



CITY OF BANGOR

COMMUNITY CONNECTOR

Transit Asset State of Good Repair

Fiscal Year 2021

Performance Targets

Actual Performance

Fiscal Year 2022-2024

Performance Targets

Federal Transit Administration (FTA) is required to set State of Good Repair (SGR) 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. Note that for each asset category the performance measure is a characterization of the percentage of the number of assets that are not in a state of good repair. As the age increases or condition of assets deteriorates, the value of the performance measures will increase.

Lower Performance Measures Values = Better State of Good Repair

TAM measures performance toward SGR in three ways:

- [Rolling Stock & Equipment](#) ► Age
 - [Facilities](#) ► TERM scale
- [Infrastructure](#) ► Performance Restriction

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).

Asset Category	FTA established Performance Measure
Rolling Stock	% of revenue vehicles exceeding ULB
Equipment	% of non-revenue service vehicles exceeding ULB
Facilities	% of facilities rated under 3.0 on the TERM scale
Infrastructure	% of track segments under performance restriction

City of Bangor, Community Connector, procures vehicle types to meet the need, service geography, and ability to maintain the vehicle. Vehicle sub classes range from mini 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 benchmarks (ULB) and useful mileage performance measures. Community Connector has also adopted the following table as their useful life benchmarks (ULB) for their rolling stock in their TAMS Plan and to calculated their performance measures.

Rolling Stock Classifications FTA Circular 5010.1E (effective Feb 2017)			
Classification	Description	Useful Life (yrs) Bench Mark (ULB)	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	

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. If FTA accepts your NTD report, then it accepts your customized ULB.

ROLLING STOCK ACTUAL PERFORMANCE

During fiscal year 2021 City of Bangor, Community Connector took delivery of four new ADA Minivans (MV) asset # 1965,1966, 1889, and 1890. One ADA minivan was retired in fiscal year 2021; MV1265. Actual Performance of the Rolling Stock Assets that meet or exceed the ULB is 25%. This table below shows actual fiscal year 2021 performance compared to targets set. Fiscal year 2021 performance targets calculated in June 2021.

City of Bangor, Community Connector FY 2021 Performance Targets and Actual Performance Measures Rolling Stock						
Asset Category	Vehicle Class / Type	# in Fleet	Set ULB	# Exceed ULB	FY 21 Target % in TAMS	FY 21 Performance % actual
Rolling Stock	BU- Class 4	13	10	1	0	8%
	BU-Class 5	3	12	0	0	0
	BU-Class 5E	6	12 + 4=16	4	0	67%
Subtotal (BU)		22		5	0	23%
	CU-Class 3	DELETED			DELETED	
	Trolley (RT) Class 3	2	7	2	100%	100%
	Minivan (MV) Class 1	4	4	0	0	0
	Total	28		7	30/2 7%	28/ 7 25%

ROLLING STOCK PERFORMANCE TARGETS 2021-2024

The performance target calculations for fiscal years 2021-2024 are based on the following vehicle addition and retirement assumptions:

Rolling Stock	FY 2021		FY 2022		FY 2023		FY 2024	
	Add	Retire	Add	Retire	Add	Retire	Add	Retire
BU Class 4	0	0	1	1	0	0	2	0
BU Class 5	0	0	4	0	0	0	0	2
BU Class 5 E	0	0	0	4	0	0	0	0
CU Class 3	Delete class							
RT-Trolley Class 3	0	0	0	0	0	0	0	0
MV – Mini Van Class 1	4	1	1	0	1 (service)	0	0	0
Total	4	1	6	5	1	0	2	0

Fiscal Year 2021-2024 Performance Targets: Rolling Stock completed in June 2021

Performance Targets=Assets that Meet or Exceed ULB

City of Bangor, Community Connector FY 2021-2024 Performance Targets Rolling Stock									
Rolling Stock	ULB	FY 2021		FY 2022		FY 2023		FY 2024	
		# in Fleet/Target		# in Fleet/Target		# in Fleet/Target		# in Fleet/Target	
BU Class 4	10	13	/1 8%	13	0	13	0	15	0
BU Class 5	12	3	0	7	0	7	/3 43%	4	/ 3 75%
BU Class 5 E	16	6	/4 67%	2	0	2	0	2	0
Subtotal		22	/5 23%	22	0	22	/3 14%	24	/3 13%
RT Trolley 3	7	2	/2 100%	2	/2 100%	2	/2 100%	2	/2 100%
MV Mini Van 1	4	4	0	5	0	5	0	5	0
TOTAL		28	/7 4%	29	/2 7%	29	/ 5 17%	31	/ 5 16%

FACILITIES ACTUAL PERFORMANCE

During fiscal year 2020 and 2021 City of Bangor Community Connector staff and other city employees worked hard on the NEPA documentation and design on the new transit center. After hiring an Architect and getting design work started, things hit to a standstill when the world was hit with a pandemic called COVID 19. Design work slowed down and the project was put on the back seat. It was not forgotten, but it was slowed down and other things took priority. As soon as the pandemic restrictions were lightened and businesses got back to a new normal, design work continued. During this time building supply costs began to climb and cost for other materials started to skyrocket and become unavailable or long lead times. The City of Bangor was hit with a new transit center that once was affordable to be far costlier than imaginable. The RFP was issued and prices came in much higher than expected. Meetings were held and more funding was secured and the award was made. The building contractor was awarded a contract and construction started on the last day of summer 2021. The new transit center is set to be completed by end of year 2022.

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)

Community Connector has adopted the TERM scale for all of their assets.

TERM Rating	Condition	Description
Excellent	4.8 - 5.0	No visible defects; new or near new condition; may still be under warranty if applicable
Good	4.0 - 4.7	Good condition, but no longer new; may be slightly defective or deteriorated, but is overall functional
Adequate	3.0 - 3.9	Moderately deteriorated or defective, but has not exceeded useful life

TERM Rating	Condition	Description
Marginal	2.0 - 2.9	Defective or deteriorated; in need of replacement; exceeded useful life
Poor	1.0 - 1.9	Critically damaged or in need of immediate repair; well past useful life

FTA requires that facility condition data be fully updated every four years, at a minimum. Agencies may choose to assess a quarter of their facilities every year, or more frequently. Each annual report must include updated facility condition data based on any assessments completed since the last report. Note: Only facilities with direct capital responsibility require condition assessments.

The TAM final rule requires you to assess all assets for which you have direct capital responsibility, including those that are owned by someone else but for which you have at least partial direct capital responsibility.

Performance Measure	Asset Category	Example Asset Class	Example Facility Class
Percentage of assets with condition rating below 3.0 on FTA TERM Scale by asset class	Facilities	Administrative & Maintenance Facilities	Revenue Collection Facility
			Service and Inspection Facility
		Parking & Passenger Facilities	Parking Garages
			Park and Ride Lots
			Rail Terminals
			Bus Transfer Stations

**City of Bangor, Community Connector
FY 2021
Actual Performance
ASSET CATEGORY: FACILITIES**

Asset Category / Sub Category	Name	Location	Year Built	Current Condition	Condition Benchmark	Exceeding Benchmark
Facilities / Administrative Facility	Administrative Office	475 Maine Ave	2018	5	3- Adequate	
Facilities / Maintenance Facility	Bus Barn Warm Storage	530 Maine Ave	2004	4	3- Adequate	
Facilities / Maintenance Facility	Bus Barn Cold Storage	530 Maine Ave	1980	1	3- Adequate	100%
Total Facilities				3/1		33%

The actual performance was calculated in June 2021. The performance targets and the actual performance was the same. The total facilities exceeding the benchmark in 2021 was one out of the three facilities or 33%.

The performance targets for facilities for fiscal years 2021-2024 are calculated based on the following assumptions: Completed June 2021

- Construction of a new Transit Center to be completed during the calendar year 2022.
- Bus Barn Cold needs a remodel and planning on exploring applying for funding in 2021-2022.

**City of Bangor, Community Connector
FY 2022-2024
Performance Targets
ASSET CATEGORY: FACILITIES**

Asset Category / Sub Category	Name	2021 Target Condition / Exceeding Benchmark	2022 Target Condition / Exceeding Benchmark	2023 Target Condition / Exceeding Benchmark	2023 Target Condition / Exceeding Benchmark
Facilities / Administrative Facility	Administrative Office	5 / 100%	5 /100%	5 / 100%	5 / 100%
Facilities / Maintenance Facility	Bus Barn Warm Storage	4	4	4	4
Facilities / Maintenance Facility	Bus Barn Cold Storage	2 / 50%	1 / 50%	1 / 50%	1 / 50%
Facilities / Passenger Facility	Transit Center-opening in 2022	N/A	5	5	5
Total Facilities		3 / 33%	4/ 25%	4 / 25%	4 / 25%