



CITY OF BANGOR

COMMUNITY CONNECTOR

TRANSIT ASSET MANAGEMENT SYSTEM

TAMS

Transit Asset Management Plan (TAMP)

Tier II

October 1, 2021 - September 30, 2025

Revision History

Agency Name: City of Bangor, Community Connector

Accountable Executive: Laurie Linscott, Bus Superintendent

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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 asset 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 10 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 prioritizes 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 minivans 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 benchmarks and useful mileage performance measures. Community Connector will also use this same criteria to apply useful life benchmark 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 compute 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, will combine system assessments for rolling stock, equipment, and facilities. Rolling Stock (revenue or support vehicle) will have their condition assessments rated against age, mileage, and overall condition of the asset. Equipment will have their condition assessments rate on age and overall condition. Community Connector will set a condition target of 3 or higher for rolling stock, equipment, and facilities.

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.

Condition Assessment Rating Scale (TERM)		
Rate	Condition	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 Community Connector facilities condition assessments are done by 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 in 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 or has a condition rating of 2.0 or below would be on the list.

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 prioritize it for replacement and or repair.

City of Bangor, Community Connector, will need to determine the SGR annual performance targets to be submitted to FTA as part of the NTD reporting cycle.

SGR 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)

SGR PERFORMANCE TARGETS & MEASURES

Asset Category Performance Measure	Asset Class	FY 2021 Targets	<i>FY 2021 Performance</i>	FY 2022 Targets	FY 2023 Targets	FY 2024 Targets	FY 2025 Targets
Age- % of Revenue	Revenue Vehicles Buses Only	22/5	<i>22/5</i>	22/0	22/3	24/3	24/3
Vehicles within A particular asset Class that have met or exceeded Their useful life Benchmark (ULB)	BU-Bus	23%	<i>23%</i>	0%	14%	13%	13%
	MV-Mini Van	0%	<i>0%</i>	0%	0%	0%	80% 5/4
	RT-Rubber Tire Vintage Trolley	100% 2/2	<i>100% 2/2</i>	100% 2/2	100% 2/2	100% 2/2	100% 2/2
	ALL VEHICLES	4%	<i>4%</i>	7%	17%	16%	29%
	Equipment						
Age % of vehicles That have met Or exceeded Their useful life Benchmark (ULB)	N/A						
	Facilities						
Condition-% of Facilities with a Condition rating Below 3.0 on the FTA Term scale	Administration Building and Maintenance 3/1	33%	<i>33%</i>	33%	33%	33%	33%
	Passenger Facilities 1/1	N/A	<i>N/A</i>	0%	0%	0%	0%
	Total Facilities	33%	<i>33%</i>	25%	25%	25%	25%

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 FY 2023

VIN #	Fleet # and Status	Asset Class	Vehicle Classification	Year	Useful Life Benchmark	Condition Rating 2021	Past useful Life Benchmark

Investment Priority Table, Equipment FY 2023

Investment Priority Table, Facilities FY 2023

Passenger Facilities	Transit Center	1
Maintenance	Bus Barn-Cold	1

FY 2021 Revenue Vehicles Condition Table and Asset Register

Conditions as of 6/30/2021									
**Age is the surrogate performance measure for condition as determined by the FTA.				To determine condition Community Connector uses age, mileage, and overall condition. The TERM scale as the condition assessment rating scale.				*End of Life rehab adds on 4 years to ULB	**Midlife rehab adds on 4 years to ULB
Asset Category	Asset Class and Vehicle Classification	Asset Name/ Year	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 4	B0445 2004	Marginal-2	15GCA211341112345	17	133,490	\$469,000	10/2014	Yes
Rolling Stock	BU – Bus 5	B0321 2003	Poor-1	5FYD2GLO13UO24921	18	489,267	\$560,000	16*/2020	Yes
Rolling Stock	BU – Bus 5	B0325 2003	Poor-1	5FYD2GLO93UO24925	18	376,765	\$560,000	16*/2020	Yes
Rolling Stock	BU – Bus 5	B0329 2003	Poor-1	5FYD2GLO63UO24929	18	644,265	\$560,000	16*/2020	Yes
Rolling Stock	BU – Bus 5	B0330 2003	Poor-1	5FYD2GLO23UO24930	18	811,313	\$560,000	16*/2020	Yes
Rolling Stock	BU – Bus 5	B1046 2011	Good-4	15GGB2716B1178620	10	452,130	\$560,000	16**/2027	No
Rolling Stock	BU – Bus 5	B1047 2011	Good-4	15GGB2718B1178621	10	439,487	\$560,000	16**/2027	No
Rolling Stock	BU – Bus 5	B1048 2011	Good-4	15GGB271XB1178622	10	324,553	\$560,000	12/2023	No
Rolling Stock	BU – Bus 5	B1049 2011	Good-4	15GGB2711B1178623	10	344,114	\$560,000	12/2023	No
Rolling Stock	BU – Bus 5	B1050 2011	Good-4	15GGB2713B1178624	10	311,637	\$560,000	12/2023	No

Rolling Stock	BU – Bus 4	B1743 2017	Excellent-5	15GGE2719H3093243	4	134,581	\$469,000	10/2027	No
Rolling Stock	BU – Bus 4	B1744 2017	Excellent-5	15GGE2710H3093244	4	139,616	\$469,000	10/2027	No
Rolling Stock	BU – Bus 4	B1858 2018	Excellent-5	15GGE2710J3093459	3	92,231	\$469,000	10/2028	No
Rolling Stock	BU – Bus 4	B1859 2018	Excellent-5	15GGE2712J3093459	3	101,470	\$469,000	10/2028	No
Rolling Stock	BU – Bus 4	B1960 2019	Excellent-5	15GGE2717K3093460	2	89,638	\$469,000	10/2028	No
Rolling Stock	BU – Bus 4	B1961 2019	Excellent-5	15GGE2719K3093461	2	78,027	\$469,000	10/2028	No
Rolling Stock	BU – Bus 4	B1962 2019	Excellent-5	15GGE2710K3093462	2	72,655	\$469,000	10/2029	No
Rolling Stock	BU – Bus 4	B1985 2019	Excellent-5	15GGE2719K3093685	2	66,491	\$469,000	10/2029	No
Rolling Stock	BU – Bus 4	B1986 2019	Excellent-5	15GGE2710K3093686	2	66,491	\$469,000	10/2029	No
Rolling Stock	BU-Bus 4	B1987 2019	Excellent-5	15GGE2712K3093687	2	64,074	\$469,000	10/2029	No
Rolling Stock	BU-Bus 4	B1988 2019	Excellent-5	15GGE2714K3093688	2	59,544	\$469,000	10/2029	No
Rolling Stock	BU-Bus 4	B1989 2019	Excellent-5	15GGE2716K3093689	2	59,833	\$469,000	10/2029	No
Rolling Stock	RT - Rubber-tire Vintage Trolley 3	B9965 1999	Adequate-4	1GBLP37J2X3302265	22	111,806	\$200,000	7/2006	Yes
Rolling Stock	RT - Rubber-tire Vintage Trolley 3	B0004 2004	Adequate-4	1C9S2HFS8YW535204	17	92,964	\$250,000	7/2011	Yes
Rolling Stock	MV-Minivan 1	V1965 2019	Excellent-5	2C7WDGBG7KR727665	2	5,597	\$65,000	4/2025	No
Rolling Stock	MV-Minivan 1	V1966 2019	Excellent-5	2C7WDGBG9KR727666	2	6,887	\$65,000	4/2025	No
Rolling Stock	MV-Minivan 1	V1890 2018	Excellent-5	2C4RC1L7XJR248390	3	3,155	\$65,000	4/2025	No
Rolling Stock	MV-Minivan 1	V1889 2018	Excellent-5	2C4RC1L73JR248389	3	3,888	\$65,000	4/2025	No
Total	22 BUSES/ TROLLEY/4 VAN								

FY 2021 Equipment Condition Table and Asset Register

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

To determine condition Community Connector uses age and overall condition. The TERM scale as the condition assessment rating scale.

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
No Equipment									

**FY 2021 Facilities
Condition Table and
Asset Register**

The TERM
scale as the
condition
assessment
rating scale.

Conditions as of 6/30/2021

Asset Category	Asset Class	Asset Name	Asset Owner	% Asset Responsibility	Year and Age (Yrs)		TERM Scale Condition	Replacement Cost/Value
Facilities	Administration	Office	City of Bangor / Community Connector is responsible	100%	2018	2	5	\$350,000.00
Facilities	Maintenance	Bus Barn-Cold	City of Bangor /Community Connector is responsible	100%	1980	41	1	\$1,645,000.00
Facilities	Maintenance	Bus Barn-Heated	City of Bangor / Community Connector is responsible	100%	2004	17	4	\$472,500.00
Facilities	Maintenance	Bus Wash	City of Bangor and Community Connector is NOT responsible	0%	2004	16		\$3,028,900.00
Facilities	Maintenance	Motorpool	City of Bangor Community Connector is NOT responsible	0%	1970	48		\$3,000,000.00
Facilities	Passenger	Bus Depot	Torn Down 5/2019					

Approved Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
FY 2021-2022	FY 2019 5339 Bus and Bus Fac New Transit Center	Facilities	\$3.4 Million	High/Funded
FY 2021-2022	5339 Bus and Bus Fac. Formulas Funds Bus Technology Project	Bus Support Equipment	375,000	High/Funded
FY 2022-2023	FY 20 5339 Bus and Bus Fac Bus Stop Project	Bus Support and Equipment	496,000	High/Funded
FY 2024	FY 18 Bus and Bus Fac Grant	2 Buses	1 million	Ordered

Proposed Investment Project List

FY 2023	New Roof and Furnace - Warm Bus Barn	Facilities	100,000	High
FY 2023	Service Vehicles	Equipment	50,000	High
FY 2023-2024	Add more Bus Technology	Bus Support Equipment	250,000	High
FY 2024-2030	Rehab the Cold Bus Barn	Facilities	5.0 Million	High
FY 2024-2025	Add More Bus Stops and Shelters	Bus Support Equipment	350,000	High
FY 2025-2030	Move to Electrification			