

RESOLUTION NO. 1988 -162

A RESOLUTION ADOPTING A
VEHICLE REPLACEMENT POLICY FOR THE
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

WHEREAS, to provide clear guidance as to the replacement of the revenue and non-revenue vehicles owned by the Authority;

NOW THEREFORE, BE IT RESOLVED, by the Board of Trustees of the Greater Cleveland Regional Transit Authority;

Section 1. That the Authority hereby adopts the Vehicle Replacement Policy, which is attached hereto and incorporated by reference as if fully rewritten herein.

Section 2. That this resolution take effect immediately upon its adoption by the Board of Trustees.

Adopted: August 16, 1988


President

Attest: Robert J. Landgraf
Assistant Secretary-Treasurer

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

VEHICLE REPLACEMENT POLICY

1.0 PURPOSE/CONTENT

- 1.1 The Vehicle Replacement Policy described herein is designed to guide decisions on replacement of revenue (bus, paratransit and rail) and non-revenue (zone, police cars, trucks, etc.) vehicles owned by the Greater Cleveland Regional Transit Authority.
- 1.2 The Vehicle Replacement Policy established herein covers the following areas:
 - a. Replacement Cycles
 - b. Replacement Decision
 - c. Replacement Programming

2.0 LEGAL AUTHORITY

- 2.1 ORC Chapter 306 Regional Transit Authority as follows:
 - 306.31 Creation of Authority
 - 306.34 Board of Trustees to Manage and Conduct Affairs
 - 306.35 Powers and Duties
 - 306.43 Contracts Bidding Procedure
- 2.2 Circular UMTA C9030.1A Section 9 Formula Grant Application Instructions as follows:
 - IV-3a 1 Bus Requirements
 - IV-3a 2 Rail Requirements

3.0 REPLACEMENT CYCLES

- 3.1 Purpose - The Minimum Normal Service Life standards are established to ensure that publicly funded vehicles are maintained and remain in mass transit use for their normal service life.
- 3.2 The replacement cycle based on the minimum normal service life is as follows:
 - a. Standard (40') transit buses
 - at least twelve years service or an accumulation of at least 500,000 miles whichever is attained first.
 - b. Medium (30') transit buses
 - at least ten years service or an accumulation of at least 350,000 miles whichever is attained first.
 - c. Small (under 30') transit buses
 - at least seven years service or an accumulation of at least 200,000 miles whichever is attained first.

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- d. Rail vehicles
 - at least 25 years service regardless of accumulated mileage.
 - e. Other vehicles (non-revenue trucks, automobiles etc.)
 - at least four years service or an accumulation of at least 100,000 miles whichever is attained first.
- 3.3 The Board of Trustees will be promptly notified of any vehicle withdrawn from service prior to meeting the criteria contained in 3.2. This will not include vehicles out of service scheduled for repair unless the reason for repair affects more than 10% of a given fleet.

4.0 REPLACEMENT DECISION

- 4.1 The actual service life of a vehicle can either be the same as or longer than the replacement cycle cited in 3.2 due to the actual purpose, use and specialized nature, if any, of the vehicle.
- 4.2 The actual replacement of any given vehicle is predicated on:
- a. actual condition
 - b. use
 - c. maintenance history
 - d. anticipated maintenance needs
 - e. availability of funding for replacement
- 4.3 A vehicle that has met the replacement threshold on either age or mileage but can continue to be cost-effectively maintained will be retained providing a suitable use and need for that vehicle continues to exist.
- 4.4 Where insufficient funds are available for replacement the vehicle may have to be retained.
- 4.5 The vehicle being replaced is not necessarily retired immediately upon receipt of the replacement vehicle. The new vehicles should be assimilated into the fleet and be operating satisfactorily before the older vehicles are removed from service and sold.
- 4.6 The concurrence of the Board of Trustees will be sought for the award of sale of retired vehicles.

5.0 REPLACEMENT PROGRAMMING

- 5.1 On an annual basis, the five-year Transportation Improvement Program will be reviewed and updated. This review with respect to vehicles will constitute an identification of additional vehicles which are needed, a deletion of vehicles which are no longer needed and a reconsideration of the timing and priority of all vehicles to be included in the Transportation Improvement Program. Particular emphasis will be placed on the Annual Element which is the first year of the Transportation Improvement Program.

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- 5.2 The approval of the Board of Trustees will be sought on an annual basis for the Transportation Improvement Program.
- 5.3 The current Annual Element of the Transportation Improvement Program is utilized as the initial guidance for any current grant application. The vehicle replacement needs are reviewed again as part of the grant preparation process.
- 5.4 The approval of the Board of Trustees will be sought for all grant applications.

08/12/88