Group Transit Asset Management Plan

September 2026

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DEPARTMENT OF TRANSPORTATION

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Acronyms and Abbreviations

CFR	Code of Federal Regulations
FTA	Federal Transit Administration
FY	Fiscal year
LRTP	Long-Range Transportation Plan
MPO	Metropolitan Planning Organization
NDOT	Nebraska Department of Transportation
NTD	National Transit Database
O&M	Operations and maintenance
SGR	State of good repair
STIP	State Transportation Improvement Program
TAM	Transit asset management
TAMP	Transit asset management plan
TERM	Transit Economic Requirements Model
ULB	Useful life benchmark
USC	United States Code

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Approval

Transit asset management (TAM) Plans and Group Transit Asset Management Plans are required for recipients of Federal Transit Administration (FTA) funding in accordance with MAP-21 (P.L 112-141, the FAST Act (P.L. 114-94), IIJA (P.L. 117-58), and the FTA Transit Asset Management Final Rule (49 CFR Part 625).

The Nebraska Department of Transportation (NDOT) remains committed to effective stewardship of public transportation assets throughout the state. The implementation of previous Group TAM Plans has demonstrated the value of a coordinated asset management approach for NDOT and its participating transit providers. Through enhanced asset management practices, transit agencies have improved safety and reliability, maximized the useful life of vehicles and facilities, strengthened fiscal responsibility, and better aligned investment decisions with system needs to maintain assets in a state of good repair.

As transit vehicles, facilities, and infrastructure continue to age, and as public transportation needs evolve, NDOT and its transit partners must proactively manage assets to ensure dependable service for Nebraska communities. This Group TAM Plan provides a framework for identifying asset conditions, assessing investment priorities, and directing resources toward the greatest needs. The Plan supports the goals and objectives of NDOT's statewide transportation vision and serves as a key tool in promoting safe, reliable, accessible, and cost-effective transit services. By establishing performance targets and investment strategies, the Plan helps ensure that federal and state resources are used efficiently while sustaining long-term mobility options for Nebraska residents.

Approval:

I, Vicki Kramer, Nebraska Department of Transportation director, on behalf of NDOT and its Tier II subrecipients, hereby authorize and approve the NDOT Group Transit Asset Management Plan, dated DATE.

16 September 26

Vicki Kramer, Director NDOT

Date

Vicki Kramer, Director
Department of Transportation

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1 Introduction

The Nebraska Department of Transportation (NDOT) is responsible for managing and maintaining transportation assets across the state and providing accessibility to important destinations such as employment, education, healthcare, and recreation facilities for Nebraskans. For some Nebraska residents, public transit serves as their only connection to these essential destinations.

The NDOT Group Transit Asset Management Plan (TAMP) aims to help transit agencies manage their transit assets and outlines a strategy for NDOT to achieve the following goals:

- Improve the performance of transit assets
- Extend the useful life of transit assets
- Reduce transit asset management costs

The fundamental purpose of the Group TAMP is to make sure transit assets are kept in a state of good repair (SGR). As stated in the Federal Transit Administration's (FTA) Transit Asset Management (TAM) Final Rule, "a capital asset is in a state of good repair if it is in a condition sufficient for the asset to operate at a full level of performance" (49 Code of Federal Regulations [CFR] 625.17(a)). This Group TAMP follows FTA's TAM compliance checklist provided in Appendix A.

NDOT developed this Group TAMP on behalf of Tier II public transportation agencies (transit agencies) in Nebraska. The Tier II transit agencies that have agreed to participate in this Group TAMP are referred to as participating subrecipients (see Section 1.4.2). This Group TAMP supports the participating subrecipients' compliance with FTA's TAM Final Rule (49 CFR Part 625), which requires transit agencies to develop a compliant TAMP that sets and tracks performance targets for assets, and creates coordination between transit agencies and their planning partners.

1.1 Key Definitions

The definitions in this section are used in this Group TAMP and are adapted from FTA's TAM Final Rule (49 CFR 625.5).

Accountable Executive: A single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out TAM practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 United States Code (USC) 5329(d), and the agency's TAMP in accordance with 49 USC 5326.

Asset category: A group of asset classes. Asset categories include rolling stock, facilities, equipment, and infrastructure.

Asset class: A subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are asset classes in the rolling stock asset category.

Asset inventory: A register of capital assets and information about those assets.

Capital asset: A unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

Decision support tool: An analytic process or methodology (1) to help prioritize projects to improve and maintain the SGR of capital assets within a public transportation system based on available condition data and objective criteria, or (2) to assess financial needs for asset investments over time.

Direct recipient: An entity that receives federal financial assistance directly from FTA.

Equipment: An article of nonexpendable, tangible property having a useful life of at least 1 year.

Exclusive use maintenance facility: A maintenance facility that is not commercial and is either owned by a transit provider or used for servicing their vehicles.

Facility: A building or structure used in providing public transportation.

Full level of performance: The objective standard established by FTA for determining whether a capital asset is in SGR.

Group TAMP: A single TAMP that is developed by a sponsor on behalf of at least one Tier II provider.

Horizon period: The fixed period within which a transit provider will evaluate the performance of its TAMP. The FTA standard horizon period is 4 years.

Implementation strategy: A transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

Infrastructure: The underlying framework or structures that support a public transportation system.

Investment prioritization: A transit provider's ranking of capital projects or programs to achieve or maintain SGR. Investment prioritization is based on financial resources from revenue sources a transit provider reasonably anticipates will be available over the TAMP horizon period.

Key asset management activities: A list of activities that a transit provider determines are critical to achieving its TAM goals.

Life-cycle cost: The cost of managing an asset over its whole life.

Participant: A tier II provider that participates in a group TAMP.

Performance measure: An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

Performance target: A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within the time period required by FTA.

Public transportation system: The entirety of a transit provider's operations, including the services provided through contractors.

Public transportation agency safety plan: A transit provider's documented comprehensive agency safety plan that is required by 49 USC 5329.

Recipient: An entity that receives federal financial assistance under 49 USC Chapter 53, either directly from FTA or as a subrecipient.

Rolling stock: A revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

Service vehicle: A unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

State of good repair (SGR): The condition in which a capital asset is able to operate at a full level of performance.

Subrecipient: An entity that receives federal transit grant funds indirectly through a state or a direct recipient.

TERM scale: The five-category rating system used in FTA's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent, 4.0—Good; 3.0—Adequate, 2.0—Marginal, and 1.0—Poor.

Tier I provider: A recipient that owns, operates, or manages either (1) 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one nonfixed route mode, or (2) rail transit.

Tier II provider: A recipient that owns, operates, or manages (1) 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one nonfixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Transit asset management (TAM): The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles for the purpose of providing safe, cost-effective, and reliable public transportation.

Transit asset management plan (TAMP): A plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and prioritization of investments.

Transit asset management (TAM) policy: A transit provider's documented commitment to achieving and maintaining SGR for its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

Transit asset management (TAM) strategy: The approach a transit provider takes to carry out its TAM policy, including its objectives and performance targets.

Transit asset management (TAM) system: A strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively throughout their life cycles.

Transit provider (provider): A recipient or subrecipient of federal financial assistance under 49 USC Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

Useful life: Either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

Useful life benchmark (ULB): The expected life cycle or the acceptable period of use in service for a capital asset as determined by a transit provider, or the default benchmark provided by FTA.

1.2 Group TAMP Elements

This Group TAMP is organized into the following chapters and appendices:

Chapter 1: Introduction	Summarizes Group TAMP requirements, resources, and participating subrecipients.
Chapter 2: Capital Asset Inventory	Provides a full inventory of assets across participating subrecipients.
Chapter 3: SGR Methodology and Asset Condition	Describes how SGR is determined and describes existing condition data for assets.
Chapter 4: Decision Support	Identifies the processes and tools used to support investment decision-making and outlines the investments needed to maintain or achieve SGR.
Chapter 5: Implementation Strategy	Describes how NDOT will coordinate with subrecipients to implement the Group TAMP.
Appendix A: Group TAMP Checklist	Includes completed checklist showing compliance with FTA's TAM Final Rule.
Appendix B: Full Asset Inventory List	Provides a complete list of assets for participating subrecipients.
Appendix C: Investment Priorities 2027 through 2031	List of investments by year for both vehicles and facilities for FY2027 through FY2031.
Appendix D: Full Investment Prioritization List	Provides a complete list of investment priorities for participating subrecipients.

1.3 Group TAMP Benefits and Requirements

The TAMP is a strategic business practice that supports transit agencies in maintaining assets in SGR. The TAM program allows transit agencies to take strategic approaches to monitoring, maintaining, and replacing their transit assets. The benefits of this Group TAMP are the following:

- Improved transparency and accountability for the use of systematic practices in tracking asset conditions and performance measures
- Optimized capital investment and maintenance decisions, leading to overall life-cycle cost savings
- Enhanced data-driven maintenance decisions, leading to greater effectiveness of maintenance spending as well as a reduction in unplanned mechanical breakdowns and deficiencies
- Potential safety benefits as the greater effectiveness of dollars spent on maintenance can lead to improved vehicle condition and fewer safety hazards

Per FTA rules, recipients or subrecipients of federal funds that own, operate, or manage capital assets used in the provision of public transportation are required to prepare a TAMP, either individually or as part of a Group TAMP. This Group TAMP evaluated a 20-year period, from fiscal year (FY) 2027 through FY 2046.

This TAMP is an update of the 2023 Group TAMP and is required to be completed by October 1, 2026. Amendments to the TAMP may be undertaken at any time and should be initiated following any major change to the asset inventory, condition assessment, or investments. The TAMP should also be updated following any change to prioritization processes affecting the timing of future projects.

In addition to the performance targets and TAMP, FTA's TAM Final Rule requires that two additional asset management reports be submitted to the National Transit Database (NTD) annually:

- The data report should describe the condition of the transportation system currently and the SGR performance targets for the upcoming year.
- The narrative report should describe changes in the transportation system condition and report progress on meeting the performance targets from the prior year.

NDOT, as the Group TAMP sponsor, is responsible for the following:

- Coordinating development and submittal of the Group TAMP
- Communicating with participating subrecipients on Group TAMP development
- Reporting targets and an annual narrative report to the NTD
- Sharing the Group TAMP with participating subrecipients and Metropolitan Planning Organization (MPO) partners

Transit agencies participating in this Group TAMP (that is, participating subrecipients) maintain and operate capital assets (revenue and non-revenue rolling stock, facilities, and equipment) to provide public transit services in Nebraska and neighboring states. This Group TAMP uses the most recent NTD data reported by participating subrecipients.

1.4 NDOT TAM Policy

NDOT is committed to maintaining public transportation assets in SGR to support safe, reliable, and accessible mobility across the state. This commitment reflects the importance of transit to connect Nebraska's rural and urban residents to employment, education, healthcare, and recreation facilities.

This Group TAMP is guided by the following principles:

- **Safety and reliability first:** Investments will be prioritized to maintain and improve the safety and reliability of transit services. Assets that pose safety risks or significantly impact service reliability will receive the highest priority for repair, rehabilitation, or replacement.
- **Life-cycle management:** A life-cycle management approach will be used to make investments in new assets at the optimal time to:
  - maximize the useful life;
  - minimize the total cost of ownership; and
  - prevent the accumulation of deferred maintenance.

- **Data-driven decision-making:** Asset inventories, condition assessments (TERM scale), and decision support tools will be used to prioritize investments in a transparent and objective manner. Decisions will be made by:
  - asset condition;
  - mileage;
  - utilization levels; and
  - service criticality.
- **Fiscal responsibility:** TAM investment decisions will be based on available funding and long-term financial planning to provide sustainable asset management. This includes balancing backlog with future funding constraints.
- **Customer-focused outcomes:** Asset conditions directly influence the rider experience, including:
  - on-time performance;
  - service reliability;
  - passenger comfort; and
  - access to essential services.
  - NDOT will consider not only the asset condition but also the impact on customer and community access.
- **Coordination with subrecipients:** As the Group TAMP sponsor, NDOT will collaborate with the subrecipients to:
  - maintain accurate asset inventories;
  - conduct accurate condition assessments;
  - establish performance targets; and
  - identify and prioritize capital needs.
- **Compliance and continuous improvement:** NDOT will maintain compliance with FTA requirements under 49 USC 5326 and 49 CFR 625 and will continuously improve TAM practices through:
  - annual performance monitoring;
  - regular plan updates; and
  - incorporation of best practices and lessons learned.

1.4.1 2040 Statewide Transportation Plan

The 2040 Statewide Transportation Plan, Nebraska's Long-Range Transportation Plan (LRTP), was published in 2020. It outlines Nebraska's transportation future and provides goals and strategies to achieve that vision. The LRTP details a strategic plan to guide agencies toward addressing the state's primary transportation needs and priorities through the year 2040. The goals of the LRTP include:

- **Asset preservation:** Keep Nebraska's multimodal transportation assets in SGR.

- **Mobility choices for people and freight:** Provide efficient, affordable, and equitable options across transportation modes for moving people and goods throughout Nebraska and beyond.
- **Secure and resilient transportation:** Manage the risk and magnitude of disruptions to Nebraska's transportation systems.
- **Safety:** Provide a transportation system in Nebraska that is safe for users.
- **Support for economic and community vitality:** Choose investments in Nebraska's transportation system that best supports the vitality of Nebraska's economy and its communities.

The Group TAMP is aligned with NDOT's 2040 asset preservation goal, aiming to address the following related influences:[1]

- The cost of maintaining or replacing the growing share of aging infrastructure on Nebraska's transportation system will necessitate wise investment decisions at all levels of government in Nebraska to achieve the best return for each dollar spent on keeping transportation assets in SGR.
- Adequacy of funding for asset preservation, which is a major portion of NDOT's overall budget, could be at risk if widespread adoption of electric vehicles or other external influences drive a decline in gas tax revenues or federal funding.
- The gradual but steady concentration of population in urban and suburban areas of the state will create difficult decisions on how to best use NDOT's limited funds to preserve the existing system.
- Nebraska is seeing an increasing risk of widespread and recurrent damage to assets caused by natural disasters that surpasses historic trends and puts greater pressure on asset preservation funding and spending priorities.

Objectives for achieving the asset preservation goal that are related to this Group TAMP are as follows:

- Invest in the preservation of other important transportation assets, including aviation, bicycle and pedestrian systems, transit facilities and vehicles, intelligent transportation systems, and rest areas.
- Maximize the useful life of transportation assets by using the condition assessment and responding with appropriate maintenance actions.

1.4.2 Participating Subrecipients

The Accountable Executive of each participating subrecipient is responsible for ensuring that the Group TAMP and asset management objectives are met. Each Accountable Executive is also responsible for overseeing the development, implementation, and continual improvement of their respective asset management and safety program. **Figure 1** shows the locations of each transit agency and the counties served by public transit in Nebraska.

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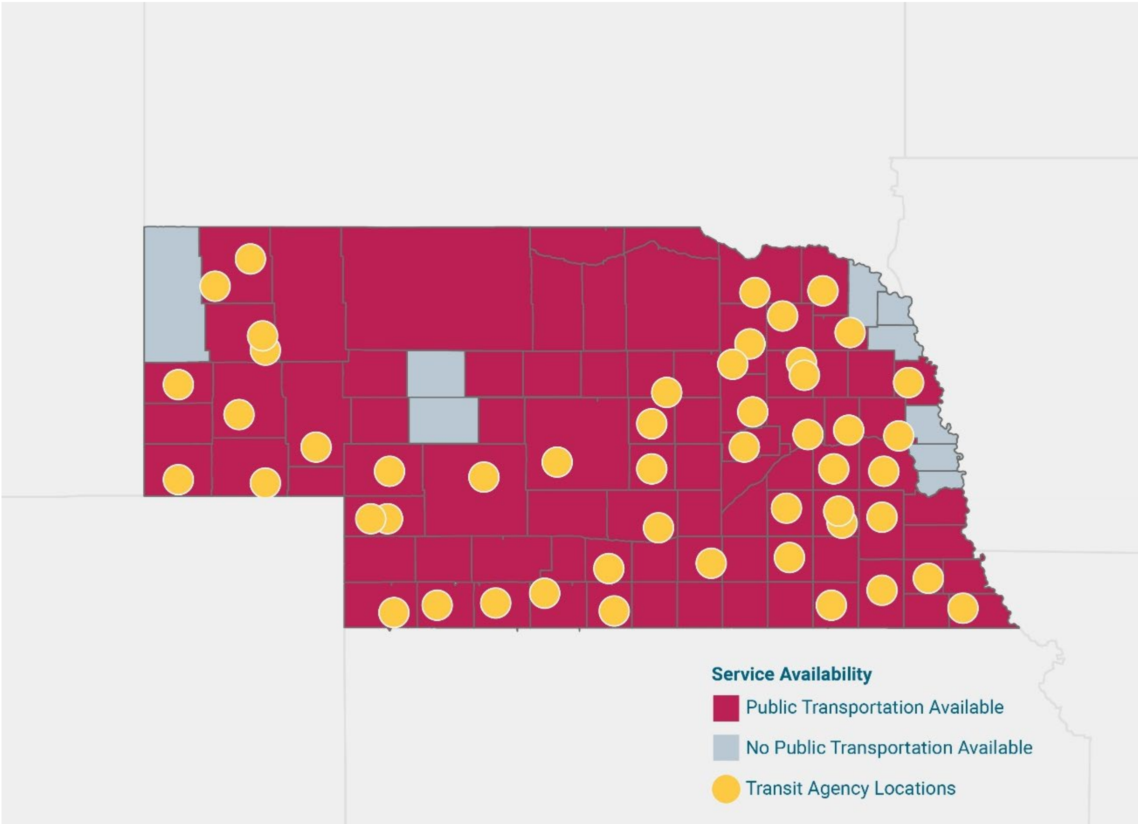
[1] NDOT, 2020, Goals and Objectives, 2040 Statewide Transportation Plan, accessed July 15, 2026, https://dot.nebraska.gov/media/zqalautj/finalplusgoalsplusandplusobjectives.pdf..

Figure 1. Transit Providers in Nebraska



This Group TAMP incorporates asset planning for 50 transit agencies that operate services that include fixed-route, demand response, on-demand, and other specialized transportation services in Nebraska.

Transit agencies are organized by tier, primarily based on their total number of assets and type of service operated:

Tier I	Tier II
• Operates rail • Owns, operates, or manages 101 or more vehicles	• Owns, operates, or manages 100 or fewer vehicles • Subrecipient of Section 5311 funds • Any American Indian tribe

The Group TAMP includes only Tier II transit agencies. While Tier II agencies may elect to opt out of participating in the Group TAMP, none of Nebraska's 50 transit agencies chose to do so. A comprehensive list of the participating Tier II transit agencies and their Accountable Executives is provided in Table 1.

Table 1. Participating Subrecipients

Common Name	NTD ID	Accountable Executive
Avera Creighton Hospital	70216	Larry Vortherms
Avera St. Anthony Hospital	70220	John Kozyra
Blue Rivers AAA	70289	Carla Frase
Blue Valley Community Action Partnership (Fillmore County)	70205	Ryan Bailey
Butler County Rural Service	70121	Jillian Boss
Callaway Hospital Public Transit Services	77087	Cassie Penn
Cambridge Memorial Hospital Inc.	70194	Clay Jordan
Cedar County	70212	Ashley Gowery
Chase County Transit	70128	Wendy Moe
City of Alliance Public Transit	70107	John McGhehey
City of Chadron	70265	George Klein
City of Columbus	70214	Jim Bulkley
City of Crawford	70247	Jody Bass
City of Fremont Transit	70188	Jody Sanders
City of Loup City	70192	Launa Hart
City of McCook	70232	Linda Taylor
City of Neligh (Dial-A-Ride Public Transportation)	70125	Joe Hartz
City of North Platte	70153	Brandon Kelliher
City of Ogallala	70127	Steven Krajewski
City of Plainview	70193	Courtney Retzalaff
City of Schuyler	70069	Art Lindberg
City of Sidney	70074	Kasey Kantor
City of Tecumseh	70181	Janelle Moran
City of Wayne	70233	Wes Blecke
Community Action Partnership of Mid-NE-Kearney (RYDE)	70081	Meredith Collins
Community Memorial Health Center	70113	Heather Koch
Garden County Transportation	77078	Michele Arceo
Hall County Rural Transportation		Ron Peterson
Harlan County Health System dba Harlan County Public Transportation	70198	Byron Guthrie
Kimball County	70200	Christy Warner
Lancaster County	70164	Mitch Sump
Midland AAA	70073	Casey Muzic
Morrill County	70203	Jeff Metz
NanceTrans	77085	Francene Schneider
North Fork Area Transit (North Fork)	70156	Travis Webb
Panhandle Transit Services dba Open Plains Transit	70058	Jonnie Kusek
Perkins County	70126	Steve Tucker
Phelps County	70182	Denise Smith
Ponca Tribe	77063	Dannette Wright
Saline County Area Transit	70148	Scott Bartels
Saunders County	70253	Corrina Boles

Scotts Bluff County	70183	Curtis Richter
Seward County	70246	Misty Ahmic
Southeast Nebraska Community Action (SENCA)	70112	Vicky McNealy
St. Francis Services, LLC dba Joyride	70183	Tyler Toline
Stratton Industrial Commission dba Hitch N' Hay	70100	Larry Unruh
Valley County Health Systems	70130	Stephanie Coop
Wolf Memorial Good Samaritan Public Transit (Sanford Health)	70202	Teresa Bruha Johnson
York County	70223	Randy Obermier

2 Capital Asset Inventory

NDOT maintains a comprehensive inventory of transit assets, with transit agencies providing annual updates. NDOT uses BlackCat Transit Management System, a commercial off-the-shelf software, to manage its grants and transit data. The goal of using this software is to collect consistent data and identify funding opportunities and asset replacement needs.

This section summarizes the capital assets owned by the participating subrecipients. Following FTA's guidance in 49 CFR 630, the inventory includes assets owned or operated by these transit agencies, including those not funded by FTA grants. FTA's TAM Final Rule defines an asset inventory as a register of capital assets. The inventory must include the quantity and type of capital assets that a transit provider owns, except for non-vehicle equipment valued at less than $50,000.

In accordance with NTD reporting, NDOT classifies its assets into the following three categories:

- Rolling stock
- Facilities
- Equipment (includes non-revenue vehicles)

Assets are further categorized based on their specific asset class within the three categories. None of the participating subrecipients at the time of writing this Group TAMP provide service via rail and therefore do not own any infrastructure assets.

2.1 Rolling Stock

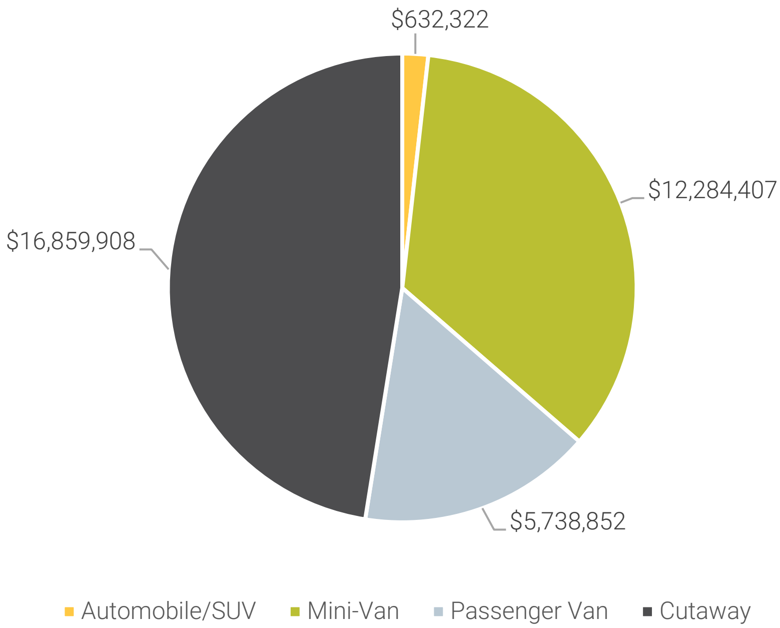
NDOT's subrecipients maintain vehicle assets consisting primarily of revenue vehicles that meet asset management reporting thresholds. The inventory includes buses, vans, and other rubber-tired revenue vehicles. A detailed inventory of vehicles is presented in Appendix B.

The inventory of vehicles for Group TAMP participating subrecipients is categorized by vehicle type in accordance with the NTD. The number of assets and average fleet age are calculated for each vehicle type, as shown in Table 2. Figure 2 shows the estimated replacement value by vehicle type.

Table 2. Vehicle Inventory and Characteristics by Type

Vehicle Type	Count	Average Age (years)
Automobile	14	10
Cutaway (Medium-Duty Van)	137	8
Minivan	190	7
Passenger van (Light-Duty Van)	64	5
Total	405	7

Figure 2. Vehicles Asset Base ($2026) by Vehicle Type



2.2 Facilities

A facility is a building or structure used to provide public transportation services. The facilities inventory includes 14 facilities used for vehicle storage, administration, and other related purposes. The inventory includes facilities constructed or reconstructed between 2012 and 2022. The inventory of facilities is presented in Table 3.

Table 3. Group TAMP Facilities Inventory

Transit Agency	Address	Year Built or Reconstructed as New	Size (sq. ft.)
Butler County Rural Service	592 D Street, David City, NE 68632	2018	3,000
Cedar County	56253 Highway 84, Hartington, NE 68739	2022	9,750
City of Columbus	1058 28th Avenue, Columbus, NE 68601	2017	4,000
City of North Platte	1520 N Jeffers Street, North Platte, NE 69101	2013	10,000
City of Sidney	1115 13th Avenue, Sidney, NE 69162	2012	5,330
Garden County Transportation	611 Main Street, Oshkosh, NE 69154	2018	1,862
Kimball County	233 S Chestnut Street, Kimball, NE 69145	2020	10,500
Kimball County - Chappell	269 Matlock Avenue, Chappell, NE 69129	2021	600

Transit Agency	Address	Year Built or Reconstructed as New	Size (sq. ft.)
Midland AAA	432 N Elm Street, Red Cloud, NE 68970	2013	2,100
Phelps County	416 Garfield Street, Holdrege, NE 68949	2012	3,680
Community Action Partnership of Mid-NE-Kearney (RYDE)	605 Plum Creek Parkway, Lexington, NE 68850[1]	2013	3,200
Community Action Partnership of Mid-NE-Kearney (RYDE)	715 E 11th Street, Kearney, NE 68848	2013	26,944
Saline County Area Transit	107 S West Avenue, Western, NE 68464	2015	6,272
Scotts Bluff County	1825 10th Street, Gering, NE 69341	2014	4,000

1 This facility was formerly operated by Dawson County Public Transit.

In Appendix B, the base values of the facility assets were imported from the previous Group TAMP updated in 2023 and then inflated to represent 2026 values in an effort to conservatively represent the replacement value of each facility. The 2023 TAM costs were calculated based on a standard cost of $228 per square foot, which is the average cost of industrial space by square foot in Nebraska. This provided values that conservatively represented the replacement value of all facilities, meaning the cost per square foot to replace the facilities in 2026 dollars is lower than the unit cost used in the analysis. Figure 3, Figure 4, and Figure 5 show the Columbus Area Transit Facility, Saline County Area Transit Facility, and Kimball County Transit Service Facility, respectively.

Figure 3. Columbus Area Transit Facility

Figure 4. Saline County Area Transit Facility

Figure 5. Kimball County Transit Service Facility

Currently there are no planned inventory changes for the participating subrecipients. Facility upgrades requested by transit agencies are directed through NDOT for technical assistance.

2.3 Equipment

Equipment includes articles of nonexpendable, tangible property, having a useful life of at least 1 year. The participating subrecipients do not have equipment[2] that exceeds the cost threshold for asset management planning at the time of writing this Group TAMP.

2.4 Inventory Summary

The asset inventory in Appendix B includes the original cost at the time of purchase. For planning purposes, asset values have been adjusted to reflect present-day replacement costs, expressed in

[2] The automobiles classified as equipment in the 2023 plan have either been retired or are now classified as a revenue vehicle and included in the rolling stock inventory.

2026 dollars. Table 4 summarizes asset quantities and total replacement value across the two asset categories included in this Group TAMP.

Table 4. Asset Base (2026) by Asset Category

Asset Type	Count	Asset Base ($2026)
Rolling Stock – Revenue Vehicles	405	$35,515,489
Facilities	14	$25,535,013
Total	419	$61,050,502

3 SGR Methodology and Asset Condition

According to FTA's TAM Final Rule, transit agencies must conduct a condition assessment on inventoried assets for which they have direct capital responsibility. NDOT's assessment includes a level of detail sufficient to monitor and predict the performance of the assets and to inform investment prioritization. Specifically, NDOT assesses the condition of required capital assets using the performance measures recommended by FTA.

3.1 SGR Methodology

NDOT's SGR methodology is consistent with FTA's definition that SGR "means the condition in which a capital asset is able to operate at a full level of performance" (49 CFR 625.5).

NDOT's approach to determining SGR incorporates the following two primary components:

1. **Useful life benchmark (ULB):** The first step in evaluating asset condition is identifying the ULB, which represents the anticipated service life or acceptable period of operation for a capital asset. According to FTA, the ULB is "the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA" (49 CFR 625.5). ULBs serve as a standardized point of comparison when assessing whether an asset has exceeded its typical lifespan.
2. **Asset condition rating:** The second step in evaluating asset condition is assessing the asset using the FTA TERM scale. This five-point scale ranges from 1 (poor) to 5 (excellent) and considers physical wear, visible defects, deterioration, and the asset's ability to perform as intended. These ratings help categorize the relative condition of assets across the Group TAMP.

3.1.1 Determining Useful Life Benchmarks

To establish ULBs for assets covered under the Group TAMP, NDOT consulted multiple FTA resources that provide examples, default values, and guidance on standard asset life cycles. Key reference materials included:

- FTA's Default ULB Cheat Sheet
- Default ULB values incorporated in the TERM Lite Inventory Publisher
- FTA Award Management Requirements Circular 5010.1F and related program circulars

These sources ensure that ULBs align with established FTA guidance and industry-standard practices. This approach provides a consistent basis for evaluating asset condition and measuring progress toward maintaining SGR.

3.1.2 Asset Condition and Rating Scale

This Group TAMP evaluates asset condition using the FTA TERM scale, which provides a consistent way to rate an asset's physical condition and overall functionality. The rating scale is shown in **Table 5**.

Table 5: TERM Scale for Rating Asset Condition

Rating	Condition	Description
5	Excellent	Assets show no visible deterioration and may be new or recently rehabilitated. Components are fully functional and free of defects.
4	Good	Assets remain in good working order but may show minor wear or early-stage deterioration that does not affect overall performance.
3	Adequate	Assets show moderate wear on aging components. They may be approaching or slightly beyond their useful life and require significant repair, replacement, or rehabilitation.
2	Marginal	Assets show noticeable deterioration or have outdated components that no longer meet performance needs. These assets have exceeded their useful life and require significant repair, replacement, or rehabilitation.
1	Poor	Assets are severely worn, damaged, or at the end of their service life. They may not be fully operational and require immediate repair or replacement to remain in service.

Assets rated 1 or 2 are not considered to be in SGR because they no longer perform as intended or present reduced reliability. Assets rated 3 or higher are considered to be in SGR and capable of supporting safe and efficient operations.

While the TERM scale is based on whole numbers, condition assessments often incorporate decimal values to better reflect detailed inspections or asset-specific degradation curves. These values help generate more precise condition averages when rolling up scores across multiple asset classes or facilities. When reporting to FTA, condition ratings are rounded to the nearest whole number to align with program requirements.

Three primary methods are commonly used to evaluate the condition of transit assets, as follows:

1. Age-based assessment: Under this method, a new asset begins with a condition rating of 5, and its rating declines over time until it reaches approximately 2.5 at the end of its useful life. Once an asset surpasses its ULB in age, its condition rating typically falls below 2.5, placing it outside of SGR. NDOT uses the FTA default ULBs for fleet vehicles and other applicable assets.
2. Usage- or performance-based assessment: This approach parallels age-based assessments but relies on measurable usage or performance indicators rather than years in service. Metrics such as annual hours used and mileage help determine the asset's functional condition.
3. Condition-based assessment: Condition ratings are determined through direct evaluation of the asset, often through visual inspections, physical assessments, or review of maintenance records. These assessments may occur during routine maintenance or through separate, dedicated inspections. Observed physical conditions and projected future deterioration help determine the likelihood that an asset will fall below SGR standards. FTA recommends this approach for evaluating facilities and their components using the TERM scale, where an overall score of 3 or higher indicates the asset is in SGR.

NDOT may also use this approach to determine highest priority for vehicle replacement in vehicles with exceedingly high mileage.

3.1.3 Use of the TERM Lite Model

FTA's TERM Lite is a Microsoft Access-based analytical tool that evaluates capital reinvestment needs using asset inventory data provided by participating subrecipients. TERM Lite uses research-based decay curves by asset type in conjunction with asset inventory attributes, such as asset type, year placed in service, expected useful life, replacement value, and rehabilitation history to determine the asset condition, rather than recorded condition assessments. As a result, the outputs are dependent on the accuracy of the inventory data.

Using the asset condition developed from the inventory attributes, TERM Lite identifies deferred investment needs and estimates SGR backlog, defined as the investment required to bring assets to SGR. The model then projects asset aging over the 20-year planning horizon (FY 2027 through FY 2046) to estimate future capital needs as the assets reach the end of their useful lives.

Under financially constrained funding scenarios, TERM Lite uses asset prioritization logic to determine which assets receive reinvestment and assesses the resulting effects on the SGR backlog and overall asset condition. The prioritization criteria and funding assumptions are described in Chapter 4.

NDOT incorporates the TERM Lite process into this Group TAMP to support forecasting of asset condition and planning for future replacement needs.

Research-based decay curves applied through the TERM Lite tool provide a general representation of expected service life, but actual performance can vary based on local conditions. For NDOT, factors such as climate exposure and usage levels may result in different deterioration rates across asset groups.

The ULBs and condition assessment method for the various types of assets included in this Group TAMP are provided in Table 6. For rolling stock assets, benchmarks are based on age-based ULBs, while facility assets are evaluated using condition-based TERM ratings, with a rating of 3.0 or greater representing SGR.

Table 6: TAMP Asset Useful Life Benchmarks Overview

Asset Class	Useful Life Benchmark	Condition Assessment
Rolling Stock, Automobile	8 years	Age
Rolling Stock, Mini Van	8 years	Age
Rolling Stock, Passenger Van	8 years	Age
Rolling Stock, Cutaway	10 years	Age
Facilities, Admin/Maintenance	TERM Rating ≥ 3.0	Condition
Facilities, Vehicle Storage	TERM Rating ≥ 3.0	Condition

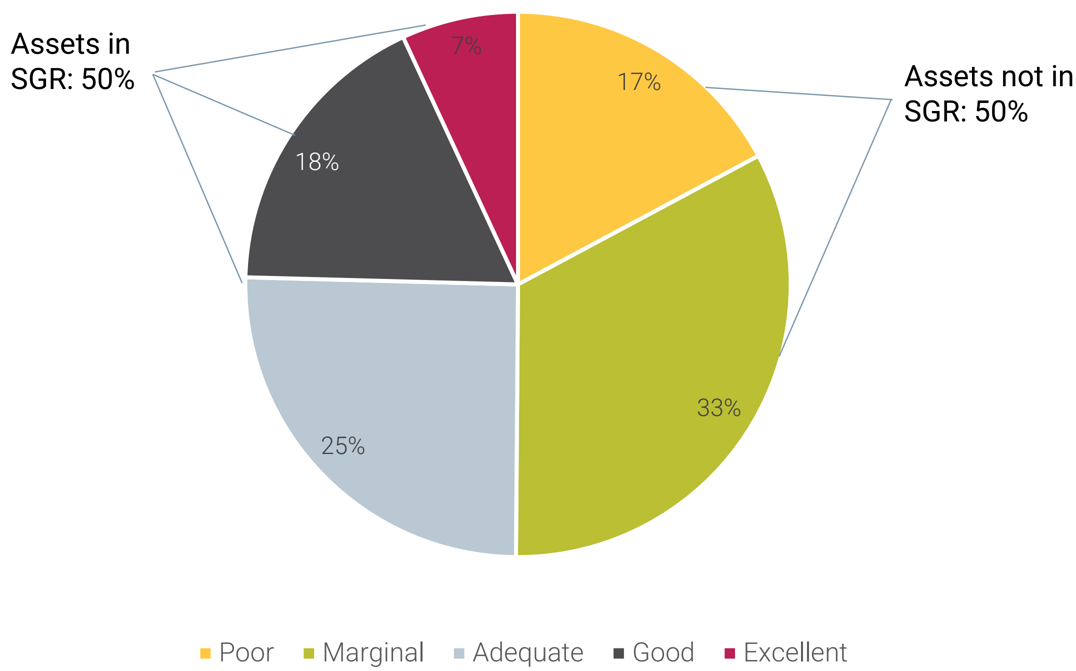
3.2 Asset Condition

NDOT's SGR baseline across its asset portfolio, both in total and by asset group, is summarized using the methodology previously described. The asset inventory is supplemented with condition data sourced from NTD and evaluated using the TERM scale. The condition assessment baseline is the 2026 investment and SGR backlog. NDOT's asset performance measures are also provided in accordance with FTA's reporting requirements.

The SGR baseline is quantified in dollar values to more accurately distinguish between assets that are in SGR and those that are not. For certain assets, such as revenue vehicles, reporting the number of assets in SGR can be informative. However, for asset groups, such as facilities, counts alone may not reflect the relative scale of reinvestment needs. As a result, NDOT emphasizes asset value when assessing overall condition and backlog.

NDOT's asset base, including revenue vehicles and facilities, is valued at $59.5 million as of 2026. The asset condition base was determined using the TERM scale. Figure 6 shows the distribution of condition ratings for NDOT capital assets. Overall, 210 vehicles and zero facilities are not in SGR, representing 52 percent of NDOT's total assets.

Figure 6. NDOT Asset Base and State of Good Repair Status



3.2.1 Rolling Stock

Table 7 presents the distribution of rolling stock in SGR by asset values. The methodology to calculate condition scores for rolling stock assets is based on ULB and age of the asset. Based on ULB and age, 30 percent of rolling stock is in SGR.

Table 7. Percent of Revenue Vehicles in SGR (by Asset Value)

Asset Class	Total Value	Total in SGR	Not in-SGR	% SGR
Rolling Stock, Revenue Vehicles, Automobile	$632,322	$237,031	$395,291	37
Rolling Stock, Revenue Vehicles, Mini-Van	$12,284,406	$5,306,032	$6,978,375	43

Asset Class	Total Value	Total in SGR	Not in-SGR	% SGR
Rolling Stock, Revenue Vehicles, Light-Duty Van	$5,738,852	$4,435,284	$1,303,569	77
Rolling Stock, Revenue Vehicles, Medium-Duty Van	$16,859,907	$8,796,606	$8,063,301	52
Total	$35,515,488	$18,774,952	$16,740,536	53

Table 8 summarizes the average lifetime mileage achieved across NDOT's vehicle fleet by asset class. Medium-duty vans and mini-vans have the most mileage, demonstrating participating subrecipients' preference to use these vehicles for most trips. The mileage differences across asset types also demonstrate NDOT's focus on maximizing asset use while maintaining vehicles in an acceptable condition.

Table 8. Vehicle Average Lifetime Mileage Across Fleet as of 2026

Asset Class	Average Lifetime Mileage Across Fleet
Rolling Stock, Revenue Vehicles, Automobile	129,153
Rolling Stock, Revenue Vehicles, Mini-Van	129,425
Rolling Stock, Revenue Vehicles, Light-Duty Van	64,790
Rolling Stock, Revenue Vehicles, Medium-Duty Van	96,409

The age distribution of NDOT's revenue vehicles is shown in Figure 7, which shows most vehicles are under 10 years old, but a notable number of vehicles surpass 15 years old. Because many vehicles are between 7 and 9 years old, significant investment can be expected during the years that the vehicles collectively reach their ULB. Table 9 shows the average TERM Lite condition of the rolling stock by vehicle type.

Figure 7. Age Distribution of Active Vehicle Fleet (405 Vehicles)

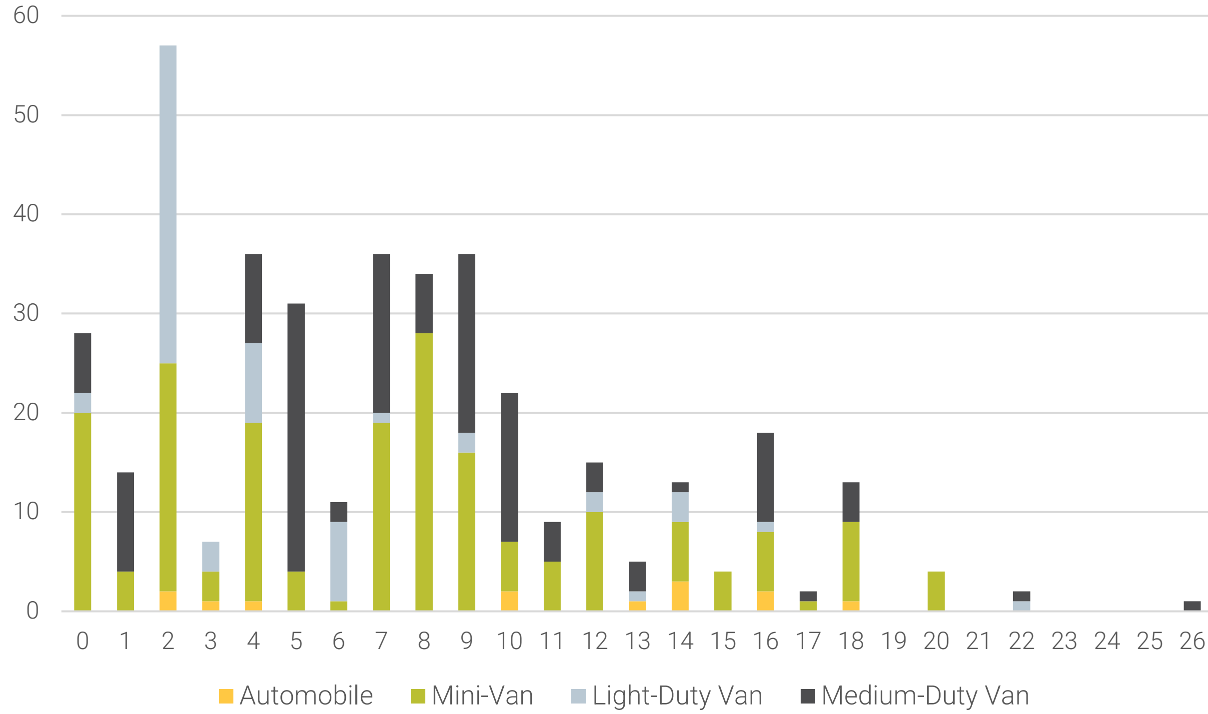
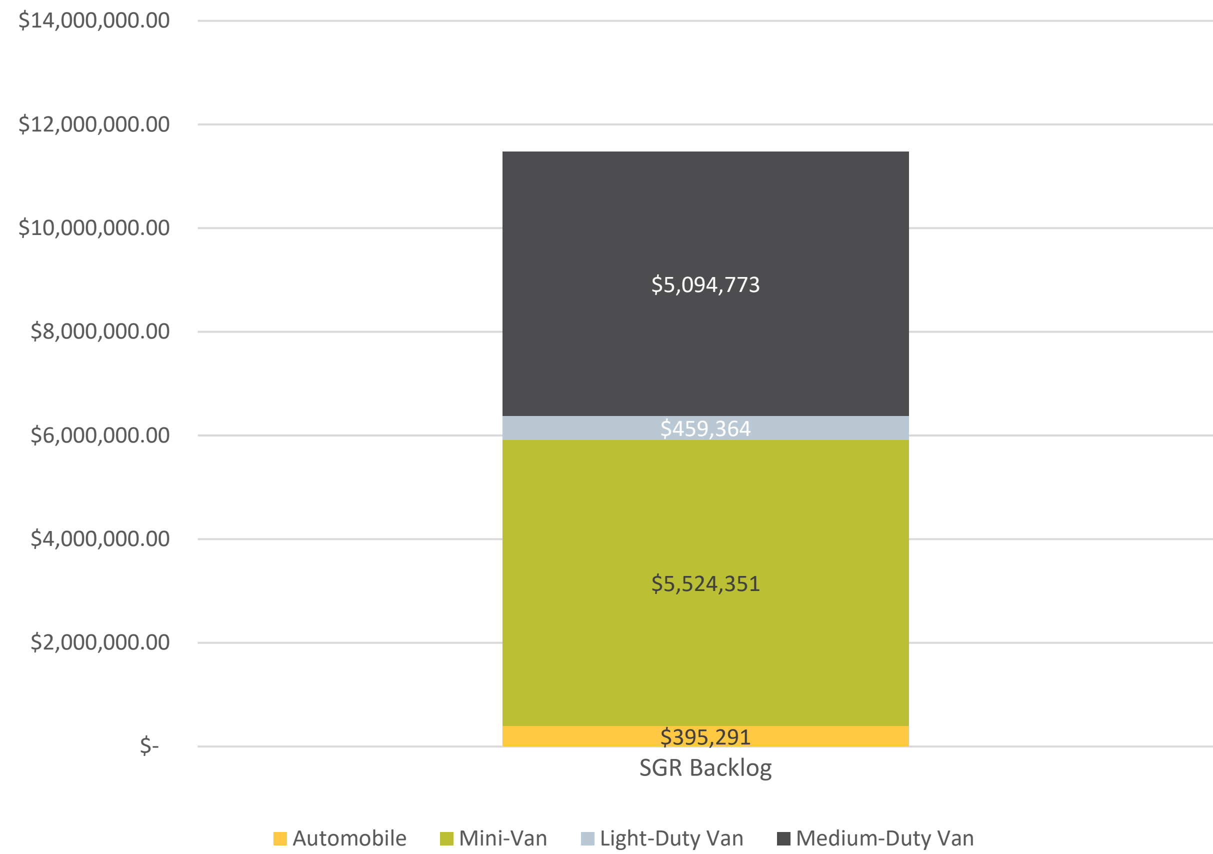


Table 9: Average TERM Lite Condition Scores by Vehicle Type

Rolling Stock – Vehicle Type	Average Condition Rating - 2026
Rolling Stock, Revenue Vehicles, Automobile	2.60
Rolling Stock, Revenue Vehicles, Mini-Van	2.95
Rolling Stock, Revenue Vehicles, Light-Duty Van	3.52
Rolling Stock, Revenue Vehicles, Medium-Duty Van	3.02

NDOT's current backlog is composed of revenue vehicles only and is valued at $11.4 million in 2026 dollars as shown in Figure 8.

Figure 8. Current SGR Backlog by Vehicle Type, $11.4M ($2026 Dollars)



3.2.2 Facilities

Between 2022 and 2025, each participating subrecipient responsible for a facility completed condition assessments on their facilities in accordance with FTA guidance. During the on-site assessments, the FTA TERM scale was used to determine the condition rating of each facility. The condition ratings are shown in Table 10. All facilities are currently in a SGR.

Table 10

Table 10: NDOT Facility Condition Assessment Summary

Transit Agency	Facility Description	TERM Scale Condition Rating	Size (sq. ft.)	Year of Condition Assessment
Butler County Rural Service	Vehicle storage facility	4	3,000	2024
Cedar County	Administrative office	4	9,750	2024
City of Columbus	Administrative office and bus storage	4	4,000	2023
City of North Platte	Administrative office and bus storage	4	10,000	2025

Transit Agency	Facility Description	TERM Scale Condition Rating	Size (sq. ft.)	Year of Condition Assessment
City of Sidney	Administrative office and bus storage	3	5,330	2024
Garden County Transportation	Administrative office and bus storage	4	1,862	2024
Kimball County	Administrative office and bus storage	4	10,500	2025
Kimball County	Administrative office and bus storage	4	600	2021
Midland AAA	Administrative office	4	2,100	2022
Phelps County	Bus storage and washing facility	4	3,680	2024
Community Action Partnership of Mid-NE (RYDE)	Administrative office and bus storage	4	3,200	2022
Community Action Partnership of Mid-NE (RYDE)	Administrative office and bus storage	4	26,944	2023
Saline County Area Transit	Administrative office and bus storage	4	6,272	2023
Scotts Bluff County	Bus storage	4	4,000	2024

3.3 Conclusion

NDOT aims to achieve SGR for assets included in this Group TAMP. Table 11 summarizes the asset count and the percentage of assets that exceed ULB. It also shows the replacement value for the assets currently in backlog The current inventory does not contain equipment, and there are no facilities exceeding their ULB. To achieve SGR, NDOT would need to replace approximately 39 percent of rolling stock, with an estimated total replacement value of $11.4 million.

Table 11. Share of Assets At or Exceeding Useful Life Benchmark

Asset Category	Asset Count	% of Assets At or Exceeding Useful Life Benchmark	Average Replacement Cost
Rolling Stock (Revenue Vehicles)	405	39	$87,692
Facilities	14	0	--

4 Decision Support

To support long-range planning and comply with FTA's TAM Final Rule, NDOT applies a structured decision-making process to determine which assets should be prioritized for replacement over the 20-year planning horizon. This process evaluates investment needs across the full portfolio of assets using a tiered evaluation approach that blends modeled prioritization with current condition information.

The first component relies on the FTA TERM Lite tool, which provides a standardized method for predicting future condition based on asset-specific decay curves. TERM Lite produces a prioritization score that reflects each asset's projected condition relative to its useful life. NDOT uses this score as the initial screen to identify assets eligible for replacement each year.

After generating the TERM Lite results, NDOT advances assets to a second level of evaluation that balances available funding with asset condition and overall system needs. These considerations are integrated with TERM Lite priority scores to support the decision-making process described in Table 12.

Table 12. Decision-Making Process

Step	Description	Notes
1	Define NDOT's replacement procedure.	Identify the process NDOT uses to decide when vehicles are replaced, including prioritization criteria and rehabilitation policy.
2	Analyze funding levels required to maintain SGR for all assets for 20-year forecast.	Use TERM Lite model to develop replacement schedule and identify annual funding needs to maintain SGR for all assets.
3	Estimate future funding levels.	Use recent funding trends and expected funding levels to project capital funding over the next 20 years.
4	Analyze fiscally constrained scenario based on anticipated funding levels.	Use TERM Lite model to develop multi-year fiscally constrained replacement schedule.
5	Develop list of expected investments by fiscal year.	Base the list on the analysis results and expected future funding.
6	Evaluate the list of expected investments annually to prioritize expenditures for the year.	Use NDOT's prioritization criteria to identify which assets to be replaced each year.

4.1 20-Year Capital Needs Forecast for SGR

The decision support process begins by considering the timing of reinvestment needs required to sustain SGR across the 20-year planning horizon. As assets age and reach their ULB, replacement needs occur in uneven cycles driven largely by vehicle lifespans and use.

To support this effort, FTA's TERM Lite model was used to identify investment needs over the 20-year planning horizon. For this Group TAMP, an inflation value of 3.2 percent was applied. This rate reflects recent inflation data at the time of plan development and is intended to represent near-term cost escalation for capital expenditures. Table 13 shows recent annual inflation rates, demonstrating the variability observed in recent years. Inflation has fluctuated significantly, ranging from a low of 1.2 percent in 2020 to a peak of 8.0 percent in 2022. The year-to-date value through June 2026 indicates continued variability in economic conditions.

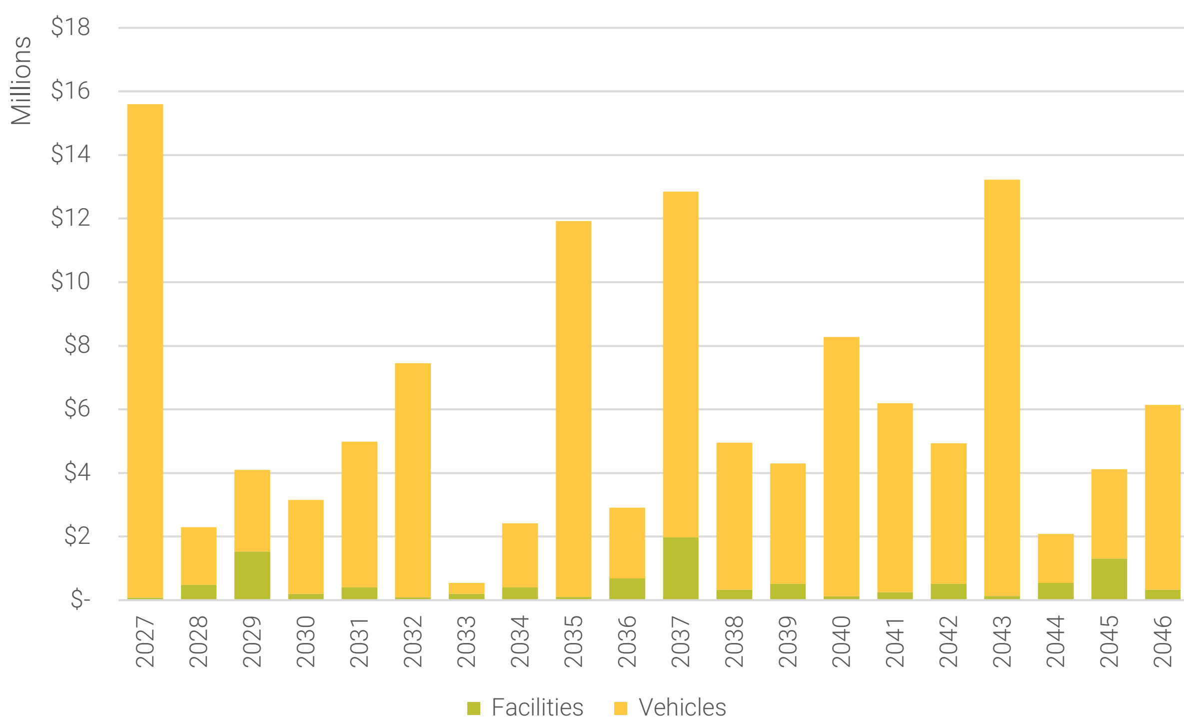
Table 13. Average Inflation from Previous Year

Year	Percentage
2020	1.2
2021	4.7
2022	8.0
2023	4.0
2024	3.3
2025	2.4
2026 (through June)	4.2
Future Assumption	3.2

Source: U.S. Bureau of Labor Statistics. CPI data, monthly. https://www.bls.gov/charts/consumer-price-index/consumer-price-index-by-category-line-chart.htm.

As shown in Figure 9, the annual unconstrained funding required to maintain SGR fluctuates, ranging from $0.3 million to $15.5 million. Vehicle replacements account for most costs throughout the period, producing noticeable peaks when large cohorts reach their end of useful life. Facility needs remain comparatively low and stable.

Figure 9. Annual Capital Expenditures Forecast to Maintain SGR, FY 2027 to FY 2046



The forecast funding needed to maintain SGR over the next 20 years totals approximately $122 million across vehicles and facilities, with an average capital need of $6.1 million per year.

4.2 Estimated Funding Level

NDOT relies on a combination of federal and state funding programs to support transit capital needs. Each of the following programs serves a specific role in maintaining the assets included in this TAMP:

- Section 5311 – Rural Area Formula Program: NDOT administers Section 5311 funds through formula allocation for rural transit providers. These funds support planning, operating costs, maintenance and capital improvements, and special programs for rural systems. This program aims to sustain reliable transportation options outside urban areas.
- Section 5339 – Bus and Bus Facilities: Section 5339 funds allow NDOT to invest in the bus fleet and facility infrastructure serving rural and small urban areas. This includes purchasing buses, replacing aging vehicles, rehabilitating bus-related facilities, and procuring equipment necessary to support daily operations. NDOT also has flexibility to shift some funding, when appropriate, to larger urban areas. Providers receive these funds through NDOT's application and award process.
- State Program 305: Nebraska's legislature dedicates funding to support both transit operating expenses and the purchase of new vehicles during each budget cycle. These dollars are allocated to rural, intercity bus, small urban, and large urban transportation systems.
- Local Agency Match: Some federal funding requires local matching funds of 20 percent of the total cost, depending on the specific program. Eligible match sources include state or local government funds, private or unrestricted federal dollars, and contributions from community organizations or human-service agencies. Donations may also be used when permitted under FTA guidelines.

In addition to these funding sources, NDOT also administers FTA Section 5310 funds to provide enhanced mobility for seniors and individuals with disabilities. Section 5310 funds are not used to purchase or support the assets included in this TAMP.

NDOT develops its funding projections by examining past award levels and considering the current federal authorizing legislation. For the base year 2027, NDOT estimates federal capital funding at $4 million. The total funding available each year would include the federal portion plus a 20 percent local match for a total of $5.0 million. NDOT plans to allocate $4.0 million for vehicles and $1.0 million for facilities each year. Table 14 provides an overview of historical capital funding for Group TAMP participating subrecipients between FY 2015 and FY 2026.

Table 14. Capital Funding for Participating Subrecipients, FY 2017 to FY 2026

Year	Capital Expenditures	Annual % Change
2026	$3,642,000	-61
2025	$9,454,000	-
2024	$0	-100
2023	$1,327,000	-52
2022	$2,783,000	+24
2021	$2,252,000	+6
2020	$2,132,000	+27
2019	$1,684,000	-21

Year	Capital Expenditures	Annual % Change
2018	$2,131,000	+97
2017	$1,080,000	--

As demonstrated above, transit capital funding has varied considerably since 2017. Therefore, a conservative and consistent assumption was applied for planning purposes. Annual funding availability was held flat at $5 million ($4 million for vehicles and $1 million for facilities) over the FY 2027 through FY 2046 period, based on anticipated appropriations of FTA Section 5339 funds. This approach provides a stable baseline for evaluating long-term investment needs and understanding the impacts of funding constraints relative to projected SGR requirements.

NDOT uses the State Transportation Improvement Program (STIP), together with historical funding trends and anticipated revenue sources, to establish the funding assumptions used in this analysis. Because the STIP is a fiscally constrained, state-approved transportation programming document, it identifies the financial resources reasonably expected to be available for transit capital investments and supports the FTA requirement that TAM investment prioritization be based on available funding.

The STIP also links asset management planning with capital programming by aligning identified replacement and rehabilitation needs with programmed funding. As a result, it establishes the feedback loop between asset condition, investment prioritization, and capital funding decisions that is central to effective transit asset management. The STIP aligns investment priorities with realistic budgets and documented funding sources, ensuring that TAM priorities are reflected in implementable capital projects.

Table 15 summarizes capital funding programmed through the STIP for participating Group TAMP subrecipients. These programmed investments represent the near-term resources available to support vehicle replacement and other capital improvements identified through the TAM process.

Table 15. STIP Section 5311 Non-Operating Funding

Year	2026–2027	2027–2028	2028–2029
Rolling Stock (5311)	$500,000	$750,000	$1,000,000
Non-Operating Assistance (5311)	$8,500,000	$7,775,000	$8,000,000
Total	**$9,775,000**	**$9,325,000**	**$9,850,000**

Programmed funding levels remain relatively stable over the STIP period and provide an important benchmark for evaluating the extent to which available resources can address identified state of good repair needs. While these investments will support fleet replacement and other capital activities in the near term, the long-range analysis presented in this Group TAMP demonstrates that projected replacement and rehabilitation needs exceed currently programmed funding levels. Consequently, investment prioritization will continue to play a critical role in managing asset conditions, addressing backlog, and directing limited resources toward the highest-priority needs.

4.3 Fiscally Constrained Replacement

Due to growing limitations of transit funding, NDOT must strategically allocate funding to those assets that pose the greatest risk to service delivery, safety, and system performance. To support this effort, FTA's TERM Lite model was used to inform investment prioritization over the 20-year planning horizon and to evaluate how NDOT's anticipated future funding levels influence SGR outcomes. Because available funding is not sufficient to address identified needs, a structured prioritization process is essential to guide decision-making and make sure that critical assets are addressed first.

4.3.1 Prioritization Criteria

NDOT applies FTA's default prioritization framework for Group TAMPs, recognizing that replacement costs and asset characteristics vary across transit agencies and service environments. Assets are evaluated and ranked using a weighted scoring system that reflects their relative importance to maintaining safe, reliable, and cost-effective transit service. The default prioritization weights are as follows:

- Asset Condition (65%): Represents the primary score for replacement need based on estimated condition derived from asset age and useful life.
- Safety & Security (10%): Corresponds to the safety score (out of 5) based on asset classification in TERM Lite by default, reflecting the impact of the asset condition on the safety of passengers and staff.
- Reliability (20%): Reflects the reliability score (out of 5) assigned by asset classification in TERM Lite by default, which captures the extent to which reinvestment improves service reliability and reduces service disruptions.
- Operations and Maintenance (O&M) Cost Impact (5%): Reflects the O&M cost impact score (out of 5) assigned by asset classification in TERM Lite by default, and accounts for the potential to reduce O&M costs through replacement.

These criteria are combined into an overall prioritization score used to rank investments when funding is constrained. This approach ensures that limited resources are directed toward assets with the greatest overall impact, supporting NDOT's goal of managing risk, maintaining system performance, and limiting growth in the SGR backlog.

4.3.2 Rehabilitation Policies

NDOT does not currently have a vehicle rehabilitation policy. Instead, vehicles are maintained through routine and preventive maintenance activities intended to support ongoing operations. Major rebuilds or overhaul efforts designed to extend vehicle service life are not currently practiced and are not reflected in projected capital needs.

In contrast, facility assets require annual reinvestment to maintain an acceptable condition over their service life. Given their longer useful life periods, facilities are supported through a combination of ongoing maintenance and targeted capital improvements at key points in their life cycles. These activities help preserve functionality and prevent assets from falling below SGR thresholds.

Table 16 outlines NDOT's approach to facility reinvestment, including annual capital maintenance and planned rehabilitation activities at established life-cycle intervals.

Table 16. NDOT Rehabilitation Policies

Asset Type	Rehabilitation Description	Annual Capital Maintenance Required
Vehicles	None	--
Facilities	• 10% of asset value at 40% useful life[1] • 10% of asset value at 60% useful life • 5% of asset value at 80% useful life	0.3% of asset value per year

[1] Assumed useful life for facilities is 40 years.

4.3.3 SGR at Projected Funding Level

Under a projected flat funding level of $5 million annually, and using forecasted pricing and rehabilitation requirements, the SGR backlog for vehicles is expected to grow over the next 20 years, increasing from $11.4 million today to over $35 million by 2046. As shown in Figure 10, the total backlog is relatively constant through the 2020s before tripling between 2031 and 2046 The substantial cost of the SGR backlog is driven by the age of the vehicle fleet relative to the ULBs.

This demonstrates that while current funding supports ongoing asset maintenance and partial reinvestment, it is not sufficient to fully offset long-term capital needs across the fleet. This trend is primarily driven by age of the vehicle fleet relative to the ULBs and the effect of inflation on delayed replacement of vehicle assets, which account for the majority of projected reinvestment needs. Facility-related needs remain comparatively smaller, reflecting their longer useful lives and phased rehabilitation approach.

Overall, the analysis suggests that NDOT will need to continue prioritizing investments to manage vehicle replacement demands while maintaining facility assets in SGR. Without additional funding or changes in investment strategy, the gap between asset needs and available resources is expected to widen over time.

Figure 10. Forecast of SGR Backlog at Estimated Funding Levels, FY 2027 to FY 2046

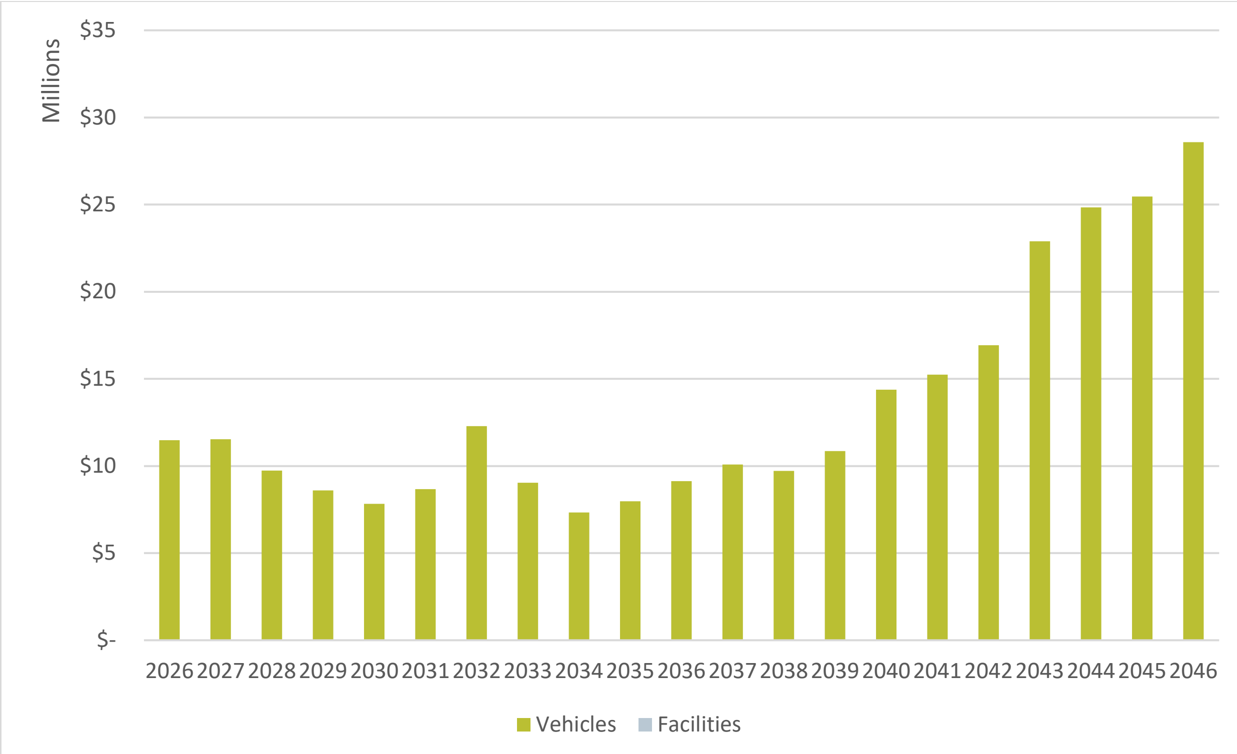
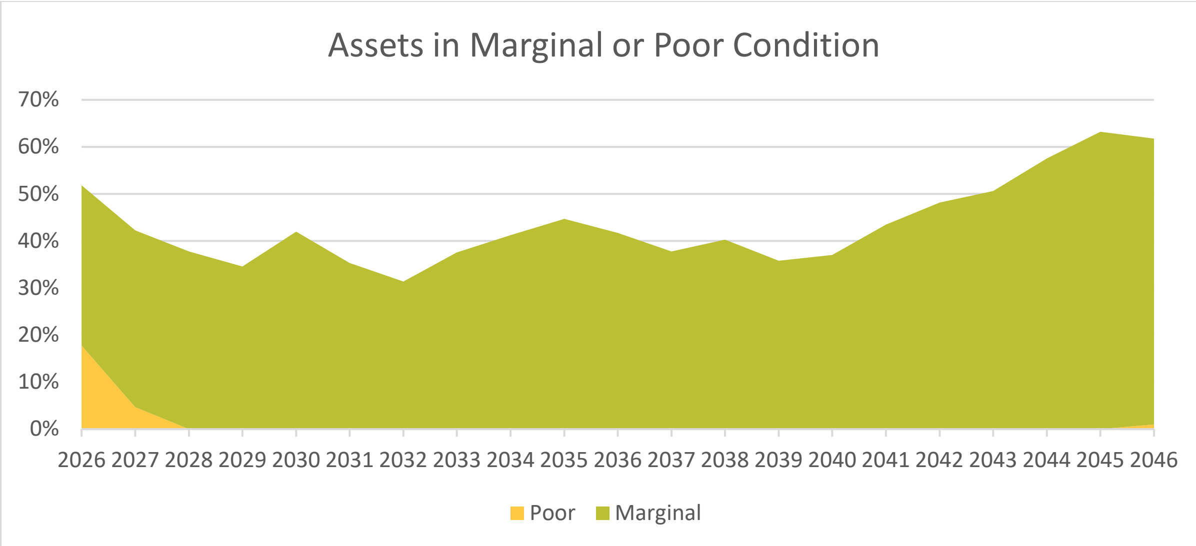


Figure 11 shows the percentage of vehicle assets in marginal or poor condition through the 20-year fiscally constrained planning horizon. Under current funding assumptions, the percentage of vehicles in poor condition drops to zero by 2028 and stays there for the remainder of the plan period. Vehicles in marginal or poor condition generally remains below 40 percent from 2027 and 2041, with the exception of an increase to 44 percent between in 2035. However, after 2041 deterioration accelerates to the end of the planning period when 60 percent of all vehicles are in marginal or poor condition in 2046. No facilities are expected to drop below a Term Lite Rating of 3 during this period.

Figure 11. Assets in Poor or Marginal Condition, FY 2027 to FY 2046



4.3.4 Inflation Sensitivity

Given the variability in recent inflation trends, NDOT evaluated how changes in inflation assumptions influence long-term SGR outcomes. This analysis tests higher inflation to better understand potential impacts on asset condition and future funding needs over the 20-year planning horizon.

As shown in Table 17, increases in inflation result in a substantial increase in projected backlog levels and a corresponding decline in overall asset condition. Under the baseline assumption of 3.2 percent, the backlog is projected to reach $28.6 million by 2046, with approximately 62 percent of assets in marginal or poor condition. At a higher inflation rate of 4.5 percent, the backlog increases to $45.8 million and the share of assets in marginal or poor condition increases to 66 percent.

These results show that higher inflation accelerates the growth in replacement and rehabilitation costs, making it more difficult for available funding to keep pace with system needs. It is also important to note that this analysis assumes no corresponding increase in funding levels. In practice, funding programs may adjust over time in response to inflation; however, this scenario is intended to isolate the effect of rising costs on asset conditions. The findings underscore the importance of monitoring trends for inflation and adjusting financial assumptions as necessary.

Table 17. Inflation Sensitivity Analysis

Inflation Scenario (%)	Backlog by 2046 (Millions)	Share of Asset Base in Poor or Marginal Condition (%)
3.20	$28.6	62
3.50	$32.0	62
4.00	$38.3	67
4.50	$45.8	66

4.4 Proposed 20-Year Investment Forecast

Using the TERM Lite model, NDOT developed a long-range projection of capital investment needs across asset classes. This forecast identifies when assets are expected to require replacement or rehabilitation based on condition, useful life, and prioritization criteria. Assets that have not yet fallen below SGR but are approaching the end of their service life are also included to reflect anticipated future needs.

Figure 12 shows the projected capital expenditures by asset category over the planning horizon. Investment needs fluctuate from year to year based on when vehicles exceed their ULB. This pattern reflects the combined effects of asset aging, projected replacement cycles, and inflationary pressures. Vehicle investments account for the majority of expenditures throughout the period. Facility investments appear less frequently but contribute to periodic increases when rehabilitation activities are programmed.

Table 18 summarizes prioritized investments over the initial five years of the forecast period. The results indicate that the highest near-term costs are associated with minivans and medium-duty vans, which make up a significant portion of the fleet and reach replacement thresholds between FY 2027 and FY 2031. Facility rehabilitation also emerges as a notable cost component during this period. Because no facilities are replaced in the 5-year period, they do not appear as a prioritized asset, however their annual capital maintenance and rehabilitation costs over this period is $2.7 million.

The full list of the TERM Lite-prioritized SGR investments over the next 5 years is shown in Appendix C. The total investment for the period from FY 2027 through FY 2031 is $22.7 million ($20 million for vehicles and $2.7 million for annual maintenance costs for facilities).

Figure 12. Expenditures Forecast by Category, FY 2027 to FY 2046

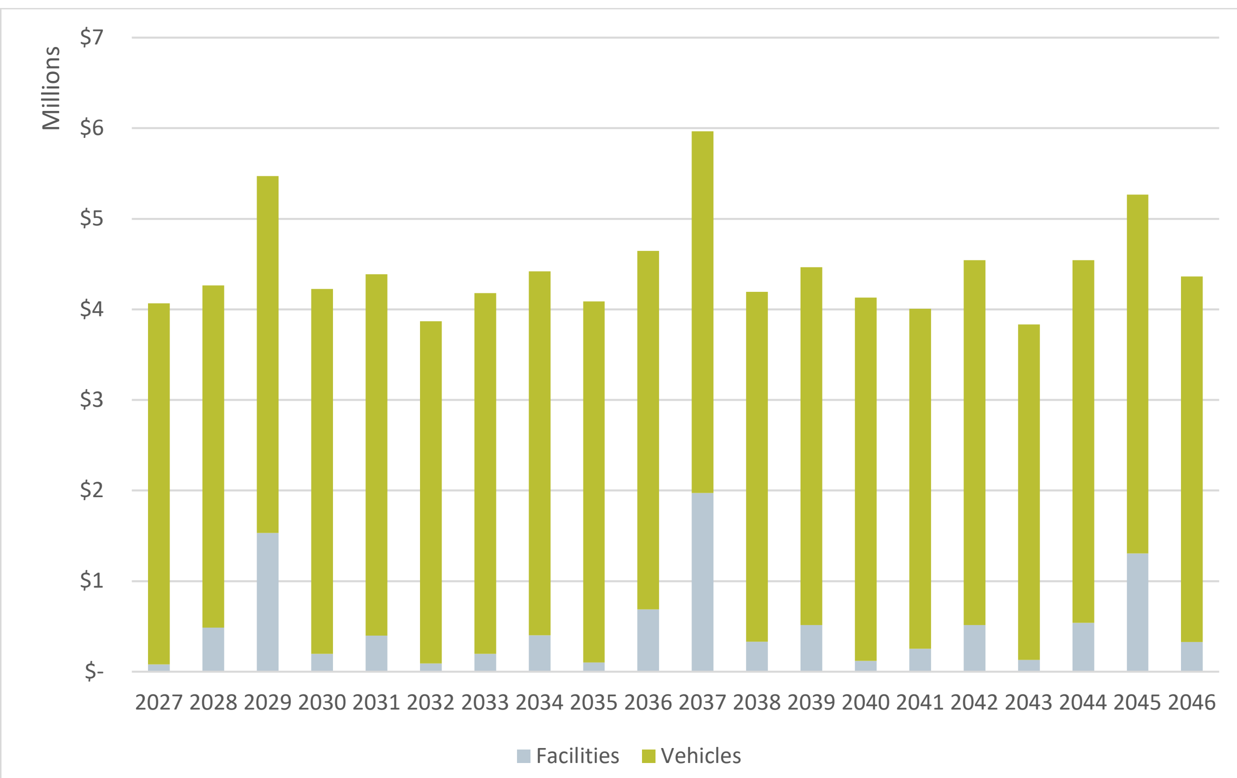


Table 18. TERM-Lite Prioritized SGR Asset Class Investments, FY 2027 to FY 2031

Asset Classification	Assets Prioritized FY 2027 to FY 2031	Replacement/Rehab Cost
Rolling Stock, Revenue Vehicles, Automobile	9	$411,044
Rolling Stock, Revenue Vehicles, Minivan	119	$7,896,279
Rolling Stock, Revenue Vehicles, Light-Duty Van	19	$1,462,922
Rolling Stock, Revenue Vehicles, Medium-Duty Van	76	$10,202,636
Facilities Rehabilitation	--	$2,693,999

4.4.1 Adaptive Investment and Replacement Flexibility

NDOT recognizes that TAM occurs in a dynamic operating environment. While the TERM Lite model, ULBs, mileage thresholds, and condition ratings provide a consistent framework for prioritizing investments, NDOT retains the discretion to adjust, advance, or defer asset replacement priorities when warranted by changing conditions or emerging needs. These adjustments may occur regardless of TERM Lite scores or other model outputs. Such decisions may be influenced by factors including, but not limited to, the following:

- Safety risks or emerging reliability concerns
- Service impacts affecting riders or community access
- Changes in operating conditions, including extreme weather or infrastructure issues
- Maintenance cost trends or life-cycle cost considerations
- Availability of funding, including discretionary or time-sensitive grant opportunities
- Coordination with subrecipients, regional priorities, or statewide transportation goals
- Equity and accessibility considerations
- Asset obsolescence or manufacturer support limitations

When deviations from model-based prioritization occur, NDOT will document the rationale to provide transparency and maintain alignment with FTA TAM requirements. This approach ensures that investment decisions remain data-informed while preserving the flexibility necessary to maintain safe, reliable, and customer-focused transit service.

NDOT's implementation strategy describes how NDOT will coordinate with subrecipients to implement the Group TAMP, including establishing roles, responsibilities, and processes that will be used to manage transit assets statewide. The implementation strategy establishes a consistent framework for managing transit assets statewide while allowing flexibility to address local operating conditions.

As the Group TAMP sponsor, NDOT provides centralized oversight, coordination, and technical support to make sure that capital assets are managed in accordance with federal requirements and statewide priorities. This Group TAMP is, therefore, designed to translate policy and technical guidance into a repeatable process that supports asset condition monitoring and capital investment decision-making.

The implementation framework is intended to:

- provide for the consistent application of TAM practices across participating subrecipients;
- support data-driven investment decisions;
- align asset management with available funding; and
- reflect both statewide priorities and local service needs in rural areas.

Table 19 helps demonstrate the variety of investment costs across asset classifications, providing a clear basis for NDOT's planning and investment decisions. Rather than representing a fixed program, the investment strategy is intended to be iterative, allowing NDOT to adjust priorities as asset conditions, funding levels, and system needs evolve. A detailed list of prioritized investments by year for the next 20 years is provided in Appendix D.

4.5 Additional Funding Opportunities

Based on the investment strategy outlined in Chapter 4, NDOT is positioned to address near-term capital needs, particularly for vehicle replacement. Current funding levels are not expected to support progress toward reducing the vehicle backlog over the planning period. As the asset portfolio ages, facility-related needs are projected to become more prominent, increasing the importance of ongoing rehabilitation investments.

Under the baseline funding and inflation assumptions, the overall SGR backlog outpaces funding availability. Changes in future funding availability or sustained increases in inflation could create additional pressure on capital programs and contribute to backlog growth. In these cases, NDOT may need to pursue supplemental funding sources to maintain asset conditions and meet performance targets. In the case of discretionary funding opportunities, NDOT may adjust project prioritization to respond to such opportunities or other time-sensitive investments.

NDOT administers federal transit funding on behalf of the state and is responsible for ensuring that funds are used in compliance with applicable requirements. Federal programs administered through FTA and coordinated by NDOT provide key opportunities to support capital reinvestment. Table 19 highlights available discretionary funding programs that may be leveraged to address future needs and mitigate potential funding gaps.

Table 19. Potential Discretionary Funding Sources

Grant	Grant Description
All Stations Accessibility Program	The All Stations Accessibility Program provides competitive funding (1) to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame, or (2) for planning projects to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use.
Better Utilizing Investments to Leverage Development (BUILD)	The BUILD Transportation Grants Program funds investments in transportation infrastructure, including transit.

Grant	Grant Description
Transportation Grants Program	
Grants for Buses and Bus Facilities Program	The Grants for Buses and Bus Facilities Program provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.
Low or No Emission Grant Program -- 5339(c)	The Low or No Emission Grant Program requires NDOT to develop a Carbon Reduction Strategy in consultation with Nebraska's MPOs. This program provides funding to states and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses.
Section 5303/5304 -- Metropolitan and Statewide Planning Program	NDOT receives federal funding for planning activities in the metropolitan areas of the state (Lincoln, Omaha, Grand Island, and Sioux City). The MPOs apply to NDOT annually for Section 5303 funds. The funds are allocated using a formula based on population.
Public Transportation on Indian Reservations; Tribal Transit Competitive Program	The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program consisting of a $30 million formula program and a $5 million discretionary grant program subject to availability of appropriations.

Source: FTA, Grant Programs, https://www.transit.dot.gov/grants?combine&field_grant_type_target_id=2491&page=0.

4.6 Conclusion

This Group TAMP provides NDOT with a consistent framework for assessing asset condition, forecasting capital needs, and guiding investment decisions. The analysis indicates that current funding levels are generally sufficient to address near-term vehicle replacement needs, but long-term pressures from asset aging, inflation, and rising costs will continue to challenge the ability to maintain a full SGR.

Projected investment needs are driven primarily by vehicle replacement cycles, with facility rehabilitation playing an increasing role as assets age. As backlog levels remain elevated under baseline assumptions, sensitivity analysis shows that higher inflation or funding constraints could result in a widening gap between needs and available resources. This reinforces the importance of maintaining flexibility in investment strategies and leveraging a range of funding programs to sustain SGR.

This TAMP Group also establishes a foundation for future updates as conditions, funding, and priorities evolve. Investments in new technologies such as low or no emission vehicles or any changes outlined in 49 CFR 625 and 49 CFR 630 may require amendments to this Group TAMP within the planning horizon or as part of the next required TAM update cycle. Overall, this plan positions NDOT to make proactive investment decisions to manage assets and maintain SGR.

5 Implementation Strategy

5.1 Roles and Responsibilities

Successful implementation of this Group TAMP relies on defined roles and responsibilities between NDOT and its subrecipients.

5.1.1 NDOT

As the Group TAMP sponsor, NDOT is responsible for overseeing and administering the TAM program at the statewide level. Key responsibilities include:

- developing, maintaining, and updating the Group TAMP;
- coordinating with subrecipients to collect and validate asset inventory and condition data;
- establishing TAM performance targets in coordination with participating subrecipients;
- applying decision support tools (e.g., TERM Lite) to prioritize capital investments;
- developing capital programming recommendations consistent with funding constraints;
- reporting asset data and performance targets annually to the NTD; and
- providing technical assistance to subrecipients to support TAM implementation.

NDOT will maintain regular coordination with subrecipients through structured and ongoing engagement, including:

- annual data collection and validation processes;
- coordination during capital programming cycles; and
- provision of technical guidance and support.

This coordinated approach ensures that asset management decisions reflect both statewide consistency and local operating realities, which is particularly important given the geographic diversity of transit services provided across Nebraska.

5.1.2 Participating Subrecipients

Participating subrecipients are responsible for implementing TAM practices at the local level and supporting NDOT's statewide coordination efforts. Some responsibilities include:

- maintaining accurate and up-to-date asset inventories;
- conducting condition assessments using TAMP methodologies;
- submitting asset and condition data to NDOT on an annual basis;
- identifying local capital needs and operational priorities; and
- supporting asset management practices that align with this Group TAMP.

5.2 TAMP Update and Monitoring

NDOT will implement a routine cycle of data collection, performance monitoring, and plan updates to ensure the TAM program remains current and effective.

5.2.1 Annual Activities

On an annual basis, NDOT will:

- update asset inventories and condition assessment data on a triennial basis;
- review asset condition trends and identify emerging needs;
- re-evaluate investment priorities based on updated data;
- coordinate capital programming with available funding; and
- report TAM performance targets and asset data to NTD.

5.2.2 Four-Year Plan Update

In accordance with federal requirements, NDOT will update this Group TAMP at least once every 4 years. The update process will include a comprehensive review of:

- asset inventory and asset categories;
- condition assessment methodologies and results;
- investment prioritization approaches; and
- TAM performance targets.

5.3 Investment Planning and Programming

NDOT implements the TAM program through a structured process that aligns asset condition data with capital investment decisions. The process includes the following steps:

- **Data collection:** Asset inventory and condition data are collected from subrecipients.
- **Condition assessment:** Assets are evaluated using the TERM scale to determine SGR status.
- **Prioritization:** Decision support tools are applied to rank assets for repair, rehabilitation, or replacement based on condition, usage, and service need.
- **Funding alignment:** Identified capital needs are evaluated against available federal, state, and local funding sources.
- **Program development:** A capital investment program is developed that reflects priority needs, fiscal constraints, and geographic considerations.

This structured approach ensures that limited resources are directed toward the most critical asset needs while maintaining transparency in decision-making.

5.3.1 Performance Management

NDOT monitors TAM performance using federally defined performance measures and targets. These measures provide a consistent framework for evaluating asset conditions and informing investment decisions.

Key performance measures include:

- percentage of rolling stock exceeding the ULB; and

- percentage of facilities rated below condition thresholds.

Performance targets are established jointly with subrecipients, reported annually to the NTD, and used to guide future investment decisions and track progress toward SGR.

5.3.2 Continuous Improvement and Risk Management

NDOT recognizes that asset management must respond to changing conditions, including infrastructure aging, funding variability, and evolving service needs. To support continuous improvement, NDOT will:

- adjust investment priorities in response to unexpected asset failures or emerging needs;
- improve data quality and consistency over time;
- refine decision support tools and methodologies; and
- incorporate feedback from subrecipients and stakeholders.

This adaptive approach ensures that the TAM program remains practical, responsive, and aligned with real-world operating conditions while continuing to support safe and reliable transit service.

5.4 Performance Targets and Measures

The assets owned, managed, and operated by participating subrecipients use the default ULBs established by FTA, which can be found in the FTA ULB Cheat Sheet (updated 2021).

The facility performance measures are based on physical condition assessments conducted by participating subrecipients between 2022 and 2025 on the facilities for which participating subrecipients have direct capital responsibility. The facility performance measures were calculated using a weighted average. For each facility, operators assigned percentages to the primary facility elements based on replacement value and criticality, which were then used to calculate an overall facility score.

NDOT uses ULBs as a projection for when an asset is estimated to need replacement. However, to provide for the efficient use of public funds, assets are targeted for replacement when they exceed their ULB, reach poor physical condition, and/or accumulate high mileage. These determinations are informed by TERM Lite results and other evaluation criteria discussed in Chapter 4. NDOT may consider additional factors in prioritizing asset replacement, consistent with the Adaptive Investment and Replacement Flexibility Framework described in Section 0.

The age ULBs set by FTA for each asset class are described in Table 20. The mileage ULBs established by NDOT for each asset class are summarized in Table 21.

Table 20. FTA Adopted Useful Life Benchmarks

Asset Class	Asset Category	Vehicle Type	ULB (years)
Medium-Duty Van	Rolling Stock	Cutaway Bus	10
Mini-Van	Rolling Stock	Minivan	8
Light-Duty Van	Rolling Stock	Van	8
Automobile	Rolling Stock	Automobile	8
Admin/Office	Facility	--	FTA TERM ≥ 3
Bus Storage	Facility	--	FTA TERM ≥ 3

Table 21. NDOT Adopted Useful Life Mileage Benchmarks

Asset Class	Vehicle Type	ULB (years)	Mileage
Medium-Duty Van	Cutaway Bus	10	150,000
Mini-Van	Minivan	8	100,000
Light-Duty Van	Van	8	100,000
Automobile	Automobile	8	100,000

The age of the asset is the primary consideration for performance measurement. However, NDOT applies a multifactor approach to prioritize vehicle replacement. Vehicles may be prioritized if they meet one or more of the following conditions:

- Exceeds the age-based ULB
- Exceeds the NDOT-established mileage benchmark
- Exhibits other factors that affect usefulness, including overall condition, service utilization, safety, or service criticality

This approach provides a flexible, condition-informed prioritization strategy, where age and mileage are treated as separate potential replacement triggers, not joint requirements. NDOT aims to maintain and prioritize assets so no more than 33 percent exceed their age-based ULB. For facilities, NDOT aims for assets to remain above the FTA TERM scale rating of 3.

Table 22 defines the FTA TERM scale for facilities. **Table 23** presents NDOT's rolling stock performance targets, measured as the percentage of vehicles exceeding their ULB by asset class. Lower percentages indicate better performance, reflecting fewer vehicles operating beyond their expected service life. The comparison of targets and actual performance helps identify where replacement needs are greatest. **Table 24** provides facility performance metrics and targets established by NDOT based on condition data reported by participating subrecipients.

Table 22. FTA TERM Scale for Facilities

Rating	Condition	Description
Excellent	5	No visible defects; new or nearly new condition; may still be under warranty, if applicable
Good	4	Good condition, but no longer new; may be slightly defective or deteriorated, but is overall functional
Adequate	3	Moderately deteriorated or defective, but has not exceeded useful life
Marginal	2	Defective or deteriorated; in need of replacement; exceeded useful life
Poor	1	Critically damaged or in need of immediate repair; well past useful life

Table 23. Performance Targets of Rolling Stock

Rolling Stock	2024 Target (%)	2025 Performance (%)	2026 Target (%)
AO – Automobile	100	67	100
CU – Cutaway	30	33	30
MV – Minivan	40	53	40
VN – Van	30	19	30

Table 24. Performance Targets of Facilities

Facilities	2025 Target (TERM Scale)	2024 Performance (%)	2024 Difference (%)	2026 Target (TERM Scale)
Administrative/Office	Facilities ≥ 3	0	0	Facilities ≥ 3
Storage/Parking	Facilities ≥ 3	0	0	Facilities ≥ 3

Collectively, these performance measures and targets establish a framework for prioritizing investments and maintaining assets in SGR. Central to the effectiveness of this performance-based approach is a comprehensive and accurate understanding of the assets. The following chapters provide a detailed overview of NDOT's asset portfolio and asset management plan, incorporating system conditions as reflected in 2025 data.

Appendices

Appendix A. Group TAMP Checklist

Am I in Compliance with the TAM Final Rule?

The following checklist is for recipients and subrecipients of Federal financial assistance that own, operate, or manage capital assets in the provision of public transportation. To determine which of these provisions apply to your agency, use the Am I a Tier I or Tier II agency?, Group Plan Sponsor, and Group Plan Participant checklists. For questions about applicability and requirements of the TAM rule not addressed in this checklist, please see the TAM FAQs.

Tier I and Tier II recipients and Group Plan Sponsors

Complete?

1. Do I have a TAM plan that covers a four year period? ☒
2. Was the TAM plan updated within the last four years? ☒
3. Do I have a TAM plan that includes all of the required elements? (Tier I providers and group plan sponsors, see applicable sections.) ☒
    a. An asset inventory for all assets used in the provision of public transportation, including those owned by third parties? ☒
    b. A condition assessment of all assets in my asset inventory for which I have direct capital responsibility? ☒
    c. An investment prioritization that: ☒
        - Ranks projects to improve or manage the state of good repair over the horizon period,
        - Includes all capital assets for which I have direct capital responsibility, and
        - Is at the asset class level ☒
    d. Did I document the analytical processes and decision support tools used in developing my TAM plan? ☒
4. Do I have documentation that I calculated performance for:

    Equipment (non-revenue service vehicles, support-service and maintenance vehicles equipment): the percentage of those vehicles that have either met or exceeded their ULB for all assets for which I have direct capital responsibility. ☒

    Rolling Stock: the percentage of revenue vehicles by vehicle type that have either met or exceeded their ULB for all assets for which I have direct capital responsibility. ☒

    Infrastructure (rail fixed-guideway, track, signals, and systems): the percentage of track segments with performance restrictions for all assets for which I have direct capital responsibility. ☐ N/A

    Facilities: the percentage of facilities within an asset group rated below condition 3 on the TERM scale for all assets for which I have direct capital responsibility. ☒

Complete?

5. Do I have documentation that I set performance targets annually to project the following fiscal year for:
    - Equipment ☒
    - Rolling Stock ☒
    - Infrastructure ☐ N/A
    - Facilities ☒

6. Did I make my TAM plan, any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report available to the State and/or MPO that provides my funding? ☒

Group Plan Sponsors

The below questions relate to all assets in a group plan inventory which include all participants' assets.

7. Did I create a group plan for participants that meets the associated requirements? ☒

    a. Does the group plan include a list of participants? ☒

    b. Have I ensured that each participant is included in only one group plan? ☒

    c. Have I received and maintained documentation of opt-outs? ☒

    d. Have I received all necessary and relevant information from participants? ☒

    e. Have I coordinated the TAM plan development process with all participants' Accountable Executives? ☒

    f. Have I made the plan available in an easily accessible format to participants? ☒

    g. Do I have documentation that I set unified performance targets annually to project the following fiscal year that covers all assets in the group plan inventory? ☒

    h. Did I make my sponsored Group TAM documents available to the State and/or MPO that provides funding to any of my group plan participants? ☒

Appendix B. Full Asset Inventory

Description/VIN	Agency	Asset Type Code	Type	Category	Vehicle Type	Description	Year	Mileage	Purchase Price	2026 Valuation	Condtion Rating
1FDFE4FS4EDA56692	Avera Creighton Hospital	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small Bus	2014	75316	$ 48,614	$ 116,454	2
2C4RC1CG9RR141231	Avera Creighton Hospital	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2024	50906	$ 76,539	$ 75,001	4
2C4RDGBG0JR337967	Avera Creighton Hospital	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger minivan	2018	311006	$ 22,206	$ 48,056	2
2C7WDGBG3HR618340	Avera Creighton Hospital	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	333828	$ 36,231	$ 75,592	2
1FBVU5XG4RKB06645	Avera Creighton Hospital	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	17212	$ 90,447	$ 100,855	4
2C7WDGBG3HR618337	Avera Creighton Hospital	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	317367	$ 36,231	$ 75,592	2
2C4RC1CG6NR118399	Avera Creighton Hospital	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	81349	$ 76,539	$ 75,006	3
1GBJG31U541205451	Avera St. Anthony Hospital	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus 12+2	2004	96111	$ 44,263	$ 103,629	1
20262C4RDGBG1KR573190	Avera St. Anthony Hospital	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2026	191919	$ 22,206	$ 48,229	5
20261GAWGRFA3E1203002	Avera St. Anthony Hospital	52524	Vehicles	Revenue Vehicle	Light-Duty Van	10 Passenger Van	2026	32518	$ 23,873	$ 50,000	5
2C7WDGBG3HR710208	Avera St. Anthony Hospital	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	158328	$ 36,231	$ 75,592	2
20262C7WDGBG3HR710192	Avera St. Anthony Hospital	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2026	126302	$ 36,231	$ 76,539	5
2C4RDGBG4CR180737	Avera St. Anthony Hospital	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2012	135235	$ 30,539	$ 69,300	2
2C4RC1CG6NR118421	Avera St. Anthony Hospital	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	83937	$ 58,515	$ 75,006	3
1FAHP24W48G134415	Blue Rivers AAA	52301	Vehicles	Revenue Vehicle	Automobile	Taurus	2008	173495	$ 17,647	$ 40,760	1
1FDFE4FS4DDE29025	Blue Rivers AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus	2013	192160	$ 48,614	$ 114,808	2
1FDFE4FS5DDA44730	Blue Rivers AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small Bus	2013	155641	$ 48,614	$ 114,808	2
1FDFE4FS9DDA44729	Blue Rivers AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Star Trans Small bus 12+2	2013	109707	$ 48,614	$ 114,808	2
1FDFE4FS6ADA46532	Blue Rivers AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus 12+2 StarTrans	2010	116427	$ 49,848	$ 110,445	2
1FDFE4FSXADA46534	Blue Rivers AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus 12+2 StarTrans	2010	164767	$ 49,848	$ 110,445	2
1FDFE4FS8ADA46533	Blue Rivers AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus 12+2 StarTrans	2010	148944	$ 49,848	$ 110,445	2
1FDFE4FSXKDC68718	Blue Rivers AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach 12+2	2019	138166	$ 63,670	$ 126,374	3
1FDFE4FS8KDC68720	Blue Rivers AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach 12+2	2019	103342	$ 63,670	$ 126,374	3
1FDFE4FS1KDC68719	Blue Rivers AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach 12+2	2019	70007	$ 63,670	$ 126,374	3
1FDFE4FN7NDC37697	Blue Rivers AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2022	42470	$ 82,624	$ 122,457	4
NM0GE9G74E1141398	Blue Rivers AAA	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit Connect	2014	154321	$ 38,860	$ 46,597	2
1GNDV231X8D197614	Blue Rivers AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Minivan	2008	86922	$ 16,997	$ 40,760	1
2C4RDGEG8J342944	Blue Rivers AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Grand Caravan	2018	96427	$ 31,790	$ 48,056	2
2C4RC1BG3SR514643	Blue Rivers AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Pacifica	2025	44710	$ 32,599	$ 47,701	5
1FBSS31L84HB33341	Blue Rivers AAA	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Van 11 Passenger Modified	2004	110907	$ 27,208	$ 41,465	1
1FBVU5XG6RKB13869	Blue Rivers AAA	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2023	21995	$ 86,067	$ 100,340	4
1FBVU5XGXRKB14474	Blue Rivers AAA	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	18565	$ 86,067	$ 100,855	4
1FBVU5XG3RKB06667	Blue Rivers AAA	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	8217	$ 86,067	$ 100,855	4
1FBVU5XG0RKB09459	Blue Rivers AAA	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	10382	$ 86,067	$ 100,855	4
1FBVU5XG0RKB09526	Blue Rivers AAA	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	4692	$ 86,067	$ 100,855	4
1FBVU5XG1RKB09485	Blue Rivers AAA	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	1881	$ 90,297	$ 100,855	4
1FBVU5XG3RKB13957	Blue Rivers AAA	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	5126	$ 90,297	$ 100,855	4
1FDFE4FS2KDC09274	Blue Valley Community Action Partnership (Fillmore County)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus 12+2	2019	15900	$ 59,520	$ 126,374	3
2A4RR4DE6AR19411	Blue Valley Community Action Partnership (Fillmore County)	52525	Vehicles	Revenue Vehicle	Mini-Van	Town & Country LX	2010	152033	$ 35,079	$ 42,627	2
2C4RDGCG6ER252622	Blue Valley Community Action Partnership (Fillmore County)	52525	Vehicles	Revenue Vehicle	Mini-Van	Caravan Grand SXT	2014	112268	$ 32,408	$ 44,946	2
1FBVU5XG4RKB06659	Blue Valley Community Action Partnership (Fillmore County)	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	1962	$ 86,067	$ 100,855	4
2C4RC1CG66NR118466	Butler County Rural Service	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager lowered floor minivan	2022	70975	$ 58,515	$ 75,006	3
2C4RDGBXJR221045	Butler County Rural Service	52525	Vehicles	Revenue Vehicle	Mini-Van	Grand Caravan	2018	160241	$ 5,500	$ 48,056	2
1FBVU5XG2RKB09463	Butler County Rural Service	52524	Vehicles	Revenue Vehicle	Light-Duty Van	TRANSIT	2024	9463	$ 42,000	$ 100,855	4
2C4RC1CG8NR118306	Butler County Rural Service	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager/LFM	2022	145316	$ 58,515	$ 75,006	3
2C4RC1CG8SR571046	Butler County Rural Service	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager/LFM	2025	4320	$ 76,539	$ 75,702	5
20262C4RDGCG7DR536954	Callaway Hospital Public Transit Services	52525	Vehicles	Revenue Vehicle	Mini-Van	Grand Caravan	2026	152887	$ 37,226	$ 48,229	5
2C7WDGBG5KR801875	Callaway Hospital Public Transit Services	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	129991	$ 37,955	$ 77,405	3
2C4RC1CG6NR122453	Callaway Hospital Public Transit Services	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	64459	$ 59,639	$ 75,006	3
2C4RDGCG9ER356814	Cambridge Memorial Hospital Inc	52525	Vehicles	Revenue Vehicle	Mini-Van	Caravan	2014	233831	$ 3,500	$ 44,946	2
2C7WDGBG7ER140936	Cambridge Memorial Hospital Inc	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2014	298952	$ 33,652	$ 71,329	2
2C7WDGBG3KR779407	Cambridge Memorial Hospital Inc	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2020	254136	$ 37,955	$ 78,841	3
20262C7WDGBG3KR779438	Cambridge Memorial Hospital Inc	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2026	238238	$ 37,955	$ 76,539	5
20262C4RC1AGOMR566817	Cambridge Memorial Hospital Inc	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2026	163983	$ 46,089	$ 76,539	5
20262C4RC1CG6NR103806	Cambridge Memorial Hospital Inc	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2026	164911	$ 58,515	$ 76,539	5
2C4RC1CGXRR126141	Cambridge Memorial Hospital Inc	52525	Vehicles	Revenue Vehicle	Mini-Van	VOYAGER LX	2024	73821	$ 76,539	$ 75,001	4
2C4RC1CG8RR152513	Cambridge Memorial Hospital Inc	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2024	51522	$ 78,393	$ 75,001	4
1FBVU5XG8RKB14621	Cambridge Memorial Hospital Inc	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	31162	$ 86,067	$ 100,855	4
2C4RC1CG5RR146877	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager LX	2024	55234	$ 76,539	$ 75,001	4
2D4RN3DG0BR603026	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	Grand Caravan	2011	238645	$ 37,226	$ 43,102	2
2C4RDGBG5JR310425	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	260636	$ 22,206	$ 48,056	2
2C4RDGBG3KR780762	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger minivan	2019	254142	$ 22,509	$ 48,775	3
2C4RC1CG5RR152680	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager LX	2024	36765	$ 76,539	$ 75,001	4
2D4GP44L46R612211	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	Grand Caravan	2006	247736	$ 33,056	$ 40,066	1
2C4RDGBG1KR780761	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger minivan	2019	269523	$ 22,509	$ 48,775	3
2C7WDGBG1FR541948	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2015	205141	$ 34,240	$ 72,935	2
2C7WDGBG2HR618362	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	183522	$ 36,231	$ 75,592	2
2C7WDGBG7HR618339	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	183728	$ 36,231	$ 75,592	2
2C7WDGBG0KR698798	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	149050	$ 37,955	$ 77,405	3

Description/VIN	Agency	Asset Type Code	Type	Category	Vehicle Type	Description	Year	Mileage	Purchase Price	2026 Valuation	Condtion Rating
2C4RC1AGXMR572124	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2021	213878	$ 46,089	$ 77,797	3
2C4RC1CG1NR192118	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	202948	$ 58,515	$ 75,006	3
2C4RC1CGNR192127	Cedar County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	112533	$ 58,515	$ 75,006	3
1FBVU5XG5RKB06623	Cedar County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	997	$ 94,192	$ 100,855	4
1FDFE4FS5GDC03993	Chase County Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2016	85548	$ 51,652	$ 121,729	2
1FDFE4FSXJDC42828	Chase County Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus	2018	55489	$ 58,381	$ 124,511	3
2C7WDGBGXKR803069	Chase County Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	195607	$ 37,995	$ 77,405	3
2C7WDBGXER140915	Chase County Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Caravan Minivan	2014	193163	$ 33,652	$ 44,946	2
2C7WDGBG2HR618342	Chase County Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	231869	$ 36,231	$ 75,592	2
1FDFE4FS4KDC61263	City of Alliance Public Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus 12+2	2020	78439	$ 65,520	$ 128,719	3
1FDFE4FNXMDC10931	City of Alliance Public Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	90787	$ 77,349	$ 127,014	3
1FDFE4FN6MDC10845	City of Alliance Public Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	78439	$ 77,349	$ 127,014	3
2C7WDGBG2HR828749	City of Alliance Public Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2018	103232	$ 36,841	$ 76,264	2
2C7WDGBG2HR828752	City of Alliance Public Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2017	103216	$ 36,841	$ 75,592	2
1FBVU5XGXRKB09470	City of Alliance Public Transit	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	12657	$ 84,657	$ 100,855	4
2FMDK4JCXDBC74916	City of Chadron	52301	Vehicles	Revenue Vehicle	Automobile	Edge (car)	2013	865797	$ 41,000	$ 44,311	2
2GNFLEEKXG6212485	City of Chadron	52301	Vehicles	Revenue Vehicle	Automobile	EQUINOX	2016	27825	$ 22,700	$ 46,982	2
1FDFE4FS1GDC51443	City of Chadron	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Supreme Bus 12+2	2016	95509	$ 51,652	$ 121,729	2
1FDFE4FN3NDC37728	City of Chadron	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2022	49823	$ 82,624	$ 122,457	4
2C4RC1CGXRR152643	City of Chadron	52525	Vehicles	Revenue Vehicle	Mini-Van	Minivan Voyager	2024	2657	$ 78,393	$ 75,001	4
1FDFE4FS0HDC78666	City of Columbus	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2017	47708	$ 58,381	$ 123,415	3
1FDFE4FN6NDC37710	City of Columbus	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2022	18820	$ 82,624	$ 122,457	4
2C7WDGBGKR701375	City of Columbus	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	61298	$ 63,670	$ 77,405	3
1GAWGRFA9D1193655	City of Columbus	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Twelve Passenger Van	2012	29293	$ 32,516	$ 45,271	2
2C7WDGBG3FR614236	City of Columbus	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2015	122276	$ 34,240	$ 72,935	2
1FDFE4FS6JDC42826	City of Crawford	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus	2018	38759	$ 58,381	$ 124,511	3
2C7WDGBG0KR808247	City of Crawford	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	41606	$ 37,955	$ 77,405	3
1FBVU5XG8RKB14330	City of Crawford	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	643	$ 95,602	$ 100,855	4
2C7WDGBG4HR649569	City of Fremont Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	139332	$ 37,484	$ 77,405	3
20262C7WDGBG5HR618341	City of Fremont Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2026	154692	$ 36,231	$ 76,539	5
2C7WDGBG7HR828746	City of Fremont Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2018	157864	$ 36,841	$ 76,264	3
1FBVU5XG9RKB06706	City of Fremont Transit	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	8376	$ 84,657	$ 100,855	4
1FDFE45S59DA32683	City of Loup City	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small Bus	2009	160338	$ 44,604	$ 108,320	2
1FDFE4FN8SDD13195	City of Loup City	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval Universal	2025	2528	$ 127,166	$ 123,593	5
2C4RC1CG6NR110206	City of Loup City	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	60393	$ 58,515	$ 75,006	3
1FDFE4FS6HDC78655	City of McCook	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2018	95987	$ 58,381	$ 124,511	3
2D4RN4DG8BR795012	City of McCook	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2011	190546	$ 29,940	$ 68,402	2
1FBVU5XG7RKB14481	City of McCook	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	8517	$ 95,602	$ 100,855	4
1FDXE45S56DA40556	City of Neligh (Dial-A-Ride Public Transportation)	52525	Vehicles	Revenue Vehicle	Mini-Van	Starcraft Allstar	2006	68418	$ 39,493	$ 63,585	2
1FDFE4FN5NDC37732	City of Neligh (Dial-A-Ride Public Transportation)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2022	27710	$ 82,624	$ 122,457	4
20262C4RDGBG1KR665142	City of Neligh (Dial-A-Ride Public Transportation)	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2026	60035	$ 22,509	$ 48,229	5
1FDFE4FS8HDC78656	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2017	151616	$ 58,381	$ 123,415	3
1FDFE4FS2HDC78653	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2017	128570	$ 58,381	$ 123,415	3
1FDFE4FSFKDC40509	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus 12+2	2019	117352	$ 63,670	$ 126,374	3
1FDFE4FS05DC40510	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2019	77111	$ 63,670	$ 126,374	3
1FDFE4FN9MDC10905	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	105824	$ 73,349	$ 127,014	3
1FDFE4FN7MDC10921	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	99286	$ 73,349	$ 127,014	3
1FDFE4FN4MDC10844	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	101007	$ 73,349	$ 127,014	3
1FDFE4FN3MDC10852	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	95500	$ 73,349	$ 127,014	3
1FDFE4FN4MDC10939	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	92664	$ 73,349	$ 127,014	3
1FDFE4FNXMDC10883	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	85154	$ 73,349	$ 127,014	3
1FDFE4FNXMDC10895	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	90171	$ 77,349	$ 127,014	3
1FDFE4FN5MDC10948	City of North Platte	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	92652	$ 77,349	$ 127,014	3
20261GAZGLFG3H1245530	City of North Platte	52524	Vehicles	Revenue Vehicle	Light-Duty Van	12 passenger van	2026	17094	$ 28,138	$ 50,000	5
2C4RC1CG8RR126090	City of North Platte	52525	Vehicles	Revenue Vehicle	Mini-Van	VOYAGER LX	2024	126090	$ 76,539	$ 75,001	4
20261FDFE4FS4HDC78668	City of Ogallala	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2026	131624	$ 58,381	$ 124,960	5
1FDFE4FN7MDC10871	City of Ogallala	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	73744	$ 77,349	$ 127,014	3
1FDFE4FN5NDC37701	City of Ogallala	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2022	18802	$ 82,624	$ 122,457	4
2CRDGBG1JR310423	City of Ogallala	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	38086	$ 22,206	$ 48,056	2
20262C4RDGBG2CR180736	City of Plainview	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2026	72230	$ 33,652	$ 76,539	5
20261FDFE4FS6KDC42889	City of Schuyler	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus 12+2	2026	80183	$ 63,670	$ 124,960	5
1FDFE4FS1JDC42829	City of Sidney	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small bus 12+2	2018	38321	$ 6,219	$ 124,511	3
1FDFE4FS8ADA97577	City of Sidney	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus 12+2 StarTrans	2010	132588	$ 30,641	$ 110,445	2
1FDFE4FS1HDC78658	City of Sidney	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2017	186853	$ 58,381	$ 123,415	3
1FDFE4FS6KDC09276	City of Sidney	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2019	131564	$ 59,520	$ 126,374	3
1FDFE4FN8MDC10894	City of Sidney	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	159928	$ 73,349	$ 127,014	3
1FDFE4FN2SDD39615	City of Sidney	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval Universal	2025	16046	$ 129,890	$ 123,593	5
1FDFE4FN6SDD39200	City of Sidney	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval Universal	2025	17922	$ 129,890	$ 123,593	5
1FBVU5XG1RKB15285	City of Sidney	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	29647	$ 91,372	$ 100,855	4

Description/VIN	Agency	Asset Type Code	Type	Category	Vehicle Type	Description	Year	Mileage	Purchase Price	2026 Valuation	Condtion Rating
1FBVU5XG2RKB09477	City of Tecumseh	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	3450	$ 92,782	$ 100,855	4
1FDFE4FN9MDC10841	City of Wayne	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	5861	$ 37,349	$ 127,014	3
2C4RDGBG4JR337972	City of Wayne	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	66481	$ 22,206	$ 48,056	2
2C4RDGBG2CR374103	City of Wayne	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2012	18393	$ 31,149	$ 69,300	2
1GNDV23128D196876	City of Wayne	52525	Vehicles	Revenue Vehicle	Mini-Van	Minivan	2008	114482	$ 16,997	$ 40,760	1
1FMJU1G57AEB68931	Community Action Partnership of Mid-NE-Kearney (RYDE)	52301	Vehicles	Revenue Vehicle	Automobile	Expedition	2010	21573	$ 27,532	$ 42,627	2
3GCPKSEA6CG269402	Community Action Partnership of Mid-NE-Kearney (RYDE)	52301	Vehicles	Revenue Vehicle	Automobile	Silverado	2012	20624	$ 24,103	$ 43,668	2
1FDFE4FS0ADA46526	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus 12+2 StarTrans	2010	83698	$ 44,761	$ 110,445	2
20261FDFE4FS8EDA60566	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small Bus	2026	132942	$ 48,614	$ 124,960	5
1FDFE4FS1GDC51541	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2016	126288	$ 51,652	$ 121,729	2
1FDFE4FS7GDC51432	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2016	118188	$ 51,652	$ 121,729	2
1FDFE4FS5GDC51431	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2016	116271	$ 51,652	$ 121,729	2
1FDFE4FS6GDC51437	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2016	38233	$ 51,652	$ 121,729	2
20261FDFE4FS0ADA62984	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Cutaway	2026	90152	$ 55,000	$ 124,960	5
1FDFE4FS6EDA60565	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small Bus	2014	124236	$ 50,535	$ 116,454	2
1FDFE4FS9HDC78648	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2017	128383	$ 58,381	$ 123,415	3
1FDFE4FS5HDC78663	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus	2017	107549	$ 58,381	$ 123,415	3
1FDFE4FS6HDC78669	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2017	127048	$ 58,381	$ 123,415	3
1FDFE4FS4HDC78654	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus	2017	117545	$ 58,381	$ 123,415	3
1FDFE4FS3HDC78662	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus	2017	101850	$ 58,381	$ 123,415	3
1FDFE4FS74HDC78647	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach 12+2	2017	87894	$ 58,381	$ 123,415	3
1FDFE4FS1HDC78661	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus	2017	91993	$ 58,381	$ 123,415	3
1FDFE4FS2HDC78667	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2017	84695	$ 58,381	$ 123,415	3
1FDFE4FS9HDC78665	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus	2017	15267	$ 58,381	$ 123,415	3
1FDFE4FS9HDC78651	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus	2017	13283	$ 58,381	$ 123,415	3
1FDFE4FS1KDC09279	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus 12+2	2019	117457	$ 59,520	$ 126,374	3
1FDFE4FN7MDC10904	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	245633	$ 77,349	$ 127,014	3
1FDFE4FN5MDC10903	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	159988	$ 77,349	$ 127,014	3
1FDFE4FN0MDC10906	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	78874	$ 77,349	$ 127,014	3
1FDFE4FN6MDC10859	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	63988	$ 77,349	$ 127,014	3
1FDFE4FN6MDC10876	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	61080	$ 77,349	$ 127,014	3
1FDFE4FN3MDC10916	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	57996	$ 77,349	$ 127,014	3
1FDFE4FN2MDC10857	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	37787	$ 77,349	$ 127,014	3
1FDFE4FN5NDC37729	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2022	776	$ 82,624	$ 122,457	4
2C4RDGBG1JR363395	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	101567	$ 22,206	$ 48,056	2
2C4RDGBG3JR363396	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	76227	$ 22,206	$ 48,056	2
2C4RDGBG4JR363391	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	26283	$ 22,206	$ 48,056	2
2C4RDGBG6JR363392	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	20631	$ 22,206	$ 48,056	2
1GAZGLFG6H1247501	Community Action Partnership of Mid-NE-Kearney (RYDE)	52524	Vehicles	Revenue Vehicle	Light-Duty Van	12 passenger van	2017	20467	$ 28,138	$ 49,382	2
1GAZGLFG3H1243695	Community Action Partnership of Mid-NE-Kearney (RYDE)	52524	Vehicles	Revenue Vehicle	Light-Duty Van	12 passenger van	2017	8714	$ 28,138	$ 49,382	2
1GNDV23128D200151	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Van	2008	130405	$ 16,997	$ 40,760	1
1GNDV23158D200760	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Uplander minivan	2008	114207	$ 16,997	$ 40,760	1
1GNDV23178D202316	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Uplander minivan	2008	92779	$ 16,997	$ 40,760	1
2D4RN4DEXAR318983	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Minivan Caravan	2010	140617	$ 18,247	$ 42,627	2
2D4RN4DE1AR318984	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Minivan Caravan	2010	63478	$ 18,247	$ 42,627	2
2C4RDGBG2JR363390	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	141891	$ 22,206	$ 48,056	2
2C4RDGBG8JR363393	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	126647	$ 22,206	$ 48,056	2
2C4RDGBGXJR363394	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	61710	$ 22,206	$ 48,056	2
2D4RN4DE8AR318982	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Minivan Caravan	2010	51655	$ 18,247	$ 42,627	2
2D4RN4DE4AR318977	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Minivan Caravan	2010	142330	$ 18,247	$ 42,627	2
2C4RDGBG7JR363398	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	195341	$ 22,206	$ 48,056	2
2C4RDGBG5JR363397	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	43081	$ 22,206	$ 48,056	2
1GAWGRFA2E1202648	Community Action Partnership of Mid-NE-Kearney (RYDE)	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Twelve Passenger Van	2014	59185	$ 28,873	$ 46,597	2
1GNDV23168D202078	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Van	2008	42657	$ 17,189	$ 40,760	1
2C7WDGBG5ER199256	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2014	100159	$ 33,652	$ 71,329	2
2C7WDGBG3ER162318	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2014	181375	$ 33,652	$ 71,329	2
2C7WDGBG8ER319597	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2014	6465	$ 33,652	$ 71,329	2
2C7WDGBG1FR541951	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2015	90587	$ 34,240	$ 72,935	2
2C7WDGBG3FR541952	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2015	65149	$ 34,240	$ 72,935	2
2C7WDGBG7HR718585	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	59469	$ 36,231	$ 75,592	2
2C4RDGBG2CR324981	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2012	83892	$ 34,027	$ 69,300	2
2C4RC1CG6NR118385	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	168608	$ 58,515	$ 75,006	3
1FBVU5XG3RKB15126	Community Action Partnership of Mid-NE-Kearney (RYDE)	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	700	$ 86,217	$ 100,855	4
1FDFE4FN3SDD29319	Community Action Partnership of Mid-NE-Kearney (RYDE)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval Universal (E450)	2026	100	$ 132,954	$ 124,960	5
1FMJU1G51AEB71291	Community Action Partnership of Mid-NE-Kearney (RYDE)	52301	Vehicles	Revenue Vehicle	Automobile	SUV	2010	20242	$ 37,532	$ 42,627	2
2C4RC1CG7SR571068	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2025	411	$ 76,539	$ 75,702	5
2C4RC1CGXSR571050	Community Action Partnership of Mid-NE-Kearney (RYDE)	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2025	458	$ 76,539	$ 75,702	5
1FDFE4FS8KDC68717	Community Memorial Health Center	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small bus 12+2	2019	47849	$ 63,670	$ 126,374	3
2C7WDGBG7GR235676	Community Memorial Health Center	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2016	115588	$ 35,655	$ 74,560	2

Description/VIN	Agency	Asset Type Code	Type	Category	Vehicle Type	Description	Year	Mileage	Purchase Price	2026 Valuation	Condtion Rating
2C7WDGBG7KR683702	Community Memorial Health Center	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	82668	$ 37,484	$ 77,405	3
2C4RC1CG6NR118354	Community Memorial Health Center	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	57686	$ 58,515	$ 75,006	3
1FDFE4FS2EDA56691	Garden County Transportation	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small Bus	2014	203504	$ 48,614	$ 116,454	2
2C4RDGBG4CR324982	Garden County Transportation	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2012	84107	$ 31,149	$ 69,300	2
2C4RC1AG8MR572123	Garden County Transportation	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2021	190725	$ 46,089	$ 77,797	3
2C7WDGBG5HR618369	Garden County Transportation	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	234170	$ 36,231	$ 75,592	2
2C4RC1CG1RR141210	Garden County Transportation	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2024	66344	$ 76,539	$ 75,001	4
1FBVU5XG9RKB14787	Garden County Transportation	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	17001	$ 84,957	$ 100,855	4
1FBVU5XG4RKB06600	Garden County Transportation	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	28396	$ 95,602	$ 100,855	4
20261FDFE4FS9EDA78770	Hall County Rural Transportation	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2026	179272	$ 48,614	$ 124,960	5
1FDFE4FS9FDA23950	Hall County Rural Transportation	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2015	201192	$ 50,318	$ 119,076	2
1FDFE4FS0FDA23951	Hall County Rural Transportation	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2015	187051	$ 50,318	$ 119,076	2
2C7WDGBG6ER220356	Hall County Rural Transportation	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2014	198410	$ 33,652	$ 71,329	2
20262C7WDGBG4ER220355	Hall County Rural Transportation	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2026	201874	$ 33,652	$ 76,539	5
1FDFE4FS2KDC42890	Harlan County Health System dba Harlan County Public Transportation	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus 12+2	2019	19057	$ 63,670	$ 126,374	3
2C7WDGBG0KR808345	Harlan County Health System dba Harlan County Public Transportation	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	76916	$ 37,955	$ 77,405	3
2C4RC1CG6NR103868	Harlan County Health System dba Harlan County Public Transportation	52525	Vehicles	Revenue Vehicle	Mini-Van	Pacifica	2022	53765	$ 58,515	$ 47,263	3
2GNFLNEK8C6225844	Kimball County	52301	Vehicles	Revenue Vehicle	Automobile	Equinox	2012	204891	$ 29,412	$ 43,668	2
1FDFE4FS3GDC51539	Kimball County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Supreme Small Bus 12 + 2	2016	150534	$ 51,652	$ 121,729	2
1GAZGPFG6K1245939	Kimball County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Express G3500	2019	298602	$ 38,860	$ 50,566	3
2C4RDGBG8JR310421	Kimball County	52525	Vehicles	Revenue Vehicle	Mini-Van	7 Passenger Van	2018	390124	$ 22,206	$ 48,056	2
2C4RC1CG4NR212295	Kimball County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	104682	$ 37,971	$ 75,006	3
2C4RC1CG2NR210741	Kimball County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	110341	$ 37,971	$ 75,006	3
1FBVU4X84NKA06915	Kimball County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2022	250112	$ 39,637	$ 100,861	3
1FDVU5XG0NKA77467	Kimball County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2022	243914	$ 50,000	$ 100,861	3
1FDVU5XG4NKA77407	Kimball County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2022	245041	$ 50,000	$ 100,861	3
1FDVU5XG3NKA77415	Kimball County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2022	235986	$ 50,000	$ 100,861	3
1FDVU5XG0NKA77386	Kimball County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2022	204149	$ 50,000	$ 100,861	3
1FDVU5XG6NKA77389	Kimball County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2022	204041	$ 50,000	$ 100,861	3
1FBVU5XG1RKB06571	Kimball County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	44825	$ 84,657	$ 100,855	4
1FBVU5XG3RKB09553	Kimball County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	37527	$ 84,657	$ 100,855	4
2C4RDGBG6KR778701	Kimball County	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2019	375450	$ 22,509	$ 48,775	3
2C4RDGBG2KR759773	Kimball County	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger minivan	2019	341550	$ 22,509	$ 48,775	3
2C4RDGBG4KR759774	Kimball County	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger minivan	2019	407312	$ 22,509	$ 48,775	3
1FDVU5XG7NKA77336	Kimball County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2022	188838	$ 50,000	$ 100,861	3
2C4RC1CG9RR146865	Kimball County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager XL	2024	38550	$ 76,539	$ 75,001	4
2C4RC1CG5RR146880	Kimball County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2024	36302	$ 76,539	$ 75,001	4
2C4RC1CG6RR146855	Kimball County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager LX	2024	24789	$ 76,539	$ 75,001	4
1FDFE4FS7ADA46541	Lancaster County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus 12+2 StarTrans	2010	164501	$ 49,848	$ 110,445	2
1FDFE4FS9ADA46542	Lancaster County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus 12+2 StarTrans	2010	145896	$ 51,861	$ 110,445	2
1GAWGRFA3D1192095	Lancaster County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Twelve Passenger Van	2013	165604	$ 23,187	$ 45,938	2
2C4RC1CG6RR155698	Lancaster County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2024	157224	$ 76,539	$ 75,001	4
1FDFE4FS5GDC51543	Midland AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Supreme Small Bus	2016	84932	$ 51,652	$ 121,729	2
1FDFE4FS3GDC51542	Midland AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Supreme Small Bus 12 + 2	2016	66862	$ 51,652	$ 121,729	2
1FDFE4FSXHDS78660	Midland AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2017	223840	$ 58,381	$ 123,415	3
1FDFE4FS4KDC09275	Midland AAA	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus 12+2	2019	51983	$ 59,520	$ 126,374	3
2D8HV44E69R625654	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Caravan	2009	159601	$ 35,781	$ 66,347	1
2C4RDGBG6JR337973	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	101452	$ 22,206	$ 48,056	2
2C4RDGBG9CR374101	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2012	157663	$ 35,000	$ 69,300	2
2C7WDGBG0FR614212	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2015	215241	$ 34,240	$ 72,935	2
2C4RC1CG6RR126072	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	VOYAGER LX	2024	46699	$ 76,539	$ 75,001	4
2C4RC1CG9RR126079	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	VOYAGER LX	2024	434071	$ 76,539	$ 75,001	4
2C4RDGBGXJR310422	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	62979	$ 22,206	$ 48,056	2
2C4RDGBG8CR180739	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2011	132912	$ 33,652	$ 68,402	2
2C7WDGBG3HR618371	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2017	130335	$ 36,231	$ 75,592	2
2C7WDGBG9HR855088	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	103850	$ 36,841	$ 75,592	2
2C7WDGBG1KR649559	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	172693	$ 37,484	$ 77,405	3
2C4RDGBG2CR324978	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2012	121729	$ 31,149	$ 69,300	2
2C4RC1CG6NR118449	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2021	79194	$ 58,515	$ 77,797	3
2C4RC1CG5RR126077	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager LX	2024	21408	$ 73,539	$ 75,001	4
2C4RC1CG4SR571030	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2026	9738	$ 76,539	$ 76,539	5
2C4RC1CG8SR571144	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2026	9934	$ 76,539	$ 76,539	5
2C4RC1CGXSR571047	Midland AAA	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2026	7284	$ 76,539	$ 76,539	5
2C7WDGBG0HR687115	Morrill County	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	116199	$ 36,231	$ 75,592	2
1FBVU5XG6RKB06694	Morrill County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	721	$ 86,217	$ 100,855	4
2C4RDGBG3KR573188	NanceTrans	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2019	188499	$ 22,206	$ 48,775	3
2C7WDGBG1HR710191	NanceTrans	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	151362	$ 36,231	$ 75,592	2

Description/VIN	Agency	Asset Type Code	Type	Category	Vehicle Type	Description	Year	Mileage	Purchase Price	2026 Valuation	Condtion Rating
2C7WDGBGXKR799413	NanceTrans	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	117515	$ 37,955	$ 77,405	3
2C4RC1BG2RR200007	NanceTrans	52525	Vehicles	Revenue Vehicle	Mini-Van	Pacifica	2024	40954	$ 38,544	$ 47,260	4
1FDEE4FL8FDA25421	North Fork Area Transit (North Fork)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	E450 bus, 16 passenger	2015	60432	$ 12,000	$ 119,076	2
1FDFE4FS4KDC42891	North Fork Area Transit (North Fork)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus 12+2	2019	134023	$ 63,670	$ 126,374	3
1FDFE4FS7KDC61256	North Fork Area Transit (North Fork)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus 12+2	2020	117323	$ 65,520	$ 128,719	3
1FDFE4FN7MDC14452	North Fork Area Transit (North Fork)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	103846	$ 77,349	$ 127,014	3
1FDFE4FN3MDC14450	North Fork Area Transit (North Fork)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	96560	$ 77,349	$ 127,014	3
2C7WDGBG7KR779460	North Fork Area Transit (North Fork)	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	130636	$ 37,955	$ 77,405	3
20262C7WDGBG7GR372472	North Fork Area Transit (North Fork)	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2026	226650	$ 48,000	$ 76,539	5
1FBVU5XGXRKB06620	North Fork Area Transit (North Fork)	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	14180	$ 91,372	$ 100,855	4
1FDFG5GYOGEA86005	North Fork Area Transit (North Fork)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	E550	2016	144034	$ 11,000	$ 194,829	2
1FDGF5GT2GEA94112	North Fork Area Transit (North Fork)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	E550	2016	138383	$ 11,000	$ 194,829	2
2C4RC1CG3SR571083	North Fork Area Transit (North Fork)	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2026	9095	$ 76,539	$ 76,539	5
2C4RC1CG4SR571027	North Fork Area Transit (North Fork)	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2026	9989	$ 76,539	$ 76,539	5
2C4RC1CG9SR571038	North Fork Area Transit (North Fork)	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2026	6547	$ 76,539	$ 76,539	5
2GKALSEK8C6398771	North Fork Area Transit (North Fork)	52301	Vehicles	Revenue Vehicle	Automobile	Terrain	2012	132564	$ 4,000	$ 43,668	2
1FD4E45518DB51630	Panhandle Transit Services dba Open Plains Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Goshen Coach	2008	243795	$ 44,445	$ 105,609	2
1FDFE4FS4ADA46528	Panhandle Transit Services dba Open Plains Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Star Trans Small Bus	2010	285839	$ 44,761	$ 110,445	2
1FD4E45S58DB51632	Panhandle Transit Services dba Open Plains Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	small bus	2008	137194	$ 45,774	$ 105,609	2
1FDFE4FS3KDC09283	Panhandle Transit Services dba Open Plains Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2019	155044	$ 59,520	$ 126,374	3
1FDFE4FS9KDC65308	Panhandle Transit Services dba Open Plains Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen coach small bus	2019	51692	$ 63,670	$ 126,374	3
1FDFE4FN4MDC10908	Panhandle Transit Services dba Open Plains Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	54731	$ 77,349	$ 127,014	3
1FDFE4FN6MDC10943	Panhandle Transit Services dba Open Plains Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	32858	$ 77,349	$ 127,014	3
1FDFE4FN0NDC37699	Panhandle Transit Services dba Open Plains Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2022	28328	$ 82,624	$ 122,457	4
1GNDV23188D197188	Panhandle Transit Services dba Open Plains Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Uplander minivan	2008	218354	$ 16,997	$ 40,760	1
2C7WDGBG6ER140913	Panhandle Transit Services dba Open Plains Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2014	243325	$ 33,652	$ 71,329	2
2C4RC1BG1ER292978	Panhandle Transit Services dba Open Plains Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Town and Country	2014	183783	$ 37,226	$ 44,946	2
2C7WDGBG7HR853436	Panhandle Transit Services dba Open Plains Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2018	168941	$ 38,841	$ 76,264	2
1FD4E45S18DB51627	Panhandle Transit Services dba Open Plains Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Bus Goshen Coach	2008	64167	$ 45,773	$ 105,609	2
1FD4E45SX8DB56809	Perkins County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small Bus	2008	81106	$ 45,774	$ 105,609	2
1GBJG31J3Y1148436	Perkins County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small Bus	2000	65954	$ 40,892	$ 99,345	1
1FDFE4FSXGDC51540	Perkins County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2016	138451	$ 51,652	$ 121,729	2
1FBVU5XG2RKB13898	Perkins County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	5637	$ 87,627	$ 100,855	4
1FDFE4FS3GDC51444	Phelps County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2016	45204	$ 51,652	$ 121,729	2
1FDFE4FS8GDC51438	Phelps County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2016	43135	$ 51,652	$ 121,729	2
1FBVU5XG5RKB13961	Phelps County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	4780	$ 95,602	$ 100,855	4
1GNDV23148D196829	Phelps County	52525	Vehicles	Revenue Vehicle	Mini-Van	Uplander minivan	2008	133281	$ 16,997	$ 40,760	1
2C7WDGBG9GR313682	Phelps County	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2016	70069	$ 35,655	$ 74,560	2
1FDUF5GT1JDA03038	Ponca Tribe	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	F550	2018	5287	$ 134,999	$ 124,511	3
2C4RDGBG2JR337968	Ponca Tribe	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	149202	$ 22,206	$ 48,056	2
2C4RDGCG8GR321460	Ponca Tribe	52525	Vehicles	Revenue Vehicle	Mini-Van	Caravan	2016	144669	$ 47,998	$ 74,560	2
2C4RDGBG5HR30862	Ponca Tribe	52525	Vehicles	Revenue Vehicle	Mini-Van	Caravan	2017	131095	$ 25,250	$ 47,633	2
2C7WDGBG7HR853470	Ponca Tribe	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2018	96620	$ 36,841	$ 76,264	2
1FBAX2Y88LKB52790	Ponca Tribe	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2020	127357	$ 29,715	$ 106,019	3
1FBAX2Y84LKB52785	Ponca Tribe	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2020	96159	$ 29,715	$ 106,019	3
1FBAX2Y86KJB52786	Ponca Tribe	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2020	63948	$ 29,175	$ 106,019	3
1FBAX2Y88LKB52787	Ponca Tribe	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2020	60248	$ 29,715	$ 106,019	3
1FBAX2Y8XLKB52791	Ponca Tribe	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2020	59226	$ 29,715	$ 106,019	3
1FBAX2Y8XLKB52788	Ponca Tribe	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2020	58494	$ 29,715	$ 106,019	3
1FBAX2Y81LKB2789	Ponca Tribe	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2020	39619	$ 29,715	$ 106,019	3
5TDKSKFC6S060787	Ponca Tribe	52525	Vehicles	Revenue Vehicle	Mini-Van	Sienna	2022	45813	$ 69,956	$ 47,263	3
5TDKRKEC9RS190453	Ponca Tribe	52525	Vehicles	Revenue Vehicle	Mini-Van	Sienna	2024	21715	$ 50,000	$ 47,260	4
2C4RC1L78PR576013	Ponca Tribe	52525	Vehicles	Revenue Vehicle	Mini-Van	Pacifica Hybrid	2023	26843	$ 55,000	$ 47,019	4
2C4RDGBG4JR7969	Ponca Tribe	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	176246	$ 22,206	$ 48,056	2
2C4RC1L73PR588893	Ponca Tribe	52525	Vehicles	Revenue Vehicle	Mini-Van	Pacifica Hybrid	2023	19705	$ 55,000	$ 47,019	4
2C4RDGBG0JR337970	Ponca Tribe	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	127502	$ 22,206	$ 48,056	2
2C4RC1L73PR513806	Ponca Tribe	52525	Vehicles	Revenue Vehicle	Mini-Van	Pacifica Hybrid	2023	22130	$ 55,000	$ 47,019	4
1FM5K8B81GGA28159	Ponca Tribe	52301	Vehicles	Revenue Vehicle	Automobile	Explorer	2016	123188	$ 6,000	$ 46,982	2
1FDFE4FS1GDC51538	Saline County Area Transit	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2016	113874	$ 51,652	$ 121,729	2
1FBSS3BL5CDB00396	Saline County Area Transit	52524	Vehicles	Revenue Vehicle	Light-Duty Van	E350 van	2012	60548	$ 15,000	$ 45,271	2
2C4RDGBG4337971	Saline County Area Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	171820	$ 22,206	$ 48,056	2
1FBVU5XG6RKB14309	Saline County Area Transit	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	8941	$ 91,843	$ 100,855	4
2C7WDGBG4GR195508	Saline County Area Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2016	148780	$ 35,655	$ 74,560	2
2C7WDGBG1KR799400	Saline County Area Transit	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	107992	$ 37,955	$ 77,405	3
1FBVU5XG9RKB09492	Saline County Area Transit	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	3512	$ 91,522	$ 100,855	4
1FDFE4FS0HDC78649	Saunders County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2017	67726	$ 58,381	$ 123,415	3
20262C7WDGBG6ER319601	Saunders County	52525	Vehicles	Revenue Vehicle	Mini-Van	Caravan Grand SE Lowered floor	2026	103309	$ 33,652	$ 76,539	5
1FDFE4FS2FDA23952	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Supreme 12+2	2015	209496	$ 50,318	$ 119,076	2
1FDFE4FSXHDC78657	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus	2017	170541	$ 58,381	$ 123,415	3

Description/VIN	Agency	Asset Type Code	Type	Category	Vehicle Type	Description	Year	Mileage	Purchase Price	2026 Valuation	Condtion Rating
1FDFE4FS3HDC78659	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach small bus	2017	167871	$ 58,381	$ 123,415	3
1FDFE4FS1KDC09282	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2019	179314	$ 59,520	$ 126,374	3
1FDFE4SXKDC09278	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach Small Bus 12+2	2019	173274	$ 59,520	$ 126,374	3
1FDFE4FN5MDC10853	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	149656	$ 73,349	$ 127,014	3
1FDFE4FN9MDC10872	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	128322	$ 73,349	$ 127,014	3
1FDFE4FN2PDD09571	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2022	89887	$ 82,624	$ 122,457	4
1FDFE4FN2PDD09456	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2022	80988	$ 82,624	$ 122,457	4
1FDFE4FN6SDD39634	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval Universal	2025	10017	$ 129,294	$ 123,593	5
1FDFE4FN3SDD39669	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval Universal	2025	14988	$ 129,294	$ 123,593	5
1FDFE4FN9SDD39658	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval Universal	2025	13665	$ 129,294	$ 123,593	5
1FDFE4FN7SDD39691	Scotts Bluff County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval Universal	2025	14954	$ 129,294	$ 123,593	5
1GNDV231L76D245990	Scotts Bluff County	52525	Vehicles	Revenue Vehicle	Mini-Van	Uplander	2006	143418	$ 37,226	$ 40,066	1
NM0LS7DNXCT125397	Scotts Bluff County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit Connect XLT	2012	120411	$ 5,000	$ 45,271	2
1GAWGEFG7L1274410	Scotts Bluff County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	12 passenger van	2020	150692	$ 26,054	$ 51,504	3
2C4RC1CG6NR110190	Scotts Bluff County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	104406	$ 58,515	$ 75,006	3
2C4RC1CG7NR192124	Scotts Bluff County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	99911	$ 58,515	$ 75,006	3
2C4RC1CG7RR126131	Scotts Bluff County	52525	Vehicles	Revenue Vehicle	Mini-Van	VOYAGER LX	2024	49238	$ 76,539	$ 75,001	4
2C4RC1AGBMR565625	Scotts Bluff County	52525	Vehicles	Revenue Vehicle	Mini-Van	Caravan	2021	123846	$ 46,089	$ 77,797	3
1GAZGRDG5A1154254	Scotts Bluff County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Twelve Passenger Van	2010	150692	$ 30,641	$ 44,192	2
1FBVU5XG9RKB14871	Scotts Bluff County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	22108	$ 86,367	$ 100,855	4
2GCUDDED7N1517512	Scotts Bluff County	52301	Vehicles	Revenue Vehicle	Automobile	Silverado 1500 Crew Cab	2022	24343	$ 34,000	$ 47,263	3
3GNAXTEG8RL270625	Seward County	52301	Vehicles	Revenue Vehicle	Automobile	Equinox	2024	9721	$ 25,924	$ 47,260	4
3GNAXSEG8PL213641	Seward County	52301	Vehicles	Revenue Vehicle	Automobile	Equinox	2023	10903	$ 30,130	$ 47,019	4
1FDFE4FS8JDC42827	Seward County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Goshen Coach 12+2	2018	132212	$ 58,404	$ 124,511	3
1FDFE4FN7MDC15035	Seward County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval small bus 12+2	2021	136025	$ 77,349	$ 127,014	3
20262C7WDGB2KR799051	Seward County	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2026	138871	$ 37,955	$ 76,539	5
1FBVU5XGXRKB14605	Seward County	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	14261	$ 84,657	$ 100,855	4
3GNAXSEG3RL292168	Seward County	52301	Vehicles	Revenue Vehicle	Automobile	Equinox	2024	21315	$ 20,000	$ 47,260	4
1FDFE4FS0ADA46543	Southeast Nebraska Community Action (SENCA)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small Ford bus 12+2 StarTrans	2010	121348	$ 49,848	$ 110,445	2
1FDFE4FNXSDD39670	Southeast Nebraska Community Action (SENCA)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval Universal	2025	10372	$ 125,148	$ 123,593	5
1FDFE4FN2SDD39663	Southeast Nebraska Community Action (SENCA)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval Universal	2025	19822	$ 125,148	$ 123,593	5
2C4RDGBG8JR337974	Southeast Nebraska Community Action (SENCA)	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger minivan	2018	98503	$ 22,206	$ 48,056	2
2C4RC1CG6NR103871	Southeast Nebraska Community Action (SENCA)	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	11149	$ 58,515	$ 75,006	3
2C4RC1CGXRR146843	St. Francis Services, LLC dba Joyride	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager LX	2024	70203	$ 78,393	$ 75,001	4
2A4GP54L86R647444	St. Francis Services, LLC dba Joyride	52525	Vehicles	Revenue Vehicle	Mini-Van	Town and Country Touring	2006	117450	$ 3,000	$ 40,066	1
1FDAX9C86PKA09169	St. Francis Services, LLC dba Joyride	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2023	89313	$ 50,000	$ 100,340	4
1FDZK1C8XNKA64790	St. Francis Services, LLC dba Joyride	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2022	86625	$ 50,000	$ 100,861	3
1FDVU5XG6PKA21018	St. Francis Services, LLC dba Joyride	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2023	48880	$ 50,000	$ 100,340	4
2C4RC1CG1RR146858	St. Francis Services, LLC dba Joyride	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager LX	2024	68792	$ 78,393	$ 75,001	4
2C4RC1CG5RR141176	St. Francis Services, LLC dba Joyride	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager LX	2024	51521	$ 78,393	$ 75,001	4
2C4RC1CG4RR126099	Stratton Industrial Commission dba Hitch N' Hay	52525	Vehicles	Revenue Vehicle	Mini-Van	VOYAGER LX	2024	134094	$ 76,539	$ 75,001	4
2C4RDGBG3JR310424	Stratton Industrial Commission dba Hitch N' Hay	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	415266	$ 22,206	$ 48,056	2
2C7WDGBG7GR202872	Stratton Industrial Commission dba Hitch N' Hay	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered Floor Minivan	2016	423342	$ 35,655	$ 74,560	2
2C7WDGBGXHR828725	Stratton Industrial Commission dba Hitch N' Hay	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	350366	$ 36,841	$ 75,592	2
2C7WDGBG0KR698784	Stratton Industrial Commission dba Hitch N' Hay	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2019	291637	$ 37,955	$ 77,405	3
2C4RC1CG5NR163074	Stratton Industrial Commission dba Hitch N' Hay	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	355600	$ 58,515	$ 75,006	3
2C4RC1CG4RR126328	Stratton Industrial Commission dba Hitch N' Hay	52525	Vehicles	Revenue Vehicle	Mini-Van	VOYAGER LX	2024	135671	$ 76,539	$ 75,001	4
1FBVU5XG2RKB14811	Stratton Industrial Commission dba Hitch N' Hay	52524	Vehicles	Revenue Vehicle	Light-Duty Van	TRANSIT	2024	56711	$ 86,367	$ 100,855	4
2A4RR5D1XAR319386	Stratton Industrial Commission dba Hitch N' Hay	52525	Vehicles	Revenue Vehicle	Mini-Van	Town and Country LFM	2010	81268	$ 4,000	$ 42,627	2
2C7WDGBG0HR710201	Valley County Health Systems	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2017	67631	$ 36,231	$ 75,592	2
2D4RN4DG8BR795009	Valley County Health Systems	52525	Vehicles	Revenue Vehicle	Mini-Van	Caravan Minivan	2011	90978	$ 29,940	$ 68,402	2
1FBVU5XG6RKB06615	Valley County Health Systems	52524	Vehicles	Revenue Vehicle	Light-Duty Van	Transit	2024	11312	$ 91,372	$ 100,855	4
1FDFE4FS2CDA32517	Wolf Memorial Good Samaritan Public Transit (Sanford Health)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small Bus Goshen Coach	2012	85386	$ 48,167	$ 113,141	2
20262C4RDGBG7FR668973	Wolf Memorial Good Samaritan Public Transit (Sanford Health)	52525	Vehicles	Revenue Vehicle	Mini-Van	Grand Caravan SE	2026	107992	$ 24,079	$ 48,229	5
1FDFE4FN1SDD29349	Wolf Memorial Good Samaritan Public Transit (Sanford Health)	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Glaval Universal (E45)	2025	15	$ 128,614	$ 123,593	5
20261FMJU1GT3FEF23986	York County	52301	Vehicles	Revenue Vehicle	Automobile	Expedition XL	2026	151663	$ 63,725	$ 48,229	5
1FDFE4FS9BDB22696	York County	52523	Vehicles	Revenue Vehicle	Medium-Duty Van	Small bus Goshen Coach	2011	50022	$ 51,861	$ 111,675	2
2C4RDGBG5KR573189	York County	52525	Vehicles	Revenue Vehicle	Mini-Van	7 passenger van	2018	115228	$ 22,206	$ 48,056	2
2C7WDGBG4ER140912	York County	52525	Vehicles	Revenue Vehicle	Mini-Van	Lowered floor minivan	2014	179329	$ 33,652	$ 71,329	2
2C4RC1BG7NR223535	York County	52525	Vehicles	Revenue Vehicle	Mini-Van	Pacifica	2022	60417	$ 37,971	$ 47,263	3
2C4RC1CG6NR118404	York County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	74610	$ 58,515	$ 75,006	3
2C4RC1CGXNR192117	York County	52525	Vehicles	Revenue Vehicle	Mini-Van	Voyager	2022	52543	$ 58,515	$ 75,006	3

Type	Category	Agency	Asset Type Code	Description	Vehicle Type	Year	2026 Valuation	Condition Rating
Facilities	Maintenance & Admin	Butler County Public Transit	21218	David City	Building	2018	$1,376,717	4
Facilities	Maintenance & Admin	Cedar County Public Transit	21100	Hartington	Building	2022	$520,237	4
Facilities	Maintenance & Admin	Columbus Public Transit	21218	Columbus	Building	2017	$849,880	4
Facilities	Maintenance & Admin	Garden County Transportation	21218	Oshkosh	Building	2018	$1,047,665	4
Facilities	Maintenance & Admin	Kimball County Public Transit	21218	Kimball	Building	2020	$474,299	4
Facilities	Maintenance & Admin	Kimball County Public Transit	21218	Chappell	Building	2021	$38,720	4
Facilities	Maintenance & Admin	Midland AAA in Webster County	21218	Red Cloud	Building	2013	$2,948,338	4
Facilities	Maintenance & Admin	North Platte Public Transit	21218	North Platte	Building	2013	$854,190	4
Facilities	Maintenance & Admin	Phelps County Public Transit	21218	Holdrege	Building	2012	$2,776,117	4
Facilities	Maintenance & Admin	Dawson County Public Transit	21218	Lexington	Building	2013	$7,998,904	4
Facilities	Maintenance & Admin	RYDE Transit	21100	Kearney	Building	2013	$1,761,141	4
Facilities	Maintenance & Admin	Saline County Area Transit	21218	Western	Building	2015	$2,730,849	4
Facilities	Maintenance & Admin	Scotts Bluff Public Transit	21218	Gering	Building	2014	$1,019,038	4
Facilities	Maintenance & Admin	Sidney Public Transit	21218	Sidney	Building	2012	$1,138,920	3

Appendix C. Investment Priorities 2027 through 2031

Agency_Asset_ID	Asset Type	Agency	Replacement Year	Investment Priority	SGR Investment ($ per unit)
2C4RDGBG4CR180737	Mini-Van	Avera St. Anthony Hospital	2027	87.06164413	$ 71,518
1GBJG31U541205451	Medium-Duty Van	Avera St. Anthony Hospital	2027	91.67870202	$ 106,945
1FDFE4FS6ADA46532	Medium-Duty Van	Blue Rivers AAA	2027	85.01091583	$ 113,979
1FDFE4FSXADA46534	Medium-Duty Van	Blue Rivers AAA	2027	85.01091583	$ 113,979
1FDFE4FS8ADA46533	Medium-Duty Van	Blue Rivers AAA	2027	85.01091583	$ 113,979
1GNDV231X8D197614	Mini-Van	Blue Rivers AAA	2027	92.07694984	$ 42,065
1FAHP24W48G134415	Automobile	Blue Rivers AAA	2027	92.07694984	$ 42,065
1FBSS31L84HB33341	Light-Duty Van	Blue Rivers AAA	2027	95.1481684	$ 42,792
2A4RR4DE6AR19411	Mini-Van	Blue Valley Community Action Partnership (Fillmore County)	2027	89.87521642	$ 43,991
2D4RN3DG0BR603026	Mini-Van	Cedar County	2027	88.55456191	$ 44,481
2D4GP44L46R612211	Mini-Van	Cedar County	2027	93.79989475	$ 41,349
2FMDK4JCXDBC74916	Automobile	City of Chadron	2027	85.37399343	$ 45,729
1GAWGRFA9D1193655	Light-Duty Van	City of Columbus	2027	87.06164413	$ 46,720
1FDFE45S59DA32683	Medium-Duty Van	City of Loup City	2027	86.41130468	$ 111,787
2D4RN4DG8BR795012	Mini-Van	City of McCook	2027	88.55456191	$ 70,591
1FDXE45S56DA40556	Mini-Van	City of Neligh (Dial-A-Ride Public Transportation)	2027	89.87521642	$ 65,620
1FDFE4FS8ADA97577	Medium-Duty Van	City of Sidney	2027	85.01091583	$ 113,979
2C4RDGBG2CR374103	Mini-Van	City of Wayne	2027	87.06164413	$ 71,518
1GNDV23128D196876	Mini-Van	City of Wayne	2027	92.07694984	$ 42,065
1FDFE4FS0ADA46526	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	85.01091583	$ 113,979
2C4RDGBG2CR324981	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	87.06164413	$ 71,518
3GCPKSEA6CG269402	Automobile	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	87.06164413	$ 45,065
2D4RN4DE4AR318977	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	89.87521642	$ 43,991
2D4RN4DE1AR318984	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	89.87521642	$ 43,991
2D4RN4DE8AR318982	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	89.87521642	$ 43,991
1FMJU1G51AEB71291	Automobile	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	89.87521642	$ 43,991
2D4RN4DEXAR318983	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	89.87521642	$ 43,991
1FMJU1G57AEB68931	Automobile	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	89.87521642	$ 43,991
1GNDV23128D200151	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	92.07694984	$ 42,065
1GNDV23168D202078	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	92.07694984	$ 42,065
1GNDV23178D202316	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	92.07694984	$ 42,065
1GNDV23158D200760	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2027	92.07694984	$ 42,065
2C4RDGBG4CR324982	Mini-Van	Garden County Transportation	2027	87.06164413	$ 71,518
2GNFLNEK8C6225844	Automobile	Kimball County	2027	87.06164413	$ 45,065
1FDFE4FS9ADA46542	Medium-Duty Van	Lancaster County	2027	85.01091583	$ 113,979
1FDFE4FS7ADA46541	Medium-Duty Van	Lancaster County	2027	85.01091583	$ 113,979
1GAWGRFA3D1192095	Light-Duty Van	Lancaster County	2027	85.37399343	$ 47,408
2C4RDGBG2CR324978	Mini-Van	Midland AAA	2027	87.06164413	$ 71,518
2C4RDGBG9CR374101	Mini-Van	Midland AAA	2027	87.06164413	$ 71,518
2C4RDGBG8CR180739	Mini-Van	Midland AAA	2027	88.55456191	$ 70,591
2D8HV44E69R625654	Mini-Van	Midland AAA	2027	91.0434846	$ 68,470
2GKALSEK8C6398771	Automobile	North Fork Area Transit (North Fork)	2027	87.06164413	$ 45,065
2C7WDGBG6ER140913	Mini-Van	Panhandle Transit Services dba Open Plains Transit	2027	83.46620929	$ 73,612

Facility Rehabilitation Total, 2027-2031	
Year	**Value**
2027	$ 79,056
2028	$ 486,038
2029	$ 1,530,146
2030	$ 199,011
2031	$ 399,748
Total	**$ 2,693,999**

Vehicle Replacement by Type, 2027-2031	
Type	**Value**
Automobile	$ 411,044
Medium-Duty Van	$ 10,202,636
Mini-Van	$ 7,896,279
Light-Duty Van	$ 1,462,922
Total	**$ 19,972,881**

Agency_Asset_ID	Asset Type	Agency	Replacement Year	Investment Priority	SGR Investment ($ per unit)
1FDFE4FS4ADA46528	Medium-Duty Van	Panhandle Transit Services dba Open Plains Transit	2027	85.01091583	$ 113,979
1FD4E45518DB51630	Medium-Duty Van	Panhandle Transit Services dba Open Plains Transit	2027	87.68085907	$ 108,989
1FD4E45S18DB51627	Medium-Duty Van	Panhandle Transit Services dba Open Plains Transit	2027	87.68085907	$ 108,989
1FD4E45S58DB51632	Medium-Duty Van	Panhandle Transit Services dba Open Plains Transit	2027	87.68085907	$ 108,989
1GNDV23188D197188	Mini-Van	Panhandle Transit Services dba Open Plains Transit	2027	92.07694984	$ 42,065
1FD4E45SX8DB56809	Medium-Duty Van	Perkins County	2027	87.68085907	$ 108,989
1GBJG31J3Y1148436	Medium-Duty Van	Perkins County	2027	94.37915351	$ 102,524
1GNDV23148D196829	Mini-Van	Phelps County	2027	92.07694984	$ 42,065
1FBSS3BL5CDB00396	Light-Duty Van	Saline County Area Transit	2027	87.06164413	$ 46,720
NM0LS7DNXCT125397	Light-Duty Van	Scotts Bluff County	2027	87.06164413	$ 46,720
1GAZGRDG5A1154254	Light-Duty Van	Scotts Bluff County	2027	89.87521642	$ 45,606
1GNDV231L76D245990	Mini-Van	Scotts Bluff County	2027	93.79989475	$ 41,349
1FDFE4FS0ADA46543	Medium-Duty Van	Southeast Nebraska Community Action (SENCA)	2027	85.01091583	$ 113,979
2A4GP54L86R647444	Mini-Van	St. Francis Services, LLC dba Joyride	2027	93.79989475	$ 41,349
2A4RR5D1XAR319386	Mini-Van	Stratton Industrial Commission dba Hitch N' Hay	2027	89.87521642	$ 43,991
2D4RN4DG8BR795009	Mini-Van	Valley County Health Systems	2027	88.55456191	$ 70,591
2C7WDGBG3HR618340	Mini-Van	Avera Creighton Hospital	2028	76.11570366	$ 80,508
2C7WDGBG3HR618337	Mini-Van	Avera Creighton Hospital	2028	76.11570366	$ 80,508
1FDFE4FS4EDA56692	Medium-Duty Van	Avera Creighton Hospital	2028	77.80963489	$ 124,027
2C7WDGBG3HR710208	Mini-Van	Avera St. Anthony Hospital	2028	76.11570366	$ 80,508
1FDFE4FS4DDE29025	Medium-Duty Van	Blue Rivers AAA	2028	79.8828196	$ 122,273
1FDFE4FS5DDA44730	Medium-Duty Van	Blue Rivers AAA	2028	79.8828196	$ 122,273
1FDFE4FS9DDA44729	Medium-Duty Van	Blue Rivers AAA	2028	79.8828196	$ 122,273
NM0GE9G74E1141398	Light-Duty Van	Blue Rivers AAA	2028	83.46620929	$ 49,627
2C4RDGCG6ER252622	Mini-Van	Blue Valley Community Action Partnership (Fillmore County)	2028	83.46620929	$ 47,869
2C7WDGBG7ER140936	Mini-Van	Cambridge Memorial Hospital Inc	2028	83.46620929	$ 75,967
2C4RDGCG9ER356814	Mini-Van	Cambridge Memorial Hospital Inc	2028	83.46620929	$ 47,869
2C7WDGBG7HR618339	Mini-Van	Cedar County	2028	76.11570366	$ 80,508
2C7WDGBG2HR618362	Mini-Van	Cedar County	2028	76.11570366	$ 80,508
2C7WDGBG1FR541948	Mini-Van	Cedar County	2028	81.30957799	$ 77,677
2C7WDGBG2HR618342	Mini-Van	Chase County Transit	2028	76.11570366	$ 80,508
2C7WDBGXER140915	Mini-Van	Chase County Transit	2028	83.46620929	$ 47,869
2C7WDGBG2HR828752	Mini-Van	City of Alliance Public Transit	2028	76.11570366	$ 80,508
2GNFLEEKXG6212485	Automobile	City of Chadron	2028	78.87164043	$ 50,037
2C7WDGBG3FR614236	Mini-Van	City of Columbus	2028	81.30957799	$ 77,677
2C7WDGBG7HR718585	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2028	76.11570366	$ 80,508
1GAZGLFG6H1247501	Light-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2028	76.11570366	$ 52,593
1GAZGLFG3H1243695	Light-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2028	76.11570366	$ 52,593
1FDFE4FS6EDA60565	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2028	77.80963489	$ 124,027
2C7WDGBG1FR541951	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2028	81.30957799	$ 77,677
2C7WDGBG3FR541952	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2028	81.30957799	$ 77,677
1GAWGRFA2E1202648	Light-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2028	83.46620929	$ 49,627
2C7WDGBG3ER162318	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2028	83.46620929	$ 75,967
2C7WDGBG8ER319597	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2028	83.46620929	$ 75,967
2C7WDGBG5ER199256	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2028	83.46620929	$ 75,967

Agency_Asset_ID	Asset Type	Agency	Replacement Year	Investment Priority	SGR Investment ($ per unit)
2C7WDGBG7GR235676	Mini-Van	Community Memorial Health Center	2028	78.87164043	$ 79,408
2C7WDGBG5HR618369	Mini-Van	Garden County Transportation	2028	76.11570366	$ 80,508
1FDFE4FS2EDA56691	Medium-Duty Van	Garden County Transportation	2028	77.80963489	$ 124,027
2C7WDGBG6ER220356	Mini-Van	Hall County Rural Transportation	2028	83.46620929	$ 75,967
2C7WDGBG3HR618371	Mini-Van	Midland AAA	2028	76.11570366	$ 80,508
2C7WDGBG9HR855088	Mini-Van	Midland AAA	2028	76.11570366	$ 80,508
2C7WDGBG0FR614212	Mini-Van	Midland AAA	2028	81.30957799	$ 77,677
2C7WDGBG0HR687115	Mini-Van	Morrill County	2028	76.11570366	$ 80,508
2C7WDGBG1HR710191	Mini-Van	NanceTrans	2028	76.11570366	$ 80,508
2C4RC1BG1ER292978	Mini-Van	Panhandle Transit Services dba Open Plains Transit	2028	83.46620929	$ 47,869
2C7WDGBG9GR313682	Mini-Van	Phelps County	2028	78.87164043	$ 79,408
2C4RDGBG5HR30862	Mini-Van	Ponca Tribe	2028	76.11570366	$ 50,730
1FM5K8B81GGA28159	Automobile	Ponca Tribe	2028	78.87164043	$ 50,037
2C4RDGCG8GR321460	Mini-Van	Ponca Tribe	2028	78.87164043	$ 79,408
2C7WDGBG4GR195508	Mini-Van	Saline County Area Transit	2028	78.87164043	$ 79,408
2C7WDGBGXHR828725	Mini-Van	Stratton Industrial Commission dba Hitch N' Hay	2028	76.11570366	$ 80,508
2C7WDGBG7GR202872	Mini-Van	Stratton Industrial Commission dba Hitch N' Hay	2028	78.87164043	$ 79,408
2C7WDGBG0HR710201	Mini-Van	Valley County Health Systems	2028	76.11570366	$ 80,508
1FDFE4FS2CDA32517	Medium-Duty Van	Wolf Memorial Good Samaritan Public Transit (Sanford Health)	2028	81.76231236	$ 120,498
1FDFE4FS9BDB22696	Medium-Duty Van	York County	2028	83.46620929	$ 118,937
2C7WDGBG4ER140912	Mini-Van	York County	2028	83.46620929	$ 75,967
2C4RDGBG0JR337967	Mini-Van	Avera Creighton Hospital	2029	73.00028856	$ 52,818
2C4RDGEG8J342944	Mini-Van	Blue Rivers AAA	2029	73.00028856	$ 52,818
2C4RDGBXJR221045	Mini-Van	Butler County Rural Service	2029	73.00028856	$ 52,818
2C4RDGBG5JR310425	Mini-Van	Cedar County	2029	73.00028856	$ 52,818
1FDFE4FS5GDC03993	Medium-Duty Van	Chase County Transit	2029	73.00028856	$ 133,793
2C7WDGBG2HR828749	Mini-Van	City of Alliance Public Transit	2029	73.00028856	$ 83,822
1FDFE4FS1GDC51443	Medium-Duty Van	City of Chadron	2029	73.00028856	$ 133,793
2CRDGBG1JR310423	Mini-Van	City of Ogallala	2029	73.00028856	$ 52,818
2C4RDGBG4JR337972	Mini-Van	City of Wayne	2029	73.00028856	$ 52,818
1FDFE4FS5GDC51431	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 133,793
1FDFE4FS6GDC51437	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 133,793
1FDFE4FS1GDC51541	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 133,793
1FDFE4FS7GDC51432	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 133,793
2C4RDGBG4JR363391	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 52,818
2C4RDGBG2JR363390	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 52,818
2C4RDGBG1JR363395	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 52,818
2C4RDGBGXJR363394	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 52,818
2C4RDGBG7JR363398	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 52,818
2C4RDGBG8JR363393	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 52,818
2C4RDGBG6JR363392	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 52,818
2C4RDGBG3JR363396	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 52,818
2C4RDGBG5JR363397	Mini-Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2029	73.00028856	$ 52,818

Agency_Asset_ID	Asset Type	Agency	Replacement Year	Investment Priority	SGR Investment ($ per unit)
1FDFE4FS9FDA23950	Medium-Duty Van	Hall County Rural Transportation	2029	75.52279725	$ 130,876
1FDFE4FS0FDA23951	Medium-Duty Van	Hall County Rural Transportation	2029	75.52279725	$ 130,876
2C4RDGBG2KR759773	Mini-Van	Kimball County	2029	69.47850556	$ 53,609
1FDFE4FS3GDC51539	Medium-Duty Van	Kimball County	2029	73.00028856	$ 133,793
2C4RDGBG8JR310421	Mini-Van	Kimball County	2029	73.00028856	$ 52,818
1FDFE4FS5GDC51543	Medium-Duty Van	Midland AAA	2029	73.00028856	$ 133,793
2C4RDGBGXJR310422	Mini-Van	Midland AAA	2029	73.00028856	$ 52,818
2C4RDGBG6JR337973	Mini-Van	Midland AAA	2029	73.00028856	$ 52,818
2C4RDGBG3KR573188	Mini-Van	NanceTrans	2029	69.47850556	$ 53,609
1FDFG5GYOGEA86005	Medium-Duty Van	North Fork Area Transit (North Fork)	2029	73.00028856	$ 214,137
1FDEE4FL8FDA25421	Medium-Duty Van	North Fork Area Transit (North Fork)	2029	75.52279725	$ 130,876
2C7WDGBG7HR853436	Mini-Van	Panhandle Transit Services dba Open Plains Transit	2029	73.00028856	$ 83,822
1FDFE4FSXGDC51540	Medium-Duty Van	Perkins County	2029	73.00028856	$ 133,793
1FDFE4FS8GDC51438	Medium-Duty Van	Phelps County	2029	73.00028856	$ 133,793
1FDFE4FS3GDC51444	Medium-Duty Van	Phelps County	2029	73.00028856	$ 133,793
2C4RDGBG4JR7969	Mini-Van	Ponca Tribe	2029	73.00028856	$ 52,818
2C4RDGBG2JR337968	Mini-Van	Ponca Tribe	2029	73.00028856	$ 52,818
2C7WDGBG7HR853470	Mini-Van	Ponca Tribe	2029	73.00028856	$ 83,822
2C4RDGBG0JR337970	Mini-Van	Ponca Tribe	2029	73.00028856	$ 52,818
1FDFE4FS1GDC51538	Medium-Duty Van	Saline County Area Transit	2029	73.00028856	$ 133,793
2C4RDGBG4337971	Mini-Van	Saline County Area Transit	2029	73.00028856	$ 52,818
1FDFE4FS2FDA23952	Medium-Duty Van	Scotts Bluff County	2029	75.52279725	$ 130,876
2C4RDGBG8JR337974	Mini-Van	Southeast Nebraska Community Action (SENCA)	2029	73.00028856	$ 52,818
2C4RDGBG3JR310424	Mini-Van	Stratton Industrial Commission dba Hitch N' Hay	2029	73.00028856	$ 52,818
2C4RDGBG5KR573189	Mini-Van	York County	2029	73.00028856	$ 52,818
2C7WDGBG5KR801875	Mini-Van	Callaway Hospital Public Transit Services	2030	69.47850556	$ 87,799
2C4RDGBG1KR780761	Mini-Van	Cedar County	2030	69.47850556	$ 55,324
2C7WDGBG0KR698798	Mini-Van	Cedar County	2030	69.47850556	$ 87,799
2C4RDGBG3KR780762	Mini-Van	Cedar County	2030	69.47850556	$ 55,324
2C7WDGBGXKR803069	Mini-Van	Chase County Transit	2030	69.47850556	$ 87,799
2C7WDGBGKR701375	Mini-Van	City of Columbus	2030	69.47850556	$ 87,799
1FDFE4FS0HDC78666	Medium-Duty Van	City of Columbus	2030	70.21782165	$ 139,986
2C7WDGBG0KR808247	Mini-Van	City of Crawford	2030	69.47850556	$ 87,799
2C7WDGBG4HR649569	Mini-Van	City of Fremont Transit	2030	69.47850556	$ 87,799
1FDFE4FS8HDC78656	Medium-Duty Van	City of North Platte	2030	70.21782165	$ 139,986
1FDFE4FS1HDC78658	Medium-Duty Van	City of Sidney	2030	70.21782165	$ 139,986
1FDFE4FS9HDC78651	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2030	70.21782165	$ 139,986
1FDFE4FS74HDC78647	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2030	70.21782165	$ 139,986
1FDFE4FS9HDC78665	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2030	70.21782165	$ 139,986
1FDFE4FS2HDC78667	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2030	70.21782165	$ 139,986
1FDFE4FS4HDC78654	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2030	70.21782165	$ 139,986
1FDFE4FS3HDC78662	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2030	70.21782165	$ 139,986
1FDFE4FS5HDC78663	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2030	70.21782165	$ 139,986
1FDFE4FS1HDC78661	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2030	70.21782165	$ 139,986
2C7WDGBG7KR683702	Mini-Van	Community Memorial Health Center	2030	69.47850556	$ 87,799
2C7WDGBG0KR808345	Mini-Van	Harlan County Health System dba Harlan County Public Transportation	2030	69.47850556	$ 87,799

Agency_Asset_ID	Asset Type	Agency	Replacement Year	Investment Priority	SGR Investment ($ per unit)
2C4RDGBG6KR778701	Mini-Van	Kimball County	2030	69.47850556	$ 55,324
1GAZGPFG6K1245939	Light-Duty Van	Kimball County	2030	69.47850556	$ 57,356
2C4RDGBG4KR759774	Mini-Van	Kimball County	2030	69.47850556	$ 55,324
2C7WDGBG1KR649559	Mini-Van	Midland AAA	2030	69.47850556	$ 87,799
1FDFE4FSXHDS78660	Medium-Duty Van	Midland AAA	2030	70.21782165	$ 139,986
1FDFE4FS3GDC51542	Medium-Duty Van	Midland AAA	2030	73.00028856	$ 138,074
2C7WDGBGXKR799413	Mini-Van	NanceTrans	2030	69.47850556	$ 87,799
2C7WDGBG7KR779460	Mini-Van	North Fork Area Transit (North Fork)	2030	69.47850556	$ 87,799
1FDGF5GT2GEA94112	Medium-Duty Van	North Fork Area Transit (North Fork)	2030	73.00028856	$ 220,989
1FBAX2Y86KJB52786	Light-Duty Van	Ponca Tribe	2030	65.49734893	$ 120,255
2C7WDGBG1KR799400	Mini-Van	Saline County Area Transit	2030	69.47850556	$ 87,799
1FDFE4FS0HDC78649	Medium-Duty Van	Saunders County	2030	70.21782165	$ 139,986
1FDFE4FS3HDC78659	Medium-Duty Van	Scotts Bluff County	2030	70.21782165	$ 139,986
1FDFE4FSXHDC78657	Medium-Duty Van	Scotts Bluff County	2030	70.21782165	$ 139,986
2C7WDGBG0KR698784	Mini-Van	Stratton Industrial Commission dba Hitch N' Hay	2030	69.47850556	$ 87,799
1FDFE4FSXKDC68718	Medium-Duty Van	Blue Rivers AAA	2031	63.76309188	$ 147,930
1FDFE4FS2KDC09274	Medium-Duty Van	Blue Valley Community Action Partnership (Fillmore County)	2031	63.76309188	$ 147,930
2C7WDGBG3KR779407	Mini-Van	Cambridge Memorial Hospital Inc	2031	65.49734893	$ 92,290
2C4RC1AGXMR572124	Mini-Van	Cedar County	2031	60.99689898	$ 91,067
1FDFE4FSXJDC42828	Medium-Duty Van	Chase County Transit	2031	67.14860642	$ 145,749
1FDFE4FS6JDC42826	Medium-Duty Van	City of Crawford	2031	67.14860642	$ 145,749
2C7WDGBG7HR828746	Mini-Van	City of Fremont Transit	2031	67.14860642	$ 89,273
1FDFE4FS6HDC78655	Medium-Duty Van	City of McCook	2031	67.14860642	$ 145,749
1FDFE4FSFKDC40509	Medium-Duty Van	City of North Platte	2031	63.76309188	$ 147,930
1FDFE4FS05DC40510	Medium-Duty Van	City of North Platte	2031	63.76309188	$ 147,930
1FDFE4FS2HDC78653	Medium-Duty Van	City of North Platte	2031	70.21782165	$ 144,466
1FDFE4FS6KDC09276	Medium-Duty Van	City of Sidney	2031	63.76309188	$ 147,930
1FDFE4FS1JDC42829	Medium-Duty Van	City of Sidney	2031	67.14860642	$ 145,749
1FDFE4FS1KDC09279	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2031	63.76309188	$ 147,930
1FDFE4FS6HDC78669	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2031	70.21782165	$ 144,466
1FDFE4FS9HDC78648	Medium-Duty Van	Community Action Partnership of Mid-NE-Kearney (RYDE)	2031	70.21782165	$ 144,466
2C4RC1AG8MR572123	Mini-Van	Garden County Transportation	2031	60.99689898	$ 91,067
2C4RC1CG6NR118449	Mini-Van	Midland AAA	2031	60.99689898	$ 91,067
1FDFE4FS4KDC42891	Medium-Duty Van	North Fork Area Transit (North Fork)	2031	63.76309188	$ 147,930
1FDFE4FS3KDC09283	Medium-Duty Van	Panhandle Transit Services dba Open Plains Transit	2031	63.76309188	$ 147,930
1FBAX2Y8XLKB52788	Light-Duty Van	Ponca Tribe	2031	65.49734893	$ 124,103
1FBAX2Y88LKB52787	Light-Duty Van	Ponca Tribe	2031	65.49734893	$ 124,103
1FBAX2Y81LKB2789	Light-Duty Van	Ponca Tribe	2031	65.49734893	$ 124,103
1FBAX2Y84LKB52785	Light-Duty Van	Ponca Tribe	2031	65.49734893	$ 124,103
1FBAX2Y88LKB52790	Light-Duty Van	Ponca Tribe	2031	65.49734893	$ 124,103
1FBAX2Y8XLKB52791	Light-Duty Van	Ponca Tribe	2031	65.49734893	$ 124,103
1FDUF5GT1JDA03038	Medium-Duty Van	Ponca Tribe	2031	67.14860642	$ 145,749
2C4RC1AGBMR565625	Mini-Van	Scotts Bluff County	2031	60.99689898	$ 91,067
1FDFE4SXKDC09278	Medium-Duty Van	Scotts Bluff County	2031	63.76309188	$ 147,930
1GAWGEFG7L1274410	Light-Duty Van	Scotts Bluff County	2031	65.49734893	$ 60,289
1FDFE4FS8JDC42827	Medium-Duty Van	Seward County	2031	67.14860642	$ 145,749

Appendix D. Full Investment Prioritization List