	FY	2022**	2023**	TOTAL
CAPITAL ITEM / DESCRIPTION	UNIT COST			
<u>ATHENS-CLARKE COUNTY TRANSIT</u>				
35 ft. Transit Bus Vehicles	\$ 775,000	\$ 1,550,000	\$ 1,550,000	\$ 3,100,000
Transit Vehicle-Van	\$ 125,000	\$ 125,000	\$ 125,000	\$ 250,000
Capital Maintenance	VARIES	\$ 400,000	\$ 400,000	\$ 800,000
Spare Parts/Assoc. Capital Maintenance Items	VARIES	\$ 134,000	\$ 150,000	\$ 284,000
Capital Support Equipment	VARIES	\$ 50,000	\$ 50,000	\$ 100,000
ITS Equipment - Rehab/Renovate	VARIES	\$ 50,000	\$ 50,000	\$ 100,000
Supervisor Vehicle	\$ 50,000	\$ 50,000	\$ 50,000	\$ 100,000
Bus/Bus Stop Facilities Maint/Upgrade	VARIES	\$ -	\$ -	\$ -
GFI Upgrade / Maintenance	VARIES	\$ 200,000	\$ 200,000	\$ 400,000
Transit Parking Facility Construction	VARIES	\$ -	\$ -	\$ -
Training	VARIES	\$ 25,000	\$ 25,000	\$ 50,000
Safety / Security	VARIES	\$ 50,000	\$ 50,000	\$ 100,000
Transit Enhancements - Signage	VARIES	\$ -	\$ 63,000	\$ 63,000
<u>UNIVERSITY OF GEORGIA CAMPUS TRANSIT</u>				
Transit Bus Vehicles or Charging Infrastructure	VARIES	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000
				\$ -
TOTAL PROJECT COST		\$ 3,634,000	\$ 3,713,000	\$ 7,347,000

Athens-Clarke County Transit System	Total	\$ 2,634,000	\$ 2,713,000	\$ 5,347,000
FEDERAL COST		\$ 2,107,200	\$ 2,170,400	\$ 4,277,600
STATE COST		\$ 263,400	\$ 271,300	\$ 534,700
LOCAL COST		\$ 263,400	\$ 271,300	\$ 534,700

University of Georgia Campus Transit	Total	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000
FEDERAL COST		\$ 800,000	\$ 800,000	\$ 1,600,000
STATE COST		\$ 100,000	\$ 100,000	\$ 200,000
LOCAL COST		\$ 100,000	\$ 100,000	\$ 200,000

** Based on projected capital needs

UNIVERSITY OF GEORGIA CAMPUS TRANSIT - VEHICLE REPLACEMENT SCHEDULE - BUSES

Vehicle Serial Number	Vehicle No.	Purchase Funding	Bike Rack Equipped	Manufacturer	Model Year	Life Years	Life Mileage	Policy Year Replacement	Expected Year Replacement	
1	1VHFH3A2056701666	94523	Local	Yes	Orion Vii	2005	12	500,000	2017	2021
2	1VHFH3A2256701667	94524	Local	Yes	Orion Vii	2005	12	500,000	2017	2021
3	1VHFH3G2066702325	94613	Local	Yes	Orion Vii	2006	12	500,000	2018	2021
4	1VHFH3G2266702326	94614	Local	Yes	Orion Vii	2006	12	500,000	2018	2021
5	1VHFH3G2466702327	94615	Local	Yes	Orion Vii	2006	12	500,000	2018	2021
6	1VHFH3G2666702328	94616	Local	Yes	Orion Vii	2006	12	500,000	2018	2021
7	1VHFH3G2876703398	94740	Local	Yes	Orion Vii	2007	12	500,000	2019	2021
8	1VHFH3G2776703523	94742	Local	Yes	Orion Vii	2007	12	500,000	2019	2021
9	1VHFH3G2976703524	94743	Local	Yes	Orion Vii	2007	12	500,000	2019	2021
10	1VHFH3G2576703553	94760	Local	Yes	Orion Vii	2007	12	500,000	2019	2021
11	1VHFH3G2776703554	94761	Local	Yes	Orion Vii	2007	12	500,000	2019	2021
12	1N94046199A140046	94911	Local	Yes	NABI 40LFW-46.01	2009	12	500,000	2021	2021
13	1N94046109A140047	94912	Local	Yes	NABI 40LFW-46.01	2009	12	500,000	2021	2021
14	1N94046129A140048	94913	Local	Yes	NABI 40LFW-46.01	2009	12	500,000	2021	2021
15	1N94046149A140049	94914	Local	Yes	NABI 40LFW-46.01	2009	12	500,000	2021	2021
16	1VHFH3G24A6707066	94916	Local	Yes	Orion Vii	2010	12	500,000	2022	2022
17	1VHFH3G21A6707073	94917	Local	Yes	Orion Vii	2010	12	500,000	2022	2022
18	1VHFH3G23A6707074	94918	Local	Yes	Orion Vii	2010	12	500,000	2022	2022
19	1VHFH3G27A6707076	94919	Local	Yes	Orion Vii	2010	12	500,000	2022	2022
20	1VHFH3G5XB6707911	95122	Local	Yes	Orion Vii	2011	12	500,000	2023	2023
21	1VHFH3G51B6707912	95123	Local	Yes	Orion Vii	2011	12	500,000	2023	2023
22	1VHFH3G53B6707913	95124	Local	Yes	Orion Vii	2011	12	500,000	2023	2023
23	1VHFH3G55B6707914	95125	Local	Yes	Orion Vii	2011	12	500,000	2023	2023
24	1VHFH3G5XC6708008	95127	Local	Yes	Orion Vii	2012	12	500,000	2024	2024
25	1VHFH3G51C6708009	95128	Local	Yes	Orion Vii	2012	12	500,000	2024	2024
26	1VHFH3G58C6708010	95129	Local	Yes	Orion Vii	2012	12	500,000	2024	2024
27	1VHFH3G5XC6708011	95130	Local	Yes	Orion Vii	2012	12	500,000	2024	2024
28	5FYD8FV12EC044411	F95404	FTA	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
29	5FYD8FV14EC044412	F95405	FTA	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
30	5FYD8FV16EC044413	F95406	FTA	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
31	5FYD8FV18EC044414	F95407	FTA	Yes	New Flyer Xd40	2014	12	500,000	2026	2026

UNIVERSITY OF GEORGIA CAMPUS TRANSIT - VEHICLE REPLACEMENT SCHEDULE - BUSES

Vehicle Serial Number	Vehicle No.	Purchase Funding	Bike Rack Equipped	Manufacturer	Model Year	Life Years	Life Mileage	Policy Year Replacement	Expected Year Replacement	
32	5FYD8FV1XEC044415	95416	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
33	5FYD8FV11EC044416	95417	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
34	5FYD8FV13EC044417	95418	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
35	5FYD8FV15EC044418	95419	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
36	5FYD8FV17EC044419	95420	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
37	5FYD8FV13EC044420	95421	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
38	5FYD8FV15EC044421	95422	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
39	5FYD8FV17EC044422	95423	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
40	5FYD8FV17EC045912	95504	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
41	5FYD8FV19EC045913	95505	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
42	5FYD8FV17EC045914	95506	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
43	5FYD8FV12EC045915	95507	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
44	5WEASAAN1EH761706	95439	Local	Yes	IHC/EI Dorado (TC)	2015	12	500,000	2027	2028
45	5FYD8FV18FF048172	95601	Local	Yes	New Flyer Xd40	2016	12	500,000	2028	2028
46	5FYD8FV1XFF048173	95602	Local	Yes	New Flyer Xd40	2016	12	500,000	2028	2028
47	5FYD8FV11FF048174	95603	Local	Yes	New Flyer Xd40	2016	12	500,000	2028	2028
48	5FYD8FV13FF048175	95604	Local	Yes	New Flyer Xd40	2016	12	500,000	2028	2028
49	4RKENTGA71R835291	94104	Local	Yes	RTS	2001	10	350,000	2011	2020
50	1VHFH2A2146701216	94410	Local	Yes	Orion Vii	2004	12	500,000	2016	2020
51	1VHFH3A2X46701253	94411	Local	Yes	Orion Vii	2004	12	500,000	2016	2020
52	1VHFH3A2146701254	94412	Local	Yes	Orion Vii	2004	12	500,000	2016	2020
53	1VHFH3A2746701257	94413	Local	Yes	Orion Vii	2004	12	500,000	2016	2020
54	1VHFH3A2046701259	94415	Local	Yes	Orion Vii	2004	12	500,000	2016	2020
55	1VHFH3A2556701663	94521	Local	Yes	Orion Vii	2005	12	500,000	2017	2020
56	4RKENTGA91R835292	94105	Local	Yes	RTS	2001	10	350,000	2011	2020
57	4RKENTGA21R835294	94107	Local	Yes	RTS	2001	10	350,000	2011	2020
58	1VHFH3A2946701258	94414	Local	Yes	Orion Vii	2004	12	500,000	2016	2020

**FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM
BUS REPLACEMENT SCHEDULE FOR UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM**

BUS MODEL	12 YEAR SCHEDULE												
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
2001	3	3											
2004	6	6											
2005	3	3	2										
2006	4	4	4										
2007	5	5	5										
2008													
2009	4	4	4										
2010	4	4	4	4									
2011	4	4	4	4	4								
2012	4	4	4	4	4	4							
2013													
2014	16	16	16	16	16	16	16	16					
2015	1	1	1	1	1	1	1	1	1	1			
2016	4	4	4	4	4	4	4	4	4	4			
2017													
2018													
2019													
2020			20	20	20	20	20	20	20	20	20	20	
2021				13	13	13	13	13	13	13	13	13	
2022					4	4	4	4	4	4	4	4	
2023						4	4	4	4	4	4	4	
2024							4	4	4	4	4	4	
2025								4	4	4	4	4	
2026									16	16	16	16	
2027													
2028											5	5	
2029													
2030													
TOTAL	0	58	58	68	66	66	66	66	70	70	70	70	70
PEAK USAGE	55	55	55	58	58	58	58	58	59	59	59	59	59
SPARES	3	3	13	8	8	8	8	8	11	11	11	11	11
SPARE RATIO	5%	5%	24%	14%	14%	14%	14%	14%	19%	19%	19%	19%	19%
RETIRED VEH.	0	0	10	15	4	4	4	4	0	16	0	5	0
VEH. PURCHASED	0	0	20	13	4	4	4	4	4	16	0	5	0