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** | **Accountable Executive**
---|---
City of LaPorte, TransPorte | Tom MacLennan
City of Valparaiso, ChicaGo Dash and V-Line | Tyler Kent
East Chicago Transit | Frank Rosado
North Township Dial-a-Ride | Jerry Siska
Opportunity Enterprises | Claudia Taylor
Porter County Aging and Community Services | Bruce Lindner
South Lake County Community Services | 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
NIRPC Transit Asset Management Group Plan for Small Providers

- 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
\section*{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:

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

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

**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:
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.

<table>
<thead>
<tr>
<th>Score</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>81 - 100</td>
<td>Excellent</td>
</tr>
<tr>
<td>61 – 80</td>
<td>Good</td>
</tr>
<tr>
<td>41 – 60</td>
<td>Moderate</td>
</tr>
<tr>
<td>21 – 40</td>
<td>Poor</td>
</tr>
<tr>
<td>0 – 20</td>
<td>Unusable/Inoperable</td>
</tr>
</tbody>
</table>
**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:
### NIRPC Transit Asset Management Group Plan for Small Providers

<table>
<thead>
<tr>
<th>Goal:</th>
<th>Metric:</th>
<th>Performance Measure:</th>
<th>Target:</th>
</tr>
</thead>
</table>
| 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: | • 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:

- 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
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.
<table>
<thead>
<tr>
<th>Agency</th>
<th>NIRPC ID</th>
<th>Serial</th>
<th>Vehicle Model</th>
<th>Lift</th>
<th>Fuel</th>
<th>Service Type</th>
<th>Procurement File No.</th>
<th>Fed Match %</th>
<th>Grant Number</th>
<th>Model</th>
<th>Year</th>
<th>Service Life (Years)</th>
<th>Delivery Month</th>
<th>Delivery Year</th>
<th>EoUL Month</th>
<th>EoUL Year</th>
<th>Years in Operation</th>
<th>Years over ULB % of Years over ULB</th>
<th>Current Revenue Mileage</th>
<th>End of Useful Life Mileage</th>
<th>Mileage Under/Over ULB</th>
<th>% of Miles Over ULB</th>
<th>Condition</th>
<th>Inflation Years</th>
<th>Estimated Increase due to Inflation</th>
<th>Estimated True Cost of Replacement</th>
<th>Estimated Replacement Year</th>
<th>Replacement Pending?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valparaiso V-Line</td>
<td>VL13A</td>
<td>C55068</td>
<td>13</td>
<td>BOC Van</td>
<td>Y</td>
<td>Gas</td>
<td>DR Service</td>
<td>16-07.05</td>
<td>85%</td>
<td>X667</td>
<td>2016</td>
<td>75,008</td>
<td>4</td>
<td>July</td>
<td>2016 Jul</td>
<td>2020</td>
<td>2</td>
<td>2</td>
<td>50%</td>
<td>49,004</td>
<td>100,000</td>
<td>18,896</td>
<td>61%</td>
<td>N/A</td>
<td>2</td>
<td>$3,000</td>
<td>$76,904</td>
<td>2018</td>
</tr>
<tr>
<td>Valparaiso V-Line</td>
<td>VL14A</td>
<td>C55072</td>
<td>14</td>
<td>BOC Van</td>
<td>Y</td>
<td>Gas</td>
<td>DR Service</td>
<td>16-07.05</td>
<td>85%</td>
<td>X667</td>
<td>2016</td>
<td>75,008</td>
<td>4</td>
<td>July</td>
<td>2016 Jul</td>
<td>2020</td>
<td>2</td>
<td>2</td>
<td>50%</td>
<td>51,579</td>
<td>100,000</td>
<td>12,421</td>
<td>88%</td>
<td>N/A</td>
<td>2</td>
<td>$3,000</td>
<td>$76,904</td>
<td>2018</td>
</tr>
<tr>
<td>Valparaiso V-Line</td>
<td>VL15A</td>
<td>C55093</td>
<td>15</td>
<td>BOC Van</td>
<td>Y</td>
<td>Gas</td>
<td>DR Service</td>
<td>16-07.05</td>
<td>85%</td>
<td>X667</td>
<td>2016</td>
<td>75,008</td>
<td>4</td>
<td>July</td>
<td>2016 Jul</td>
<td>2020</td>
<td>2</td>
<td>2</td>
<td>50%</td>
<td>85,514</td>
<td>100,000</td>
<td>14,486</td>
<td>86%</td>
<td>N/A</td>
<td>2</td>
<td>$3,000</td>
<td>$76,904</td>
<td>2018</td>
</tr>
<tr>
<td>Valparaiso V-Line</td>
<td>VL16 (CD5)</td>
<td>013106</td>
<td>1005</td>
<td>Motor Coach</td>
<td>Y</td>
<td>Dsl</td>
<td>Commuter Service</td>
<td>12-16.01</td>
<td>77%</td>
<td>X035</td>
<td>2014</td>
<td>627,417</td>
<td>12</td>
<td>Sep</td>
<td>2013 Sep</td>
<td>2025</td>
<td>5</td>
<td>-7</td>
<td>42%</td>
<td>152,040</td>
<td>500,000</td>
<td>347,960</td>
<td>30%</td>
<td>N/A</td>
<td>4</td>
<td>$6,110</td>
<td>$677,610</td>
<td>2017</td>
</tr>
<tr>
<td>Valparaiso V-Line</td>
<td>VL17</td>
<td>C04195</td>
<td>11</td>
<td>BOC Van</td>
<td>Y</td>
<td>Gas</td>
<td>DR Service</td>
<td>14-08.01</td>
<td>85%</td>
<td>X667</td>
<td>2016</td>
<td>72,240</td>
<td>4</td>
<td>Sep</td>
<td>2015 Sep</td>
<td>2019</td>
<td>3</td>
<td>-1</td>
<td>75%</td>
<td>110,727</td>
<td>100,000</td>
<td>(10,727)</td>
<td>111%</td>
<td>N/A</td>
<td>3</td>
<td>$4,354</td>
<td>$76,576</td>
<td>2018</td>
</tr>
<tr>
<td>Replacement Year</td>
<td>Make</td>
<td>Model</td>
<td>Serial</td>
<td>Frame No.</td>
<td>VIN</td>
<td>Fuel Type</td>
<td>Miles</td>
<td>Engine HP</td>
<td>Horsepower</td>
<td>Year</td>
<td>Life Expiration</td>
<td>Service Date</td>
<td>Condition</td>
<td>TMS</td>
<td>Cost</td>
<td>Cost of Replacement</td>
<td></td>
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</tbody>
</table>

- **Total Vehicles:** 62
- # will have real ULB: 18
- # that are already in a grant: 2
- Remaining that have real ULB: 21
- % will have real ULB: 14%
- Cost of replacement: $5,888,465
| Replacement Year | NPC ID | Serial | Agency ID | Vehicle Type | Fuel | Service Type | Procurement File No. | Fed Match | Model Year | Model | Program Funding | Useful Life | Delivery Month | Delivery Year | Years in Service | % of Years over ULB | Service Life | Useful Life | Mileage Under/Over ULB % of Miles over ULB | Condition Assessment | Inflation Years | Current Revenue Mileage | End of Useful Life Mileage | Estimated increase due to inflation | Estimated True cost of Replacement |
|------------------|--------|--------|-----------|---------------|------|--------------|---------------------|-----------|------------|-------|----------------|-------------|----------------|---------------|----------------|----------------|----------------|----------------|--------------------------|----------------|----------------|--------------------------------|--------------------------------|----------------|--------------------------------|--------------------------|------------------|-----------------|
| 2021             | OE10   | C08709 | 10        | BOC Van      | Y    | DR           | Service 16-07-08    | 80%          | 2017       | 59,673 | 4              | Feb         | 2017          | 2021          | 1              | -3              | 20%           | 2017-02-02     | 25%           | 100,000       | 54,982                     | N/A                         | 5,257          | 60,406                       | 45,982                    | 65,640         | 65,640         |
|                  | OE10   | C10619 | 444       | BOC Van      | Y    | DR           | Service 16-07-08    | 80%          | 2017       | 63,127 | 4              | Jan         | 2017          | 2021          | 1              | -3              | 25%           | 2017-02-02     | 45,113         | 100,000       | 54,887                     | N/A                         | 5,257          | 60,636                       | 45,113                    | 69,439         | 69,439         |
|                  | OE11   | C46258 | 11        | BOC Van      | Y    | DR           | Service 16-07-08    | 80%          | 2017       | 58,898 | 4              | May         | 2017          | 2021          | 1              | -3              | 25%           | 2017-02-02     | 26,654         | 100,000       | 73,346                     | N/A                         | 5,257          | 62,786                       | 26,654                    | 75,251         | 75,251         |
|                  | SC445  | C19216 | 445       | BOC Van      | Y    | DR           | Service 16-07-08    | 80%          | 2017       | 63,127 | 4              | Aug        | 2017          | 2021          | 1              | -3              | 25%           | 2017-02-02     | 54,887         | 100,000       | 68,273                     | N/A                         | 5,257          | 64,786                       | 54,887                    | 78,058         | 78,058         |
|                  | PC78   | C41622 | 78        | BOC Van      | Y    | DR           | Service 16-29-02    | 80%          | 2017       | 62,607 | 4              | May         | 2017          | 2021          | 1              | -3              | 25%           | 2017-02-02     | 29,253         | 100,000       | 70,747                     | N/A                         | 5,257          | 68,867                       | 29,253                    | 77,200         | 77,200         |
|                  | PC79   | C43049 | 79        | BOC Van      | Y    | DR           | Service 16-29-02    | 80%          | 2017       | 62,607 | 4              | May         | 2017          | 2021          | 1              | -3              | 25%           | 2017-02-02     | 27,086         | 100,000       | 72,914                     | N/A                         | 5,257          | 68,867                       | 27,086                    | 75,682         | 75,682         |
|                  | OE11   | C46257 | 11        | BOC Van      | Y    | DR           | Service 16-07-08    | 80%          | 2017       | 58,898 | 4              | Jul        | 2017          | 2021          | 1              | -3              | 25%           | 2017-02-02     | 21,737         | 100,000       | 64,273                     | N/A                         | 5,257          | 60,630                       | 21,737                    | 74,957         | 74,957         |
|                  | LP26   | C57269 | LP26       | BOC Van      | Y    | DR           | Service 16-29-02    | 80%          | 2017       | 62,607 | 4              | Sep        | 2017          | 2021          | 1              | -3              | 25%           | 2017-02-02     | 22,911         | 100,000       | 77,089                     | N/A                         | 5,257          | 68,867                       | 22,911                    | 79,546         | 79,546         |
|                  | LP27   | C57270 | LP27       | BOC Van      | Y    | DR           | Service 16-29-02    | 80%          | 2017       | 62,607 | 4              | Sep        | 2017          | 2021          | 1              | -3              | 25%           | 2017-02-02     | 12,556         | 100,000       | 87,444                     | N/A                         | 5,257          | 68,867                       | 12,556                    | 79,390         | 79,390         |
|                  | SC446  | C20801 | 446       | BOC Van      | Y    | DR           | Service 16-07-08    | 80%          | 2017       | 70,962 | 4              | Jan        | 2017          | 2021          | 1              | -3              | 25%           | 2017-02-02     | 22,911         | 100,000       | 77,089                     | N/A                         | 5,257          | 68,867                       | 22,911                    | 79,546         | 79,546         |
|                  | LP28   | C57289 | LP28       | BOC Van      | Y    | DR           | Service 16-07-08    | 80%          | 2017       | 70,962 | 4              | Oct       | 2017          | 2021          | 1              | -3              | 25%           | 2017-02-02     | 22,911         | 100,000       | 77,089                     | N/A                         | 5,257          | 68,867                       | 22,911                    | 79,546         | 79,546         |
|                  | LP29   | C57290 | LP29       | BOC Van      | Y    | DR           | Service 16-07-08    | 80%          | 2017       | 62,607 | 4              | Nov       | 2017          | 2021          | 1              | -3              | 25%           | 2017-02-02     | 22,911         | 100,000       | 77,089                     | N/A                         | 5,257          | 68,867                       | 22,911                    | 79,546         | 79,546         |

Total Vehicles: 92
- # will have met ULB: 11
- # that are already in grant: 0
- Remaining that have met ULB: 11
- % will have met ULB: 12%

Cost of replacement: $803,731

2021

# will have met ULB: 11
# that are already in grant: 0
Remaining that have met ULB: 11
% will have met ULB: 12%
Cost of replacement: $803,731
| Replacement Year | NT024 | C57259 | DAB24 | DAR24 | BOC Van | Y | Gas | DR/DO | Service | 16-00.01 | 89% | 833 | 2017 | $64,101 | 4 | Aug | 2017 | Aug | 2021 | 1 | -3 | 80% | -1,712 | 100,000 | 88,827 | 0% | N/A | 5 | 6,714 | $12,759 |
|------------------|-------|--------|-------|-------|---------|---|-----|------|--------|---------|-----|-----|-----|-------|----|------|-------|------|------|---|-----|-------|----------|----------|------|-----|------|-----|----------|
| VL06 (CD2)       | 05986 | 1503 | Motor Coach | Y | Del | Commuter | Service | 08-10 | 89% | 3527 | 2010 | $32,000 | 12 | Mar | 2010 | Mar | 2022 | 0 | -3 | 67% | 247,272 | 500,000 | 224,028 | 84% | N/A | 12 | 127,985 | 641,334 |
| VL06 (CD1)       | 05986 | 1503 | Motor Coach | Y | Del | Commuter | Service | 08-10 | 89% | 3527 | 2010 | $32,000 | 12 | Mar | 2010 | Mar | 2022 | 0 | -3 | 67% | 229,467 | 500,000 | 202,533 | 64% | N/A | 12 | 17,616 | 329,858 |
| VL06 (CD4)       | 05986 | 1503 | Motor Coach | Y | Del | Commuter | Service | 08-10 | 89% | 3527 | 2010 | $32,000 | 12 | Mar | 2010 | Mar | 2022 | 0 | -3 | 67% | 204,467 | 500,000 | 175,533 | 64% | N/A | 12 | 17,616 | 329,858 |
| E014             | C27890 | 14 | BOC Van | Y | Gas | DR | Service | 16-00.01 | 89% | 3015 | 2017 | $63,105 | 4 | Jul | 2017 | Jul | 2021 | 0 | -4 | 0% | 6,328 | 100,000 | 93,672 | 0% | N/A | 5 | 5,098 | 60,132 |
| E015             | C27890 | 14 | BOC Van | Y | Gas | DR | Service | 16-00.01 | 89% | 3015 | 2017 | $63,105 | 4 | Jul | 2017 | Jul | 2021 | 0 | -4 | 0% | 6,328 | 100,000 | 93,672 | 0% | N/A | 5 | 5,098 | 60,132 |
| E016             | C27890 | 14 | BOC Van | Y | Gas | DR | Service | 16-00.01 | 89% | 3015 | 2017 | $63,105 | 4 | Jul | 2017 | Jul | 2021 | 0 | -4 | 0% | 6,328 | 100,000 | 93,672 | 0% | N/A | 5 | 5,098 | 60,132 |
| 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 |

**Note:**
- # that are already in a grant
- Remaining that have met ULB
- % will have met ULB
- 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.

ATTEST:

Karen Freeman-Wilson
Secretary

GeoR. Benson
Chairperson