



CITY OF BANGOR

COMMUNITY CONNECTOR

Transit Asset State of Good Repair

Fiscal Year 2023

Performance Targets vs.

Actual Performance

Fiscal Year 2024-2026

Performance Targets

Federal Transit Administration (FTA) established four performance measures to approximate the State of Good Repair (SGR) for four categories of capital assets. Calculating performance measures helps transit agencies to quantify condition of their assets, which will facilitates setting targets that support local funding prioritization.

| 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 |

State of Good Repair 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).

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 FY23

During fiscal year 2023 City of Bangor, Community Connector did not take any delivery of new transit buses. However, in fiscal year 23 munity Connector received another new ADA Minivans (MV) asset # 2208 for its ADA Paratransit service.

This table below shows actual fiscal year 2023 performance compared to targets set. Fiscal year 2023 performance targets calculated in June 2022. Fiscal year 2023 actual performance was calculated in June 2023.

| City of Bangor, Community Connector FY 2023 Performance Targets and Actual Performance Measures Rolling Stock | | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------|----------------------|------------|-----------|--------------|------------------------|----------------------------|
| Asset Category | Vehicle Class / Type | # in Fleet | Set ULB | # Exceed ULB | FY 23 Target % in TAMS | FY 23 Performance % actual |
| Rolling Stock | BU- Class 4 | 13 | 10 | 0 | 0 | 0 |
| | BU-Class 5 | 3+4 = 7 | 12 | 0 | 0 | 0 |
| | BU-Class 5E | 2 | 12 + 4=16 | 0 | 0 | 0 |
| Subtotal (BU) | | 22 | | 0 | 22/0 | 22/0 |
| | Trolley (RT) Class 3 | 0 | 7 | 0 | DELETED | DELETED |
| | Minivan (MV) Class 1 | 5+1=6 | 4 | 0 | 0 | 0 |
| | Total | 28 | | 0 | 28/0 0 | 28/0 |

The FY 23 targets were established at 0% of the rolling stock would exceed the ULB. And the FY 23 Actual Performance is 0% of the rolling stock exceed the ULB.

ROLLING STOCK PERFORMANCE TARGETS FY 2023-2026

The performance target calculations for fiscal years 2023-2026 are based on the following vehicle addition and retirement assumptions:

| Rolling Stock | FY 2023 | | FY 2024 | | FY 2025 | | FY 2026 | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Add | Retire | Add | Retire | Add | Retire | Add | Retire |
| BU Class 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| BU Class 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BU Class 5 E | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| MV – Mini Van Class 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Total | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 |

Fiscal Year 2023-2026 Performance Targets: Rolling Stock completed in June 2023

Performance Targets=Assets that Meet or Exceed ULB

| Rolling Stock | ULB | FY 2023 | | FY 2024 | | FY 2025 | | FY 2026 | |
|---------------|-----|-------------------|----------|-------------------|------------|-------------------|------------|-------------------|------------|
| | | # in Fleet/Target | | # in Fleet/Target | | # in Fleet/Target | | # in Fleet/Target | |
| BU Class 4 | 10 | 13 | 0 | 13 +2 | 0 | 15 | 0 | 15 | 0 |
| BU Class 5 | 12 | 7 | 0 | 4 / 3 | 75% | 4 / 3 | 75% | 4/3 | 75% |
| BU Class 5 E | 16 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 |
| Subtotal | | 22 | 0 % | 24 /3 | 13% | 24 / 3 | 13% | 24/3 | 13% |
| MV Mini Van 1 | 4 | 6 | 0 | 6+1 | 0 | 7+1 /2 | 25% | 8+1 / 4 | 44% |
| TOTAL | | 27 | 0 | 31 / 3 | 17% | 32 / 5 | 16% | 33 /7 | 21% |

EQUIPMENT ACTUAL PERFORMANCE FY23

During fiscal year 2022 City of Bangor, Community Connector purchased a 2022 Nissan Leaf fully electric vehicle as a service vehicle. In fiscal year 23 (FY 23) Community Connector purchased another fully electric 2023 Nisan Leaf as another service vehicle.

| City of Bangor, Community Connector FY 2023 Performance Targets & Actual Performance Measures Equipment | | | | | | |
|------------------------------------------------------------------------------------------------------------------|----------------------|------------|---------|--------------|------------------------|----------------------------|
| Asset Category | Vehicle Class / Type | # in Fleet | Set ULB | # Exceed ULB | FY 23 Target % in TAMS | FY 23 Performance % actual |
| Rolling Stock | Sedan-Class 1 | 2 | 4 | 0 | 0 | 0 |
| | Total | 2 | | 0 | 2/0 0 | 2/0 |

EQUIPMENT PERFORMANCE TARGETS FY 2023-2026

| Rolling Stock | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | |
|-----------------|---------|--------|---------|--------|---------|--------|---------|--------|
| | Add | Retire | Add | Retire | Add | Retire | Add | Retire |
| Sedan Class 1 | 1 | | 1 | 0 | 0 | 0 | 0 | 0 |
| Service Vehicle | | | | | | | | |

Fiscal Year 2023-2026 Performance Targets completed in June 2023

Performance Targets= Assets that meet or Exceed ULB

| Rolling Stock | ULB | FY 2023 | | FY 2024 | | FY 2025 | | FY 2026 | |
|-----------------|-----|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | | # in Fleet/Target | # in Fleet/Target | # in Fleet/Target | # in Fleet/Target | # in Fleet/Target | # in Fleet/Target | # in Fleet/Target | # in Fleet/Target |
| Sedan Class 1 | 4 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 |
| Service Vehicle | | | | | | | | | |

FACILITIES ACTUAL PERFORMANCE FY 23

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 burner. 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 have long lead times. The City of Bangor quickly realized the new transit center that once was affordable to be far costlier than imaginable. The RFP for a general contractor was issued and bids came in much higher than expected and materials were at an all-time scarcity. Meetings were held and more funding was secured and the general contractor award was made. The building contractor was awarded a contract and construction started on the last day of summer 2021. The new transit center was set to be completed by end of year 2022.

The New Transit Center was open in December of 2022, FY 23.

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 |

| TERM Rating | Condition | Description |
|-------------|-----------|--------------------------------------------------------------------------|
| Adequate | 3.0 - 3.9 | Moderately deteriorated or defective, but has not exceeded useful life |
| 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 2023 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 | 5- Excellent | |
| Facilities / Maintenance Facility | Bus Barn Warm Storage | 530 Maine Ave | 2004 | 4 | 4- Good | |
| Facilities / Maintenance Facility | Bus Barn Cold Storage | 530 Maine Ave | 1980 | 1 | 1- Poor | 33.33% |
| Passenger Facilities | Transit Center | 25 Water Street | 2022 | 5 | 5- Excellent | |
| Total Facilities | 4 Facilities total | | | 4/1 | | 25% |
| | | | | | | |

| Asset Category / Sub Category | Name | 2023 Target Condition / Exceeding Benchmark | 2024 Target Condition / Exceeding Benchmark | 2025 Target Condition / Exceeding Benchmark | 2026 Target Condition / Exceeding Benchmark |
|--------------------------------------|--------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|
| Facilities / Administrative Facility | Administrative Office | 5 | 5 | 5 | 5 |
| Facilities / Maintenance Facility | Bus Barn Warm Storage | 4 | 4 | 4 | 4 |
| Facilities / Maintenance Facility | Bus Barn Cold Storage | 1 / 50% | 1 / 50% | 1 / 50% | 1/50% |
| Facilities / Passenger Facility | Transit Center-opening in 2022 | 5 | 5 | 5 | 5 |
| Total Facilities | | 4 / 1 25% | 4 / 1 25% | 4 / 1 25% | 4/1 25% |

The actual performance was calculated in June 2023. The performance targets and the actual performance just happened to be the same. The total facilities exceeding the benchmark in FY 2023 was one out of the four facilities or 25%.

The performance targets for facilities for fiscal years 2024-2026 are calculated based on the following assumptions: Completed June 2023.

- The NEW Transit Center was opened to the public in December 2022.
- In FY 23, we received a 5339 Bus and Bus Facilities Discretionary Grant to rehab the Cold Bus Barn for a total project cost of 10 million.