

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

2019 – 2022



**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 participating in this plan are:

- 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

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 significantly valued assets other than 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, and therefore are not owned by NIRPC, the direct recipient. 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. On occasion, 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 other infrastructure, such as rail lines, 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

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- Current Revenue Mileage
- 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:
 - 2019
 - 2020
 - 2021
 - 2022

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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.

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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:

Goal: 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.

Metric: 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.

Performance Measure: 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.

Target: 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:
<p>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.</p>	<ul style="list-style-type: none"> Useful life benchmark Revenue miles traveled 	<ul style="list-style-type: none"> Number of vehicles in an approved grant that are more than a year from the end of their useful life. 	<ul style="list-style-type: none"> No vehicles submitted for replacement more than one year ahead of the end of their useful life.
<p>Vehicle replacements will be prioritized by the following conditions:</p> <ol style="list-style-type: none"> Revenue vehicles have priority over maintenance vehicles Years over the end of the useful life benchmark Mileage over estimated end of useful life Vehicle condition assessment 	<ul style="list-style-type: none"> Type of vehicle Age of vehicle Useful life benchmark Revenue miles traveled Non-revenue miles traveled Vehicle condition assessment Cost of replacement 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Not to exceed 50% 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% 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
<p>Vehicles with systems indicated as inoperable may be replaced ahead of the end of their useful life, pending FTA guidance.</p>	<ul style="list-style-type: none"> Useful life benchmark Revenue miles traveled Vehicle condition assessment 	<ul style="list-style-type: none"> Number of vehicles that have a designated “inoperable” system indicated by the system rating score. 	<ul style="list-style-type: none"> No vehicles submitted for replacement because of an “inoperable” system.
<p>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</p>	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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.

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Programmatic rules

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

- 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"
- 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:
 - Vehicle Usage & Accident
 - Drug & Alcohol Testing
 - Disadvantage Business Enterprise Report
 - Preventive Maintenance Reporting
 - Operating Assistance Financial Report

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- Capital Cost of Contracting Financial Report
- Income Financial Report
- ADA Review Documentation
- Biennial Review Documentation
- Certifications and Assurance Compliance
- Availability of Local Match Annual Report
- Triennial Review Documentation
- State Board of Accounts Audit
- Procurement Documentation
- 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.
- 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.

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Agency	NIRPC ID	Serial ID	Agency ID	Vehicle Model	Lift	Fuel	Service Type	Vehicle Type	Pocurement File No.	Fed Match %	Grant Number	Model Year	Cost	Useful Life (Years)	Delivery Month	Delivery Year	EoUL Month	EoUL Year	Years in Operation	Years over ULB	% of Years over ULB	Current Revenue Mileage	End of Useful Life Mileage	Miles Under/Over ULB	% of Miles over ULB	Condition Assessment	Inflation Years	Estimated increase due to inflation	Estimated True cost of Replacement	Estimated Replacement Year	Estimated Replacement Pending?
Valparaiso V-Line	VL13A	C55068	13	BOC Van	Y	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	\$ 627,417	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

Replacement Year	NIRPC ID	Serial	Agency ID	Vehicle Model	Lift	Fuel	Service Type	Vehicle Type	Pocurement File No.	Fed Match %	Grant Number	Model Year	Cost	Useful Life (Years)	Delivery Month	Delivery Year	EoUL Month	EoUL Year	Years in Operation	Years over ULB	% of Years over ULB	Current Revenue Mileage	End of Useful Life Mileage	Miles Under/ Over ULB	% of Miles over ULB	Condition Assessment	Inflation Years	Estimated Increase due to inflation	Estimated True cost of Replacement
2019	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	Y	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	Std Van	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	Y	Gas	Paratransit	Service	10-02	80%	X609	2011	\$ 54,579	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	Y	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	Y	Gas	DR	Service	12-18.02	80%	X636	2013	\$ 58,479	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	Y	Gas	DR	Service	12-18.02	80%	X636	2013	\$ 58,479	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	Y	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	Y	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
	OE103	A00686	05	BOC van	Y	Gas	DR	Service	13-12.02	85%	X653	2015	\$ 50,733	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	Y	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	Y	Gas	DR	Service	13-12.02	85%	X653	2015	\$ 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	Y	Gas	DR	Service	14-08.02	85%	X667	2016	\$ 55,759	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	Y	Gas	DR	Service	11-16.04.02	80%	X609	2015	\$ 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	Y	Gas	DR	Service	14-08.03	85%	X667	2016	\$ 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	y	Gas	DR	Service	14-08.02	85%	X667	2016	\$ 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	Y	Gas	DR	Service	14-08.03	85%	X667	2016	\$ 53,679	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	Y	Gas	DR/DO	Service	12-16.01	85%	X653	2015	\$ 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	Y	Gas	DR/DO	Service	13-12.01	100%	X035	2015	\$ 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	Y	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
 % will have met ULB 17%
 Cost of replacement \$1,188,449

Replacement Year	NIRPC ID	Serial	Agency ID	Vehicle Model	Lift	Fuel	Service Type	Vehicle Type	Pocurement File No.	Fed Match %	Grant Number	Model Year	Cost	Useful Life (Years)	Delivery Month	Delivery Year	EoUL Month	EoUL Year	Years in Operation	Years over ULB	% of Years over ULB	Current Revenue Mileage	End of Useful Life Mileage	Miles Under/ Over ULB	% of Miles over ULB	Condition Assessment	Inflation Years	Estimated Increase due to inflation	Estimated True cost of Replacement
2020	OE08	C55096	08	BOC Van	Y	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	Y	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	Y	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	Y	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	Y	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	Y	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	Y	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
	PC76	C55101	76	BOC Van	Y	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	Y	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	Y	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	Y	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	Y	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	Y	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	Y	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	Y	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

Total Vehicles 92
 # will have met ULB 18
 # that are already in a grant 3
 Remaining that have met ULB 15
 % will have met ULB 16%
 Cost of replacement \$3,104,356

Replacement Year	NIRPC ID	Serial	Agency ID	Vehicle Model	Lift	Fuel	Service Type	Vehicle Type	Pocurement File No.	Fed Match %	Grant Number	Model Year	Cost	Useful Life (Years)	Delivery Month	Delivery Year	EoUL Month	EoUL Year	Years in Operation	Years over ULB	% of Years over ULB	Current Revenue Mileage	End of Useful Life Mileage	Miles Under/ Over ULB	% of Miles over ULB	Condition Assessment	Inflation Years	Estimated Increase due to inflation	Estimated True cost of Replacement
2021	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	Y	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	Y	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
	PC78	C41622	78	BOC Van	Y	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	Y	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	Y	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	Y	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	Y	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 12%
 Cost of replacement \$803,731

Replacement Year	NIRPC ID	Serial	Agency ID	Vehicle Model	Lift	Fuel	Service Type	Vehicle Type	Pocurement File No.	Fed Match %	Grant Number	Model Year	Cost	Useful Life (Years)	Delivery Month	Delivery Year	EoUL Month	EoUL Year	Years in Operation	Years over ULB	% of Years over ULB	Current Revenue Mileage	End of Useful Life Mileage	Miles Under/ Over ULB	% of Miles over ULB	Condition Assessment	Inflation Years	Estimated Increase due to inflation	Estimated True cost of Replacement
2022	NT024	C57259	DAR24	BOC Van	Y	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	Y	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	Y	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	Y	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	Y	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
	SC449	C68298	449	BOC Van	Y	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
	SC448	C70743	448	BOC Van	Y	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	Y	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	Y	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	Y	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