

ELEVENTH LEGISLATURE
OF THE
CHEYENNE AND ARAPAHO TRIBES
REGULAR SESSION
SEPTEMBER 12, 2026
LCR, CONCHO, OK

RESOLUTION: A Resolution to approve the Cheyenne and Arapaho Tribes' Transit Asset Management (TAM) Plan, Updates 1 and 2, as per TAM Rule, 49 CFR Part 625, and Authorize the Submission to Federal Transit Administration (FTA).

RESOLUTION NO: 11L-RS-2026-09-003

DATE INTRODUCED: August 3, 2026

SPONSOR:

CO-SPONSOR:

SUBJECT: A Resolution to approve the Cheyenne and Arapaho Tribes' Transit Asset Management (TAM) Plan, Updates 1 and 2, as per TAM Rule, 49 CFR Part 625, and Authorize the Submission to Federal Transit Administration (FTA).

WHEREAS: The Cheyenne and Arapaho Tribes are duly recognized by the United States Secretary of the Interior as a self-governing, Sovereign Nation, that is a federally recognized Indian Tribe with all rights, privileges, and powers attended thereto as a sovereign government under a constitution approved by the Secretary of Interior; and

WHEREAS: Article VI, Section 5(a) of the Constitution provides that the Legislative power shall be vested in the Legislature, which includes the powers to make laws and resolutions in accordance with the Constitution which are necessary and proper for the good of the Tribes; and

WHEREAS: The Cheyenne an Arapaho Tribes Department of Transportation does administer the Tribal Transit Program as per P.L. 114-95 to provide Public Transportation in Indian Reservations Program under Section 5311 (j); and

WHEREAS: The Cheyenne an Arapaho Tribes, as a recipient of Section 5311 (j) to provide Tribal Transit Program services and remain compliant with 49 CFR Part 625, TAM Rule, hereby certifies that the updated Transit Asset Management (TAM) Plan shall serve as a strategic and systematic process for operating, maintaining, and improving Transit capital assets effectively through their useful life; and

WHEREAS: The Cheyenne and Arapaho Tribes certifies that the updated Transit Asset Management (TAM) Plan for the Tribal Transit Program does include the inventory of transit capital assets, including equipment, rolling stock, infrastructures, and

facilities, the condition assessments of the inventoried assets, and a prioritized list of investments to improve the state of good repair of the Cheyenne and Arapaho Tribes' transit capital assets; and

WHEREAS: The Cheyenne and Arapaho Tribes further certifies that the updated Transit Asset Management (TAM) Plan for the Tribal Transit Program does establish performance targets based on state of good repair measures; and

NOW THEREFORE BE IT RESOLVED that the Eleventh Legislature of the Cheyenne and Arapaho Tribe, pursuant to its Constitutional authority, hereby approves the adoption of the Cheyenne and Arapaho Tribes' Transit Asset Management (TAM) Plan for the Tribal Transit Program as per 49 CFR Part 625; and

NOW THEREFORE BE IT FINALLY RESOLVED that the Cheyenne and Arapaho Tribes Eleventh Legislature further authorizes the Governor of the Cheyenne and Arapaho Tribes to sign all related documents for the submission of the Cheyenne and Arapaho Tribes updated Transit Asset Management (TAM) Plan pursuant to the TAM Rule, 49 CFR Part 625 to the Federal Transit Administration (FTA).

Kendricks Sleeper
Speaker of the Eleventh Legislature
Cheyenne and Arapaho Tribes



ATTEST:

I, Jodi White Buffalo, Legislative Clerk, hereby certify that the foregoing is a True and Accurate Copy of the Original Bill No. 11L-RS-2026-09-003 which was acted upon by the Legislature of the Cheyenne and Arapaho Tribes in the Ninth Regular Session, by a roll call vote on the 12th day of September 2026, by a vote.

VOTE RECORD:

DISTRICT	LEGISLATOR	YES	NO	ABSTAIN	ABSENT
A1	Pamela Sutton				
A2	Kendricks Sleeper				
A3	Travis Ruiz				
A4	Rector Candy				
C1	Bruce Whiteman, Jr.				
C2	Milan Roman Nose, Jr.				
C3	Thomas Trout				
C4	Mariah Youngbull				
TOTAL					
Passes () Fails () Tabled () Allowed to Die () No Action ()					

Pursuant to Article VI, Section 5, subsection (a) of the Tribes Constitution reads in part: “Tie votes in the Legislature shall be decided by the Governor.”

		YES	NO	ABSENT
Governor	Reggie Wassana			

Jodi White Buffalo, Legislative Clerk
Eleventh Legislature, Cheyenne and Arapaho Tribes

ATTEST:

Pursuant to Article VI, Section 7, subsection (a)(iv) of the Tribes Constitution reads in part: “All Bills passed by the Legislature shall be presented to the Governor for signature or veto. All laws shall take effect thirty days after signature by the Governor or veto override by the Legislature unless any Member of the Tribes submits to the Coordinator of the Office of Tribal Council a petition signed by at least one hundred fifty Members of the Tribal Council seeking to repeal the law or resolution at the next Tribal Council meeting. If the Tribal Council fails to repeal such law or resolution at the next Tribal Council where the matter has been properly placed on the agenda for the Tribal Council meeting, such law or resolution shall become effective immediately.”

Pursuant to Article VII, Section 4, subsection (g) of the Tribes Constitution reads: “The Governor shall have the power to sign any enactment passed by the Legislature into law or to veto any enactment passed by the Legislature within ten days of passage with a written explanation of any objections; and if the Governor takes no action within ten days, then the enactment shall become law in accordance with this Constitution.”

{ } APPROVED

{ } VETOED: Attachment ____; Governor’s written explanation of any objections.

On the _____ day of _____, 2026.

Reggie Wassana, Governor
Cheyenne and Arapaho Tribes



TRANSMITTAL OF DOCUMENTS:

From the Legislative Branch to the Office of Records Management

ATTEST:

Pursuant to Article VI, Section 7, subsection (a)(v), of the Tribes Constitution reads, “The Office of Records Management shall compile all Laws and Resolutions into a comprehensive Code in an orderly manner that shall be published annually.”

Office of Records Management Staff, hereby certify that the foregoing is a True and Accurate Original Resolution No. 11L-RS-2026-09-003.

Space below is reserved for Stamp:

Received (Date) Office of Record Management

Signature: _____

Print Name: _____

Title: _____

Date: _____

Office of Records Management
Department of Administration, Executive Branch
Cheyenne and Arapaho Tribes



Cheyenne and Arapaho Tribes of Oklahoma Transit Asset Management Plan

Wilma Tapaha, Accountable Executive

Last modified by Wilma Tapaha on 07 Aug 26 at 16:59

Introduction

2nd TAM Plan Update for Tier II Cheyenne and Arapaho Tribal Transit Program (CATT), located in Weatherford, OK, which is a small rural transit agency that currently provides (3) fixed routes and demand response services. In 2025, the program provided (1,531) rides across (3) fixed routes and provided (2,068) rides with the demand response services in Canadian, Blaine, Kingfisher, Dewey, Roger Mills, Custer, Beckham, Ellis and Washita counties. CATT's service area covers approximately (8,996) miles in Oklahoma.

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2027 Target	2028 Target	2029 Target
REVENUE VEHICLES				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A		
	AO - Automobile	100%		
	BR - Over-the-road Bus	N/A		
	BU - Bus	N/A		
	CU - Cutaway Bus	N/A		
	DB - Double Decked Bus	N/A		
	FB - Ferryboat	N/A		
	MB - Mini-bus	N/A		
	MV - Mini-van	100%		
	RT - Rubber-tire Vintage Trolley	N/A		
	SB - School Bus	N/A		
	SV - Sport Utility Vehicle	50%	75%	100%
	TB - Trolleybus	N/A		
	VN - Van	50%	75%	100%
	Custom 1	N/A		
	Custom 2	N/A		
	Custom 3	N/A		
EQUIPMENT				
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	0%		
	Steel Wheel Vehicles	N/A		
	Trucks and other Rubber Tire Vehicles	N/A		
	Custom 1	N/A		
	Custom 2	N/A		
	Custom 3	N/A		
FACILITIES				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	25%		
	Maintenance	0%		
	Parking Structures	25%		
	Passenger Facilities	0%		
	Passenger Facilities	0%		
	Passenger Facilities	0%		
	Passenger Facilities	0%		

Target Setting Methodology

Our targets were set by using our current bus replacement schedule and determining the amount of vehicles we would need to replace on a yearly basis to continue to provide the same level of service to our (9) county service area, while operating within FTA guidelines. Facility targets were established based on an assessment of the facility's current condition using the FTA TERM scale. The facility is maintained in good condition and is rated above 3.0. Therefore, the agency's target is to maintain 0% of facilities below the 3.0 TERM threshold through ongoing inspections, preventive maintenance, and repair activities.

TAM Vision

A living asset database that assists in the overall re-investment in our agency. Our vision is to achieve and sustain a state of good repair for all transit assets through proactive planning, preventive maintenance, and responsible investment strategies. By effectively managing transit vehicles, facilities, and equipment, the Cheyenne and Arapaho Tribes Transit Program will provide safe, reliable, and accessible transportation services that enhance mobility and support the well-being of the communities we serve.

TAM and SGR Policy

The Cheyenne and Arapaho Tribes Transit Program is committed to maintaining all transit assets in a State of Good Repair (SGR) through the implementation of a comprehensive Transit Asset Management (TAM) program. The agency recognizes that effective asset management is essential to providing safe, reliable, accessible, and cost-effective transportation services to the communities we serve. The agency shall maintain an inventory of transit assets, assess asset condition, establish performance targets, and prioritize maintenance, rehabilitation, and replacement activities based on asset condition, safety considerations, operational needs, and available funding. Transit vehicles, equipment, and facilities will be monitored and maintained in accordance with manufacturer recommendations, preventive maintenance schedules, and applicable federal, tribal, state, and local requirements. Agency leadership supports the TAM program by providing direction, oversight, and resources necessary to achieve and sustain a State of Good Repair. Employees are expected to actively support asset management efforts by conducting inspections, documenting asset conditions, reporting deficiencies, and performing maintenance activities in a timely manner. Through proactive planning and responsible stewardship of public resources, the Cheyenne and Arapaho Tribes Transit Program will work to maximize asset life, improve system reliability, enhance safety, minimize service disruptions, and ensure compliance with Federal Transit Administration (FTA) Transit Asset Management requirements.

TAM Goals and/or Objectives

Goals	Objectives
Proactive Budget Planning	Agency departments working together for annual capital project planning. Maintain a five-year capital replacement schedule for vehicles, equipment, and facilities. Increase Budget forecasting out to five years to optimize capital investment and maintenance decisions. Review asset replacement needs annually and prioritize projects based on condition assessments.
Improve transparency and accountability	Maintain SGR levels to improve system performance (reduce possible missed runs due to breakdowns). Maintain an up-to-date asset inventory and condition assessment database. Review TAM performance targets annually and document progress toward goals. Maintain an up-to-date asset inventory and condition assessment database. Reduce maintenance costs Present asset condition and replacement needs to management during annual budget planning. Track and document maintenance activities and asset performance throughout the year.
Increase ridership numbers for all services for the next year.	Responding to customer needs by driver, then as needed by staff. Develop and implement a marketing and outreach plan to increase public awareness of services. More advertising for all services using various publications. Distribute service information through social media, tribal publications, community events, and local partners.

Increase route services to include more towns and cities within the service area, along with establishing the new 5th route.	Increase driver count. Recruit and retain qualified drivers to support service expansion.
	Get passenger input for adding towns and cities. Develop and implement a phased plan for the new route by the end of FY 2027.
Increase customer service.	More employee trainings throughout employment. Provide customer service and sensitivity training to all transit employees annually
	Verify needs of our customers. Review customer feedback quarterly and implement corrective actions when needed.

About the TAM Plan

CATT's TAM Plan combines Safety, Performance, SGR and Risk Factors to evaluate vehicles and replacement projections. Through this document the TAMP covers a moving five year horizon being evaluated and updated annually. The Cheyenne and Arapaho Tribes Transit Asset Management (TAM) Plan provides a framework for managing transit assets in a safe, reliable, and cost-effective manner while maintaining a State of Good Repair (SGR) and complying with Federal Transit Administration (FTA) requirements.

This plan includes an inventory of transit assets, condition assessments, performance measures and targets, and investment prioritization strategies for vehicles, equipment, and facilities. The plan covers Fiscal Years 2026–2030 and supports informed decisions regarding maintenance, rehabilitation, and replacement needs. The TAM Plan will be reviewed annually and updated as needed to reflect changes in asset condition, funding, service needs, and agency priorities. A comprehensive update will be completed at least every four years to ensure continued compliance with FTA requirements and support ongoing improvement of the transit system.

Roles and Responsibilities

Department/Individual	Role (Title and/or Description)	Subrecipient
Angela Plumley	Executive Director of Transportation	
Wilma Tapaha	Transit Director/Accountable Executive	

Capital Asset Inventory

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

Asset Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	9	8.7	140,084	\$59,555.56
AB - Articulated Bus	0	-	-	-
AO - Automobile	2	10.0	101,466	\$30,000.00
BR - Over-the-road Bus	0	-	-	-
BU - Bus	0	-	-	-
CU - Cutaway Bus	0	-	-	-
DB - Double Decked Bus	0	-	-	-
FB - Ferryboat	0	-	-	-
MB - Mini-bus	0	-	-	-
MV - Mini-van	2	15.0	169,949	\$65,000.00
RT - Rubber-tire Vintage Trolley	0	-	-	-
SB - School Bus	0	-	-	-
SV - Sport Utility Vehicle	1	8.0	69,338	\$48,000.00
TB - Trolleybus	0	-	-	-
VN - Van	4	5.0	162,148	\$74,500.00
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Facilities	7	5.0	N/A	\$862,500.00
Administration	2	17.0	N/A	\$338,720.00
Maintenance	1	5.0	N/A	\$1,251,000.00
Parking Structures	2	13.0	N/A	\$22,000.00

Condition Assessment

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

Asset Condition Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	9	8.8	145,478	N/A	\$64,750.00	44%
AB - Articulated Bus	0	-	-	N/A	-	-
AO - Automobile	2	10.0	108,658	N/A	\$60,000.00	50%
BR - Over-the-road Bus	0	-	-	N/A	-	-
BU - Bus	0	-	-	N/A	-	-
CU - Cutaway Bus	0	-	-	N/A	-	-
DB - Double Decked Bus	0	-	-	N/A	-	-
FB - Ferryboat	0	-	-	N/A	-	-
MB - Mini-bus	0	-	-	N/A	-	-
MV - Mini-van	2	15.0	169,949	N/A	\$65,000.00	100%
RT - Rubber-tire Vintage Trolley	0	-	-	N/A	-	-
SB - School Bus	0	-	-	N/A	-	-
SV - Sport Utility Vehicle	1	10.0	66,672	N/A	\$30,000.00	100%
TB - Trolleybus	0	-	-	N/A	-	-
VN - Van	4	5.0	162,148	N/A	\$74,500.00	0%
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Equipment	16	1.9	0	N/A	\$1,335.00	0%
Non Revenue/Service Automobile	0	-	-	N/A	-	-
Steel Wheel Vehicles	0	-	-	N/A	-	-
Trucks and other Rubber Tire Vehicles	0	-	-	N/A	-	-
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Facilities	7	24.7	N/A	4.6	\$492,857.14	N/A
Administration	2	17.0	N/A	3.0	\$338,720.00	N/A
Maintenance	1	5.0	N/A	5.0	\$1,251,000.00	N/A
Parking Structures	2	12.0	N/A	4.5	\$22,000.00	N/A
Passenger Facilities	2	28.0	N/A	4.5	\$23,000.00	N/A

Decision Support

Investment Prioritization

Investment Prioritization

The Cheyenne and Arapaho Tribes Transit Program prioritizes investments based on asset condition, safety, useful life benchmark (ULB), maintenance history, operational needs, and available funding. Asset conditions are reviewed annually through inspections and maintenance records. Assets that have exceeded their ULB, require frequent repairs, or affect safe and reliable service receive the highest priority for replacement or rehabilitation.

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Asset Inventory	Maintain an up-to-date inventory of all transit vehicles, service vehicles, equipment, and facilities to monitor asset age, condition, mileage, and replacement needs.
Preventative Maintenance Program	Perform scheduled inspections and maintenance according to manufacturer recommendations to extend asset life and identify needed repair before failure occurs.
Condition Assessments	Conduct annual condition assessments of vehicles, equipment, and facilities using mileage, maintenance history, inspections, and the FTA TERM scale for facilities.
Useful Life Benchmark (ULB)	Monitor asset age and mileage against FTA's ULB to identify assets approaching or exceeding their expected service life.
Maintenance Records	Review repair history, maintenance costs, and recurring mechanical issues to determine whether continued maintenance or replacement is the most cost-effective option.
Performance Targets	Review TAM performance measures and targets annually to evaluate progress toward maintaining assets in a State of Good Repair and identify investment priorities.

Risk Management

Risk	Mitigation Strategy
Aging revenue vehicles	Perform preventative maintenance, monitor mileage and condition, and prioritize replacement of vehicles that exceed their ULB.
Vehicle breakdowns and service interruptions	Conduct routine inspections and scheduled maintenance to reduce unexpected failures and maintain reliable service.
Equipment failure	Inspect and test equipment regularly, replace defective equipment and update technology as needed.
Planned improvements	The agency will continue to improve its asset management plan by conducting annual asset condition assessments, maintaining accurate maintenance records, reviewing performance targets each year, and updating the capital replacement plan as funding and operational needs change.

Maintenance Strategy

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
Revenue Vehicles	All Revenue Vehicles	Monthly preventive maintenance inspections per OEM maintenance requirements	Monthly and as needed.	40	\$10,000
Equipment	Non Revenue/Service Automobile	Monthly preventive maintenance inspections per OEM requirements	Monthly and as needed.	20	\$3,000

Unplanned Maintenance Approach

The agency will continue to review and improve its preventive maintenance program by monitoring asset performance, updating maintenance schedules as needed, maintaining accurate maintenance records, and replacing assets that have reached the end of their useful life when funding is available. The agency addresses unplanned maintenance through a structured corrective maintenance process to ensure vehicles are returned to safe and reliable service as quickly as possible. Unplanned maintenance is identified through driver defect reports, routine inspections, onboard diagnostic alerts, and mechanical breakdowns during service.

When an issue is reported, a work order is created and the vehicle is assessed immediately by a vendor. If the issue is safety-related, the vehicle is removed from service until repairs are completed. Personnel prioritize repairs based on safety-critical needs, service impact, and operational requirements. Repairs are performed by approved vendors using OEM or equivalent parts. After repairs are completed, vehicles undergo inspection and road testing as needed before being returned to service. To maintain service continuity, the agency may reassign available fleet vehicles or use backup resources when necessary. All unplanned maintenance activity is documented in the maintenance system and used to identify recurring issues, improve reliability, and support future replacement planning within the TAM program.

Overhaul Strategy

Asset Category	Asset Class	Overhaul Strategy
Revenue Vehicles	All Revenue Vehicles	We do not conduct mid-life overhauls on our fleet. We feel we maintain all of the vehicles properly by utilizing local vendors and with our preventive maintenance program correcting any issues that may arise during the inspection instead of waiting until the mid-life overhaul.
Equipment	Non Revenue/Service Automobile	We do not conduct mid-life overhauls on our fleet. We feel we maintain all of the vehicles properly by utilizing local vendors and with our preventive maintenance program correcting any issues that may arise during the inspection instead of waiting until the mid-life overhaul.
Facilities	Administration	New facility has been completed and monthly inspections will be done to determine any planned changes or improvements. The agency has plans to rehabilitate and adapt reuse of an existing older facility to develop a combined maintenance shop and administrative office space to support transit operations in the near term.

Disposal Strategy

Asset Category	Asset Class	Disposal Strategy
RevenueVehicles	All Revenue Vehicles	The agency disposes of revenue vehicles when they reach or exceed their FTA Useful Life Benchmark (ULB), become unsafe or unreliable, or when maintenance and repair costs exceed reasonable replacement thresholds. Disposal decisions are made in coordination with management and are based on vehicle condition assessments, maintenance history, and replacement funding approvals. Prior to disposal, vehicles are reviewed and approved through the agency's internal authorization process. Once approved, all agency decals, identification numbers, and transit equipment are removed. Vehicles are then physically removed from service and transferred for disposition through auction, trade-in, salvage, or surplus sale in accordance with applicable federal, state, and tribal requirements. Final disposition is documented and recorded in the asset management system to ensure compliance with FTA reporting requirements.
Equipment	Equipment	Equipment is disposed of when it is no longer functional, cost-effective to repair, or has reached the end of its useful life. Disposal decisions are based on condition assessments, repair costs, and operational impact. Approved equipment is removed from service and decommissioned by agency staff. Depending on condition and value, equipment may be sold as surplus, recycled, scrapped, or transferred to another department or eligible entity. All disposals are documented, and equipment records are updated to reflect removal from the active inventory.
Facilities	Administration	Facility disposal occurs when a facility is no longer needed, cannot be economically rehabilitated, or is being replaced through capital improvement projects. Facility disposal is typically a long-term process requiring formal approval from governing authorities and compliance with applicable federal, state, and tribal regulations. Before disposal, facilities undergo final safety and environmental review. Once approved, the agency coordinates property transfer, demolition, sale, or repurposing. All disposal actions are documented, and the asset is removed from the capital inventory system. The agency ensures proper recordkeeping and compliance with all funding and regulatory requirements throughout the disposal process.

Acquisition and Renewal Strategy

Asset Category	Asset Class	Acquisition and Renewal Strategy
RevenueVehicles	All Revenue Vehicles	The agency determines when to initiate acquisition activities for revenue vehicles based on FTA Useful Life Benchmark (ULB), asset condition, mileage, age, and lifecycle maintenance and repair costs. Vehicles such as sedans, SUVs, mini-vans, and Transit 350 vans are monitored throughout their service life using inspection results, repair history, and operational reliability data. Acquisition is initiated when vehicles approach or exceed ULB standards or when continued maintenance becomes less cost-effective than replacement. The long-term replacement strategy is lifecycle-based, with planned replacement occurring near ULB thresholds to ensure safe and reliable service delivery. Mid-life evaluations are conducted to determine whether major repairs or overhauls can extend service life in a cost-effective manner. Vehicles with higher utilization, such as passenger service vans, are prioritized for replacement due to their direct impact on service continuity and safety.

Investment Prioritization

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

Capital Investment Activity Schedules

Document Name	File Extension
Preventative Maintenance Schedules	Word
CATT Property and Supply Manual	PDF

Appendices

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

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	VN - Van	19.4' Passenger Van Gas	Ford	Transit 350	1	1FBAX2CM1KKA37550	CAIT (TR8471)	2019	210,584	\$64,000.00
RevenueVehicles	VN - Van	21.4 Passenger Van Gas W/C lift	Ford	Transit 350	1	1FDVUAX84PKA89479	CAIT (TR8606)	2023	93,037	\$85,000.00
RevenueVehicles	VN - Van	21.4 Passenger Van Gas W/C lift	Ford	Transit 350	1	1FDVUAX87PKA89735	CAIT (TR8619)	2023	97,080	\$85,000.00
RevenueVehicles	MV - Mini-van	17' Mini-van GAS	Dodge	Caravan	1	1C7WWDG8G9JR362937	CAIT (TR8461)	2011	190,131	\$65,000.00
RevenueVehicles	MV - Mini-van	17' Mini-van GAS	Dodge	Caravan	1	1C7WWDG8F9JR363022	CAIT (TR8462)	2011	149,766	\$65,000.00
RevenueVehicles	AO - Automobile	16.75' GAS car	Chevrolet	Impala	1	1G1WASE36G1141766	CAIT (TR8292)	2016	108,658	\$30,000.00
RevenueVehicles	AO - Automobile	16.75' GAS car	Chevrolet	Impala	1	1G1WASE32G1145443	CAIT (TR8309)	2016	94,274	\$30,000.00
RevenueVehicles	SV - Sport Utility Vehicle	16.53' GAS Mid-size SUV	Ford	Explorer	1	1TR8431	CAIT (TR8431)	2018	69,338	\$48,000.00
Equipment	Equipment	Verizon GPS	Verizon	VDD	1	1358503105155916	CAIT (TR8292)	2023		\$900.00
Equipment	Equipment	Verizon GPS	Verizon	VDD	1	1358503105070107	CAIT (TR8309)	2023		\$900.00
Equipment	Equipment	Verizon GPS	Verizon	VDD	1	1358503105089701	CAIT (TR8461)	2023		\$900.00
Equipment	Equipment	Verizon GPS	Verizon	VDD	1	1358503104978847	CAIT (TR8462)	2023		\$900.00
Equipment	Equipment	Verizon GPS	Verizon	VDD	1	1358503105156039	CAIT (TR8470)	2023		\$900.00
Equipment	Equipment	Verizon GPS	Verizon	VDD	1	1358503105060694	CAIT (TR8471)	2023		\$900.00
Equipment	Equipment	Verizon GPS	Verizon	VDD	1	1358503105152681	CAIT (TR8606)	2024		\$900.00
Equipment	Equipment	Verizon GPS	Verizon	VDD	1	1358503105229711	CAIT (TR8619)	2024		\$900.00
Equipment	Equipment	Verizon GPS	Verizon	VDD	1	1358503105030044	CAIT (TR8431)	2023		\$900.00
Equipment	Equipment	Verizon AI Dashcam	Verizon	AI	1	1HQVD42502479	CAIT (TR8292)	2025		\$1,770.00
Equipment	Equipment	Verizon AI Dashcam	Verizon	AI	1	1HQVD42502473	CAIT (TR8309)	2025		\$1,770.00
Equipment	Equipment	Verizon AI Dashcam	Verizon	AI	1	1HQVD42502478	CAIT (TR8461)	2025		\$1,770.00
Equipment	Equipment	Verizon AI Dashcam	Verizon	AI	1	1HQVD42502476	CAIT (TR8462)	2025		\$1,770.00
Equipment	Equipment	Verizon AI Dashcam	Verizon	AI	1	1HQVD42502480	CAIT (TR8470)	2025		\$1,770.00
Equipment	Equipment	Verizon AI Dashcam	Verizon	AI	1	1HQVD42502477	CAIT (TR8471)	2025		\$1,770.00
Equipment	Equipment	Verizon AI Dashcam	Verizon	AI	1	1HQVD42502474	CAIT (TR8606)	2025		\$1,770.00
Equipment	Equipment	Verizon AI Dashcam	Verizon	AI	1	1HQVD42502475	CAIT (TR8619)	2025		\$1,770.00
Facilities	Passenger Facilities	Cheyenne and Arapaho Tribes Transit Administration Facility	NA	NA	2	NA	CAIT	2021		\$378,500.00
Facilities	Administration	Cheyenne and Arapaho Tribes Transit Administration Facility	NA	NA	2	NA	CAIT	2021		\$1,097,000.00
Facilities	Maintenance	Cheyenne and Arapaho Tribes Transit Maintenance Facility	NA	NA	1	NA	CAIT	2021		\$1,251,000.00
Facilities	Parking Structures	Cheyenne and Arapaho Tribes Transit Administration Facility	NA	NA	2	NA	CAIT	2021		\$723,500.00
Equipment	Equipment	AED	Cardiac Science	Powerheart G3 Plus	1	15131210	CAIT	2022		\$1,400.00
Equipment	Equipment	AED	Cardiac Science	Powerheart G3 Plus	1	15119373	CAIT	2022		\$1,400.00
Equipment	Equipment	AED	Cardiac Science	Powerheart G3 Plus	1	14353724	CAIT	2022		\$1,400.00
Equipment	Equipment	AED	Cardiac Science	Powerheart G3 Plus	1	14337148	CAIT	2022		\$1,400.00
Equipment	Equipment	AED	Cardiac Science	Powerheart G3 Plus	1	14371642	CAIT	2022		\$1,400.00
Equipment	Equipment	AED	Cardiac Science	Powerheart G3 Plus	1	15131492	CAIT	2022		\$1,400.00

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	VN - Van	19.4' Passenger Van Gas	1	1FBAX2CM5KKA37549	7	247,892	\$64,000.00	8	No
RevenueVehicles	VN - Van	19.4' Passenger Van Gas	1	1FBAX2CM1KKA37550	7	210,584	\$64,000.00	8	No
RevenueVehicles	VN - Van	21.4 Passenger Van Gas W/C lift	1	1FDVU4X84PKA89479	3	93,037	\$85,000.00	8	No
RevenueVehicles	VN - Van	21.4 Passenger Van Gas W/C lift	1	1FDVU4X87PKA89735	3	97,080	\$85,000.00	8	No
RevenueVehicles	MV - Mini-van	17' Mini-van GAS	1	2C7WDGBG9JR362937	15	190,131	\$65,000.00	8	Yes
RevenueVehicles	MV - Mini-van	17' Mini-van GAS	1	2C7WDGBF9JR363022	15	149,766	\$65,000.00	8	Yes
RevenueVehicles	AO - Automobile	16.75' GAS car	2	1766/5443	10	108,658	\$60,000.00	8	Yes
RevenueVehicles	SV - Sport Utility Vehicle	16.5' GAS SUV	1	5528	10	66,672	\$30,000.00	8	Yes

Appendix B: Asset Condition Data

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Computer Software/Equipment	Verizon GPS	1	358503105155916	3		\$900.00	5	No
Equipment	Computer Software/Equipment	Verizon GPS	1	358503105070107	3		\$900.00	5	No
Equipment	Computer Software/Equipment	Verizon GPS	1	358503105089701	3		\$900.00	5	No
Equipment	Computer Software/Equipment	Verizon GPS	1	358503104978847	3		\$900.00	5	No
Equipment	Computer Software/Equipment	Verizon GPS	1	358503105156039	3		\$900.00	5	No
Equipment	Computer Software/Equipment	Verizon GPS	1	358503105060694	3		\$900.00	5	No
Equipment	Computer Software/Equipment	Verizon GPS	1	358503105152681	2		\$900.00	5	No
Equipment	Computer Software/Equipment	Verizon GPS	1	358503105229711	2		\$900.00	5	No
Equipment	Computer Software/Equipment	Verizon AI Dashcam	1	HQVD42502479	1		\$1,770.00	5	No
Equipment	Computer Software/Equipment	Verizon AI Dashcam	1	HQVD42502473	1		\$1,770.00	5	No
Equipment	Computer Software/Equipment	Verizon AI Dashcam	1	HQVD42502478	1		\$1,770.00	5	No
Equipment	Computer Software/Equipment	Verizon AI Dashcam	1	HQVD42502476	1		\$1,770.00	5	No
Equipment	Computer Software/Equipment	Verizon AI Dashcam	1	HQVD42502480	1		\$1,770.00	5	No
Equipment	Computer Software/Equipment	Verizon AI Dashcam	1	HQVD42502477	1		\$1,770.00	5	No
Equipment	Computer Software/Equipment	Verizon AI Dashcam	1	HQVD42502474	1		\$1,770.00	5	No
Equipment	Computer Software/Equipment	Verizon AI Dashcam	1	HQVD42502475	1		\$1,770.00	5	No

Appendix B: Asset Condition Data

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Administration	Cheyenne and Arapaho Tribes Transit Administration Facility	1	NA	5	5	\$695,000.00
Facilities	Maintenance	Cheyenne and Arapaho Tribes Transit Maintenance Facility	1	NA	5	5	\$1,251,000.00
Facilities	Parking Structures	Cheyenne and Arapaho Tribes Transit Administration Facility	1	NA	5	5	\$556,000.00
Facilities	Passenger Facilities	Cheyenne and Arapaho Tribes Transit Administration Facility	1	NA	5	5	\$278,000.00
Facilities	Administration	Cheyenne and Arapaho Tribes Transit Administration Facility	1	NA	51	4	\$402,000.00
Facilities	Parking Structures	Cheyenne and Arapaho Tribes Transit Administration Facility	1	NA	51	4	\$167,500.00
Facilities	Passenger Facilities	Cheyenne and Arapaho Tribes Transit Administration Facility	1	NA	51	4	\$100,500.00

Appendix C: Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2016	Sedan	RevenueVehicles	\$28,000.00	High
2016	Sedan	RevenueVehicles	\$28,000.00	High
2018	Gas-Grand Caravan	RevenueVehicles	\$45,000.00	High
2018	Gas-Grand Caravan	RevenueVehicles	\$45,000.00	High
2018	Sport Utility Vehicle	RevenueVehicles	\$35,000.00	High
2019	Gas-Transit Passenger Wagon	RevenueVehicles	\$46,000.00	Medium
2019	Gas-Transit Passenger Wagon	RevenueVehicles	\$46,000.00	Medium
2023	Gas-Transit Passenger Wagon	RevenueVehicles	\$94,000.00	Medium
2023	Gas-Transit Passenger Wagon	RevenueVehicles	\$94,000.00	Medium

Page 591 of 591

