

## VTrans Central Garage Overview

January, 2015

The Central Garage provides and maintains the trucks and heavy equipment that VTrans uses to fulfill its mission --- we keep the trucks running.

The Central Garage fleet includes approximately:

- 250 Plow Trucks (plus 25+/- spares)
- 170 Light Utility Vehicles (e.g.: pick-up trucks, DMV enforcement vehicles, vans)
- 50 Heavy Utility Vehicles (e.g.: bridge and paint trucks, guard rail post-pounders, aerial lifts)
- 90 pieces of Construction Equipment (e.g.: loaders, graders, excavators, backhoes)
- 90 pieces of Miscellaneous Equipment (e.g.: mowing tractors, trailers, earth drills, forklifts)

Administration and specialized mechanical work is performed at our primary facility in Berlin. Supervisors and technicians located at regional garages in Rutland, White River Junction, Colchester, and St. Johnsbury perform service on the equipment deployed statewide. We work particularly closely with (and for) the Maintenance and Operations Bureau to ensure the fleet is equipped and prepared for VTrans' highest profile activity: clearing the roads of snow and ice.

The Central Garage utilizes an internal service fund that is supported by the vehicle users. The budget is authorized by the legislature, but funded primarily through vehicle rental fees calculated to recoup depreciation, service, and administrative costs. It is an arrangement that provides transparency and stable funding to keep the fleet modern and well-maintained. Such internal service funds are used in most well-managed state DOT fleets.

In addition to revenue from vehicle rentals, a "supplemental transfer", specified in statute, covers the difference between vehicle depreciation and replacement costs. Auction sales of retired vehicles and occasional sales of parts and service to other state agencies provide modest additional revenue.

Our proposed FY '16 budget has only minor incremental changes from our FY '15 budget. Anticipated expenses are developed from our well-established cost history. With the efforts of our skilled staff, our fleet is kept in good condition and provides good service. It is important that we continue to make regular and adequate investments in the scheduled replacement of our vehicles and equipment; to do otherwise leads quickly down a slippery slope towards increased costs and reduced reliability.

We are developing meaningful performance measures that dovetail with the efforts of other states. Most importantly, we measure whether or not are trucks are available to go to work; our breakdown rate is generally less than 2%. The age of the fleet is another measure we watch carefully; currently 28% of our plow trucks are older than our 8 year target. We have just begun to track the utilization of our equipment, to ensure that we have what we need, and need what we have. The final measure which we will quantify over the next year is the proportion of our scheduled preventive maintenance that gets done on time. I am confident we do very well in this regard, but we have yet to systematically track this important work.

The Legislature has long been a strong supporter of the Central Garage, wisely recognizing the need to proactively manage these important assets. As always, we are grateful for that cooperation.

**For more information, please contact Ken Valentine, Central Garage Superintendent,  
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