

**Q. TRANSPORTATION**

**PURCHASE VEHICLES AND AERIAL DEVICES (POOLED), p. 62 of 81,  
\$2,755,000**

**PUB 26.0**

**Using the actual expenditure history from Table 3, please provide a comparison of the actual average cost per heavy fleet vehicle, per passenger vehicle, and per off-road vehicle for 2001 to 2004 with the forecast average cost of each type for 2005 and 2006.**

- A. Table 1 below provides the average unit cost per vehicle category for 2001 through 2004 and the forecast average unit cost for 2005 and 2006.

<b>Table 1</b> <b>2001 – 2006F Average Unit Cost per Category</b> <b>(000s)</b>						
<b>Category</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005F</b>	<b>2006F</b>
<b>Heavy Fleet Vehicles</b>	\$ 211	\$ 243	\$ 271	\$ 199	\$ 134	\$ 185
<b>Passenger Vehicles</b>	\$ 24	\$ 27	\$ 27	\$ 31	\$ 29	\$ 30
<b>Off-Road Vehicles</b>	\$ 6	\$ 6	\$ 5	\$ 13	\$ 37	\$ 25

**Heavy Fleet Vehicles**

Heavy Fleet vehicles includes three classifications of equipment; light-duty, medium-duty and heavy-duty. The per unit cost of light-duty equipment is less than that of medium-duty equipment, which in turn is less than the per unit cost of heavy-duty equipment.

The average cost of Heavy Fleet vehicles increased in 2002 and 2003 due to requirements to purchase additional tandem axle trucks in those years (i.e. heavy-duty equipment).

Only medium-duty and light-duty equipment is required to be purchased in 2005. Therefore, the average cost of Heavy Fleet vehicles in 2005 is lower than in previous years.

**Passenger Vehicles**

No significant change is forecast in the average cost of Passenger vehicles for 2005 and 2006.

**Off-Road Vehicles**

The average cost of Off-Road vehicles increased in 2004 due to the purchase of higher cost equipment trailers and off-road equipment. This included two reel trailers at \$37,000 each and two 8-wheel all terrain vehicles at \$24,000 each.

The forecast average cost of Off-Road vehicles is high in 2005 and 2006 due to the purchase of line tensioning equipment. Line tensioning equipment is required to improve the safety of conductor stringing operations. The four line tensioning units being purchased in 2005 will cost a total of approximately \$200,000. Three additional line tensioning units are budgeted in 2006 at a total cost of approximately \$156,000.