# Statewide Change Requests

StateWide Decision Item #1

#### Schedule 6

FY 2005-06 Statewide Decision Item Request

Department:

Personnel & Administration

Priority Number:

DI #1 (Statewide)

Division:

Division of Central Services

Program:

Fleet Management Program & Motor Pool Services

Request Title:

FY 2005-06 Vehicle Replacements

Dept. Approval:
OSPB Approval:
Statutory Citation:
Da

Date:

November 1, 2004

Date:

10/2/04

		1	2	3	4	5	6	7	8	9	10
	Fund	Prior-Year Actual FY 2003-04	Appropriation FY 2004-05	Supplemental Request FY 2004-05	Total Revised Request FY 2004-05	Base Request FY 2005-06	Decision/ Base Reduction FY 2005-06	November 1 Request FY 2005-06	Budget Amendment FY 2005-06	Total Revised Request FY 2005-06	Change from Base in Out Year FY 2006-07
Total of All Line Items	Total	14,006,038	16,769,017	0	16,769,017	16,769,017	1,814,263	18,583,280	0	18,583,280	4,609,171
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	89,173	3,629	0	3,629	3,629	0	3,629	0	3,629	0
	GF	2,134,301	2,142,180	0	2,142,180	2,142,180	0	2,142,180	0	2,142,180	0
	CFE	11,782,564	14,623,208	0	14,623,208	14,623,208	1,814,263	16,437,471	0	16,437,471	4,609,171
	FF	0	0	0	0	0	0	0	0	0	0
1) Executive Office,											
Vehicle Lease Payments	Total	117,148	145,096	0	145,096	145,096	40,230	185,326	0	185,326	120,690
(DPA Share of Statewide	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adjustment)	GF	89,173	3,629	0	3,629	3,629	0	3,629	0	3,629	0
	CF	0	0	0	0	0	0	0	0	0	0
	CFE	27,975	141,467	0	141,467	141,467	40,230	181,697	0	181,697	120,690
	FF	0	` 0	0	0	0	0	0	0	0	0
4) Division of Central		100000000000000000000000000000000000000									
Services, (C) Fleet	Total	13,888,890	16,623,921	0	16,623,921	16,623,921	1,774,033	18,397,954	0	18,397,954	4,488,481
Management Program &	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Motor Pool Services, Vehicle Replacement	GF	0	0	0	0	0	0	0	0	0	0
Venicle Replacement Lease, Purchase or	CF	2,134,301	2,142,180	0	2,142,180	2,142,180	0	2,142,180	0	2,142,180	0
Lease/Purchase	CFE	11,754,589	14,481,741	0	14,481,741	14,481,741	1,774,033	16,255,774	0	16,255,774	4,488,481
man and and and an array of the same and a s	FF	0	0	0	0	0	0	0	0	0	1

Cash Fund name/Number, Federal Fund Name: Fund 607

IT Request 🗆 Yes 👁 No. (If yes and request includes more than 500 programing hours, attach IT Project Plan)

Change Request Criteria: 

Emergency Technical Error X New Data Unforeseen Contingency

Request for New or Replacement Vehicles: 4 Yes o No (If yes, a copy of the Schedule 6 should be forwarded to the OSPB analyst assigned to DPA)

Request Affects Another Department(s): X Yes o No (If yes, Name of other Department(s) Statewide Request Impacting Multiple State Departments)

# Efficiency and Effectiveness Analysis FY 2005-06 Statewide Decision Item Request

**Department:** Department of Personnel & Administration

Long Bill Group/Division: Division of Central Services, State Fleet Management (SFM)

**Request Title:** FY 2005-06 Vehicle Replacements

**Priority Number:** DI #1 (Statewide)

# **Summary of Request**

This is a statewide Common Policy Decision Item for FY 2005-06 to increase State agency appropriations by a total of \$1,847,753 (\$4,685,761 annualized) in order to replace a total of 820 fleet vehicles (including 199 Department of Public Safety vehicles) within the State Fleet Management (SFM) Program for FY 2005-06. In addition, SFM will require \$1,774,033 of offsetting Cash Funds Exempt spending authority in order to purchase these vehicles on behalf of its user agencies.

The vehicles requested for replacement were identified using SFM's replacement methodology developed over the last three years (described below). The mileage and cost criteria are the same as those approved for the replacements authorized in FY 2004-05 (see Attachment A for specific departmental vehicle replacements).

# **Problem or Opportunity Definition**

This request is submitted on an annual basis through the combined efforts of SFM, OSPB, and the various State agencies that participate in the State Fleet Management Program:

Fleet replacements have been under funded for the past five fiscal years. The situation has been even worse for agencies that are primarily general funded, since no general funded vehicles were approved since FY 2001-02. This has put significant upward pressure on maintenance expense (33% increase since FY 1999-00) and has negatively impacted the reliability and safety of the fleet. Using sound economic rationale for replacement decisions, regardless of funding source, will enable SFM to minimize future increases in vehicle maintenance and ensure a reliable, cost effective fleet infrastructure, while minimizing the net impact to the General Fund.

# SFM Vehicle Replacement Methodology

**Strategy:** Replace only the highest cost vehicles in each vehicle class with consideration to the given fiscal and budgetary constraints.

**Methodology Overview:** The current methodology uses the following basic criteria in a series of logical steps to arrive at the final proposed replacement list:

- Both very high total mileage and very low annual mileage are used as criteria for either selecting vehicles for replacement, or for retaining vehicles in the fleet.
- Anticipated cost of maintenance compared to like vehicles is calculated and ranked ordered from most costly to least costly.
- Vehicle placement and usage is considered, with extra consideration given to State Patrol due to performance and safety issues. Low usage "campus crawler" type vehicles are held longer than other vehicles.
- Manual adjustments are made based on agency input and vehicle-by-vehicle SFM analysis.
- A financial analysis is performed to insure that there is solid economic justification for the proposed level of replacements.
- Finally, budgetary constraints and impacts of known fleet initiatives are considered in developing the final proposal.

# **Step by Step Methodology Description:**

**Step 1. Initial Screen**: The initial candidate list is generated from the Colorado Automotive Reporting System (CARS) using a minimum threshold for further replacement consideration. An extraction is done that lists all vehicles projected to meet the following requirements by the time it is proposed that the new vehicles would be delivered by June of 2006:

- Non Colorado State Patrol (CSP) vehicles must be projected to have greater than 100,000 miles.
- CSP vehicles must have greater than 80,000 miles for patrol vehicles and greater than 40,000 for motorcycles, and
- The loan obligation must be paid off by July 1, 2006 for all vehicles.

**Rationale**: This initial screen limits the replacement candidates based upon a logical minimum standard. Mileage is projected through June to include all vehicles that will meet the criteria within the fiscal year. This is only the entry point into the process, and vehicles must meet these criteria for further consideration as replacement candidates.

**Step 2. Manual Adjustments:** Decisions on vehicle replacement should not be made on the basis of the mileage criterion (and loan payoff) alone. The ideal process would involve a detailed mechanical evaluation of each replacement candidate by a qualified technician, and the decision would be based on the projected costs involved to maintain the vehicle over the next one to two years. This level of analysis is not practical for the State and is not feasible for all but the smallest fleets. However, SFM can use additional information and resources that are readily available to further refine the candidate list to make sure the right vehicles are ultimately replaced.

# Agency retention requests

Rationale: State Fleet Management confers with agencies concerning proposed replacements, taking into consideration factors such as internal rotations, cascading vehicle assignments for additional use, and other extensions to a vehicle's life. No one knows the individual vehicles better than agency Vehicle Coordinators and the users of the vehicles. SFM uses agency input to eliminate vehicles that, in an agency's opinion, are in good condition considering mileage and age. SFM also uses agency input to keep vehicles on the replacement list that are in exceptionally poor condition, create an unacceptable safety risk, or are not meeting the functional requirements of the agency.

# • Vehicles with major recent repairs (New engine, transmission, etc.)

**Rationale:** The most recent 12 months of repairs are analyzed to identify any individual repairs that required significant expenditures (typically in excess of \$2,500 for an individual repair). If the State has recently made a significant investment, replacing a major component of a vehicle, we should expect that the cost to operate the vehicle over the short-term should be reduced, and we should not replace such vehicles until we have had the opportunity to benefit from that investment.

# • Vehicles in the low cost, low mile work functions

Rationale: Vehicles in this category are typically maintenance and support vehicles used in campus type environments. They are typically low mileage (approximately 1,000 miles per year), are often very old, and may have a high cost per mile even though the total annual operating cost is very low. Ideally, these vehicles should be replaced with used, but safe and operable vehicles from vehicle turn-ins as part of the natural rotation of the fleet. Vehicles that are no longer suitable for high usage functions can often be used in these maintenance type roles without incurring significant repairs, and it is often not economically justifiable to purchase brand new vehicles into these very low use assignments. Therefore, only the very worst of these vehicles are included in the final submission for replacement.

# • Very high mileage vehicles (>130,000)

**Rationale:** Vehicles with this mileage projection are at least 30 percent over the State's minimum mileage replacement criterion. At this point it is reasonable to expect vehicles to deteriorate rapidly, with costly major component breakdowns, and reliability and safety concerns to rapidly increase. Cost effective operation of such vehicles is highly unlikely after this mileage threshold is reached. In fact, in a less restrictive fiscal environment, SFM would typically recommend lower thresholds.

# Step 3. Rank Highest Priority to Lowest Priority:

**Rationale:** All of the vehicles based on the initial screening criteria meet the basic requirements for replacement. These vehicles are all high mileage, and are also primarily high cost and older vehicles. While all of these vehicles meet the basic criteria for an optimal replacement cycle, the challenge is to make sure that the worst of these vehicles are identified, so that the worst of the worst can be replaced given any level of funding.

By comparing these vehicles to the average vehicle of similar age and type, we are able to identify the vehicles that display the greatest operational cost variance from the average. Those that have much higher than average costs, will rank out higher than those with lower than average costs. This way we can identify the worst vehicles (from a cost standpoint) and make sure these are identified with the highest priority.

# • All State Patrol vehicles meeting the minimum criteria will be submitted.

State Patrol vehicles are not included in this ranking. State Patrol vehicles have utilization requirements, performance, safety, and reliability issues that require replacement on a 3-year 80,000-mile cycle.

**Step 4. Further Considerations to Determine Final List:** The fleet does not operate in a static environment. Changes in the budgetary environment, evolving agency needs, historical funding patterns for the fleet, regulatory changes, and the impact of recent internal fleet initiatives can, and should be taken into consideration in developing the final request for any given year.

# • State funding capabilities

**Rationale:** In any given year, it is often not practical or feasible to replace all the vehicles necessary to maintain an optimal fleet, from a total cost of fleet perspective. When funds are scarce, it is important that the very worst of the worst are replaced so that the funds that are spent on the fleet can provide the optimal financial benefit to the State. Every effort has been made this year to submit a reasonable proposal in light of the current pressures, restrictions, and fiscal constraints.

# • Impact of Fleet or Agency reduction initiatives

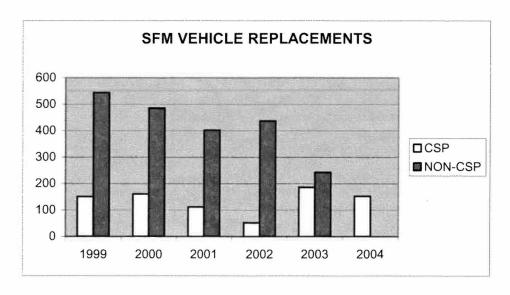
**Rationale:** Initiatives undertaken by SFM and individual agencies to reduce the total number of vehicles in the fleet can affect the replacement process in two ways. First, by reducing the overall size of the fleet, the percentage of optimal replacements necessary to maintain the fleet each year produces a smaller number of candidates. Second, and most importantly, a large number of vehicles leaving the fleet inevitably include the worst vehicles in the fleet. These are also the same vehicles that should be the highest priority for replacement, and since they no longer need to be replaced, the number of requested replacements in that year, might be reduced.

# Prior year funding and replacement levels

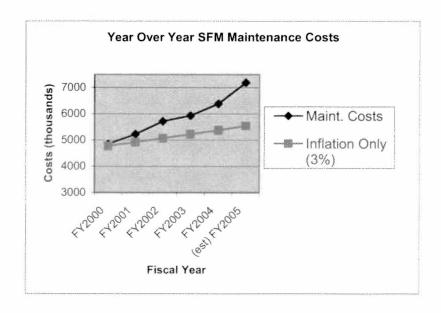
**Rationale:** Under-funding of replacements in previous years has put additional pressure on the fleet, and created an imperative for increased levels of replacements in subsequent years

With a mileage criterion of 100,000 miles and average annual miles per vehicle of 13,000 (8 X 13,000 = 104,000) the State should be replacing approximately 1/8 of the non-CSP fleet or 600+ vehicles each year. Since FY 2000-01 we have only replaced an average of approximately 300 non-CSP vehicles per year with none in FY 2003-04. Also, no

general-funded vehicles were - or will be - replaced in FY 2002-03, FY 2003-04, nor FY 2004-05 exacerbating the cost and safety pressures placed on that component of the fleet.



In aggregate, from FY 2000-01 thru FY 2004-05 we have replaced approximately 1800 non-CSP vehicles (including approximately 600 scheduled for FY 2004-05.) Over that stretch of time, we would have expected to replace 3000 non-CSP vehicles. By this reasoning, the State is short on replacements by approximately 1200 non-CSP vehicles through FY 2004-05, even counting the 600 non-CSP vehicles authorized that year. An aggressive replacement strategy is necessary to "catch up" and mitigate the effects of an aging fleet such as surging maintenance costs (expected to increase by \$1.2 million annually since the last non-CSP replacements were authorized) as well as safety concerns and increased downtime. These increasing costs are paid by agencies, in part, through their general fund operating lines, while at the same time program efficiencies diminish. Catching up would also prevent a further deterioration in the salvage value that SFM uses to offset agency fleet costs.



SFM recognizes that the State is under extraordinary fiscal pressures. However, the State receives significant price breaks (sometimes in excess of 50% below retail) on <a href="mailto:new">new</a> vehicles, all of which are under warranty. We also benefit from extremely low interest rates through Certificates Of Participation (COP's). Aggressively replacing more vehicles rather than less — <a href="https://with.no.arbitrary.nding.ndi

**Step 5: Economic Validation:** The final step involves a financial analysis of the alternatives to make sure that the proposed replacements have a solid economic justification and represent an optimal financial decision for the State.

#### **Additional Consideration:**

In FY 2005-06, for the first time, this request includes a request for replacements for two Sno-Cats assigned to the Division of Information Technology, Communications Services. The existing fleet of Sno-Cats includes ten such "vehicles", the majority of which are well beyond their "useful life" of twenty years (the average age of the current fleet of Sno-Cats is 27+ years). The intent is to replace two Sno-Cats per year over the next five years. BD Advisors LLC, the State's Financial Advisor for all recent fleet COP offerings, has recently advised that the inclusion of the Sno-Cats in the fleet will not impact the rate for the COP financing for the remainder of the fleet. The costs for these vehicles will ultimately be funded through the standard Common Policy allocation for Communications Services expenditures.

# **Available Alternatives:**

# Alternative #1

Replace all 1732 vehicles at the 100,000 minimum mileage threshold with loan obligations paid off.

# Alternative #2

Replace 1048 vehicles (Including 2 Snow-Cats for Telecomm). This alternative is the result of applying the first three steps of the proposed methodology, with slightly more discriminating mileage and cost thresholds than SFM would normally recommend. This is the level of replacements that are optimal (considering the recent past and current fiscal constraints) from a safety and operational cost standpoint, and represents the same replacement criteria approved in FY 2004-05.

# Alternative #3

Replace 820 vehicles as identified by the SFM replacement methodology (Including 2 Snow-Cats for Telecomm). The number of replacements identified under this alternative has been reduced based on budgetary considerations and fiscal constraints, however, this level of replacement will do little to overcome past underfunding of replacements, and will most likely result in higher operating costs fleet-wide.

# Alternative #4

Replace no vehicles. Fund additional maintenance and repair dollars required to keep these non-replaced vehicles operating beyond their originally intended term. There will be a considerable operating expense penalty, with additional reliability and safety risks, under this option, partially in FY 2005-06, and more significantly in FY 2006-07.

# **Statutory and Other Authority**

C.R.S. 24-30-1101 through 1118, see specifically 24-30-1104(2) and 24-30-1112 through 1117

# Linkage to Objectives

This request is linked to the following objective in the FY 2005-06 Strategic Plan:

Facilitate and coordinate statewide and Common Policy related change request and legislation that affects multiple stakeholders and State departments.

# Linkage of Budgetary Expenditures to the Full Range of Outcomes

State Fleet Management projects which fleet vehicles will have 100,000+ miles, and 80,000+ miles for State Patrol, in FY 2005-06. This action produces an "initial vehicle suspect" list. It is this list that supports Alternative #1 to replace all 1732 vehicles.

As stated above, State Fleet Management has applied additional criteria that take into consideration multiple factors that affect a vehicle's useful economic life. A fleet vehicle's past four years of maintenance and repair costs per mile are compared to the average cost per mile of maintenance and repair for that vehicle class, with anticipated high mileage expense added. The difference in projected cost is used to prioritize replacements, assuming that some vehicles are more critical to replace as they exceed the average cost per mile to maintain. Many other factors are then taken into account to assure that the worst vehicles in the fleet are the ones replaced. The attached list is now considered to be our "optimal candidate" list, and is the end result of applying all of the criteria previously discussed. This supports alternative #2.

# **Assessment of Alternatives**

#### Alternative #1

Replace 1,732 vehicles (Including 2 Snow-Cats for Telecomm) at a 4-month prorated Agency cost for FY 2005-06 of \$3,002,204 (\$9,006,611 annualized). This alternative takes into consideration the minimum mileage criteria only. All vehicles expected to exceed 100,000+ miles and 80,000+ miles for CSP are included. This option is not based on sound economic evaluation, is arbitrary, and leads to the replacement of an unnecessarily high number of vehicles in any given year.

#### Alternative #2 -

Replace 1,048 vehicles (Including 2 Snow-Cats for Telecomm) at a prorated Agency cost for FY 2005-06 of \$2,242,112 (annualized \$5,805,421). This listing of replacements is optimal from a safety and cost standpoint, while still using more restrictive criteria to balance agency needs with fiscal constraints. The criteria approved for FY 2004-05 are the same as those used in this recommendation. While the criteria are sound from a cost and safety perspective, the number of vehicles needing replacement is relatively large because of the lack of replacements in recent years. Further, as significant maintenance expense increases during the past fiscal year have made evident, lack of a sufficient level of vehicle replacements continues to place tremendous upward pressure on Fleet operating expenses. Note that as of April 2004, the average current mileage on a non-CSP vehicle recommended herein for replacement is 120,000 miles for low-use and 97,000 miles for normal use vehicles. Physical replacements will not be well underway for two years, yet these vehicles can currently be described as high mileage.

# **Alternative #3 - <u>RECOMMENDED</u>**

Replace 820 vehicles at a 4-month prorated Agency cost for FY 2005-06 of \$1,847,753 (\$4,685,761 annualized). This alternative replaces a smaller number of vehicles than Alternative #2, by using less optimal replacement criteria as described in the methodology. This alternative represents only a base level of replacements and does not address the declining reliability and high costs of an aging fleet due to low levels of fleet vehicle replacements over the past several fiscal years. Alternative #3 is recommended primarily because it will allow for a significant level of replacements, even if it is not at the "optimal" level of replacements identified in Alternative #2. This Alternative will help to mitigate the upward pressure on maintenance expenses described previously, and takes into consideration the continuing impact of statewide fiscal constraints.

#### Alternative #4

Replace no vehicles. By not replacing vehicles, SFM will likely face exceptionally high vehicle repairs and the State may face extraordinary risk due to safety issues. Mission critical functions of some State entities would be compromised. Many of the repairs will be for major vehicle components that add extra cost to a vehicle that is diminishing in value. Additionally, the repair will typically not see the benefit of its entire life since the vehicle will likely be replaced sometime in the near future due to other factors such as higher miles, other "new" repairs, etc.

# Conclusion

Using a disciplined process involving projected mileage, ranking based on past costs and anticipated future costs, utilization characteristics, individual manual adjustments, and considering the current State fiscal environment, SFM is confident that this proposal accurately identifies a replacement list that best benefits the fiscal and safety needs of the State, and the fleet needs of the individual State agencies.

# **Recommendations:**

SFM recommends Alternative #3 to fund the replacement of 820 vehicles in FY 2005-06 at a prorated cost of \$1,847,753. The funding of this request will allow State Fleet Management the opportunity to meet customer requirements of the State Agencies for functionality and reliability while maintaining a safe, centralized, and cost effective fleet program for the benefit of the State.

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT
FLEET REPLACE \$20
Do Not Replace \$12
Plus 2 Snow Gats

						\$ 8/Q	U	٧	W	X V/W	U + (26 x "X")	AA U + (38 x "X")	AB	AC	AD	AE	AF	AG	АН	AI
Count	Dept	Section	Body Code	Model Year	License Plate	CPM % Variance from Avg	Last Billed Odo as of April 94	FY04 Asset Miles	FY04 Months Billed		Projected Mileage June 06 (26 mos)	If Not Replaced: Miles by June 07 (38 Mos)	Recommendation	New Loan Term	Base Price	Attachment Cost	Total Acquisition Cost	New Agency lease/loan Pmt (6.0%)	New Cust Mgmt Fee	Total Agency Fixed Pmt
1	COPS	CBI-GAM	AS.	2001	634BAV	-41.67%	44,131	13,006	12	1,083	72.289	85,285	Replace CBI-Undercover > 50K	60	\$20.500	\$6	\$20,500	\$396.32	\$20.00	\$416.32
a	COPS	C84-19-5	ENER	2000	12084V	-58 54%	59,318	11,965	12	998	85,266	97,242	Replace CBI-Undercover > 50K	60	\$19,000	\$0	\$19,000	\$367.32	\$20.00	\$387.32
3.	COPS	CER-158	AS	2001	030BAV	-32.69%	32,724	15,620	12	1,301	66,550	82,162	Replace CBI-Lindercover > 50K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338 99
8	COPS	CBI-4SS	A6	3416) 4	6398AV	39 58%	43.590	25.434	12	2,119	98,684	124,112	Replace CBI-Undercover > 50K	60	\$20,500	\$0	\$20,500	\$396.32	\$20.00	\$416.32
5	CONS	CBUSS	F2	2007	1488AV	-22 02%	76,460	29,299	12	2,441	139,926	169,218	Replace High Miles > 130K	60	\$22,500	\$1,500	\$24.000	\$463.99	\$20.00	\$483.99
0	CDPS	CBI-LAB CBI-LAB	A3	2000	VARROUS	-35.00%	52,787	10,050	12	837	74,549	84,593	Replace CBI-Undercover > 50K	60	\$14.500	\$0	\$14,500	\$280 33	\$20 00	\$300 33
,	COPS	CBI-LAB CBI-LAB	BA BA	2007	414BAW 435BAV	-48.78% -5% 77%	54,281	18,123	12	1,510	93,541	111,661	Replace CBI-Undercover > 50K	60	\$19,000	\$0	\$19,000	\$367.32	\$20.00	\$387.32
6	COPS	CBI-LAB	AS	2005	6558AV	-37 50%	38,013 42,900	8.949	12	1,199 745	69,187 62,270	83.675 71.210	Replace CBI-Undercover > 50K Replace CBI-Undercover > 50K	60	\$16,500	50	\$16,500	\$318.99	\$20.00	\$338,99
117	CDPS	CBI-LAB	AS	2001	633BVA 633BVA	145.83%	42,900 38,363	13,263	12	1,105	67.093	71,210 80,353		60	\$20,500	\$0 \$0	\$20,500	\$396.32	\$20.00	\$416.32
11	COPS	CREATIR	06	2000	VABBRY	-31 71%	58.403	17.007	12	1,417	95.245	112,249	Replace High Cost Variance>66% of Avg	60	\$20,500	50	\$20,500	\$396.32	\$20.00	\$416.32
12	COPS	CBI-MTR	162	2000	2488AU	51 11%	65 119	16 793	12	1,399	191,493	118,281	Replace CBI-Undercover > 50K Replace CBI-Undercover > 50K	60	\$19,000	\$6	\$19,000	\$367.32	\$20.00	\$387.32
13	COPS	CIBI-AFTE	A3	2039	287BAV	-38 75%	46.405	10,928	12	910	70.065	80.985	Replace CBI-Undercover > 50K	60	\$14,500	\$0	\$24,500 \$14,500	\$473.65 \$280.33	\$20.00	\$493.65 \$300.33
74	CDP8	CBAMTR	Aß	2000	292BAV	-75 00%	47.831	7.836	12	653	64 809	72.645	Replace CBI-Undercover > 50K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338 99
18	COPS	CBI-MTR	A6.	2001	6718AV	-34.62%	41.428	15.353	12	1,279	74,682	90,030	Replace CBI-Undergover > 59K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99
18	0000	CBI-MTR	86.5	2006	1186AV	98 68%	51.160	14.896	12	1,241	83.426	98.318	Replace High Cost Variance>66% of Avg	60	\$22,500	\$0	\$22,560	\$434.99	\$20.00	\$454.99
17	COPE	CBI-MTR	K2	2000	245BAU	82,22%	44.024	13.626	12	1,135	73.534	87.154	Replace High Cost Variance>66% of Avg	60	\$24,500	\$0	\$24,500	\$473.65	\$20.00	\$493.65
181	COPS	CBI-PSU	ANG	2000	265BAV	-11 54%	45,772	10,746	13	895	. 69,042	79,782	Replace CBI-Undercover > 50K	60	\$16,500	\$6	\$16,500	\$318.99	\$20.00	\$338.99
1987	COPS	COLPSU	A3	3000	297BAV	-41 25%	75,377	6,343	12	528	89,105	95,441	Replace CBI-Undercover > 50K	60	\$14.500	\$0	\$14,800	\$280.33	\$20.00	\$300.33
20	COPS	CBI-PSU	As	2063	636BAV	-52.08%	36,400	13,211	12	1,100	65,000	78,200	Replace CBI-Lindercover > 50K	60	\$20,500	\$0	\$20,500	\$396.32	\$20.00	\$416.32
34	COPS	CBI-PSU	AD	2000	VARDES	102.50%	39,933	3,763	12	313	48,071	51,827	Replace High Cost Variance>66% of Avg	60	\$14,500	\$0	\$14,560	\$280.33	\$20.00	\$300.33
22	COPS	CBI-PUE	Ali	2001	4438AV	-53 85%	51,331	22,457	12	1,871	99,977	122.429	Replace CBI-Undercover > 50K	60	\$16,800	\$0	\$16,500	\$318.99	\$20.00	\$338.99
23	CDFS	COI-PUE	AS-	2001	6378AV	-20 B3%	47,637	17,993	12	1,499	86.611	104,599	Replace CBI-Undercover > 50K	60	\$20,500	\$0	\$20,500	\$396.32	\$20.00	\$416.32
24	COPS	CBLPUE	A8	5001	验在自经收到	-57 69%	56,579	22.688	12	1,890	105,719	128,399	Replace CBI-Undercover > 50K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338,99
28	COPE	CBI-PUE	F.5	3000	7498AV	0.92%	93,861	21,585	12	1,798	140,609	162,185	Replace High Miles > 130K	60	\$22,500	\$1,500	\$24,000	\$463,99	\$20.66	\$483,99
26	COPS	CON-PILIE	K2	2000	2218AU	-22 22%	87,196	30.460	12	2,538	153,184	183.640	Replace High Miles > 130K	60	\$24,500	\$0	\$24,600	\$473.65	\$20.00	\$493.66
2.7	COMS	CBI-PUE	03	1993	281A74	288 38%	46,720	2.934	12	244	53,064	55,992	Replace Very High Cost	60	\$20,000	\$0	\$20,000	\$386.66	\$20.00	\$406.66
28	CDPS	CRIMINAL JUSTICE	15.5	1096	95/6A#3	-89 26%	136,164	9,703	12	808	157,172	166.868	Replace High Miles > 130K	60	\$22.500	\$0	\$22,500	\$434 99	\$20.00	\$454 99
30	COPS	CSF EDO	K3 A7	1999	100001	·7 50%	87,900	48,269	12	4,022	192,472	240,736	Replace High Miles > 130K	36	\$31,000	\$0	\$31,000	\$943.08	\$20.00	\$963.08
31	COPS	CSP TROOP 10-A	AT	1998	100930	-17.11% 13.16%	99,256	7,990	11	726	118,132.	126,844	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$796 76
37	COPS	CSP TROOP 10-A	A?	1998	1009690		95,407 88,742	17,810		1,067	123,149	135,953	Replace Patrol Mileage > 80K	36	\$26,500	20	\$25,500	\$775 76	\$20.00	\$795.76
33	CDPS	CSP THOOP 10-C	KS.	1996	100452	-95.26%		14.103	12	1,440	126,182	143,462	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76
34	COPS	CSP TROOP 16-C	AA	2006	100443	-57 35% 16 32%	113,865 67,458	13 039	12	1,175	144,415 95,694	158,615	Replace High Miles > 130K	36	\$30,000	\$0	\$30,000	\$912.66	\$20.00	\$932.66
38	CCHAS	CSP TROOP TO C	AZ	1998	100939	22.37%	85,849	5.834	12	486	98 485	108,726 104,317	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76
36	COPS	CSP TROOP 10-M	Adt	1986	1003930	134 78%	34,071	4 849	12	404	44.676	49.423	Replace Patrol Mileage > 80K Replace MC Mileage > 40K	36 36	\$25,500 \$18,500	\$0	\$25,500 \$18,500	\$775.76	\$20.00	\$795.76
37	CDPS	CSP TROOP 10-M	1.85	20820	MSC006	5.42%	38.060	14 493	12	1,206	69,416	83,888	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81 \$562.81	\$20.00	\$582.81 \$682.81
38	CENPS	CSP TROOP 10-M	1683	1000	MESTS(17	-14 29%	45 500	11 089	12	924	69.524	80 612	Replace MC Mileage > 40K	36	\$18,500	80	\$18,500	\$562.81	\$20.00	\$582.61
39	COPS	CSP TROOP 10-M	841	268043	PMC,0248	39.41%	39,225	13,642	12	1,136	68,761	82 393	Replace MC Mileage > 40K	36	\$18,500	50	\$18,500	\$562.81	\$20.00	
40	CDPS	GSP TROOP 10-M	887	2000	840028	4.43%	45 096	9.355	12	779	85.34G	74 688	Replace MC Mileage > 40K	36	\$18,500	\$6	\$18,500	\$562.61	\$20.00	\$582.81 \$582.81
41	8400	CSP TROOP 10-M	163	2006	MC026	41 38%	47.669	13.258	12	1,104	76,373	89.621	Replace MC Mileage > 40K	36	\$18,500	50	\$18,500	\$562.81	\$20.00	\$582.61
4.2	COPS	M-01 YOORT 983	NET	2003	MC830	-46,80%	16,200	18,613	11	1,692	60.192	80 498	Replace MC Mileage > 40K	36	\$18,500	80	\$18,500	\$562.81	\$20.00	\$582.81
43	COPS	CSP TROOP 10-M	681	2003	BACINGS	45,32%	21,259	21.522	11	1,956	72.116	95 587	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18,500	\$562.81	\$20.00	\$582.81
4.4	COPS	CSP TROOP 10-M	841	2003	MC633	-37 93%	15,684	15,812	11	1,437	53,046	70,290	Replace MC Mileage > 40K	36	\$18,500	50	\$18,500	\$562.61	\$20.00	\$582.81
45	COPS	CSP TROOP 10-M	158	2003	MC034	42.86%	12,800	14.363	11	1,305	46,730	62,390	Replace MC Mileage > 40K	36	\$18,500	\$0	\$18.500	\$562.81	\$20.00	\$582.81
46	COMS	GSP TROOP 10-M	AZ	2001	190004	-38.50%	39.486	21,008	12	1,750	84,986	105,986	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76
47	COPS	CSP TROOP 11-A	AS	1999	100800	87.50%	80,440	16,668	12	1,389	116,554	133.222	Replace High Usage/High Cost	36	\$20,500	\$0	\$20,500	\$623.65	\$20.00	\$643.65
48	COPS	CSP TROOP 11-A	A.7	2000	100291	2832 89%	92,017	568	12	47	93.239	93.803	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76
45)	CDFS	CSP TROOP 11-A	A-7	1998	100503	44.74%	97.848	9,356	10	935	122,158	133,378	Replace Patrot Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76
50	CDES	CSP TROOP II A	A?	1999	100583	125.00%	97.719	7,210	12	6(30)	113,319	120,519	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.78	\$20.00	\$795.76
51	COPE	CRP TROOP 11-A	A7	个位的结	100843	59 21%	95,581	3,903	12	325	104,031	107,931	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,560	\$775.76	\$20.00	\$795.76
52	CDPS	CSP TROOP 11-A CSP TROOP 11-A	AG	1999	100744	10.48%	89,024	6,037	12	503	102,102	108,138	Replace Patrol Mileage > 80K	36	\$25,500	\$6	\$25,500	\$775.76	\$20.00	\$795.76
54	CDPS	GSP TROOP 11-A	A7	1996	100078	207 89%	97,103	5,520	12	460	109,063	114,583	Replace Patrot Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20 00	\$795.76
54 88	COPS	CSP TROOP 11-C	A7 AB		100848	2361 64%	92,674	541	12	45	93,844	94,384	Replace Very High Cost	36	\$25,500	\$0 .	\$25,500	\$775.76	\$20.00	\$795.76
56	COPS	CSP TROOP 11-C	A5	2000	100825	87 50% 114 58%	90,098 65,365	18 391	11	1,671	133,544	153 596	Replace High Cost Variance>66% of Avg	30	\$20,500	\$0	\$20,500	\$623.66	\$20.00	\$643.65
57	COPS	CSP TROOP 11-D	K S	1897	1009913	154.56%	95,365 92,896	11.149	12	1.050	89,519	100.667	Replace High Cost Variance>66% of Avg	36	\$20,500	\$0	\$20,800	\$623.66	\$50.00	\$643.65
5/5	COPS	CSP TROOP 13-8	AT	2001	1009813	3 95%	92,898 50,441	19,600	12	1,050	120,196	132,796 112,495	Replace High Cost Variance>66% of Avg	48	\$22,500	\$0	\$22,500	\$528.41	\$20.00	\$548.41
56	coes	CSF TROOP 13-8	A2	1000k	100000	-22.37%	107,171	11.755	12	1,633	132,625	112,495	Replace Patrol Mileage > 80K	36 36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$796.76
60	CDPS	CSP TROOP 13-B	AT	1998	100941	-30.26%	96,257	14.674	12	1,222	132,625	144.373	Replace Patrol Mileage > 80K		\$25,500	\$0	\$29,500	\$775.76	\$20.00	\$795.76
61	COPS	CSP TROOP 1-A	AZ	2003	100099	42 11%	32,000	28.747	12	2,395	94 270	123,010	Replace Patrol Mileage > 80K	36	\$25,500	4.0	\$25,500	\$776.76	\$20.00	\$795.76
62	COPS	CSP TROOP 1-A	A?	2003	100000	43.42%	42,862	41,916	12	3.493	133,680	175.596	Replace Patrol Mileage > 80K Replace Patrol Mileage > 80K	36	\$25,500	\$0 \$0	\$25,500	\$775.76	\$20.00	\$795.78
63	CDPS	CSP TROOP 1-A	A?	2003	100170	47.37%	29 985	34.891	12	2.907	105,547	140,431	Replace Patrol Mileage > 80K	36	\$25,500	\$Ú	\$25,500 \$25,500	\$775.76 \$775.76	\$20.00	\$795.76
64	COPS	CSP TROOP 1-A	A7	2003	190218	-32.89%	30,977	31,764	12	2 647	99.709	131,563	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76 \$795.76
65	CDPS	CSP TROOP 1-A	A?	2003	100235	48 68%	31,500	38,250	12	3.187	114,362	152,606	Replace Patrot Mileage > 80K	36	\$25,500	\$0 \$0				
66	CDFS	CSP TROOP 1-A	AF	2003	100328	-85.26%	24 301	27,891	9	3.099	104.875	142,063	Replace Patrol Mileage > 80K	36	\$25,500	50	\$25,500 \$25,500	\$775.76 \$775.76	\$20.00	\$795.76 \$795.76
67	coes	CSP TROOF 1-A	AT	2000	1000001	-21.06%	62.000	34,011	12	2.834	135 684	169,692	Replace Patrol Mileage > 80K	36	\$25,500	\$17	\$25,500	\$775.76	\$20.00	\$795.76 \$795.76
68	COPS	CSP TROOP 1-A	AT	2003	100801	-53 95%	32,000	42,070	11	3,824	131,424	177,312	Replace Patrol Mileage > 80K	36	\$25,500	50	\$25,500	\$775.76	\$20.00	\$795.76
69	COPS	CSP TROOP 1-8	47	2003	100225	-67.11%	30 405	30,664	12	2,555	96,835	127.495	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$798.76
70	COPS	CSF TROOP 1-8	A?	3000	190297	39 47%	92,368	14,684	12	1,223	124,166	138,842	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76
7" %	COPS	CSP TROOP 1-C	A7	200X	100139	-44 74%	30.213	25,476	12	2,123	85,411	110,887	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76
72	COPS	COP THOOP 1-C	AZ	2003	100217	-39.47%	30,521	29,395	12	2,449	94,195	123.583	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25.500	\$775.76	\$20.00	\$795.76
7.3	COPS	CSP TROOP 1-C	AY	2060	100784	0.00%	64,924	34,373	12	2,864	139,388	173 756	Replace Patrol Mileage > 80K	36	\$25,500	50	\$25,500	\$775.76	\$20.00	\$795.76
74	COMAS	COP TROOP 1-0	AT	2001	1000002	68.43%	40,112	22.814	12	1,901	98,538	121,350	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76
75	COPS	CSP TROOP 1-0	A7	2003	100101	13.16%	31,680	26,051	12	2,170	88,100	114,140	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$776.76	\$20.00	\$795.76

COLORADO STATE FLEET MANAGEMENT
VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL
FISCAL YEAR 2006
All Vehicles Free and Clear
Date Source, CARS Extraction Fides, May 21, 2004

AGENCY BURNARY COUNT FLEET HEFLAGE \$20 Do Not Replace \$12 Plux 2 Snow Gats

₹	Total Agency Fixed		\$798.76	878878	\$705.75	\$796.76	\$795.76	\$785.76	\$79576	\$795.76	\$7.85.76	\$548.41	\$786.76	\$795.75 \$705.75	\$735.76	\$795.76	573576	2798.78	\$795.78	\$785.76	\$795 76	\$795.76	\$7.06.76	\$795.76	\$78576	\$7.887.78	\$795.76	\$7.95.76 \$7.95.76	\$795.76	\$786.76	\$932 66	\$795.76	\$7.000,76	\$795.76	\$795 76	\$7.05.76	\$795.76	\$785.76	\$700.70 \$704.76	\$796.76	\$705.76	\$795.76	\$795.78	\$799.76	\$795 76 \$256 76	8796.78	\$795.76	\$795.76	\$795.76	\$795.76	27.557.85 27.557.85	\$79576	\$795 75 \$708 75	\$798.76	\$795.76	8796.76	\$79576	\$795.76
AH	New Cust Mant Fee	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$70.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20 00	\$20.08	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$29.90	\$20.00	\$20.08	\$20.00	\$20.00	\$20.00	\$26.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20 00	\$20.00	\$20 00	\$20.00
AG	Agency	Pmt (6.0%) \$770,76	\$775.76	\$776.78	\$775.78	\$775.78	\$778.76	\$775.76	\$776.76	\$775.76	\$778.76	\$528 41	\$77.5 76	\$775.76	\$775.76	\$778.78	\$77576	\$779.76	\$775.76	\$776.76	\$77576	\$775.76	£775.76	\$775.78	\$775.76	\$278.78	\$775.76	\$776.76 \$776.76	\$775.76	\$776.78	\$812.66	\$775.76	\$775.76	\$775 78	\$775.76	\$775.76	\$775.76	\$776.78	4775 76	8775.78	\$775.78	\$779.76	\$775.78	\$176.76	\$7.59.75	\$776.76	\$77576	\$775.76	\$775 78	\$776.76	\$775.76	\$775.76	\$775.76	\$77576	\$776.78	\$775.76	\$775.76	\$775.76
AF	Total Acquisition	0	\$25,500 \$26,500	\$25.560	\$25,500	\$25,500	\$25,500	\$25.500	\$26,800	\$25,590	225,500	\$22,600	\$25,500	\$25,500	\$25,600	\$25,500	\$25.500	\$25,000 \$75,000	\$25,500	\$28,690	\$28.500	\$25,599	\$25,600	\$25.500	\$25,800	\$26,600	\$25 500	\$28,600	\$25,500	\$25,590	\$30,080	\$25,500	\$25,555	\$28,560	\$25,500	\$25.500	\$25,500	\$25,500	000.004	\$25,500	\$29.500	\$25,590	\$25,500	\$25,600	\$25,500	\$25,600	\$25,500	220,200	\$25,500	\$25,500	\$26.500	\$25,600	\$25,500	\$25,500	\$25,500	\$25,500	\$25.600	\$25,500
AE	Attachment	2	25	8	200	8	0, 0	3 33	80	Q. 0	3 33	80	20	25	2 23	95	22.	2 S	208	80	3.	5	2 0	208	25	9,	0 :	200	2	\$0	Q# :	9 S	3 3	0,5	95	2.2	9	30	Q. 93	2 32	94	25	2	\$0	24	2	084	28	. 33	0.5	208	95	2 2	2	S &	2 25	08	28
AD	Base Price	\$25,500	\$25,500	\$25,500	\$25,500	\$25,500	\$25,600	\$25,500	\$25,500	\$25,500	\$25,500	\$22,600	\$25,500	\$25,500	\$25,500	\$28,500	\$26,500	\$25,500 \$26,600	\$25,500	\$25,500	\$28,500	\$25,500	\$26,500	\$25,500	\$25,500	\$25,500	\$25,500	\$26,500	\$25,500	\$25,500	\$30,000	\$25,500	\$25,500	\$25,500	\$25,500	\$25,900	\$25,500	\$25,500	\$28,500	\$25,500	\$25,500	\$25,500	\$25,500	\$25,500	\$25,50E	\$26,500	\$25,500	\$25,500	\$25,500	\$25,500	\$25,500	\$25,500	\$25,500 \$26,500	\$25,500	\$25,500	\$26,500	\$26,500	\$25,500
AC	New Loan	96	S 38	**	<b>8</b> 38	36	<b>R</b> #	38	98	36	98	48	<b>9</b> 8 8	98	3 %	36	36	8 3	8	36	*	8 2	3 20	98	38	38	98	9 (4)	8	36	38	98 98	98	36	<b>%</b> 8	S 26	38	96	38	36	98	8 2	98	38	8 %	38	36	£ 19	36	38	3 98	36	R %	98	36	5 S	36	36
AB	Recommendation	Replace Patrof Mileage > 80K	Mileage	atrof	Replace Patrol Mileage > 80K		Patrol	Patro	Replace Patrol Mileage > 80K	Replace Patrol Mileage > 80K		Replace High Miles > 130K		Replace Patrol Mineage > 50K	Pafroi	atrol Mileage >	Patrol Mileage >	Replace Patrol Mileage > 808.	Patrol	Patrol	Patrol	Replace Patrol Mileage > 80K	Replace Patrol Mileage > 80K	atro		atrol	3000	Replace Parcel Mileage / 505	Patrol	Replace Patrol Mileage > 80K		Replace Patrol Mileage > 80K	Patrol	Wileage	Patro	Replace Patrol Mileage > 60K	Patrol	Patrol	Register Patrol Mileage - 605 Register Patrol Mileage > 80K	Patrol	Milenge >	Replace Patrol Mileage > 80K	Replace Patrol Mileage > 80K	atrol	Replace Pairos Missage - 80%	atroi	atro	Replace Patrol Mileage > 50K	Patrol Mileage >	Replace Patrol Mileage > 80K	Patrol Mileage	Patrol	Replace Patrol Mileage > 80X	Patrol Mileage	Replace Patrol Mileage > 80K	Patrol Mileage	Patrol	Replace Patrol Misage > 80K Replace Patrol Misage > 80K
AA U+(38×7X)	If Not Replaced: Miles by June 67 (38	Mos) 116,380	140.062	261,284	130.947	119,816	127 043	178,494	206,315	177,102	135,198	150,891	112,856	179,995	148,865	166,059	168,242	130,036	133,202	119,020	126,732	1777,003	181 605	152,844	248,239	155,274	132.613	137.849	180,167	\$51,036	174,871	124,501	124,067	126,219	136,661	127.192	262,311	145,948	150.747	214.612	138,265			162,689	123 334	131,489	128,112	109,758	171,112	163,983	164,583	108,345	141.993	146.624	214 204	164 111	113,251	117 619
V + (26 x 'X')	lleage mos)	94.024	116,734	201,020	100.959	91,760	99.275	88,438	156,191	151,518	117.040	133,011	88,564	135,331	110,153	121,623	143.534	278 340	105,902	83,940	100,764	134,701	123 981	116,988	188,889	121,998	104,965	99,065	143,831	119,392	183,838	87.5847 R1 87.4	95.749	108.351	109,385	103,048	198,723	115,488	114.231	159,772	98,619	RO 867	89,285	122,489	91.264	119,465	97.824	79,290	146,824	125,223	126.915	81277	107.049	108.260	179,296	131,915	100,879	82,110
x	B S		1,944 880	5,022	2.480	2,343	2,344	2,338	4,177	2,132	1,513	1,490	1,943	3,722	3,226	3,703	2,059	3,626	2,275	2,090	2,164	3,027	3,302	2,988	4,965	2,773	2,304	3.232	3.028	2.637	1,728	2,242,	2,359	1,736	2,273	2,042	8,298	2,640	3.043	4,670	3,053	1 841	2,176	3,350	2,620	1.002	2,624	2,539	2.024	3,230	9, 139	2,089	2, 103	3,197	2.909	2,683	1031	2,125
*		CC .		T :										77	- do-		4. 5			22	12	¥ Ç	4	2	42	2	2 5	4 6	2	42	ew c		-	***	-																		7 2	ø	52 5	e či	9	5 th
>	FY64 Asset	22,359	23,333	60,266	29,881	28,126	27,777	28,065	50,132	25,587	18,161	17,886	23,303	44,673	32,268	28,629	24,715	36,090	27,360	25,087	26,978	43,45/	36 322	36.859	69,580	33,277	27,851	22,624	36,337	31,647	20.744	17 882	28.308	20,873	27,278	24.149	63,551	30,487	36.523	45,700	24,428	18 602	26.116	40,211	26.705	12,025	30,795	15,239	24,289	38,761	37 671	25,073	34.354	28,778	34 948	32,200	12,381	25,500
Þ	Last Billad Odo as of	April 04 MS 45,586 2	27. 1860	70,448	38,782	30,782	39,111	27.650	47,589	980.088	77,702	94,271	39,096	36,539 96,307	28,277	28,345	90,000	20 210 210 210	46,752	39,800	44,500	34,000	36 129	38,300	885,588	49 900	46,061	15,033	65,103	50,830	108,007	39,305	34,418	80,137	14 770	50,736	60.948	49,428	35,113	40,952	20.241	40.801	32 709	35,369	22.874	83,413	32,200	13,276	94,200	41,243	45,301	26 963	32 637	25,138	103 662	62,157	74 073	36,860
2012	E	Awg. 15 79%	22.37%	40 79%	77.177	36 58%	.35 5,3%	4274%	-81 84%	27 63%	30.26%	8 58%	-50 00%	2 6.11%	3,00%	21.08%	28 82 s	2500 St.	72 58%	-89.21%	-62 16%	\$12.80 CV	30.47%	27 63%	0.06%	-2 63%	100 SOL	921%	10.53%	-36 285%	SA 44%	45.46.75 9.37.86	42.11%	%42 B	455.42% 8.0 0.000	42.17%	-59.21%	13.16%	-67 11%	.77 63%	12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	200 UU 20	31.58%	A 19 3 19 50	-7 88%	-80 32%	47.37%	18 42%	-1 32%	47 37% 28 32%	3105%	-30 28%	42 11%	40 79%	26 32%	24 19%	3.96%	-34 27%
L	License	100138	100406	100830	1007383	150748	10001d7	100181	100224	100275	\$600 th	160654	106972	100000	106310	1110340	100448	150247	186783	\$196,000	1000000	SCHOOL STREET	150,582	121001	100133	100171	108(17.2)	1000370	1004 HK	1600 7486	TEMENTAL SOUTH	14420m	WABTE	1882281	15KKKKK	100126	190141	130158	180230	1582314	\$130,4136	TODGE!	100123	106798	P132296	160,440	11XXXX88	160424	100468	100093	102104	4,000,000	100205	1000316	100447	100622	100845	100101
	Wede	2007	1000	2063	2002	2003	2003	2002	2003	2000	2000	1999	2063	20,000	5002	2063	2000	2003	2002	2002	2063	SAMPLE SAMES	2003	2002	2000	2000	Action	2002	2000	2003	1998	SOUTH STATES	2002	2000	2002	MAX!	2003	2003	2003	2003	ZHKA	2002	2003	2002	2003	20000	2002	2003	1998	2003	20873	2003	SCANS	2003	2000	2002	1096	2002
	Body	A.T.	N 8	A?	~ ~ ~	A	t ~ tr	A.3	× 1	A.2.	\$ \$	K.	九 5	2 5	N.	~	8 ×	2 4	A.85	**	the state of	£ 48	~	de.	MY	N.W.	À s	\$ S	100	Al	80 e	× ×	N	*	2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A?	K 4	× ×	N.	S 12	2 2	A.X	A3	₹ %	AB	於 · ·	A.	A2	× ×	A	K *	× ×	A3	A. A.	788	A2	A7
	Saction	CSP TROOP 1-D	CAP TROOP TO	CSP TROOP 1-0	CSP TROOP 2.A	CSP TROOP 2.A	CSP TRONG 2.A	CSP 7ROOP 2.A	CSP TROOP 2.A	CONTROOP NA	CSP TROOP 2-A	CSP 74COP 2-8	CSP TROOP 2-5	CSP TRUCH AND	CSP TROOP 2-8	CSP 1RCOP 2-8	CSW 780000 248	CSP TROOP 2:0	CSP TROOP 2-C	CSP TROOP 2.C	CSP TROOP 245	Cap Tenon 2.0	CSP 7ROOP 2-C	CSP TROOP 2:D	CSP TROOP 2-O	CSP TROOP 3-0	CSF TROOP 2-D	CSP TROOP 2-D	CSP TROOP 2-D	CSP TROOP 2-D	C89 18009 2.2	CSPTROOPSA	CSP TROOP 3.A	CSP TROOP 3.A	COST TROOTS AG	CSP TROOP 3-8	C89 TROOP 3-6	CSP 7ROOF 3-8	CSP TROOP 3-8	CSF TROOP 3-8	CSP TROOP 3-8	CONTRODA SE	CSP TROOP &C	C.Str. 180009 3-0	CSP TROOP 3C	CSP TROOP AC	CSP TROOP 4.4	CSP TROOP 4-A	CSP TROOP 4.A	CSP TROOP 4-B	COP TROOP 4-S	CSP TROOP 4-B	Car TROOP 4-C	CSP TROOP 4-C	CSB THOOPS 4-C	CSP TROOP 4-C	CSF TROOP 4-C	CS# TROOP S.A
	Dept			COPS																																																						
	Count	82	2.2	D2 6	\$ £	28	T 20	988	99	160 E	8 8	8	\$ E	* **	Z.	828	8 5	2 20	666	00%	101	101	16%	100	10%	107	100	312	\$00 \$00 \$00	*** ***	57 % ***	12	176	245	27.0	55	Č.	8 2	2	158	2 2	300	8.23	003		133	138	138	137	\$ 20	145	141	4 9	144	145	147	149	150

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2864

AGENCY SUMMARY COUNT FLEET REPLAGE \$29 Do Not Replace \$12 Plus 2 Snow Cats

						S R/Q	U	٧	W	X V/W	Y U + (26 x "X")	AA U + (38 x "X")	AB	AC	AD	AE	AF	AG	AH	Ał
Count	Dept		Body Code	Model	i.icense Pigts	CPM % Variance from Ava	Last Billed Ode as of April 94	FY04 Asset Miles	FY04 Months Billed	FY84 Avg Monthly Miles	Projected Mileage	if Not Replaced: Miles by June 07 (38 Mos)	Recommendation	New Loar Term	Base Price	Attachment Cost	Total Acquisition Cost	New Agency lease/loan Pmt (6.0%)	New Cust Mgmt Fee	Total Agency Fixed Pmt
161	COPS	CSP TROOP 5-A	A7	2003	100255	-40.78%	29.187	35,492	12	2,957	. 106,069	141,563	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$775.76	\$20.00	\$795.76
19.2	CDFS	CSP TROOP 5-4	4.7	2003	100327	-3.95%	18,157	23,398	8	2,924	94,181	129,269	Replace Patrol Mileage > 80K	36	\$25,500	\$6	\$25,500	\$775,76		\$795.76
153	COPS	CSP TROOP 5-A	AT	1999	100508	22 37%	97,915	21,475	12	1 789	144.429	165,897	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$795.76
184	COPS	CSP TROOP 5-8 CSP TROOP 5-8	A?	2005	100/18/3	-43.42% -35.53%	57,574 39 504	15,700	12	1,308 2,260	91,582	107,278 125,384	Replace Patrol Mileage > 80K Replace Patrol Mileage > 80K	36 36	\$25,500	\$0 \$0	\$25,500 \$26,500			\$795.76 \$795.76
156	COPS	CSP TROOP S-B	AZ	2003	100215	-34.21%	38,304	40 468	12	3.372	126 487	166.951	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$795.76
157	COPS	CSP TROOP S-C	AT	2001	100047	-18 42%	44 656	21,866	12	1.822	92,029	113,892	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$795.76
158	COPS	CSP TROOP S-C	AT	2001	100076	-46 05%	45,950	24.424	12	2,035	081.000	123,280	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500	\$776.76	\$20.00	\$795.76
169	CDP8	CSP TROOP 5-C	A.V	2003	100100	48 68%	44,943	34,003	12	2,833	118,601	152,597	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$795.76
150	COPS	CSP TROOP 5-C	A7	2043/3	PROTEINS?	-40 79%	33,596	36,231	12	3,019	112,090	148,318	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,600			\$795.76
162	COPS	CSP TROOP 5-C CSP TROOP 6-A	A? A?	2001	100138	-26 32% 27 53%	29,039 42,150	32,065 28 071	12	2,672	98,511 102,964	130,575 131,032	Replace Patrol Mileage > 80K Replace Patrol Mileage > 80K	36 36	\$25,500	\$0 \$0	\$25,500 \$25,500			\$795.76 \$795.76
163	COME	CSP TROOP 6-A	A8	2002	70/31/67	-27.62%	40,053	29 136	12	2 427	112,118	141 239	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$795.76
164	COPS	CSP TROOP 6-A	47	3000	100313	32.89%	68,674	28,188	12	2,349	119,748	147,936	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500		\$20.00	\$795.76
165	COPS	CSP TROOP 6-B	47	2003	100100	-31.58%	33.515	33,484	12	2,790	106,055	139,535	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$795.76
166	COPS	CSP TROOP 6-8	AP	2003	100177	1 32%	49,848	45,349	12	3,779	148,102	193.450	Replace Patrol Mileage > 80K	36	\$25,500	\$6	\$25,500			\$795.76
167	CDPS	CSP TROOP 6-8	AY	2003	100178	-9.21%	35,297	34,539	12	2,878	110,125	144,661	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$795.76
168	COPS	CSP TROOP 6-8 CSP TROOP 6-8	AT	2003	100238	-44 74% -38 53%	29,280 25,267	29,378	12	2,448 2,516	92,928 90,673	122,304 120,865	Replace Patrol Mileage > 80K Replace Patrol Mileage > 80K	36	\$25.500 \$25.500	\$6) \$0	\$25,500 \$25,500			\$795.76 \$795.76
170	CDPS	CSP TROOP 6-B	AZ	2003	1003201	-17.11%	25,207	27,340	12	3,037	103,771	140.215	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$795.76
574	COPS	CSP THOOP 6-8	127	2003	100338	-2.63%	24,118	26,491	8	3.311	110 204	149.936	Replace Patrol Mileage > 80K	36	\$25,500	90	\$25,500			\$795.76
172	COPS	CSP TROOP 6-B	4.7	2003	100682	1.32%	23,250	24,100	10	2,410	85,910	114,830	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$26,600	\$775.76	\$20.00	\$795.76
173	COPE	CSP TROOP & C	14.7	2009	100049	11.84%	48,617	22,866	12	1,905	98,147	121,007	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$795.76
674	COPS	CSP TROOP 6-C	施罗	5003	100184	-52 63%	41,871	39,520	12	3,293	127.489	167,085	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$795.76
178	COPS	CSP TROOP 6-C	AT	2000	190309	114 47%	94,741	20,367	12	1,697	138,863	159,227	Replace Patrol Mileage > 80K	36	\$25,500	\$6	\$25,500			\$795.76
176	COPS	CSP TROOP 6-C	A7 R1	2565 1998	\$888081 \$88081	-28.95% -27.63%	45,427 95,010	18.303	12	1,700	89,627 134,660	119,627 152,960	Replace Patrol Mileage > 80K Replace High Miles > 130K	36 48	\$25,500 \$22,500	\$0 \$0	\$25,500 \$22,500			\$795.76 \$548.41
178	COPS	CSP TROOP 6-0	A?	2/003	100226	-34 21%	40 888	43.035	12	3.586	134,000	177.154	Replace Patrol Mileage > 80K	38	\$25,500	\$0	\$26.500			\$796.76
179	COPS	CSP TROOP 6-D	A?	20103	100242	-17 11%	29.977	33,461	12	2,788	102,465	135,921	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$795.76
180	COPS	CSP TROOP 7-Z	158	1996	100007	213.64%	81,925	11,896	12	991	107,691	119,583	Replace High Cost Variance>66% of Avg	36	\$31,000	\$0	\$31,000			\$963 08
181	COPS	CSP TROOP 7-Z	校生	2000	100864	115.79%	49.463	13,589	12	1,132		92.479	Replace High Cost Variance>66% of Avg	48	\$22,500	\$0	\$22.500			\$548.41
162	COPS	CSP TROOP 8-A	AZ	1998	100466	-64 47%	74,989	12,852	10	1,285	108,399	123,819	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$28,500			\$795.76
183	CDPS	CSP TROOP 8-A	AT AT	26963	1001175	-4 88% -30.26%	37 900	11,984	12	998	116,608	128.584 122.450	Replace Patrol Mileage > 80K Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25.500 \$25.500			\$795.76 \$795.76
1881	COPS	CSP TROUP 8-B	AT	2003	100178	-18.42%	39.327	21 862	12	1.821	86,673	108.525	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,50			\$795.76
188	COPS	CSP TROOP 8-8	A.F	2003	100181	-39.47%	30.575	23.066	12	1.922		103.611	Replace Patrol Mileage > 80K	36	\$25,500	\$6	\$25.60			\$795.76
187	COPS	CSF TROOP 8-8	14.8	2003	100221	-53.98%	24,325	26,488	12	2,207	81,707	108,191	Replace Patrol Mileage > 80K	38	\$25,500	\$0	\$25.50			\$795.76
188	COPS	CSP TROOP 8-C	83	1994	100583	-10.34%	128,527	30,120	12	2,510	193,787	223,907	Replace Grp 1 Mileage Projected > 149K	36	\$24,000	\$0	\$24.00			\$750.13
189	COPS	CSP TROOP 8-C	AS	1999	100790	21位87%	72,636	6,766	9	751	92,161	101,173	Replace Very High Cost	36	\$20,500	\$0	\$20,50			\$643 66
190	COPS	CSF TROOP B-D	KI	2000	100586 100009	168.42%	48,254	15,782	12	1,315	82,444	98,224	Replace High Cost Variance>66% of Avg	48	\$22,500	\$0	\$22,50			\$548.41
191	COPS COPS	CSP TROOP 8-0 CSP TROOP 8-0	A7 A7	1906	100249	-48.05% -46.05%	46,695 106,336	15,732	12	1,311	10.781	96,513 137,982	Replace Patrol Mileage > 80K Replace Patrol Mileage > 80K	36 36	\$25,500	\$0 \$0	\$25,500 \$25,500			\$795.76 \$795.76
193	CD98	CSP TROOP 8-0	AT	2008	100773	-61.84%	56 613	17 025	12	1.418	50.481	110 497	Replace Patrol Mileage > 80K	38	\$25,500	\$0	\$25,50			\$795.76
194	COPS	CSP YROOP S-D	AZ	1998	100947	40 79%	101.093	14.061	12	1.171	132,139	146,191	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25.50			\$795.76
198	COPS	CSP FROOP 8-E	AZ	1996	100940	.44 74%	80,239	12,718	12	1,059	107,773	120,481	Replace Patrol Mileage > 80K	36	\$25,500	\$0	\$25,500			\$798.76
11363	CDPS	CSP TROOP 9-A	松子	10000	100214	71.15%	66,001	11,869	11	1,079		106,003	Replace High Cost Variance>66% of Avg	60	\$18,000	50	\$18,00			\$367.99
183	COPS	CSP TROOP 9-B	AT	2001	1000013	3.96%	50,206	15,474	12	1,289		99,188	Replace Patrol Mileage > 80%	36	\$25,500	90	\$25,50			\$795.76
198 199	COPS	CSP TROOP 9-8 FIRE SAFETY	AP NS	1998	100934	-18.42% -30.88%	93.530 98.366	11,510 26,514	11	1,046		133,278 182,308	Replace Patrol Mileage > 80K	36 48	\$25,500	80	\$25,50			\$795.76
1.004	CO. 2	Liter Sub-C ( t	P(-C)	S District	A COLORANO	-36 DOJ9	30,006	20,014	16	4,200	100,800	182,308	Replace High Miles > 130K	48	\$30,000	Extra 2 Months			ly Fixed Total:	\$724.56 \$142.916.45
																\$285 833 \$277 873			ation (6 mos):	\$857,498.70 \$1,714,997.40
1	DOAG	AGRICULTURE	10.5	1996	102A75	-27 63%	116.835	15,529	12	1,294	150,479	166,007	Replace High Miles > 130K	60	\$22,500	\$0	\$22.00			\$454.99
2	CODAG	ANIMAL INDUSTRY	F3	1108	440,000	74.11%	101,264	7,127	12	593	116.682	123,798	Replace High Cost Variance>66% of Avg	60	\$24,000	\$0	\$24.60	\$463.99	\$20.00	\$483.99
3	DOAG	ANIMAL INDUSTRY	62	1996	103A76	-10.89%	148,542	29,074	12	2,422		240,578	Replace High Miles > 130K	66	\$17,000	\$0	\$17,00			\$348.66
4	DOAG	ANIMAL INDUSTRY ANIMAL MOUSTRY	E2	1997	147A77	-20.79% -46.53%	148,690	18,131	12	1,510		204,070	Replace High Miles > 130K	60	\$17,000	\$0	\$17.00			\$348 66
02	DONG	COLUMADO STATE FAIL	P4	1997	SPECE	48 53%	143,760	22,770	12	1,897	163 062	215,846	Preplace High Miles > 136K	60	\$22,500	50	122.50	\$434.99		\$454.99
7	DAGG	COLUMNO STATE FAR	62	1954	BASSASS.	343.50%	171 1949	2366	12	172		178.481	Replace Grp 1 Mileage Projected > 140K Replace Grp 1 Mileage Projected > 140K		10	\$40	100			\$0.00
0.0	DOMG	COLDRADO STAYE FAIF	KI	1996	984486	251.32%	131.541	5,270	12	420		148.223	Reutace Grp 1 Mileage Projected > 149K		to	50				\$0.00
9	DOAG	XCS	AG	6000	ananali	-23.21%	132,811	30,772	12	2,564	130 479	230 243	Replace High Miles > 130K	60	\$16,500	\$0	\$16 (4)			\$338.99
10	CHOAG	103	AB	2008	465日本以	-32.14%	106,300	26,952	12	2,246		191,648	Replace High Miles > 130K	60	\$10,500	\$0	\$16,50			
11	DOAG	xCS	A6	2000	4988641	21 43%	115,001	36,566	12	3,046		230,749	Replace High Miles > 130K	60	\$16,500	\$0	\$16.50			\$338.99
12	DOAG	ics	68	1200	GSSAM	96,51%	76,575	18,600	12	1,300		125,975	Replace High Usage/High Cost	60	\$19,500	\$0	\$19,50			\$398 99
14	DOAG	ICS	CB	1999	542A08 654A08	-32 56% -4 65%	101,025	21,124	12	1,760	146,785	167,905	Replace Grp 1 Mileage Projected > 140K	60	\$19,500	\$0	\$19,50			\$396.90
15	DOAG	PLANT INDUSTRY	F2	2001	34ABALI	-4 41%	82.438	25,076	12	2.089	136.752	161.820	Replace Grp 1 Mileage Projected > 140K Replace High Miles > 130K	60	\$19,500 \$22,500	\$1,500	\$19,50 \$24,00			\$396.99 \$483.99
bymaycanhiovacao		any control to the control of the co	NAME OF TAXABLE PARTY.	-	soverage over properties	NAME AND ADDRESS OF THE OWNER, WHEN PERSON ADDRESS OF THE OWNER, WHEN PERSON AND ADDRESS OF THE OWNER, WHEN	06,400	4.7,010		4,000	100.104	191.620	Replace High miles - 130K	00	962,040	\$1,000	401,100		ly Fixed Total:	\$4,783.22
																			tation (4 mos):	\$19,132.88 \$57,398.64
																		radiomand Ph	ca cayments:	₹u1,086,04
1	DOG	ARKANSAS VALLEY	06	2000	8128AU	-73 30%	91.301	25 010	12	2.084	145,485	176 493	Replace High Miles > 130K	72	\$23,500	\$61	\$92.80	\$ \$380 44	nn nez	SAGG AR
1 2	000 000	ARKANSAS VALLEY ARKANSAS VALLEY	06	2000	8128AU 8588AU	-73 39% -47 71%	91.301	25,019 19,898	12	2,084 1,658		170,493 152,658	Replace High Miles > 130K Replace High Miles > 130K	72 60	\$23,500	\$0 \$0	\$23,50 \$23,50			\$409.46 \$474.32

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT
FLEET REPLACE #29
Do Not Replace 912
Plus 2 Snow Cats

						S R/Q	U	V	w	X V/W	Y U + (26 x "X")	AA U + (38 x "X")	AB	AC	AD	AE	AF	AG	AH	Al
Count	Dept	Section	Body Code	Model	License Plata	CPM % Variance from	Last Billed Odo as of	FY04 Asset	FY04 Months	FY04 Avg Monthly Miles	Projected Mileage June 06 (26 mos)	If Not Replaced: Miles by June 07 (38	Recommendation	New Loan Term	Base Price	Attachment Cost	Total Acquisition Cost	New Agency lease/loan	New Cust Mgmt Fee	Total Agency Fixed
- 2	DOC	ARKANSAS VALLEY	К1	1997	STORALI	Avg -45 57%	April 04 118,835	Miles 16.344	Billed 12	1.362	154.247	Mos) 170.591	Deniene Con 1 Wilesen Desirated b 140k	72	tha ena	\$6		Pmt (6.0%)		enga pa
5	DOC	ARROWHEAD CORR CT	NC2	1998	626A66	84.00%	94,814	8.645	12	720	113.534	122 174	Replace Grp 1 Mileage Projected > 140K Replace High Cost Variance>66% of Avg	72	\$22,500 \$24,500	\$0	\$22,500 \$24,600	\$372.89	\$20.00	\$392.89 \$426.04
6	000	BUENA VISTA CORR FA	A6	1997	270A76	74.63%	112,840	17,708	12	1,475	151,190	168,890	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,600	\$273.45	\$20.00	\$293.45
7	DOG	BUENA VISTA CORR FA	08	1994	649A63	171.56%	132,371	3,900	12	291	139,937	143,429	Replace High Cost Variance>66% of Avg	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
8	DOC	BLIENA VISTA CORR FA	Alb	1996	383474	-34 33%	118,763	15.246	12	1,270	151,783	167.023	Replace High Miles > 136K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
9	DOC	BUENA VISTA CORR FA:	25	1894	619A63	24.77%	134,349	2.348	12	195	139,419	141,759	Replace High Miles > 130K	72	\$23,500	\$0	\$23.500	\$389.46	\$20.00	\$409.46
10	000	BUENA VISTA CORR FA-	63	1997	630A77	-56.04%	107,582	15,147	12	1,262	140,364	155,508	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
12	000	BUENA VISTA CORR FA- BUENA VISTA CORR FA-	95 803	1997	873A77 767A78	-44 04% 6 82%	105,058	14,357	12	1,196	136,152 140,272	150,504 158 308	Replace High Miles > 130K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
13	DOC	BUENA VISTA CORR FA	05	1993	319864	48 62%	114.776	2.879	12	239	120,990	123,858	Replace High Miles > 130K Replace Non-CSP Law Enf > 120K	72	\$31,000 \$23,500	\$0 \$0	\$31,000 \$23,500	\$513.76 \$389.46	\$20 00	\$533.76 \$409.46
14	DOC	CENTRAL TRANSP LINE	0.5	1298	3671,884	82.67%	100.547	4.665	12	388	110,635	115.291	Replace High Cost Variance>66% of Avg	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
15	DOC	CENTRAL TRANSP UNIT	Kt	2000	7358AU	-1 27%	59,432	18,203	12	1,516	138,848	157,040	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392 89
16	DOC	COLO CORR CENTER	A6	1997	349A77	183 58%	96,493	6,947	12	578	111,521	118,457	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20 00	\$293 45
17	DOC	COLO CORR CENTER	DS	1994	338A63	-10.09%	105,123	7,121	12	593	129,541	127,657	Replace Non-CSP Law Enf > 120K	72	\$23,500	\$0	\$23,500	\$389 46	\$20.00	\$409.46
19	000	COLO WOMENS CORR I COMMUNITY CORR	F2	1984	SYMARG	170 73%	96,624	13,274	12	1,106	125,380	138 652	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
20	DOC	COMMUNITY CORR	A.B A.B	1996	277A71	146 27% 76 12%	115,285 91,000	8,606	12	717 669	133,927	142.531	Replace High Cost Variance>66% of Avg	72	\$16,500	80	\$16,500	\$273.45	\$20 00	\$293.45
21	DOC	COMMENSTY CORR	AB	1999	303841	162.24%	74,825	11.627	12	839	108,394	116,422 111,609	Replace High Cost Variance>66% of Avg Replace High Cost Variance>66% of Avg	72	\$16,500 \$16,600	\$0 \$0	\$16,500 \$16,500	\$273.45 \$273.45	\$20.00 \$20.00	\$293.45 \$293.45
23	000	COMMUNETY CORR	A6	1990	815A06	264 18%	88.055	12,109	12	1.009	114.289	126,397	Replace High Cost Variance>66% of Avg	72	\$16,500	50	\$16,500	\$273.45	\$20.00	\$293.45
23	DOC	COMMUNITY CORR	Aß	1999	517A08	177.61%	79,042	11,698	12	974	104,366	116,054	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
24	DOC	COMMUNITY CORR	40	1997	846677	165 67%	90.915	8,122	12	676	108,491	116,603	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20 00	\$293.45
25	DOC	COMMUNITY CONR	AB	1897	544A77	101.49%	79,670	10,338	12	861	102,056	112.388	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
36	DOC	COMMUNITY CORR	8.5	1997	625A77	107 69%	101.542	7.034	12	586	116.778	123.810	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20 00	\$318.31
27 28	DOC	COMMUNITY CORR COMMUNITY CORR	AS R1	1997	192SAU 325A63	.37 31% .17 72%	108,667	11,611	12	967	133,809 185,404	145,413 198,244	Replace High Miles > 130K Replace High Miles > 130K	72	\$16,500 \$22,500	\$6	\$16,500	\$273.45 \$372.89	\$20.00	\$293 45
29	COC	COMMENTY CORR	A6	1996	380A74	23 88%	121,717	10,111	12	842	143,609	153,713	Replace High Miles > 130K	72	\$16,500	\$0	\$22,500 \$16,500	\$372.89	\$20.00 \$20.00	\$392.89 \$293.45
30	DOC	COMMUNITY CORR	86.1	1998	40ZA80	-11 39%	123,268	12,178	12	1.014		161,800	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372 89	\$20.00	\$392.89
33	000	COMMUNITY CORR	AR	1947	432A77	-59 70%	102,763	22,157	12	1,846	150,759	172.911	Replace High Miles > 130K	72	\$16,500	3.0	\$16.500	\$273.45	\$20.00	\$293.45
33	DOC	COMMUNITY CORR	AG	1996	448A85	-37 31%	103,754	17,945	12	1,495	142,624	160,564	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.46
33	DOC	COMMUNITY CORR	AB	1897	527A77	-13.43%	111.978	11,671	12	972	137,250	148,914	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
34	000	COMMUNITY CORR COMMUNITY CORR	AB.	7897	541A77	-1 49%	100,800	18,720	12	1,560		160,080	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273 45	\$20.00	\$293.45
35 36	DOC	COMMUNITY CORR	A6 DB	1398	967A30	31 34%	89,988 95,467	21,287 15,244	12	1,773	136,056	157 332	Replace High Miles > 130K	72	\$16,500	\$0 \$0	\$16,500	\$273.45	\$20.00	\$293.45
37	DOG	COMMUNITY CORP	AB	1996	676A80	59.26%	100.309	10.018	12	1,270	128,487 121,993	143.727 132.001	Replace Non-CSP Law Enf > 120K Replace Non-CSP Law Enf > 120K	72	\$19,000 \$16,500	\$0	\$19,000 \$16,500	\$314.88 \$273.45	\$20.00 \$20.00	\$334.88 \$293.45
38	000	COMMUNETY CORR	AG	15398	880A30	37 31%	102,993	14.250	12	1,187	133,855	148.099	Replace Non-CSP Law Enf > 120K	72	\$16,500	\$0	\$16,800	\$273.45	\$20.00	\$293.45
.319	DOC	CORRECTION INDUSTR	K3	1992	742A73	-60 23%	150,096	2.447	12	203	155,373	157.809	Replace High Miles > 136K	72	\$31,000	\$0	\$31,000	\$513.76	\$20.00	\$533.76
40	DOC	CORRECTION INDUSTR	DB	2000	613BAU	-9.66%	102,366	29,693	12	2,474	166,690	196,378	Replace Grp 1 Mileage Projected > 140K	72	\$19,000	\$0	\$19,000	\$314.88	\$20.00	\$334.88
4.7	DOC	DELTA CORR CENTER	K3	1998	120A75	630 88%	123,308	2,570	12	214	128,872	131,440	Replace High Cost Variance>66% of Avg	72	\$31,000	\$0	\$31,000	\$513.76	\$20.00	\$533.76
42	DOC	DELTA CORR CENTER	K4	1994	293463	137,97%	99,388	3,369	12	280		110,028	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
43	DOG	DELTA CORR CENTER DELTA CORR CENTER	K3	1993	315A72	4465.91% 161.36%	147,160 106.518	738 2.752	12	61	148,746	149,478	Replace High Cost Variance>66% of Avg	72	\$31,000	\$0	\$31,000	\$613.76	\$20.00	\$533.76
45	DOC	DELTA CORR CENTER	K3	1996	6KEA24	85 23%	113,158	6,321	12	229 526	112,472 126,834	115,220 133,146	Replace High Cost Variance>66% of Avg Replace High Cost Variance>66% of Avg	72	\$31,000 \$31,000	\$0 \$0	\$31.000 \$31.000	\$513.76 \$513.76	\$20.00 \$20.00	\$533.76 \$533.76
46	900	DELTA CORR CENTER	AG	1996	SASSAN	7.46%	119,129	12,396	12	1,033		158,383	Replace High Miles > 130K	72	\$16,500	\$0	\$16.500	\$273.45	\$20.00	\$293.45
47	DOG	DELTA CORR CENTER	AB	1086	374A74	-2 99%	119,289	11,812	12	984	144,873	156,681	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
48	DOC	DELTA CORR CENTER	06	1599	BZEAT2	-12 84%	133,862	26,364	12	2,197	190,984	217 348	Replace High Miles > 130K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
49	DOC	DELTA CORR CENTER	DS	1998	BYTATZ	-31 19%	116,189	26,130	12	2,177	172,791	198,915	Replace High Miles > 136K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
5G 81	DOC	DELTA CORR CENTER	63	1989	\$52A08	37 40%	118,298	25,478	12	2,123		198,972	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392 89
52	DOC	DELTA CORR CENTER DELTA CORR CENTER	FB D6	1996	882A74 392A74	-32.21% 64.22%	129.906	6,924 22,124	12	1.843	144,908	151,832 189 184	Replace Grp 1 Mileage Projected > 140K Replace Non-CSP Law Enf > 120K	72	\$26,000 \$23,500	\$0 \$0	\$26,000 \$23,500	\$430.89 \$389.46	\$20.00	\$450.89 \$469.46
53	200	DELTA CORR CENTER	05	1996	393A74	-32 11%	87.614	17,640	12	1,470		143,474	Replace Non-CSP Law Ent > 120K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46 \$409.46
54	DOC	DENVER WOMEN'S COP	98	1994	423A63	8688,99%	100,800	458	12	38	101 788	102.244	Replace High Cost Variance>66% of Avg	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
55	DOC	DENVER WOMEN'S COF	80	1991	642A74	2988 07%	106,521	97	12	8	106,729	106,826	Replace High Cost Variance>66% of Avg	72	\$23,500	\$15,000	\$38,500	\$638.06	\$20.00	\$658.06
56	CYCHC	DENVER WOMEN'S COF	F3	1863	641A74	411 94%	103,002	852	12	71	184,848	105,700	Replace Very High Cost	72	\$24,000	\$0	\$24,000	\$397.75	\$20.00	\$417.75
57	DOC	FORT LYON OF	401	1996	809A72	268 35%	125,573	13,735	12	1,144	155,317	169,045	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
56 59	000	FOUR MILE COR CENTE		1988	328A84	185 08%	141.757	5.903	12	491	154,523	160,415	Replace High Cost Variance>66% of Avg	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
60	DOC	FOUR MILE COR CENTS FOUR MILE COR CENTS	05	1995	328A64 329A64	430.28% 91.74%	147.662	2,770 6.410	12	230	153,632 131,335	156,392 137,743	Replace High Cost Variance>66% of Avg	72	\$23,500 \$23,500	\$0	\$23,500	\$389.46 \$389.46	\$20.00	\$409.46
61	900	FOUR MEE COR CENTE	Oh.	1995	333464	-8.26%	120,249	9,504	12	792		137,743	Replace High Cost Variance>66% of Avg Replace High Miles > 130K	72	\$23,500	\$0	\$23,500 \$23,500	\$389.46 \$389.46	\$20.00	\$409.46 \$409.46
62	DOC	FREMONT CFIVOC	E2	1996	875A63	19.74%	137.085	7.124	12	507	152.503	159.619	Replace Grp 1 Mileage Projected > 140K	72	\$17,000	50	\$17,000	\$281.74	\$20.00	\$361.74
63	DOG	INSPECTOR GEN	AR.	1999	510A06	249.25%	122 250	24,160	12	2,013		198,744	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,560	\$273.45	\$20.00	\$293.46
Ed	000	INSPECTOR CEN	103	1998	025A69	-52 45%	111.521	13,996	12	1.166	141,837	155,829	Replace High Miles > 130K	72	\$30,000	\$0	\$30,000	\$497 19	\$20.00	\$517.19
68	DOC	INSPECTOR GEN	15	2000	2568AV	-10 13%	130,453	35,272	12	2,939		242,135	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20 00	\$392.89
66	DOC	INSPECTOR GEN	K2	2000	259BAV	-34.67%	120,730	43,208	12	3,600		257,530	Replace High Miles > 130K	72	\$24,500	\$0	\$24,500	\$406.04	\$20.00	\$426 ()4
67 68	DOC	INSPECTOR GEN INSPECTOR GEN	A6	1996	283A71	-19.40% -73 13%	135,001	20.000 32.995	12	1,666 2,749	178,317 191,866	196,309 224,864	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
69	DOC	MSPECTOR GEN	K2	1998	581A68	-73 13% 20 00%	120,392	29 138	12	2,749	191,866	224,854 227,013	Replace High Miles > 136K Replace High Miles > 136K	72	\$16,500 \$24,500	\$0 \$0	\$16.500	\$273.45 \$406.04	\$20.00	\$293.46 \$426.04
70	DOC	INSPECTOR GEN	AS	2000	5488AU	-62 69%	83 833	20,724	12	1,727	128,735	149,459	Replace Non-CSP Law Enf > 130K	72	\$16,500	\$0	\$24,500 \$16,500	\$273.45	\$20.00	\$293.45
75	DOC	INSPECTOR GEN	AB	1998	674A80	-35 82%	85,300	18,779	12	1,398	121,648	138,424	Replace Non-CSP Law Enf > 120K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99
5.3	DOC	INVESTIGATIONS CAND	K2	1995	505A64	30 67%	123,972	15,890	12	1,319		174,094	Replace High Miles > 130K	72	\$24,500	\$0	\$24,600	\$406.04	\$20.00	\$426.04
7.3	DOG	INVESTIGATIONS CANO	K 1	1896	GEISAU	-12 66%	100.750	20,132	12	1.677	144,352	164,476	Replace High Miles > 130K	72	\$22,500	\$0	\$22,590	\$372 88	\$20.00	\$392.89
74	OOC	INVESTIGATIONS CANO	Aff	2000	5798AU	-44 78%	80,871	21,865	12	1,822	128,243	150,107	Replace Non-CSP Law Enf > 120K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
75 16	200	LIMON CORR FAC LIMON CORR FAC	DC	1000	DARGE	-68 81% -61 45%	130,072	33.025	12	2,752	201.624 121.600	234,648 133,744	Replace High Miles > 130K Replace Non-CSP Law Ent > 120K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
77	DOC	LIMON CORR FAC	DC.	1999	100881	21.69%	69,634	24 887	12	2.073	123 532	133,744	Replace Non-CSP Law Ent > 120K	72	\$22,500 \$22,500	\$0 \$0	\$22,500 \$22,500	\$372.89 \$372.89	\$20.00 \$20.00	\$392 89 \$392 89
78	DOC	CTCF	A6	1898	851874	71.84%	95,305	6.480	12	540	109,345	115.825	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
															A 1 M Land of	411	4 10,000	Ac. 1 12 417	1000.101.101.0	4000,40

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT
FLEET REPLACE #28
Do Not Replace #12
Plus 2 Snow Cats

						S 8/0	u	٧	w	X V/W	Y U + (26 x "X")	AA U + (38 x "X")	AB	AC	AD	AE	AF	AG	АН	A.F
Count	Dapt	Section	Body	Wodel	License Plete	CPM % Variance from	Last Billed Odo as of	FY04 Asset	FY04 Months		Projected Mileage June 06 (26 mos)	If Not Replaced: Miles by June 07 (38	Recommendation	New Loan Term	Base Price	Attachment Cost	Total Acquisition Cost	New Agency lease/loan	New Cust Mgmt Fee	Total Agency Fixed
78	DOC	EAST	AB	1998	127/BALI	Avg 68 68%	April 04 114 418	Miles 11,104	Billed 12	925	138.468	Mos) 149.568	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16.500	Pmt (6.0%) \$273.45	\$20.00	\$293.45
80	DOC	TRAST	AG	1996	285AT1	76.12%	112,497	8.817	12	718	131,165	139,781	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,600		\$20.00	\$293.48
81	000	EAST	8.2	1004	300/457	330.87%	93,215	3,374	12	281	100.521	103,893	Replace High Cost Variance>66% of Avg	72	\$24,500	\$0	\$24,800	\$406.04	\$20.00	\$426.04
8.2	COC	EAST	AB	1967	DUBATT	-14 93%	109,600	10,346	12	862	132,012	142,356	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500		\$20.00	\$293.45
83	DOC	EAST	AB	1996	409AT4	5 97%	110,852	11,984	12	998	136,800	148,776	Replace High Miles > 130K	72	\$16,500	\$0.	\$16,800		\$20.00	\$293.45
84 85	000	EAST	AR DS	1996 1995	288A27	323.86%	129.843	6,895	12	574	144,767	151,655	Replace Grp 1 Mileage Projected > 140K	72	\$16,500	\$0	\$16.500	\$273.45	\$20.00	\$293.45
86	DOC	EASI	£3	1998	372AB0	619 27% 45.53%	141,879	7.475	12	218 622	147,847 144 886	150,163 152,350	Replace Grp 1 Mileage Projected > 140K Replace Grp 1 Mileage Projected > 140K	72	\$23,500 \$22,500	\$0 \$0	\$23,500 \$22,500		\$20.00	\$409.46 \$392.89
87	200	EAST	£3	1999	5G3A06	138.21%	130 069	7.008	12	584	145,243	152,251	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,800		\$20.00	\$392.89
88	ooc	EAST	1 26	16998	072430	201.27%	156,969	5,139	12	428	168.097	173,233	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500		\$20.00	\$392.89
母母	DOG	EAST	CS	1996	4488AU	50 00%	107.457	7.456	12	621	123,603	131,055	Replace Non-CSP Law Enf > 120K	72	\$20,000	20	\$20,000		\$20.00	\$381.46
90	000	EAST	\$365	1995	324864	202.75%	108,532	1,813	12	151	112,458	114,270	Replace Very High Cost	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
84	DOC	140	AB	1897	MATATY	189:55%	99,324	14.006	12	1,167	129,666	143,670	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293 45
92	DOC	CM CM	AB	2000	847BAU	109.96%	84.219	20,343	12	1,695	128,289	148,629	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16.500	\$273.45	\$20.00	\$293.45
94	DOC	OFFENDER MGT	K1 A6	1997	630A77 9048A11	-20 25% 210 45%	104.072	9,156	12	763 108	144,408	153 564	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$26.00	\$392.89
98	DOG	OFFENDER MGT	Als	THUS	MARKALI	-38.81%	113.023	14.571	12	1.214	144.587	108,176 159,155	Replace High Cost Variance>66% of Avg Replace High Miles > 130K	72 72	\$16,500 \$16,500	\$0	\$16,600	\$273.45	\$20 00	\$293.45
96	200	PRIVATE PRISON MONT	ASI	1996	30006444	198.51%	97,852	14,427	12	1.202	129 104	143 528	Replace High Cost Variance>66% of Ava	60	\$16,500	\$6	\$16,500	\$273.45	\$20.00	\$293.45 \$338.99
97	CHOIC	PRIVATE PRISON MONO	AG	1996	900A24	74 83%	107.613	8.864	12	738	126.801	135.657	Replace High Cost Variance>66% of Avg	72	\$18,500	\$0	\$16,580		\$20.00	\$293.45
98	200	PRIVATE PRISON MONE	K3	1987	503A77	-51.90%	118,041	12,862	12	1,071	145,887	158,739	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500		\$20.00	\$392.89
99	900	CES	F2	1969	468A08	121 98%	129,111	17,992	12	1,499	168,085	186,073	Replace High Cost Variance>66% of Avg	72	\$22,500	\$3,000	\$25,500	\$422.61	\$20.00	\$442.61
100	DOC	DENVER PAROLE	AB	1987	268A76	80.60%	118,186	11,803	12	983	143.714	166.510	Replace High Cost Variance>66% of Avg	72	\$16,500	. \$0	\$16,500	\$273.45	\$20.00	\$283.45
102	DOC	DENVER PAROLE DENVER PAROLE	A6	1997	719A80	432.84%	93,822	8,004	12	667	111,164	119,168	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.46	\$20.00	\$293.45
163	000	DENVER PARCLE	AS	1996	2005074	247.76% 104.48%	101,283	14.582	12	1,216	141,880	156,460	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,580		\$20.00	\$293.45
104	000	DENVER PAROLE	AG	1996	284A71	-86.57%	115,915	10,291	12	857	138,197	148.481	Replace High Cost Variance>66% of Avg Replace High Miles > 136K	72 72	\$16,500 \$16,500	\$0 \$0	\$16,580 \$16,580	\$273.46 \$273.45	\$20.00	\$293.45
108	DOC	DENVER PARCLE	83	1996	457A64	25 27%	114,766	15.002	12	1,250	147,266	162,266	Replace High Miles > 138K	72	\$18,000	\$6	\$18,000		\$20.00	\$293.45 \$318.31
108	000	DENVER PAROLE	Ads	1996	9158AU	-28.87%	117,398	14,373	12	1,197	148.528	162.884	Replace High Miles > 130K	72	\$16,500	50	\$16,500		\$20.00	\$293.45
167	DOG	DENVER PARCAE	AG	1999	072AB1	-16 42%	87,566	17.904	12	1,492	126,358	144,262	Replace Non-CSP Law Enf > 120K	72	\$16,500	80	\$16.500	\$273.45	\$20.00	\$293.45
808	DOC	N E PARCLE	A48	1996	3978AU	205.97%	103,673	24.569	12	2.047	156,895	181,459	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16.500		\$20.00	\$293.45
5210	DOC	NEPAROLE	AB	2000	675BAU	88.06%	66,300	19 232	12	1,602	107.952	127,176	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
110	000	N E PAROLE	63	1999	754BAU	67 03%	81,902	13,753	12	1,146	111,698	125,450	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
111	000	N E PAROLE N E PAROLE	A6	1986	7805A74 8605AU	113.43%	112,184	4,483	12	373	121,882	126,358	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500		\$20.00	\$293.45
113	DOC	N E PANCALE	83 A6	1998 2093	WARRELL	-32 97% -82.24%	89,000 102,832	19,764	12	1,847	131,822	151,586 152,640	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000		\$20 00	\$318.31
114	200	N E PAROLE	AG	1986	3988AU	40.30%	110.745	15.324	12	1,316	137,048	159,271	Replace High Miles > 130K Replace Non-CSP Law Ent > 120K	72	\$16,500	\$0	\$16,500	\$273.46	\$20.00	\$293.45
115	000	N E PAROLE	AB	1997	SITUAL	56.72%	91,515	17,219	12	1,434	128,799	146.007	Replace Non-CSP Law Ent > 120K	72	\$16,500	\$0	\$16,500 \$16,500		\$20.00 \$20.00	\$293.45 \$293.45
116	DOC	PARCE BOARD	AG	2000	UARRESS	-17 91%	85.739	23.616	12	1,968	136 907	160 523	Replace High Miles > 130K	72	\$16,500	\$67	\$16.500	\$273.45	\$20.00	\$293.45
517	200	PAROLE DIR DEN	AG	1997	1898AU	-58.21%	116,000	11,453	12	954	140,804	152,252	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500		\$20.00	\$293.46
118	DOC	SE PAROLE	AS	1999	7878AV	FF,61%	98,360	8,187	12	682	115,092	124,276	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500		\$20.00	\$293.45
119	000	S E PAROLE	允良	1997	342827	-8.59%	99,486	20 359	12	1,696	.143,582	163,934	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
120	000	6 E PAROLE	8(1	1998	4611 A6K1	-13.92%	149,300	32.510	12	2,709	219,734	252,242	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
121	000	S E PAROLE S E PAROLE	K1 AA	1997	474AFF	18 99%	115.051	10,779	12	898	160,808	161,584	Replace High Miles > 130K	72	\$22,500	\$0	\$22.500		\$20.00	\$392 89
123	DOC	S E PAROLE	AB	1997	SUBATT	-61 19%	113,341	22,888 12,922	12	1,907	164,673 541,317	187,557 154,229	Replace High Miles > 130K	72	\$16,500	\$0	\$16,560		\$20.00	\$293.45
124	200	S F PARCLE	AB	1993	STORALL	-74.93%	108 800	23.375	12	1,947	157,222	180 586	Replace High Miles > 130K Replace High Miles > 130K	72	\$16,500	\$0 \$0	\$16,600	\$273.45	\$20.00	\$293.45
128	DOC	S E PAROLE	19(2	1998	97 (A30	-68.35%	109.605	10.700	12	891	132,771	143,463	Replace High Miles > 130K	72	\$22,500	\$0	\$16.500 \$22.500		\$20.00	\$293.45
128	DOC	S & PAROLE	AB	1999	9923A7B	-65.22%	78 047	24,871	12	2.072	131,918	156.783	Replace High Miles > 130K	72	\$16,500	\$0	\$16,600		\$20.00	\$293.45
127	DXXC	S E PAROLE	183	1990	416A06	62 03%	106,504	19.358	12	1,613	148,442	167,798	Replace Non-CSP Law Enf > 120K	72	\$22,500	\$0	\$22,500		\$20.00	\$392.89
120	OKX	s e parole	AS	1999	082A80	-35.82%	87,564	18,880	12	1,573	128,482	147.328	Replace Non-CSP Law Enf > 120K	60	\$16,500	\$0	\$16.500		\$20.00	\$338.99
129	000	S E PAROLE	40	1808	982A39	34 33%	103.486	9,048	12	754	123,090	132,138	Replace Non-CSP Law Enf > 120K	72	\$16,500	\$0	\$16,900	\$273.45	\$20.00	\$293.45
137	00C	WESTERN PAROLE WESTERN PAROLE	K.1	1966	415A06	-31.65%	116,700	12.031	12	1,002	142,752	154,778	Replace High Miles > 130K	72	\$22,600	\$0	\$22,500	\$372.89	\$20.00	\$392.89
132	200	WESTERN PAROLE	85.4 158	1638	973430	-70 89%	107.568	8.874	12	1,419 739	120,004	137,032 135,650	Replace Non-CSP Law Ent > 120K Replace Non-CSP Law Ent > 120K	72	\$16,500	\$0	\$16,500		\$20 00	\$293.45
133	000	PERSONNEL OFC	AS	1897	2230547	-37.31%	112,004	19.644	12	1,637	154,566	174,210	Replace High Miles > 130K	72 72	\$22,500 \$16,500	\$0 \$0	\$22,500 \$16 868	\$372.89 \$273.45	\$20.00	\$392.89
134	DOC	RIFLE CORR CENTER	05	1998	372A74	-38.53%	116.384	13.614	12	1.134	145.868	159 426	Replace High Miles > 130K	72	\$23,500	\$6	\$16,566	\$273.45	\$20.00	\$293.45 \$409.46
138	000	AFFLE CORR CENTER	AR	1993	522A06	-18 42%	91.971	18,128	12	1,510	131,231	149,351	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500		\$20.00	\$293.45
138	DEXC	SAN CARLOS CORR FAL		1998	1288ALI	330.00%	94.660	4,901	12	408	106,288	110,184	Replace High Cost Variance>66% of Avg	72	\$14,500	\$0	\$14.566	\$240.31	\$20.00	\$260.31
137	SXXC	STERLING CORRECTION		1998	737A66	-1 27%	92,634	23 648	12	1,970	143,754	167 394	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500		\$20.00	\$392.89
138	000	STERLING CORRECTION	136	1996	823A72	43 12%	99,356	16,877	12	1,406	135,912	152,784	Replace High Miles > 130K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
139	200	STERLING CORRECTION STERLING CORRECTION	OC.	1998	964480	-20.48%	99,389	28,727	12	2,393	161,607	190,323	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392 89
140	DOC	STERUNG CORRECTION	08	1999	504A05 8168A17	17 07%	115,228	17,055	12	1,421	152,174	169,226	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500		\$20.00	\$392.89
142	DOC	TRINGAD CORRECTION	08	1999	USBAR1	-22 94% 120 18%	90,682 87.962	14,773	12	1,231	122,688 112,766	137,460	Replace Non-CSP Law Enf > 120K	72	\$23,500	\$0	\$23,508		\$20.00	\$409.46
143	DOC	TRINIDAD CORRECTION	A6	1909	665A06	-2 99%	86.578	20.954	12	954 1,748	131,974	124,214 152,926	Replace High Cost Variance>66% of Avg	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
1.64	CHOIC	TRINIDAD CORRECTION	16.1	1998	40.1A8U	-29 11%	124,618	24 185	12	2.018	177,008	201,186	Replace High Miles > 130K Replace Grp 1 Mileage Projected > 140K	72	\$16,500	\$0	\$16,500 \$22,500	\$273.46	\$20.00	\$293.45
145	DOC	VOLUNTEER SERVICES	AB	1997	530477	40.30%	116 913	10 294	12	854	139.117	149.365	Replace High Miles > 130K	72	\$16,500	\$0	\$22,500	\$372.89 \$273.45	\$20.00	\$392.89
700000000000000000000000000000000000000			menuelis de como	AND DESCRIPTION OF THE PERSONS ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASS	измоннула и домують на придер	**************************************		***************************************	***************************************			***************************************			410,000		#10,000	Monthi	Fixed Total: ition (4 mos):	\$51,709.53 \$206.838.12
																		Annualized Fix		\$620,514.36
2	300 300	SCH DEAFBLIND SCH DEAFBLIND	06 A3	1990	439A73	120 00%	89,697	6,469	8	808	110,705	120,401	Replace High Cost Variance>66% of Avg	72	\$23,500	\$0	\$23,500		\$20.00	\$409.46
2	DOE	SCH DEAF/BLING SCH DEAF/BLING	A3 DB	1995	174904 352A77	12.50% 28.33%	114,025	9,697	12	1 233	135,633	144.729	Replace High Miles > 130K	72	\$14,500	\$0	\$14,500	\$240.31	\$20.00	\$260.31
4	EKORE	SCH DEAF/BLIND	CKS	1993	897A72	0.00%	118.437	14 801	0	1,233	136,276 144,437	151.072 156.437	Replace High Miles > 130K Replace High Miles > 130K	72	\$23,500	\$0	\$23,500	\$389.46	\$20 00	\$409.46
				1974.68	Sames as M	~ J1776	r. rorut			1,000	144,421	100,407	Pathwee tridit mass > 130K	72	\$21,500	\$0	\$21,500	\$356.32	\$20.00	\$376.32

All Vehicles Free and Clear

Date Source: CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT FLEET REPLAGE #20 Do Not Reptace #12 Plus 2 Snow Cats

						S R/Q	W	٧	W	X V/W	Y U + (26 x "X")	AA U + (38 x "X")	AB	AC	ΔĐ	AE	AF	AG	AH	AI
Count	Dept	Section	Body Code	Model	Plate	CPM % Variance from Avg	Last Billed Odo as of April 04	FY84 Asset Miles	FY04 Months Billed	FY04 Avg Monthly Miles	Projected Mileage June 06 (26 mos)	If Not Replaced: Miles by June 07 (38 Mos)	Recommendation	New Loan Term	Base Price	Attachment Cost \$0	Total Acquisition Cost	New Agency lease/loan Pmt (6.0%) \$273.45	New Cust Mgmt Fee \$20.00	Total Agency Fixed Pmt
	DOE	SCH DEAF/BLIND	AR	1997	913BAV	25.86%	133,896	15,076	12	1,266	166,552	181,824	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500		y Fixed Total:	\$293.4 \$1,749.0
																		FY06 Pro-R Annualized Fib	ation (4 mos): red Payments:	\$6,996.0 \$20,988.0
3	HOG	AIR POLLUTION CONSUMER PROTECTION	K1	2000	117BAV 73BABB	-42.67% -62.67%	69.865 107.709	32,188 19 735	12	2,682	139,597	171,781 170,181	Replace High Miles > 130K Replace High Miles > 130K	72	\$22,500 \$22,500	\$0 \$0	\$22,500 \$22,500			\$392.6 \$392.6
3	DON	WATER QUALITY	16.3	2000	066BAW	-13.33%	89,021	21,780	12	1,815	136.211	157,991	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500			\$392.6
A	HOO	WATER QUALITY	CC	2000	1370041	29 41%	74,333	21,080	12	1,756	119,989	141.061	Replace High Usage/High Cost	72	\$20,500	\$0	\$20,500			\$359 7
5	DOM	WATER QUALITY WATER QUALITY	C2 DC	1997	288A77 0616AX	34.48% -46.43%	82,964 152,486	15,112	12	1,259	115,698 190,576	130,806 208.156	Replace High Usage/High Cost Replace Grp 1 Mileage Projected > 140K.	72	\$16,500 \$22,500	\$0 \$0	\$16,500 \$22.560			\$293.4 \$392.6
ninespiloponi				monretyst kines	MATERIAL PROPERTY OF THE PERSON NAMED IN COLUMN 1		100,100	15 (00.5)						***************************************				Month	ly Fixed Total:	\$2,224.7
																		FY96 Pro-R Annualized Fit	ation (4 mos): ced Payments:	\$8,899.6 \$26,697.0
1	DOHE	ADAMS STATE COLLEG		1099	653408	59.26%	97,689	17,536	12	1,461	135,675	153,207	Replace High Usage/High Cost	72	\$18,000	\$6	\$18,000			\$318
2	DOME	ADAMS STATE COLLEGI ARAPAHOR CC	05 62	1990	015A76 806A63	71.88%	133,108	3,336 22,208	12	278 1.850	140,336	143,672 185,563	Replace Grp 1 Mileage Projected > 140K Replace Grp 1 Mileage Projected > 140K	72	\$23,500 \$17,000	\$0 \$0	\$23,500 \$17,000			\$409.4 \$301.2
4	DOME	CO NW COMM COLLEGE		1997	624477	50 65%	94.872	15,236	12	1,269	127.866	143,094	Replace High Usage/High Cost	72	\$16,500	\$0	\$16,500			\$293.
5	DOHE	CO NW COMM COLLEGA	F29	1998	18AAB1	2,00%	252,955	191	12	15	253,345	263,525	Replace Grp 1 Mileage Projected > 140K	72	\$48,000	\$0	\$48,000			\$815.
8	D4400	CO NW COMM COLLEGE	0.5	1990	378480	112 68%	109,460	16,692	12	1,391	145,626	162,318	Replace Grp 1 Mileage Projected > 140K	72	\$23,500	\$0	\$23.600			
8	SHOO	CO NW COMM COLLEGE CRELANIMAL SCIENCES	D5	1998	495A80	30 70% 18 44%	121,285	17,816 3,248	12	1,484	159,869	177,677 163,891	Replace Grp 1 Mileage Projected > 140K Replace Grp 1 Mileage Projected > 140K	72	\$23,500	\$1,500	\$23,500			\$409.4 \$442.6
9	SHOC	CSU-ANIMAL SCIENCES	F3	1892	999A68	71 63%	125.304	8.331	12	694	143.348	151,676	Replace Grp 1 Mileage Projected > 140K	72	\$24,000	50	\$24.000			\$417.
10	DONE	CSU-ARDEC	F3	1992	607475	-100 00%	156,605	6,438	12	536	170,541	176,973	Replace Grp 1 Mileage Projected > 140K	72	\$24,000	\$0	\$24,000			\$417
11	DOHE	CSU-CAMPUS POLICE	AB	1994	980A56	-57.14%	113,783	4,830	12	402	. 124,235	129,059	Replace Non-CSP Law Enf > 120K	72	\$16,500	\$0	\$16,500			
12	DOHE	CSU-COOP EXTENS	FR A3	1996	138A75	-73 08% -12 28%	117 479	18,666	12	1,555	157,171	175,831	Replace High Miles > 130K Replace High Miles > 130K	72	\$22,500	\$0 \$0	\$22,500 \$14,600			
14	SHOO	CSU-COOP EXTENS	K3	1994	352A63	9.43%	124,978	14,771	12	1,230	156,959	171,715	Replace High Miles > 130K	72	\$31,000	\$0	\$31,000			\$633.
15	DOHE	CSU-COOP EXTENS	P2	1490	938A76	-78 21%	129,177	30,953	12	2,579	198,231	227,179	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500			\$392.
16	BOHE	CSU-COOP EXTENS	12	1994	566BAW	-57 69%	150,149	9,645	12	803	171.027	180.663	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500			\$392
189	DOME	CSU-COOP EXTENS	F 5	2000	8278A() A36A63	-26.44% -87.72%	118.425	16,854	12	1,404	154,929 209,768	171,777 220,784	Replace High Miles > 130K Replace Grp 1 Mileage Projected > 140K	72 72	\$18,000	\$0	\$18,000			
18	DOME	CBU-COOP EXTENS	KI	1096	669463	-77 67%	133.792	7,574	12	631	150,198	157,770	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500	\$372.8	\$20.00	\$392
20	DOHE	CSU-ENGINEERING	6.5	1995	395A64	414 38%	116,744	1.624	12	135	120.254	121,874	Replace Very High Cost	72	\$22,500	\$0	\$22,500			
21	DOHE	CSU-FOREST CSU-FOREST	M3	1995 1996	237A64 184A75	100.00%	83,531	11,708	12	976 1,065	108.881	120,581 143,601	Replace High Cost Variance>66% of Avg Replace High Usage/High Cost	72	\$14,500	\$6 \$0	\$14,500			
23	DOHE	GSU-FOREST	F2	1997	310A77	28 21%	103.024	16.802	12	1,383	138.982	155.578	Replace High Usage/High Cost	72	\$22,500	\$0	\$22.500			
24	SHOW	CSU-FOREST	k.S.	1997	309A77	-85 90%	118,201	11,967	12	997	144,123	156,087	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500			\$392.
26	DOME	CSU-FOREST	F2	1000	4527A74	-69 23%	142.515	16,169	12	1,347	177,537	193,701	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,500			
26	SHOO	CSU-FOREST CSU-FOREST	F2 A3	1994	537A63 949A74	-8 41% 417 84%	122 066	14,218	12	1,184 278	152,849 189,427	167.057	Replace Grp 1 Mileage Projected > 140K Replace Very High Cost	72 72	\$22,500	\$0	\$22,500 \$14,500			
28	DOME	CSUINSTRUCTIONAL S		1992	735A86	930.56%	120.849	1.011	12	84	123,033	124,041	Reptace Very High Cost	72	\$21,500	\$0	\$21.500			
58	DOME	CSU-MOTOR POOL	MB	1999	535A06	161 90%	129,974	22,368	12	1,864	178,438	209.806	Replace High Cost Variance>66% of Avg	60	\$16,500	\$0	\$16,600			
30	SHORE	CSU-MOTOR POOL CSU-MOTOR POOL	Aß	1688	960A78 413BAW	77.38%	95,764 89,178	10,157	12	846 2 108	117,760	127,912	Replace High Cost Variance>66% of Avg	60 60	\$16,500	\$0 \$0	\$16,600			
32	DOHE	CSU-MOTOR POOL	DA	1998	676A6B	-32 14% -28 65%	98.556	16.624	12	1 385	143,966	169,282 151,186	Replace High Miles > 130K Replace High Miles > 130K	60	\$16,500	\$0	\$16,500 \$19,000			
33	DOHE	CSU-MOTOR POOL	95	1996	895A72	-34 55%	106.640	17,242	12	1 436	143,976	161,208	Replace High Miles > 130K	60	\$23,500	\$0	\$23.500	\$454.3		
34	SHOO	CSU-MOTOR POOL	05	1986	364A74	2.73%	153.800	6,499	12	541	167,866	174,358	Replace Grp 1 Mileage Projected > 140K	60	\$23,500	\$0	\$23,500			
35	DOHE	CSU-MOTOR POOL	£5	79997 7007	437A74 453A64	55, 13% 52, 58%	123.591	8.052 7.189	12	671 599	141,037	149,089	Replace Grp 1 Mileage Projected > 140K Replace Grp 1 Mileage Projected > 140K	60	\$22,500 \$22,500	\$0	\$22.500 \$22.500			
37	DOME	CSU-MOTOR POOL	PA	1998	76320449	76.10%	121,256	18 521	12	1,543		179,890	Replace Grp 1 Mileage Projected > 140K	60	\$29,000	\$0	\$22,000			
38	BOHE	CSU-MOTOR POOL	EF	1991	200A75	266.08%	120,026	2,249	12	187	124,888	127,132	Replace Very High Cost	60	\$17,000	\$0	\$17,000	\$328 6		
39	DOME	CBU-MOTOR POOL CBU-MOTOR POOL	80	1995	218A64 27A873	261.82%	118,536	5,050	12	420		134,496	Replace Very High Cost	60	\$23,500	\$0	\$23,800			
41)	DKOHE.	CSU-MOTOR POOL	F3	1993	378A73	1197 44%	108,040	1,554	12	129	109,394 122,120	110,942 125,780	Replace Very High Cost Replace Very High Cost	60	\$22,500	50	\$22,508 \$24,000			
42	DONE	CSU-MOTOR POOL	K2	1992	Tieass	798.39%	124,405	1,939	12	161	128,591	130 523	Replace Very High Cost	60	\$24,500	\$0	\$24,800			
43	DOHE	CSU-MOTOR POOL	15/3	1866	777A74	331,94%	102.740	4,169	12	347	111,762	115,926	Replace Very High Cost	60	\$21,500	\$0	\$21,508	0 \$415.6		
44	3400	CSU-MOTOR POOL	AR	1996	864A74	308.33%	111,915	1,493	12	124	115,139	116,627	Replace Very High Cost	60	\$16,500	\$0	\$16,508			
46	DOHE	CSU-MOTOR POOL CSU-MOTOR POOL	F1	1990	890A76	297 13%	120,411	1,499	12	124 723	123,635	125,123 108,312	Replace Very High Cost Replace Very High Cost	60	\$18,000	\$0	\$18,000 \$22,500			
47	DONE	CSU-MOTOR POOL	AS	1893	965A76	227.38%	90,268	5,457	12	454	102,672	107,520	Replace Very High Cost	60	\$16,500	\$0	\$16,50			
48	O/OH4E	CSU-SOIL & CROP SCI	62	1988	Sanath	-30 41%	164,399	5,598	12	466	166,515	172,107	Replace Grp 1 Mileage Projected > 140K	72	\$17,000	\$10	\$17,00			
49 50	SHOO	CSU-STUDENT HOUSING	13	1986	994A30 763A71	93.20%	89.857 118.886	8,365	12	697	107,979	116.343	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,50			
51	DOHE	CSU-UNIVERSITY SVC	AØ	1990	902A83	-97 62%	93,436	30,176	12	2,514	123.254	125,270 188,968	Replace Very High Cost Replace Grp 1 Mileage Projected > 140K	72 72	\$16,500	\$0	\$21,504 \$16,500			
52	DOHE	CSU PUEBLO-STUDENT		1998	340BAW	17 24%	102,121	15,791	12	1,315			Replace High Miles > 130K	72	\$16,500	\$0	\$16.50			
93	SHOG	CU-BOULDER	6.5	1994	494403	86 89%	139.416	4.624	12	385	149,426	154,046	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0	\$22,50			
54	DOHE	CU-BOULDER CU-BOULDER	F3 CC	1994	935A77 841A63	-67 81% 137 54%	122,755	10.773	12	897	146,077	156,841 144,450	Replace Grp 1 Mileage Projected > 140K Replace Grp 1 Mileage Projected > 140K	72 72	\$24,000	\$1,500	\$25,500 \$20,500			
56	DOME	CU-BOLLDER	CA	1994	644463	-37 27%	145.460	7,724	12	643	162,178	169,894	Replace Grp 1 Mileage Projected > 140K	72	\$17,500	\$0	\$20,500			
5.7	SHOKE	CU-BOULDER	AS	1996	859414	87 50%	185,754	5,401	12	460	167,454	172,854	Replace Grp 1 Mileage Projected > 140K	72	\$16,500	\$0	\$16,50	0 \$273.4	5 \$20.00	\$293
58	DCM4E	CU-BOULDER	9C	1893	288A72	228.70%	123.462	982	12	81	128,568	126,540	Replace Very High Cost	72	\$22,500	\$0	\$22,500			
39	DOHE	CU-BOULDER CU-BOULDER	14.1 15.20	1994	403A63 410A64	889.79% 281.81%	109.974	1,391	12	115 247		110,344	Replace Very High Cost Replace Very High Cost	72 72	\$22,500 \$17,900	\$0 \$0	\$22,500			

#### COLORADO STATE FLEET MANAGEMENT VEHICLE REPLACEMENT ANALYSIS AND PROPOSAL FISCAL YEAR 2006 All Vehicles Free and Clear

Date Source: CARS Extraction Friday, May 21, 2684

AGENCY SUMMARY COUNT FLEET REPLACE #20 Do Not Replace 912 Plus 2 Snow Cats

						S R/Q	U	٧	w	X V/W	y J + (26 x "X")	AA U + (38 x "X")	AB	AC	AD	AE	AF	AG	АН	Al
Count	Dagst	Section	Body	Moder	License	CPM % Variance from	Cast Billed Odo as of	FY84 Asset	FY04 Months		Projected Mileage June 06 (26 mos)	If Not Replaced: Miles by June 97 (38	Recommendation	New Loan	Base Price	Attachment Cost	Total Acquisition Cost	New Agency lease/loan	New Cust Mamt Fee	Total Agency Fixed Pmt
61	DOHE	CO-BOULDEN	A.3	19683	452A73	Avg 388 14%	April 04 102.929	Miles 1.109	Billed 12	93	105.321	Mos) 106,425	Replace Very High Cost	72	\$14,500	\$0	\$14,500	Pmt (6.0%) \$240.31	\$20.00	\$260.31
62	DOME	CU-BOULDER	33	19963	640871	295,73%	103,434	2.557	12	213	108.972	111.528	Replace Very High Cost	72	\$28,000	\$0	\$28,000	\$464.04	\$20 00	\$484.04
63	OOME	CLABOLADER	E 9	1993	939A72	514 51%	113.491	1.392	12	118	116,507	117.899	Replace Very High Cost	72	\$15,000	\$0	\$15,000	\$248.59	\$20.00	\$268.59
64	BHOO	CU-COLORADO SPRINO	83	1996	6426AW	0.00%	118,942	10.182	12	848	137,990	148,186	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
65	DOHE	CU-COLORADO SPRINO	. 61	1998	6388AW	-13 09%	135,734	3,552	12	296	143,430	146,982	Replace Grp 1 Mileage Projected > 140K	72	\$18,000	. \$0	\$18,000	\$298.31	\$20.00	\$318.31
66	DOHE	CU-COLORADO SPRINC	F 9	1998	648BAW	-69.36%	143,796	3,967	12	330	152,376	156,336	Replace Grp 1 Mileage Projected > 149K	72	\$18,000	50	\$18,000	\$298.31	\$20.00	\$318.31
67	DOHE	CU-COLORADO SPRINC	\$ F1	1997	<b>WAREAR</b>	246.80%	108,457	1,304	12	108	111,265	112,561	Replace Very High Cost	72	\$18,000	\$0	\$18,000	\$298 31	\$20.00	\$318.31
68	ENCHE	CUHSC TRANSPORTA		1998	ARTOHUI BA	107 94%	103,003	9,180	12	765	122.893	132,073	Replace High Cost Variance>66% of Avg	72	\$25,500	\$0	\$25,500	\$422.61	\$20 00	3442 61
69	SHOG	CU-HSC TRANSPORTA		11196	746AB0	253 01%	149,278	5,474	12	456	161,126	166,598	Replace High Cost Variance>66% of Avg	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
70	MACC	CU-HSC TRANSPORTA		1997	374577	-27 57%	92 416	17,945	12	1.495	131,286	149,226	Replace High Miles > 130K	72	\$21,500	\$0	\$21,500	\$356.32	\$20.00	\$376.32
7.5	DOME	CU-HSC TRANSPORTA FORT LEWIS COLLEGE	F 08 A2	1998	2058AV 2658AW	-68 97% 0.50%	98,133	17 623	12	1,468	136,301 135,922	153,917 149,062	Replace High Miles > 130K Replace High Miles > 130K	72 72	\$19,000 \$25,500	\$0 \$0	\$19,008 \$25,500	\$314.88 \$422.61	\$20.00	\$334.88 \$442.61
72	COHE	FORT LEWIS COLLEGE	F3	1993	6:27A74	9,00%	138,094	1,909	12	1,095	142,228	144,136	Replace Grp 1 Mileage Projected > 140K	72	\$23,000	\$0	\$24,000	\$397.75	\$20 00	8417.75
74	DOME	MEST SEICHTTY	F2	\$11.05%	THEFARA	8 00%	145.092	9,240	12	770	165,112	174.352	Replace Grp 1 Mileage Projected > 148K	72	\$22,500	\$0	\$22,500	\$372.69	\$20.00	5392.89
75	SOHE	LAMAR CC	A3	2000	0738AV	5 00%	111,953	25,903	12	2.158	168,061	193.957	Replace High Miles > 130K	72	\$14,500	80	\$14,500	\$240.31	\$20.00	\$260.31
74	DOME	MESA STATE COLLEGE	63	1991	193477	2872 92%	224,570	64	12	5	224,700	224 760	Replace Grp 1 Mileage Projected > 148K	72	\$17,000	50	\$17,000	\$281.74	\$20.00	\$301 74
77	SMCO	NORTHEASTERN JR CO	2 AT	1997	WARBSE	314 47%	112,363	1,167	12	97	114,885	116,049	Replace High Cost Variance>66% of Avg	72	\$25,500	\$2,500	\$28,000	\$464.04	\$20.00	\$484.04
76	DOHE	NORTHEASTERN JR CO		1000	6768AW	-72 37%	120,009	10,160	12	848	142,005	152,157	Replace High Miles > 130K	72	\$25,500	\$0	\$25,500	\$422.61	\$20.00	\$442.61
79	CKOME	NORTHEASTERN JR C		1998	736AEB	-7 69%	112,562	10,734	12	894	135,806	148,534	Replace High Miles > 130K	72	\$16,500	\$0	\$16,600	\$273.45	\$20.00	\$293.45
08	DOHE	NORTHEASTERN JR CO		1991	873本假容	-44.09%	130,466	2,018	12	168	134,834	136,850	Replace High Miles > 130K	72	\$48,000	\$0	\$48,000	\$796.50	\$20.00	\$815.50
81	DONE	NORTHEASTERN IR CO		1部時	875A68	7 09%	109.438	13.147	12	1,095	136,908	150.046	Replace High Miles > 130K	72	\$48,000	\$0	\$48,000	\$795.50	\$20.00	\$815.50
83	DOME	OTERO JR COLLEGE OTERO JR COLLEGE	06 E2	1957	902A68 968A64	78 95% 69 98%	107,729 228,504	18,310	12	2,288	167,217 231,962	194.673 233.658	Replace High Cost Variance>66% of Avg	72 72	\$23,500 \$17,000	\$0 \$0	\$23,500 \$17,000	\$389.46 \$281.74	\$20.00 \$20.00	\$409.46 \$301.74
84	DOHE	OTERO JR COLLEGE	62	1986	013884	213 73%	170.859	855	12	71	172,795	173,557	Replace Grp 1 Mileage Projected > 140K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
85	SHCK	OTERO IN COLLEGE	£2	1990	222A75	91 85%	166,143	1.497	12	124	169 367	170,855	Replace Grp 1 Mileage Projected > 140K Replace Grp 1 Mileage Projected > 140K	72	\$17,000	\$1,500	\$18,500	\$306.60	\$20.00	\$326 60
86.	DOME	OTERO JR COLLEGE	8.3	1982	729486	-20 60%	136,295	3 039	12	253	142,873	145,909	Replace Grp 1 Mileage Projected > 140K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
87	COHE	OTERO JR COLLEGE	AB	1996	191474	89 29%	131,027	23,870	7	3.410	219.687	260.607	Replace Grp 1 Mileage Projected > 140K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
86	DOME	OTERO JR COLLEGE	ONE	1998	889468	1428 57%	112,222	4,609	8	576	127,198	134 110	Replace Very High Cost	72	\$19,000	\$0	\$19.000	\$314.88	\$20.00	\$334.88
88	COME	PIKES PEAK CC	K3	1093	664A71	0.60%	134,346	5,381	12	448	145,994	151,370	Replace High Miles > 130K	72	\$31,000	\$6	\$31,000	\$513.76	\$20.00	\$533 76
903	COHE	PIKES PEAK CC	AT	1997	431BAV	49 58%	122,019	933	12	77	124,021	124,945	Replace Non-CSP Law Enf > 120K	72	\$25,500	\$2,500	\$28,000	\$464.04	\$20 00	\$484.04
91	DOHE	PUBBLO CC	A?	1893	979BAV	198,97%	103,380	664	12	55	104,810	105,470	Replace High Cost Variance>66% of Avg	72	\$25,500	\$0	\$25,500	\$422.61	\$20.00	\$442.61
92 93	DOME	PUEBLO CC BED BOOKS (2):	A?	1998	8498AV	.77 49%	115,654	2,149	12	179	120,308	122,456	Replace Non-CSP Law Ent > 120K	72 19	\$25,500	\$0	\$20.500 \$0	\$461	\$20.00	\$442.61
9.0	DONE	SCHOOL OF MINES	62 F1	1992	211576 374A71	- 66.00% ·	140,700	4,218	12	351 266	149.828 158.393	354 038 161 585	Replace Grp 1 Mileage Projected > 140K	72	\$6.000	\$0 \$0	\$18,000	\$0.00 \$296.31	\$0.00 \$20.00	\$0.00 \$316.31
96	SHORE	SCHOOL OF MINES	63	1982	435A75	-82 79%	147.841	3,228	12	269	154.835	158.063	Replace Grp 1 Mileage Projected > 140K	72	\$20,000	\$0	\$20,000	\$331.46	\$20.00	\$351.46
96	COHE	TRIMIDAD JR COLLEGE		1997	398A??	0.00%	133.836	13.714	12	1,142	163.528	177.232	Replace High Miles > 130K	72	\$19,000	\$0	\$19,000	\$314.88	\$20.00	\$334.88
67	394000	TRINSBAD JR COLLEGI	9 K1	1094	484A63	5 00%	137,349	5,671	12	472	149,621	155,285	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
98	DOHE	TRANSOAD JR COLLEGE	F1	18685	SZBAYY	0 00%	160,480	3,197	12	266	187,398	170.588	Replace Grp 1 Mileage Projected > 140K	72	\$18,000	\$6	\$18,000	\$298.31	\$20.00	\$318.31
99	DOHE	JOOR ROTOM-DIAU	C×3	1696	118A75	.97 33%	118,191	4.503	5	900	141,591	152,391	Replace Grp 1 Mileage Projected > 140K	72	\$21,500	\$0	\$21,500	\$356 32	\$20.00	\$378.32
100	DOHE	UNC-MOTOR POOL	136	18960	421A63	-48.31%	134,305	4,217	12	361	143,431	147,643	Replace Grp 1 Mileage Projected > 140K	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
103	DOME	UNC-MOTOR POOL LINC MOTOR POOL	FI	159903	4488AV 475A63	0.00%	133.022	4,692	12	391	143,188 142,646	147,880 143,966	Replace Grp 1 Mileage Projected > 140K	72	\$22,500	\$0 \$0	\$22,500	\$372.89	\$20.00	\$392.89 \$318.31
103	CCR46	UNG-MOTOR POOL	63	1994	008974	86 21% -27 33%	183,165	4.578	12	110	163,671	167,643	Replace Grp 1 Mileage Projected > 140K Replace Grp 1 Mileage Projected > 140K	72	\$18,000	\$0	\$18,000 \$22,500	\$298.31 \$372.89	\$20.00	\$392.89
104	DOHE	UNC-MOTOR POOL	C3	1998	676A80	26 73%	161.852	2,407	12	200	167,052	169,452	Replace Grp 1 Mileage Projected > 140K	72	\$20,000	\$0	\$20,000	\$331.46	\$20 00	\$351.46
105	DONE	LINE-MOTOR POOL	63-4	1990	STABAIN	-94 22%	140.351	16,834	12	1.402	176 803	193.627	Replace Grp 1 Mileage Projected > 140K	72	\$29,000	\$0	\$29.000	\$480.61	\$20.00	\$500.61
106	CHONE	LING-MOTOR POOL	Ged	1008	SHRBAVV	-92.38%	14F,494	25,654	11	2,332	208,126	236,110	Replace Grp 1 Mileage Projected > 140K	72	\$29,000	30	\$29,000	\$480.61	\$20.00	\$500 61
147	DOME	UNC-MOTOR POOL	35	1995	3398AW	314.61%	113,172	3,784	12	316	121,362	125,142	Replace Very High Cost	72	\$23,500	\$0	\$23,500	\$389.46	\$20.00	\$409.46
108	DCM4E	INC-MOTOR POOL	COS	1998	4974份0	374 16%	94,500	3,259	12	271	101,546	104,798	Replace Very High Cost	72	\$23,500	\$0	\$23,560	\$389.46		\$409.46
109	DOHE	UNC MOTOR POOL	0.6	1999	552A71	279 91%	102,384	4,040	12	336	111,120	115,152	Replace Very High Cost	72	\$23,500	\$0	\$23,500	\$389.46		\$409.46
110	DOHE	UNC-MOTOR POOL WESTERN STATE COLI	6.2	1996	575A74	517.24%	111,863	1,413	12	117	114,905	116,309 138,699	Replace Very High Cost	72	\$17,000	\$0	\$17,000	\$281.74		\$301,74
112	DONE	WESTERN STATE COL	\$65 811	1995	AAGBESS (	0.00% 785.84%	113,543	7.945	12	662 163	130,755	138,699	Replace High Miles > 130K Replace Very High Cost	72	\$22,500	\$0 \$0	\$22,500 \$18,000	\$372.89 \$298.31	\$20.00	\$392.89 \$318.31
-	PACKARITY.	14 E'M 1 E' JULY O' 1 TO 1 E' C' FULL	-	64400000000000000000000000000000000000	eastern parameter properties	7 (5-), (54) (6	124,170	1.033	(0)	103	120,408	140 404	Replace Very High Cost	14	\$16,000	29.7	\$16,000		v Fixed Total:	\$43,261.84
																			ation (4 mos):	\$173,047.36
																		Annualized Fix		\$519,142.08
1	0048	ALCOHOLDRUG	A8	1999	HRIBALL	-52 94%	98 201	19,990	12	1,665	141,491	161,471	Replace High Miles > 130K	60	\$16,500	\$0	\$16,300	\$318 99		\$338.99
2	DONS	CO MNTL HETH FT LOC CO MNTL HETH PUEBL		1996	799A74 656A68	261.75% 108.62%	93,230 92,852	10,584	12	1.270	116,162	126,746	Replace High Cost Variance>66% of Avg	60	\$10,500	50	\$16,500	\$318.99		\$338 99
3	DOMS	CO MNTL HETH PUEBL		1999	585A68	32.36%	92,852 116,808	24,730	12	2.060	125,872	141 112 195 088	Replace High Cost Variance>66% of Avg	60	\$16,500	\$0	\$16,500	\$318.99		\$338 99
5	DOMS	CO MINTE HETH PURBL		1999	RZRAGE	22 08%	169.338	34 243	12	2.853	183,516	217 752	Replace High Miles > 130K Replace High Miles > 130K	6D	\$16,500 \$16,500	80	\$16,500 \$16,500	\$318.99 \$318.99		\$338.99 \$338.99
6	DOMS	CO MNTL HETH PURBL		1999	BLAEBR	-5 88%	115,546	32,998	12	2.749	187,020	220.008	Reptace High Miles > 130K	60	\$16,500	80	\$16.500	\$318.99		\$338.99
7	DOHE	CO MINTE HETH PUEBL	0 08	1996	803A72	28.00%	109,904	16.662	12	1,388	145,992	162,648	Replace Grp 1 Mileage Projected > 140K	60	\$19,000	\$0	\$19,000	\$367.32		\$387.32
8	DOH5	DEVELOPMENTAL DIS		1999	827A06	158.82%	108,737	12,969	12	1,080	136,817	149,777	Replace High Cost Variance>66% of Avg	60	\$16,500	\$0	\$16,500	\$318.99	\$29.08	\$338 99
9	DONS	DIV YOUTH CORRECT!		1998	441AR0	215.00%	95,569	18,612	12	1,551	135,885	154,497	Replace High Cost Variance>66% of Avg	60	\$14,500	50	\$14,500	\$280 33	\$20.00	\$300.33
10	COHS	DIV YOUTH CORRECT!		1999	961A06	75.00%	107,928	12,764	12	1,063	135,566	148,322	Replace High Cost Variance>66% of Avg	60	\$16,500	\$0	\$16,600	\$318 99		\$338 99
15	SHOO	DAY YOUTH CORRECT!		1998	GRARRE	180.68%	83,955	11 842	12	986	109,591	121,423	Replace High Cost Variance>66% of Avg	60	\$16,500	\$0	\$16,500	\$318.99		\$338.99
12	DOHS	DIV YOUTH CORRECTS DIV YOUTH CORRECTS		1987	ZBBAFI	\ 47% -80.88%	112,108 87,846	17.552 24.206	12	1,462 2,017	150.120 140.288	167,664 164,492	Replace High Miles > 130K	60	\$16,500	\$0	\$16,500	\$318.99		\$338.99
13	DOMS	DIV YOUTH CORRECT!		1997	38388AG	-80 88%	164.911	18 019	12	1.501	140,288 203,937	164 492 221 949	Reptace High Miles > 130K Reptace High Miles > 130K	60	\$16,500 \$22,500	\$0 \$0	\$16,500 \$22,500	\$316.99 \$434.99		\$338 99 \$454 99
19	DOHS	DIV YOUTH CORRECT		1907	406N.77	-22 86%	123 264	22 410	12	1.501	171 806	194,210	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500 \$22,500	\$434.99		\$454.99 \$454.99
16	DOHS	DW YOUTH CORRECT!		1997	643A77	-66 18%	111.740	18.373	12	1,364	147 204	163,572	Replace High Miles > 130K	60	\$16,500	\$0	\$16,500	\$318 99		\$338 99
17	DOHS	DIV YOUTH CORRECT!		1997	624A77	-8 82%	101,097	13,471	12	1,122	130,269	143,733	Replace High Miles > 130K	60	\$16,500	\$0	\$16,500	\$318.99		\$338.99
18	DOMS	DIV YOUTH CORRECTS		4.0000	HYTATE	-8 57%	98 127	25,647	12	2,137	153,689	179,333	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99
19	81400	DIV YOUTH CORRECT!	C AS	3000	1968WO	41 18%	74.615	25.410	12	2,117	129 657	155,061	Replace Non-CSP Law Enf > 120K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338.99

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004.

AGENCY SUMMARY COUNT
FLEET REPLACE 829
Do Not Replace 912
Plus 2 Snow Cats

Column   C							S R/Q	u	٧	W	X V/W	Y U + (26 x "X")	AA U + (38 x "X")	AB	AC	AD	AE	AF	AG	AH	Al
Second   Control   Contr	Count	Dept	Section										Miles by June 07 (38	Recommendation		Base Price			tease/loan		
1   10   10   10   10   10   10   10	20	DOHS	DHY YOUTH CORRECTIC	AB	2000	324BAU								Rentace Non-CSP I aw Enf > 120k	60	\$16 500	\$0			SUPPLIED FOR	\$338.00
20   00   00   00   00   00   00   00			DIV YOUTH CORRECTIC	AG																	5338 99
Second   Fig.   Decondary   Secondary																			\$434.99	\$20.00	\$454 99
1																					\$338.99
Section   Control   Cont																					
1																					
10   10   10   10   10   10   10   10		DOHS																			\$474.32
Section   Control   Cont															60	\$23,500	\$0	\$23,500	\$454.32	\$20 00	\$474 32
1   10   10   10   10   10   10   10																					\$1,044 64
20   10   10   10   10   10   10   10																					
20   100   M.C. GERNETC FIRST   20   100   200																					
State   Control   Contro																					\$495.59
State		5045	ARD-ADMIN REVIEW DA	AG	1997	328A77	89.71%	121,977	8,699	12	724	140,801									\$338.99
20   Order   Public																					\$338 99
State																					\$338 99
20   DOIS   PURIS OF RECORD   CO   180   37,047   CO   180   CO   CO   CO   CO   CO   CO   CO   C																					\$435.65
Company   Comp																					
41   Order   Michael Audoution   Ast   1987   29415   1989   19																					
Street   Continue																					\$338.99
46 OCHS FLORENCES BD 1989 640-XT 75 75 75 72 72 80 10 10 10 10 10 10 10 10 10 10 10 10 10			FLORENCE	06			104.32%	109.303	5.038			120,197	125,225	Replace High Cost Variance>66% of Avg		\$23,500		\$23,500	\$454.32	\$20.00	\$474.32
65   Col-16   Priority Prior																					\$1,228.30
60   Col-16   MONELLANE   All   1986   69-848   49-89   121   79   20-96   12   1747   1971																					\$367.99
## CO-100 SPILE CO 3 1982 778472 1880/91 133.473 2.786 12 22 137.407 141.98 Papelox High Cost Variance-HSV (AV) 96 \$20.000 50 \$30.000 \$30.000 \$40.000																					
64   Co-16   RivE																					
State																					\$474 32
50   DOI-18   W. DOST - DIM	49																\$3,000				\$641.99
Second Color   Seco	58>	DOHS	W DIST - DFM		1994	821A83		139,287	4.244	12	353	148.465	152,701	Replace Grp 1 Mileage Projected > 140K		\$20,000		\$20,000	\$386.66	\$20.00	\$406.66
55 DONE 9 WHEATROOK RECORD TO 81 1988 \$140A78 29 1995 \$14,000 12 1,480 122 1,446 147,695 142,257 Replace High Miles > 130K 60 \$23,500 50 \$23,500 \$44,32 \$20.00 \$44,70 \$45,600 \$1,000 \$13,000 \$13,000 \$10,000 \$13,000 \$10,000 \$13,000 \$10,000 \$																					\$474.32
Section   Confect   Section   Confect   Conf																					
59 DOMS WHEATRIOGS REG CNT K1 1989 66/A80 12,89% 13071 22,496 12 1,871 178,697 202,99 144,591 Replace High Miles > 130K 60 \$22,500 \$0 \$22,000 \$434,90 \$20.00 \$454,50 \$0 \$0 \$22,500 \$1 \$20.00 \$1 \$45.00 \$2.00 \$1 \$45.00 \$2.00 \$1 \$45.00 \$1 \$2.																					
Second   Part   Second   Sec																					\$454.99
Part		DOHS				DEARER						179,657					\$0				\$454.99
1   1   1   1   1   1   1   1   1   1	Accomply of the Control of the Contr		Name and Address of the Party o	Aggress belonione	in the last of the	and the second second	***************								***************************************	***************************************			Month	y Fixed Total:	\$23,857.30
1 DOL BUSINESS REG A6 1996 708A68 138.21% 103.071 6.75 12 562 117.683 124.427 Replace High Cost Variance+69% of Avg 72 \$16.500 \$0 \$16.500 \$273.45 \$20.00 \$203.47																					\$95,429.20
2 DOL LAW AB 1988 888A88 103.31% 102.31% 102.31% 102.31 8.498 12 791 12.880 132.327 Replace High Cost Variance-96% of Avg 72 \$16,500 \$0 \$16,800 \$273.45 \$20.00 \$203.4																			Annualized Fix	ed Payments:	\$286,287.60
2 DOL LAW AB 1988 888A88 103.31% 102.31% 102.31% 102.31 8.498 12 791 12.880 132.327 Replace High Cost Variance-96% of Avg 72 \$16,500 \$0 \$16,800 \$273.45 \$20.00 \$203.4	4	DOM:	BUDDNESS REC	46	1008	709.068	136 219.	103.071	6 751	12	582	117 683	124 427	Peniace High Cost Variance>66% of Ava	72	\$16 500	50	\$18.500	\$973.46	\$20.00	\$203.46
3 DOL LAW A8 1993 278MAS 34 49% 90.528 19.704 12 1.642 133.8E0 153.354 Replace Non-GSP Law Ent > 130.05 158.500 \$273.45 \$20.00 \$223.45 \$20.00 \$223.45 \$20.00 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$16.500 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$16.500 \$273.45 \$20.00 \$20.05 \$1	2																				\$293.45
DOLA   LOCAL AFFAIRS   A6   1927   2814.77   130 91%   105.182   9.538   12   794   125.826   135.354   Replace High Cost Variance-65% of Avg   72   \$18,500   \$0   \$18.500   \$273.45   \$20.00   \$352.42	3		LAW		1998	729A68		90,926	19.704				153.324			\$16,500		\$16 500	\$273.45	\$20.00	\$293.45
DOLA   LOCAL AFFAIRS   A6   1987   281A27   130 91%   108.182   9.538   12   794   128.826   136.354   Replace High Cost Variance+68% of Avg   72   \$18,590   \$0   \$18.500   \$273.45   \$20.00   \$283.44   \$20.00   \$28.24   \$20.00   \$20.24   \$20.00	4	DOF	SPECIAL PROSECUTION	Aß	1999	3778AV	-27 59%	95.388	11,680	12	973	120,686	132,362	Replace Non-CSP Law Enf > 120K	72	\$16,500	\$0	\$16,500	\$273.46	\$20.00	\$293.46
1 DOLA LOCAL AFFAIRS A6 1927 251A.77 130 91% 105.182 9.538 12 794 125.826 135.354 Replace High Cost Variance>66% of Avg 72 \$16.500 \$0 \$22.506 \$3.72.69 \$20.00 \$532.685 \$2.00 \$3.82.685 \$2.00 \$																					\$1,173.80
DOLA   LOCAL AFFAIRS   A6   1987   251A77   130 91%   105.182   9.538   12   794   125.826   135.354   Replace High Cost Variance>65% of Avg   72   518.500   50   \$18.500   \$273.45   \$20.00   \$52834   \$20.00   \$30.245																					
2 DOLA LOCAL AFFAIRS KI 1999 436A08 94 74% 78, 169 26, 585 12 2, 130 133.485 159.045 Replace High Cost Variance+68% of Avg 72 52,500 50 \$22,200 \$372.89 \$20.00 5382.89 \$0.00 14,382 12 1,196 128,396 142,748 Replace High Cost Variance+68% of Avg 72 516,500 50 \$16,500 \$372.69 \$20.00 52834 DOLA LOCAL AFFAIRS KI 1999 436A08 -18 42% 92,000 28,005 12 2,417 144,842 173,848 Replace High Miles > 130K 72 516,500 50 \$22,260 \$372.89 \$20.00 52834 North High High High High High High High Hig																			Annualized Fo	ed Payments:	\$14,085.60
2 DOLA LOCAL AFFAIRS KI 1999 436A08 94 74% 78, 169 26, 585 12 2, 130 133.485 159.045 Replace High Cost Variance+68% of Avg 72 52,500 50 \$22,200 \$372.89 \$20.00 5382.89 \$0.00 14,382 12 1,196 128,396 142,748 Replace High Cost Variance+68% of Avg 72 516,500 50 \$16,500 \$372.69 \$20.00 52834 DOLA LOCAL AFFAIRS KI 1999 436A08 -18 42% 92,000 28,005 12 2,417 144,842 173,848 Replace High Miles > 130K 72 516,500 50 \$22,260 \$372.89 \$20.00 52834 North High High High High High High High Hig	3	DOW A	LOCAL AFFAIRS	AR	1002	381477	130 0196	106 182	0.538	12	794	175 876	136 384	Rentace High Cost Variance>66% of Ave	72	\$16 500	4.0	\$18 800	\$273.45	800 002	\$293.45
3 DOLA LOCAL AFFAIRS AS 1987 435A71 105 48% 97.300 1 4.082 12 1.196 128.396 142.748 Replace High Cost Variance>65% of Avg 72 516.500 50 \$16.500 \$273.45 \$20.00 \$392.84	2																				\$392 89
8 DOLA LOCAL AFFAIRS A6 1989 \$24A08 72 73% 76,325 24,918 12 2,076 130,301 155,213 Replace High Miles > 130K 72 \$16,500 \$0 \$16,500 \$273.45 \$20.00 \$20.	3			A/8	1997		105 48%	97,300						Replace High Cost Variance>66% of Avg							\$293 45
Monthly Fixed Total: \$1,666.5   Monthly Fixed Total: \$1,666.	4																				\$392.89
## FY66 Pro-Ration (4 most)  ## PY66 Pro-Ration (5 stock)  ## Py	8	DOLA	LOCAL AFFAIRS	AB	1999	934408	-72 73%	76,325	24,918	12	2,076	130,301	156.213	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500			\$293.45
1 DOLE BOILER INSPECT AB 1988 003A89 114 12% 83.485 14.374 12 1.197 114.607 128.971 Replace High Cost Variance>66% of Avg 72 \$16.500 \$0 \$16.500 \$273.45 \$20.00 \$293.45 \$20.00 \$293.45 \$20.00 \$203.45 \$20																					
1 DOLE BOILER INSPECT AB 1988 003A89 114 12% 83.485 14.374 12 1,197 114.697 128.971 Replace High Cost Variance>66% of Avg 72 \$16,500 50 \$16,500 \$273.45 \$20.00 \$293.40 \$20.00 \$																					
2 DOLE DOLE POOL A6 1887 474477 9.41% 104 108 22,516 12 1.876 152,884 175.396 Replace High Miles > 130K 72 \$16,500 \$0 \$16,500 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$273.45 \$273.40																			Annualized Fix	ted Payments:	\$19,993.56
2 DOLE DOLE POOL A6 1887 474477 9.41% 104 108 22,516 12 1.876 152,884 175.396 Replace High Miles > 130K 72 \$16,500 \$0 \$16,500 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$0.00 \$273.45 \$20.00 \$283.40 \$273.45 \$273.40	1	DOLE	BOILER INSPECT	AR	1208	003489	114 12%	83 485	14.374	12	1.197	114.807	128.971	Replace High Cost Variance>66% of Ave	72	\$16,500	50	\$16.500	\$273.45	\$20.00	\$293.45
3 OCIE PODICY FORD A6 1986 790.41 36.47% 105.101 15.128 12 1.280 137.861 15.991 Replace High Miles > 130K 72 \$16.500 \$0 \$15.500 \$273.45 \$20.00 \$282.600 \$20.00 \$20	2	DOLE	DOLE POOL	A6	THAT	474877	-5 41%	104 108	22,516	12	1,876	152.884	175,396			\$16,500	\$0	\$16,500	\$273.46	\$20.00	\$293.45
B DOLE OIL INSPECTION F2 2003 310BAU 1 92% 91,939 21,477 12 1,789 338,453 159,921 Replace High Miles > 130K 72 \$22,500 \$1,500 \$24,000 \$397.75 \$20,00 \$41,000 \$397.75 \$20,00 \$41,000 \$397.75 \$20,00 \$41,000 \$397.75 \$20,00 \$41,000 \$41	3		ROCKY FORD		1996	790A74				12			152,981		72		\$0				\$293 45
6 DOLE UNINTEGRITY BRANCH AS 1998 688A77 312.94% 83.617 9.194 12 768 113.533 122.725 Replace High Cost Variance>66% of Avg 72 \$16.500 \$0 \$16.500 \$273.45 \$20.00 \$2593.45 \$20.00 \$273.45 \$20.00 \$20.00 \$273.45 \$20.00 \$20.00 \$273.45 \$20.00 \$20.00 \$273.45 \$20.00 \$20.00 \$273.45 \$20.00 \$20	4																				\$326 60
Monthly Red Totals   1.598   1.597   1.598	8																				\$417.75
## 1767PC ## 1768PC ## 1767PC ## 176		FKWD.	ON INTERNATIVE BROWNCH	AN.	1936	0689A77	372,94%	93.817	9,794	72	766	113,533	122,725	Replace High Cost Variance>66% of Avg	172	\$16,500	30	\$16.500			
Annualized Fixed Payments: \$23,017.8  1 DOMA MILITARY AFFAIRS 83 1997 647427 67.06% 101,031 9,361 12 780 121,311 130,671 Replace High Cost Variance>65% of Avg 72 \$18,090 \$0 \$18,090 \$20.00 \$318,090 \$20.00 \$318,090 \$0.00% 102,937 14,596 12 1,216 134,553 149,145 Replace High Miles > 130K 72 \$22,500 \$0 \$22,590 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$372,89 \$20.00 \$392,600 \$39																					\$1,918.15 \$7.672.60
1 DOMA MILITARY AFFAIRS 83 1987 647477 67 96% 101,031 9,361 12 780 121,311 130,671 Replace High Cost Variance>68% of Avg 72 \$18,000 \$0 \$18,000 \$298.31 \$20,00 \$318.32 \$2 DOMA MILITARY AFFAIRS K1 1888 5\$2A80 0,00% 102,937 14,966 12 1,218 134,553 149,145 Replace High Miles > 130K 72 \$22,500 \$0 \$22,550 \$372.89 \$20.00 \$392.63 \$30.00 MILITARY AFFAIRS F3 1988 489A64 61,67% 101,090 13,660 12 1,138 130,678 144,334 Replace High Usage/High Cost 72 \$24,000 \$0 \$24,000 \$397.75 \$20.00 \$417.75 \$41.00 \$1.128.																					\$23,017.80
2 DOMA MILITARY AFFAIRS K1 1988 582A00 0 00% 102,937 14,596 12 1,216 134,553 149,145 Replace High Miles > 130K 72 \$22,500 \$0 \$22,500 \$372.89 \$26.00 \$392.60 \$372.89 \$26.00 \$392.60 \$0 DOMA MILITARY AFFAIRS F3 1985 489A04 61,87% 101,090 13,860 12 1,138 130,678 144,334 Replace High Usage High Cost 72 \$24,000 \$0 \$24,000 \$0 \$927.75 \$20,00 \$417.75 \$20.00 \$417.75 \$20.00 \$1,128.75 \$																					
3 DOMA MILITARY AFFAIRS F3 1988 489A84 61.87% 101,090 13,880 12 1,138 130,678 144,334 Replace High Usage/High Cost 72 \$24,000 \$0 \$24,000 \$397.75 \$20.00 \$417.75 \$1,128	*																				\$318.31
Monthly Fixed Total; \$1,128,9 FY06 Pro-Ration (4 mos): \$4,515,8	2																				\$392.89
FY06 Pro-Ration (4 mos): \$4,515.8	3	AMOD	MILITARY AFFAIRS	F3	1995	483A64	61.67%	101,090	13,660	12	1,138	130,678	144,334	Replace High Usage/High Cost	72	\$24,000	\$0	\$24,000			\$417.76
																					\$4,515.80 \$13,547.40

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT
FLEET REPLAGE #29
Do Not Replace 912
Plus 2 Snow Cats

						RIQ	U	V	w	× viw	Y U + (26 x "X")	AA U + (38 x "X")	AB	AC	AD	AE	AF	AG	AH	AL
Count	Dept	Section	Body	Microbel Year	License Plate	CPM % Variance from	Last Billed Odo as of	FY04 Asset	FY04 Months	FY04 Avg Monthly Miles	Projected Mileage June 06 (26 mos)	If Not Replaced: Miles by June 07 (38	Recommendation	New Loan	Base Price	Attachment Cost	Total Acquisition	New Agency lease/loan	New Cust Mamt Fee	Total Agency Fixed
1	DONR	INACTIVE MINES	Ki	1998	131A77	Avg 287,69%	April 84 88 800	Miles 12.460	Billed 12	1.037	115,762	Mos) 128.206	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	Pmt (6.0%) \$372.89	\$20.00	\$392.89
2	DOMR	INACTIVE MINES	K1	1999	086A81	12 31%	90,900	22,745	12	1,895	140,178	162,910	Replace High Miles > 130K	72	\$22,500	\$0	\$22,600	\$372.89	\$20.00	\$392.69
3	MANON	LANO BOARD	163	1909	的张利亚化	-13 79%	91,028	20,883	12	1,740	136,268	157,148	Replace High Miles > 130K	60	\$31,000	\$0	\$31,000	\$599.32	\$20.00	\$619.32
4	CLOMP	LAND BOARD	K.I	ts给了	691A77	~18 46%	108,900	18,007	12	1,500	147,900	165,900	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434 99	\$20.00	\$454.99
Đ.	DOME	MINERALS	951	2000	DARFE	-18 46%	88,475	24,637	12	2,053	141,863	166.489	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
15	DONR	PARKS-ARKANSAS HOW PARKS-ARKANSAS HOW	K2 F2	1995	622A76	291 25%	93,345	16,433	12	1,369	128,939	145,367	Replace High Cost Variance>66% of Avg	72	\$24,500	\$2,500	\$27,000	\$447.47	\$20.00	\$467.47
h	DONR	PARKS-ARKANSAS HOW	F2	2,0000	274A71	-4 35% 58 00%	147,194	22,146 12,235	12	1,845	195,164	217,304 145,499	Replace Grp 1 Mileage Projected > 140K Replace Non-CSP Law Enf > 120K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.88
9	SHOO	PARKS ARKANSAS HOW	F2	1005	637480	235 87%	99.677	4.874	12	406	109.633	114,505	Replace Very High Cost	72	\$22,500 \$22,500	\$2,500	\$25,000 \$22,500	\$414.32 \$372.89	\$20 00 \$20 00	\$434.32 \$392.89
19	PHACK	PARKS-CHATFIELD	AB	1995	489864	63.74%	119,592	10,954	12	912	143,304	154,248	Replace Non-CSP Law Ent > 120K	72	\$20,500	\$2,500	\$23,000	\$381.18	\$20 00	\$491.18
13	DONR	PARKS DIRECTOR	N.35	1999	782478	41.38%	97,090	32 494	12	2,707	167,472	199,956	Replace High Miles > 130K	72	\$31,000	80	\$31,000	\$513.76	\$20.00	\$533.76
12	DONN	Parks-eleven Mile	4.5	1999	768A80	79.35%	74.892	11,951	12	995	100.762	112,702	Replace High Cost Variance>66% of Avg	72	\$22,500	\$2,500	\$25.000	\$414.32	\$20.00	\$434.32
7-5	DONR	PARKS-ELEVEN MILE PARKS-GOLDEN GATE	F3	1986	765A76 646A77	411.88%	100,394	3,987	12	333	109,052	113,048	Replace Very High Cost	72	\$24,000	\$0	\$24,000	\$397.75	\$20.00	\$417.75
15	SHOCK	PARKS-GOLDEN GATE	FZ 801	1995	826483	200 00%	106,000	12,206	12	1,217	116,435	131,039 144,646	Replace High Cost Variance>66% of Avg	72	\$22,500	\$2,500	\$25,000	\$414 32	\$20.00	\$434.32
166	DOMA	PARKS-GOLDEN GATE	W.2	1,000	050M03	43.75%	114.581	9.698	12	808	135,589	149,646	Replace High Cost Variance>66% of Avg Replace Non-CSP Law Ent > 120K	72 72	\$22,500 \$24,500	\$2,500	\$25,000 \$27,000	\$414.32 \$447.47	\$20 00 \$20 00	\$434,32 \$467,47
17	HMOC	PARKS-GOLDEN GATE	6.5	1994	555A72	298.74%	94.819	5.360	12	446	106,415	111,767	Replace Very High Cost	72	\$22,500	\$0	\$22,500	\$372.89	\$20 00	\$392.89
10	DONR	FARKS-JACKSON	95.3	1995	363A64	44 82%	100.724	11,097	12	924	124,748	135,836	Replace Non-CSP Law Enf > 126K	72	522,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
10	SANOG	PARKS JOHN MARTIN R	84.4	1999	026A72	180 00%	86.516	10.756	12	896	109,812	120,564	Reptace High Cost Variance>65% of Avg	72	\$22,500	\$6	\$22,500	\$372.89	\$20.00	\$392.89
543	DONR	PARKS-LATHROP	16.5	1993	625A76	177.80%	88,731	9,336	12	778	108,969	118,295	Replace High Cost Variance>66% of Avg	72	\$24,500	\$2,500	\$27,000	\$447.47	\$20.00	\$467.47
21	DONR	PARKS-NAVAJO PARKS-PUEBLO	K1	1996	417A71	112.31%	104,559	9,870	12	822	125,931	135,795	Replace High Cost Variance>66% of Avg	72	\$22,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
22	SHACK	PARKS PUEBLO	A6 A5	1000 1000	662A86	157.32% -36.26%	111,641	1,719	12	1.380	118,011	120.951 183.255	Replace High Cost Variance>66% of Avg	72	\$16,500	\$2,500	\$19,000	\$314.88	\$20.00	\$334.88
24	DONR	PARKS-PUEBLO	AS	1999	0658841	61 54%	145.397	28 931	12	2.244	203.741	230 669	Replace High Miles > 130K Replace Non-CSP Law Ent > 120K	72	\$20,500	\$2,500	\$23,060 \$23,000	\$381.18	\$20.00 \$20.00	\$401.18 \$401.18
255	HAKKK	PARKS-PUEBLO	KS	1065	SYNABE	-26.23%	115,727	6,432	12	536	129.663	136.095	Replace Non-CSP Law Enf > 120K	72	\$30,000	\$2,500	\$32,500	\$538.62	\$20.00	\$558.62
26	SMOO	PARKS-ROCKY MTN AD	作者	2001	(KO18)AU	-39 13%	77,613	21.967	12	1,832	125,145	147,129	Replace Non-CSP Law Enf > 120K	72	\$22,500	\$2,500	\$25,000	\$414.32	\$20.00	\$434.32
27	DONR	Parks san Lus	F3.	1993	229A74	· 19.42%	124,630	8.887	12	740	143,870	152,750	Replace High Miles > 130K	72	\$24,000	\$2,500	\$26,500	\$439.18	\$20.00	\$459.18
3/8	PAROG	PARKS SAN LUIS	AS	1995	ATTABL	-71.43%	124,689	10,703	12	891	147,855	158,547	Replace High Miles > 130K	72	\$20,500	\$2.500	\$23.000	\$381.18	\$20.00	\$401.18
29 30	DIONER	PARKS-ST VRAIN PARKS-TRINIDAD	K1 K2	1995	828A63 257A63	28.15%	112,518	8,218	12	684	130,302	138,510	Replace High Miles > 130K	72	\$22,600	\$2,500	\$25,000	\$414.32	\$20.00	\$434,32
31	DONR	PARKS-TRINIDAD	42	1996	200A63	191.25% 128.09%	112,131	6.308	12	709 525	130,565	139,073 132,462	Replace High Cost Variance>66% of Avg	72	\$24,500	\$2.500	\$27,000	\$447.47	\$20.00	\$467.47
32	DONR	PARKS-YAMPA RIVER	12	1998	632ADB	61 96%	75.313	12.718	12	1 059	102.847	115.885	Replace High Cost Variance>66% of Avg Replace High Usage/High Cost	72	\$22,500 \$22,500	\$2,500 \$0	\$25,080 \$22,560	\$414.32 \$372.89	\$20 00 \$20 00	\$434.32 \$392.89
33	SHAKOKO	WR-AASE	83	1999	537,A08	83.44%	73,000	12,371	12	1,030	99 780	112,140	Replace High Cost Variance>66% of Avg	72	\$30,000	\$0	\$30,000	\$497.19	\$20.00	\$517.19
34	CXCNR	WR-AASE	85	1997	OSSBAX	-58 92%	121,319	10,852	12	904	144,823	155.671	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
36	PHYCHI	WA-AASE	FX	1094	623463	32.61%	136,666	21,507	12	1,792	183,256	204,762	Replace Grp 1 Mileage Projected > 146K	72	\$22,500	\$0	\$22,800	\$372.69	\$20.00	\$392.89
36. 37	DONR	WFR-DEV 1 WFR-DEV 1	16.5	1696	297A71	121 54%	129,936	11 435	12	952	154.688	166,112	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,660	\$372.89	\$20.00	\$392.89
39	DONE	1 V4Q-94W	F2	1997	318A77	116.30%	166,860	25,078	12	2,089	221,174	246,242	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.69	\$20.00	\$392.89
39	SEMON	SAM-DIA-1	F1	1967	918A77	91.51%	138.432	11.283	12	940	128,209 162,872	135.061 174.152	Replace High Cost Variance>66% of Avg Replace High Cost Variance>66% of Avg	72	\$18,000 \$18,000	\$0	\$18,000	\$298.31	\$20 00	\$318.31
40	DOWN	WR-DIV1	16.9	1996	289A73	-9.23%	118,160	12.254	11	1,114	145,124	158.492	Replace High Miles > 130K	72	\$22,500	\$0 \$0	\$18,000 \$22,500	\$298.31 \$372.89	\$20.00 \$20.00	\$318.31 \$392.89
41	DONN	WALCHAY.	F2	1997	38340.27	-40.22%	156,740	19,979	12	1,664	200.004	219,972	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372 89	\$20.00	\$392.89
42	DONN	ANSTON A	ES.	1997	308A77	-11 96%	142,200	22,000	12	1,833	189,656	211.854	Replace High Miles > 130K	72	\$22,500	\$1,500	\$24,000	\$397.76	\$20.00	\$417.75
47	SHICK	AM-DIGI	k.3	1998	431A80	-4 35%	114,076	24,804	12	2,078	168,626	192,926	Replace High Miles > 130K	72	\$22,500	\$0	\$22,800	\$372.89	\$20.00	\$392.89
44 45	DONR	WR-DIV2	Fi	1996	G17EAW G30BAW	104.72%	119,136	12,834	12	1.069	146,930	159,758	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
46	SIMON	WR-DIV2	62	1986	135A75	67.92% -87.36%	111,232	20.829	12	1,735	128,498 191,517	136,464 212,337	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0 \$0	\$18,000	\$298.31	\$20.00	\$318.31
47	DONR	W92-DFV2	E3	1994	256863	19.44%	171.637	24.037	12	2.003	223,715	247,751	Replace High Miles > 130K	72 72	\$17,000 \$20,000	\$0	\$17,000 \$20,000	\$281.74 \$331.46	\$20.00 \$20.00	\$301.74 \$351.46
48	DONR	MH-DINS	163	1997	288A78	-43 08%	114,885	18,607	12	1,550	154.885	173.485	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372 89	\$20.00	\$392.89
49	DOWN	WR-08V2	护子	1400	433474	7 55%	132,828	16,659	12	1,388	168.916	185,572	Replace High Miles > 130K	72	\$18,000	50	\$18,000	\$298.31	\$20.00	\$318.31
50	MANOO	WR-OIV2	作文	2000	5219AU	-89 B1%	100,281	22,689	12	1,890	149,421	172,101	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
51	DOWN	EVIO-SIW	#2	1997	303477	89 13%	140,515	16.778	12	1,398	176 863	193,639	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372 89	\$20.00	\$392.89
52 53	DONR	WR-DIV3	FI	1998	897A78 810A63	25.24% 362.17%	104,333	12,229	12	1,019	130.827	143.055 108.597	Replace High Usage/High Cost	72	\$24,000	\$0	\$24,000	\$397.75	\$20.00	\$417.75
54	DONR	WR-DIV4	K1	1996	252A71	747 69%	123,923	7.941	12	312 661	151,109	108,597	Replace Very High Cost Replace High Cost Variance>66% of Avg	72	\$22,500 \$22,500	\$0 \$0	\$22,500	\$372.89 \$372.69	\$20.00	\$392.89
55	DONR	WR-OV4	10.78	1995	036A75	-41.54%	125,889	17,044	12	1,420	162.809	179.849	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500 \$22,500	\$372.89	\$20.00	\$392.89 \$392.89
56.	SHARM	WR-DIVA	4.4	1996	711A77	-37.74%	139.055	15.172	12	1,264	171,919	187,087	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$392.89 \$318.31
57	PAROCO	WR-08V4	F3	1996	177A75	33.98%	106,800	16,750	12	1,395	143,070	159,810	Replace Grp 1 Mileage Projected > 140K	72	\$24,000	\$0	\$24,000	\$397.75	\$20.00	\$417.75
588 610	SHACKS	WR-DEVS WR-DEVS	F. 5	1049	estabe	-51 89%	96 400	16,169	12	1,347	. 131,422	147,586	Replace High Miles > 130K	72	\$18,000	30	\$18,000	\$298.31	\$20,00	\$318.31
96	DONR	WAY DIVE	Ft F2	1999	963A80	-56 60% -76 09%	96,936 124,511	16.220	12	1,351	132,061	148.273	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
63	DONR	WR-DEVA	Ft	1998	507A84	-16.98%	124,511	22,718	12	1,893	173,729	196,446	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392 89
62	DONR	WR-DIV7	Kt	1983	2400017	100.15%	115,652	12,090	12	1.007	147,298	159,334 153,918	Replace High Miles > 130K Replace High Cost Variance>66% of Avg	72 72	\$18,000 \$22,500	\$0 \$0	\$18,000 \$22,500	\$298.31 \$372.89	\$20.00	\$318.31 \$392.89
63	STANCTO	AM-DIAL	4.3	1997	303A77	6 52%	108,052	18,244	12	1,520	145,572	163.812	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
64	DOMR	0634 - Molor Pool	63	1996	2011AF&	78.64%	138,596	10,248	12	854	160,800	171,048	Replace High Cost Variance>66% of Avg	60	\$24,000	\$0	\$24,000	\$463.99	\$20.00	\$483.99
65	DONR	3340 - Water Quality	177	1993	257A75	-41.54%	113,500	17.377	12	1,448	151,146	168,524	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99
66 67	SHACK	3420 - Bird Programs 3420 - Bird Programs	F2	1998	ATAABO BBTATB	421.74%	87,248	8,019	12	668	104,616	112,632	Replace High Cost Variance>66% of Avg	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99
669	DONR	3420 - Bird Programs 3420 - Bird Protesms	F-2	1999	ORIGABL	93.48% -40.22%	80,703 87,778	12,758	12	1,063 2,482	108,341	121,097	Replace High Cost Variance>66% of Avg	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99
69	SHACE	3430 - Marninal Programs	K4	1.0696	947/430	73.85%	79.106	12.748	. 12	1,062	152,310 106,712	182,094 119,456	Replace High Miles > 130K Replace High Cost Variance>65% of Avg	60	\$22,500 \$22,500	\$0 \$0	\$22,500 \$22,500	\$434.99 \$434.99	\$20.00	\$454.99
70	DONR	3430 · Manwal Programs	F/2	1999	110401	-26 90%	90,500	23,515	12	1,959	141,434	164,942	Replace High Miles > 130K	60	\$22,500	\$0 \$0	\$22,500	\$434.99	\$20.00	\$454.99 \$454.99
71	DOMR	2430 - Marsenal Programa	82	1098	484A80	21 25%	97,891	21,906	12	1,825	145,341	167,241	Replace High Miles > 130K	60	\$24,500	\$0	\$24,500	\$473.65	\$20.00	\$493.65
72	DONR	3650 - NE Terrestral Bok	F3	1998	724A66	109.71%	109,000	10,127	12	B43	130,918	141,034	Replace High Cost Variance>66% of Avg	60	\$24,000	\$0	\$24,000	\$463.99	\$20 00	\$483.99
73 74	DONR	3500 - SE Terrestrial Biolic 3570 - MAI Terrestrial Biolic	F2 F3	1099	1828AV 3948AV	103.26%	80,345 124,684	18,539	12	1,544	120,489	139,017	Replace High Cost Variance>66% of Avg	60	\$22,500	\$3,500	\$26,000	\$502.65	\$20.00	\$522.65
76	DONR	3570 - NW Terrestrai Biol	F2	1996	3948AV	20 39% -44 57%	124,584 94,200	17,234 30,657	12	1,436 2,554	162,220	179,452	Replace High Miles > 130K	60	\$24,000	\$0	\$24,000	\$463.99	\$20.00	\$483.99
. 0	Or Court	******* . * * * * * * * * * * * * * * *	A. E.	* vaccoup	A roughly A.	A10 01.50	2.4 K(1)	34,037	1.6	4,554	100.004	191.262	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99

All Vehicles Free and Clear

Data Source CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT
FLEET REPLACE #20
Do Not Replace 912
Plus 2 Snow Cats

						S R/Q	u	٧	w	X V/W	Y U + (26 x "X")	AA U + (38 x "X")	AB	AC	AD	AE	AF	AG	AH	Al
Count	Dept	Section	Body Code	Model Year	License	CPM % Variance from	Cast Billed Odo as of	FY04 Asset	FY04 Months	FY04 Avg Monthly Miles	Projected Mileage June 06 (26 mos)	If Not Replaced: Miles by June 07 (38	Recommendation	New Loa	n Base Price	Attachment Cost	Total Acquisition Cost	New Agency lease/foan	New Cust Mamt Fee	Total Agency Fixed
76	DONR	3680-SW Terrestrial Bioto	F3	1996	168A75	Avg 28.21%	April 04 113 802	Miles 17,733	Billed 12	1.477	152 204	Mos) 169 928	Replace High Miles > 130K	FIG	\$24,000	\$0		Pint (6.0%)	V 200 315 CO	*****
77	DONR	3710 - Strettes Conservat	162	1998	485A80	67.50%	93.900	11,300	12	947	118.366	129 658	Replace High Cost Variance>66% of Avg	60	\$24,000	\$0	\$24,000 \$24,500	\$463.99 \$473.66	\$20.00	\$483.99 \$493.65
78	DOME	3710 - Species Conserval	16.9	1996	TTRATS	-9 23%	117,674	6.734	12	561	132,260	138,992	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.99	\$20 00	\$454.99
79	DONR	4120 - Aquatic Resource f	63	153500	397AB0	-30 10%	106,240	13 405	12	1,117	135.282	148,686	Replace High Miles > 130K	60	\$24,000	\$0	\$24,000	\$463.99	\$20.00	\$483 99
80	DOMP	4130 - Aquatic Species Pr	K2	2000	OFBRAY	-80.00%	91,100	27,045	12	2,253	149,678	176.714	Replace High Miles > 130K	48	\$24,500	\$0	\$24,500	\$575.38	\$20.00	\$595.38
81	PAROC	4150 - NE South Platte Ac 4240 - Oursnero	F3	1987	837A68 365A75	-13 59% 264 12%	111 485	31,671	12	2,639 722	180,099 125,500	211,767	Replace High Miles > 130K	60	\$24,000	\$0	\$24,000	\$403.99	\$20.00	\$483.99
83	DOMR	4282 - Versey	F2	1983	482ASB	-26 09%	100,728	15,964	12	1,330	125,500	134,164	Replace High Cost Variance>66% of Avg Replace High Miles > 130K	60	\$24,000	\$600	\$24,600 \$22,500	\$476 59 \$434.99	\$20.00 \$20.00	\$495.59 \$454.99
64	DONR	SSG1 - Area 1	F3	2000	274BAV	61 17%	84 025	17 (530)	12	1 469	122,219	139,847	Replace Non-CSP Law Enf > 120K	60	\$24,000	\$3,500	\$27,500	\$531.66	\$20.00	\$454,99
85	DONR	9802 - Area 2	2.3	1999	815A80	-34 78%	74,533	21.785	12	1,815	121,723	143,503	Replace Non-CSP Law Enf > 120K	60	\$22,500	\$3,500	\$26,000	\$502.65	\$20.00	\$522.65
80	DONR	5503 - Area 3	F3	7000	11ABITS	-24 27%	91.025	32,535	12	2,711	161,511	194,043	Replace High Miles > 130K	60	\$24,000	\$3.500	\$27,500	\$531 65	\$20.00	\$561 65
87	DONR	5503 - Area 3 5505 - Area 5	F3	2000	2128AU 2138AU	-49.51% -36.43%	85,794 83,997	25,690	12	2,140	141,434	167,114	Replace High Miles > 136K	60	\$24,000	\$3,500	\$27,500	\$531.66	\$20.00	\$551.65
80	DEDMS:	5505 - Area 5	F2	2001	7 1288AV	-44 57%	79.692	25,595 20,361	12	2,132 1,696	139.429 123,788	165,013 144,140	Replace High Miles > 138K Replace Non-CSP Law Enf > 128K	48 48	\$22,500	\$3,500 \$3,500	\$26,000 \$26,000	\$610.61 \$610.61	\$20.00	\$630 61
90	DONN	5814 - Area 14	F3	1997	Great	33 98%	105.711	12.950	12	1.079	133 765	146 713	Replace Non-CSP Law Enf > 120K	60	\$24,000	\$3,500	\$27.500	\$531.66	\$20.00	\$651.65
35	CONR	5617 - Area 17	8.3	2000	3048AU	31 07%	106,234	30,207	12	2,517	171.676	201.880	Replace High Miles > 139K	60	\$24,000	\$3,500	\$27,500	\$531.65	\$20.00	\$551.68
9.2	DONR	5706 - Area 6	FR	1995	156A75	259.31%	122,124	10,518	11	956	148,980	158,452	Replace High Cost Variance>66% of Avg	60	\$24,000	\$0	\$24,000	\$463.99	\$20.00	\$483.99
8/3	CONR	6610 - Engersening	F2	1988	024A82	94 57%	98,926	15.294	12	1.274	132,050	147,338	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454.99
94	DOMR	6010 - Engineering 6710 - Human Services	F3	1998	468AB0 462A76	-58 25% 362,14%	97,000	18,324	12	1,527	136,702 121,407	155.026 122,691	Replace High Miles > 130K	60 60	\$24,000 \$24,000	\$0 \$0	\$24,000 \$24,000	\$463.99 \$463.99	\$20.00	\$483.99 \$483.99
9/3	Dinel	Ox 100 - Calmy States Circle Add Add To	L.G.	L R.D.	425200 Q	396.1476	116,625	1,2371	12	107	121,407	122,091	Replace Very High Cost	90	\$24,000	\$0	\$24,000		Fixed Total:	\$41,454.84
																		FY06 Pro-Ra	tion (4 mos):	\$165,816.16
																		Annualized Fixe	d Payments:	\$497,448.48
- 5	SHCM3	CRIMINAL TAX	26.76	1994	419A63	163,04%	95,886	8,678	12	723	114 684	123.360	Replace High Cost Variance>66% of Avg	72	\$14,500	\$0	\$14,500	\$240.31	\$20.00	\$260.31
5	DOR	CRIMINAL TAX	KS	1995	242A64	30.36%	146,601	26,520	12	2,210	204,261	230,781	Replace High Miles > 130K	72	\$24,500	\$0	\$24,500	\$406.04	\$20.00	\$426 04
3	DOR	DRIVERS LICENSE	63 63	1994	406BAV 629A77	69 41% -25 88%	105,481	16.966	12	909	129,115 132,123	140,023	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18,000	\$298.31	\$20.00	\$318.31
4	SOC	DRIVERS LICENSE	863 863	15895	STREET /	-20 00%	103.631	19,890	12	1,657	146,713	166 597	Replace High Miles > 130K Replace High Miles > 130K	72	\$22,500	\$0	\$18,000	\$298.31 \$372.89	\$20.00	\$318.31 \$392.89
6	POG	DRIVERS LICENSE	AB	1897	SUBBAY	-50 70%	116,523	11,190	12	932	139,756	150,939	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
T	DOR	DRIVERS LICENSE	9C1	1999	8399WV	-24 44%	101,687	22.143	12	1,845	149.657	171,797	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372 89	\$20.00	\$392.89
B	DOR	EMISSIONS	83	1995	364A64	3007 08%	106,328	528	3	176	110.904	113,016	Replace High Cost Variance>66% of Avg	72	\$18,000	\$0	\$18.000	\$298.31	\$20 00	\$318.31
9	DOR	GAMING COMM GAMING COMM	K1	1986	133A77 526BAU	68.89% 71.11%	76,087 66,917	13,480	12	1,123	105,285 100,278	118,761 115,671	Replace High Cost Variance>66% of Avg	72 72	\$22,500 \$22,500	\$0 \$0	\$22,560 \$22,560	\$372.89 \$372.89	\$20.00	\$392.89 \$392.89
11	ROS	CAMMOND COMMIN	K1	1900	282288	177 78%	84 750	7,225	12	602	100,275	107.626	Replace High Cost Variance>66% of Avg Replace High Cost Variance>66% of Avg	72	\$22,500	80	\$22,500	\$372.89	\$20.00	\$392.89
12	DOR	GAMING COMM	86	1997	6566AW	36 21%	86.785	17,710	12	1.475	125 135	142.835	Replace Non-CSP Law Enf > 120K	72	\$16 500	\$0	\$16.500	\$273.45	\$20.00	\$293.45
13	DOR	LICAJOR ENF	A8	1999	840A08	76 06%	77.599	11,717	12	976	102,975	114,687	Replace High Cost Variance>66% of Avg	60	\$16.500	\$0	\$16,500	\$318.99	\$20.00	\$338 99
5.6	DOR	LIQUOR ENF	A6	1967	612A77	-28 17%	95,956	13,724	12	1,143	125.674	139 390	Replace Non-CSP Law Enf > 120K	60	\$16,500	\$0	\$16,500	\$318.99	\$20.00	\$338 99
15	ROC	LOTTERY	1963	1996	MARS	146.22%	85,762	8,052	12	671	103,208	111 260	Replace High Cost Variance>66% of Avg	48	\$19,000	\$0	\$19,000	\$446.22	\$20.00	\$466 22
18. 17	BOR	LOTTERY	DB AB	1997	330A77	131.30%	99,225	9.789	12	815 1.043	120,415	130,195	Replace High Cost Variance>66% of Avg Replace High Cost Variance>66% of Avg	48	\$19,000 \$16,500	\$0	\$19,000 \$16,500	\$446.22 \$318.99	\$20.00 \$20.00	\$466 22 \$338 99
18	DOR	LOTTERY	C-3	3005	WARTON	-77 90%	53.451	41 086	12	3,421	142 397	183,449	Replace High Miles > 130K	48	\$20,000	\$0	\$20,000	\$469.70	\$20.00	\$489.70
19	SYCHE	LOTTERY	08	1997	698A77	-18.66%	93,284	17.975	12	1,497	132.200	150,170	Replace High Miles > 130K	48	\$19,000	\$0	\$19,000	\$446.22	\$20.00	\$466.22
30	908	LOTTERY	1363	1907	TUGATT	-42 61%	97,907	15,349	12	1,279	131,161	146,509	Replace High Miles > 130K	48	\$19,000	\$0	\$19,000	\$446 22	\$20.00	\$466.22
24	OOR	LOTTERY	15.4	1098	783A71	4 44%	165,221	14,479	12	1,206	136.577	151,049	Replace High Miles > 136K	60	\$22,500	\$0	\$22,500	\$434 99	\$20.00	\$454 99
23	DOR	LOTTERY	KT	1996	804AF2 4728AW	-75 56% 34 09%	113,300 70,502	16 801	12	1,400	149,700	166 500 158 206	Replace High Miles > 130K Replace High Usage/High Cost	60	\$22,500	\$0	\$22,500 \$20,500	\$434.99	\$20.00	\$454 99 \$501 44
24	DOR	LOTTERY	DC	2006	8198AU	67.69%	95 080	28.462	12	2.371	156 726	185 178	Replace Grp 1 Mileage Projected > 140K	48	\$22,500	\$0	\$22,500	\$528.41	\$20.00	\$548.41
75	DOR	LOTTERY	DC	2000	8218AU	-18 46%	87.445	24,946	12	2,078	141,473	166,409	Replace Grp 1 Mileage Projected > 140K	48	\$22,500	\$0	\$22,500	\$528.41	\$20.00	\$548.41
28	DOR	LOTTERY	AG	1998	014469	46 48%	91,049	13,832	12	1.152	121,001	134,825	Replace Non-CSP Law Enf > 120K	60	\$16,500	\$0	\$16,500	\$318 99	\$20 00	\$338.99
27	DESR	MA EME	A6	1997	490A77	122.54%	85,604	6.252	12	521	99.150	105.402	Replace High Cost Variance>65% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20.00	\$293.45
28 29	DOM	OPS/COP PORT OF ENTRY	P4 K5	1098 2000	301A75 306BAU	3.89%	138.204	18,481 19,647	12	1.540	178,244 141,433	196,724 161,077	Replace High Miles > 136K Replace High Miles > 136K	60 60	\$29,000	\$6 \$0	\$29.000 \$30.000	\$560.65 \$579.98	\$20.00	\$580 66 \$599 98
30	900	PORT OF ENTRY	C3	2001	4256AW	-23 00%	96.343	35,283	12	2,940	172.783	208,063	Replace High Miles > 130K	60	\$20,000	\$1,500	\$21,500	\$415.66	\$20.00	\$435.66
31	DOR	PORT OF ENTRY	Ca	2000	824BAU	.12.00%	96,287	24,445	12	2.037	149,249	173,693	Replace High Miles > 136K	60	\$20,000	\$1,500	\$21,500	\$415,66	\$20.00	\$435.66
32	SOR	RACING COMM	<b>PG 1</b>	1999	538A08	-93 33%	82.284	23,921	12	1,993	134.102	158,018	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
33	DOR	YAX COMPLIANCE	A3	1995	190484	100 00%	132,360	9.789	12	815	153,550	163,330	Replace High Cost Variance>66% of Avg	72	\$14,500	\$0	\$14,500	\$240.31	\$20.00	\$260.31
34 35	800	TAX COMPLIANCE TAX COMPLIANCE	AR	1996	358A74 537A06	116 90% -40 85%	126,898	11,308	12	942 2,033	151,390 158,158	162,694 182,564	Replace High Cost Variance>66% of Avg Replace High Miles > 130K	72	\$16,500 \$16,500	\$0 \$0	\$16,500 \$16,500	\$273.45 \$273.45	\$20.00	\$293 45 \$293 45
36	DOR	TAX COMPLIANCE	A6	1999	642A06	-4u 85% -26 76%	93,169	22,026	12	1,836	156,158	162,899	Replace High Miles > 130K	72	\$16,500	50	\$16,500	\$273.45	\$20.00	\$293.45 \$293.45
37	DOR	TAX COMPLIANCE	AB	1998	GROADE	-36 62%	133,757	28,665	12	2,388	195,845	224.501	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273 45	\$20.00	\$293.45
***************************************	HANCE THE PROPERTY OF THE PARTY.			PARKETINI PARKET		·													Fixed Total:	\$14,583.81
																		FY06 Pro-Ra Annualized Fixe		\$58,335.24 \$175,005.72
10	OORA	ELECTRIC BOARD	K 1	2001	3958AW	94.74%	75.034	20.468	12	1,706	119,364	139.824	Replace High Cost Variance>66% of Avg	36	\$22,500	\$0	\$22,500	\$684.49	\$20.00	\$704.49
2	DORA	ELECTRIC BOARD	Fi	2001	39984VV	98.00%	71,765	15,555	12	1,296	105.461	121.013	Replace High Cost Variance>66% of Avg	36	\$18,000	\$0	\$18,000	\$547.60	\$20.00	\$567.60
3	APROFIL	ELECTRIC BOARD	F 1	2003	4638AW	144 00%	73,823	22,728	12	1,894	123,067	145,795	Replace High Cost Variance>66% of Avg	36	\$18,900	\$0	\$18,000	\$547.60	\$20.00	\$567 60
4	DORA	ELECTRIC BOARD	4.4	2902	063043	2 00%	61,800	32,460	12	2,705	132,130	164,590	Replace High Miles > 130K	36	\$18,000	\$0	\$18,000	\$547.60	\$20.00	\$567.60
5	DORA	ELECTRIC BOARD	F1	2003	34(fBA)4 436(b)45	-8.00% 8.06%	87,261	28,737	12	2,394 2,658	144,505 130,601	173.233 t62.497	Replace High Miles > 130K Replace High Miles > 136K	36 36	\$18,000	\$0 \$0	\$18,000 \$18,000	\$547.60 \$547.60	\$20 00 \$20 00	\$567.60 \$567.60
7	AROG	ELECTRIC BOARD	83	2002	809043	-4 90%	62,768	32,573	12	2,030	133,332	165,900	Replace High Miles > 130K	36	\$18,000	\$0	\$18,000	\$547.60	\$20 00	\$567.60
8	BORA	ELECTRYC BOARD	PT	5005	815048	-30 00%	80.606	33.778	12	2,814	133,770	167,538	Replace High Miles > 130K	36	\$18,000	\$0	\$18,000	\$547.60	\$20.00	\$567.60
9	DORA	PLUMBERS BOARD	Ff	2001	3368AV	112.00%	71,389	22,127	12	1,843	119,307	141,423	Replace High Cost Variance>66% of Avg	36	\$18,000	\$0	\$18,000	\$547.60	\$20.00	\$567.60
4()	DORA	PLUMBERS BOARD	1, 38	3004	446BAW	- 18 42%	65 134	32,066	12	2,672	134,606	166.670	Replace High Miles > 136K	36	\$22,500	\$0	\$22,500	\$684.49	\$20.00	\$704 49

All Vehicles Free and Clear

Osta Source: CARS Extraction Friday, May 21, 2004

AGENCY BUMMARY COUNT
FLEET REPLACE #20
Do Not Replace #12
Plus 2 Snow Cats

						ş R/Q	u	٧	w	X V/W	y J + (26 x "X")	) I	AA U + (38 x "X")	AS	AC	AD	AE	AF	AG	на	Ai
Count	Dept	Section	Body Code	Modei Year	License Plate	CPM % Variance from Avg	Last Billed Odo as of April 84	FY04 Asset Miles	FY94 Months Biffed	FY04 Avg Monthly Miles	Projected M June 06 (26		If Not Replaced: Miles by June 07 (38 Mos)	Recommendation	New Loar Term	Base Price	Attachment Cost	Total Acquisition Cost	New Agency lease/loan Pmt (6.0%)	New Cust Mgmt Fee	Total Agency Fixed Pmt
11	AROO	PUC	AB	1997	FZSONT	81 63%	92,806	7,426	12	618		108,874	116,290	Replace High Cost Variance>66% of Avg	72	\$16,500	50	\$16,500	\$273.45	\$20.00	\$293.45
13	DORA	SECURITIES :	. A6	1996	201A71	213.47%	113,410	10,242	(1) (2)	853		145,643	169,079	Replace High Miles > 130K Replace High Cost Variance+60% of Avg	72	\$16,600	\$0 #4	\$16.600 50	\$273.45 \$1.00	\$20.00 thick	\$293.45 \$120,000,000,000,000
	200720000000000000000000000000000000000		nament of the second	HEPOPPH PROCONS	WP-MINE DATE OF THE PARTY OF TH	***************************************		***************************************												Fixed Total: tion (4 mos):	\$6,556.68 \$26,146.72
																			Annualized Fixe	ed Payments:	\$78,440.16
3	DOT	ALAMOSA MAINTENANO		2000	1308AV	-81 18%	74,926	29,945	12	2,495		139,796	169,736	Replace High Miles > 130K	72	\$24,500	\$0	\$24,600	\$408.04	\$20.00	\$426 04
3	100	ALAMOSA MAINTENANG ALAMOSA MAINTENANG		1988	289481 28984W	-90.57% -62.26%	82,250	22,601 26,990	12	1,863 2,249		131,208	153,804 171,340	Replace High Miles > 130K Replace High Miles > 130K	60 72	\$22,500	\$0 \$0	\$22,600 \$22,500	\$434.99 \$372.89	\$20.00 \$20.00	\$454 99 \$392 89
4	TOO	ALAMOSA MAINTENANO	F-2	2001	282BAW	-60.38%	80,869	28,201	12	2,350		141,959	170,159	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
5	CACLE	AURORA ENGINEERING		1997	1080747	141.94%	116,806	12,208	10	1,220		148,526	163,166	Replace High Cost Variance>66% of Avg	72	\$17,000	50	\$17,000		\$20.00	\$301.74
8 2	TOG	AURORA ENGINEERING AURORA ENGINEERING		1996	405A74 783A80	289.09% 138.71%	113,810 79,289	5,207	12	433 1,368		125.068	130,264 131,273	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0 \$0	\$22,500 \$17,000	\$372.89 \$281.74	\$20.00	\$392.89
8	TOG	AURORA ENGINEERING		1999	847A80	74,19%	81,699	18,102	12	1,508		120,907	139,003	Replace High Cost Variance>66% of Avg Replace High Cost Variance>66% of Avg	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00 \$20.00	\$301.74 \$301.74
8	TOO	AURORA ENGINEERING		1999	828690	19.35%	85,751	21,966	12	1,830		133,331	155,291	Replace High Miles > 130K	72	\$17,000	\$0	\$17,000	\$281.74	\$20.00	\$301.74
16 11	TOG	AURORA MAINTENANCE AURORA TRAFFIC 1480		2004	2848AW ARTADA	-52.83% 136.88%	89,926 99,637	20,198	12	1,683 2,010		133,684	153,880	Replace High Miles > 130K Replace High Cost Variance>66% of Avg	48	\$22,500	\$0	\$22,550 \$20,000	\$528.41 \$489.70	\$20.00 \$20.00	\$548.41 \$489.70
12	700	AURORA TRAFFIC 1480	82	5000	27088AV6	-79.03%	92,226	27.403	12	2.283		151.584	176,017 178,980	Reptace High Miles > 130K	48 60	\$17,000	\$0	\$20,000	\$469.70 \$328.66	\$20.00	\$489.70 \$348.66
13	007	AVIATION	Kt	1994	428A63	20.00%	132,153	15,343	9	1,704	1 5 F 1	176,457	196,905	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500		\$20.00	\$392.89
3.6	DOT	COOT STAFF	CC K1	1999	837480 885483	89.78%	82,378 153,000	21,737	12	1,811		129.464 189.686	161.196	Replace High Cost Variance>66% of Avg	72	\$20,600	\$0	\$20.500	\$339.74	\$20,00	\$369.74
161	700	COOT STAFF	KT	3000	282BAV	-47 27%	96.612	27.971	12	2,330		169,080	206.618 175,152	Replace High Cost Variance>66% of Avg Replace High Miles > 130K	72 72	\$22,500 \$22,500	\$0	\$22,500 \$22,500		\$20.00 \$20.00	\$392.89 \$392.89
57	100	CDOT STAFF	OA	1993	818A22	-55 38%	116,708	14,745	12	1,228		148,636	163,372	Replace High Miles > 130K	72	\$19,000	\$0	\$19,000	\$314.88	\$20.00	\$334.88
28 28	100	GEOTECHNICAL UNIT DENVER ENGINES FING	F3	1994	1878AU	23.81%	114,175	10,820	12	901		137,601	148,413	Replace High Miles > 130K	72	\$24,000	\$0	\$24.000	\$397.75	\$20 00	\$417.76
20	DOT	DENVER ENGINEERING	E2	1998	027A89 SEGATA	72.56% 58.39%	62,510 81,873	18,452	12	1,637		102,472	120,916	Replace High Cost Variance>66% of Avg Replace High Cost Variance>66% of Avg	72	\$17,000	\$0 \$6	\$17,000 \$17,000	\$281.74 \$281.74	\$20.00	\$301.74 \$301.74
21	DOT	DENVER ENGINEERING		1996	130476	-20.97%	137,411	16,841	12	1,403		173,889	190,725	Replace High Miles > 130K	72	\$17,000	\$0	\$17,000		\$20.00	\$301.74
23	100	DENVER ENGINEERING		1997	294A/7	1 81%	98,668	19,020	12	1,685		137,878	156,898	Replace High Miles > 130K	72	\$17,000	\$0	\$17,000		\$20.00	\$301 74
23	100	DENVER ENGINEERING DENVER MAINTENANCE		1996	CBACTE	-37.10% 98.11%	89,574	21,368	12	1,780		145,864 118,888	167,214 136,744	Replace High Miles > 130K	72 48	\$17,000	\$0	\$17,000	\$261.74	\$20 00	\$301.74
28	700	DESIVER MOTOR POOL	AG	1987	209476	128 99%	105,917	17,001	12	1,422		142.889	159.953	Replace High Cost Variance>66% of Avg Replace High Cost Variance>66% of Avg	72	\$22,500	50	\$22,500 \$16,500	\$528.41 \$273.45	\$20,66 \$20,66	\$548.41 \$293.45
26	COT	GENVER TRAFFIC	90.20	1996	141A76	77.36%	155,792	13,024	12	1,086		185,002	198,022	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
27	700	DENVER TRAFFIC DENVER TRAFFIC	E2 A3	1998	854A86 306A57	T2 58%	63,902	21,833	12	1,819		111,196	133,024	Replace High Cost Variance>66% of Avg	72	\$17,000	\$0	\$17,000	\$281 74	\$20.00	\$301.74
29	DOT	DENVER TRAFFIG	F2	1999	76GANG	-19.15% -43.40%	109,965 90,000	21,600	12	784 1,800		130,349	139,757 158,400	Replace High Miles > 130K Replace High Miles > 130K	72	\$14,500	\$0 \$0	\$14,500 \$22,500	\$240.31 \$372.89	\$20.00	\$260.31 \$392.89
30	DOT	DURANGO ENGINEERIN	A6	499/7	323A77	110.14%	82,003	11,564	12	963		107,041	118,597	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500		\$20.00	\$293.45
37	DOT	DURANGO ENGINEERIN DURANGO ENGINEERIN		1998	884486 883488	103 84%	76.081	12,308	12	1,025		102,731	115,031	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,600		\$20.00	\$392.89
33	DOT	DURANGO ENGINEERIR		2000	2958AV	83.13% -10.91%	76,600 90,493	14.300	12	1.191 2.651		107.566	121,858 191,231	Replace High Cost Variance>66% of Avg Replace High Miles > 130K	72 72	\$22,500	\$0	\$22,560 \$22,560		\$20.00 \$20.00	\$392.89 \$392.89
34	DOT	DURANGO ENGINEERII	62	1998	378475	.19 35%	102,431	17.315	12	1,442		139,923	157,227	Replace High Miles > 130K	72	\$17,000	50	\$17,000	\$281.74	\$20.00	\$301.74
3%	SMAL	DURANGO ENGINEERIN		tuon	717A80	-20 00%	86,293	23,865	12	1,988		139,981	163 837	Replace High Miles > 136K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
363	100	DURANGO ENGINEERIII DURANGO ENGINEERIII		1997	BOTAGB RANAGE	-32 26% -79 25%	79,496	32,826	12	2,736		150,606	183,426 162,545	Replace High Miles > 130K	72	\$17,000	\$0 \$0	\$17,000		\$20.00	\$301.74
38	DOT	DURANGO MAINTENAN		1000	812A78	-18.87%	109.077	28.021	12	2,335		169 787	197.807	Replace High Miles > 130K Replace High Miles > 130K	72	\$22,500 \$22,500	50	\$22,500 \$22,500	\$372.89 \$372.89	\$20.00 \$20.00	\$392.89 \$392.89
39	DOT	DURANGO TRAFFIC	23	2001	2838AW	-58 62%	103,719	27,777	12	2,314		163.883	191.661	Replace High Miles > 130K	72	\$20,000	\$0	\$20,000	\$331.46	\$20.00	\$351.46
49	TOO	DURANGO TRAFFIC	校装	2066	STEBALI STEATT	17 39%	92,366	25,372	12	2,114		147,330	172,698	Replace High Miles > 130K	72	\$24,500	\$0	\$24,500		\$20.00	\$426,04
42	DOT	GLENWOOD SPRINGS	163	1998	OSCIAGO OSCIAGO	-54 55%	100,700 97,900	16.255	12	1,208 1,354		132,108	146,604 149,352	Replace High Miles > 130K Replace High Miles > 130K	72	\$22,500	\$0 \$0	\$22,500 \$22,500	\$372.89 \$372.89	\$20.00 \$20.00	\$392.89 \$392.89
43	DOT	GLENWOOD SPHINGS I	F2	1888	463480	-13.21%	100,988	14,813	12	1,234		133.072	147,880	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500		\$20.00	\$392.89
44	DOLL	GLENWOOD SPHINGS I		tone	98947数	-5 80%	82,194	23,216	12	1,934		132,478	155.686	Replace High Miles > 130K	72	\$24,500	\$0	\$24,500	\$408.64	\$20.00	\$426.04
46	DOT	GLENWOOD SPRINGS I GRAND JCY ENGINEER	F2	1998	352A64 524A81	211 32% 96 23%	90,357 83,180	3,717	12	309 1,710		98,391	102,099 148,160	Replace Very High Cost Replace High Cost Variance>66% of Avg	72 72	\$22,500 \$22,500	\$0 \$0	\$22,500 \$22,500		\$20.00	\$392 89 \$392 89
47	DOT	ORANO JCT ENGINEERO		1983	270A78	160 38%	111.688	14,287	12	1,190		142.625	156,905	Replace High Cost Variance>66% of Ave	72	\$22,500	80	\$22,500	\$372.69	\$20.00	\$392.89
48	007	GRAND JCT ENGINEER		1999	905479	81 13%	92,790	21,826	12	1,818		140,058	161,874	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,600	\$372.89	\$20.00	\$392.89
49 50	700 700	GRAND SCT ENGINEER GRAND SCT ENGINEER		2000	1058AV	7 27% 6 35%	84,381 83,760	27,452 25,396	12	2,287 2,116		143,843	171,287 164,168	Replace High Miles > 130K	60	\$22,500	\$0	\$22,500		\$20.00	\$454.99
51	100	GRAND JCT ENGINEER		1686	123481	-5 68%	81 792	22.815	12	1.901		141-218	164,030	Replace High Miles > 130K Replace High Miles > 130K	60 72	\$24,000 \$22,500	\$0 \$0	\$24.000 \$22,500	\$463.99 \$372.89	\$20.00	\$483.99 \$392.89
52	POS	GRAND JCT ENGINEER		1995	258A64	2.13%	114,080	16,363	12	1,363		149,518	165,874	Replace High Miles > 130K	72	\$14,500	\$0	\$14,500	\$240.31	\$20.00	\$260.31
53	DOT	GRAND JCT ENGINEER		1997	45BA77	-20.75%	99,821	14,829	12	1,239		131,931	146,751	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
54	TOG	GRAND JCT ENGINEER GRAND JCT ENGINEER		1997	437A77 941A93	15.94% 21.82%	115,423	9,727	12	1,080		143,503	156,463 149,771	Replace High Miles > 130K Replace High Miles > 130K	72	\$16,500 \$22,500	\$0	\$16,600	\$273 45	\$20.00	\$293.48
50	DOT	CRAND JCT ENGINEER	F3	1999	978A80	-4 76%	101,111	24 069	12	2,005		153,241	177,301	Replace High Miles > 130K	72	\$22,800	\$0	\$22,500 \$24,000	\$372.89 \$397.75	\$20.00 \$20.00	\$392.89 \$417.75
6.7	100	GRAND JCT MAINTENA		1997	\$79A74	-84 91%	121,580	15.456	12	1,288		155.058	170,524	Replace High Miles > 130K	72	\$22,500	\$6	\$22,500	\$372.89	\$20.00	\$392.89
58 59	TOG	GRAND JCT TRAFFIC GREELEY ENGINEERIN	COG ENC:	1998 1998	917A30 033A88	8.67% 77.11%	112,597	13,633	12	1,136		142,123	185.785 121.046	Replace High Miles > 136K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
60	DOT	GREELEY ENGINEERIN		1997	514477	146.99%	85,800	16.300	12	1.358		121,108	121,046	Replace High Cost Variance>66% of Avg Replace High Cost Variance>66% of Avg	72 72	\$22,500	\$0 \$0	\$22,500 \$22,500	\$372.89 \$372.89	\$20.00 \$20.00	\$392.89 \$392.89
Q+	TOG	GREELEY ENGINEERIN		1997	617AFT	217 39%	101,212	11,714	12	970		126.568	138,300	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16.500		\$20.00	\$283.45
63	DOT	GREELEY ENGINEERIN GREELEY ENGINEERIN		1998	680A68 701A68	141 51% 81,13%	96,540 92,800	13 713	12	1.142		126,232	139 936	Replace High Cost Variance>66% of Avg	.72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392 89
64	DOT	OREELEY ENGINEERIN		1998	384A86	-20.75%	88.469	16,250	12	1,354		128,004	144,252 183,393	Replace High Cost Variance>66% of Avg Replace High Miles > 130K	72 72	\$22,500	\$0 \$0	\$22,500 \$22,500		\$20.00	\$392 89 \$392 89
6.5	DOT	GREELEY ENGINEERIN		1989	485A66	-64.55%	88,912	24,348	12	2,029		139 666	164,014	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500		\$20.00	\$392.89
68	DOT	GREELEY ENGINEERIN		1099	805568 93568	24.53%	110,880	15,341	12	1,278		143,888	159,224	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372.89	\$20.00	\$392.89
68	100	GREELEY ENGINEERIN GREELEY MAINTENANC		7001	843ABG 2598AW	-52 83% 86 79%	87,108	23,678	12	1,973		138,404	162,080 154,688	Replace High Miles > 130K	72 60	\$22,500	\$0	\$22,500	\$372.89	\$20,00	\$392.89
444	3.44			Water ,	200000000000	200 - 2776	M*.* (U	6.1 143	14.	1,101		COLUMB	104,000	Replace High Cost Variance>66% of Avg	60	\$22,500	\$0	\$22,500	\$434.99	\$20.00	\$454 99

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUNT
FLEET REPLACE 420
Do Not Replace 912
Plus 2 Snow Cats

						S R/Q	u	V	W	V/W	V U + (26 x "X")	AA U + (38 x "X")	AB	AC	AD	AE	AF	AG	AH	Af
true	Dent	Section	Body	Modei	License	CPM % Variance from	Last Billed Odo as of	FY04 Asset	FY84 Months	described in commence of the company	Projected Mileage	If Not Replaced:		New Loan		Attachment	Total Acquisition	New Agency	New Cust	Total Agency Fixed
De 14	credit	auchon	Code	Year	Ptate	Ava	April 04	Miles	Billed	Monthly Miles	June 06 (26 mas)	Miles by June 07 (38 Mos)	Recommendation	Term	Base Price	Cost	Cost	lease/loan Pmt (6.0%)	Mgmt Fee	Pint
ł	DOT	GREELEY MAINTENANC		1995	0408AX	-43 24%	107,225	11.191	12	932	131,457	142,641	Replace High Miles > 130K.	72	\$23,500	\$0	\$23,500		\$20.00	\$409
O.	007	GREELEY MAINTENANC		2003	2738AW	-43 06%	78,600	24,018	12	2,001	130,626	154.638	Replace High Miles > 130K	60	\$22,500	\$0	\$22,600			\$454
4	100	OREELEY MAINTENANC OREELEY TRAFFIC	62 68	2001 1999	2888AW 135A81	20 75% 22 58%	99,093	26,849	12	2.237	153,255-	180,099 155,311	Replace High Miles > 130K Replace High Miles > 130K	60	\$22,500	\$0	\$22,500			\$454
73	DOT	GREELEY TRAFFIC	OB	1001	373,877	-52 94%	115,015	20,420	12	1,744	159,241	179,653	Replace High Miles > 130K	72	\$19,000	\$0	\$22,506 \$19,000			\$548 \$334
74	DOT	GREELEY TRAFFIC	KT	1997	619A77	-29,09%	113,464	17.590	12	1.465	151.544	169,124	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500			\$392
75	DOT	GREELEY TRAFFIC	62	1999	905A78	-40.32%	79,425	24,420	12	2,035	132,335	156,755	Replace High Miles > 130K	60	\$17,000	\$0	\$17,000			\$346
785	TOO	PUEBLO ENGINEERING	Kt	5900	2878AV	143.64%	68,184	14.830	12	1,235	100,294	115,114	Replace High Cost Variance>66% of Avg	60	\$22,500	\$0	\$22,500			\$454
27 28	DOT	PUEBLO ENGINEERING PUEBLO ENGINEERING	K1 OA	1998	954A30 407A73	132.73%	87.523	13.751	12	1,145	117.293	131.033	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,600			\$39.
79	DOT	PUEBLO ENGINEERING	W2	1999	464A06	-10.77% 4 35%	114,198	13,038	12	1,086	142,432 139,974	155,464 157,962	Replace High Miles > 130K Replace High Miles > 130K	72	\$19,000 \$24,500	\$0 \$0	\$19.000 \$24.500			\$33 \$42
80	DOT	PUEBLO ENGINEERING	K2	1999	465A06	-15.94%	98,852	15,986	12	1,330	133,432	149,392	Replace High Miles > 130K	72	\$24,500	\$0	\$24,500			\$42
D:	DOT	PUEBLO ENGINEERING	8.4	1998	468A80	-21.28%	96,178	20,786	12	1,732	141,210	161,994	Replace High Miles > 130K	72	\$18,000	\$0	\$18,000			\$31
82	DOT	PLIEBLO ENGINEERING	A6	1998	672A7?	15.94%	92,065	17,888	12	1.488	130,753	148,609	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500			\$29
93	DOT	PLEBLO ENGINEERING	F2	1998	700A66	1 89%	97.745	21,045	12	1,753	143,323	164 359	Replace High Miles > 130K	72	\$22,500	80	\$22,500		\$20.00	\$39
84	DOT	PUEBLO ENGINEERING PUEBLO ENGINEERING	K3 F2	1989	DRAKES DRAKES	-25 51% -62.26%	92.527 86.967	18,935	12	1,577	133,529 130,427	152,453 150,947	Replace High Miles > 130K Replace High Miles > 130K	72 72	\$31,000	\$0 \$0	\$31,000			\$53 \$39
86	13/38	PUEBLO MAINTENANCE		1999	201AR1	107 55%	89.560	12,049	12	1,004	115,664	127,712	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500			\$393
8.7	COT	PUEBLO MAINTENANCE		2001	7128AV	88.68%	70,435	23,831	12	1,985	122.045	145.865	Replace High Cost Variance>66% of Avg	60	\$22,500	\$0	\$22,800			\$45
348	TOG	PUEBLO TRAFFIG	23	2061	WARRES	83.02%	87.704	24,811	12	2,042	140,798	165,302	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22,500			\$39
89	700	FUEBLO TRAFFIC	F2	1998	841A80	26 75%	133 165	27,126	12	2,260	191,925	219,045	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500	\$372 89	\$20.00	\$39
96	TOD	TUNNEL MAINTENANCE		1996	131A16	-41 51%	108,420	12,289	12	1,024	135,044	147,332	Replace High Miles > 130K	72	\$22,500	\$0	\$22.500			\$39
91	TOO	TUNNEL MAINTENANCE		1996	435474	-69.81%	107,331	13,406	12	1,117	136,373	149.777	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500			\$39
92	DOT	TUNNEL MAINTENANCE	F?	1997	ST2BAW	30 19%	96,772	22,783	12	1,898	146,120	168,896	Replace High Miles > 130K	72	\$22,500	\$0	\$22,500		\$20.00 y Fixed Total:	\$35,34
																			ation (4 mos):	\$141,36 \$424,08
7	GOV	ECON DEVELOP	86.3	1906	9098A63	112 50%	116671	7.654	12	637	127.233	134.877	Replace High Cost Variance>66% of Avg	72	\$22,500	\$0	\$22.504			\$424,08
-		A CASCAR PARTY RESIDENCE	HAVE REALITY OF THE PARTY OF TH	milyan paninghiliya mil	041074012 	7 (E 30 W	(10,07)	1,004		401	167,637	134,077	replace right cost valiance-up a tri Avg	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	924,500	30	\$22,000		y Fixed Total:	\$39
																		FY06 Pro-R Annualized Fix	ation (4 mos): ed Payments:	\$1,57 \$4,71
7	OPA	CAPITOL COMPLEX	F3	1997	167A76	279 41%	122,316	3.116	12	259	129,050	132,158	Replace Very High Cost	. 72	\$24,000	\$0	\$24,000			\$41
2	Obve	MAIL SERVICE	C-2	1998	891A74	101 41%	110,077	13,543	12	1,128	139,405	152,941	Replace High Usage/High Cost	60	\$16,500	\$0	\$16,506			\$33
8	DPA DPA	MAIL SERVICE MOTOR POOL	C3.	1997	487A77	-21 13%	112.261	18.301	12	1,525	151,911	170.211	Replace Grp 1 Mileage Projected > 146K	60	\$16,500	\$0	\$16,500			\$33
5	DPA	MOTOR POOL	A6 A6	1999	647,408	292.88% -35.71%	101,178 105,969	15,718	12	1,309	135,212 148,791	150,928 168 555	Replace High Cost Variance>66% of Avg Replace High Miles > 130K	60	\$16,500	\$0 \$0	\$16,500 \$16,500			\$33 \$33
8	DPA	MOTOR POOL DOW	K2	1998	386886	146.30%	91,067	11,294	12	941	115,533	126,825	Replace High Cost Variance>66% of Avg	60	\$24.500	\$0	\$24.500			549
7	DPA	MOTOR POOL-DOW	86	1993	435A75	71 43%	122,997	2,762	12	230	128,977	131 737	Replace High Cost Variance>66% of Avg	60	\$16,500	\$0	\$16,500			\$33
a a	DPA	MOTOR POOL-DOW	K2	1999	438A06	131 48%	86,876	14,794	12	1,232	118,908	133.692	Replace High Cost Variance>66% of Avg	60	\$24,500	\$0	\$24,500			346
8	DPA	MOTOR POOL DOW	K3	1697	517A77	77.78%	91,807	9,238	12	769	111,801	121,029	Replace High Cost Variance>66% of Avg	60	\$31,000	\$0	\$31,000			\$61
13	OPA	COMMUNICATIONS	F3	1966	433AB1 066AB1	123.53%	81,019	15,963	12	1,330	115,599	131,559	Replace High Usage/High Cost	60	\$24,000	\$4,000	\$28.000			\$56
12	DPA	COMMUNICATIONS	F3	1999	1450H1	164 44%	99,735 114,920	23,629 25,248	12	1,969	150,929 180,644	174.557 210.832	Replace Grp 1 Mileage Projected > 149K	60	\$24,000	\$4,000	\$28.000 \$29.000			\$56 \$58
13	DPA	COMMUNICATIONS	F3.	3000	266481	-85 29%	104,038	18.372	12	1,531	143,844	162.216	Replace Grp 1 Mileage Projected > 140K Replace Grp 1 Mileage Projected > 148K	60	\$24,000	\$4,000	\$29,000			\$56
14	DPA	COMMUNICATIONS	Fa	1998	921A30	-17 65%	108,978	17.843	12	1,486	147,614	165.446	Replace Grp 1 Mileage Projected > 140K	60	\$24,000	\$4,000	\$28.00			\$56
15	ARG	COMMUNICATIONS	SmoCat	1960	SexceCat								Snow Cat				\$125,000	\$1,736 11	\$20.00	\$1.75
16	DPA	COMMUNICATIONS	SANCW	1960	BrigCai								Snow Cat				\$125,000			\$1,75
																			y Fixed Total:	\$10,05
																		Annualized Fix	ation (4 mos): ed Payments:	\$40,22 \$120,68
í	JUD	PUBLIC DEFENDER	K1	2000	0848AV	98 26%	88,407	13 865	12	1,155	118,437	132,297	Replace High Cost Variance>66% of Avg	60	\$22,500	\$0	\$22,500			\$45
2	DAR.	PUBLIC DEFENDER	248	2000	534BAU	65.09%	99,749	25.811	12	2,160	155,649	181,449	Replace High Cost Variance>66% of Avg	60	\$16,500	\$0	\$16,50			\$33
3	JUD	PUBLIC DEFENDER PUBLIC DEFENDER	NCT NCT	2000 1999	055BAV 541A06	13 79%	113,250 106,356	16,184	12	1,348 2,129	148,298	164.474 187.258	Replace High Miles > 130K	60	\$22,500	\$0 \$0	\$22.500 \$22.500			\$45
5	JUL	PUBLIC DEFENDER	AB	1898	685A68	23 40%	134,652	18,964	12	1,579	175,796	194.654	Replace High Miles > 130K Replace High Miles > 130K	60	\$22,500	\$0	\$22,500 \$16,500			\$41
6	JUD	PUBLIC DEFENDER	K1	1998	955A30	6 90%	109,436	15,739	12	1,394	145,680	162.408	Replace High Miles > 130K	60	\$22,500	\$0	\$22.500			\$45
*	JUD:	STATE COURT ADMIN	A6	2006	345BAU	169 57%	70.118	13,808	12	1,150	100,018	113.818	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16.500			\$2
8	DLR	STATE COURT ADMIN	AG.	2000	5188AU	226 53%	75,572	16,121	12	1,343	110,490	126,666	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,500	\$273.45	\$20 00	\$23
g.	JOHO	STATE COURT ADMIN	A6	2000	SASBALI	80.85%	71,301	15 223	12	1,268	104,269	119,485	Replace High Cost Variance>66% of Avg	72	\$16,500	\$0	\$16,508			52
165	CHIL	STATE COURT ADMIN	A0	2000	SBBBAL/	85.11%	86,842 92 986	24,279	12	2,023	118,440	142.716	Replace High Cost Variance>65% of Avg	72	\$16,500	\$6	\$16,508			\$2
2	JUD	STATE COURT ADMIN	AG AG	2000	5378AU	-57 45% -40 43%	92,986 85,588	29,338 21,146	12	1,762	150,530	185,858 152,544	Replace High Miles > 130K Replace High Miles > 130K	72	\$16,500	\$0 \$0	\$16.500 \$16.500			\$2 \$2
3	JUG	STATE COURT ADMIN	AB	2000	ASMBIALL	-40.43%	84.371	21.562	12	1,796	131,400	152,544	Replace High Miles > 130K	72	\$16,500	\$0	\$16,000			\$2
14	CUL	STATE COURT ADMIN	46	2000	539844	21 28%	98,049	28,207	12	1,683	141,807	162,003	Replace High Miles > 130K	72	\$16,500	\$0	\$16,500			\$2
15	JUD	STATE COURT ADMIN	AG	2005	3658AU	31 91%	93,116	24,139	12	2,011	145.402	169,534	Reptace High Miles > 130K	72	\$16,500	\$0	\$16,500	\$273.45	\$20 00	\$29
18	JUD	STATE COURT ADMIN	AB	3000	458BAU	48 94%	89,741	16,692	12	1,391	125,907	142,599	Replace Non-CSP Law Enf > 126K	72	\$16,500	20	\$16,500			\$29
17	THO	STATE COURT ADMIN	A6	5900	5168AU	-31 91%	83.757	20,123	12	1,676	127,333	147.445	Replace Non-CSP Law Enf > 120K	72	\$16,500	\$6	\$16,60			\$29
																			ly Fixed Total:	\$5,72
																		FYOR Dro D	ation (4 mos):	\$22.9

All Vehicles Free and Clear

Data Source: CARS Extraction Friday, May 21, 2004

AGENCY SUMMARY COUN
PLEET REPLACE 820
Do Not Replace 912
Plos 2 Snow Cats

						8 R/Q	u	v	W	X V/W	V U + (26 x "X")	AA ("X" x 8E) + U
Count	Dept	Section	Body Code	Wodel Year	License	CPM % Variance from AVg	Last Billed Odo as of April 04	FY04 Asset Miles	FY04 Months Billed	FYB4 Avg Monthly Miles	Projected Mileage June 96 (26 mos)	If Not Replaced: Miles by June 07 (38 Mos)

New Loan Term	Base Price	Attachment Cost	Total Acquisition Cost	New Agency lease/loan Pmt (6.0%)	New Cust Mgmt Fee	Total Agency Fixed Pmt
				AGENCY TOTAL	S (Incl Mgmt I	Fee)
				hydronosomeroventeve et re-easons	Monthly	\$390,480.05
					Prorated - All	\$1,847,753.10
			the state of the s		Annualized	\$4,685,760.60
			CM.	A-FLEET TOTA	Lis iLuan Myon	t Feed
			Total Acquisition	Months	Fixed Total:	\$374,040.05
			\$18,159,200	FYO	6 Pro-Ration:	\$1,774,033.10
				Annualiz	ed Payments:	\$4,488,480.60

Statewide Decision Item #2

Schedule 6

FY 2005-06 Statewide Decision Item Request

Department:

Personnel & Administration

Priority Number:

DI #2 (Statewide)

Division: Program: Central Services

Facilities Maintenance, Camp George West

Dept. Approval: **OSPB** Approval: **Statutory Citation:** 

Date:

November 1, 2004

Date:

Request Title:	Herbicide F	Program for C	ompliance with	Colorado's No	oxious Weed A	Act					
		1	2	3	4	5	6	7	8	9	10
	Fund	Prior-Year Actual FY 2003-04	Appropriation FY 2004-05	Supplemental Request FY 2004-05	Total Revised Request FY 2004-05	Base Request FY 2005-06	Decision/ Base Reduction FY 2005-06	November 1 Request FY 2005-06	Budget Amendment FY 2005-06	Total Revised Request FY 2005-06	Change from Base in Out Year FY 2006-07
Total of All Line Items	Total	Pending	122,102	0	122,102	122,102	42,505	164,607	0	164,607	0
	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	0	0	0	0
	CF	15,287	48,950	0	48,950	48,950	0	48,950	0	48,950	0
	CFE	105,678	73,152	0	73,152	73,152	42,505	0	0	115,657	0
	FF	0	0	0	0	0	0	0	0	0	0
(4) Division of Central					•						
Services, (D) Facilities	Total	120,965	122,102	0	122,102	122,102	42,505	164,607	0	164,607	0
Maintenance, (3) Camp	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
George West, Operating Expenses	GF.	0	0	0	0	0	0	0	0	0	0
LApenses	CF	15,287	48,950	0	48,950	48,950	0	48,950	0	48,950	0
	CFE	105,678	73,152	0	73,152	73,152	42,505	115,657	0	115,657	0
	FF	0	. 0	0	0	0	0	0	0	0	0

Letter Notation:

Cash Fund name/Number, Federal Fund Name:

IT Request 🗆 Yes 🤏 No. (If yes and request includes more than 500 programing hours, attach IT Project Plan)

Change Request Criteria: 

Emergency 

Technical Error X New Data 

Unforeseen Contingency

Request for New or Replacement Vehicles: 

Yes X No (If yes, a copy of the Schedule 6 should be forwarded to the OSPB analyst assigned to DPA)

Request Affects Another Department(s): X Yes o No (If yes, Name of other Department(s) Statewide Request Impacting Multiple Departments)

# Efficiency and Effectiveness Analysis FY 2005-06 Decision Item Request

**Department:** Department of Personnel and Administration

Long Bill Group/Division Division of Central Services

**Program:** Facilities Maintenance, Camp George West

**Priority Number:** DI #2 (Statewide)

**Request Title:** Herbicide Program for Compliance with Colorado's Noxious Weed

Act

# **Summary of Request**

The Department of Personnel and Administration holds title to property located east of Camp George West, which falls under the South Table Top Mountain easement with Jefferson County. During a routine inspection Jefferson County identified noxious weeds that need to be treated in accordance with the Colorado Noxious Weed Act. (35-5.5-101 through 119, C.R.S. 2003.) The Department requests an additional appropriation of \$42,505 in FY 05-06 for the Operating Expenses line item for Camp George West (Cash Funds Exempt) to begin eradication of these weeds. Lease rates for the tenants of Camp George West will be increased proportionately to cover this cost.

The process of eradication should be ongoing, as annual applications have been recommended, however, this request seeks only funding for FY 05-06. The Department anticipates submitting a Change Request for FY 06-07 to continue funding for this function.

# **Problem or Opportunity**

The Department of Personnel and Administration holds title to property just east of Camp George West that falls under the South Table Top Mountain easement with Jefferson County and manages the grounds for Camp George West. In accordance with the Colorado Noxious Weed Act, Jefferson County has notified the Department of noxious weeds that need to be eradicated. The Department does not have the appropriation and spending authority to contract for the services necessary to meet the requirements of the statute.

The "Colorado Noxious Weed Act" declares (35-5.5-108(1), C.R.S.) that noxious weeds are a present threat to the economic and environmental value of the lands of the State of Colorado. Noxious weeds are defined as weeds that are detrimental to economic crops; aggressively invade native plant communities; are poisonous to livestock; carry insects, diseases or parasites; or are detrimental to ecosystems. As instructed in 35.5-110(1), C.R.S., State departments are responsible for managing noxious weeds on any lands under their jurisdiction using the methods prescribed by the local governing units in whose jurisdiction the State lands are located. The Jefferson County

Weed Supervisor has notified the Department of Personnel and Administration of approximately 213 acres of noxious weeds on property it owns adjacent to Camp George West.

The Department has consulted with noxious weed management experts at the Department of Transportation and the Vegetation Services Control Unit at the Department of Military Affairs on this matter. The Department of Transportation has agreed to assist the Department in mapping and inventorying the property. Years ago, the Department of Military Affairs managed the weeds on this property. The Department of Military Affairs has received a commercial quote for weed management services on this property. This quote is the basis of the funding needs identified in this request. See Attachment A for details.

In June the Department met with the Jefferson County Weed Supervisor to clarify the problem and discuss solutions. In accordance with the "Colorado Noxious Weed Act" weeds are classified for high-priority eradication, or containment and suppression. Jefferson County has identified several species of weeds on the property and recommended an annual treatment cycle. For example, knapweed must be eradicated. In contrast, mullein does not need to be eradicated, but must be controlled, with treatments recommended at various points throughout the year. Thus, to combat the problem, different herbicides must be sprayed throughout the year according to schedule. Note that the cost estimate for this project, found in Attachment A, defines costs by weed type and scheduled application of herbicides.

The Act also allows for grants to be awarded by the Department of Agriculture from the Noxious Weed Management Fund. This fund consists of civil penalties collected; gifts, grants and donations; interest earned; and moneys approved by the General Assembly. In FY 03-04 no funds were appropriated to this fund. The FY 2004-05 Long Bill (HB 04-1422) appropriated \$15,000 from reserves of the fund to the Department of Agriculture. Spending authority for FY 2004-05 is limited to the \$15,000. In past years, grants have been awarded to counties who have coordinated efforts and matched the funds. The grants were viewed as seed money, and communities were expected to obtain continuing funding in future years from other sources. An award has never been made to State government. Via recent conversations with the Department of Agriculture's State Weed Coordinator, the Department has learned that it is anticipated that grants may not be awarded this year; the \$15,000 will be used for designated high-priority needs of statewide significance or eradication of rare weeds. In future years, should funding allow for the award of grants once again, notification and application forms will be made available on the Department of Given the magnitude of the need at the property east of Camp George Agriculture's website. West, and the fact that the grant would not continue year after year even if one were awarded, the Department does not believe that seeking a grant from this fund would be an appropriate way to finance this request in the future.

The Department can comply with State law and eradicate the noxious weeds by acquiring the necessary funding to initiate an herbicide treatment regimen.

# **Available Alternatives**

<u>Alternative #1 - Implement a yearly herbicide treatment regiment to control and eradicate noxious weeds with an annual cost beginning at \$42,084 in FY 2005-06.</u>

Based on a quote received by the Department of Military Affairs' Vegetation Services Control Unit, the Department estimates that costs of managing the weed-infested property on South Table Top Mountain, in order to comply with statute, will be \$42,505 in FY 05-06. Given the nature of weed control, this process may be ongoing, however, this request seeks only funding for FY 05-06. For reference, in FY 06-07 the estimated costs of the weed control program were quoted to be 5% higher than in FY 05-06, for a total of \$44,188. The impact on tenants is displayed below.

Impact of Cost of Weed Treatment Program at Camp George West on Tenant's Leased Space Appropriations and Lease Rates									
Affected State Agencies at Camp George West	Requested Appropriation Incorporating this Change Request *	FY 04-05 Long Bill Appropriation	Increase **						
Corrections	\$44,662	\$38,322	\$6,340						
Correctional Industries	\$19,565	\$16,788	\$2,777						
CSU Forest	\$5,979	\$5,130	\$849						
Local Affairs	\$26,789	\$22,986	\$3,803						
Military Affairs	\$51,377	\$44,084	\$7,293						
Public Safety	\$131,925	\$113,197	\$18,728						
Transportation	\$19,124	\$16,409	\$2,715						
			2.00						
Appropriation	\$299,421	\$256,916	\$42,505						
Lease Rate Per Sq. Ft.	\$1.05	\$0.90	\$0.15						

<sup>\*</sup> Requested amount assumes no other changes to the FY 04-05 base.

If the FY 05-06 appropriation differs from this base, this request may need to be amended, accordingly.

If this Decision Item is approved, the Department will contract for services to implement the weed management program. The Department does not own the proper equipment for this task, nor does it have staff that is certified for applying chemical herbicides, as required under 35-5.5-105 of the Colorado Noxious Weed Act. Assuming approval of this request, the Department will issue a Request for Proposals (RFP) in June 2005 after the FY 05-06 Long Bill has been signed. After the contract has been awarded, treatment will begin in accordance with the schedule and weed management control program agreed upon by the Department and Jefferson County.

Note also that the Department continues to pursue a grant from the Department of Agriculture (from the Noxious Weed Management Fund) to offset the General fund cost to tenant agencies. While the Department is not optimistic that grant funding will be received/approved from this

<sup>\*\* \$421</sup> is added to the decision item cost of \$42,084 due to a 1% billing vacancy factor.

source, if funding materializes, the Department would likely submit a negative budget adjustment for FY 05-06.

# Alternative #2 – Do nothing – Status Quo

If the Department were to not address this issue, Jefferson County could eradicate the weeds themselves, and bill the Department for the work completed. See specifically 35-5.5-110, C.R.S. In addition, civil penalties may also be imposed for non-compliance. See 35-5.5-118, C.R.S. This alternative could result in higher costs to the State.

#### **Assessment of Alternatives**

# **Alternative 1 (Recommended)**

Alternative 1 allows the Department to implement an herbicide treatment program to control and eradicate weeds at Camp George West. This alternative carries a cost of \$42,505 in FY 2005-06, which would require offsetting increases in appropriations to tenants of Camp George West. If this request is not funded and the Department cannot implement a weed management program, Jefferson County could address the issue on its own, bill the Department for the costs incurred, and fine the Department for noncompliance with statute. Further, by not addressing the problem it could give the impression that the State is circumventing its own laws and obligations. To avoid this perception, the Department has also declined to seek a waiver from the requirements of the Colorado Noxious Weed Act (Act), as allowed under 35-5.5-108(2.7)(a), C.R.S.

# Alternative 2

Under this alternative, nothing would be done to address the lack of compliance with statute identified above, Jefferson County could institute a weed control program to address the issue themselves, and the Department would be liable for reimbursing Jefferson County plus penalties of up to \$1,000 under statute.

#### Recommendation

The Department recommends the approval of Alternative 1, which would allow for compliance with State statute, via a contract with a certified vendor to implement a noxious weed management program for the easement just east of Camp George West.

#### ATTACHMENT A

Prices Based on QUOTE FROM VEGETATION SERVICES OF THE DEPARTMENT OF MILITARY AFFAIRS, Received February 7, 2004

This quote assumed the affected area was 220 acres. The property was surveyed in June 2004, resulting in an estimate of 213 acres.

#### FY 05-06 APPLICATION # 1

#### July-October 2005

A) 40 feet each side of test track and skid area with total vegetation control on some of the gravelled shoulders (5-15 feet wide) Key Species: Thistles, knapweed, puncturevine, mullein and willow-- all area treated.

Cost for application A \$5,376.00

B) Area South of entrance and West of track to access road to Energy Research Facility in North West quadrant of property proceeding South to track control office.

Key Species: Knapweed, Scotch thistle-- all area treated.

Cost for application B \$5,533.50

C) Remainder of 220 acre property— extreme topopraphy and obstacles on Western portion. Key Species: Knapweed and Canada thistle— application as needed.

Cost for application C \$10,132,50

#### **APPLICATION #2**

#### Late March-June 2006

A) 40 feet each side of test track and skid area with total vegetation control on some of the gravelled shoulders (5-15 feet wide) Key Species: Thisties, knapweed, puncturevine, mullein and willow—all area treated.

Cost for application A \$5,376.00

B) Area South of entrance and West of track to access road to Energy Research Facility in North West quadrant of property proceeding South to track control office.

Key Species: Knapweed, Scotch thistle-- all area treated.

Cost for application B \$5.533.50

C) Remainder of 220 acre property—extreme topopraphy and obstacles on Western portion. Key Species: Knapweed and Canada thistle—application as needed.

Cost for application C \$10,132.50

Total Cost FY 05-06 \$42,084.00

# FY 06-07 (for reference) APPLICATION # 1

(Prices include a 5% increase for material costs.) July-October 2006

A) 40 feet each side of test track and skid area with total vegetation control on some of the gravelled shoulders (5-15 feet wide) Key Species: Thistles, knapweed, puncturevine, mullein and willow—all area treated.

Cost for application A \$5,644.80

B) Area South of entrance and West of track to access road to Energy Research Facility in North West quadrant of property proceeding South to track control office.

Key Species: Knapweed, Scotch thistle-- all area treated.

Cost for application B \$5.810.18

C) Remainder of 220 acre property-- extreme topopraphy and obstacles on Western portion Key Species: Knapweed and Canada thistle-- application as needed.

Cost for application C \$10,639.13

#### APPLICATION # 2

#### Late March-June 2007

A) 40 feet each side of test track and skid area with total vegetation control on some of the gravelled shoulders (5-15 feet wide) Key Species: Thistles, knapweed, puncturevine, mullein and willow-- all area treated.

Cost for application A \$5,644,80

B) Area South of entrance and West of track to access road to Energy Research Facility in North West quadrant of property proceeding South to track control office.

Key Species: Knapweed, Scotch thistle-- all area treated

Cost for application B \$5,810.18

C) Remainder of 220 acre property— extreme topopraphy and obstacles on Western portion Key Species: Knapweed and Canada thistie—application as needed

Cost for application C \$10,639.13

Total Cost FY 06-07 \$44,188,20

#### FY 07-08

#### July 2007 to June 2008

At this time, consideration should be given for the program to continue indefinitely with the flexibility to change upon mutual surveys, discussions with State representatives, and also take into consideration any addition of plant material added to the Noxious Weed Act. The final intent of this service is to restore the area to native plant material to comply with the Noxious Weed Act and set a standard for private and commercial property owners.

# Schedule 6 FY 2005-06 Statewide Base Reduction Item

Department:

Personnel & Administration

Priority Number:

BRI #1 (Statewide)

Division:

Division of Information Technology

Program:

Network Services

Dept. Approval:
OSPB Approval:
Statutory Citation:

Date:

November 1, 2004

Date:

10/2/104

		1	2	3	4	5	6	7	8	9	10
	Fund	Prior-Year Actual FY 2003-04	Appropriation FY 2004-05	Supplemental Request FY 2004-05	Total Revised Request FY 2004-05	Base Request FY 2005-06	Decision/ Base Reduction FY 2005-06	November 1 Request FY 2005-06	Budget Amendment FY 2005-06	Total Revised Request FY 2005-06	Change from Base in Out Year FY 2006-07
Total of All Line Items		46 540 000	40.005.004		40.005.004	47.700.000	// /00 000				
rotaror an Line Rems	Total		18,035,004 18.0	0	18,035,004	17,792,623	(1,429,060)		0	16,363,563	0
	FTE GF	15.9 0	18.0	0.0	18.0	18.0	0.0	18.0	0.0	18.0	0.0
	CF	1,013,349	1,739,646	0	0	0	0	0	0	0	0
	CFE	15,535,474		0	1,739,646	1,739,646	0	1,739,646	0	1,739,646	0
	FF	15,555,474	16,295,358 0	0	16,295,358 0	16,052,977	(1,429,060)	14,623,917	0	14,623,917	0
(1) Executive Office.	rr_	U	0	U	U	0	0	0	0	0	0
Multiuse Network Payments (DPA Share of	Total	575,314	586,337	0	586,337	586,337	(287,744)	298,593	0	298,593	0
Statewide Adjustment)	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GF	0	0	0	0	0	0	- 0	0	0	0
	CF	0	0	0	0	0	0	0	0	0	0
	CFE	575,314	586,337	0	586,337	586,337	(287,744)	298,593	0	298,593	0
6) Division of Information	FF	0	0	0	0	0	0	0	0	0	0
Technology, (E) Network Services, Personal	Total FTE	1,260,595 15.9	1,363,645 18.0	0 0.0	1,363,645 18.0	1,399,746 18.0	87,264 0.0	1,487,010	0	1,487,010	0
Services	GF	0.0	0.0	0.0	10.0	10.0	0.0	18.0 0	0.0	18.0	0.0
	CF.	n o	0	0	0	0	0	0	0	0	0
	CFE	1,260,595	1,363,645	0	1,363,645	1,399,746	87,264	1,487,010	0	1,487,010	
	FF	0	0	0	0	1,000,740	07,204	1,487,010	0	1,407,010	0
6) Division of Information	***************************************					<u> </u>	0		<u> </u>	U U	
Technology, (E) Network	Total	14,712,914	16,085,022	0	16,085,022	15,806,540	(1,228,580)	14,577,960	0	14,577,960	0
Services, Operating	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Expenses	GF	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
	CF	1,013,349	1,739,646	0	1,739,646	1,739,646	0	1,739,646	0	1,739,646	0
	CFE	13,699,565	14,345,376	0	14,345,376	14,066,894	(1,228,580)	12,838,314	0	12,838,314	0
	FF	0	0	0	0	0	(1,220,000)	12,000,014	0	12,000,014	0

Cash Fund name/Number, Federal Fund Name:

IT Request 🗆 Yes \* No. (If yes and request includes more than 500 programing hours, attach IT Project Plan)

Change Request Criteria: 

Emergency Technical Error X New Data Unforeseen Contingency

Request for New or Replacement Vehicles: 🗆 Yes X No. (If yes, a copy of the Schedule 6 should be forwarded to the OSPB analyst assigned to DPA)

Request Affects Another Department(s): o Yes X No (If yes, Name of other Department(s))

# Department of Personnel and Administration FY 2005-06 Base Reduction Item Efficiency and Effectiveness Analysis

**Department:** Department of Personnel & Administration

**Long Bill Group/Division**: Executive Office, Division of Information Technologies

**Program:** Network Services

**Request Title:** MNT Telecomm Truth-in-Rates

**Request Criteria** New Data

**Priority Number:** BRI #1 (Statewide)

# **Summary of Request**

This item is associated with a statewide Common Policy request and contains a net decrease in departmental appropriations statewide of \$1,077,352, and an additional decrease in anticipated MNT expenditures for non-appropriated entities of \$63,963. The DPA share of this statewide Common Policy request is a decrease of \$287,744. The requested adjustments are associated with the Department's Telecommunications Truth-in-Rates implementation. *Note: see Attachment A for requested departmental adjustments.* 

The requested changes in appropriations statewide and DPA spending authority are being made in order to realign existing departmental appropriations for MNT statewide in accordance with the Telecommunications Truth-in-Rates billing methodology. Periodically, recommendations are made to realign individual departmental appropriations to more closely match projected telecommunication needs, based on historical usage and updated circuit inventory. This request also includes a reduction in the recoverable costs for MNT associated primarily with the contractual elimination of certain aggregated network access point (ANAP) fees at the end of FY 2004-05.

# **Problem or Opportunity Definition**

This request relates to the statewide *Multi-Use Network (MNT)*. The MNT Project successfully reached the end of its construction phase during FY 2003-04 and is now moving into an operational phase. A complete MNT network allows users in every county to connect to the State network. As a result, inexpensive Internet access, high quality of service, video, and voice over IP are available to users, subject only to last mile connectivity. The infrastructure is in place to accommodate economic development and increased distance learning opportunities,

particularly in rural Colorado, and telecommunications costs have been reduced for the benefit of State and local public entities as a result. Direct marketing efforts continue to ensure that State agencies and political subdivisions are aware of the capabilities of MNT, and are able take advantage of the network. This network, and the new capabilities that it provides for State and local government and the public, exists specifically because of the efforts of the Department, the Division of Information Technologies (DoIT), and its external partners.

Historically, the Division has failed to recover its full telecommunication costs of service, resulting in inaccurate agency billings and a cash fund deficit. This chronic inability to recover costs has not generated savings to the State, rather it has resulted in customers paying far less than the true cost of services in many cases, and paying more than the true cost in other cases. The Telecommunications Truth-in-Rates initiative has done much to correct these inequities. Failure to fund this request will interfere with the ability to comply with statutory obligations to properly recover costs. Without these realignments, a majority of DoIT's MNT customers will retain excess appropriations associated with payments for the (more accurate) billings that they will receive in FY 2005-06. This is especially important in the current fiscal environment, as several hundred thousand dollars of statewide General fund relief would result from the requested realigned appropriations.

Prior to the Telecommunications Truth-in-Rates initiative, the Division did not have a clear understanding of the cost of various services or products that it provided to its customers. It was easy to understand then, that the Division did not have a well-understood billing rate structure. For many years, it seemed that as long as bills were being paid, and services were being delivered, there was no need to properly align actual billings with actual utilization by service type. This approach was unacceptable, and the changes needed to remedy these problems are at the heart of the Truth-in-Rates concept and the driving force behind this request.

An additional negative outcome of these billing inaccuracies was the unintentional incentive of supporting the wrong behavior from user agencies. In many service categories, customers had no incentive to migrate to newer and more cost effective solutions because they were being charged only a fraction of the true cost of the service(s) being provided. In fact, in some instances (such as SNA) customers were essentially not being charged for the services received.

# **Available Alternatives**

Alternative #1 - Bill User Agencies the Correct Amounts and Adjust Statewide Appropriations.

Bill customers at the true cost of the service (as required by statute), and adjust departmental appropriations to properly reflect current utilization and anticipated billings. While requiring a more "in-depth" analysis, this alternative has the highest probability of meeting objectives.

# Alternative # 2 – Bill User Agencies the Correct Amounts with No Adjustment to Statewide Appropriations

Bill customers at the true cost of service without adjustments to statewide appropriation levels nor DPA spending authority.

## Alternative # 3 – No Change - Bill the Incorrect Amounts with No Adjustment to Statewide Appropriations

Continue to bill to each customer's continuation level appropriations, regardless of the level of services used, and over recover costs. Make no adjustments to statewide appropriation levels, nor DPA spending authority.

## **Statutory and Other Authority:**

**Statute** – Section 24-30-908, C.R.S., requires the Department of Personnel & Administration to recover the actual cost of providing services to state customers, including material, labor and overhead.

**Executive Order** – Executive Order B0201 dated January 12, 2002, mandates that "...all State departments, agencies and institutions, including higher education, shall migrate their telecommunication networks to the Multi-Use Network and cease operation and any new development of disparate telecommunication networks..."

**Legislative Audit** — The *Evaluation of Network Services, September 20,* 2002, which was performed for the Colorado Office of the State Auditor, stated that "… overall revenues for services offered by the Network Services section fell short of expenditures…" and the "… Network Services section was **not** self-sustaining as required by statute…".

## Linkage to Objectives

DPA FY 2005-06 Strategic Plan:

Continue the Truth-in-Rates philosophy to ensure that rates recover the cost of services and remain competitive.

## **Assessment of Alternatives**

# Alternative #1 - Bill User Agencies the Correct Amounts and Adjust Statewide Appropriations (Recommended)

This alternative would bill customers at the true cost of the service (as required by statute), and adjust appropriations to properly reflect current utilization and anticipated billings. This alternative is *recommended*, because it allows the Department to fully recover its costs, passing

on the true cost of services to the customer, thereby driving the desired behavior. It also ensures that user agencies are not appropriated in excess of required funding to cover its MNT billings.

As reflected in Attachment A, the overall projected decreases to departmental appropriations are more than \$1 million in aggregate. Several individual departments have significant decreases based upon updated circuit inventory, build-outs, and other changes in service levels. As a result, this alternative will properly align the appropriations of State agency customers with anticipated billings related to MNT, while generating General fund savings statewide. If this request were not approved, many customers would be appropriated well in excess of need.

# Alternative # 2 – Bill User Agencies the Correct Amounts with No Adjustment to Statewide Appropriations

This alternative would bill customers at the true cost of service without adjustments to departmental appropriations. While this alternative would also provide for cost recovery as required by statute, it would actually allow most customers to retain additional unnecessary spending authority. This alternative is not recommended.

# Alternative # 3 – No Change - Bill the Incorrect Amounts with No Adjustment to Statewide Appropriations

This alternative would continue to bill to each customer's continuation level appropriations, regardless of the level of services used. This alternative would make no adjustments to DPA spending authority and statewide appropriations, regardless of the level of services used, and would result in a significant over-collection. This alternative is in violation of both statute and Executive Order and is clearly not acceptable.

## **Assumptions and Calculations**

During the fiscal year, the Department monitors actual circuit inventory/expenses and infrastructure costs on a monthly basis to support each department's MNT needs. This is necessary because almost every department's MNT expenditures fluctuate from month-to-month as their business needs change. About halfway through the year, an in-depth analysis is done to evaluate each department's MNT needs as they relate to the original budgetary projections. At the same time, Division of Information Technologies (DoIT) staff work with each customer to determine future MNT needs ("build out").

The Department then determines the statewide MNT appropriation needs on a department-by-department basis. As a result of this analysis, the Department is able to make the determination to seek increases/decreases in appropriations and/or spending authority as appropriate. Attachment A reflects projected increases/decreases by department and includes notes to detail the cause(s) of significant changes from the FY 2004-05 Long Bill.

This request is made with the understanding that some events are beyond the Department's control. For example, the State has "partnered" with several telecommunication companies in

enabling the Multi-Use Network. The contract between the State and Qwest and its partners contemplated ending subsidy payments to the partners after June 30, 2005. The elimination of those subsidies, amounting to over \$1,500,000 per year, as well as the effect of renegotiating the terms of the payments to Qwest, are reflected in this request.

## **Concerns or Uncertainties**

No additional concerns or uncertainties are evident at this time.

## **Conclusion/Recommendation:**

Alternative #1 is the recommended approach, as it will help ensure that the Department recovers its costs as required by statute while driving the desired behavior on the part of our customers. Further, a previous Legislative Audit clearly directed the Division to set rates that recover its costs. Customers have long identified inaccuracy and accountability in rates as an area to be addressed.

By assisting our customers in securing the necessary appropriations by line item and fund source, and adjusting DPA spending authority to reflect the updated level of recoverable costs for MNT for FY 2005-06, the Department addresses both of the needs stated above. Failure to support this request will inequitably result in excess appropriations to most State agencies, and will put undue burden on the agencies that have a need for additional appropriations, requiring them to pay for telecommunication billings from continuation level appropriations

## Attachment A - MNT FY 2005-06

This table summarizes the FY05 MNT Long Bill as appropriated vs. FY06 MNT Decision Item.

		FY05	FY06		Net Increase	Percent	
DEPT	Department Name	Long Bill MNT Line	Requested MNT Line	Note	(Decease)	Change	Comment
AAA	Department of Personnel & Administration	\$586,337	\$298,593	1	(\$287,744)	-49%	
BAA	Department of Agriculture	\$30,661	\$26,711		(\$3,950)	-13%	
CAA	Department of Corrections	\$1,069,494	\$730,285	2	(\$339,209)	-32%	
DAA	Department of Education	\$40,160	\$29,969		(\$10,191)	-25%	
EAA	Office of the Governor	\$99,421	\$11,935	3	(\$87,486)	-88%	
FAA	Department of Public Health and Environment	\$241,498	\$151,296		(\$90,202)	-37%	
GAA	Department of Higher Education	\$0	\$0		\$0		
HAA	Department of Transportation (Not Approp)	\$802,833	\$738,870	4	(\$63,963)	-8%	Not Appropriated
IHA	Department of Human Services	\$1,924,719	\$2,021,498	5	\$96,779	5%	
JAA	Judicial	\$272,033	\$595,783	6	\$323,750	119%	
KAA	Department of Labor & Employment	\$110,265	\$96,655		(\$13,610)	-12%	
LAA	Department of Law	\$0	\$0		\$0		
MAA	General Assembly	\$0	\$0		\$0		
NAA	Department of Local Affairs	\$45,810	\$29,492		(\$16,318)	-36%	
OAA	Department of Military Affairs	\$0	\$0		\$0		
PAA	Department of Natural Resources	\$868,911	\$780,952		(\$87,959)	-10%	
RAA	Department of Public Safety	\$1,275,157	\$926,157		(\$349,000)	-27%	
SAA	Department of Regulatory Agencies	\$3,239	\$2,417		(\$822)	-25%	
TAA	Department of Revenue	\$1,398,096	\$1,204,906	7	(\$193,190)	-14%	
UHA	Department of Health Care Policy & Finance	\$0	\$0		\$0		
VAA	Secretary of State	\$71,724	\$53,524		(\$18,200)	-25%	
WAA	Department of Treasury	\$0	\$0		\$0		_
STATE	TOTAL BILLING ALL STATE AGENCIES	\$8,840,358	\$7,699,042		(\$1,141,316)	-13%	-
TOTAL BIL	LING ALL STATE AGENCIES (appropriated)	\$8,037,525	\$6,960,173		(\$1,077,352)	-13%	-

Note: This table indicates the estimated net increase (decrease) for MNT by Department FY06 vs. FY05

- Note 1 Costs reduced by migration to OC-12 & elimination of OC-3
- Note 2 Costs reduced through circuit aggretgation
- Note 3 OIT circuit expense to Broomfield campus eliminated
- Note 4 CDOT is not appropriated for reference only
- Note 5 Includes \$360,00 circuit expense of moving CDHS billing to DoIT this will be included in a FY05 Supplemental Request
- Note 6 Includes 28 new Judicial T-1's (previously were direct bill 64k circuits)
- Note 7 Includes 12 months of lottery terminals @\$8,694.75 per month (\$104,337) this will be included in a FY05 Supplemental Request

## Attachment B

The following is a summary of Attachment B to the MNT FY 2005-06 Base Reduction Item

- Attachment 1 to the Master Service Agreement is the main original MNT contract between US West and the State for the MNT network, approved by the State Controller on June 23, 2000, and covered a period of five years.
- Amendment #1, dated July 3, 2000 essentially reflected the change from US West to Qwest based upon the merger of the two corporations.
- A Bilateral Change Order Letter to Attachment #1, dated April 1, 2003, added a new exhibit regarding the ANAP fees and Edge sites. Essentially this made modifications to the tariff and redefined where the backhaul would occur on the network. This change was technical in nature. This change order also instituted a change in the billing and payment structure between the State and Qwest partners (subcontracting telcos) involved in the deal, to make direct payment from the State to the partners.
- Contract Amendment #2, dated August 1, 2003 the State exercised the right to extend attachment #1 (The MNT contract) as per provisions in the original contract. The State exercised all the five option years at once, extending the contract until June 30, 2010. This amendment also added an Exhibit D, which clearly identified all ANAP fees, including those due to Qwest and non-Qwest entities, on a monthly and annual schedule. The amendment indicated that the total contract value (maximum) for all ANAP charges through June 30, 2010 is \$9,050,471.10. Specifically, however, Exhibit D reflected a table that clearly identified that no ANAP fees would be due for non-Qwest ANAP's after June 30, 2005. This provision is reflected within the FY 2005-06 Base Reduction Item request and reduces total ANAP charges projected for FY 2005-06 to \$365,004 from the \$1,936,724 reflected in FY 04-05 common policy figure setting, a reduction of \$1,571,720.

CO AMA OCCHY

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## **ATTACHMENT 1**

## TO THE MASTER SERVICES AGREEMENT BETWEEN THE STATE OF COLORADO AND U S WEST COMMUNICATIONS, INC.

This Attachment 1 to the Master Services Agreement between The State of Colorado and U S WEST Communications, Inc. ("Agreement") is hereby attached and made a part of the Agreement. This Attachment 1 is subject to the terms and conditions of the Agreement. In the event of a conflict between the terms and conditions of this Attachment 1 and the terms and conditions of the Agreement, this Attachment 1 shall govern for the purposes of this Attachment only.

## MNT SERVICES

## 1. SCOPE.

- 1.1 Subject to the terms and conditions set forth in the Master Service Agreement and this Attachment 1 ("Attachment"), U S WEST shall engineer, provide, deliver, test and provide network configuration documentation regarding the State's Multi-Use Network, "MNT" to provide the telecommunications backbone network for the State and interfaces with the State "Edge/End Sites" in accordance with the schedule proposed in U S WEST's February 4, 2000 proposal, March 24, 2000 best and final offer, and RFP#TK-00011-00, which are incorporated by this reference, ("Services").
- The MNT shall provide an Asynchronous Transfer Mode (ATM) backbone infrastructure to connect 70 Service points or ANAP's throughout the entire state. This will be a public network on which the State shall be the anchor tenant. The completed MNT will be an outsourced, monitored and managed statewide network infrastructure, which may accommodate data, video, image and voice.
- U.S.WEST shall provide the State with ATM Service ("ATM CRS") to all State defined Edge Sites as required in Attachment 5.4 of the RFP or as otherwise agreed to by the parties. Additional ATM CRS-based "Edge/End Sites" will be connected to the statewide network on an individual case basis, at the rates proposed in the RFP catalog pricing section. In accordance with the RFP, State sites connected to the MNT, ATM CRS network cloud within a 15 miles radius of the ANAP will not pay backhaul mileage charges.
- 1.4 U S WEST will provide the ATM CRS in accordance with U S WEST's Federal Communications Commission ("F.C.C.") Access Tariff No. 5. In the event of a conflict between the terms and conditions of this Attachment and the Tariff, the prevailing Tariff will govern.
- 1.5 The parties agree to review pricing at the end of the State's fiscal year, or as requested by the State, not to exceed two (2) times per year, for the duration of the term of the Attachment.
- 2. CONVERSION PLAN. All existing ATM and Frame Relay Service with Interworking over ATM, relevant to MNT and under contract between U S WEST and the State, shall be re-established on the MNT network at no additional cost or penalty to the State. Both parties shall establish an implementation plan for all existing circuits to create optimum traffic on the network as each ANAP becomes operational. U S WEST agrees to waive termination liability charges on services that are converted to the MNT network, under this Attachment. Tariff pricing shall be used for converting all other existing service to ATM CRS service under this Attachment.
- 3. TERM. This Attachment becomes effective subject to availability of funds, upon approval by the State Controller ("Effective Date"), or designee, and shall continue for five (5) years from the Effective Date, subject to termination as provided in the Agreement and availability of funds for payments due in subsequent fiscal years.

- 4. OPTIONS. The State may require continued performance for a period of five (5) subsequent years in one (1) year increments of renewal ("Option") of the Services within the limits and at the rates specified within this Attachment. The State may exercise the Option by providing ninety (90) days written notice to U S WEST deposited in the U.S. Mail before the end of the term of the Attachment using a form substantially equivalent to Exhibit A attached and incorporated herein. The total duration of this Attachment, including the exercise of any Option(s) under this clause, shall not exceed ten (10) years from the Effective Date. Financial obligations of the State payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.
- 5. CHARGES AND BILLING. US WEST shall provide the State with monthly detailed billing in a mutually agreed upon electronic format so the information may be sorted and extracted. US WEST shall present an integrated bill that includes the participating service providers for the MNT project. The electronic invoice shall interface with the ordering system, and accurately reflect the dates and charges that Service was transferred to the MNT electronic invoice billing. The existing final invoices for Services transferred shall reflect the corresponding dates and charges through the cutover date of the Service. Other electronic billings shall be proposed pursuant to the Change Order process stated in Section 1.2 of the Agreement.
- 6. MNT NETWORK IMPLEMENTATION PHASE TIMETABLE. The MNT Network shall be installed in three (3), one (1) year time periods. The dates for the time periods are:

Year one: Effective Date to June 30, 2001
Year two: July 1, 2001 to June 30, 2002
Year three: July 1, 2002 to June 30, 2003

## RESPONSIBILITIES OF U S WEST.

## 7.1 Schedule.

U S WEST shall develop and submit a Deployment Schedule ("Schedule") to the State that will incorporate all required areas of coverage, as specified in the RFP including: the implementation phase timetable, the Deliverable Implementation Schedule, **Exhibit B** attached and incorporated herein, a detailed project timetable, and network configurations as related to the State's private network. U S WEST shall also submit a final Schedule and MNT network configuration to the State for approval prior to phase work being initiated. Changes to the Schedule may be subject to change based upon agreement by the joint US WEST and State MNT Project Teams.

## 7.2 MNT System Design and Performance Responsibility.

U S WEST shall have responsibility for performance of the entire MNT, including but not limited to the system design, implementation in accordance with the proposed Schedule, and daily operational performance of the MNT. Acceptance shall be based upon requirements in the RFP, and the system acceptance plan developed by U S WEST and approved by the State, as required by Section 4.8.1.5 of the RFP.

U S WEST shall deliver the Service to its proper location at the cost proposed to the State.

U S WEST shall maintain and support the Service at no additional cost, for the full term of the Agreement and this Attachment, and any Option periods exercised by the State.

U S WEST has provided the State with MNT Points for Clarification, attached and incorporated herein as **Exhibit C**.

7.3 U S WEST shall propose to the State in writing any System Upgrades, revisions, updates or technology improvements ("Enhancements") that may be offered within thirty (30) days of the offer

or release to the general public, throughout the remaining term of the Agreement and this Attachment. The State may accept such Enhancements, if desired, by the Change Order process specified in Section 1.2 in the Agreement.

- 7.4 The Parties agree to meet semi-annually, or more frequently, to discuss and review the State's network and the possible deployment and implementation of any new technologies and standards.
- 7.5 The Parties agree to meet on a semi-annual basis to discuss the Service and any associated Service Level Agreements.
- 7.6 U S WEST warrants that response times for Service outages will be governed by the terms specified in the RFP or as otherwise agreed upon by the parties.

## 8. ORDERS/WEB-BASED ORDERING SYSTEM

The State may submit orders for Service by accessing the Web-based ordering system provided by U S WEST for the State. The ordering system shall be accessible to State authorized representatives.

## 9. PERFORMANCE IMPORTANCE

The parties agree that time is of the essence for implementation of the Schedule. Subject to extensions of time pursuant to Force Majeure (Article 18 of the Agreement) or for reasons attributable to the fault of the State or other third parties, U S WEST will complete the Service implementation for the ANAP's by the dates specified in U S WEST's proposal. The parties shall implement a Conversion Plan for existing circuits to be re-established to the MNT network in concert with ANAP conversion. Failure to complete the milestones by the dates specified in the ANAP Deployment Schedule shall be grounds for termination for default, liquidated damages, and any other remedies available to the State.

## 10. LIMITATION OF LIABILITY

Notwithstanding any other provision of this Attachment to the contrary, including, without limitation, Special Provision 4, Indemnification, the express remedies provided within this Attachment are the State's sole remedies for breach of any and all warranties and for U S WEST's liability arising from the products or Services provided hereunder. In no event shall U S WEST's contractual liability to the State for damages of any nature include incidental, indirect, special, or consequential damages of any kind including but not limited to any loss of use, loss of business, or loss of profit. This limitation of liability provision, and any other limitation or exclusion of damages in this Attachment do not limit or exclude U S WEST's liability which directly arises from Article 12, Patent and Copyright Indemnification in the Agreement or for death or bodily injury or damage to tangible property arising out of performance of this Attachment and directly caused by U S WEST, its employees, agents, or subcontractors. Remedies under this Attachment are exclusive and limited to those expressly described in this Attachment

Each party shall be responsible for any actual physical damages it directly causes in the course of its performance under this Attachment, limited to damages resulting from personal injuries, death, or property damage arising from negligent acts or omissions. Each party shall self-insure its own property and shall be responsible for any damages caused by either party to such property.

Notwithstanding any other provisions of this Attachment, no term or condition of this Attachment shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection or other provisions of the Colorado Governmental Immunity Act, Section 24-101 et seq, C.R.S., as now or hereafter amended.

Excluding liquidated damages as provided in Article 11, in no event shall U S WEST's contractual liability to the State for damages of any nature include incidental, indirect, special or consequential damages of any kind including but not limited to any loss of use, loss of business, or loss of profit or

exceed, in amount, a sum equivalent to the applicable credit for interruptions to Service under this Attachment, as it may be amended from time to time.

## 11. LIQUIDATED DAMAGES

- 11.1 If U S WEST is given notice of delay or nonperformance and fails to cure pursuant to Article 19.a. of the Agreement, in addition to any other damages that are applicable, U S WEST shall be liable for \$205.00 per ANAP per calendar day from 45 days from receipt of notice, until either the State reasonably obtains similar Services if U S WEST is terminated for default, or until U S WEST provides the Services if U S WEST is not terminated for default. The State shall make every reasonable effort to mitigate its damages. To the extent that U S WEST's delay or nonperformance is excused due to Force Majeure (Article 18 of the Agreement), the fault of the State or other third party, liquidated damages shall not be due the State. The parties agree that the damages from breach of the Agreement are difficult to prove or estimate, and the amount of liquidated damages specified herein represents a reasonable estimation of damages that will be suffered by the State from late performance, including costs of additional inspection and oversight, lost opportunity for additional efficiencies that would have attended on-time completion of performance. Liquidated damages assessed shall reduce the then current invoice amount to be paid. Assessment of liquidated damages shall not be exclusive of or in any way limit remedies available to the State at law or equity for U S WEST breach. Liquidated damages paid to the State by U S WEST shall not exceed \$3,067,825 per year.
- 11.2 U S WEST shall not pay liquidated damages to the State for delays or nonperformance when such occurrences are due to U S WEST and/or their subcontractor's inability to obtain right of way permits.

## 12. Indefinite Delivery / Indefinite Quantity Attachment

A) This is an indefinite delivery, indefinite quantity agreement. The quantities and Services specified by the State provided End Site/Edge Site Schedule are estimates only and do not form a binding commitment on the part of the State. As the "minimum", this Attachment addresses the 70 ANAP sites as defined in Section 4.5.4 of the RFP. The State shall order at least the quantity of Services designated in the Schedule, as the minimum. U S WEST shall furnish to the State, when and if ordered, the Services specified in the Schedule up to and including the quantity designated in the Schedule as the "maximum". Delivery or performance shall be made only as issued in accordance with the directions issued by the MNT Program Office.

## B) Additional pricing discounts

Both parties will execute separate Attachments for ATM and Frame Relay service. The Attachments will be incorporated into this Agreement. The Attachments will detail rates for telecommunications services that will be applied monthly based on overall volume of service or equipment ordered by the State, minimum quantities of service or equipment orders, or any combination. The ANAP access charge will be reviewed for reduction and/or elimination on an annual basis beginning at the end of the fourth year and every year thereafter., following Agreement execution.

U.S. WEST shall provide web-based network performance reports detailing the network availability for each of the network ANAP's and Edge/End Sites that subscribe to Managed Data Services ("MDS"), on a monthly basis. Information in these reports include, but are not limited to network volume and performance, situations to watch, device reports and overall health of the network. These Performance Management Reports will provide the State a useful tool for detecting error conditions before they occur and for tracking SLA's. The preparation of reports in a timely manner shall be the responsibility of U.S. WEST and failure to comply may result in withholding or elimination of payment of funds and/or termination of the Agreement. ANAP's not meeting the required performance standards, specified in the RFP, shall be subject to the charges detailed in Article 11, Liquidated Damages, and or any other remedies available to the State.

- Payment for Services will not be made until acceptance is made per the agreed upon ANAP acceptance criteria and in accordance with Articles 6 and 7 of the Agreement. ANAP charges shall commence following ANAP acceptance, and the installation and operation of at least one Edge/End Site to the State ANAP or the ANAP charge shall commence 30 days after an ANAP has been ready for service for which the State does not have any pending service orders.
- Risk of loss. Unless otherwise provided in the order, U S WEST assumes the risk of, and shall be responsible for, any loss or destruction of, or damage to, government-furnished property or facilities upon its delivery or use by U S WEST. However, U S WEST is not responsible for reasonable wear and tear to property of the ordering entity or for government-furnished property properly consumed in performing the order.
- 13. Any changes or amendments to this Attachment must first be approved by U S WEST and the State's MNT Project Manager.

## 14. REPRESENTATIVES AND NOTICES.

For the purpose of this Agreement, the individuals identified below are hereby designated representatives of the respective parties. Either party may from time to time designate in writing new or substitute representatives:

State of Colorado

Attn: Project Director for MNT

690 Kipling

Lakewood, CO 80215

U S WEST

Attn: State of Colorado Strategic Account Manager

1801 California, Room 1800

Denver, CO 80202

<u>Authority</u>. With respect to the representative for the State, such individual shall have the authority to inspect and reject Services, approve invoices for payment, and otherwise act for the State, except with respect to the execution of formal amendments to or termination of this Agreement.

<u>Notices</u>. All notices required to be given by the parties hereunder shall be hand delivered or sent by U.S. mail to the individuals at the addresses set forth below. Either party may from time to time designate in writing substitute addresses or persons to whom such notices shall be sent.

State of Colorado

Attn: MNT Contract Manager

690 Kipling

Lakewood, CO 80215

U S WEST

Attn: State of Colorado Strategic Account Manager

1801 California, Room 1800

Denver, CO 80202

15.COLORADO SPECIAL PROVISIONS. The following State Special Provisions are hereby incorporated and become a part of this Attachment.

### SPECIAL PROVISIONS

#### CONTROLLER'S APPROVAL

1. This Attachment shall not be deemed valid until it shall have been approved by the Controller of the State of Colorado or such assistant as he may designate. This provision is applicable to any Attachment involving the payment of money by the State.

### FUND AVAILABILITY

2. Financial obligations of the State of Colorado payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

#### **BOND REQUIREMENT**

3. If this Attachment involves the payment of more than fifty thousand dollars for the construction, erection, repair, maintenance, or improvement of any building, road, bridge, viaduct, tunnel, excavation or other public work for this State, U S WEST shall, before entering upon the performance of any such work included in this Attachment, duly execute and deliver to the State official who will sign the Attachment, a good and sufficient bond or other acceptable surety to be approved by said official in a penal sum not less than one-half of the total amount payable by the terms of this Attachment. Such bond shall be duly executed by a qualified corporate surety conditioned upon the faithful performance of the Attachment and in addition, shall provide that if U S WEST or its subcontractor fail to duly pay for any labor, materials, team hire, sustenance, provisions, provendor or other supplies used or consumed by U S WEST or its subcontractor in performance of the work contracted to be done or fails to pay any person who supplies rental machinery, tools, or equipment in the prosecution of the work the surety will pay the same in an amount not exceeding the sum specified in the bond, together with interest at the rate of eight per cent per annum. Unless such bond is executed, delivered and filed, no claim in favor of U S WEST arising under such contract shall be audited, allowed or paid. A certified or cashier's check or a bank money order payable to the Treasurer of the State of Colorado may be accepted in the lieu of a bond. This provision is in compliance with CRS 38-26-106.

## INDEMNIFICATION

4. To the extent authorized by law, U S WEST shall indemnify, save, and hold harmless the State, its employees and agents, against any and all claims, damages, liability and court awards including costs, expenses, and attorney fees incurred as a result of any act or omission by U S WEST, or its employees, agents, subcontractors, or assignees pursuant to the terms of this Attachment.

## DISCRIMINATION AND AFFIRMATIVE ACTION

5. U S WEST agrees to comply with the letter and spirit of the Colorado Antidiscrimination Act of 1957, as amended, and other applicable law respecting discrimination and unfair employment practices (CRS 24-34-402), and as required by Executive Order, Equal Opportunity and Affirmative Action, dated April 16, 1975. Pursuant thereto, the following provisions shall be contained in all State contracts or sub-contracts.

During the performance of this Attachment, U S WEST agrees as follows:

- (a) U S WEST will not discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, marital status, religion, ancestry, mental or physical handicap, or age. U S WEST will take affirmative action to insure that applicants are employed, and that employees are treated during employment, without regard to the above mentioned characteristics. Such action shall include, but not be limited to the following: employment upgrading, demotion, or transfer, recruitment or recruitment advertisings; lay-offs or terminations; rates of pay or other forms of compensation; and selection for training, including apprenticeship. U S WEST agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth provisions of this non-discrimination clause.
- (b) U S WEST will, in all solicitations or advertisements for employees placed by or on behalf of U S WEST, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, national origin, sex, marital status, religion, ancestry, mental or physical handicap, or age.
- (c) U S WEST will send to each labor union or representative of workers with which he has a collective bargaining Attachment or other contract or understanding, notice to be provided by the contracting officer, advising the labor union or workers' representative of U S WEST's commitment under the Executive Order, Equal Opportunity and Affirmative Action, dated April 16, 1975, and of the rules, regulations, and relevant Orders of the Governor.

- (d) U S WEST and labor unions will furnish all information and reports required by Executive Order, Equal Opportunity and Affirmative Action, dated April 16, 1975, and by the rules, regulations and Orders of the Governor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the office of the Governor or his designee for purposes of investigation to ascertain compliance with such rules, regulations and orders.
- (e) A labor organization will not exclude any individual otherwise qualified from full membership rights in such labor organization, or expel any such individual from membership in such labor organization or discriminate against any of its members in the full enjoyment of work opportunity because of race, creed, color, sex, national origin, or ancestry.
- (f) A labor organization, or the employees or members thereof will not aid, abet, incite, compel or coerce the doing of any act defined in this Attachment to be discriminatory or obstruct or prevent any person from complying with the provisions of this Attachment or any order issued thereunder; or attempt, either directly or indirectly, to commit any act defined in this Attachment to be discriminatory.
- g) In the event of U S WEST's non-compliance with the non-discrimination clauses of this Attachment or with any of such rules, regulations, or orders, this Attachment may be canceled, terminated or suspended in whole or in part and U S WEST may be declared ineligible for further State contracts in accordance with procedures, authorized in Executive Order, Equal Opportunity and Affirmative Action of April 16, 1975 and the rules, regulations and orders promulgated in accordance therewith, and such other sanctions as may be imposed and remedies as may be invoked as provided in Executive Order, Equal Opportunity and Affirmative Action of April 16, 1975, or by rules, regulations, or orders promulgated in accordance therewith, or as otherwise provided by law.
- (h) U S WEST will include the provisions of paragraphs (a) through (h) in every sub-contract and subcontractor purchase order unless exempted by rules, regulations, or orders issued pursuant to Executive Order, Equal Opportunity and Affirmative Action of April 16, 1975, so that such provisions will be binding upon each subcontractor or vendor. U S WEST will take such action with respect to any subcontracting or purchase order as the contracting agency may direct, as a means of enforcing such provisions, including sanctions for non-compliance; provided, however, that in the event U S WEST becomes involved in, or is threatened with, litigation, with the subcontractor or vendor as a result of such direction by the contracting agency, U S WEST may request the State of Colorado to enter into such litigation to protect the interest of the State of Colorado.

## **COLORADO LABOR PREFERENCE**

- 6a. Provisions of CRS 8-17-101 & 102 for preference of Colorado labor are applicable to this Attachment if public works within the State are undertaken hereunder and are financed in whole or in part by State funds.
- 6b. When a construction contract for a public project is to be awarded to a bidder, a resident bidder shall be allowed a preference against a non-resident bidder from a state or foreign country equal to the preference given or required by the state or foreign country in which the non-resident bidder is a resident. If it is determined by the officer responsible for awarding the bid that compliance with this subsection .06 may cause denial of federal funds which would otherwise be available or would otherwise be inconsistent with requirements of Federal law, this subsection shall be suspended, but only to the extent necessary to prevent denial of the moneys or to eliminate the inconsistency with Federal requirements (CRS 8-19-101 and 102).

## **GENERAL**

7. The laws of the State of Colorado and rules and regulations issued pursuant thereto shall be applied in the interpretation, execution, and enforcement of this Attachment. Any provision of this Attachment whether or not incorporated herein by reference which provides for arbitration by any extra-judicial body or person or which is otherwise in conflict with said laws, rules, and regulations shall be considered null and void. Nothing contained in any provision incorporated herein by reference which purports to negate this or

any other special provision in whole or in part shall be valid or enforceable or available in any action at law whether by way of complaint, defense, or otherwise. Any provision rendered null and void by the operation of this provision will not invalidate the remainder of this Attachment to the extent that the Attachment is capable of execution.

- 8. At all times during the performance of this Attachment, U S WEST shall strictly adhere to all applicable federal and state laws, rules, and regulations that have been or may hereafter be established.
- 9. Pursuant to CRS 24-30-202.4 (as amended), the state controller may withhold debts owed to state agencies under the vendor offset intercept system for: (a) unpaid child support debt or child support arrearages; (b) unpaid balance of tax, accrued interest, or other charges specified in Article 22, Title 39, CRS; (c) unpaid loans due to the student loan division of the department of higher education; (d) owed amounts required to be paid to the unemployment compensation fund; and (e) other unpaid debts owing to the state or any agency thereof, the amount of which is found to be owing as a result of final agency determination or reduced to judgment as certified by the controller.
- 10. The signatories aver that they are familiar with CRS 18-8301, et. seq., (Bribery and Corrupt Influences) and CRS 18-8-401, et. seq., (Abuse of Public Office), and that no violation of such provision is present.
- 11. The signatories aver that to their knowledge, no state employee has any personal or beneficial interest whatsoever in the service or property described herein:

IN WITNESS WHEREOF, the parties hereto have executed this Attachment on the day first above written.

Solomon D. Trujillo  Position (Title) CEO  84-027-3800  Federal I.D. Number: If Corporation Attest (Seal)  By Let M. Kejar  Corporate Secretary, or Equivalent, Town/City/County Clerk	STATE OF COLORADO  BILL OWENS, GOVERNOR  EXECUTIVE DIRECTOR  DEPARTMENT OF January
APPROVALS: ATTORNEY GENERAL	ARTHUR L. BARNHART STATE CONTROLLER
By tol roll foff	By infrohme anderson

## Exhibit A

## Sample Option Exercise Letter

Date:	
TO: [U S WEST] [Address]	
SUBJ: Option Exercise Letter	
Colorado, General Support Services.	of contract routing number, FAA ADA, between State of Telecommunication Services and U S WEST covering the period of the State hereby exercises the option for Year the in the Agreement.
amended Open Exercise Letter must Letter shall constitute notice to conti payable by the State for this Phase	final approved changes the State's financial obligation hereunder, and be executed. Upon proper execution, the amended Option Exercise nue "MNT" system service for the next year. The maximum amount is \$ This Option Exercise Letter shall not be deed by the State Controller or such assistant as he may designate.
State of Colorado: BILL OWENS, GOVERNOR	
For the Executive Director Colorado Department of Personnel	
Title	
APPROVALS:	FOR THE STATE CONTROLLER
Ву:	By: State Controller or Designee
For Division	State Controller or Designee

## **Exhibit B**

## **Deliverable Implementation Schedule**

(see attached 3-page spreadsheet)

# Exhibit B Deliverable Implementation Schedule

ANAP/SANAP SITES COUNTY	LOCATION	PHASE 1	PHASE 2	PHASE 3
COCIVII	LOCATION	In ServiceDate	In Service Date	In Service Dat
1 ADAMS	Brighton	9/1/00	In Service Dute	In service Dai
2 ALAMOSA	Alamosa	9/1/00		4/30/03
3 ARAPAHOE	Littleton	9/1/00		4/30/03
4 ARCHULETA	Pagosa Springs	7/1/00	4/30/02	
5 BACA	Springfield	1/1/01	4/30/02	
6 BENT	Las Animas	1/1/01		
7 BOULDER	Boulder	9/1/00	ļ	
8 BROOMFIELD	Broomfield (2002)	9/1/00		4/30/03
9 CHAFFEE	Salida			4/30/03
10	Buena Vista			4/30/03
11 CHEYENNE	Cheyenne Wells		4/30/02	4/30/03
12 CLEAR CREEK	Georgetown	2/15/01	4/30/02	
13 CONEJOS	Conejos	2/13/01	4/30/02	
14 COSTILLA	San Luis		4/30/02	
15 CROWLEY	Ordway	12/1/00	4/30/02	
16 CUSTER	Westcliffe	2/15/01	<b> </b>	
17 DELTA	Delta	12/15/00		
18 DENVER	1525 Sherman St.	11/13/00		
19 19	4201 E. Arkansas	10/30/00		
20	CU Denver	11/20/00		
21 DOLORES	Dove Creek	11/20/00	4/30/02	
22 DOUGLAS	Castle Rock	1/15/01	4/30/02	
23 EAGLE	Eagle Fack	2/1/01		
24 EL PASO	Colorado Springs	9/1/00		
25 ELBERT	Kiowa	4/16/01		
6 FREMONT		1/15/01	<u> </u>	
7 GARFIELD	Cañon City	11/1/00		
8	Glenwood Springs Rifle			
9 GILPIN	Central City	3/15/01	<u> </u>	
0 GRAND		12/15/00	4/30/02	
1 GUNNISON	Hot Sulphur Springs Gunnnison	4/16/01	4/30/02	
2 HINSDALE		4/16/01		4/20/02
3 HUERFANO	Lake City	2/15/01		4/30/03
4 JACKSON	Walden	2/13/01		4/20/02
5 JEFFERSON	Walden	0/1/00		4/30/03
5 SEFFERSON	Golden	9/1/00		
KIOWA	690 Kipling	11/20/00	4/20/02	
KIT CARSON	Eads		4/30/02	
P LA PLATA	Burlington	E/1 E/01	4/30/02	
DLAKE	Durango	5/15/01	10000	in the Astronomius and the Astronomius as the Astro
LARIMER	Leadville	\$ 14 K2 4	4/30/02	
LAS ANIMAS	Ft. Collins	1/1/01	18000	
LINCOLN	Trinidad		4/30/02	
LINCOLN	Hugo		4/30/02	
The second secon	Limon	A 18 P 10 4	4/30/02	
LOGAN	Sterling	3/15/01		
MESA	Grand Junction	11/17/00		
MINERAL	Creede			4/30/03
MOFFAT	Craig		4/30/02	
MONTEZUMA	Cortez	4/30/01		
MONTROSE	Montrose	10/2/00		

# Exhibit B Deliverable Implementation Schedule

ANAP/SANAP SITES COUNTY	LOCATION	PHASE 1	PHASE 2	PHASE 3
COCIVII	LOCATION	In ServiceDate	In Service Date	In Service Date
51 MORGAN	Ft. Morgan	12/1/00	In Service Date	In Service Date
52 OTERO	La Junta	12/1/00		
53 OURAY	Ouray		4/30/02	
54 PARK	Fairplay			4/30/03
55 PHILLIPS	Holyoke	11/15/00		
56 PITKIN	Aspen	11/15/00		
57 PROWERS	Lamar	1/15/01		
58 PUEBLO	Pueblo, 902 Erie	11/1/00		
59 RIO BLANCO	Meeker		4/30/02	
60 RIO GRANDE	Del Norte		4/30/02	
61 ROUTT	Steamboat Springs		4/30/02	· · · · · · · · · · · · · · · · · · ·
62 SAGUACHE	Saguache			4/30/03
63 SAN JUAN	Silverton			4/30/03
64 SAN MIGUEL	Telluride		4/30/02	
65 SEDGWICK	Julesburg	4/30/01		
66 SUMMIT	Breckenridge	2/1/01		
67 TELLER	Cripple Creek		4/30/02	
68 WASHINGTON	Akron	12/15/00		
69 WELD	Greeley	9/1/00		
70 YUMA	Wray	12/15/00		
Total ANAP per pha	se	41	19	10

# Exhibit B Deliverable Implementation Schedule

## State Edge Sites

Site	Customer	Customer Address	ANAP City	BW	Contract Date	Phase
1	Adams State College	208 Edgemont Blvd	Alamosa -	10Mb	4/30/03	3
2	CU - Boulder	1045 18th St.	Boulder -	10Mb	10/1/00	1
3	Correctional Facility	13125 US Hwy 24 8	& Buena Vista 🚙	10Mb	4/30/03	3
4	East Canon Complex	East Canon Complex	Canon City	20Mb	2/15/01	1
5	Dept of Corrections	2862 S. Circle Dr.	Colorado Springs	10Mb	10/1/00	1
6	CU- Colo Springs	1420 Austin Bluffs P	k Colorado Springs	10Mb	10/1/00	1
7	State Dispatch Center	785 Russel St.	Craig -	10Mb	4/30/02	2
8	Correctional Facility	12751 Highway 96,	L Crowley -	10 Mb	1/1/01	1
9	Correctional Facility	5th & Palmer	Delta ******	10Mb	4/30/02	2
10	Division of Wildlife	6060 Broadway	Denver	20Mb	11/15/00	1
11	Correctional Facility	10900 Old Smith Rd	Denver -	10Mb	11/15/00	1
12	UCHSC	4200 É 9	Denver 📂	60Mb	11/15/00	1
13	Dept of Labor & Empl	1515 Arapahoe St.	Denver.	20Mb	11/15/00	1
14	Dept of Transportation	4201 E. Arkansas	Denver	60Mb	11/15/00	1
	State Services Bldg	1525 Sherman St.	Denver -	75MB	11/23/00	1
	CU-Denver	1200 Larimer	Denver 🐃	75Mb	11/30/00	1
17	State Data Center	690 Kipling	Denver -	100Mb	11/30/00	1
18	Fort Lewis College	100 Rim Dr.	Durango 🛩	40Mb	6/15/01	1
	DDN/CSU	105 W. Pitkin	Ft. Collins 🛩	10Mb	2/1/01	1
20	DDN Node	202 Centennial	Glenwood Springs	10Mb	12/1/00	1
21	State Office Building	222 S. 6th	Grand Junction	45Mb	12/17/00	1
	UNC	1800 8th Ave	Greeley -	10Mb	10/1/00	1
23	Western State College	600 N. Adams	Gunnison 🛩	10Mb	4/30/01	1
	Correctional facility	Hwy 71 South	Limon -	10Mb	4/30/02	2
-	State Hospital/Correctio	1410-We18th	Pueblo -	10Mb	11/15/00	1
	DDN Node (ATM Switch		Pueblo -	15Mb	11/15/00	1

## Exhibit C

## **MNT Points for Clarification**

- 1. For purposes of identifying a State network inventory, U S WEST shall provide Network Maps software to the State of Colorado MNT project team, which may be installed on a maximum of two (2) user PC's. U S WEST shall install the software and provide user training following receipt of a signed nondisclosure agreement. The Network Maps software will assist the State in identifying State user sites and services currently installed.
- 2. The price to convert existing point-to-point service onto the MNT, ATM CRS network shall be at Tariff prices as presented in the U S WEST RFP response.
- 3. U S WEST shall notify the designated State MNT operations contact of any planned maintenance windows, which will be Service impacting, 10 business days in advance of the maintenance window. Occasionally, upgrades or changes may need to be done in a shorter timeframe in order to correct identified problems. Formal U S WEST processes relative to the implementation and notification processes are in development and shall be provided to the State at a later date.
- 4. Cell Delay Variation (CDV) settings in the U S WEST ATM network are generally chosen based upon the class-of-service. The State should expect to pay more for low latency service. Peak Cell (CBR) vs. Sustained Cell (VBR) CDV parameters were detailed in the Tech Publication included in the RFP response. U S WEST offers CDV settings up to 150 ms in our ATM network offerings. U S WEST will work with the State to come to an agreeable solution in this regard.
- 5. U S WEST has determined that UNI-4.0 would not be made available until after SVC's are offered. SVC's are targeted as a product offering in the 3<sup>rd</sup> Quarter of 2001.
- 6. To clarify RFP item, 4.3.2.18, U S WEST intends to offer Inverse Multiplexing over ATM (IMA) in the 3<sup>rd</sup> Quarter of 2001.
- 7. To clarify RFP item(s) 4.3.2.22 & 4.3.2.23, U S WEST plans to provide the ATM features as follows:
  - 4.3.2.22 ATM SS7 Interworking- A timeframe for this service has not yet been determined. 4.3.2.23 - IMA - Customer available 3<sup>rd</sup> Quarter 2001
    - IMA Customer available 3<sup>rd</sup> Quarter 2001
       OC-12 UNI Customer available 4<sup>th</sup> Quarter 2000
      - CES Customer available 2<sup>nd</sup> Quarter 2001
      - Comprehensive SLA's have no specific timeframe established at this time.
      - Development work is being done for consideration as a product offering.
      - MPLS Limited deployment in 3<sup>rd</sup> Quarter 2000
      - ABR Customer available 4<sup>th</sup> Quarter 2000
- 8. USW's ATM network incorporates standards-based ATM switches that are compatible with other standards-based ATM switches. Cisco BPX 8600 ATM Switch Product Information and the U S WEST ATM Technical Publication have information regarding our support of ATM Forum Standards. The State may refer to the specific switch specifications from Cisco and the ATM Technical Publication (included in the RFP Response) for additional standards information. The U S WEST account team will arrange a meeting with the State MNT technical team and the U S WEST ATM engineering team as well as Cisco to discuss specific standards concerns.
- 9. U S WEST proposed the following process for the conversion of Edge/End Sites:
  - U S WEST shall assist the State in performing an inventory of existing services deployed by ANAP.

- Once the inventory is completed, U S WEST shall assist the State in determining if the Service to a location still makes sense or if the location would be better served by a newer technology.
- Approximately 90 days prior to an ANAP being turned up, orders shall be submitted to U S WEST, by the State, and due dates will be assigned in relation to the ANAP turn up date proposed in the MNT Project Plan.
- Once orders are in U S WEST's systems, the conversion process shall be turned over to the associated Project Manager for tracking and problem resolution.
- 10. U S WEST is willing to consider a short-term request for additional bandwidth for specific State applications, on a case-by-case basis.
- 11. To clarify U S WEST's response to RFP item, 4.7.1.2, the relationship between SNMP (Simple Network Management Protocol) and MIB's (Management Information Base) is as follows: SNMP is the protocol for managing nodes on the network and is used to communicate with the network hardware. MIB's are the set of parameters an SNMP management station can query or set in the SNMP agent of a networked device (e.g. router).
- 12. U S WEST cannot allow the State to monitor its public ATM switches with the State's network management platform. However, via U S WEST's MDS, the State will be able to monitor its network status.
- 13. U S WEST ATM CRS product management will meet with the State to discuss the MNT SLA objectives. The Defined SLAs shall be agreed upon prior to acceptance of the first ANAP.
- 14. U S WEST and the State MNT Project Team agree to meet regularly, not less than bi-weekly, for the term of the implementation of the MNT.

01- AMA-00024 (1et 00-AMA00044)

# AMENDMENT 1 TO ATTACHMENT 1 TO THE MASTER SERVICES AGREEMENT BETWEEN THE STATE OF COLORADO AND U S WEST COMMUNICATIONS, INC.

This Amendment 1 is entered into between the **State of Colorado**, acting by and through the Department of Personnel, General Support Services, Colorado Government Technology Services, Telecommunications Services (the "State") and **Qwest Corporation**, formerly known as U S WEST Communications, Inc. ("Qwest"). The State and Qwest may hereafter be referred to individually as the "Party" or together as the "Parties." This Amendment is made to Attachment 1 to the Master Services Agreement between the State of Colorado and U S WEST Communications, Inc., executed by the State on **July 3**, **2000** ("Attachment 1"). The purpose of this Amendment is provide for the purchase of Qwest Frame Relay Service under Attachment 1.

- 1. The Parties agree to amend Attachment 1 as follows:
  - (a) References in Attachment 1 to "U S WEST Communications, Inc." are replaced with "Qwest Corporation".
  - (b) References in Attachment 1 to "U S WEST" or "USWC" are replaced with "Qwest."
  - (c) References in Attachment 1 to "U S WEST's F.C.C. Access Tariff No. 5" are replaced with "Qwest's F.C.C. Access Tariff No. 1".
  - (d) References in Attachment 1 to "Managed Data Services" are replaced with "Network Management Services".
  - (e) References in Attachment 1 to "MDS" are replaced with "NMS".
- 2. The Parties agree to amend Section 12.B) of Attachment 1 to read as follows:
  - "B) Additional pricing discounts

This Attachment 1, together with any exhibits hereto and the terms and conditions of Qwest's Tariff, shall govern the purchase of ATM CRS and Frame Relay Service by the State under the Agreement. Both Parties will execute separate Attachments for other services to be purchased by the State under the Agreement. The Attachments will be incorporated into the Agreement. The Attachments will detail rates for telecommunications services that will be applied monthly based on overall volume of service or equipment ordered by the State, minimum quantities of service or equipment orders, or any combination. The ANAP access charge will be reviewed for reduction and/or elimination on an annual basis beginning at the end of the fourth year and every year thereafter, following Agreement execution."

- 3. The Parties agree to add Exhibit 1 for Frame Relay Services to Attachment 1 in the form attached hereto.
- 4. All other terms and conditions of the Agreement shall remain unchanged.

The Parties hereby execute and authorize this Amendment effective with its approval by the State Controller or designee, as shown below.

QWEST CORPORATION	STATE OF COLORADO BILL OWENS, GOVERNOR
Position (Title) RECIONAL UP	By Aug Fills 2
84-0273800 Federal I.D. Number Attest (Seal) By Corporate Secretary, or Equivalent	DEPARTMENT OF
APPROVALS: ATTORNEY GENERAD	STATE CONTROLLER ARTHUR L. BARNI

# EXHIBIT 1 TO ATTACHMENT 1 TO THE MASTER SERVICES AGREEMENT BETWEEN THE STATE OF COLORADO AND QWEST CORPORATION

This Exhibit 1 supplements Attachment 1 to provide for the purchase of Frame Relay Service ("FRS") by the State from Qwest under Attachment 1 of the Agreement. The following terms and conditions relate to the provision of FRS.

#### 1. SCOPE.

- 1.1 Subject to the terms and conditions set forth in the Master Services Agreement and Attachment 1, Qwest shall provide to the State a communication service known as Frame Relay Service ("FRS"). FRS provides interconnection of Local Area Networks (LANs) and/or computers, with maximum transmission speeds of 44.736 Mbps for 4-wire and 128 kbps for 2-wire. FRS enables users to allocate circuit bandwidth to applications as needed up to the maximum bandwidth purchased, rather than assigning fixed channels for specific applications. FRS requires certain Customer Provided Equipment ("CPE") not provided as part of FRS to accumulate and properly format State data transmission.
- 1.2 Qwest will provide FRS in accordance with Qwest's Federal Communications Commission ("F.C.C.") Access Tariff No. 1 ("Tariff"). Qwest's Tariff is incorporated herein by this reference. In the event of a conflict between the terms and conditions of this Exhibit 1, Attachment 1 or the Agreement and the Tariff, the Tariff will prevail.

## 2. CHARGES AND BILLING.

- 2.1 The charges for FRS are set forth in the Cost Section of Qwest's MNT RFP Response (page entitled "Frame Relay Five Year Tariff Pricing"), incorporated herein by reference.
- 2.2 Any price increases directed or mandated by the F.C.C. or Colorado Public Utilities Commission shall increase charges for FRS hereunder. Any Service Elements installed during the first twenty-four months of a multi-year, fixed period Pricing Plan, or installed at any time during a one year fixed Pricing Plan, ("Phased-In Installation"), shall be those charges in effect on the date the first Service Element is installed, as evidenced by Qwest records. Monthly charges for addition(s) to Service beyond the Phased-In Installation period will be those in effect at the time of the addition(s).

05 AMA 00063

# BILATERAL CHANGE ORDER LETTER #/

Date: April 1, 2003 State Fiscal Year: 2003 Bilateral Change Order Letter No. One To Attachment One to the Master Services Agreement between the State of Colorado and Qwest Business & Government Services Inc., now known as Qwest Government Services, Inc. ("QGS"), on behalf of itself and as agent for Qwest Corporation ("QC") and other Qwest affiliates (hereafter collectively "Qwest").

In accordance with Paragraph 1.2 of contract routing number 00 AMA 00044, between the State of Colorado Department of Personnel & Administration, Division of Information Technologies and

Qwest Business & Government Services Inc., now known as Qwest Government Services, Inc., on behalf of itself and as agent for Qwest Corporation and other Qwest affiliates

covering the period of June 23, 2000 through June 23, 2005 the undersigned agree that the supplies/services affected by this change letter are modified as follows:

## 1. Services/Supplies

- A. Exhibit B, Deliverable Implementation Schedule, Attachment 1 to the Master Services Agreement, is deleted and replaced with the attached new Exhibit B, incorporated by reference herein. Exhibit B has two parts: ANAP Sites and Edge Sites. Monthly pricing for years four and five is the same as year three.
- B. Exhibit B ANAP Sites are modified as follows: The telecommunications traffic from the 4 existing DS0 circuits at the Kiowa County Courthouse will be aggregated over a DS1 facility from Eastern Slope which will further be aggregated with the traffic from the Lincoln County ANAP over a DS3 facility provided by Eastern Slope
- C. QC will deliver consolidated invoicing and billing for MNT Telecommunication's services, for all MNT partners, which will be clearly summarized on the Qwest Consolidated Bill. Separate Qwest and ILEC partner Invoices will be provided as part of the consolidated bill. The State of Colorado Department of Personnel & Administration, Division of Information Technologies agrees to remit separate checks monthly to Qwest, CenturyTel, Eastern Slope, and Phillips County Telephone Company for the MNT telecommunications provided by those entities. The assignment will become effective upon the signature of all parties. Paragraph 5 of Attachment 1 to the Master Agreement is modified to reflect this change.
- D. Following execution of the Agreement, in about November, 2001, the Federal Communications Commission ("FCC") approved modifications to QC's FCC ATM Access Tariff No. 1. As set forth in a formal notification letter from the State of Colorado to Qwest dated December 20, 2002, the parties agree that the provisions of the revised Tariff shall apply to the ATM services provided by QC under the Agreement. QC's FCC ATM Access Tariff No. 1 is available at URL: http://qwest.com.
- E. The last sentence of Clause 1.3 of Attachment One is deleted and replaced with the following new subparts 1.3.1 and 1.3.2,

#### 1.3.1 ATM Mileage:

The ATM Service Coverage area is defined as the Central Office Serving Wire Center. The Wire Center, in an area includes one or more NNX(s) and does not necessarily relate to a distinct mileage radius around the Serving Central Office. When an end site is located in the ANAP central office serving boundaries, there will be no mileage assessed

OMR #\_79732 Page 1

for ATM services. The ANAP boundaries, in Qwest region only, have been increased for the purpose of this contract to include additional central offices that are within 15 miles of the ANAPs (see attached list) that have been network disclosed. If an end site is located within the serving boundaries of one of these central offices, no mileage will be assessed for ATM service. Backhaul mileage will apply if non-ATM services are being requested and/or the serving central office is not ATM disclosed. If the end site is served by a central office that is not on the list then backhaul mileage will apply. Backhaul mileage will always apply to end sites that are located in non-partner ILEC areas.

## 1.3.2 Frame Relay Mileage:

Frame Relay is also disclosed in all Qwest (only) ANAP's. The Service Coverage area is defined as the Central Office Serving Wire Center. When an end site is located in the ANAP central office serving boundaries, there will be no mileage assessed for Frame Relay services. The ANAP boundaries have been increased for the purpose of this contract to include additional central offices that are within 15 miles of the ANAPs (see attached list) that have been network disclosed. If a end site is located with the serving boundaries of one of these central offices, no mileage will be assessed Frame Relay services. Backhaul mileage will apply if the serving central office is not frame disclosed. If the end site is served by a central office that is not on the list then backhaul mileage will apply. Backhaul mileage will always apply to end sites that are located in non-partner ILEC areas. Subscribers to Frame Relay in an ILEC served area will pay backhaul mileage to the closest QC disclosed Frame Relay POP (Point of Presence).

F. The ATM backbone structure to be installed by QC between Durango and Silverton will be modified to permit QC to provide ANAP services to Silverton via radio to meet the July 1, 2003 commitment date. QC will continue the fiber construction in progress from Durango to the La Plata-San Juan county line area in 2003, and will pursue Forest Service and Bureau of Land Management permits and individual easements to continue fiber construction between La Plata-San Juan county line and Silverton with a Ready for Service date of June 30, 2005.

## 2. Price/Cost

The cost for the Exhibit B EDGE Sites are modified as follows:

The maximum amount payable by the State for Exhibit B Edge Sites for FY03 is increased by \$267,704.46 to a new total of \$872,797.90, which includes a one-time non-recurring installation charge of \$13,000. The Edge Site increase for FY03 is \$267,704.46, and the Edge Site increase for FY04 is \$254,704.46, and the Edge Site increase for FY05 is \$254,704.46.

Exhibit B is modified accordingly.

The cost for the Exhibit B ANAP Sites are modified as follows:

The ANAP fee for Eads is reduced from \$33,163.50 per month to \$1,480.00 per month, and the non-recurring charge for Eads is reduced from \$2,567.50 to \$425.00. The ANAP fee for Hugo is reduced from \$8,970.81 per month to \$7,050.00 per month, and the non-recurring charge for Hugo is reduced from \$2,567.50 to \$450.00. The annual total for all ANAPs for FY04 and FY05 is therefore decreased by \$403,251.72 to a new total of \$2,858,152.80, and the non-recurring charges due in FY04 are reduced from \$11,585.00 to 8,150.00.

Exhibit B is modified accordingly.

The total contract is hereby increased by \$267,704.46 in FY03, and decreased by \$152,807.26 in FY04, and by \$148,547.26 in FY05. The total contract value to include all previous amendments, change orders, etc. is \$33,926,400.91.

Financial obligations of the State of Colorado payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

This change to the contract is intended to be effective on approval by the State Controller.

Please sign, date, and return all copies of this letter on or before April 18, 2003.

## **APPROVALS:**

Contractor Name:	St
	Bi
Qwest Business & Government Services, Inc.,	
Now known as Qwest Government Services, Inc.,	
on behalf of itself and as agent for Qwest Corporation	
and other Character Scripture VQ.	

 State of Colorado: Bill Owens, Governor

For the Executive Director

Total 7 de

Colorado Department of Personnel &

Administration

## ALL CONTRACTS MUST BE APPROVED BY THE STATE CONTROLLER

CRS 24-30-202 requires that the State Controller approve all state contracts. This contract is not valid until the State Controller, or such assistant as he may delegate, has signed it. The contractor is not authorized to begin performance until the contract is signed and dated below. If performance begins prior to the date below, the State of Colorado may not be obligated to pay for goods and/or services provided.

State Controller, Arthur L. Barnhart

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T	Brownsteld	Broomfield	Qwest	DS3	\$2,500.00		\$2,500,00	1	12,500.00	JULY BREET	\$2,500.00 \$2,500.00	
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it	Gilgan	Central City	Owest	D\$3	\$2,500.00		\$2,500.00		\$2,500.00	AND DESCRIPTION OF THE PERSON	\$2,500.00	
1	Cheyenne	Cheyerise Wells	CenturyTel	DS3	\$2,500.00		\$2,500,00				\$6,986,00	\$1,575,00
+	ElPaso	Colorado Springs	Owest	OS3	\$2,000.00			-	\$2,500.00		\$2,500.00	
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	Montezuma	Cortez	Ciwest	053	\$2,500.00	*	\$2,500.00		\$2,500.00		\$2,500.00	1
6	Moffat	Craig	Qwest	DS3			\$2,500.00		\$2,500.00		\$2,500.00	
7	Microral	Creeda	CenturyTel	DS3					<b>克里尔斯斯</b> 加多数	<b>持续的 </b>	\$4,401.00	\$825.00
n .	Teller	Cripple Creek	Qwest	DS3					国内共产2010年1月	archite 100	\$2,500.00	
9	Filo Grande	Del Norte	Qwest	DS3					THE TAXABLE IN	Visit Control	\$2,500.00	
0	Delta	Delta	Owest	DS3	\$2,500.00	-	\$2,500.00		\$2,500.00		\$2,500.00	
# I	Dolores	Dove Creek	CenturyTel	D\$3			\$3,780.00	\$825,00	\$3,780.00	\$0.00	\$3,780.00	5525,00
5	Laffata	Durango	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00	1	52,500,60	
10	Klence	Ends	Eastern Slope	053				1	THE STREET	STATE OF STATE	MATERIAL NEWS	W- 25 1947
7	Ewgles	Eagle	CenturyTel	DS3	\$4,746.00	\$825.00	\$4,746.00	1	\$4,746.00	-	A TRACTICATOR	O Branch Co.
8	Park	Fairplay	Qwest	DS3			***************************************			<b>中华的大学</b>	The Control of the S	
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10	Morgan	Ft Morgan	Qwest	DS3	\$2,500,00	-	\$2,500.00	<del></del>	\$2,500.00			<b>计算程序</b>
ii T	Clear Creek	Gacrgetown	Qwest	DS3	\$2,500.00	-	\$2,500.00	-	\$2,500,00	-	TOTAL STREET,	<b>非是对接向</b>
12	Gartieki	Glenwood Springs	Qwest	053	\$2,500.00		\$2,500.00		\$2,500,00		THE RESERVE TO	THE PERSON NAMED IN
10	Jefferson	Golden	Qwest	DS3	\$2,500.00		\$2,500.00	-	\$2,500.00			则数据数据线
м	Mesa	Grand Junction		053	\$2,500.00	*	\$2,500.00	<del> </del>			語を対象を持	30年6月30
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37	Philips	Holyake	Phillips County	053			\$10,540.70	\$2,567.50	\$10,340.70			<b>建筑区外沿海</b>
30	Grand	Hot Suffer Springs	Qwest	DS3			\$2,500.00	· · ·	\$2,500,00	-	国 的现在分词 Se Mint	
39	Lincoln	Huga	Eastern Slope	053						The state of		<b>经验的</b>
40	Sedgmaick	Juleaburg	Cwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500,00	1
41	Elbert	Klowa	Owest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
42	Otevo	La Junta	CenturyTel	053	\$6,777.00	\$825,00	\$6,777.00		\$8,777.00		\$6,777.00	
43	Hinsdale	Lake City	CenturyTel	053					CONTRACTOR AND	A 12 - 00 W	\$4,022.10	\$825,00
45	Province	t.emar	CenturyTel	053	\$9,506.00	\$1,575.00	\$9,506.00		\$9,506,00		\$9,506.00	
48	Sees	Las Animas	CenturyTel	DS3	\$5,458.00	\$1,575.00	\$5,456.00		\$5,456.00		\$5,456.00	
47	Lake	Leadville	Qwest	DS3	Sec == 01				<b>阿里尔</b> 3400万代	<b>州学校学</b>	\$2,500,00	-
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60	Boulder	Longmont	Qwest	DS3	\$2,500.00		\$2,500.00		\$2,500.00		\$2,500.00	
57	Rio Blanco	Monker	Owest	DS3				-	THE SECTION .	Service Service		
62	Monteose	Montrosa	Owest	DS3	\$2,500.00	-	\$2,500.00		\$2,500.00		\$2,500.00	
53	Crowdey	Ordway	CenturyTel	DS3	\$5,546.00	\$1,575.00	\$5,546.00		\$5,546.00		\$5,546.00	
54	Curay	Charay	Qwest	D53		1		1	CHECK STREET	SALES COMPANY	\$2,500.00	
66	Auctorita	Paguea Springs	CenturyTet	DS3	1	1	1		Ball Strain			\$625.00
56	Proeblo	Pueblo	Owest	DS3	1					- Anna I		
67	1	Rifle	Qwest	DS3	\$2,500.00	T -	\$2,500.00		\$2,500.00		\$2,500.00	
58	Samuel			053		<del> </del>	STATE OF THE PARTY OF	A STATE OF THE PARTY OF THE PAR	EL POLICE	ACCOMPANY OF THE PARTY OF THE P	\$5,776.00	
55	Saguache. Chaffee	Saguache Salida	CenturyTel Qwest	DS3		<del> </del>	THE RESIDENCE	ALC: CALL		CHE OF CHE	\$2,500.00	
60)	Covilla			DS3			\$6,966.00	\$1,575,00	\$6,986.00	District Name	\$6,986.00	
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61		Silvertus Status Andre	Control Tel	DS3		\$1,575.00	\$9,506.00		\$9,506.00	- 12 - 12 - 12 - 12 - 12 - 12 - 12 - 12	\$9,500.00	
63		Springheid	CenturyTel	DS3		91,020,00	\$2,500.00					
64	Contract of the Contract of th	Steamboat Springs	Owasi Owest	DS3			\$2,500.00	<del></del>	\$2,500,00	-	\$2,500.00	
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65		Telkuida	Owest	DS3		4	- Company		H-23-12-(A-50.0)	A prompt delication	\$2,500.00	
66		Trinidad	Owast	DS3		ar lear in the fact	\$2,500.00			2420	\$2,500.00	
67		Walden	CenturyTel	DS:		10	1	-	MARCO 2 (4) 100	12 Sept 13 10 10 10 10 10 10 10 10 10 10 10 10 10	\$5,004.00	\$825.00
68		Walsersburg	Owest	DS		San Mary 1 Sept. 10			\$2,500.00	A PARTIE OF		
89		Weskille	CenturyTel	DS:			<b>2000年</b>	ALC: SELECTION OF THE PERSON O		THE PROPERTY.	\$4,691,00	
740	Yuma	Wray	ConturyTel	DS	\$8,516.00	\$1,575.00	\$8,516.00		\$8,516.00		\$8,516.00	
	1		TOTAL MONT	HLY	\$129,367.68	\$10,350.00	\$176,728.30	\$7,442.50	\$271,763.71	\$11,385,60	\$238,179,40	\$8,150.00
			<b>文章的研究</b>			AND DESCRIPTION OF THE PARTY OF	DESCRIPTION AND ADDRESS OF		THE PROPERTY		40000,0100,00	

\* Note: U.S. WEST will be adding a fifth ILEC partner, Citizens Communications, pending the sale of these U.S. WEST Central Offices in the 2000 - 2001 year timeframe.

5 year cost

\$9,025,353.60

Bilateral Change NO. 1 FY03 FY04 FY05 TOTAL Contract Totals

## EDGE 2500 122500 EDGE \$ 267,704.6 \$ 254,704.6 \$ 777,113.0 \$ 33,960,050.97

\*\*ANAPS \$ (407,511.72) \$ (802,511.72) \$ (810,763.44)

\*\*TOTAL CHANGE \$ 267,704.6 \$ (152,607.26) \$ (146,547.26) \$ (33,557.06) \$ 33,926,060.91

contraction and the	County	City	Address	Bandwidth	Partner	Yea	Year 1		Year 2			Speed	Esitmated
No.	ANAP	Edge Site	Edge Site	Edge Site	Service Provider	ATM/mo.	Install	ATM/mo.	Install	CADMIN SELECTION OF SELECTION O			Initial Bill Date
1	Alamosa	Alamosa	Adams State - 111 Stadium, Alamosa	10Mb	Qwest	\$1,337.20	\$1,300.00	\$1,337.20		\$1,337.20	STREET, STREET	DS3	" Date
2	Chaffee	Buena Vista	DOC-BVCF, 13125 US Hwy 24&285, Buena Vista	10Mb	Qwest				CARCIER WITH STORES		SHORTHON	DS3	October
3	Crowley	Ordway	DOC-AVCF,12750 Highway 96, LN 13, Crowley	10Mb	CenturyTel			\$2,400,00	\$825,00	\$2,400.00	THE PLANT OF THE PARTY OF THE P	DS3	
4	Delta	Delta	DOC-DCF- 1140 E Road Ten, Delta	10Mb	Qwest		İ	\$1,337.20	\$1,300,00	\$1,337.20	Annual Community of the	DS3	
5	Denver	Denver	1525 Sherman St	75Mb	Qwest	\$2,913.80		\$2,913,80		\$2,913.80		OC3	1
6	Denver		1525 Sherman St	75Mb	Qwest	\$2,913.80	\$1,300.00	\$2,913.80		\$2,913.80		OC3	
7	Denver	Denver	4201 E, Arkansas	60Mb	Qwest	\$2,724.80	, ,	\$2,724.80		\$2,724.80		OC3	
8	Denver	Denver	4201 E. Arkansas	60Mb	Qwest	\$2,724.80	l t	\$2,724.80		\$2,724.80		OC3	1
9	Denver	Denver	4201 E. Arkansas	60Mb	Qwest	\$2,724.80	\$1,300.00	\$2,724.80		\$2,724.80		OC3	1
10	Denver	Denver	1200 Larmer	75Mb	Qwest	\$2,913.80	\$1,300.00	\$2,913,80		\$2,913.80		OC3	1
11	Denver	Deriver	DOW, 6060 Broadway, Denver	20Mb	Qwest	4-,-15.55	41,000.00	\$2,220.80	\$1,300.00	\$2,220.80		OC3	1
12	Denver	NAME AND ADDRESS OF THE OWNER, A	DOC-DRDC, 10900 Old Smith Rd, Denver	10Mb	Qwest		ł	\$1,337.20	\$1,300.00	\$1,337.20		DS3	J
13	Denver	Denver	Dept Labor, 1515 Arapahoe, Denver	20Mb	Qwest	1		\$1,463:20	\$1,300.00	\$1,463.20		DS3	
14	El Paso	Colorado Spgs.	DOC-Hidgir, 2862 S. Circle Dr., Colorado Springs	10Mb	Qwest	1		\$1,337.20	\$1,300.00	\$1,337.20	American Company of the Company	DS3	
15	Fremont	Canon City	DOC-ECC, 57500 Evans Rd, Canon City	20Mb	Qwest	1		\$1,463.20	\$1,300.00	\$1,463.20		DS3	
16	Garfield	Glenwood Spgs.	CDOT - 202 Centennial, Glenwood Springs	10Mb	Qwest	1			A CONTRACTOR OF THE PARTY OF TH	SET REPORTS	NEW COLUMN	DS3	September 02
17	Gunnison	Gunnison	Western State,600 N. Adams, Gunnison	10Mb	Qwest	1		\$1,337.20	\$1,300.00	\$1,337.20		DS3	207
18	Jefferson	Lakewood	690 Kipling	100Mb	Qwest	\$3,228.80	\$1,300.00	\$3,228.80		\$3,228.80		OC3	
19	La Plata	Durango	Fort Lewis College, 3002 Centennial, Durango	40Mb	Qwest		·	\$1,715.20	\$1,300.00			DS3	
20	Lincoln	Limon	DOC-LCF, 49030 Hwy 71, Limon	10Mb	Qwest		1	\$1,337.20	\$1,300.00			DS3	
21	Mesa	Grand Junction	DOIT, 222 S. 6th, Grand Junction	45Mb	Qwest			\$1,778.20	\$1,300,00			DS3	7
22	Pueblo	Pueblo	701 Court, Pueblo	10Mb	Qwest	\$2,094.80	\$1,300.00	\$2,094.80		\$2,094.80		OC3	J
23	Pueblo	Pueblo	State Hosp, 1600 W 24, Pueblo	10Mb	Qwest	-		\$1,337.20	\$1,300.00		CALLED STREET	DS3	
25	Denver	Aurora	CDOT, 18500 E Colfax, Denver	10Mb	Qwest	1			1 1 2	MINE OF	各种规则是有	DS3	November 02
26	Fremont	Canon City	DOC-TCF-275 Hwy 69, Canon City	2Mb	Qwest	4	i	\$1,236,40	\$1,300.00	THE RESERVE AND ADDRESS OF THE PARTY OF THE	of the order	DS3	
27	El Paso	Colorado Springs	DOW-4255 Sinton Rd, Colorado Springs	5Mb	Qwest		<u> </u>	w i		公司的对抗(0)科		DS3	March 03
28	Denver	Denver	North Campus, 1001 62, Denver	20Mb	Qwest	1		\$1,463.20	\$1,300.00			DS3	
29	Denver	Denver	DOR,1881 Pierce, Denver	10Mb	Qwest		1	\$2,094.80	\$1,300.00		MITHEMANIES N	OC3	
30	Denver	Denver	CDOT,1325 S Colorado Blvd, Denver	10Mb	Qwest		7		4	<b>经</b> 为为600000000000000000000000000000000000	四個地址	OC3	July 02
31	Denver	Denver	CDOT- 700 Kipling	10Mb	Qwest	\$2,094.80	\$1,300.00	\$2,094.80	1	\$2,094.80	****	OC3	
32	La Plata	Durango	CDOT, 3803 Main, Durango	10Mb	Qwest			1		到自然的	<b>达到别权的</b>	OC3	Jan 03
33	Denver	Englewood	Ft Logan, 3520 W Oxford, Denver	10Mb	Qwest			\$1,337.20				DS3	
34	Larimer	Ft Collins	DOW, 317 W Prospect, Ft Collins	5Mb	Qwest	4		\$1,274.20				DS3	
35	Las Animas	Ft Lyons	DOC-FLC, 30999 County Rd 15, Ft Lyons	3Mb	CenturyTel			\$1,263.40	\$1,300.0	THE RESERVE AND ADDRESS OF THE PARTY OF THE	MANUFACTURE CO.	DS3	
36	Denver	Glendale	Health & Env. 4300 Cherry Creek, Denver	10Mb	Qwest				* 1		是學型面	DS3	July 02
37	Jefferson	Golden	Camp George West, 15000 S Golden Rd, Golden	5Mb	Qwest	_		\$1,274.20				DS3	
38	Mesa .	Grand Junction	Mesa State, 1316 College PI, Grand Junction	10Mb	Qwest	_		\$1,337.20				DS3	
39	Mesa	Grand Junction	DOW, 711 Independent, Grand Junction	5Mb	Qwest	4	1	\$1,274.20	AND DESCRIPTION OF THE OWNER, THE	CONTRACTOR OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE		DS3	· t
40	Mesa	Grand Junction	CDOT, 222 S. 6th, Grand Junction	10Mb	Qwest			\$2,094.80	\$1,300.0	The second secon	THE THE PARTY OF	OC3	
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42	Weld	Greeley	CDOT, 1420 2, Greeley	45Mb	Qwest	\$1,778.20	\$1,300.00			\$1,778.20		DS3	
43	Las Animas	Model	DOC-TCF, 21000 Hwy 350, Model	. 2Mb	Qwest	-	1	\$1,236.40	\$1,300.0	STREET, CONCUSTANCE BUILDING	CHARLES COMMISSION OF	DS3	
44	Pueblo	Pueblo	DOC-San Carlos, 1300 W 13, Pueblo	4Mb	Qwest			-		SECTION OF STREET	经初加额	DS3	4 4 4 4 4 4 4 4
45	Logan	Sterling	DOC-SCF, 12101 Hwy 61, Sterling	4Mb	Qwest	$\dashv$	1	\$1,261.60	\$1,300.0		a separate in	DS3	
46	Las Animas	Trinidad	Trinidad Com College, 600 Prospect, Trinidad	10Mb	Qwest	-		ļ.,		100000000000000000000000000000000000000		DS3	MI .
		-	MONTHLY TOTALS in-Year Billing			\$27,449.6	0 \$10,400.0 0 \$10,400.0	\$63,661,0			\$13,000.00 \$13,000.00	rd.	

Light Yellow highlighting denotes pricing associated with Edge Sites implemented in Year 1
Light Green highlighting denotes pricing associated with Edge Sites implemented in Year 2
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\$872,797.90 FY03

DS3 pricing	
Optical Access Link	\$ 731.20 \$ 1,000.00
Port	\$ 480.00 \$ 200.00
10 meg UBR	\$ 126.00 \$ 100.00
	<b>\$ 1,337.20 \$ 1,300.00</b>
with 20 meg UBR	\$ 1,463.20 \$ 1,300.00
with 40 meg UBR	\$ 1,715.20 \$ 1,300.00
with 45 meg UBR	\$ 1,778.20 \$ 1,300.00
with 2 meg UBR	\$ 1,236.40 \$ 1,300.00
with 4 meg UBR	\$ 1,261.60 \$ 1,300.00
with 5 meg UBR	\$ 1,274.20 \$ 1,300.00
OC3 pricing	
Optical Access Link	\$ 1,096.80 \$ 1,000.00
Port	\$ 872.00 \$ 200.00
75 meg UBR	\$ 945,00 \$ 100.00
	\$ 2,913.80 \$ 1,300.00
with 60 meg UBR	\$ 2,724.80 \$ 1,300.00
with 20 meg UBR	\$ 2,220.80 \$ 1,300.00
with 100 meg UBR	\$ 3,228.80 \$ 1,300.0
with 10 meg UBR	\$ 2,094.80 \$ 1,300.0

Agency or Department Name

Department or Agency Number

Contract Routing Number 04 AMA 00014

## CONTRACT AMENDMENT # 2 To Attachment 1 to the Master Services Agreement.

THIS AMENDMENT, made this 1st day of August, 2003, by and between the State of Colorado for the use and benefit of the Department of Personnel and Administration, Division of Information Technologies, hereinafter referred to as the State, and Qwest Corporation, by and through its agent Qwest Government Services, Inc., hereinafter referred to as the Contractor.

## **FACTUAL RECITALS**

Authority exists in the Law and Funds have been budgeted, appropriated, and otherwise made available and a sufficient unencumbered balance thereof remains available for payment; and

Required approval, clearance, and coordination has been accomplished from and with appropriate agencies; and

b parties entered into a contract dated June 23, 2000, for telecommunication services. The purpose for this amendment is to exercise the option to extend the term for services and to revise the payment schedule for the Qwest ANAPs.

The parties have agreed that it is in their best interests to extend the contract to provide the State of Colorado with the long term advantages for a broadband high-speed telecommunications network including cost and pricing decreases.

## NOW THEREFORE, it is hereby agreed that

- Consideration for this amendment to the original contract, 00 AMA 00044, dated June 23, 1. 2000, consists of the payments which shall be made pursuant to this amendment and the promises and agreements herein set forth.
- 2. It is expressly agreed by the parties that this amendment is supplemental to the original Contract, as amended by 01 AMA 00023, dated December 29, 2000, and 01 AMA 00024, dated December 29. 2000, and Bilateral Change Order, 03 AMA 00063, dated April 1, 2003, collectively, referred to as the "original contract," which is, by this reference incorporated herein, that all terms, conditions, and provisions thereof, unless specifically modified herein, are to apply to this amendment as though they were expressly rewritten, incorporated, and included herein.
- 3. It is agreed the original contract is and shall be modified, altered, and changed in the following respects only:

a. Add Exhibit D, Colorado MNT ANAP Pricing, to Attachment One, attached hereto and porated herein.

b. Delete the words, "in one (1) year increments" in paragraph 4 of Attachment One.
c. Add the words, " This contract shall expire on June 30, 2010" to paragraph 3 of Attachment One.

- 1. The maximum amount payable by the State for ANAP Services in the new Exhibit D is unchanged. The maximum annual amounts paid by the State to Quest for the Quest ANAPs in Exhibit D are reflected in Exhibit D. The total contract value for all ANAPs through June 30, 2010 is nine million, fifty thousand, four hundred seventy one dollars and ten cents (\$9,050,471.10).
- The effective date of this amendment is upon approval of the State Controller or September 1, 2003, whichever is later.
- Except for the "Special Provisions," in the event of any conflict, inconsistency, variance, or contradiction between the provisions of this amendment and any of the provisions of the original contract, the provisions of this amendment shall in all respects supersede, govern, and control. The "Special Provisions" shall always be controlling over other provisions in the contract or amendments. The representations in the Special Provisions concerning the absence of bribery or corrupt influences and personal interest of State employees are presently reaffirmed.
- FINANCIAL OBLIGATIONS OF THE STATE PAYABLE AFTER THE CURRENT FISCAL YEAR ARE CONTINGENT UPON FUNDS FOR THAT PURPOSE BEING APPROPRIATED, BUDGETED, AND OTHERWISE MADE AVAILABLE.

IN WITNESS WHEREOF, the parties hereto have executed this amendment on the day first above written.

,	Bill Owens, Gove
est Corporation, by and through its	,
agent Owest Government Services, Inc.	
(Full Legal Mame) / /	0
	By: Jessnife
(Signature, of Individual)	Executive Director
Richard Fernandez	Personnel
(Name of Individual)	(Department of or
Director of Offer Management	Date: 11/12/200.
Position (Title)	
<b>(</b>	Attorney Gene
	By. Roll Dow

QGS: 84-1108481, QC: 84-0273800 Social Security Number or Federal Employer ID Number

Attestation:

Contractor:

Corporate Secretary or Equivalent.

Town/City/County Clerk

State of Colorado ernor

or College President 1 tadministrations

Higher Ed. Institution)

ral, Ken Salazar

11/13/03

(SEAL)

## ALL CONTRACTS MUST BE APPROVED BY THE STATE CONTROLLER

CRS 24-30-202 requires that the State Controller approve all state contracts. This contract is not valid until the State Controller, or such assistant as he may delegate, has signed it. The contractor is not authorized to begin performance until the contract is signed and dated below. If performance begins prior to the date below, the State of Colorado may not be obligated to pay for goods and/or services provided.

State Controller Arthur L. Barnhart

Date: 1/1

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#### Schedule 6

## FY 2005-06 Statewide Base Reduction Item

Dept. Approval:

OSPB Approval:

Statutory Citation:

Department:

Personnel & Administration

Priority Number:

BRI #2 (Statewide)

Division:

Executive Office, Division of Central Services

Program:

Fleet Management Program & Motor Pool Services

Request Title:

Statewide Vehicle Lease Line Reconciliation

Date:

November 1, 2004

Date:

10/21/04

	ĺ	1	2	3	4	5	6	7	8	9	10
	Fund	Prior-Year Actual FY 2003-04	Appropriation FY 2004-05	Supplemental Request FY 2004-05	Total Revised Request FY 2004-05	Base Request FY 2005-06	Decision/ Base Reduction FY 2005-06	November 1 Request FY 2005-06	Budget Amendment FY 2005-06	Total Revised Request FY 2005-06	Change from Base in Out Year FY 2006-07
	e e e e e e e e e e e e e e e e e e e										
Total of All Line Items	Total	14,006,038	16,769,017	0	16,769,017	16,769,017	(1,266,711)		0	15,502,306	0
no.	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Salata de la Companya	GF	89,173	3,629	0	3,629	3,629	0	3,629	0	3,629	0
***************************************	CF	2,134,301	2,142,180	0	2,142,180	2,142,180	0	2,142,180	0	2,142,180	0
ALL CONTRACTOR OF THE CONTRACT	CFE	11,782,564	14,623,208	0	14,623,208	14,623,208	(1,266,711)	13,356,497	0	13,356,497	0
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Vehicle Lease Payments	Total	117,148	145,096	0	145,096	145,096	25,567	170,663	0	170,663	0
(DPA Share of Statewide	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adjustment)	GF	89,173	3,629	0	3,629	3,629	0	3,629	0	3,629	0
Zipawanani	CF	0	0	0	0	0	0	0	0	0	0
	CFE	27,975	141,467	0	141,467	141,467	25,567	167,034	0	167,034	0
LL-personal designation of the control of the contr	FF	0	0	0	0	0	0	0	0	0	0
4) Division of Central											
Services, (C) Fleet	Total	13,888,890	16,623,921	0	16,623,921	16,623,921	(1,292,278)	15,331,643	0	15,331,643	0
Management Program &	FTE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Motor Pool Services,	GF	0	0	0	0	0	0	0	0	0	0
Vehicle Replacement	CF	2,134,301	2,142,180	0	2,142,180	2,142,180	0	2,142,180	0	2,142,180	0
Lease, Purchase or Lease/Purchase	CFE		14,481,741	0	14,481,741	14,481,741	(1,292,278)	13,189,463	0	13,189,463	l o
LeaserFulCitase	FF		0	0	0	0	(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0	0	0	1

Cash Fund name/Number, Federal Fund Name: Fund 607

IT Request 🗆 Yes \* No (If yes and request includes more than 500 programing hours, attach IT Project Plan)

Change Request Criteria: 

Emergency Technical Error X New Data Unforeseen Contingency

Request for New or Replacement Vehicles: 

Yes X No (If yes, a copy of the Schedule 6 should be forwarded to the OSPB analyst assigned to DPA)

Request Affects Another Department(s): X Yes o No (If yes, Name of other Department(s) Statewide Request Impacting Multiple State Departments)

# Efficiency and Effectiveness Analysis FY 2005-06 Statewide Base Reduction Item

**Department:** Department of Personnel & Administration

Long Bill Group/Division: Executive Office, Central Services

**Program:** State Fleet Management

**Priority Number:** BRI #2 (statewide)

**Request Title:** Statewide Vehicle Lease Line Reconciliation

## **Summary of Request**

This is a statewide technical Base Reduction Item to reduce statewide appropriations in various departments' Vehicle Lease Payment line items by a total of \$1,761,521, including an adjustment to the appropriation for the Department of Corrections to include \$31,900 for a non-fleet bus that is allocated in the Long Bill in the Department Of Corrections' Vehicle Lease Payments line item. The corresponding reduction to State Fleet Management's spending authority for FY 2005-06 is \$1,292,278.

Note also that the DPA department share of this statewide request is an increase of \$25,567, all Cash Funds Exempt, in the Executive Office, Vehicle Lease Payments line item.

It is the intent of this request to reconcile the spending authority in DPA's Central Services, Fleet Management Program and Motor Pool Services (referred to herein as State Fleet Management) with departmental appropriations for Vehicle Lease Payments to reflect departments' needs in the associated line items.

## **Problem or Opportunity Definition:**

## Adjustment of Vehicle Lease Payments to Cover Existing Costs:

Vehicle Lease Payment line items are used to pay for existing vehicle leases and associated management fees. Prior to FY 2002-03, when vehicle leases expired, reductions in affected departments did not occur on a consistent basis. When funding for vehicle replacements was requested, the estimated appropriations that built up in these line items was used to offset the total monthly cost of the replacements. Estimating the incremental base amount needed for both State Fleet Management (SFM) and State agencies inherently created variances between actual agency appropriations and SFM spending authority as vehicles changed and exact vehicle amounts became known. For the last four fiscal years, SFM has used this base dollar approach to help fund new replacements.

In FY 2001-02 SFM, in coordination with the OSPB and various state agencies, developed the attached worksheet to reconcile the funding differences between appropriated dollars and actual lease payments. This reconciliation used the full amount of vehicle leases to be billed to agencies, less appropriations no longer required due to expiring leases. This approach gives a more accurate and verifiable calculation of base vehicle funding requirements. Due to the implementation of this new methodology, vehicle replacement requests now identify total estimated replacement costs and not just the estimated incremental costs. This reconciliation is conducted on an annual basis to determine whether appropriated funds will need to be adjusted in the Vehicle Lease Payments line items of affected agencies.

As a result of the analysis (see attached spreadsheet), it has been determined that SFM has excess cash funds exempt spending authority in the amount of \$1,292,278 and agencies statewide have excess appropriations of \$1,761,521. This will result in a technical adjustment to the Vehicle Lease Payment line items for SFM user agencies as well as an adjustment to SFM program spending authority.

#### Recommendation:

The Department of Personnel & Administration recommends, that the Vehicle Lease Payments line item appropriations for State agencies be reduced by a total of \$1,761,483 (see attached agency detail), and SFM cash funds exempt spending authority be reduced by \$1,292,278.

MIN HOUSE 17,231 00 (161,476 00) (11,927.00) (114,624.00) (132,174,06) (9.824.00) 3,016.00 7.229.00 5,967.00 2,000,541.80 33,659,00 58,419,66 62,394,69 185,147.00 14,132.00 1,815,424.00 222.913.00 774.817.00 225,281.00 170,663.00 6,315.66 2,544.00 2 354 345 56 105,770,00 2,946,085.00 279,548.00 122,569.60 163,935.00 10,991,00 107,978.00 24,988,06 6,624.60 8,112.06 FISCAL YEAR 2005-06 277.90 (377.225.00) (28,759.00) (405,711.00) 143,172,64 (4,087.00) (4.997.06) (1,818.06) (1,718.66) (7,732 06) (5,737.00) (73,312.00) (4.394.00) (57,653.00) (7,635.00) (8,597 99) (47,401.00) Lanes College By 67856 3,276.66 244 819.06 118,349.06 84,115.00 198,143.00 2,337 66 2,544,00 11,146,00 264,576,00 4,059,886,00 160,286,00 11,784,00 192,345.00 811,878.06 87,025.00 87,887.60 31,595.00 2,393,286.00 10,991.00 138,921 00 33,659,00 184, 773,000 (3,766.66) (137,818.00) (11.576.06) (5.018.06) (9.082.00) (3,292,00) (71,742.60) (6,675,00) (157 00) e . ..005 04 Yehlate Lense Litte Recommission (Baseline July 2004) FISCAL YEAR 2004-05 2,231 094 00 238,532,00 120,348,00 82,428,00 11 484 00 78,769 60 129.552.60 298 300 08 563.688 90 88,836 90 223, 385, 60 3 782 06 906.991.00 122,258,50 28,898 00 9.926.475.00 3-68-60 2.008 ADO SK 3.37 K37 86 117 882 88 State Special Pages Assessed Coa COPS Total

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200 M	Expected SEM Payments (COP)	And there is a larger was now were	14,824,980.00		DPA N	<b>GPA Motor Pool</b>	-				
Um	Unformments(1 %% of billing)		223,874.70		July 64 Billing X12						
0.60	OPA Motor Prut Lunger		182,788,00		FY05 Lease Ending	5,646.00	******				
70			19, 231, 642, 78		FY05 Rept (12 mos)	38,454.00					
198	Wat FY06 Sperioling Audit?		16,623,921.66		Business agency agency	re-re-re-re-re-re-re-re-re-re-re-re-re-r					
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