CITY OF BANGOR

COMMUNITY CONNECTOR

Tier II Transit Asset Management Plan

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Revision History

Agency Name: City of Bangor, Community Connector

Accountable Executive: Laurie Linscott, Bus Superintendent

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Last Modified By (Name):		Last Modified (Date):
Laurie Linscott		10/1/2018
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INTRODUCTION

In 2016, the Federal Transit Administration (FTA) published a rule, 49 CFR Part 625, to require public transit providers that receive Federal transit assistance to undertake certain transit asset management activities. Transit asset management is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation. Asset management is a cornerstone of effective performance management. Asset management is a process of resource allocation, optimization, and utilization. By leveraging data to improve investment decision-making, asset management improves reliability, safety, cost management, and customer service.

BACKGROUND

Maintaining transit assets, such as rolling stock, infrastructure, equipment, and facilities, in a state of good repair is essential to maintaining safety, ensuring system reliability, and reducing long-term maintenance costs. In its 2010 National State of Good Repair Assessment, FTA found that more than 40% of bus assets and 25% of rail transit assets were in marginal or poor condition. There is an estimated backlog of $50–$80 billion in deferred maintenance and replacement needs, a backlog that continues to grow. Transit agency customers, policymakers, and public agencies are holding agency management accountable for performance and increasingly expect more business-like management practices. The magnitude of these capital needs, performance expectations, and increased accountability requires agency managers and accountable executives to become better asset managers.

MAP-21 required the establishment of a National Transit Asset Management (TAM) System that would include a definition of “state of good repair;” requirements that recipients and sub recipients of federal transit funding develop transit asset management plans; state of good repair performance measure and reporting requirements; and annual reporting requirements.

To ensure compliance with the requirements of MAP-21, the FTA published a final rule on TAM planning requirements on July 26, 2016. The final rule included a transit-specific asset management framework for managing assets individually and as a portfolio of assets that comprise an integrated system. Within that framework, the FTA has identified three potential roles in transit asset management planning:

Tier I Provider is a recipient that owns, operates, or manages either (1) one hundred and one or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit. Tier I providers must develop their own, individual TAM plan.
Tier II Provider is a recipient that owns, operates, or manages (1) one hundred or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a sub recipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe. Tier II providers can develop their own individual TAM plan or can be included in a group plan developed by a sponsor agency.

Sponsor Agency is a State, a designated recipient, or a direct recipient that develops a group TAM for at least one tier II provider.

Asset management processes are ongoing and involve evaluating and managing the relationships between costs, risks, and performance over the asset's lifecycle. Smaller agencies that are constantly challenged to do more with less, ensuring that assets are cost-effectively managed to deliver the service needed becomes critical. The core intent of assess management is to help you take steps to ultimately maximize the utilization of your capital assets, cost-effectively plan for long-term capital investment needs while balancing service/operational needs and requirements, and, to the extent possible, minimize your lifecycle costs.

Having a good asset management plan in place can help you see the long term investment needed to maintain your assets and as such might also assist you in making investment decisions regarding the services you can sustain. This systematic approach to managing assets can add value across your organization. The fundamental concepts of asset management are straightforward; however, implementing the changes required to become a mature asset management organization requires careful planning and execution.

TRANSIT ASSET MANAGEMENT PLAN REQUIREMENTS for Tier II

As a Tier II public transportation provider, City of Bangor, Community Connector has developed a Transit Asset Management Plan in accordance with the guidelines established by the FTA. Specifically, §625.25 requires that all TAM plans must include:

1. **An inventory of the number and type of capital assets**. All capital assets a transit provider owns, operates or manages, including those acquired without FTA funds. The inventory must include all capital assets that the transit provider owns, except equipment with an acquisition value under $50,000 that is not a service vehicle.

2. **A condition assessment of those inventoried assets for which a transit provider has direct capital responsibility.** A condition assessment must generate information in a level of detail sufficient to monitor and predict the performance of the assets and to inform the investment prioritization. Direct capital responsibility means you have a line item in your budget.
3. A description of analytical processes or **decision-support tools** used to estimate capital investment needs over time.
4. A project-based **prioritization of investments**

The FTA TAM requirements, each transit operator receiving FTA funding shall designate an "Accountable Executive" to implement the TAM Plan. The Authority's Accountable Executive must balance transit asset management safety, day to day operations, and expansion needs in approving and carrying out the TAM Plan and a public transportation agency safety plan.

The TAM Plan is to be updated every four years. Amendments are to be made in the plan whenever there is a significant change to asset inventory, condition assessment or investment prioritization that was not anticipated when the plan was developed.

Starting in FY 2019, Triennial Reviews and State Management Reviews will include TAM as a part of the FTA's oversight review program. FTA is in the process of developing oversight standards for TAM activities and will make guidance available when it is complete. Oversight reviews will reflect objective compliance with the TAM rule. Other oversight tools such as Enhanced Review Modules and Technical Assistance are also being developed to provide more specified TAM oversight. Adhering to the TAM requirements is also incorporated into the master agreement for direct recipient of FTA grants and in the Certifications and Assurances process. The oversight process verifies the information each recipient certified.

Transit agencies are required to set performance targets and report them on the NTD report. They are also required on an annual basis to report on the performance of meeting these targets to the Metropolitan Planning Organization (MPO) and the Maine Department of Transportation (MEDOT).

DEFINITIONS

Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both

the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

Asset category means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

Asset class means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

Asset inventory means a register of capital assets. All capital assets a transit provider owns, operates or manages, including those acquired without FTA funds.

Capital asset means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

Decision support tool means an analytic process or methodology used to make investment prioritization.

(1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or
(2) To assess financial needs for asset investments over time.

Direct recipient means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

Equipment means an article of nonexpendable, tangible property having a useful life of at least one year.

Exclusive-use maintenance facility means a maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.

Facility means a building or structure that is used in providing public transportation.

FTA - Federal Transit Administration

Full level of performance means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.

Group TAM plan means a single TAM plan that is developed by a sponsor on behalf of at least one tier II provider.

Horizon period means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan.

Implementation strategy means a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

Infrastructure means the underlying framework or structures that support a public transportation system.

Investment prioritization means a transit provider's 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 a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Key asset management activities means a list of activities that a transit provider determines are critical to achieving its TAM goals.

Life-cycle cost means the cost of managing an asset over its whole life.

MEDOT Maine Department of Transportation

Participant means a tier II provider that participates in a group TAM plan.

Performance Measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (*e.g.,* a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

Performance target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

Public Transportation is defined at 49 U.S.C. 5302 and means regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income.

Public transportation system means the entirety of a transit provider's operations, including the services provided through contractors.

Public transportation agency safety plan means a transit provider's documented comprehensive agency safety plan that is required by 49 U.S.C. 5329.

Recipient means an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a sub recipient.

Rolling stock means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

Service vehicle means a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

Sponsor means a State, a designated recipient, or a direct recipient that develops a group TAM for at least one tier II provider.

State of good repair (SGR) means the condition in which a capital asset is able to operate at a full level of performance. The asset can perform its designed function and does not pose unacceptable safety risk to users.

FTA is required to set SGR performance measures that provide a basis for agencies to determine whether assets are in a condition sufficient to operate at a full level of performance. FTA's SGR performance measures are set by asset class.

Performance Measures:

Rolling Stock	AGE	% of asset class that met or exceed ULB
Equipment	AGE	% of asset that have met or exceeded ULB
Facilities	CONDITION	% of facilities with a condition rating below 3.0(TERM)

Sub recipient means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

TERM scale means the five (5) category rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent, 4.0—Good; 3.0—Adequate, 2.0—Marginal, and 1.0—Poor.

Tier I provider means a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

Tier II provider means a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a sub recipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Transit asset management (TAM) means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

Transit asset management plan (TAMP) means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit asset management policy means a transit provider's documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives. Required of a Tier I provider.

Transit asset management strategy means the approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

Transit asset management system means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

Transit provider means a recipient or sub recipient of Federal financial assistance under 49 U.S.C. chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

Useful life means either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

Useful life benchmark (ULB) means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

TIER II TRANSIT SYSTEM

The City of Bangor, Community Connector, is the public transit system that serves the communities of Bangor, Brewer, Hampden, Old Town, Orono, and Veazie as well as the University of Maine at Orono. Community Connector operates within Penobscot County and serves the urbanized area of these six communities comprised of a 2017 estimated population of 69,001. The Community Connector's 14 bus routes are within walking distance of 95 percent of the six communities.

The City of Bangor, Community Connector, is a Tier II transit system as defined by the Federal Transit Administration (FTA) TAM rule, 49 CFR 625. Transit Asset Management or TAM, is a business model that priorities funding based on condition of transit assets to achieve a State of Good Repair (SGR) for all transit assets. The TAM Plan enables a transit agency to monitor and manage their transit assets, improve safety, increase reliability and performance, and establish performance measures in order to keep the transit system operating smoothly and efficiently.

The Tier II provider is a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode. The City of Bangor, Community Connector, will participate in their own individual TAM plan to be compliant with FTA 49 CFR Part 625.

VEHICLE CLASSIFICATIONS

City of Bangor, Community Connector, procures vehicle types to meet the identified need, service geography, and ability to maintain the vehicle. Vehicle sub classes range from vans to large heavy duty transit buses. Each vehicle sub class is designated with a minimal useful life taken from FTA Circular 5010.1E. Below, the table shows the criteria used by Maine DOT to classify rolling stock and apply useful life and useful mileage performance measures. Community Connector will also use this same criteria to apply useful life for performance measures.

Rolling Stock Classifications FTA Circular 5010.1E (effective Feb 2017)

Classification	Description	Useful Life (yrs)	Useful Miles
Class 1	Vans, Sedans, Minivan, Modified Van 6,000-14,000 GVW	4	100,000
Class 2	Light Duty Mid-Small Bus, Small Body on Chassis, Cutaways 25-35' 10,000-16,000 GVW	5	150,000
Class 3	Medium Duty Transit Bus < 30', trolley-like bus, Purpose-Built Bus 35-35' (Med-duty is built on truck chassis) 16,000-26,000 GVW	7	200,000
Class 4	Medium Size Heavy Duty transit bus 30'-35' 26,000-33,000 GVW (Heavy Duty Bus is built as a bus)	10	350,000
Class 5	Large Heavy Duty Transit Bus 35'-40' Commuter Coach, Articulated Bus (Heavy Duty Bus is built as a bus) 33,000-40,000 GVW	12	500,000
Class 6	Ferry Boats	40	

ASSET INVENTORY

Data Collection

The City of Bangor, Community Connector evaluates and maintains rolling stock and equipment data for TAM/Program Management purposes once a year. Beginning in 2018, the City of Bangor, Community Connector, will also be responsible for data collections of the facilities required under 49 CFR Part 625. The City of Bangor, Community Connector uses a spreadsheet designed specifically to track and account for all assets.

Once data is collected, City of Bangor, Community Connector will computes the performance measures for each of the three Tier II categories; Rolling Stock, Equipment, and Facilities using a Spreadsheet program with formulas relative to the criteria for State of Good Repair.

CONDITION ASSESSMENTS

Rolling Stock and Equipment

The City of Bangor, Community Connector, combines both system assessments for rolling stock and equipment and Community Connector, staff will add in the assessments for facilities.

As an initial step to developing your condition assessment process, it is recommended that you set a condition target for your asset classes. For the condition assessment, your assets are rated against these condition targets. For example, condition targets can be age, mileage (for revenue or support vehicles), or simply Pass/Fail.

Community Connector will use a modified Transit Economic Recovery Model (TERM) assessment for conditions for rolling stock, equipment and for facilities.

The Condition Assessment Rating Scale is used to reference the description for scores of 1-5. This scale is taken from FTA's Transit Economic Requirements Model (TERM) scale, used primarily for facilities but can be used for rolling stock and equipment.

Rate	Condition	Condition Assessment Rating Scale (TERM) Description
4.8-5.0	Excellent	No Visible defects, new or near new condition, may still be under warranty if applicable
4.0-4.7	Good	Defective or deteriorated component(s), but it overall functional
3.0-3.9	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2.0-2.9	Marginal	Defective or deteriorated component(s) in need or replacement; exceeded useful life
1.0-1.9	Poor	Critically damage component(s) or in need of immediate repair; well past useful life

Facilities

All facility assessments are conducted by City of Bangor, Community Connector's staff using a modified Transit Economic Recovery Model (TERM) assessment. The rating systems uses a 1-5 rating scale as required by FTA. Facility assessments will be conducted every other year unless City of Bangor, Community Connector, has reason to conduct the assessments more often. All facility assessments will be documented and entered in a data table to also include useful life data on each facility. Currently, City of Bangor, is using the standard 40 year useful life for facilities. Facility types include any building or structure used in providing public transportation, including passenger stations, operations, maintenance, and administrative facilities. Condition assessments are only done if you have direct capital responsibility.

Capital responsibility is defined as the following:

You have direct capital responsibility	**You do NOT have direct capital responsibility**
You own the asset	You do not own the asset AND you are not responsible for replacing, overhauling, refurbishing, or conducting major repairs on that asset, or the costs of those activities are not itemized as a capital line items in your budget.
You jointly own the asset with another entity	
You are responsible for replacing, overhauling, refurbishing, or conducting major repairs on the asset, or the costs of those activities are itemized as a capital line items in your budget.	

For Maintenance and Administrative facilities:
♦ Any maintenance or administration facility under 100 square-ft. does not need to be included (e.g. security guard shack, stand-alone restroom, storage shelter in which no work is performed) in either of your inventories.
♦ If your vehicles are the only vehicles that the maintenance facility services, then it is considered an "exclusive use" facility and thus must be inventoried in your TAM plan.

♦ If the administrative office is in a building that has only incidental transit use (e.g. city hall), then it is not required to be included in either of your inventories.

For Passenger and Parking facilities:
♦ All passenger facilities must be inventoried in your TAM plan and reported to the NTD regardless of ownership.
♦ You must inventory all parking facilities for which you have direct capital responsibility, and that are immediately adjacent to a passenger facility (e.g. a park-and-ride lot or a garage).

DECISION SUPPORT TOOLS

In an effort to determine the State of Good Repair (SGR), which is defined as the condition at which a capital asset is able to operate at "full performance"; City of Bangor, Community Connector, uses age to determine SGR for rolling stock and equipment. Setting the Useful Life benchmark (ULB) for the SGR will be defined as the FTA standard as outlined in the 5010.1E circular and on page 10 of this document.

City of Bangor, Community Connector, will identify rolling stock and equipment that have exceeded or met its useful life benchmark (ULB) which is then used in determining priority replacement. When developing the Investment Priority List, City of Bangor, Community Connector, identifies any vehicle that has exceeded or met its useful life benchmark (ULB) and has a condition rating of 2.0 or below.

In determining the State of Good Repair (SGR) for Facilities, City of Bangor, Community Connector, uses condition assessment based on a FTA TERM scale to determine SGR for facilities. City of Bangor, Community Connector will identify facilities that have an SGR of 3.0 or below and will prioritizes it for replacement.

City of Bangor, Community Connector, is able to determine annual targets to be submitted to FTA as part of the NTD reporting cycle.

INVESTMENT PRIORITIZATION LIST

City of Bangor, Community Connector, generates a listing of capital assets in need of replacement or rehabilitation. In an effort to achieve an increased level of State of Good Repair (SGR) and assure transit riders and transit employees and the vehicles they are riding or operating are safe and reliable, City of Bangor, Community Connector, will annually generate the prioritization list to provide guidance for future investment projects.

Investment Priority Table, Rolling Stock 2018

VIN #	Fleet # and Status	Asset Class	Vehicle Classification	Year	Useful Life Benchmark	Condition Rating 2018	Past useful Life Benchmark
1VHAC3M2826501912	B0202	BU	4	2002	10	1	YES
1VHAC3M2026501919	B0207	BU	4	2002	10	1	YES
1VHAC3M2X26501913	B0203	BU	4	2002	10	2	YES
1GBG5V1929F402014	B0924	CU	3	2009	17	2	YES
5FYD2TP06YU020681	B0027	BU	4	2000	10	2	YES
5FYD2TPO8YU020682	B0028	BU	4	2000	10	2	YES
8FYD2TP0XYU020683	B0029	BU	4	2000	10	2	YES
1HVBTAFM77H522890	B0725	CU	3	2007	7	2	YES
1HVBTAFM07H506739	B0726	CU	3	2007	7	2	YES
1VHAC3M2926501921	B0209	BU	4	2002	10	2	YES
1VHAC3M2026501922	B0210	BU	4	2002	10	2	YES
2C4RDGBG5CR180665	B1265	V	1	2012	4	2	YES
1BAGJBPA36W100339	B0621	BU	4	2006	12	2	YES

Investment Priority Table, Facilities 2018

Passenger Facilities	Bus Depot	1
Maintenance	Motorpool	2
Maintenance	Bus Barn-Cold	2

PERFORMANCE TARGETS & MEASURES

Asset Category Performance Measure	Asset Class	2018 Target	2019 Target	2020 Target
Age- % of Revenue	**Revenue Vehicles**			
Vehicles within	AB-Articulated Bus			
A particular asset	AO-Automobile			
Class that have	BR-Over the road bus			
met or exceeded	BU-Bus	**50%**	**48%**	**38%**
Their useful life	CU-Cutaway Bus	**100%**	**100%**	
Benchmark (ULB)	DB-Double Decked Bus			
	FB-Ferryboat			
	MB-Mini Bus			
	MV-Mini Van			
	RT-Rubber Tire Vintage Trolley	**100%**	**100%**	**100%**
	Sb-School Bus			
	SV-Sport Utility Vehicle			
	TB-Trolleybus			
	VN-Van	**100%**	**100%**	
	Equipment			
Age % of vehicles	Non-Revenue/ Service Automobile			
That have met	Steel Wheel Vehicle			
Or exceeded	Trucks and other Rubber Tire Vehicles			
Their useful life				
Benchmark (ULB)				
	Facilities			
Condition-% of	Administration Building	**NA**	**NA**	**NA**
Facilities with a	Maintenance	**50%**	**50%**	**50%**
Condition rating	Passenger Facilities	**100%**	**100%**	**100%**
Below 3.0 on the				
FTA TERM Scale				

TARGET SETTING METHODOLOGY

Rolling Stock AGE	% of asset class that met or exceed ULB
Equipment AGE	% of asset that have met or exceeded ULB
Facilities CONDITION	% of facilities with a condition rating below 3.0 (TERM)

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Revenue Vehicles Condition Table

***Age is the surrogate performance measure for condition as determined by the FTA.**

Asset Category	Asset Class	Asset Name	Condition and Condition Rating	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Rolling Stock	BU - Bus	B0027	Marginal -2	5FYD2TP06YU020681	18	585,124	$440,000	10	Yes
Rolling Stock	BU - Bus	B0028	Marginal -2	5FYD2TPO8YU020682	18	584,977	$440,000	10	Yes
Rolling Stock	BU - Bus	B0029	Marginal -2	8FYD2TP0XYU020683	18	557,152	$440,000	10	Yes
Rolling Stock	BU - Bus	B0202	Poor-1	1VHAC3M2826501912	16	466,549	$440,000	10	Yes
Rolling Stock	BU - Bus	B0203	Marginal -2	1VHAC3M2X26501913	16	422,502	$440,000	10	Yes
Rolling Stock	BU - Bus	B0207	Poor-1	1VHAC3M2026501919	16	459,811	$440,000	10	Yes
Rolling Stock	BU - Bus	B0209	Marginal -2	1VHAC3M2926501921	16	365,854	$440,000	10	Yes
Rolling Stock	BU - Bus	B0210	Marginal -2	1VHAC3M2026501922	16	403,410	$440,000	10	Yes
Rolling Stock	BU - Bus	B0321	Good-4	5FYD2GLO13UO24921	15	417,671	$500,000	16*	No
Rolling Stock	BU - Bus	B0325	Good-4	5FYD2GLO93UO24925	15	324,072	$500,000	16*	No
Rolling Stock	BU - Bus	B0329	Good-4	5FYD2GLO63UO24929	15	584,770	$500,000	16*	No
Rolling Stock	BU - Bus	B0330	Good-4	5FYD2GLO23UO24930	15	749,727	$500,000	16*	No
Rolling Stock	BU - Bus	B0445	Adequate-3	15GCA211341112345	14	83,598	$440,000	10	Yes

Rolling Stock	**BU - Bus**	**B0621**	**Marginal-2**	**1BAGJBPA36W100339**	**13**	**268,272**	**$500,000**	**12**	**Yes**
Rolling Stock	**BU - Bus**	**B1046**	**Good-4**	**15GGB2716B1178620**	**7**	**378,636**	**$500,000**	**16****	**No**
Rolling Stock	**BU - Bus**	**B1047**	**Good-4**	**15GGB2718B1178621**	**7**	**353,625**	**$500,000**	**16****	**No**
Rolling Stock	**BU - Bus**	**B1048**	**Good-4**	**15GGB271XB1178622**	**7**	**243,880**	**$500,000**	**12**	**No**
Rolling Stock	**BU - Bus**	**B1049**	**Good-4**	**15GGB2711B1178623**	**7**	**275,225**	**$500,000**	**12**	**No**
Rolling Stock	**BU - Bus**	**B1050**	**Good-4**	**15GGB2713B1178624**	**7**	**224,836**	**$500,000**	**12**	**No**
Rolling Stock	**BU - Bus**	**B1743**	**Excellent-5**	**15GGE2719H3093243**	**1**	**31,312**	**$450,000**	**10**	**No**
Rolling Stock	**BU - Bus**	**B1744**	**Excellent-5**	**15GGE2710H3093244**	**1**	**29,567**	**$450,000**	**10**	**No**
Rolling Stock	**CU - Cutaway Bus**	**B0725**	**Marginal-2**	**1HVBTAFM77H522890**	**9**	**160,125**	**$300,000**	**7**	**Yes**
Rolling Stock	**CU - Cutaway Bus**	**B0726**	**Marginal-2**	**1HVBTAFM07H506739**	**9**	**146,084**	**$300,000**	**7**	**Yes**
Rolling Stock	**CU - Cutaway Bus**	**B0924**	**Marginal-2**	**1GBG5V1929F402014**	**9**	**318,239**	**$300,000**	**7**	**Yes**
Rolling Stock	**RT - Rubber-tire Vintage Trolley**	**B9965**	**Adequate-4**	**1GBLP37J2X3302265**	**19**	**109,293**	**$200,000**	**12**	**Yes**
Rolling Stock	**VN - Van**	**B1265**	**Marginal-2**	**2C4RDGBG5CR180665**	**6**	**163,211**	**$45,000**	**4**	**Yes**

***End of Life rehab adds on 4 years to ULB**

****Midlife rehab adds on 4 years to ULB**

Equipment Condition Table

***Age is the surrogate performance measure for condition as determined by the FTA.*

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark

Facilities Condition Table

Asset Category	Asset Class	Asset Name	Asset Owner	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Administration	Office	Owned			5	$350,000.00
Facilities	Maintenance	Bus Barn-Cold	Owned		38	2	$1,645,000.00
Facilities	Maintenance	Bus Barn-Heated	Owned		14	4	$472,500.00
Facilities	Maintenance	Bus Wash	City of Bangor		14	4	$3,028,900.00
Facilities	Maintenance	Motorpool	City of Bangor		48	2	$3,000,000.00
Facilities	Passenger Facilities	Bus Depot	City of Bangor		29	1	$11,330,364.00

Asset Register

Asset Category	Asset Class	Asset Name	Make	Vehicle Classification		ID/Serial No.	Asset Owner	Year	Vehicle Mileage	Replacement Cost/Value
Facilities	Administration	Office					Owned	2018		$ 350,000
Facilities	Maintenance	Bus Barn-Cold					Owned	1980		$ 1,645,000
Facilities	Maintenance	Bus Barn-Heated					Owned	2004		$ 472,500
Facilities	Maintenance	Bus Wash					City of Bangor	2004		$ 3,028,900
Facilities	Maintenance	Motorpool					City of Bangor	1970		$ 3,000,000
Facilities	Passenger Facilities	Bus Depot					City of Bangor	1989		$ 11,330,364
Rolling Stock	BU - Bus	B0027	New Flyer	4		5FYD2TP06YU020681	Owned	2000	585,124	$ 440,000
Rolling Stock	BU - Bus	B0028	New Flyer	4		5FYD2TPO8YU020682	Owned	2000	584,977	$ 440,000
Rolling Stock	BU - Bus	B0029	New Flyer	4		8FYD2TP0XYU020683	Owned	2000	557,152	$ 440,000
Rolling Stock	BU - Bus	B0202	Orion	4		1VHAC3M2826501912	Transferred	2002	466,549	$ 440,000

Rolling Stock	**BU - Bus**	**B0203**	**Orion**	**4**		**1VHAC3M2X26501913**	**Transferred**	**2002**	**422,502**	**$ 440,000**
Rolling Stock	**BU - Bus**	**B0207**	**Orion**	**4**		**1VHAC3M2026501919**	**Transferred**	**2002**	**459,811**	**$ 440,000**
Rolling Stock	**BU - Bus**	**B0209**	**Orion**	**4**		**1VHAC3M2926501921**	**Transferred**	**2002**	**365,854**	**$ 440,000**
Rolling Stock	**BU - Bus**	**B0210**	**Orion**	**4**		**1VHAC3M2026501922**	**Transferred**	**2002**	**403,410**	**$ 440,000**
Rolling Stock	**BU - Bus**	**B0321**	**New Flyer**	**5**		**5FYD2GLO13UO24921**	**Owned**	**2003**	**417,671**	**$ 500,000**
Rolling Stock	**BU - Bus**	**B0325**	**New Flyer**	**5**		**5FYD2GLO93UO24925**	**Owned**	**2003**	**324,072**	**$ 500,000**
Rolling Stock	**BU - Bus**	**B0329**	**New Flyer**	**5**		**5FYD2GLO63UO24929**	**Owned**	**2003**	**584,770**	**$ 500,000**
Rolling Stock	**BU - Bus**	**B0330**	**New Flyer**	**5**		**5FYD2GLO23UO24930**	**Owned**	**2003**	**749,727**	**$ 500,000**
Rolling Stock	**BU - Bus**	**B0445**	**Gillig**	**4**		**15GCA211341112345**	**Owned**	**2004**	**83,598**	**$ 440,000**
Rolling Stock	**BU - Bus**	**B0621**	**Blue Bird**	**5**		**1BAGJBPA36W100339**	**Owned**	**2005**	**268,272**	**$ 500,000**
Rolling Stock	**BU - Bus**	**B1046**	**Gillig**	**5**		**15GGB2716B1178620**	**Owned**	**2011**	**378,636**	**$ 500,000**
Rolling Stock	**BU - Bus**	**B1047**	**Gillig**	**5**		**15GGB2718B1178621**	**Owned**	**2011**	**353,625**	**$ 500,000**
Rolling Stock	**BU - Bus**	**B1048**	**Gillig**	**5**		**15GGB271XB1178622**	**Owned**	**2011**	**243,880**	**$ 500,000**
Rolling Stock	**BU - Bus**	**B1049**	**Gillig**	**5**		**15GGB2711B1178623**	**Owned**	**2011**	**275,225**	**$ 500,000**
Rolling Stock	**BU - Bus**	**B1050**	**Gillig**	**5**		**15GGB2713B1178624**	**Owned**	**2011**	**224,836**	**$ 500,000**
Rolling Stock	**BU - Bus**	**B1743**	**Gillig**	**4**		**15GGE2719H3093243**	**Owned**	**2017**	**31,312**	**$ 440,000**
Rolling Stock	**BU - Bus**	**B1744**	**Gillig**	**4**		**15GGE2710H3093244**	**Owned**	**2017**	**29,567**	**$ 440,000**
Rolling Stock	**CU - Cutaway Bus**	**B0725**	**El Dorado**	**3**		**1HVBTAFM77H522890**	**Owned**	**2009**	**160,125**	**$ 300,000**

Rolling Stock	**CU - Cutaway Bus**	**B0726**	**El Dorado**	**3**		**1HVBTAFM07H506739**	**Owned**	**2009**	**146,084**	**$ 300,000**
Rolling Stock	**CU - Cutaway Bus**	**B0924**	**Chevrolet**	**3**		**1GBG5V1929F402014**	**Owned**	**2009**	**318,239**	**$ 300,000**
Rolling Stock	**RT - Rubber-tire Vintage Trolley**	**B9965**	**Chevrolet**	**3**		**1GBLP37J2X3302265**	**Owned**	**1999**	**109,293**	**$ 200,000**
Rolling Stock	**VN - Van**	**B1265**	**Dodge**	**1**		**2C4RDGBG5CR180665**	**Owned**	**2012**	**163,211**	**$ 45,000**

Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2018	FY 16 5339 Delivery 3 Gillig Buses	Rolling Stock	$1,323,000.00	High
2018	FY 17 5339 Order 5 New Buses	Rolling Stock	$2,250,000.00	High
2019	FY 16 5339 Delivery 2 Gillig Buses	Rolling Stock	$882,000.00	High
2019	FY 18 5339 Order 7 New Buses	Rolling Stock	$2,500,000.00	High
2020	New Bus Depot	Facilities	$500,000.00	High