



**TRANSIT ASSET
STATE OF GOOD REPAIR
FISCAL YEAR 2017 PERFORMANCE AND FISCAL YEAR 2018 PERFORMANCE TARGETS**

Revision: August 15, 2017

INTRODUCTION

The purpose of transit asset management (TAM) is to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures. Setting transit asset SGR performance targets is only one step in the asset management/performance-based planning process.

All recipients of Federal transit funds that own, operate, or manage capital assets used in the provision of public transportation must collect and report data (for all assets used in the provision of public transportation service, regardless of funding source, and whether used by the recipient or sub-recipient directly, or leased by a third-party) for the following performance measures:

- Equipment/(non-revenue) Service Vehicles
- Rolling Stock
- Facilities
- Infrastructure –*applies only to rail fixed guideway, track, signals and systems*

The City of Bangor – Community Connector (Community Connector) is currently the only urban public transit provider within the Greater Bangor Urbanized Area served by the Bangor Area Comprehensive Transportation System (BACTS). As an operator with less than 100 revenue service vehicles, Community Connector is a Tier II Agency, and is required to address only the following four elements in the TAM Plan.

1. An inventory of assets
2. A condition assessment of inventoried assets
3. Description of a decision support tool
4. A prioritized list of investments

The TAM Plan must be completed on or before October 1, 2018 and submitted to the MPO. BACTS will reference and incorporate Community Connector's TAM Plan into regional planning documents and processes, as well as prioritize investments and track performance in meeting targets for the region.

TRANSIT ASSET MANAGEMENT PROCESS

SETTING STATE OF GOOD REPAIR PERFORMANCE TARGETS

This report focuses on the initial step of the performance-based transit asset management process, setting State of Good Repair (SGR) performance targets. The Federal Transit Agency (FTA) defines SGR as “*the condition in which a capital asset is able to operate at a full level of performance.*” This means the asset should be able to perform its designed function, not pose a known unacceptable safety risk, and meet or recover its lifecycle investments.

Performance targets measure progress toward the achievement of goals. Targets should be ambitious but realistic, taking into consideration available funding and resources, policies and goals, priorities, risks, economic efficiency, current and future conditions, and other factors that may affect performance. Every year, a transit provider must set performance targets (as approved by the transit provider’s Accountable Executive) for the following fiscal year and provide those targets, as well as reports on progress in achieving targets in the previous fiscal year, to their MPO. The MPO must set one region-wide performance target, by asset category and type, for each applicable performance measure based on realistic expectations, the most recent data available and the reasonable assumption of expected financial resources from all sources. To the maximum extent practicable, a transit provider should coordinate with the MPO in the selection of overall regional performance targets for the metropolitan planning area.

The performance-based planning regulations require an MPO to assess progress of a transit provider’s performance to substantiate funding decisions that support regional targets and goals for SGR. MPOs and transit providers are required to document responsibilities for the cooperative development, and sharing of, information related to transportation performance data, selection of performance targets, reporting of performance targets and tracking progress toward attainment of outcomes for the region. The Metropolitan Planning Agreement has been drafted to include the required language and is pending review and comment from the City of Bangor.

STEP 1: Inventory Assets and Assess Condition

An initial inventory is required to provide baseline data and conditions for all assets and is the foundation of developing a performance plan. This inventory is the basis for financial and capital planning and is essential for making informed decisions and projections for keeping the assets in a state of good repair.

The TAM rule asset inventory data requirements are more inclusive than National Transit Database (NTD) asset inventory reporting requirements. ***All assets used in the provision of public transit, regardless of ownership, except for third-party owned equipment,***

must be included in the TAM Plan inventory. The TAM rule further imposes condition assessment requirements for those assets. Table 1.0 shows the differences and similarities between the TAM rule and NTD asset inventory assessment requirements.

| Table 1.0 ASSET INVENTORY, CONDITION ASSESSMENT AND SGR TARGET REQUIREMENTS TRANSIT ASSET MANAGEMENT VS. NATIONAL TRANSIT DATABASE REPORTING | | | | |
|--|----------------------|----------------------|-----------------|------------|
| | Included in TAM Plan | | Reported to NTD | |
| | Inventory | Condition Assessment | Inventory | SGR Target |
| Revenue Vehicles | | | | |
| Owned | Yes | Yes | Yes | Yes |
| Direct Capital Responsibility | Yes | Yes | Yes | Yes |
| 3rd Party Owned (direct capital responsibility) | Yes | Yes | Yes | Yes |
| 3rd Party Owned (NO direct capital responsibility) | Yes | No | Yes | No |
| Equipment: Non-Revenue Vehicles (regardless of cost) | | | | |
| Owned | Yes | Yes | Yes | Yes |
| Direct Capital Responsibility | Yes | Yes | Yes | Yes |
| 3rd Party Owned | No | No | No | No |
| Equipment: Over \$50,000 Acquisition Value | | | | |
| Owned | Yes | Yes | No | No |
| Direct Capital Responsibility | Yes | Yes | No | No |
| 3rd Party Owned | No | No | No | No |
| Facilities | | | | |
| Owned | Yes | Yes | Yes | Yes |
| Direct Capital Responsibility | Yes | Yes | Yes | Yes |
| 3rd Party Owned (direct capital responsibility) | Yes | Yes | Yes | Yes |
| 3rd Party Owned (NO direct capital responsibility) | Yes | No | Yes | No |

1A. Define Useful Life Benchmark

The Useful Life Benchmark (ULB) is the measure used to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment). Each vehicle type’s ULB estimates how many years that vehicle can be in service and still be cost effective to operate before ongoing maintenance costs outweigh replacement costs.

FTA has defined ULBs to determine eligibility for replacement of an asset with FTA funds, but allows for agencies to develop individualized ULBs for TAM benchmarks that adequately reflect the maximum life expectancy based on local conditions, operating

environment, historical evidence and any other relevant factors which may affect an asset’s maximum useful life. Regardless of what methodology is used to determine benchmarks, each one needs to be well-defined with a clearly understandable rationale (not necessarily tied to funding cycles). These definitions should be documented and re-visited periodically to determine if adjustments are necessary.

| BACTS METROPOLITAN PLANNING AREA TRANSIT ASSET CATEGORY: ROLLING STOCK DEFINITIONS AND BENCHMARKS | | | | | | |
|---|-------------|-------|---------------|--|----------------|--------------------------|
| Subcategory | | Class | | Definition | ULB (Years) | |
| BU | Bus | S | Standard | Revenue Service Vehicles 30 feet or greater in length, regardless of duty | 14 | From date of manufacture |
| | | E | Extended Life | Revenue Service Vehicles 30 feet or greater in length, regardless of duty, significant and purposeful investments made to rebuild mechanical systems with the intent of enhancing reliability and extending the vehicle’s life | 18 | From date of manufacture |
| CU | Cutaway Bus | | | Revenue Service Vehicles 27 feet in length, with a bus body mounted on the chassis of a van or light-duty truck | 10 | From date of manufacture |

1B. Define Condition Assessment Measure

Condition is the measure used to track performance of facilities. Transit providers are required to conduct a condition assessment on all assets for which the provider has direct or shared capital responsibility, as well as set targets and develop a project-based prioritization of investments for those assets.

There is no mandated method for conducting condition assessments; however, transit agencies must conduct condition assessments consistently and have a well-defined assessment process. TAM condition scales can be defined in any manner deemed most useful; however, NTD requires transit agencies to report the overall condition of each administrative, maintenance, passenger, and parking facility for which the agency has capital responsibility using FTA's Transit Economic Requirements Model (TERM) scale. BACTS used the FTA TERM scale shown in Table 1B to define condition in the setting of SGR targets for transit facilities.

| Table 1B | | |
|--|-----------|--|
| TRANSIT ECONOMIC REQUIREMENTS MODEL (TERM) CONDITION ASSESSMENT SCALE | | |
| Rating | Condition | Description |
| 5 to 4.8 | Excellent | New or near new condition, no visible defects, may still be under warranty if applicable |
| 4.7 to 4.0 | Good | Good condition, but no longer new, showing minimal signs of wear, may be slightly defective or deteriorated |
| 3.9 to 3.0 | Adequate | Reached mid-life condition, moderately deteriorated or defective |
| 2.9 to 2.0 | Marginal | Reaching or just exceeded useful life, defective or deteriorated in need of replacement, increasing maintenance needed |
| 1.9 to 1.0 | Poor | Well beyond useful life, critically damaged or in need of immediate repair |

STEP 2: Establish SGR Targets by Asset Class

Equipment

As of June 2017, Community Connector reported no ownership or direct capital responsibility for any equipment or non-revenue vehicles used in the provision of public transit. Therefore, BACTS has not defined any specific ULB or set any performance target for this asset class.

Rolling Stock

The performance measure for rolling stock is the percentage of revenue vehicles within an asset class that have either met or exceeded their ULB. All revenue vehicles used in the provision of public transit, regardless of ownership and/or capital responsibility, are required to be inventoried, with SGR performance targets set for all except those wholly-owned by third-parties and which the transit agency has no capital responsibility for. Based on the vehicle inventory report provided by Community Connector, as well as several discussions with Community Connector staff regarding fleet management, BACTS defined rolling stock useful life benchmarks as shown indicated in Table 1A.

In fiscal year 2017, Community Connector’s bus fleet consisted of 24 vehicles. Two of these buses are out of service and are anticipated to be disposed of in fiscal year 2018. Overall, 62.50% of the fleet, or 15 out of 24 buses, met or exceeded the defined ULB.

Table 2.2

**BACTS METROPOLITAN PLANNING AREA
FY 17 ACTUAL PERFORMANCE
ASSET CATEGORY: ROLLING STOCK**

| Rolling Stock | | Fleet | | Age of Fleet | | | | Assets that Meet or Exceed ULB | | |
|-----------------------------|-------------------|-----------|----------------|--------------|--------------|-------------|--------------|--------------------------------|-----------|---------------|
| Sub-Category | Class | Total | To Be Disposed | Average | Median | Newest | Oldest | ULB | Total | Performance |
| Bus (BU) | (S) Standard | 15 | 1 | 14.53 | 15.00 | 6.00 | 21.00 | 14 | 11 | 73.33% |
| Bus (BU) | (E) Extended Life | 4 | 0 | 10.00 | 10.00 | 6.00 | 14.00 | 18 | 0 | 0.00% |
| BU Subcategory Total | | 19 | 1 | 13.58 | 15.00 | 6.00 | 21.00 | | 11 | 57.89% |
| Cutaway Bus (CU) | | 5 | 1 | 9.60 | 10.00 | 8.00 | 10.00 | 10 | 4 | 80.00% |
| Total | | 24 | 2 | 12.75 | 14.00 | 6.00 | 21.00 | | 15 | 62.50% |

In fiscal year 2018, it is anticipated that two new 2017 Gillig buses (BU), two overhauled previously-owned 2003 New Flyer buses (BU-E), and one previously-owned 2004 Gillig bus (BU) will be added to the fleet. With these additions, five buses with advancing age and deteriorating condition will be identified for disposal. Based on the anticipated fleet changes and the Section 5339 grant monies awarded by FTA for the purchase an additional five new buses (to be added to the fleet over the next few years), the percentage of rolling stock meeting or exceeding ULB is expected to continue decreasing significantly. The overall performance target for rolling stock in fiscal year 2018 is 40.91% (9 out of 22) meeting or exceeding useful life.

It is the intent of the Community Connector to eventually eliminate Cutaway Buses (CU) from the fleet. Until the time that these buses can be replaced and completely removed from the fleet, this subcategory will exceed the ULB. The improvement in performance shown from FY 2017 to FY 2018 in the Cutaway Bus subcategory is a result of an anticipated disposal and removal from the fleet.

Table 2.3

**BACTS METROPOLITAN PLANNING AREA
FY 18 PERFORMANCE TARGETS
ASSET CATEGORY: ROLLING STOCK**

| Rolling Stock | | Fleet | | | Age of Fleet | | | | Assets that Meet or Exceed ULB | | | |
|-----------------------------|-------------------|-----------|-----------|-----------|--------------|-------------|------------|-------------|--------------------------------|----------|-------------------|---------------|
| Sub-Category | Class | Total | Additions | Disposals | Average | Median | Newest | Oldest | ULB | Total | FY 17 Performance | FY 18 Target |
| Bus (BU) | (S) Standard | 12 | 3 | 6 | 10.75 | 13.0 | 1.0 | 16.0 | 14 | 6 | 73.33% | 50.00% |
| Bus (BU) | (E) Extended Life | 6 | 2 | 0 | 12.33 | 15.0 | 7.0 | 15.0 | 18 | 0 | 0.00% | 0.00% |
| BU Subcategory Total | | 18 | 5 | 6 | 11.28 | 14.5 | 1.0 | 16.0 | | 6 | 57.89% | 33.33% |
| Cutaway Bus (CU) | | 4 | 0 | 1 | 10.5 | 11.0 | 9.0 | 11.0 | 10 | 3 | 80.00% | 75.00% |
| Total | | 22 | 5 | 7 | 11.14 | 11.5 | 1.0 | 16.0 | | 9 | 62.50% | 40.91% |

Facilities

There are two overarching groups of facilities: 1) Administrative and Maintenance; and 2) Passenger and Parking. Transit agencies must provide an asset inventory of *all* facilities used in the provision of public transportation and indicate if the agency has partial or full capital responsibility for the facility or any component of the facility. The transit agency is required to also provide overall facility condition ratings for each facility which it has capital responsibility for. Community Connector did not provide a facilities inventory and condition report. When Community Connector submits their TAM Plan, BACTS will revisit the condition assessment for facilities and reevaluate performance targets.

The inventory, estimated condition assessment and performance targets presented in this report were developed using personal knowledge and readily available public records (such as property cards, municipal budgets, plans and reports). The performance measure for facilities is the percentage of facilities within an asset class, rated below adequate (3.0 on the TERM scale). Table 2.4 defines each type of subcategory and class of facilities.

Administrative Facilities – offices where management and supporting activities for overall transit operations (e.g. finance, engineering, legal, safety, security, customer services, scheduling, planning) are conducted, as well as locations that provide customer information or ticket sales that are not part of any passenger station. The Community Connector Administrative Office is situated within the City of Bangor Motor Pool complex on Maine Avenue in Bangor.

Maintenance Facilities – garages or shops where routine and/or heavy maintenance, inspections, repairs and rebuilds are performed, vehicles are stored and/or cleaned (excluding facilities owned/used by third-party vendors). General maintenance and repairs of the fleet are performed by the City of Bangor Motor Pool at the Motor Pool Garage on Maine Avenue in Bangor. The University of Maine Motor Pool in Orono provides a limited amount of light maintenance to buses that serve the Black Bear Orono Express shuttle (BBOE). Painting, major overhaul and rebuilds are conducted off-site by a third-party vendor. Except for the BBOE Shuttle buses, which are currently stored outdoors at the Town of Orono Fire Department, the fleet is garaged in the bus barns located on Maine Avenue in Bangor. The bus wash facility is adjacent to the bus barns.

Passenger and Parking Facilities. Passenger and parking facilities are often collectively referenced as “passenger facilities.” Passenger facilities include any transportation, transit or transfer center used in the provision of public transportation (even if the agency does not own the facility). Parking facilities include park and ride lots as well as parking garages. Parking facilities are those immediately adjacent to passenger facilities. The Community Connector combined passenger and parking facility is located at Pickering Square on Broad Street in Bangor. The passenger facilities are located on the main level of the parking garage.

Table 2.4

**BACTS METROPOLITAN PLANNING AREA
ASSET CATEGORY: FACILITIES
DEFINITIONS**

| Subcategory | | Class | | Definition |
|-------------|-------------------------|-------|-------------------------------|---|
| AD | Administrative Facility | O | Administrative/Sales Office | Facilities which house executive management and supporting activities for transit operations, except vehicle maintenance (e.g., accounting, finance, engineering, legal, customer services, scheduling and planning). Facilities may include customer information or ticket sales offices, owned by the transit agency but not part of passenger stations. |
| MNT | Maintenance Facility | SI | Service and Inspection Garage | Facilities where preventive maintenance, daily service and inspection and/or corrective maintenance activities are performed (e.g., clean interiors, fill/replace fluids and lubricants, replace filters, replace/repair tires, inspect suspensions/brakes/batteries/wheelchair lifts and ramps, degrease engines, minor body repairs and painting). Facilities generally contain maintenance bays, lifts and/or inspection pits, fuel pump islands, fuel storage tanks, bus wash systems, and brake testing lanes. |
| | | GP | General Purpose Facility | Facilities where maintenance personnel provide basic service readiness inspection, limited repairs and light service (e.g. tire pressure, oil/fluid levels, mirror replacement, sweeping). Facilities may include overnight or temporary storage for revenue vehicles. |
| | | WSH | Vehicle Washing Facility | Structure containing vehicle washing equipment. |
| PS | Passenger Facility | TSF | Transfer Center | Facilities where passengers connect between two or more routes and/or modes of transit. Facilities may also include (staffed or unstaffed) passenger waiting area, ticket vending machines or booths. |
| PR | Parking Facility | GAR | Parking Garage | Single or multi-level parking structure built underground and/or above grade. Facility is characterized by a street level entrance with ramps to access parking spaces. |

Community Connector’s administrative facility has limited space and function and needs significant renovation. Since there is only one administrative facility, 100% exceeds the condition benchmark for fiscal year 2017. Six maintenance facilities have been identified as being used in the provision of the public transit service; however, two of these facilities have not been included in the condition assessment or performance target calculation as they are wholly owned and maintained by a third party. The City of

Bangor has no capital responsibility for these facilities. Of the four maintenance facilities that the City of Bangor does have physical and financial responsibility for, one (cold storage bus barn) exceeds the condition benchmark (25%). The condition of the passenger and parking facilities located at Pickering Square are adequate. The calculated performance for fiscal year 2017 for all facilities is 28.57%.

| Table 2.5 | | | | | | |
|--|------------------------------------|----------------------------------|--------------------------|-----------|--------------|---------------------|
| BACTS METROPOLITAN PLANNING AREA | | | | | | |
| FY 17 ACTUAL PERFORMANCE | | | | | | |
| ASSET CATEGORY: FACILITIES | | | | | | |
| Facilities | | Structure | | Condition | | |
| Subcategory | Class | Facility Name | Location | TERM | Benchmark | Exceeding Benchmark |
| Administrative Facility (AD) | (O) Administrative/Sales Office | Administrative Office | 481 Maine Avenue, Bangor | 2.00 | 3 - Adequate | 100.00% |
| | (SI) Service and Inspection Garage | City of Bangor Motor Pool Garage | 481 Maine Avenue, Bangor | 3.00 | 3 - Adequate | 0.00% |
| | (WSH) Vehicle Washing Facility | Bus Wash | 481 Maine Avenue, Bangor | 3.00 | 3 - Adequate | 0.00% |
| Maintenance Facility (MNT) | (GP) General Purpose Facility | Bus Barn | 481 Maine Avenue, Bangor | 4.00 | 3 - Adequate | |
| | (GP) General Purpose Facility | Bus Barn - Cold Storage | 481 Maine Avenue, Bangor | 2.50 | 3 - Adequate | 50.00% |
| | (GP) General Purpose Facility | Town of Orono Fire Department | 59 Main Street, Orono | | N/A | |
| | (GP) General Purpose Facility | UMO Motor Pool Garage | Rangeley Road, Orono | | N/A | |
| MNT Subcategory Total | | | | 1/4 | | 25.00% |
| Total Administrative and Maintenance Facilities | | | | 2/5 | | 40.00% |
| Passenger Facility (PS) | (TSF) Transfer Center | Pickering Square Bus Hub | 100 Broad Street, Bangor | 3.00 | 3 - Adequate | 0.00% |
| Parking Facility (PR) | (GAR) Parking Garage | Pickering Square Parking Garage | 100 Broad Street, Bangor | 3.00 | 3 - Adequate | 0.00% |
| Total Passenger and Parking Facilities | | | | 0/2 | | 0.00% |
| Total Facilities | | | | 2/7 | | 28.57% |

Construction of the new administrative office building is anticipated to be completed in the second quarter of the 2018 fiscal year. This will improve the performance target for administrative facilities significantly (from 100% to 0%) in 2018.

Community Connector entered into an agreement with the Town of Orono to relocate storage of the BBOE Shuttle buses from the Orono Fire Department to the Orono Public Works Garage. To better protect assets and ensure reliability, the active bus will be stored indoors and the spare bus will be stored outdoors with block heaters plugged in when the weather warrants. The 2018 inventory of maintenance facilities reflects this change of facility but does not affect the overall performance target. Of the four maintenance facilities that the City of Bangor has physical and financial responsibility for, the cold storage bus barn is the only facility that is expected to exceed the condition benchmark in 2018.

The overall performance target for facilities in 2018, based on one out of the seven facilities exceeding the condition benchmark, is 14.29%.

Table 2.6

**BACTS METROPOLITAN PLANNING AREA
FY 18 PERFORMANCE TARGETS
ASSET CATEGORY: FACILITIES**

| Facilities | | Structure | | Condition | | |
|--|------------------------------------|----------------------------------|--------------------------|-----------|--------------|--------------------|
| Subcategory | Class | Facility Name | Location | TERM | Benchmark | Performance Target |
| Administrative Facility (AD) | (O) Administrative/Sales Office | Administrative Office | 481 Maine Avenue, Bangor | 5.00 | 3 - Adequate | 0.00% |
| | (SI) Service and Inspection Garage | City of Bangor Motor Pool Garage | 481 Maine Avenue, Bangor | 3.00 | 3 - Adequate | 0.00% |
| | (WSH) Vehicle Washing Facility | Bus Wash | 481 Maine Avenue, Bangor | 3.00 | 3 - Adequate | 0.00% |
| Maintenance Facility (MNT) | (GP) General Purpose Facility | Bus Barn | 481 Maine Avenue, Bangor | 4.00 | 3 - Adequate | |
| | (GP) General Purpose Facility | Bus Barn - Cold Storage | 481 Maine Avenue, Bangor | 2.50 | 3 - Adequate | 50.00% |
| | (GP) General Purpose Facility | Orono Public Works Garage | 135 Kelley Road, Orono | | N/A | |
| | (GP) General Purpose Facility | UMO Motor Pool Garage | Rangeley Road, Orono | | N/A | |
| | MNT Subcategory Total | | | 1/4 | | 25.00% |
| Total Administrative and Maintenance Facilities | | | 1/5 | | 20.00% | |
| Passenger Facility (PS) | (TSF) Transfer Center | Pickering Square Bus Hub | 100 Broad Street, Bangor | 3.00 | 3 - Adequate | 0.00% |
| Parking Facility (PR) | (GAR) Parking Garage | Pickering Square Parking Garage | 100 Broad Street, Bangor | 3.00 | 3 - Adequate | 0.00% |
| Total Passenger and Parking Facilities | | | 0/2 | | 0.00% | |
| Total Facilities | | | 1/7 | | 14.29% | |

PREPARE TRANSIT ASSET MANAGEMENT PLAN

The next step of implementing transit asset management is the development the transit provider TAM Plan. This Plan must be completed on or before October 1, 2018 and is a condition of the FTA grant application. A substantial amount of time will be required to document all necessary inventories and condition assessments needed to complete the TAM Plan. BACTS has encouraged Community Connector to begin the process of the TAM Plan development as soon as possible and will continue to forward guidance documentation and resources designed to assist in the development of the TAM Plan.

PRIORITIZE INVESTMENTS/PROGRAM OF PROJECTS

Investment prioritization is the ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that can be reasonably anticipated to be available over the four-year TAM plan horizon period. The plan must include an investment prioritization strategy that identifies programs and projects to improve or manage the state of good repair of capital assets, in order of priority and anticipated project year. While Community Connector develops their TAM Plan, BACTS will concurrently be developing a procedure for the annual submission of transit projects and financial plans to be integrated within the TIP development and obligated project approval process.

PROGRAM FORMULA FUNDS

State DOTs and MPOs are expected to use the updated regulations to make better informed transportation planning and programming decisions. The MPO is required to integrate the transit provider's TAM plan into their planning process, and implement a performance-based planning process that prioritizes investments that meet regional performance targets for SGR. Any amendment of the Long-Range Transportation Plan or TIP on or after October 1, 2018, will trigger the requirement for BACTS to incorporate transit performance management components into the planning process.

On an annual basis, Community Connector and BACTS will cooperatively develop a listing of projects for which FTA funds were obligated in the preceding program year and made available in accordance with the public participation criteria for the TIP. The listing will include all federally funded projects authorized or revised to increase obligations in the preceding program year, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years for each project.

RECORDKEEPING AND REPORTING REQUIREMENTS

As a transit provider, Community Connector must maintain and provide its TAM plan, any supporting records or documents, performance targets, investment strategies, and annual condition assessment reports to MaineDOT and BACTS to aid in the planning process. Community Connector is also required to submit an annual data report to NTD which includes the SGR performance targets for the following year, condition information for the reporting year and a narrative report that provides a description of any change in the condition of the provider's transit system from the previous year and describes the progress made during the year to meet the performance targets set in the previous reporting year.

REGULATORY REFERENCE

The Transit Asset Management final rule was published in the Federal Register on July 26, 2016 with an effective date of October 1, 2016.

Code of Federal Regulations Chapter VI of Title 49 Part 625 - Public Transportation

Code of Federal Regulations Chapter VI of Title 49 CFR Part 630 - National Transit Database

Implementation Schedule

January 1, 2017 Public Transit Provider establishes their initial asset management performance targets and provides to MPO.

January 31, 2017 Public Transit Provider reports performance targets to NTD - *(optional)*.

June 30, 2017 MPO establishes regional targets.

October 1, 2017 State DOT establishes statewide targets.

- October 1, 2018
- Public Transit Provider completes initial Transit Asset Management (TAM) Plan covering four years and provides to MPO.
 - The MPO reflects the performance measures and targets in Metropolitan Long-Range Plans and TIPs updated after this date.
 - The State DOT reflects the performance measures and targets in Long-Range Statewide Transportation Plans and STIPs updated after this date.

- October 30, 2018 Public Transit Provider submits to NTD:
- Asset Inventory Module (AIM)
 - Performance targets for fiscal year 2019

- Annually October 30 Public Transit Provider submits to NTD:
- Asset Inventory Module (AIM)
 - Performance targets for the next fiscal year
 - Narrative report on changes in transit system conditions and the progress toward achieving previous performance targets