

Northwestern Indiana transit asset management group plan for small transit providers

Introduction

This Transit asset management group plan is for all small transit providers in Northwestern Indiana. Every small provider in this plan is a subrecipient of the Northwestern Indiana Regional Planning Commission. Transit operators and their accountable executives participating in this plan are:

Transit Operator

City of LaPorte, TransPorte
City of Valparaiso, ChicaGo Dash and V-Line
East Chicago Transit
North Township Dial-a-Ride
Opportunity Enterprises
Porter County Aging and Community Services
South Lake County Community Services

Accountable Executive

Tom MacLennan Tyler Kent Frank Rosado Jerry Siska Claudia Taylor Bruce Lindner Margot Sabato

Each subrecipient in this group plan, and all the subrecipients together qualify as a Tier II Plan.

In the last two years, transit operators have been undergoing a regional, system-wide set of improvements to the systems used to distribute funding for maintaining, operating, and expanding transit in Northwestern Indiana. This Transit Asset Management plan is part of that process. This plan will outline a strategy for replacing revenue and service vehicles, and targets associated with those strategies. These targets were made in collaboration with all transit operators in the small group plan. When developing the plan, operators indicated that this is one small part in a large set of reforms to transit funding. As such, aggressive targets were unnecessary and would hinder progress in the broader planning effort. For instance, on paper many vehicles in the small group plan's fleet have met the end of their useful life, however most of the vehicles in question are already in awarded grants and are pending replacement. NIRPC is working with the operators to create efficiencies in the timing of vehicle replacements. This document will address some of those strategies. Operators also indicated that while some vehicles may have met the end of their useful life, many of the vehicles have been well-maintained and are functioning well, for the operator's needs. This document offers strategies to allow for flexibility on behalf of the operators to hold on to vehicles that may have met the end of their useful life, but are still highly functional.

This document allows for regular updates to the vehicle condition assessment and the prioritized list of investments. The document's four year planning horizon will be updated annually, so that a new list of prioritized investments will be added in the furthest available year of the plan.

Asset inventory

The following asset inventory is a summary of all significant assets contained within the small group plan. Unlike many other transit systems, the operators in this small group plan have no significant valued assets that are not rolling stock. All equipment of significant value is often leased, outsourced to an outside maintenance provider, or is part of the broader agency and is not purchased or maintained with FTA funding. Additionally, none of the operators in this small group plan occupy buildings that were purchased with FTA funding. Every operator in this group plan has a parent agency or municipality that owns buildings that serve multiple purposes outside of transit. These buildings have other sources of funding for their upkeep and maintenance. Rarely, an operator will submit a small maintenance project to be secured with grant funding, but these instances are rare and are of little value. None of the operators currently have any infrastructure associated with their operations.

NIRPC currently maintains an asset inventory of all significant assets among its subrecipients. The asset inventory is attached as Appendix A. The asset inventory contains the following fields:

Spreadsheet will contain, but is not limited to, the following fields:

- NIRPC ID
- Serial number
- Agency ID
- Vehicle Model
- Vehicle Type
- Lift (Y/N)
- Fuel Type (Gas, Diesel, Liquid Propane)
- Vehicle Type (Service, Non-service)
- Model Year
- Cost (At time of purchase)
- Useful Life Benchmark (Years)
- Delivery Month
- Delivery Year
- End of Useful Life Month
- End of Useful Life Year
- Current Years in Operation
- Amount of Years Over the End of Useful Life Benchmark
- Percent of Years Over the End of Useful Life Benchmark
- Current Revenue Mileage

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- End of Useful Life Benchmark (Mileage)
- Percent of Miles Over the End of Useful Life Benchmark
- Estimated Replacement Year
- Condition Assessment
- Inflation Years (Number of years of inflation between purchase and replacement)
- Estimated increase in cost due to inflation
- Estimated true cost of replacement (includes inflation added)
- Spare Status (Is this vehicle being used as a spare? Y/N)
- Replacement Schedule:
 - o 2019
 - o **2020**
 - o **2021**
 - o **2022**

Condition assessment

The condition assessment will be combined with the asset inventory. A field will contain the assessed condition of each vehicle in the fleet. Operators are required to submit a rating for each system on each vehicle, using a 0-10 rating scale. Each vehicle in the fleet will have each system rated when each vehicle is submitted for regular routine maintenance by a mechanic or other certified professional. All condition assessments must be completed annually, by the end of the federal fiscal year.

Failure to complete an annual condition assessment for each vehicle in an operator's fleet will result in no TIP awards or grant executions for an operator's vehicle replacements.

Unless a vehicle has a system rated as "0" or "inoperable" it will not be submitted to FTA as a request for early retirement.

Each operator will use the following system rating score to assess each vehicle's systems:

Score	Rating	Description
10	Excellent	Brand new, no major problems exist, only routine preventive maintenance
7 - 9	Good	Elements are in good working order, requiring only nominal or infrequent minor repairs (Greater than 6 months between minor repairs)
4 – 6	Moderate	Requires frequent minor repairs (less than 6 months between repairs) or infrequent major repairs (more than 6 months between major repairs)
1 – 3	Poor	Requires frequent major repairs (less than 6 months between major repairs)
0	Inoperable	In such a poor condition, that continued use presents potential problems

This score will be applied to the following ten vehicle systems:

System	Description	Score
Engine	Evaluate available compression tests, oil usage, oil analysis and noise	(1 - 10)
Drive-Train	Evaluate transmission and rear-end based on fluid analysis, shift quality, fluid leaks and noises	(1 - 10)
Electrical	Evaluate lights, switches, gauges, and other electrical mechanisms relative to general working conditions. Evaluate wiring condition especially front to back wiring	(1 - 10)
Suspension/Steering	Evaluate the suspension and steering capability throughout the vehicle, ensure that fluids are working, connections are solid, and the bus does not needlessly sway.	(1 - 10)
A/C, Heating	Evaluate cooling and heating capability throughout the bus in order to maintain passenger driver and comfort	(1 - 10)
Structure	Evaluate extent of crack and rust involvement in structure	(1 - 10)
Body Interior	Evaluate condition of floor, windows, seats, side and modesty panels and other interior items	(1 - 10)
Body Exterior	Evaluate extent of cracks, dents, and rust	(1 - 10)
Wheelchair Safety	Evaluate ability to load and unload passengers safely	(1 - 10)
Safety Systems	Evaluate the braking system including the emergency braking system, emergency exit windows, doors, hatches, etc.	(1 - 10)
Total Vehicle Score:		100

The combined score of 1-10 across all ten systems on each vehicle will provide each driver with a score from 0-100. The higher the score, the better condition the vehicle is in. The condition assessment will be utilized in two ways:

- 1. Prioritization of all vehicles
- 2. Individual prioritization from transit operators on which vehicles to submit for replacement, if more than one vehicle qualifies for replacement in any given year

The scores and their ratings are as follows:

Score	Rating
81 - 100	Excellent
61 – 80	Good
41 – 60	Moderate
21 – 40	Poor
0 – 20	Unusable/Inoperable

In the first year of implementation of this TAM group plan, no condition assessments have been submitted. The group waives the requirement in the first year of implementation to provide time to streamline the process into their regular preventive maintenance schedule. All operators will be required to have a condition assessment before September 30, 2019.

Decision support tools

The following decision support tools will be used in determining which vehicles are eligible for replacement in any given year. These support tools are comprised of four distinct parts:

<u>Goal</u>: A broad statement of a desired end condition or outcome; a unique piece of the agency's vision. An example of a goal is to achieve and maintain a state of good repair.

<u>Metric</u>: A quantifiable indicator of performance or condition. An example is vehicle miles traveled. This metric could inform a performance measure, such as average accumulated mileage.

<u>Performance Measure</u>: An expression based on a metric to assess progress toward meeting established targets. An example of a performance measure is the percent of passenger vans that have met or exceeded their ULB.

<u>Target</u>: A quantifiable level of performance or condition, expressed as a numerical value for the measure, to be achieved within a specific time frame. An example of a target is 90% of the performance measure (i.e., % of assets that meet or exceed the ULB)

The support tools are as follows:

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Goal:	Metric:	Performance Measure:	Target:
NIRPC will not submit any vehicle replacement into a grant unless it is confirmed that the vehicle will meet the end of its useful life within the following calendar year.	 Useful life benchmark Revenue miles traveled 	Number of vehicles in an approved grant that are more than a year from the end of their useful life.	No vehicles submitted for replacement more than one year ahead of the end of their useful life.
Vehicle replacements will be prioritized by the following conditions: 1) Revenue vehicles have priority over maintenance vehicles 2) Years over the end of the useful life benchmark 3) Mileage over estimated end of useful life 4) Vehicle condition assessment	 Type of vehicle Age of vehicle Useful life benchmark Revenue miles traveled Non-revenue miles traveled Vehicle condition assessment Cost of replacement 	Number of revenue and non-revenue vehicles in operation that have met or exceeded the end of their useful life by mileage or years Annual cost of total vehicle replacements	 Not to exceed 50% percentage of revenue vehicles that have met or exceeded the end of their useful life Not to exceed 20% of revenue vehicles that have met their useful life, and are not pending replacement in a grant. Not to exceed 10% percentage of non-revenue vehicles that have met or exceeded the end of their useful life of the entire vehicle fleet Annual cost of total vehicle replacements not to exceed 10% of total 5307 NWI apportionment
Vehicles with systems indicated as inoperable may be replaced ahead of the end of their useful life, pending FTA guidance.	 Useful life benchmark Revenue miles traveled Vehicle condition assessment 	Number of vehicles that have a designated "inoperable" system indicated by the system rating score.	No vehicles submitted for replacement because of an "inoperable" system.
Make the vehicle purchasing process more efficient by reducing the number of vehicles slated for replacement that are not eligible, or vehicles that are not available on the Indiana QPA or an identified state cooperative agreement	 Vehicles that have been funded that have not yet met the end of their useful life Vehicles that have been funded while not on the Indiana QPA or other identified state cooperative agreement 	 Number of vehicles that have been funded that have not yet met the end of their useful life Number of vehicles that have been funded while not on the Indiana QPA or other identified state cooperative agreement 	 No vehicles that have been funded that have not yet met the end of their useful life No vehicles that have been funded while not on the Indiana QPA or other identified state cooperative agreement

Prioritized list of investments

The aforementioned decision support tools provide a prioritized list of investments. Investments will be prioritized by:

- 1. Service or non-service vehicle
- 2. Percent of years over end of useful life benchmark
- 3. Percent of mileage over end of useful life benchmark
- 4. Vehicle condition assessment

Appendix B contains a prioritized list of investments for 2019 – 2022.

Programmatic rules

In addition to the decision support tools, the following programmatic rules will apply when considering vehicle replacements:

- o If an operator has more than one vehicle that has met the end of its useful life, they may choose to swap the priorities of the vehicles if the vehicle swapped has a lower condition assessment
- NIRPC will not submit any vehicle replacement into a grant unless it is confirmed that the vehicle will meet the end of its useful life within the following calendar year, the vehicle will be bumped into the following priority year and all other vehicles will advance in priority
- Preliminary specs on vehicle replacements and capital purchases are due before FTA grant submissions and/or TIP applications
- NIRPC will not approve any vehicle replacement into the TIP unless it is part of the Indiana State QPA or an identified state cooperative agreement
- NIRPC will not submit any vehicles for early replacement to FTA if none of the vehicle's systems have been rated as "inoperable"
- o Operators will have to submit an annual condition assessment for every vehicle in their fleet
- Vehicles will only be replaced until the cap of 5307 funding designated 10% for vehicle replacements has been reached
- Vehicle replacements will be funded through other funding categories, such as CMAQ, 5310, and 5339 before spending 5307 funding on replacements. This assumes there is funding left in each other funding program after those programs consider all proposed projects for the year.
- Vehicles may be purchased beyond the cap, if it allows the region to meet the goal of 50% or fewer revenue vehicles in operation that have met the end of their useful life; 20% or fewer of revenue vehicles that have met the end of their useful life, but are pending replacement; and 10% or fewer service vehicles met the end of their useful life.
- Late or missing data submissions may result in denied vehicle replacements or approval for federal funds.
 Including:
 - NTD
 - ALOP
 - Other subrecipient reporting:
 - o Vehicle Usage & Accident
 - Drug & Alcohol Testing
 - Disadvantage Business Enterprise Report
 - o Preventive Maintenance Reporting
 - Operating Assistance Financial Report

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- o Capital Cost of Contracting Financial Report
- o Income Financial Report
- ADA Review Documentation
- Biennial Review Documentation
- Certifications and Assurance Compliance
- o Availability of Local Match Annual Report
- o Triennial Review Documentation
- State Board of Accounts Audit
- Procurement Documentation
- o Projects in the TIP that have not been obligated in two years after their original program year, will be cancelled, adding the total of cancelled federal funds into the availability for funds in the upcoming year.
- o If an operator does not have enough local match to replace multiple vehicles in a single year, the operator may choose to "bump" a vehicle from one year to another, advancing the priority of all other replacements, provided the group can maintain its ULB thresholds.

Appendix A: Active Vehicle Inventory As of 10/1/2018

Agency	NIRPC ID	Agency Serial ID Vehicle Model	Lift Fue	I Service Type	Pocurement Vehicle Type File No.	Fed Match Grant % Number	Model Useful Life Delive Year Cost (Years) Month	ry Delivery EoUL Year Month	EoUL Years in c	% of ears Years over over JLB ULB		Miles Under/ % of Miles Over ULB over ULB		Estimated Estimated increase due True cost of to inflation Replacement	Estimated Replacement Replacement Year Pending?
East Chicago Transit East Chicago Transit East Chicago Transit	EC013 EC016 EC017	212616 EC2002 Pickup 076416 EC2006A 35' Bus 076417 EC2006B 35' Bus	N Gas Y Dsl Y Dsl	FR FR	Non-Service Service 05-03 Service 05-03	80% X316 80% X446 80% X678	2001 \$ 26,297 4 Sep 2006 \$ 280,132 12 Jun 2006 \$ 280,132 12 Jun	2001 Sep 2006 Jun 2006 Jun	2018 12 2018 12	13 425% 0 100% 0 100%	91,960 100,000 334,415 500,000 334,663 500,000	8,040 92% 165,585 67% 165,337 67%	N/A 18 N/A 11 N/A 11	\$ 61,629 \$ 341,761 \$ 61,629 \$ 341,761	2019 No 2017 Yes 2017 Yes
East Chicago Transit East Chicago Transit East Chicago Transit	EC018 EC019 EC020	077681 EC2007A 35' Bus 077682 EC2007B 35' Bus 053771 EC2008 SUV	Y Dsl Y Dsl N Gas		Service 06-02 Service 06-02 Non-Service 07-07	80% X489 80% X489 80% X486	2007 \$ 281,967 12 Apr 2007 \$ 281,967 12 Apr 2008 \$ 20,150 4 Dec	2007 Apr 2007 Apr 2007 Dec	2019 11 2019 11 2011 11	-1 92% -1 92% 7 275%	330,953 500,000 324,266 500,000 64,700 100,000	169,047 66% 175,734 65% 35,300 65%	N/A 11 N/A 11 N/A 12	\$ 62,033 \$ 344,000 \$ 4,836 \$ 24,986	2018 Yes 2018 Yes 2019 No
East Chicago Transit East Chicago Transit East Chicago Transit East Chicago Transit	EC021 EC022 EC023 EC024	177200 EC2010A 35' Bus 102974 EC2010B Std Van A29765 2011A BOC Van A29766 2011B BOC Van	Y Dsl N Gas Y Gas Y Gas	Paratransit	Service 08C-0008 Non-Service 10-02 Service 10-02 Service 10-02	80% X567 100% X017 80% X609 80% X609	2010 \$ 322,574 12 Jan 2011 \$ 22,549 4 Oct 2011 \$ 54,579 4 Apr 2011 \$ 54,579 4 Apr	2010 Jan 2010 Oct 2011 Apr 2011 Apr	2022 8 2014 8 2015 7 2015 7	-4 67% 4 200% 3 175% 3 175%	224,947 500,000 46,413 100,000 113,768 100,000 116,809 100,000	275,053 45% 53,587 46% (13,768) 114% (16,809) 117%	N/A 12 N/A 9 N/A 8 N/A 8	\$ 4,059 \$ 26,608 \$ 8,733 \$ 63,312	2022 No 2019 No 2019 No 2019 No
TransPorte TransPorte TransPorte	LP09 LP10 LP23	A51246 LP21 BOC Van A51247 LP22 BOC Van C25953 LP23 BOC Van	N LP Y LP Y IP	DR DR DR	Service 10-28.07 Service 10-28.07 Service 14-10	80% X024 80% X024 80% X053	2013 \$ 77,688 4 May 2013 \$ 77,688 4 May 2016 \$ 78,114 4 Feb	2013 May 2013 May 2016 Feb	2017 5 2017 5	1 125% 1 125% -2 50%	96,210 100,000 96,273 100,000 55,097 100,000	3,790 96% 3,727 96% 44,903 55%	N/A 4 N/A 4 N/A 5	\$ 6,215 \$ 83,903 \$ 6,215 \$ 83,903	2017 Yes 2017 Yes 2020 No
TransPorte TransPorte TransPorte	LP24 LP25 LP26	C25954 LP24 BOC Van C36123 LP25 BOC Van C57269 LP26 BOC Van	Y LP Y LP Y LP	DR DR DR	Service 14-10 Service 15-29 Service 17-03	80% X053 80% X053 80% X053	2016 \$ 78,114 4 Feb 2016 \$ 78,249 4 Apr 2017 \$ 85,935 4 Sep	2016 Feb 2016 Apr 2017 Sep	2020 2 2020 2	-2 50% -2 50% -3 25%	56,216 100,000 49,373 100,000 21,249 100,000	43,784 56% 50,627 49% 78,751 21%	N/A 5 N/A 5 N/A 5	\$ 7,811 \$ 85,925 \$ 7,825 \$ 86,073 \$ 8,594 \$ 94,529	2020 No 2020 No 2021 No
TransPorte North Township North Township	LP27 NT015 NT016	C57270 LP27 BOC Van A06640 DAR15 BOC Van B35617 DAR16 BOC Van	Y LP Y Gas Y Gas	DR/DO	Service 17-03 Service 10-28.08 Service 11-16.01	80% X053 80% X609/594 80% X609	2017 \$ 85,935 4 Sep 2012 \$ 63,263 4 Jan 2012 \$ 58,221 4 Apr	2017 Sep 2012 Jan 2013 Apr	2021 1 2016 6 2017 5	-3 25% 2 150% 1 125%	12,556 100,000 95,922 100,000 74,362 100,000	87,444 13% 4,078 96% 25,638 74%	N/A 5 N/A 5 N/A 5	\$ 6,326 \$ 69,589 \$ 5,822 \$ 64,043	2021 No 2017 Yes 2018 Yes
North Township North Township North Township North Township	NT017 NT018 NT019 NT020	B35618 DAR17 BOC Van A02942 DAR18 BOC Van A02944 DAR19 BOC Van A02947 DAR20 BOC Van	Y Gas Y Gas Y Gas Y Gas	DR/DO DR/DO	Service 12-18.01 Service 12-16.01 Service 12-16.01 Service 13-12.01	80% X636 85% X653 100% X035 100% X035	2012 \$ 58,221 4 Apr 2015 \$ 53,843 4 Feb 2015 \$ 53,843 4 Feb 2015 \$ 53,843 4 Feb	2013 Apr 2015 Feb 2015 Feb 2015 Feb	2017 5 2019 3 2019 3 2019 3	1 125% -1 75% -1 75% -1 75%	82,647 100,000 57,660 100,000 52,549 100,000 52,705 100,000	17,353 83% 42,340 58% 47,451 53% 47,295 53%	N/A 4 N/A 5 N/A 5 N/A 5	\$ 5,384 \$ 59,227 \$ 5,384 \$ 59,227	2017 Yes 2019 No 2019 No 2019 No
North Township North Township North Township	NT021 NT022 NT023	C39534 DAR21 BOC Van C39535 DAR22 BOC Van C55089 DAR23 BOC Van	Y Gas Y Gas Y Gas	DR/DO DR/DO	Service 15-18 Service 15-18 Service 16-07.03	85% X667 85% X667 85% X667	2016 \$ 59,581 4 Apr 2016 \$ 59,581 4 Apr 2016 \$ 60,904 4 Aug	2016 Apr 2016 Apr 2016 Apr 2016 Aug	2020 2 2020 2	-2 50% -2 50% -2 50%	36,602 100,000 17,745 100,000 21,076 100,000	63,398 37% 82,255 18% 78,924 21%	N/A 5 N/A 5 N/A 5	\$ 5,958 \$ 65,539 \$ 5,958 \$ 65,539	2020 No 2020 No 2020 No
North Township Opportunity Enterprises Opportunity Enterprises	NT024 OE08 OE09	C57259 DAR24 BOC Van C55096 08 BOC Van C55103 09 BOC Van	Y Gas Y Gas Y Gas	DR DR	Service 16-28.01 Service 16-07.01 Service 16-07.01	85% X033 85% X667 85% X667	2017 \$ 66,141 4 Aug 2016 \$ 60,125 4 Aug 2016 \$ 60,125 4 Aug	2017 Aug 2016 Aug 2016 Aug	2020 2 2020 2	-3 25% -2 50% -2 50%	4,173 100,000 65,788 100,000 58,073 100,000	95,827 4% 34,212 66% 41,927 58%	N/A 5 N/A 5 N/A 5	\$ 6,012 \$ 66,137 \$ 6,012 \$ 66,137	2022 No 2020 No 2020 No
Opportunity Enterprises Opportunity Enterprises Opportunity Enterprises Opportunity Enterprises	OE090 OE093 OE094 OE095	A32718 90 BOC Van A21068 93 BOC Van A21070 94 BOC Van A21069 95 BOC Van	Y Gas Y Gas Y Gas Y Gas	DR DR	Service 08-01 Service 09-06.03 Service 09-06.03 Service 09-06.03	80% X547 80% X567 80% X567 80% X567	2009 \$ 53,546 4 May 2010 \$ 57,677 4 Feb 2010 \$ 57,677 4 Feb 2010 \$ 57,677 4 Feb	2009 May 2010 Feb 2010 Feb 2010 Feb	2013 9 2014 8 2014 8 2014 8	5 225% 4 200% 4 200% 4 200%	175,283 100,000 181,556 100,000 180,075 100,000 198,307 100,000	(75,283) 175% (81,556) 182% (80,075) 180% (98,307) 198%	N/A 10 N/A 7 N/A 7 N/A 7	\$ 8,075 \$ 65,752 \$ 8,075 \$ 65,752	2019 No 2017 Yes 2017 Yes 2017 Yes
Opportunity Enterprises Opportunity Enterprises Opportunity Enterprises Opportunity Enterprises	OE098 OE10 OE100	B05341 98 BOC Van C20799 10 BOC Van A29166 01 BOC Van	Y Gas Y Gas Y Gas	DR DR	Service 10-28.03 Service 16-07.06 Service 10-28.03	80% X609 85% X667 80% X609	2011 \$ 57,673 4 Oct 2017 \$ 59,673 4 Feb 2012 \$ 57,673 4 Mar	2011 Oct 2017 Feb 2012 Mar	2015 7	3 175% -3 25% 2 150%	171,107 100,000 45,982 100,000 178,044 100,000	(71,107) 171% 54,018 46% (78,044) 178%	N/A 7 N/A 5 N/A 6	\$ 8,074 \$ 65,747 \$ 5,967 \$ 65,640	2017 Tes 2018 Yes 2021 No 2018 Yes
Opportunity Enterprises Opportunity Enterprises Opportunity Enterprises	OE101 OE102 OE103	A40002 03 BOC Van A40013 02 BOC Van A00686 05 BOC van	Y Gas Y Gas Y Gas	DR DR	Service 12-18.02 Service 12-18.02 Service 13-12.02	80% X636 80% X636 85% X653	2013 \$ 58,479 4 May 2013 \$ 58,479 4 May 2015 \$ 50,733 4 Feb	2013 May 2013 May 2015 Feb	20.0	1 125% 1 125% -1 75%	158,351 100,000 153,185 100,000 118,443 100,000	(58,351) 158% (53,185) 153% (18,443) 118%	N/A 6 N/A 6 N/A 5	\$ 7,017 \$ 65,496 \$ 7,017 \$ 65,496 \$ 5,073 \$ 55,806	2019 No 2019 No 2019 No
Opportunity Enterprises Opportunity Enterprises Opportunity Enterprises Opportunity Enterprises	OE104 OE105 OE106 OF11	A02963 04 BOC Van C04194 06 BOC Van C04193 07 BOC Van C46257 11 BOC Van	Y Gas y Gas Y Gas Y Gas	DR DR	Service 13-12.02 Service 14-08.02 Service 14-08.02 Service 16-28.02	85% X653 85% X667 85% X667 85% 2016-033	2015 \$ 50,733 4 Feb 2016 \$ 55,759 4 Oct 2016 \$ 55,759 4 Oct 2017 \$ 58,898 4 May	2015 Feb 2015 Oct 2015 Oct 2017 May	2019 3 2019 3	-1 75% -1 75% -1 75% -3 25%	96,222 100,000 70,456 100,000 80,562 100,000 26,654 100,000	3,778 96% 29,544 70% 19,438 81% 73,346 27%	N/A 5 N/A 5 N/A 5 N/A 5	\$ 5,576 \$ 61,335 \$ 5,576 \$ 61,335	2019 No 2019 No 2019 No 2021 No
Opportunity Enterprises Opportunity Enterprises Opportunity Enterprises Opportunity Enterprises	OE12 OE13 OE14	C46258 12 BOC Van C46259 13 BOC Van C27810 14 BOC Van	Y Gas Y Gas Y Gas	DR DR	Service 16-28.02 Service 16-28.02 Service 17-20.01	85% 2016-033 85% 2016-033 80% 2017-027	2017 \$ 58,898 4 May 2017 \$ 58,898 4 May 2018 \$ 61,035 4 Aug	2017 May 2017 May 2017 May 2018 Aug	2021 1 2021 1	-3 25% -3 25% -4 0%	36,652 100,000 34,914 100,000 - 100,000	63,348 37% 65,086 35% 100,000 0%	N/A 5 N/A 5 N/A 4	\$ 5,890 \$ 64,788 \$ 5,890 \$ 64,788	2021 No 2021 No 2021 No 2022 No
Opportunity Enterprises Opportunity Enterprises PCACS	OE15 OE16 PC057	C27795 15 BOC Van C29817 16 BOC Van 211752 57 Mini Van	Y Gas Y Gas N Gas	DR DR	Service 17-20.01 Service 17-20.01 Service 08-02	80% 2017-027 80% 2017-027 80% X547	2018 \$ 61,035 4 Aug 2018 \$ 61,035 4 Aug 2008 \$ 39,940 4 Feb	2018 Sep 2018 Oct 2009 Feb	2022 0 2013 9	-4 0% -4 0% 5 225%	- 100,000 - 100,000 81,870 100,000	100,000 0% 100,000 0% 18,130 82%	N/A 4 N/A 4 N/A 8	\$ 4,883 \$ 65,918 \$ 6,390 \$ 46,330	2022 No 2022 No 2017 Yes
PCACS PCACS PCACS PCACS	PC058 PC103 PC104 PC105	211764 58 Mini Van B17558 70 BOC Van B17560 71 BOC Van C04190 72 BOC Van	N Gas Y Gas Y Gas Y Gas	DR DR	Service 08-02 Service 13-12.03 Service 13-12.03 Service 14-08.03	80% X547 85% X653 85% X653 85% X667	2008 \$ 39,940 4 Feb 2015 \$ 50,360 4 Jan 2015 \$ 50,360 4 Jan 2016 \$ 53,679 4 Aug	2009 Feb 2015 Jan 2015 Jan 2015 Aug		5 225% -1 75% -1 75% -1 75%	56,420 100,000 89,862 100,000 93,837 100,000 71,818 100,000	43,580 56% 10,138 90% 6,163 94% 28,182 72%	N/A 8 N/A 2 N/A 2 N/A 5	\$ 2,014 \$ 52,374 \$ 2,014 \$ 52,374	2017 Yes 2017 Yes 2017 Yes 2019 No
PCACS PCACS PCACS	PC106 PC107 PC75	C04191 73 BOC Van C04192 74 BOC Van C55108 75 BOC Van	Y Gas Y Gas Y Gas	DR DR	Service 14-08.03 Service 14-08.03 Service 16-07.02	85% X667 85% X667 85% X667	2016 \$ 53,679 4 Aug 2016 \$ 53,679 4 Aug 2016 \$ 62,566 4 Jul	2015 Aug 2015 Aug 2015 Aug 2016 Jul		-1 75% -1 75% -2 50%	65,639 100,000 72,662 100,000 59,976 100,000	34,361 66% 27,338 73% 40,024 60%	N/A 5 N/A 2 N/A 5	\$ 5,368 \$ 59,047 \$ 2,147 \$ 55,826	2019 No 2017 Yes 2020 No
PCACS PCACS PCACS PCACS	PC76 PC77 PC78	C55101 76 BOC Van C20800 77 BOC Van C41622 78 BOC Van C43049 79 BOC Van	Y Gas Y Gas Y Gas	DR DR	Service 16-07.02 Service 16-07.07 Service 16-29.02 Service 16-29.02	85% X667 85% X667 80% 2016-015	2016 \$ 62,566 4 Jul 2017 \$ 64,367 4 Dec 2017 \$ 62,607 4 May 2017 \$ 62,607 4 May	2016 Jul 2016 Dec 2017 May	2020 2 2021 1	-2 50% -2 50% -3 25%	48,879 100,000 40,941 100,000 29,253 100,000 27,086 100,000	51,121 49% 59,059 41% 70,747 29%	N/A 5 N/A 5 N/A 5 N/A 5	\$ 6,437 \$ 70,803 \$ 6,261 \$ 68,867	2020 No 2020 No 2021 No 2021 No
SLCCS SLCCS SLCCS	PC79 SC101 SC103 SC104	C43049 79 BOC Van 185975 826 Std Van 186481 828 Std Van 186145 829 Std Van	Y Gas N Gas N Gas N Gas	DR DR	Service 10-29 Service 10-29 Service 10-29 Service 10-29	80% 2016-015 80% X609 80% X609 80% X609	2017 \$ 62,607 4 May 2011 \$ 27,118 4 Aug 2011 \$ 27,118 4 Aug 2011 \$ 27,118 4 Aug	2017 May 2011 Aug 2011 Aug 2011 Aug	2021 1 2015 7 2015 7 2015 7	-3 25% 3 175% 3 175% 3 175%	27,086 100,000 91,680 100,000 71,721 100,000 92,239 100,000	72,914 27% 8,320 92% 28,279 72% 7,761 92%	N/A 5 N/A 6 N/A 6 N/A 6	\$ 3,254 \$ 30,372 \$ 3,254 \$ 30,372	2021 No 2017 Yes 2017 Yes 2017 Yes
SLCCS SLCCS SLCCS	SC106 SC109 SC110	B05334 831 BOC Van B35612 934 BOC Van B24615 935 BOC Van	Y Gas Y Gas Y Gas	DR DR DR	Service 10-28.01 Service 11-16.04 Service 11-16.04	80% X609 80% X636 80% X609	2011 \$ 59,077 4 Oct 2012 \$ 61,047 4 May 2012 \$ 58,808 4 May	2011 Oct 2013 May 2013 May	2015 7 2017 5 2017 5	3 175% 1 125% 1 125%	109,986 100,000 89,042 100,000 131,042 100,000	(9,986) 110% 10,958 89% (31,042) 131%	N/A 6 N/A 6 N/A 6	\$ 7,089 \$ 66,166 \$ 7,326 \$ 68,373 \$ 7,057 \$ 65,865	2017 Yes 2019 No 2019 No
SLCCS SLCCS SLCCS SLCCS	SC111 SC112 SC113 SC114	A00690 436 BOC Van A00688 437 BOC Van A00687 438 BOC Van A02955 439 BOC Van	Y Gas Y Gas Y Gas Y Gas	DR DR	Service 11-16.04.02 Service 11-16.04.02 Service 11-16.04.02 Service 11-16.04.02	80% X609 80% X609 80% X609 80% X609	2015 \$ 53,694 4 Feb 2015 \$ 53,694 4 Feb 2015 \$ 53,694 4 Feb 2015 \$ 50,781 4 Feb	2015 Feb 2015 Feb 2015 Feb 2015 Feb	2019 3	-1 75% -1 75% -1 75% -1 75%	101,496 100,000 90,212 100,000 105,430 100,000 77,099 100,000	(1,496) 101% 9,788 90% (5,430) 105% 22,901 77%	N/A 5 N/A 3 N/A 3 N/A 5	\$ 3,222 \$ 56,916 \$ 3,222 \$ 56,916	2019 No 2018 Yes 2018 Yes 2019 No
SLCCS SLCCS SLCCS	SC440 SC441 SC442	C55077 440 BOC Van C55078 441 BOC Van C53474 442 BOC Van	Y Gas Y Gas Y Gas	DR DR	Service 16-07.04 Service 16-07.04 Service 16-07.04	85% X667 85% X667 85% X667	2016 \$ 60,586 4 Jun 2016 \$ 60,586 4 Jun 2016 \$ 60,586 4 Jun	2016 Jun 2016 Jun 2016 Jun 2016 Jun	2020 2 2020 2	-2 50% -2 50% -2 50%	52,505 100,000 35,788 100,000 43,449 100,000	47,495 53% 64,212 36% 56,551 43%	N/A 5 N/A 5 N/A 5	\$ 6,059 \$ 66,644 \$ 6,059 \$ 66,644	2020 No 2020 No 2020 No 2020 No
SLCCS SLCCS SLCCS	SC443 SC444 SC445	C53475 443 BOC Van C19216 444 BOC Van C19218 445 BOC Van	Y Gas Y Gas Y Gas	DR DR	Service 16-07.04 Service 16-07.08 Service 16-07.08	85% X667 85% X667 85% X667	2016 \$ 60,586 4 Jun 2017 \$ 63,127 4 Jan 2017 \$ 63,127 4 Jan	2016 Jun 2017 Jan 2017 Jan	2021 1 2021 1	-2 50% -3 25% -3 25%	43,776 100,000 45,113 100,000 31,727 100,000	56,224 44% 54,887 45% 68,273 32%	N/A 5 N/A 5 N/A 5	\$ 6,313 \$ 69,439 \$ 6,313 \$ 69,439	2020 No 2021 No 2021 No
SLCCS SLCCS SLCCS SLCCS	SC446 SC447 SC448 SC449	C20801 446 BOC Van C70737 447 BOC Van C70743 448 BOC Van C68298 449 BOC Van	Y Gas Y Gas Y Gas Y Gas	DR DR	Service 16-07.08 Service 16-29.01 Service 16-29.01 Service 16-29.01	85% X667 80% X015 80% X015 80% X015	2017 \$ 70,962 4 Jan 2017 \$ 63,105 4 Jan 2017 \$ 63,105 4 Jan 2017 \$ 63,105 4 Jan	2017 Jan 2018 Jan 2018 Jan 2018 Jan	2022 0 2022 0	-3 25% -4 0% -4 0% -4 0%	22,911 100,000 8,672 100,000 13,166 100,000 14,113 100,000	77,089 23% 91,328 9% 86,834 13% 85,887 14%	N/A 5 N/A 4 N/A 4 N/A 4	\$ 5,048 \$ 68,153 \$ 5,048 \$ 68,153	2021 No 2022 No 2022 No 2022 No 2022 No
SLCCS Valparaiso ChicaGo Dash Valparaiso ChicaGo Dash	SC451 VL06 (CD1 VL07 (CD2	C27820 451 BOC Van) 059363 1001 Motor Coach) 059364 1002 Motor Coach	Y Gas Y Dsl Y Dsl		Service 18-04 Service 08-10 Service 08-10	80% X015 80% X578 80% X578	2018 \$ 70,679 4 Jun 2010 \$ 533,269 12 Mar 2010 \$ 533,269 12 Mar	2018 Jun 2010 Mar 2010 Mar	2022 0 2022 8 2022 8	-4 0% -4 67% -4 67%	785 100,000 236,497 500,000 270,902 500,000	99,215 1% 263,503 47% 229,098 54%	N/A 4 N/A 12 N/A 8	\$ 5,654 \$ 76,333 \$ 127,985 \$ 661,254 \$ 85,323 \$ 618,592	2022 No 2022 No 2018 Yes
Valparaiso ChicaGo Dash Valparaiso ChicaGo Dash Valparaiso V-Line			Y Dsl Y Dsl N Gas	Commuter Commuter DR	Service 08-10 Service 08-10 Service 10-03	80% X578 80% X578 80% X017	2010 \$ 533,269 12 Mar 2010 \$ 533,269 12 Mar 2011 \$ 33,521 4 Feb	2010 Mar 2010 Mar 2011 Feb	2022 8	-4 67% -4 67% 3 175%	247,372 500,000 194,480 500,000 3,771 100,000	252,628 49% 305,520 39% 96,229 4%	N/A 12 N/A 12 N/A 6	\$ 127,985 \$ 661,254	2022 No 2022 No 2017 Yes

																		% of							
																	Years	Years	Current	End of	Miles			Estimated Estimated	Estimated
		Agen	су					Pocurement	Fed Match Grant	Model	Us	seful Life Del	ivery	Delivery EoUL	EoUL	Years in	over	over	Revenue	Useful Life	Under/	% of Miles	Condition	Inflation increase due True cost of	Replacement Replacement
Agency	NIRPC ID	Serial ID	Vehicle Model	Lift	Fuel	Service Type	Vehicle Type	e File No.	% Number	Year	Cost	(Years) Mo	nth	Year Month	Year	Operation	ULB	ULB	Mileage	Mileage	Over ULB	over ULB	Assessment	Years to inflation Replacement	Year Pending?
Valparaiso V-Line	VL13A	C55068 13	BOC Van	Υ	Gas	DR	Service	16-07.05	85% X667	2016 \$	75,008	4 July	,	2016 Jul	2020	2	-2	50%	80,969	100,000	19,031	81%	N/A	2 \$ 3,000 \$ 78,008	2018 Yes
Valparaiso V-Line	VL14A	C55072 14	BOC Van	Y	Gas	DR	Service	16-07.05	85% X667	2016 \$	75,008	4 July	,	2016 Jul	2020	2	-2	50%	87,579	100,000	12,421	88%	N/A	2 \$ 3,000 \$ 78,008	2018 Yes
Valparaiso V-Line	VL15A	C55093 15	BOC Van	Y	Gas	DR	Service	16-07.05	85% X667	2016 \$	75,008	4 July	,	2016 Jul	2020	2	-2	50%	85,514	100,000	14,486	86%	N/A	2 \$ 3,000 \$ 78,008	2018 Yes
Valparaiso V-Line	VL16 (CD5)	013106 1005	Motor Coach	Y	Dsl	Commuter	Service	12-16.01	77% X035	2014 \$ 6	27,417	12 Sep		2013 Sep	2025	5	-7	42%	152,040	500,000	347,960	30%	N/A	4 \$ 50,193 \$ 677,610	2017 Yes
Valparaiso V-Line	VL17	C04195 11	BOC Van	Y	Gas	DR	Service	14-08.01	85% X667	2016 \$	72,240	4 Sep		2015 Sep	2019	3	-1	75%	104,799	100,000	(4,799)	105%	N/A	3 \$ 4,334 \$ 76,575	2018 Yes
Valparaiso V-Line	VL18	C04196 12	BOC Van	Y	Gas	DR	Service	14-08.01	85% X667	2016 \$	72,240	4 Sep		2015 Sep	2019	3	-1	75%	110,727	100,000	(10,727)	111%	N/A	3 \$ 4,334 \$ 76,575	2018 Yes

Appendix B: Prioritized List of Investments As of 10/1/2018

																		Years		Current	End of	Miles				Estimated Estin	nated True
									Pocurement File Fe	d Match Grant	Model		Useful Life	Delivery	Delivery EoUL	EoUL	Years in	over	% of Years	Revenue	Useful Life	Under/ Over	% of Miles	Condition	Inflation incre	ease due to cost o	of
Replacement Year	NIRPC ID	Serial	Agency II	D Vehicle Model	Lift	Fuel	Service Type	Vehicle Type	No.	% Number	Year		(Years)	Month	Year Month	Year	Operation	ULB	over ULB	Mileage	Mileage	ULB	over ULB	Assessment	Years	inflation Repla	
	EC013	212616	EC2002	Pickup	N	Gas	Support/Mech	Non-Service		80% X316	2001 \$	26,297	4	Sep	2001 Sep	2005	17	13	425%	91,960	100,000	8,040	92%	N/A	18 \$	9,467 \$	35,765
	EC020	053771	EC2008	SUV	N	Gas	Staff Vehicle	Non-Service	07-07	80% X486	2008 \$	20,150	4	Dec	2007 Dec	2011	11	7	275%	64,700	100,000	35,300	65%	N/A	12 \$	4,836 \$	24,986
	OE090	A32718	90	BOC Van	Υ	Gas	DR	Service	08-01	80% X547	2009 \$	53,546	4	May	2009 May	2013	9	5	225%	175,283	100,000	(75,283)	175%	N/A	10 \$	10,709 \$	64,255
	EC022	102974	EC2010B		N	Gas	Driver Trans Vehicle	Non-Service	10-02	100% X017	2011 \$	22,549	4	Oct	2010 Oct	2014	8	4	200%	46,413	100,000	53,587	46%	N/A	9 \$	4,059 \$	26,608
	EC024	A29766	2011B	BOC Van	Υ	Gas	Paratransit	Service	10-02	80% X609	2011 \$		4	Apr	2011 Apr	2015	7	3	175%	116,809	100,000	(16,809)	117%	N/A	8 \$	8,733 \$	63,312
	EC023	A29765	2011A	BOC Van	Υ	Gas	Paratransit	Service	10-02	80% X609	2011 \$	54,579	4	Apr	2011 Apr	2015	7	3	175%	113,768	100,000	(13,768)	114%	N/A	8 \$	8,733 \$	63,312
	OE101	A40002	03	BOC Van	Υ	Gas	DR	Service	12-18.02	80% X636	2013 \$		4	May	2013 May	2017	5	1	125%	158,351	100,000	(58,351)	158%	N/A	6 \$	7,017 \$	65,496
	OE102	A40013	02	BOC Van	Υ	Gas	DR	Service	12-18.02	80% X636	2013 \$		4	May	2013 May	2017	5	1	125%	153,185	100,000	(53,185)	153%	N/A	6 \$	7,017 \$	65,496
	SC110	B24615	935	BOC Van	Υ	Gas	DR	Service	11-16.04	80% X609	2012 \$	58,808	4	May	2013 May	2017	5	1	125%	131,042	100,000	(31,042)	131%	N/A	6 \$	7,057 \$	65,865
	SC109	B35612	934	BOC Van	Υ	Gas	DR	Service	11-16.04	80% X636	2012 \$	61,047	4	May	2013 May	2017	5	1	125%	89,042	100,000	10,958	89%	N/A	6 \$	7,326 \$	68,373
2019	OE103	A00686	05	BOC van	Υ	Gas	DR	Service	13-12.02	85% X653	2015 \$		4	Feb	2015 Feb	2019	3	-1	75%	118,443	100,000	(18,443)	118%	N/A	5 \$	5,073 \$	55,806
	SC111	A00690	436	BOC Van	Υ	Gas	DR	Service	11-16.04.02	80% X609	2015 \$	53,694	4	Feb	2015 Feb	2019	3	-1	75%	101,496	100,000	(1,496)	101%	N/A	5 \$	5,369 \$	59,063
	OE104	A02963	04	BOC Van	Υ	Gas	DR	Service	13-12.02	85% X653		50,733	4	Feb	2015 Feb	2019	3	-1	75%	96,222	100,000	3,778	96%	N/A	5 \$	5,073 \$	55,806
	OE106	C04193	07	BOC Van	Υ	Gas	DR	Service	14-08.02	85% X667	2016 \$		4	Oct	2015 Oct	2019	3	-1	75%	80,562	100,000	19,438	81%	N/A	5 \$	5,576 \$	61,335
	SC114	A02955	439	BOC Van	Υ	Gas	DR	Service	11-16.04.02	80% X609		50,781	4	Feb	2015 Feb	2019	3	-1	75%	77,099	100,000	22,901	77%	N/A	5 \$	5,078 \$	55,859
	PC105	C04190	72	BOC Van	Υ	Gas	DR	Service	14-08.03	85% X667		53,679	4	Aug	2015 Aug	2019	3	-1	75%	71,818	100,000	28,182	72%	N/A	5 \$	5,368 \$	59,047
	OE105	C04194	06	BOC Van	У	Gas	DR	Service	14-08.02	85% X667		55,759	4	Oct	2015 Oct	2019	3	-1	75%	70,456	100,000	29,544	70%	N/A	5 \$	5,576 \$	61,335
	PC106	C04191	73	BOC Van	Υ	Gas	DR	Service	14-08.03	85% X667	2016 \$		4	Aug	2015 Aug	2019	3	-1	75%	65,639	100,000	34,361	66%	N/A	5 \$	5,368 \$	59,047
	NT018	A02942	DAR18	BOC Van	Υ	Gas	DR/DO	Service	12-16.01	85% X653		53,843	4	Feb	2015 Feb	2019	3	-1	75%	57,660	100,000	42,340	58%	N/A	5 \$	5,384 \$	59,227
	NT020	A02947	DAR20	BOC Van	Υ	Gas	DR/DO	Service	13-12.01	100% X035		53,843	4	Feb	2015 Feb	2019	3	-1	75%	52,705	100,000	47,295	53%	N/A	5 \$	5,384 \$	59,227
	NT019	A02944	DAR19	BOC Van	Υ	Gas	DR/DO	Service	12-16.01	100% X035	2015 \$	53,843	4	Feb	2015 Feb	2019	3	-1	75%	52,549	100,000	47,451	53%	N/A	5 \$	5,384 \$	59,227

| Total Vehicles | 92 | # will have met ULB | 49 | # that are already in a grant | 33 | Remaining that have met ULB | 16 | 6 | will have met ULB | 17% | Cost of replacement | 51,188,449 |

									Pocurement File	Fed Match Grant	Model		seful Life	e Delivery	Delivery EoUL	EoUL	Years in	Years	% of Years	Current Revenue	End of Useful Life	Miles Under/ Over	% of Miles	Condition	Inflation inc	Estimated Esti	
Replacement Year	NIRPC ID	Serial	Agency I	D Vehicle Model	Lift	Fuel	Service Type	Vehicle Type		% Number	Year			Month	Year Month	Year	Operation	ULB	over ULB	Mileage	Mileage	ULB	over ULB	Assessment	Years	inflation Repl	
	OE08	C55096	80	BOC Van	Υ	Gas	DR	Service	16-07.01	85% X667	2016 \$	60,125	4	Aug	2016 Aug	2020	2	-2	50%	65,788	100,000	34,212	66%	N/A	5 \$	6,012 \$	66,137
	PC75	C55108	75	BOC Van	Υ	Gas	DR	Service	16-07.02	85% X667	2016 \$	62,566	4	Jul	2016 Jul	2020	2	-2	50%	59,976	100,000	40,024	60%	N/A	5 \$	6,257 \$	68,822
	OE09	C55103	09	BOC Van	Υ	Gas	DR	Service	16-07.01	85% X667	2016 \$	60,125	4	Aug	2016 Aug	2020	2	-2	50%	58,073	100,000	41,927	58%	N/A	5 \$	6,012 \$	66,137
	LP24	C25954	LP24	BOC Van	Υ	LP	DR	Service	14-10	80% X053	2016 \$	78,114	4	Feb	2016 Feb	2020	2	-2	50%	56,216	100,000	43,784	56%	N/A	5 \$	7,811 \$	85,925
	LP23	C25953	LP23	BOC Van	Υ	LP	DR	Service	14-10	80% X053	2016 \$	78,114	4	Feb	2016 Feb	2020	2	-2	50%	55,097	100,000	44,903	55%	N/A	5 \$	7,811 \$	85,925
	SC440	C55077	440	BOC Van	Υ	Gas	DR	Service	16-07.04	85% X667	2016 \$	60,586	4	Jun	2016 Jun	2020	2	-2	50%	52,505	100,000	47,495	53%	N/A	5 \$	6,059 \$	66,644
	LP25	C36123	LP25	BOC Van	Υ	LP	DR	Service	15-29	80% X053	2016 \$	78,249	4	Apr	2016 Apr	2020	2	-2	50%	49,373	100,000	50,627	49%	N/A	5 \$	7,825 \$	86,073
2020	PC76	C55101	76	BOC Van	Υ	Gas	DR	Service	16-07.02	85% X667	2016 \$	62,566	4	Jul	2016 Jul	2020	2	-2	50%	48,879	100,000	51,121	49%	N/A	5 \$	6,257 \$	68,822
	SC443	C53475	443	BOC Van	Υ	Gas	DR	Service	16-07.04	85% X667	2016 \$	60,586	4	Jun	2016 Jun	2020	2	-2	50%	43,776	100,000	56,224	44%	N/A	5 \$	6,059 \$	66,644
	SC442	C53474	442	BOC Van	Υ	Gas	DR	Service	16-07.04	85% X667	2016 \$	60,586	4	Jun	2016 Jun	2020	2	-2	50%	43,449	100,000	56,551	43%	N/A	5 \$	6,059 \$	66,644
	PC77	C20800	77	BOC Van	Υ	Gas	DR	Service	16-07.07	85% X667	2017 \$	64,367	4	Dec	2016 Dec	2020	2	-2	50%	40,941	100,000	59,059	41%	N/A	5 \$	6,437 \$	70,803
	NT021	C39534	DAR21	BOC Van	Υ	Gas	DR/DO	Service	15-18	85% X667	2016 \$	59,581	4	Apr	2016 Apr	2020	2	-2	50%	36,602	100,000	63,398	37%	N/A	5 \$	5,958 \$	65,539
	SC441	C55078	441	BOC Van	Υ	Gas	DR	Service	16-07.04	85% X667	2016 \$	60,586	4	Jun	2016 Jun	2020	2	-2	50%	35,788	100,000	64,212	36%	N/A	5 \$	6,059 \$	66,644
	NT023	C55089	DAR23	BOC Van	Υ	Gas	DR/DO	Service	16-07.03	85% X667	2016 \$	60,904	4	Aug	2016 Aug	2020	2	-2	50%	21,076	100,000	78,924	21%	N/A	5 \$	6,090 \$	66,994
	NT022	C39535	DAR22	BOC Van	Υ	Gas	DR/DO	Service	15-18	85% X667	2016 \$	59,581	4	Apr	2016 Apr	2020	2	-2	50%	17,745	100,000	82,255	18%	N/A	5 \$	5,958 \$	65,539

																	Years		Current	End of	Miles				Estimated Estin	nated True
								Pocurement File	Fed Match Grant	Model		Jseful Lif	e Delivery	Delivery EoUL	EoUL	Years in	over	% of Years	Revenue	Useful Life 1	Jnder/ Over	% of Miles	Condition	Inflation inc	rease due to cost of	of
Replacement Year	NIRPC ID	Serial	Agency ID Vehicle Model	Lift	Fuel	Service Type	Vehicle Type	e No.	% Number	Year	Cost	(Years)	Month	Year Month	Year	Operation	ULB	over ULB	Mileage	Mileage	ULB	over ULB	Assessment	Years	inflation Repla	cement
	OE10	C20799	10 BOC Van	Y	Gas	DR	Service	16-07.06	85% X667	2017 \$	59,673	4	Feb	2017 Feb	2021	1	-3	25%	45,982	100,000	54,018	46%	N/A	5 \$	5,967 \$	65,640
	SC444	C19216	444 BOC Van	Y	Gas	DR	Service	16-07.08	85% X667	2017 \$	63,127	4	Jan	2017 Jan	2021	1	-3	25%	45,113	100,000	54,887	45%	N/A	5 \$	6,313 \$	69,439
	OE12	C46258	12 BOC Van	Υ	Gas	DR	Service	16-28.02	85% 2016-033	2017 \$	58,898	4	May	2017 May	2021	1	-3	25%	36,652	100,000	63,348	37%	N/A	5 \$	5,890 \$	64,788
	OE13	C46259	13 BOC Van	Υ	Gas	DR	Service	16-28.02	85% 2016-033	2017 \$	58,898	4	May	2017 May	2021	1	-3	25%	34,914	100,000	65,086	35%	N/A	5 \$	5,890 \$	64,788
	SC445	C19218	445 BOC Van	Y	Gas	DR	Service	16-07.08	85% X667	2017 \$	63,127	4	Jan	2017 Jan	2021	1	-3	25%	31,727	100,000	68,273	32%	N/A	5 \$	6,313 \$	69,439
2021	PC78	C41622	78 BOC Van	Υ	Gas	DR	Service	16-29.02	80% 2016-015	2017 \$	62,607	4	May	2017 May	2021	1	-3	25%	29,253	100,000	70,747	29%	N/A	5 \$	6,261 \$	68,867
	PC79	C43049	79 BOC Van	Υ	Gas	DR	Service	16-29.02	80% 2016-015	2017 \$	62,607	4	May	2017 May	2021	1	-3	25%	27,086	100,000	72,914	27%	N/A	5 \$	6,261 \$	68,867
	OE11	C46257	11 BOC Van	Y	Gas	DR	Service	16-28.02	85% 2016-033	2017 \$	58,898	4	May	2017 May	2021	1	-3	25%	26,654	100,000	73,346	27%	N/A	5 \$	5,890 \$	64,788
	SC446	C20801	446 BOC Van	Υ	Gas	DR	Service	16-07.08	85% X667	2017 \$	70,962	4	Jan	2017 Jan	2021	1	-3	25%	22,911	100,000	77,089	23%	N/A	5 \$	7,096 \$	78,058
	LP26	C57269	LP26 BOC Van	Υ	LP	DR	Service	17-03	80% X053	2017 \$	85,935	4	Sep	2017 Sep	2021	1	-3	25%	21,249	100,000	78,751	21%	N/A	5 \$	8,594 \$	94,529
	LP27	C57270	LP27 BOC Van	Υ	LP	DR	Service	17-03	80% X053	2017 \$	85,935	4	Sep	2017 Sep	2021	1	-3	25%	12,556	100,000	87,444	13%	N/A	5 \$	8,594 \$	94,529

| Total Vehicles | 92 | # will have met ULB | 11 | # that are already in a grant | 0 | Remaining that have met ULB | 11 | % will have met ULB | 5803,731 | Cost of replacement | \$803,731 |

																	Years		Current	End of	Miles				Estimated Es	timated True
								Pocurement File	Fed Match Grant	Model		Jseful Lif	e Delivery	Delivery EoUL	EoUL	Years in	over	% of Years	Revenue	Useful Life	Under/ Over	% of Miles	Condition	Inflation inc	rease due to cos	t of
Replacement Year	NIRPC ID	Serial	Agency ID Vehicle Model	Lift	Fuel	Service Type	Vehicle Type	e No.	% Number	Year	Cost	(Years)	Month	Year Month	Year	Operation	ULB	over ULB	Mileage	Mileage	ULB	over ULB	Assessment	Years	inflation Rep	olacement
	NT024	C57259	DAR24 BOC Van	Υ	Gas	DR/DO	Service	16-28.01	85% X033	2017 \$	66,141	4	Aug	2017 Aug	2021	1	-3	25%	4,173	100,000	95,827	4%	N/A	5 \$	6,614 \$	72,755
	VL08 (CD3)	059365	1003 Motor Coach	Υ	Dsl	Commuter	Service	08-10	80% X578	2010 \$	533,269	12	Mar	2010 Mar	2022	8	-4	67%	247,372	500,000	252,628	49%	N/A	12 \$	127,985 \$	661,254
	VL06 (CD1)	059363	1001 Motor Coach	Υ	Dsl	Commuter	Service	08-10	80% X578	2010 \$	533,269	12	Mar	2010 Mar	2022	8	-4	67%	236,497	500,000	263,503	47%	N/A	12 \$	127,985 \$	661,254
	EC021	177200	EC2010A 35' Bus	Υ	Dsl	FR	Service	08C-0008	80% X567	2010 \$	322,574	12	Jan	2010 Jan	2022	8	-4	67%	224,947	500,000	275,053	45%	N/A	12 \$	77,418 \$	399,992
	VL09 (CD4)	059366	1004 Motor Coach	Υ	Dsl	Commuter	Service	08-10	80% X578	2010 \$	533,269	12	Mar	2010 Mar	2022	8	-4	67%	194,480	500,000	305,520	39%	N/A	12 \$	127,985 \$	661,254
2022	SC449	C68298	449 BOC Van	Υ	Gas	DR	Service	16-29.01	80% X015	2017 \$	63,105	4	Jan	2018 Jan	2022	0	-4	0%	14,113	100,000	85,887	14%	N/A	4 \$	5,048 \$	68,153
2022	SC448	C70743	448 BOC Van	Υ	Gas	DR	Service	16-29.01	80% X015	2017 \$	63,105	4	Jan	2018 Jan	2022	0	-4	0%	13,166	100,000	86,834	13%	N/A	4 \$	5,048 \$	68,153
	SC447	C70737	447 BOC Van	Y	Gas	DR	Service	16-29.01	80% X015	2017 \$	63,105	4	Jan	2018 Jan	2022	0	-4	0%	8,672	100,000	91,328	9%	N/A	4 \$	5,048 \$	68,153
	SC451	C27820	451 BOC Van	Υ	Gas	DR	Service	18-04	80% X015	2018 \$	70,679	4	Jun	2018 Jun	2022	0	-4	0%	785	100,000	99,215	1%	N/A	4 \$	5,654 \$	76,333
	OE14	C27810	14 BOC Van	Υ	Gas	DR	Service	17-20.01	80% 2017-027	2018 \$	61,035	4	Aug	2018 Aug	2022	0	-4	0%	-	100,000	100,000	0%	N/A	4 \$	4,883 \$	65,918
	OE15	C27795	15 BOC Van	Y	Gas	DR	Service	17-20.01	80% 2017-027	2018 \$	61,035	4	Aug	2018 Sep	2022	0	-4	0%	-	100,000	100,000	0%	N/A	4 \$	4,883 \$	65,918
	OE16	C29817	16 BOC Van	Υ	Gas	DR	Service	17-20.01	80% 2017-027	2018 \$	61,035	4	Aug	2018 Oct	2022	0	-4	0%	-	100,000	100,000	0%	N/A	4 \$	4,883 \$	65,918

| Total Vehicles | 92 | # will have met ULB | 13 | # that are already in a grant | 1 | Remaining that have met ULB | 12 | % will have met ULB | 13% | Cost of replacement | \$2,935,052 |



RESOLUTION 18-18

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TO ADOPT THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TRANSIT ASSET MANAGEMENT GROUP PLAN FOR SMALL PROVIDERS, AS REQUIRED BY 49 CFR 625.45.

WHEREAS, the citizens of Northwest Indiana require a safe, efficient and effective regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in the region; and

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "the Commission" is the designated metropolitan planning organization for the Lake, LaPorte, and Porter Counties of Indiana; and

WHEREAS, the Commission is a Designated Recipient of Federal Transit Administration grant funds as defined by 49 U.S.C. § 5307(a)(2); and

WHEREAS, the Transit Asset Management (TAM) Final Rule issued by the Federal Transit Administration (FTA) requires transit providers to set performance targets for state of good repair (SGR) by January 1, 2017; and

WHEREAS, the Commission together with the seven Transit Operator Sub-Recipients: City of La Porte, City of East Chicago Transit, North Township Dial-a-Ride, Opportunity Enterprises, Porter County Aging and Community Services, and South Lake County Community Services together qualify to participate in a Tier II Group Transit Asset Management Plan; and

WHEREAS, the NIRPC Technical Planning Committee provides the Commission with technical advice and recommendations, and concurs with this resolution; and

NOW THEREFORE, **BE IT RESOLVED** by the Northwestern Indiana Regional Planning Commission officially adopts the NIRPC Transit Asset Management Group Plan for Small Providers.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 18th day of October 2018.

Geof R. Benson Chairperson

ATTEST:

Karen Freeman-Wilson

Secretary