

The Central Garage (CG) provides and maintains the trucks and heavy equipment that VTrans uses to fulfill its mission --- we keep the trucks running, so VTrans can keep the roads open.

The Central Garage fleet includes approximately:

- 250 plow trucks (plus 25+/- spares)
- 180 light utility vehicles (e.g.: pick-up trucks, DMV enforcement vehicles, vans)
- 60 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)
- 70 pieces of miscellaneous equipment (e.g.: mowing tractors, trailers, earth drills, forklifts)

The CG operates as an internal service fund. We receive spending authorization through the budget process, but most of our revenue comes from rental charges passed on to our customers (primarily the Maintenance Districts). This is a system employed by most well-run DOT fleets. We are obliged by statute to invest in replacement equipment at a steady pace, as determined by the annual depreciation of our assets, our auction proceeds from retired equipment, and a “supplemental transfer” meant cover inflationary cost increases.

We provide our customers:

- A vehicle or piece of equipment appropriate for their work
- Regular replacements, based on our determination of cost-effective service lives
- Administration and financial tracking of these assets (which have a total purchase price of nearly \$69M)
- Service and repairs, including ‘late night breakdowns on the side of the road’ from 45 mechanics based out of five service locations
- Expertise on technical issues
- Insurance, radios, fuel credit card administration, and policy guidance

Our priorities are:

- Maintaining a cost-effective replacement cycle of our most critical equipment
- Performing thorough preventive maintenance to ensure that equipment is ready to go to work
- Promptly repairing any unforeseen breakdowns

Our Performance Measures are:

- **Availability:** Most critical is knowing if our trucks are ready to work when they’re needed. Over the past year we had equipment broken down less than 2% of the time.
- **Cost:** Repair and service costs have been holding steady. We are still at the mercy of some problematic industry-wide engine issues from 2010 – 2013.
- **Fleet Age:** Approximately 20% of our plow truck fleet is older than we’d like (8-years). Older equipment tends to be more expensive to run and less reliable. Plow truck purchases were deferred in 2009; we still see the effects of that decision.
- **Utilization:** Utilization tends to be low in our industry. We continue to focus our equipment purchases on those that best support our core mission --- we too are looking to get back to basics.
- **Preventive Maintenance Compliance:** This is a measure of how promptly we get our annual preventive maintenance services done, with the goal of avoiding future problems. We’re still refining this measure.

In general, the VTrans fleet is modern, in good repair, and ready for work. We have a long history of support from this committee for which we are grateful. We look forward to working with you during this biennium.