CHAPTER 3. Capital Improvement Program

Overview

The 10-Year Capital Improvement Program (CIP) consists of a prioritized list of capital investments and identifies one-time and cyclical replacement needs of GGBHTD's capital assets. This program provides a basis for long-term financial planning, development of grant programs and proposals, and annual capital and staff resource budgeting. The CIP is made up of three categories of projects – Revenue Vehicles, Facilities, and Tools and Equipment. Systematic and timely replacement and rehabilitation of these assets is necessary to support ongoing transit service operations.

Capital projects are generated for inclusion in the CIP in one of two ways. Cyclical replacement or rehabilitation projects such as bus replacements or Larkspur dredging are automatically included in the program based upon standard asset rehabilitation and replacement lifecycles. The balance of projects is developed through annual consultation and discussion between the Operating Divisions and the Capital and Grants, Planning, and Engineering departments. Given GGBHTD's limited financial resources, each project is screened and prioritized to ensure that only those projects necessary to support ongoing operations are included in the plan.

Regional Funding Caps

MTC is responsible for programming Section 5307 and Section 5309 federal formula funds. MTC's Transit Capital Priorities process for FY 2006 through FY 2008 imposed funding caps on projects to better distribute available funds equitably throughout the region. The $1 million to $13 million cap was based on transit operator size. The cap imposed on GGBHTD for ferry dredging, ferry vessel components rehabilitation and major propulsion replacement for the three-year period was $2 million per year.

Proposition 1B

In November 2006, California voters approved Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006. This bond will provide almost $20 billion in state general obligation bonds for approximately 14 different categories of transportation projects. GGBHTD is eligible to receive funds to support capital projects under several categories of the bond. This major fund source can also be used as the required match needed to leverage federal funds for many of GGBHTD's capital projects. GGBHTD has included these funds in its 10-Year CIP (**Exhibit 3-1**). The CIP fund amounts are based on a conservative estimate of funds that GGBHTD anticipates will be allocated for eligible projects.

A. Revenue Vehicles/Vessels

GGBHTD owns and maintains a fleet of 202 buses and 5 ferries used to support all transit service needs, including Partnership services. Revenue vehicle fleet expansion is not anticipated in the near-term due to operating revenue constraints. Revenue vehicle rehabilitation is not anticipated in the near-term; once revenue vehicles have reached the end of their useful life, they will be replaced.

In accordance with the MTC regional revenue vehicle replacement policy, major vehicle/vessel acquisition occurs when vehicles/vessels exceed their service life and become too expensive to maintain. Life cycle considerations for replacement are automatically included in the program based upon standard asset replacement life cycles.

Bus Fleet Inventory and Replacement Plan

GGT's bus fleet consists of 30-foot and 40-foot suburban, 45-foot over-the-road, and 60-foot articulated coaches used to operate 53 routes in Sonoma, Marin, San Francisco and Contra Costa Counties. **Exhibit 3-2** shows the current bus fleet inventory. It identifies MTC Regional Express buses separately.

The size of the active portion of GGBHTD's bus fleet is determined by the combined peak-period service demand and spare ratio requirement. Peak-period demand is defined as the maximum number of vehicles needed to meet scheduled daily service. Currently, 163 buses are required to provide peak period service, and the percentage of spares is calculated to be 23.9% for our fleet. Of the 202 buses owned, 6 were leased to a private contract provider of GGT's Club Bus program.

In addition to its active fleet, GGT has established an emergency contingency reserve of 10 buses of non-active status to be used in the event of service emergencies caused by natural disasters or fleet service issues. Per FTA guidelines, this fleet is made up of vehicles that have reached the end of their useful lives and are not considered a part of the active bus fleet. GGT also owns two specialty historic buses, including an original 1954 Greyhound bus.

Major bus acquisitions would occur during the 10 years in the planning cycle, replacing buses that will exceed their service life and will become too expensive to maintain. Although the size of the active fleet will not change, its composition will. The number of standard 40-foot coaches (all of these in the GGT fleet are "suburban" type) will decrease, and the number of articulated coaches, 45-foot over-the-road coaches, and smaller (e.g., 30-foot) coaches will increase to make up the difference. **Exhibit 3-3** shows detailed information on the bus replacement program including the number of replacement vehicles to be placed in service per year over the planning horizon of the SRTP. Note that the replacement schedules for revenue vehicles reflect agreements that resulted in the temporary diversion of FTA Section 5307 funds to "preventive maintenance" in FY 2003.

Particulate Matter/Nitrogen Oxides (PM/NOx) reduction systems are installed on the majority of GGT's bus fleet. PM/NOx systems will be installed on all new buses. PM/NOx systems, as well as fareboxes and radios, are purchased separately from buses. Below is detailed information on these projects:

Farebox Replacement

This project will replace existing fareboxes purchased in 1985 with new electronic registering fareboxes and related equipment. This project is scheduled to begin and be completed in FY 2008.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$2,240	-	$2,240
Other	-	-	-
Local	$ 560	-	$ 560
Total Project	$2,800	-	$2,800

Installation of PM/NOx-Reduction Systems

This project supports purchase and installation of PM/NOx reduction systems on GGBHTD buses consistent with CARB-mandated schedules. These devices will be purchased as a part of a regional effort to implement new clean-air technology.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$ 710	-	$ 710
Other	-	-	-
Local	$ 100	-	$ 100
Total Project	$ 810	-	$ 810

Passenger amenities are considered when vehicles are acquired. All buses are lift-equipped and equipped with bicycle racks. GGBHTD's 60-mile commute runs in the Highway 101 corridor necessitate that all vehicles be equipped with comfortable high-back reclining seats, reading lights, racks for storage, and air-conditioning. In the past few years, GGBHTD's bus transit services were in a state of transition as service levels were reduced to address declining operating subsidies and as local and regional operating needs changed. Projected future service needs indicate additional 45-foot over-the-road coaches and 60-foot articulated buses should replace 40-foot suburban coaches. The current fleet plan and 10-year CIP incorporates these changes.

The table below provides a summary of the bus fleet inventory for the Bus Division:

Total number of fixed-route vehicles in active fleet:	
• Suburban Motorbuses (40' and 30')	142
• Over-the-Road Coaches	52
• Articulated Buses	8
Total	**202**
Total number of fixed-route vehicles in reserve fleet	10
Spare ratio of fixed-route vehicles (at maximum pullout)	21%
Useful life of fixed-route vehicles	12-16 years
Next rehabilitation or replacement of fixed-route vehicles	Replacement: FY 2008/2009

Consistent with GGBHTD's agreement with MCTD for ADA paratransit services, GGBHTD acts as the pass-through agency for federal grant funds available to purchase paratransit vans for providing local Marin and GGBHTD intercounty ADA paratransit services. **Exhibit 3-4** shows the current van fleet inventory.

Exhibit 3-5 shows detailed information on the ADA paratransit van replacement program. This indicates the number of replacement vans to be placed in service per year over the planning horizon of the SRTP.

The table below provides a summary of the van fleet inventory for the Bus Division:

Total number of demand-responsive vehicles in active fleet	44
Total number of demand-responsive vehicles in reserve fleet	6
Spare ratio of demand-responsive vehicles (at maximum pullout)	11%
Useful life of demand-responsive vehicles	5-7 years
Next rehabilitation or replacement of demand-responsive vehicles	Replacement: FY 2007/2008

Ferry Fleet Inventory and Replacement Plan

GGBHTD owns and maintains a fleet of five ferries used to support its transit service needs. Ferry service is provided using a fleet of three single-hull Spaulding and two high-speed catamaran ferry vessels. **Exhibit 3-6** shows the current ferry fleet inventory.

In accordance with the MTC regional revenue vehicle replacement policy, the three 30-year-old Spaulding vessels were eligible for replacement beginning in FY 2005. One Spaulding vessel was refurbished in FY 2007. Replacement process for one of the remaining two vessels will begin in FY 2008, and it is anticipated that replacement process for the second vessel will begin in 2010. However, Golden Gate Ferry will revisit this replacement plan in FY 2009 as a part of efforts to reconfigure existing services to meet financial constraints. **Exhibit 3-7** shows detailed information on the ferry replacement program, including the number of replacement ferries to be put in service each year of the SRTP planning horizon.

Detailed information on work planned for the vessels is as follows:

Major Vessel Component Rehabilitation

This project provides periodic rehabilitation and replacement of major vessel components, including propulsion systems, navigation systems, onboard monitoring and alarm systems, interior components, boarding apparatus, hull, and lifesaving equipment required to keep the vessels in service.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$1,520	$13,210	$14,730
Other	-	-	-
Local	$ 380	$ 3,300	$ 3,680
Total Project	$1,900	$16,510	$18,410

Passenger amenities are considered when ferries are acquired. All vessels are ADA accessible. One Spaulding ferry vessel is equipped with bicycle racks, and two of the catamaran ferry vessels are equipped with bicycle hooks. Vessels feature indoor and outdoor seating and a full bar with snacks and beverages.

The table below provides a summary of the ferry fleet inventory for the Ferry Division:

Total number of vessels in active fleet	5
Total number of vessels in reserve fleet	0
Spare ratio of vessels (at maximum pullout)	0
Useful life of vessels	25-30 years
Next rehabilitation or replacement of vessels	Replacement: FY 2008/2009

B. Non-Revenue Vehicles

Non-revenue vehicles are used to conduct daily administrative, operations and maintenance functions and enable staff to respond to routine and emergency situations.

With the exception of medium- to heavy-duty trucks, which are evaluated for replacement on a case-by-case basis, GGBHTD guidelines for replacement of non-revenue vehicles are generally based on type of vehicle, mileage level, and/or age. However, depending on the condition of the vehicle, it may be replaced prior to its meeting the replacement criteria or may remain in the fleet even after it has gone beyond the replacement criteria.

While no expansion of non-revenue vehicle fleet is anticipated, any request for new additions to the fleet must be presented with a written statement of justification for the vehicle acquisition.

GGBHTD has a total of 64 transit-related vehicles in its non-revenue vehicle fleet. It uses non-regional funds to procure non-revenue vehicles. **Exhibit 3-8** shows the transit-related non-revenue vehicle fleet inventory and replacement program. The non-revenue vehicle replacement program shows the number of vehicles to be placed in service per year over the planning horizon of the SRTP.

C. Major Facilities

GGBHTD owns and leases several transit operations, and maintenance and administrative facilities within its 60-mile-long service area in the Highway 101 corridor between Sonoma and San Francisco counties. These facilities are necessary to support GGBHTD's extensive network of long-haul commute and general mobility services. Cyclical and intermittent capital replacement and/or rehabilitation projects required to keep these facilities operational are included in GGBHTD's CIP.

1. Administrative

The Bus Division administration staff and a number of GGBHTD administration staff are housed in the Bus Division and District Division administration buildings in San Rafael.

Additional GGBHTD administration staff is housed at the Golden Gate Bridge administration building located west of the toll plaza in an area within the jurisdiction of the National Park Service (NPS)/Golden Gate National Recreation Area (GGNRA).

Ferry administration staff is housed in buildings at the Larkspur Ferry Terminal (LFT). LFT is located at the mouth of Corte Madera Creek and connects to the sea lanes of the San Francisco Bay by the 2-mile-long Larkspur Channel opened in December 1976.

Non-Security Projects

District-wide

Miscellaneous Facilities Rehabilitation

This project provides funds to complete miscellaneous rehabilitation activities at several district-wide facilities that are assigned to support bus and ferry operations. These facilities are located in San Francisco, San Rafael, Novato, Santa Rosa and Larkspur. This project will not result in assets that differ from existing assets.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	-	-	-
Other	-	-	-
Local	$20	$250	$270
Total Project	$20	$250	$270

Office Facility Renovation/Consolidation

GGBHTD administration personnel are currently located at two work sites: San Rafael and the Golden Gate Bridge Toll Plaza in San Francisco. This project would consolidate and relocate district personnel to more strategically manage staff workgroups.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	-	-	-
Other	-	$5,620	$5,620
Local	-	-	-
Total Project	-	$5,620	$5,620

Security Projects

Bus Division

Security Systems

This project will construct and install various intrusion detection and control, and other safety and security systems at the Bus maintenance, operations and administration facilities. These facilities are located in San Francisco, San Rafael, Novato and Santa Rosa.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$400	$ 960	$1,360
Other	-	-	-
Local	$100	$ 240	$ 340
Total Project	$500	$1,200	$1,700

Radio/AVL Communications Systems

GGT currently operates a Motorola radio and radio base system purchased and installed in 1990 and 1991. Major system components are no longer available to support this system. This project will investigate, design, and implement a replacement GGT bus radio communications system. Integration of new communications technology such as AVL systems, which can improve efficiency and safety, will be evaluated as a part of system design. This $10 million project began in FY 2007.

Radio/AVL Communications Systems

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$ 8,000	-	$ 8,000
Other	-	-	-
Local	$ 2,000	-	$ 2,000
Total Project	$10,000	-	$10,000

Ferry Division

Security Systems

This project includes purchase and installation of security monitoring detection and intrusion control improvements and purchase of back-up communications equipment to support increased security surveillance for Golden Gate Ferry services and facilities. These facilities are located in San Francisco and Larkspur.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$620	-	$620
Other	-	-	-
Local	$150	-	$150
Total Project	$770		$770

2. Maintenance and Fueling

GGT bus facilities are located at four sites within GGBHTD's 60-mile-long service corridor, including a central maintenance-operations facility in San Rafael, satellite yards in Novato and Santa Rosa, and a midday bus storage lot in downtown San Francisco.

The central operations, maintenance, and administration facility in San Rafael is on a 10-acre site that includes parking for 170 buses and 30 service and supervisor vehicles. It has one bus wash rack and a three-lane fuel island. The main maintenance area includes 14 enclosed bus maintenance bays, two non-revenue vehicle maintenance bays, a main shop, a unit room and a parts room. A separate body and upholstery shop includes a two-bay vehicle painting area, trim shop, and building maintenance area.

The Novato and Santa Rosa facilities have a driver/dispatch building, one wash rack, and an enclosed two-lane fuel island with service bays.

Maintenance and fueling for the Golden Gate Ferry Division are located at LFT. A limited maintenance facility is located at the San Francisco Ferry Terminal (SFFT).

Non-Security Projects

Bus Division

Miscellaneous Facilities Rehabilitation

This project provides an annual increment of funds to complete miscellaneous rehabilitation activities, including roof rehabilitation/replacement, at the various Bus Division maintenance and operations facilities. These facilities are located in San Francisco, San Rafael, Novato, and Santa Rosa. The facilities are 29 years old and require periodic rehabilitation efforts.

Bus Facilities Rehabilitation

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	**(000) Total Project Cost**
Federal	-	-	-
Other	-	$4,600	$4,600
Local	-	-	-
Total Project	-	$4,600	$4,600

Replace Bus Wash Racks

This project will replace 20-year-old bus wash racks (drive-through automatic bus washers) in San Rafael. The related water filtration systems would be replaced or refurbished and upgraded as part of this project. This project is scheduled to begin in FY 2008 and be completed in FY 2009.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$800	-	$800
Other	-	-	-
Local	$100	-	$100
Total Project	$900		$900

Bus Steam-Clean Area

This project will rehabilitate the Fuel Island at the San Rafael Bus facility. Work will include replacing the oil/water separator, adding a steam-cleaning unit, and extending the roof to eliminate rainwater from the separator. A metal roof canopy will prevent rain from entering the Marin Sanitary District treatment system, thereby minimizing discharge quantities of treated effluent. This project is scheduled for implementation in FY 2011.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	-	$1,360	$1,360
Other	-		
Local	-	$ 340	$ 340
Total Project	-	$1,700	$1,700

Fuel System Replacement/Rehabilitation

Secured funds will replace two underground double-walled steel diesel storage tanks within the Santa Rosa Bus Facility. This project is scheduled to begin and be completed in FY 2008. Unsecured/Planned Funds will rehabilitate additional fuel storage tanks at GGBHTD facilities.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$301	-	$ 301
Other	-	$800	$ 800
Local	$434	-	$ 434
Total Project	$735	$800	$1,535

Ferry Division

Miscellaneous Facilities Rehabilitation

This project provides an annual increment of funds to complete miscellaneous rehabilitation activities, including roof rehabilitation/replacement at various ferry maintenance and operations facilities located in San Francisco and Larkspur.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	-	-	-
Other	-	$1,280	$1,280
Local	-	-	-
Total Project	-	$1,280	$1,280

3. Vehicle/Vessel Storage/Staging

Satellite facilities for bus storage, servicing and dispatch are provided in San Francisco, Novato and Santa Rosa. The Novato and Santa Rosa facilities each provide parking for 60 buses. Leased property in downtown San Francisco is used to park up to 115 commuter buses on weekdays between the morning and evening peak periods and to conduct light maintenance activities. This space also supports a driver/dispatch facility. Plans for a new Transbay Terminal south of Market include a dedicated midday storage facility for GGT beneath the Interstate 80 freeway near Fourth Street. GGT is working to secure this site from Caltrans to support its long-term bus storage needs.

The principal ferry storage facility is at LFT, which has four vessel berths; two additional vessels may be stored by rafting them to other vessels.

Non-Security Projects

Bus Division

Bus Lots Pavement Rehabilitation

This project provides for regular rehabilitation and replacement of the San Rafael, Novato, Santa Rosa and San Francisco bus lots based upon a pavement management plan developed by the Engineering Department. The objective of this program is to provide for cost-effective and timely rehabilitation of pavements.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	-	-	-
Other	-	$1,540	$1,540
Local	-	-	-
Total Project	-	$1,540	$1,540

4. Park-and-Ride Facilities

GGBHTD owns and operates two park-and-ride lots. A 214-space park-and-ride lot and a small enclosed passenger waiting area with full amenities are provided at Santa Rosa. A 1,550-space parking lot is located at LFT.

Non-Security Projects

Bus Division

Park-and-Ride Ride Lot Pavement Rehabilitation

This project provides for regular rehabilitation and replacement of GGT park-and-ride lot pavement in San Rafael and Santa Rosa, consistent with the pavement management program developed by the Engineering Department.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	-	-	-
Other	-	$380	$380
Local	-	$100	$100
Total Project	-	$480	$480

Ferry Division

Larkspur Parking Rehabilitation/Improvements

This project provides for periodic rehabilitation and replacement of parking lot pavement at the LFT facility. Future-year work will include consideration of implementing parking management systems to improve traffic flow within and access to this area.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$624	$ 672	$1,296
Other	-	$4,700	$4,700
Local	$156	$ 168	$ 324
Total Project	$780	$5,540	$6,320

5. Stations and Stops

The C. Paul Bettini San Rafael Transit Center (SRTC) in downtown San Rafael serves as GGBHTD's primary transit transfer point, providing multiple bus loading platforms, bicycle parking facilities, information kiosks, and security services. Bus stops in Marin City and at the Golden Gate Bridge Toll Plaza also serve as transit transfer points. A small bus turnaround and passenger station in Fairfax is owned by GGBHTD.

Golden Gate Ferry owns and operates ferry terminal facilities in San Francisco, Sausalito and Larkspur. From the simple, floating berth in Sausalito to the award-winning terminal in Larkspur, these facilities are all integral to Golden Gate Ferry's ability to serve its passengers.

The Golden Gate Ferry landing in downtown Sausalito consists of a leased landing facility and GGBHTD-owned floating dock last replaced in 1998. The landing facilities are shared with a private ferry operator that provides service to Fisherman's Wharf in San Francisco.

LFT has extensive passenger amenities, bicycle racks, free parking for 1,550 passenger and 49 employee vehicles, and pick-up and drop-off areas for shuttle buses, taxis, and automobiles. The facility contains four passenger loading/unloading berths, one of which is used primarily for maintenance. All four berths are used to dock vessels overnight.

SFFT provides full passenger amenities, including two ferry berths and a third portal. This terminal, constructed on land leased from the Port of San Francisco, was opened in June 1978.

Non-Security Projects

Bus Division

Bus Stop Improvements

This project provides for regular rehabilitation and replacement of GGT bus stops within the counties of Sonoma, Marin and San Francisco.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	-	-	-
Other	-	$700	$700
Local	-	$175	$175
Total Project	-	$875	$875

Ferry Division

Float Rehabilitation/Replacement

This project provides for the rehabilitation and replacement of the floats that are necessary to provide passenger access to GGBHTD ferry vessels. Work will be performed in San Francisco, Larkspur and Sausalito.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$2,800	$7,200	$10,000
Other	-	-	-
Local	$ 700	$1,800	$ 2,500
Total Project	$3,500	$9,000	$12,500

Gangway Rehabilitation/Cathodic Protection

This project provides for the rehabilitation and cathodic protection of the gangways necessary to provide passenger access to GGBHTD ferry vessels. Work will be performed in San Francisco, Larkspur and Sausalito.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$1,900	$6,210	$ 8,110
Other	-	-	-
Local	$ 475	$1,555	$ 2,030
Total Project	$2,375	$7,765	$10,140

SF Ferry Terminal Berth Facility

This project will modify terminal and berthing facilities at Golden Gate Ferry's San Francisco terminal to support ongoing operations. Modifications include, but are not limited to, fabrication and installation of berthing barges and ramps.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$ 500	$1,500	$2,000
Other	$1,000		$1,000
Local	$ 125	$ 375	$ 500
Total Project	$1,625	$1,875	$3,500

Ticketing System Improvements
This project will develop, design and install equipment to support improved ticketing and fare collection operations in conjunction with the implementation of the new TransLink regional fare collection technology.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	-	$750	$750
Other	-	-	-
Local	-	-	-
Total Project		$750	$750

Faregates
This project will develop, design and install equipment at the San Francisco, Larkspur and Sausalito ferry terminals to support improved ticketing and fare collection operations in conjunction with the new TransLink regional fare collection technology.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	-	-	-
Other	$1,440	-	$1,440
Local	-	-	-
Total Project	$1,440		$1,440

Passenger Terminal Rehabilitation
This project provides systematic rehabilitation or replacement of the District's 25-year-old San Francisco and Larkspur ferry terminals. Given the corrosive saltwater environment that these facilities are subject to, timely replacement/rehabilitation of these facilities is important. Planned activities include replacement of sewer, water and electrical services, cathodic protection of piles, and general area rehabilitation.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$2,250	$2,330	$4,580
Other	-	$ 270	$ 270
Local	$ 293	$ 582	$ 875
Total Project	$2,543	$3,182	$5,725

Marsh Restoration
This project was developed to meet conditions of Army Corps of Engineers' dredging permit for the Larkspur channel and to mitigate environmentalists' concerns regarding the impact of Larkspur vessels on nearby wildlife habitat in the Corte Madera Ecological Reserve. The project will create 3.5 acres of new tidal marshlands and 1.5 acres of new seasonal wetlands within the Reserve. At this time, GGBHTD is working with the Army Corps of Engineers to develop new project directives.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	-	-	-
Other	-		
Local	$940	-	$940
Total Project	$940		$940

6. Right-of-Way, Track or Guideway

Periodic dredging of the Larkspur Ferry channel, turning basin and berths is necessary to maintain the channel at safe operational depths.

Non-Security Projects

Berths, Turning Basin and Channel Dredging

The turning basin and berths at LFT and the 2-mile Larkspur Channel from the deep water of San Francisco Bay to the mouth of the Corte Madera Creek at LFT require dredging every three years to restore the depth necessary to accommodate the 7-foot draft of the Spaulding vessels. These areas systematically fill with silt from winter run-off, which must be removed through dredging. Larkspur Ferry service could not continue without periodic rehabilitation of the berths, turning basin and channel. This project will not result in an asset that differs from the existing asset.

Fund Source	(000) Programmed/Allocated/Secured	(000) Unsecured/Planned	(000) Total Project Cost
Federal	$3,300	$34,740	$38,040
Other	-	-	-
Local	$ 825	$ 8,685	$ 9,510
Total Project	$4,125	$43,425	$47,550

7. Bicycle Facilities

GGBHTD encourages bicycle access on GGT buses and ferries. Bike racks are provided free of charge on buses and ferries, at various bus stops and at ferry terminals. No bicycle facility projects are anticipated over the 10-year planning horizon.

D. Tools and Equipment

This project category is used to capture the numerous tools and equipment required to support ongoing transit operations, maintenance and administration activities. This includes such items as maintenance machinery and computer information systems, which are all replaced cyclically at the end of their useful lives.

Descriptions of current and proposed projects are as follows:

Bus Division

Computer Scheduling/Dispatch

This project will provide upgrade and maintenance support for software modules used in bus scheduling, dispatching and timekeeping operations.

Bus Tools and Equipment

This project will purchase miscellaneous operations, maintenance and administration capital tools, equipment, and medium to heavy non-revenue vehicles to support Bus Transit operation.

Ferry Division

Ferry Tools and Equipment

This project will purchase miscellaneous operations, maintenance and administration capital tools, equipment, and medium to heavy non-revenue vehicles to support Ferry Transit operation.

District-wide

Telephone System Replacement

This project will replace the existing telephone system at GGBHTD.

Future Information Technology

This project will replace, upgrade and expand computer information systems to attain an appropriate level of information technology to support all business functions. Investment in information systems will improve system productivity through increased processing speeds and data access and storage.

Replace Computer/Network Equipment

This project will purchase required computer, network and telephone communications equipment to support regular replacement and maintenance of existing systems.

Financial Management Information Systems

This project will implement an integrated finance, human resources, purchasing and maintenance management information system to replace the District's 30-year-old mainframe computing system. This project was initiated in FY 2005. Completion is expected in FY 2009.

District Tools and Equipment

This project will provide systematic replacement of various tools and equipment, including non-revenue vehicles, testing equipment and large office equipment. Below is detailed information on the projects under this category:

Project	(000) **Project Cost**	(000) **Funding Source & Amount**
BUS DIVISION		
Computer Scheduling/Dispatch	750	Federal: $ 750
Other Bus Division Tools & Equipment	3,830	Federal: $1,090 Local: $2,740
Subtotal	$ 4,580	
FERRY DIVISION		
Other Ferry Division Tools & Equipment	490	Local: $ 490
Subtotal	$ 490	
DISTRICT-WIDE		
Telephone System Replacement	$ 1,260	Local: $1,260
Future Information Technology	2,150	Federal: $1,075 Local: $1,075
Replace Computer/Network Equipment	4,110	Local: $4,110
Financial Management Information Systems	1,230	Federal: $ 615 Local: $ 615
District Tools and Equipment	3,650	Local: $3,650
Subtotal	$12,400	
TOTAL	**$17,470**	

Exhibit 3-1 (Page 1 of 3)

GGBHTD – 10-YEAR CAPITAL IMPROVEMENT PROGRAM

BUS DIVISION

CAPITAL PROJECT DETAIL	10-YR TOTAL	10-YR DISTRICT	10-YR GRANTS*	<<<=10-YEAR PROJECTED CAPITAL NEED =>>>									
				FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
REVENUE VEHICLE REPLACEMENT													
Replace Buses**	153,380	7,670	145,710	1,100	6,390	9,610	24,920	17,180	28,210	-	2,043	36,722	27,202
Purchase New Express Buses (6)	-	-	-	-	-	-	-	-	-	-	-	-	-
ADA Paratransit Vans	6,890	-	6,890	-	1190	590	700	270	940		1,509	833	862
Replace Fareboxes	2,800	560	2,240	2,800	-	-	-	-	-	-	-	-	-
Install PM Traps on Buses	810	100	710	-	810	-	-	-	-	-	-	-	-
SAFETY/SECURITY ENHANCEMENTS													
Facility Improvements													
D3 Emergency Power Generator	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment/Systems													
Security Systems	1,700	340	1,360	-	200	150	150	-	-	100	100	-	1,000
Radio/AVL Communications System	9,800	1,960	7,840	1,000	4,500	4,300	-	-	-	-	-	-	-
FACILITIES REHABILITATION													
Maintenance/Operations Buildings													
Bus Stop Improvements	875	175	700	125	-	-	250	-	-	-	500	-	-
Administration & Development Trailer	-	-	-	-	-	-	-	-	-	-	-	-	-
Roof Replacement/Rehab	1,170	-	1,170	350	-	190	-	200	-	210	-	220	-
Miscellaneous Facilities Rehab	3,430	-	3,430	600	1,370	90	100	100	100	100	110	110	750
Replace Bus Facilities Wash Racks	900	100	800	100	800	-	-	-	-	-	-	-	-
Bus Steam Clean Area	1,700	340	1,360	-	-	200	1,500	-	-	-	-	-	-
Fuel Systems Rehabilitation/Replacement	1,520	-	1,520	720	-	-	-	-	-	-	-	-	800
Grounds													
Midday SF Bus Parking	-	-	-	-	-	-	-	-	-	-	-	-	-
Bus Lots Pavement Rehabilitation	1,540	-	1,540	-	480	-	510	-	-	550	-	-	-
Park & Ride Lots Pavement Rehabilitation	480	100	380	-	80	150	-	-	80	-	-	170	-
INFORMATION TECHNOLOGY													
Computer Scheduling/Dispatch	750	-	750	-	-	-	-	-	-	-	-	750	-
CAPITAL EQUIPMENT													
Tools and Equipment	3,830	2,740	1,090	340	270	250	230	250	230	240	460	1,260	300
TOTAL	**191,580**	**14,090**	**177,490**	**7,140**	**16,090**	**15,530**	**28360**	**18,000**	**29,560**	**1,200**	**4,720**	**40,070**	**30,914**
		7%	93%										
PROJECTED GRANT FUNDS	177,490			5,940	14,420	13,870	26,500	16,890	27,900	940	4,040	37,930	29,050
DISTRICT FUNDS REQUIRED	14,090			1,200	1,670	1,660	1,860	1,110	1,660	260	680	2,140	1,864

GGBHTD – 10-YEAR CAPITAL IMPROVEMENT PROGRAM

FERRY DIVISION

CAPITAL PROJECT DETAIL	10-YR TOTAL	10-YR DISTRICT	10-YR GRANTS*	<<<=10-YEAR PROJECTED CAPITAL NEED =>>>									
				FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
REVENUE VEHICLE REPLACEMENT													
Spaulding Refurbishment	-	-	-	-	-	-	-	-	-	-	-	-	-
Ferry Replacement	24,370	4,870	19,500	1,000	8,000	2,970	2,000	10,400	-	-	-	-	-
Major Vessel Component Rehab	18,410	3,680	14,730	2,480	120	5,940	130	6,140	2,350	100	100	950	100
SAFETY/SECURITY ENHANCEMENTS													
Equipment/Systems													
Security Systems	770	150	620	390	250	130	-	-	-	-	-	-	-
FACILITIES REHABILITATION													
Fixed Guideway													
Channel Dredging	38,230	7,650	30,580	-	600	11,140	-	650	12,060	-	710	13,070	-
Berth and Turning Basin Dredging	9,320	1,860	7,460	100	1,400	-	320	3,260	-	340	3,530	-	370
Fixed Guideway Connectors													
Float Rehabilitation/Replacement	12,490	2,490	10,000	-	3,940	4,050	950	-	800	1,660	-	1,090	-
Gangway Rehabilitation/Cathodic Protection	10,140	2,030	8,110	200	1,750	6,190	1,500	-	-	-	500	-	-
SFFT Lay Berth Facility	3,500	700	2,800	-	350	3,150	-	-	-	-	-	-	-
Maintenance/Operations Buildings													
Facilities Roof Rehabilitation	490	-	490	-	360	-	-	130	-	-	-	-	-
Ticketing System	750	-	750	-	-	-	-	-	-	-	-	-	750
Faregates	1,440	-	1,440	500	940	-	-	-	-	-	-	-	-
Miscellaneous Facilities Rehab	790	-	790	240	50	60	60	60	60	60	60	70	70
Terminal Facilities													
Passenger Terminal Rehabilitation	5,720	1,144	4,580	670	-	650	4,400	-	-	-	-	-	-
Marsh Restoration	940	940	-	10	930	-	-	-	-	-	-	-	-
Larkspur Parking Rehabilitation/Improvements	6,320	324	6,000	-	780	-	200	890	2,000	2,000	-	-	450
CAPITAL EQUIPMENT													
Tools and Equipment	490	490	-	20	40	40	40	100	50	50	50	50	50
TOTAL	**134,920**	**26,330**	**108,590**	**5,610**	**19,660**	**34,920**	**9,600**	**21,630**	**17,320**	**4,210**	**4,950**	**15,230**	**1,790**
		20%	80%										
PROJECTED GRANT FUNDS	108,590			4,610	15,250	28,040	7,700	17,360	14,230	3,740	3,930	12,160	1,560
DISTRICT FUNDS REQUIRED	26,330			1,000	4,410	6,880	1,900	4,270	3,090	470	1,020	3,070	230

Exhibit 3-1 (Page 3 of 3)

GGBHTD – 10-YEAR CAPITAL IMPROVEMENT PROGRAM

DISTRICT DIVISION

CAPITAL PROJECT DETAIL	10-YR TOTAL	10-YR DISTRICT	10-YR GRANTS*	<<<=10-YEAR PROJECTED CAPITAL NEED =>>>									
				FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
FACILITIES REHABILITATION													
Maintenance/Operations Buildings													
Miscellaneous Facilities Rehab	270	270	-	20	20	20	30	30	30	30	30	30	30
Office Facility Renovation/Consolidation	5,620	-	5,620	-	600	2,480	2,540	-	-	-	-	-	-
INFORMATION TECHNOLOGY													
Telephone System Replacement	1,260	1,260	-	-	120	500	640	-	-	-	-	-	-
Future Information Technology	2,150	1,075	1,075	-	750	500	300	100	100	100	100	100	100
Replace Computer/Network Equipment	4,110	4,110	-	190	390	400	410	420	440	450	460	470	480
Financial Management Information System	1,230	615	615	1,230	-	-	-	-	-	-	-	-	-
CAPITAL EQUIPMENT													
Tools and Equipment	3,650	3,650	-	200	340	340	380	360	400	370	420	400	440
TOTAL DISTRICT CAPITAL	**18,290**	**10,980**	**7,310**	**1,640**	**2,220**	**4,240**	**4,300**	**910**	**970**	**950**	**1,010**	**1,000**	**1,050**
			60% 40%										
PROJECTED GRANT FUNDS	7,310			620	980	2,730	2,690	50	50	50	50	50	50
DISTRICT FUNDS REQUIRED	10,980			1,020	1,240	1,510	1,610	860	920	900	960	950	1,000

*Sources of Grant Funds Assumed: Federal Transit Administration Section 5307 and 5309; Proposition 1B - Infrastructure Bond; Marin County Transportation District (Measure A Sales Tax); Regional Measure 2; Bay Area Air Quality Management District Transportation Fund for Clean Air; Carl Moyer Program; Ferry Boat Discretionary; Department of Homeland Security Transit Security Grant Program; and Non-Motorized Transportation Pilot Program.

**Buses eligible for replacement in FY 2010-12 may be removed from Transit Capital Priorities funding consideration, for the useful life of the asset, in exchange for preventive maintenance funding.

Exhibit 3-2 (Page 1 of 2)

CURRENT BUS FLEET INVENTORY

The following is a list of GGBHTD's fixed-route, diesel-powered buses:

Mfr	Year of Mfr	Identification#	Length	Seating Capacity	Wheelchair Capacity	Vehicle Type	If Major Rehab Performed, #Years of Svc Life Added	Year will be Retired from Svc	#
TMC[1]	1991	**1TUMDT9A:** 6MR828106, MR828268, 1MR828269, 8MR828270, XMR828271, 1MR828272, 3MR828273, 5MR828274, 9MR828276, 2MR828281, 4MR828282, 2MR828314, 4MR828315, 6MR828316, 8MR828317, XMR828318, 1MR828319, 5MR828324, 9MR828326, 0MR828327, 2MR828328, 4MR828329, 0MR828330, 4MR828332, 8MR828334, XMR828335, 1MR828336, 5MR828338, 7MR828339, 3MR828340, 5MR828341, 7MR828342, 9MR828343, 0MR828344	40'	39	2	Suburban Transit Coach	5	2009	34
MCI	1996	1M8PA8VP049102, 1M8PDMA3VP049119 & **1M8PDMPA:** 0VP049143, 1VP049054, 2VP049113, 2VP049130, 3TP048744, 3VP049136, 4VP049095, 4VP049114, 5VP049090, 5VP049137, 5VP049154, 6VP049096, 6VP049101, 6VP049129, 6VP049132, 7VP049107, 7VP049124, 7VP049155, 8VP049083, 8VP049133, 9VP049089, 9VP049108, 9VP049125, 9VP049142, 9VP049147, XVP049084, XVP049120, XVP049148	45'	57	2	OTR Coach	NA	2013	30
MCI	1997	**1M8PDMPA:**1WP050299, XWP050298	45'	57	2	OTR Coach	NA	2013	2
Nova	1997	**4RKMDTGA:** 1VR832576, 3VR832577, 3VR832580, 5UR832581, 7VR832579, 7VR832582, 9VR832583, VR832578, XVR832477, XVR832575	40'	43	2	Suburban Transit Coach	NA	2010	10
MCI	1999	1M8DMPA8YPO52442, 1M8PDMA5YPO52446 & **1M8PDMPA:** 1YPO52444, 3YPO52445, 4YPO52440, 6YO52441, 6YPO52438, 7YPO52447, 7YPO52450, 8YPO52439, 9YPO52448, OYP052449, OYPO52435, XYPO52443	45'	57	2	OTR Coach	NA	2016	14

Exhibit 3-2 Current Bus Fleet Inventory (Page 2 of 2)

Mfr	Year of Mfr	Identification#	Length	Seating Capacity	Wheelchair Capacity	Vehicle Type	If Major Rehab Performed, #Years of Svc Life Added	Year will be Retired from Svc	#
Nova	2000	**4RKMNTG:** 0YR835082, A1YR835088, A1YR835091, A2YR835081	40’	39	2	Suburban Transit Coach	NA	20014	4
Nova[2]	2000	**4RKMNTG:** A2YR835083, A3YR835087, A3YR835089, A3YR835092, A4YR835084, A5YR835093, A6YR835085, A7YR835080, A8YR835086, AXYR835090	40’	39	2	Suburban Transit Coach	NA	2023	10
Nova	2001	**4RKHNTGA:** 11R835485, 31R835486, 51R835487, 71R835488	30’	27	2	Suburban Transit Coach	NA	20014	4
New Flyer	1990	**2FYD2NG:** 01LU013627, 01LU013630, 03LU013628, 04LU013637, 04LU013640, 08LU013625, 09LU013634, 01LU013644	60’	62	2	Articulated Transit Coach	NA	2008	8
Orion	2003	1VHAH3AZ036502222, 1VHGA3A2136502214, 1VHSH3A2636501995 & **1VHAH3A2:** 636502189, 036502138, 036502155, 036502169, 036502186, 036502205, 036502219, 136502133, 136502164, 136502178, 136502181, 136502195, 236502139, 236502156, 236502173, 236502187, 236502190, 236502206, 336502134, 336502151, 336502165, 336502179, 336502182, 336502196, 336502201, 336502215, 436502126, 436502157, 436502160, 436502174, 436502188, 436502191, 436502207, 436502210, 536502135, 536502152, 536502183, 536502197, 536502202, 636502127, 636502130, 636502158, 636502161, 636502175, 636502192, 636502211, 736502136, 736502153, 736502167, 736502170, 736502184, 736502203, 736502220, 836502128, 836502131, 836502159, 836502176, 836502193, 836502212, 936502137, 936502140, 936502154, 936502168, 936502171, 936502185, 936502204, 936502218, 936502221, A36502200, X36502129, X36502132, X36502163, X36502177, X36502180, X36502194, X36502213	40’	41	2	Suburban Transit Coach	NA	2015	80
MTC REGIONAL EXPRESS BUSES									
MCI	2003	**1M8PDM:** OA93P055682, PA03P055683, PA23P055684, PA43P055685, PA53P055680, PA73P055681	45’	57	2	OTR Coach	NA	2019	6
TOTAL									202

1 Ten buses to be used to establish an Emergency Contingency Fleet.
2 Buses to be rotated into Emergency Contingency Fleet.

Exhibit 3-3

BUS REPLACEMENT PROGRAM

Yr Vehicle will be Placed in Svc	#Replacement Vehicles	Anticipated Year of Manufacture	Length	Seating Capacity	Wheelchair Capacity	Vehicle Type	In Fixed Route Svc or Demand Responsive Svc?	Mode of Power	Estimated Cost (Based on 3.5% Annual Escalation Rate)	Funding Source & Amount (Based on 3.5% Annual Escalation Rate)
2008	10	2007	60’	62	2	Articulated Motorbus	In Fixed Route	Diesel	$6,572,010	Federal: $5,283,920 Local: $1,288,090
2009	-	-	-	-	-	-	-	-	-	-
2010	13	2009	45’	57	2	OTR Coach	In Fixed Route	Diesel	$6,486,584	Federal: $5,222,321 Local: $1,264,263
2011	11	2010	30’	27	2	Suburban Motorbus	In Fixed Route	Diesel	$4,267,120	Federal: $3,441,669 Local: $825,451
	34*	2010 / 2011	40’	39-43	2	Suburban Motorbus	In Fixed Route	Diesel	$18,173,238	Federal: $14,631,186 Local: $3,542,052
2012	17	2011	60’	62	2	Articulated Motorbus	In Fixed Route	Diesel	$12,387,067	Federal: $9,959,246 Local: $2,427,821
2013	30*	2012	40’	39-43	2	Suburban Motorbus	In Fixed Route	Diesel	17,177,310	Federal: $13,829,370 Local: $3,347,940
2014	32	2013	45’	57	2	OTR Coach	In Fixed Route	Diesel	$19,627,488	Federal: $15,802,016 Local: $3,825,504
2015	14	2013 / 2014	40’	39-43	2	Suburban Motorbus	In Fixed Route	Diesel	$8,587,026	Federal: $6,913,382 Local: $1,673,658
	4	2014 / 2015	30’	27	2	Suburban Motorbus	In Fixed Route	Diesel	$2,043,268	Federal: $1,648,008 Local: $395,260
2016	14	2016	45’	57	2	OTR Coach	In Fixed Route	Diesel	$9,520,588	Federal: $7,664,986 Local: $1,855,160
2017	-	-	-	-	-	-	-	-	-	-
2018	80	2016 / 2017	40’	39-43	2	Suburban Motorbus	In Fixed Route	Diesel	$54,403,360	Federal: $43,799,920 Local: $10,603,440

*These buses will likely be taken out of the capital program and removed from Transit Capital Priorities funding consideration, for the useful life of the asset, in exchange for preventive maintenance funding.

Exhibit 3-4

CURRENT VAN FLEET INVENTORY

The following is a list of GGBHTD's demand-responsive, gasoline-powered vehicles used in provision of Marin local and GGBHTD's intercounty ADA paratransit services:

Manufacturer	Year of Mfr	Identification#	Length	Seating Capacity	Wheelchair Capacity	Vehicle Type	If Major Rehab Performed, #Years of Svc Life Added	Year will be Retired from Svc	#
Active Fleet									
Ford	1994	1FDKE30G7RHA59100	22'	12	3	Cutaway Van	NA	2008	1
Ford	1994	1FDKE30G2RHA59098	22'	12	2	Cutaway Van	NA	2008	1
Ford	1994	1FTJ534G8RHB12700	19'	5	2	Modified Van	NA	2008	1
Ford	1994	1FDKE30G4RHA59099	22'	12	1	Cutaway Van	NA	2008	1
Ford	1997	**1FDKE305**: 5VHC10322, 57VHC10323, 59VHC10324, 0VHC10325, 2VHC10326, 4VHC10327	21'	7	3	Cutaway Van	NA	2008	6
Ford	1998	**1FDWE305:** 2WHB72325, 5WHB89720, 9WHB89722, 0WHB89723, 1WHC03807	21'	7	3	Cutaway Van	NA	2008	5
Chevrolet	2001	**1GBJG31G:** 011180500, 611182364, 111180540	22'	8	2	Cutaway Van	NA	2010	3
Chevrolet	2001	1GBJG31G711180378	22'	8	2	Cutaway Van	NA	2011	1
Chevrolet	2002	**1GBJG31G**: 021167845, O21164167, 721165686, 921165544, 421163992, 321163255, 421166021, 921165950	22'	8	2	Cutaway Van	NA	2009	8
Chevrolet	2002	**1GBJG31G**: 421164141, 321163935, 721164781, X21167352, X21167836	22'	8	2	Cutaway Van	NA	2010	5
Chevrolet	2002	**1GBJG31G**: 421163796, 321164700	22'	8	2	Cutaway Van	NA	2011	2
Chevrolet	2005	1FTSS34L6HA44979	19'	8	2	Modified Van	NA	2012	1
Ford	2005	**1FDXE45S:** 05HB19365, 05HA93799, 55HA93801, 95HA93798, 25HB19366, 45HB19367, 75HA93802, 35HA93800	23'	12	3	Cutaway Van	NA	2012	8
Ford	2005	1FTSS34L16HA44978	19'	8	2	Modified Van	NA	2012	1
Reserve Fleet									
Ford	1993	**1FDKE30G**: 7PHA65413, 9PHA65414, 2PHA65416, 8PHA65419	22'	8	2	Cutaway Van	NA	NA	4
Ford	1993	1FDKE30G6PHA65418	22'	12	1	Cutaway Van	NA	NA	1
Ford	1994	1FTJ534G9RHB12687	19'	5	2	Modified Van	NA	NA	1
TOTAL									50

Exhibit 3-5

VAN REPLACEMENT PROGRAM

Yr Vehicle will be Placed in Svc	#Replacement Vehicles	Anticipated Year of Manufacture	Length	Seating Capacity	Wheelchair Capacity	Vehicle Type	In Fixed Route Svc or Demand Responsive Svc?	Mode of Power	Estimated Cost (Based on 3.5% Annual Escalation Rate)	Funding Source & Amount (Based on 3.5% Annual Escalation Rate)
2007	-	-	-	-	-	-	-	-	-	-
2008	15	2007	19' -23'	8-12	2-3	Cutaway Van	Demand Responsive	Gasoline	$2,244,420	Federal: $1,862,865 Local: $381,555
2009	8	2008	19' -23'	8-12	2-3	Cutaway Van	Demand Responsive	Gasoline	$1,238,920	Federal: $1,028,304 Local: $210,624
2010	8	2009	19' -23'	8-12	2-3	Cutaway Van	Demand Responsive	Gasoline	$1,282,280	Federal: $1,064,288 Local: $217,992
2011	3	2010	19' -23'	8-12	2-3	Cutaway Van	Demand Responsive	Gasoline	$497,685	Federal: $413,079 Local: $84,609
2012	10	2011	19' -23'	8-12	2-3	Cutaway Van	Demand Responsive	Gasoline	$1,717,020	Federal: $1,425,120 Local: $291,900
2013	-	-	-	-	-	-	-	-	-	-
2014	15	2013	19' -23'	8-12	2-3	Cutaway Van	Demand Responsive	Gasoline	$2,758,965	Federal: $2,289,930 Local: $469,035
2015	8	2014	19' -23'	8-12	2-3	Cutaway Van	Demand Responsive	Gasoline	$1,522,952	Federal: $1,264,040 Local: $258,904
2016	8	2015	19' -23'	8-12	2-3	Cutaway Van	Demand Responsive	Gasoline	$1,576,256	Federal: $1,308,288 Local: $267,968
2017	3	2016	19' -23'	8-12	2-3	Cutaway Van	Demand Responsive	Gasoline	$611,784	Federal: $507,777 Local: $104,004

Exhibit 3-6

CURRENT FERRY FLEET INVENTORY

Manufacturer	Year of Mfr	Identification#	Length	Seating Capacity	Wheelchair Capacity	Vessel Type	In Fixed Route Svc or Demand Responsive Svc?	Mode of Power	If Major Rehab Performed, #Years of Svc Life Added	Year will be Retired from Svc	#
Campbell Industries	1975	NA	169’	379	6	Spaulding	In Fixed Route	Diesel	15	2022	1
Campbell Industries	1976	NA	169’	524	6	Spaulding	In Fixed Route	Diesel	NA	2009	1
Campbell Industries	1977	NA	169’	524	6	Spaulding	In Fixed Route	Diesel	NA	2011	1
Dakota Creek Industries	1998	NA	135’	330	4	Catamaran	In Fixed Route	Diesel	NA	2023	1
Nichols Brothers Boat Builders, Inc.	2001	NA	143'	438	4	Catamaran	In Fixed Route	Diesel	NA	2026	1
TOTAL											5

Exhibit 3-7

FERRY REPLACEMENT PROGRAM

Yr Vehicle will be Placed in Svc	Anticipated Year of Manufacture	Length	Seating Capacity	Wheelchair Capacity	Vessel Type	In Fixed Route Svc or Demand Responsive Svc?	Mode of Power	Estimated Cost	Funding Source & Amount	#
2007	-	-	-	-	-	-	-	-	-	-
2008	-	-	-	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	-	-	-	-
2010	2009	150’	499	4	Catamaran	In Fixed Route	Diesel	$12,000,000	Federal: $9,600,000 Local: $2,400,000	1
2011	-	-	-	-	-	-	-	-	-	-
2012	2011	150’	499	4	Catamaran	In Fixed Route	Diesel	$14,000,000	Federal: $11,200,000 Local: $2,800,000	1
2013	-	-	-	-	-	-	-	-	-	-
2014	-	-	-	-	-	-	-	-	-	-
2015	-	-	-	-	-	-	-	-	-	-
2016	-	-	-	-	-	-	-	-	-	-
2017	-	-	-	-	-	-	-	-	-	-

Exhibit 3-8 (Page 1 of 2)

CURRENT NON-REVENUE VEHICLE FLEET INVENTORY

Manufacturer	Year of Manufacture	Years will Remain in Service	Year will be Retired from Svc	Vehicle Type	Mode of Power	Major Rehab Performed	Major Rehab Planned	#
Ford	*1985*	TBD	TBD	Road Service Truck	Gasoline	NA	NA	1
Chevrolet	*1987*	TBD	TBD	*Pickup Truck*	Gasoline	NA	NA	1
Chevrolet	*1989*	TBD	TBD	*Truck*	Gasoline	NA	NA	1
Ford	*1990*	TBD	TBD	*Van*	Gasoline	NA	NA	2
Ford	*1990*	TBD	TBD	*Pickup Truck*	Gasoline	NA	NA	1
Ford	*1991*	TBD	TBD	*Van*	Gasoline	NA	NA	2
GMC	*1991*	TBD	TBD	*Pickup Truck*	Gasoline	NA	NA	3
GMC	*1992*	TBD	TBD	*Pickup Truck*	Gasoline	NA	NA	1
GMC	*1992*	TBD	TBD	*Utility Truck*	Gasoline	NA	NA	1
Dodge	*1993*	TBD	TBD	*Van*	Gasoline	NA	NA	1
GMC	*1993*	TBD	TBD	*Cab & Chassis*	Gasoline	NA	NA	1
Ford	*1994*	TBD	TBD	*Station Wagon*	Gasoline	NA	NA	3
Oldsmobile	*1996*	TBD	TBD	*Station Wagon*	Gasoline	NA	NA	4
Ford	*1997*	TBD	TBD	*Pickup Truck*	Gasoline	NA	NA	1
Ford	*1997*	TBD	TBD	*Station Wagon*	Gasoline	NA	NA	2
Ford	*1998*	TBD	TBD	*Station Wagon*	Gasoline	NA	NA	2
Ford	*1999*	*TBD*	TBD	*Station Wagon*	Gasoline	NA	NA	3
Ford	*2000*	TBD	TBD	*Station Wagon*	Gasoline	NA	NA	2
Honda	*2000*	TBD	TBD	Car	CNG	NA	NA	1
Isuzu	*2000*	TBD	TBD	*Van*	Gasoline	NA	NA	1
Dodge	*2001*	10	2010	*Pickup Truck*	Gasoline	NA	NA	1
Ford	*2001*	7	2008	Car	Gasoline	NA	NA	3
Dodge	*2002*	7	2019	*Pickup Truck*	Gasoline	NA	NA	1
Ford	*2002*	7	2009	Car	Gasoline	NA	NA	5
Ford	*2003*	7	2010	*Van*	Gasoline	NA	NA	1
Ford	*2003*	7	2010	*Pickup Truck*	Gasoline	NA	NA	1
Ford	*2003*	7	2010	Car	Gasoline	NA	NA	5
Dodge	*2004*	7	2011	Car	Gasoline	NA	NA	4
Ford	*2004*	7	2011	*Pickup Truck*	Gasoline	NA	NA	1
Isuzu	*2005*	7	2012	*Van*	Gasoline	NA	NA	1
Ford	*2006*	7	2013	*Van*	Gasoline	NA	NA	1
Pontiac	*2006*	7	2013	Car	Gasoline	NA	NA	5
Ford	*2007*	7	2014	SUV	Gasoline-Electric	NA	NA	1
TOTAL								64

Exhibit 3-8 (Page 2 of 2)

NON-REVENUE VEHICLE REPLACEMENT

Yr Vehicle will be Placed in Svc	Anticipated Year of Manufacture	Vehicle Type	Mode of Power	Estimated Cost	Funding Source & Amount	#
2007	-	-	-	-	-	-
2008	2008	Car	Gasoline	TBD	Local: Amount TBD	1
2009	2009	Car	Gasoline	TBD	Local: Amount TBD	1
2010	2010	Pickup Truck	Gasoline	TBD	Local: Amount TBD	1
2010	2010	Van	Gasoline	TBD	Local: Amount TBD	1
2010	2010	Pickup Truck	Gasoline	TBD	Local: Amount TBD	1
2010	2010	Car	Gasoline	TBD	Local: Amount TBD	1
2011	2011	Car	Gasoline	TBD	Local: Amount TBD	1
2011	2011	Pickup Truck	Gasoline	TBD	Local: Amount TBD	1
2012	2012	Van	Gasoline	TBD	Local: Amount TBD	1
2013	2013	Van	Gasoline	TBD	Local: Amount TBD	1
2013	2013	Car	Gasoline	TBD	Local: Amount TBD	1
2014	2014	SUV	Gasoline-Electric	TBD	Local: Amount TBD	1
2015	2015	Car	Gasoline	TBD	Local: Amount TBD	1
2016	2016	Car	Gasoline	TBD	Local: Amount TBD	1
2017	2017	Car	Gasoline	TBD	Local: Amount TBD	1