



# GROUP TRANSIT ASSET MANAGEMENT PLAN

February 2024

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# 1 EXECUTIVE SUMMARY

This Transit Asset Management (TAM) Plan provides an overview of the strategic and systematic practices that the Michiana Area Council of Governments (MACOG) puts forth to ensure the proper management of its public transportation capital assets.

## 1.1 TAM PLAN PURPOSE

The purpose of this TAM Plan is to help MACOG comply with the requirements of MAP-21 and to improve safety and increase reliability and performance by outlining how processes and tools come together to address asset management policy and goals. It also provides MACOG with accountability and visibility for furthering understanding of leveraging asset management practices and helps support planning, budgeting, and communications to internal and external stakeholders.

## 1.2 BACKGROUND

MACOG administers the Interurban Trolley, a fixed-route bus service that operates five routes in Elkhart and Goshen, IN. In addition to offering fixed-route service, the Interurban Trolley also offers an ADA paratransit service, the Interurban Trolley Access, for disabled persons who are unable to ride on the fixed-route. The Interurban Trolley Access covers a 1.5-mile corridor on either side of the fixed routes.

The Interurban Trolley provides over 370,000 fixed-route and 28,000 ADA paratransit trips each year. The Interurban Trolley fixed route fleet consists of 11 EZ Rider II low-floor EIDorado buses and 4 New Flyer XD35 buses. The Interurban Trolley Access (paratransit service) has a mixed fleet of 10 low-floor gas powered vehicles which consist of 4 Dodge Grand Caravans, 6 and Chrysler Voyagers.

MACOG also administers the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program directly allocated to St. Joseph County, Indiana. As part of this program, local non-profit agencies in St. Joseph County can receive federal funds to procure vehicles for elderly and disabled persons transportation. The sub-recipients of this program are included in this TAM Plan. The 5310 sub-recipients are: AIDS Ministry, Corvillia, Logan, and Real Services.

## 1.3 PERFORMANCE TARGETS AND MEASURES

Under the TAM Final Rule, Federal Transit Administration (FTA) established four performance measures to approximate the State of Good Repair (SGR) for four categories of capital assets (rolling stock, equipment, facilities and infrastructure). Calculating performance measures helps transit agencies to quantify the condition of their assets, which facilitates setting targets that support local funding prioritization.

A target is a goal associated with performance that is used to track the progress of capital assets towards achieving a state of good-repair. Targets connect a provider's strategic goals to the actions that the provider will take to reach those goals.

The TAM Final Rule defines a performance target as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FTA. FTA requires that providers set performance targets for each applicable performance measure and report them to the NTD annually for the upcoming fiscal year.

For each performance measure include:

- Only those assets for which you have direct capital responsibility
- Only asset types specifically referenced in the performance measure.

Table A, below shows the annual targets that MACOG has set for FTA performance measures of its assets, which consist of “Revenue Vehicles” only.

**Table A: Asset Category Performance Measure**

<b>Asset Category - Performance Measure</b>	<b>Asset Class</b>	<b>2025 Target</b>	<b>2026 Target</b>	<b>2027 Target</b>	<b>2028 Target</b>	<b>2029 Target</b>
<b>REVENUE VEHICLES</b>						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<i>AB - Articulated Bus</i>					
	<i>AO - Automobile</i>					
	<i>BR - Over-the-road Bus</i>					
	<i>BU - Bus</i>	0%	0%	0%	0%	0%
	<i>CU - Cutaway Bus</i>	0%	0%	0%	0%	0%
	<i>DB - Double Decked Bus</i>					
	<i>FB - Ferryboat</i>					
	<i>MB - Mini-bus</i>					
	<i>MV - Mini-van</i>	20%	20%	20%	20%	20%
	<i>RT - Rubber-tire Vintage Trolley</i>					
	<i>SB - School Bus</i>					
	<i>SV - Sport Utility Vehicle</i>					
<i>TB - Trolleybus</i>						
<i>VN - Van</i>						
<b>EQUIPMENT</b>						
Age - % of vehicles that have met or exceeded their	<i>Non Revenue/Service Automobile</i>					
	<i>Steel Wheel Vehicles</i>					
	<i>Trucks and other Rubber Tire Vehicles</i>					
<b>FACILITIES</b>						
Condition - % of facilities with a condition rating below 3.0 on the	<i>Administration</i>					
	<i>Maintenance</i>					
	<i>Parking Structures</i>					
	<i>Passenger Facilities</i>					

#### 1.4 MACOG’S TRANSIT ASSET MANAGEMENT POLICY

The FTA defines transit asset management as the “strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles for the purpose of providing safe, cost-effective, and reliable public transportation”.

MACOG has established a Transit Asset Management policy with its current service provider that consists of routine preventative maintenance, rolling stock reports, inspections, etc. to ensure that all assets that are owned by MACOG and operate on the Interurban Trolley fixed route and Interurban Trolley Access service are properly maintained and serviced in order to provide safe and reliable transit service.

## 1.5 ROLES AND RESPONSIBILITIES

According to the FTA, “each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency’s TAM plan and the Transit Agency Safety Plan”. Table B provides information of roles and responsibilities of those who participate in helping to achieve the goals of the TAM system within MACOG. Table C provides information of the roles and responsibilities of the sub-recipients.

**Table B: Roles and Responsibilities**

Department/Individual	Role (Title and/or Description)
James Turnwald	Executive Director/TAM Accountable Executive
Debbie Gardner	Accounting Manager
Jeremiah Cox	Senior Transit Planner
Gauri Mhatre	Transit Planner

**Table C: Roles and Responsibilities - Sub recipients**

Department/Individual	Role (Title and/or Description)	Sub recipient
Leeah Hopper	Executive Director	AIDS Ministry
Rod Tackett	Chief Advancement Officer	Corvilla
Adria Minniear	Chief Philanthropy Officer	Logan Center
George Hawthorne	Director of Nutrition/Transportation	REAL Services

# 2 CAPITAL ASSET INVENTORY

## 2.1 CAPITAL ASSET INVENTORY SUMMARY

According to the FTA an asset inventory is a, “register, repository or comprehensive list of an agency’s assets and specific information about those assets. It is intended to provide consistent information across all asset classes to support enterprise-level business processes, including capital programming and operations and maintenance budgeting”.

MACOG’s asset inventory is displayed in Table D.

**Table D: Capital Asset Inventory**

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Revenue Vehicles	BU - Bus	9001	ElDorado	EZ Rider II	1	9001	MACOG	2015	459,765	\$392,497.00
Revenue Vehicles	BU - Bus	9003	ElDorado	EZ Rider II	1	9003	MACOG	2015	392,822	\$392,497.00
Revenue Vehicles	BU - Bus	9005	ElDorado	EZ Rider II	1	9005	MACOG	2015	354,871	\$392,497.00
Revenue Vehicles	BU - Bus	9006	ElDorado	EZ Rider II	1	9006	MACOG	2015	405,834	\$392,497.00
Revenue Vehicles	BU - Bus	9007	ElDorado	EZ Rider II	1	9007	MACOG	2015	423,455	\$392,497.00
Revenue Vehicles	BU - Bus	9008	ElDorado	EZ Rider II	1	9008	MACOG	2016	358,216	\$396,814.00
Revenue Vehicles	BU - Bus	9010	ElDorado	EZ Rider II	1	9010	MACOG	2016	432,455	\$396,814.00
Revenue Vehicles	BU - Bus	9011	ElDorado	EZ Rider II	1	9011	MACOG	2018	281,581	\$406,338.00
Revenue Vehicles	BU - Bus	9012	ElDorado	EZ Rider II	1	9012	MACOG	2018	277,581	\$406,338.00
Revenue Vehicles	BU - Bus	9013	ElDorado	EZ Rider II	1	9013	MACOG	2018	270,000	\$406,338.00
Revenue Vehicles	MV - Mini-van	920	Dodge	Low floor	1	920	MACOG	2018	143,695	\$46,858.00
Revenue Vehicles	MV - Mini-van	923	Dodge	Caravan	1	923	MACOG	2019	152,442	\$37,739.00
Revenue Vehicles	MV - Mini-van	925	Chrysler	Voyager	1	925	MACOG	2022	44,847	\$61,848.00
Revenue Vehicles	MV - Mini-van	926	Chrysler	Voyager	1	926	MACOG	2022	49,683	\$61,848.00
Revenue Vehicles	MV - Mini-van	927	Chrysler	Voyager	1	927	MACOG	2022	34,043	\$61,848.00
Revenue Vehicles	MV - Mini-van	928	Chrysler	Voyager	1	928	MACOG	2022	49,449	\$61,848.00
Revenue Vehicles	MV - Mini-van	929	Chrysler	Voyager	1	929	MACOG	2022	24,623	\$61,848.00
Revenue Vehicles	MV - Mini-van	930	Chrysler	Voyager	1	930	MACOG	2022	46,783	\$61,848.00

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Revenue Vehicles	MV - Minivan	931	Chrysler	Voyager	1	931	MACOG	2023	1,301	\$61,848.00
Revenue Vehicles	MV - Minivan	932	Chrysler	Voyager	1	932	MACOG	2023	1,769	\$61,848.00
Revenue Vehicles	MV - Minivan	933	Chrysler	Voyager	1	933	MACOG	2023	2,220	\$61,848.00
Revenue Vehicles	BU - Bus	9014	New Flyer	XD35	1	9014	MACOG	2023	739	\$584,299.00
Revenue Vehicles	BU - Bus	9015	New Flyer	XD35	1	9015	MACOG	2024	709	\$584,299.00
Revenue Vehicles	BU - Bus	9016	New Flyer	XD35	1	9016	MACOG	2024	709	\$584,299.00
Revenue Vehicles	BU - Bus	9017	New Flyer	XD35	1	9017	MACOG	2024	734	\$584,299.00
Revenue Vehicles	MV - Minivan	AIDS Ministry - 2868	Chrysler	Voyager	1	AIDS Ministry - 2868	AIDS Ministry	2023	157	\$67,467.00
Revenue Vehicles	MV - Minivan	Logan - 3395	Chrysler	Voyager	1	Logan - 3395	Logan	2023	153	\$67,467.00
Revenue Vehicles	MV - Minivan	Logan - 7608	Chrysler	Voyager	1	Logan - 7608	Logan	2023	154	\$67,467.00
Revenue Vehicles	MV - Minivan	Real Services - 2613	Chrysler	Voyager	1	Real Services - 2613	Real Services	2023	154	\$67,467.00
Revenue Vehicles	MV - Minivan	Real Services - 2790	Chrysler	Voyager	1	Real Services - 2790	Real Services	2023	153	\$67,467.00
Revenue Vehicles	CU - Cutaway Bus	Corvilla - 3652	Ford	E450	1	Corvilla - 3652	Corvilla	2024	326	\$117,444.00
Revenue Vehicles	CU - Cutaway Bus	Corvilla - 3580	Ford	E450	1	Corvilla - 3580	Corvilla	2024	324	\$117,444.00
Revenue Vehicles	BU - Bus	9150	Gillig	GB29	1	9150	MACOG	2004	658,009	\$450,000.00
Revenue Vehicles	BU - Bus	9152	Gillig	GB29	1	9152	MACOG	2004	598,009	\$450,000.00
Revenue Vehicles	BU - Bus	9153	Gillig	GB29	1	9153	MACOG	2004	596,887	\$450,000.00

# 3 CONDITION ASSESSMENT

## 3.1 ASSESSMENT CONDITION AND SUMMARY

In conjunction with the asset inventory is the condition assessment. According to the FTA, “the TAM final rule requires you to assess all assets for which you have direct capital responsibility, including those that are owned by someone else but for which you have at least partial direct capital responsibility”.

The condition of assets involves regular inspections that evaluate an asset’s visual and physical conditions as well as performance characteristics and the risks/impact of failures. It can be assessed in a way that is most useful to your agency as the TAM rule does not require a specific method for conducting condition assessments of assets.

Table E shows the asset condition summary for MACOG and Table F (on page 8) shows the revenue vehicle condition for MACOG.

**Table E: Asset Condition Summary**

Asset Category/Class	Count	Avg Age	Avg Mileage	Avg Value	% At or Past ULB
<b>Revenue Vehicles</b>	<b>35</b>	<b>4.9</b>	<b>173,276</b>	<b>\$253,593.57</b>	<b>14.29%</b>
<i>AB - Articulated Bus</i>	0	-	-	-	-
<i>AO - Automobile</i>	0	-	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-	-
<i>BU - Bus</i>	17	8.2	324,257	\$450,724.88	17.65%
<i>DB - Double Decked Bus</i>	0	-	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-	-
<i>MV - Mini-van</i>	16	1.9	34,477	\$61,160.25	12.50%
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	-	-
<i>SB - School Bus</i>	0	-	-	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	-	-
<i>TB - Trolleybus</i>	0	-	-	-	-
<i>VN - Van</i>	0	-	-	-	-



**Table F: Revenue Vehicles Condition**

Asset Category	Asset Class	Asset Name	Count	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Revenue Vehicles	BU - Bus	9001	1	9	459,765	\$392,497.00	10	No
Revenue Vehicles	BU - Bus	9003	1	9	392,822	\$392,497.00	10	No
Revenue Vehicles	BU - Bus	9005	1	9	354,871	\$392,497.00	10	No
Revenue Vehicles	BU - Bus	9006	1	9	405,834	\$392,497.00	10	No
Revenue Vehicles	BU - Bus	9007	1	9	423,455	\$392,497.00	10	No
Revenue Vehicles	BU - Bus	9008	1	8	358,216	\$396,814.00	10	No
Revenue Vehicles	BU - Bus	9010	1	8	432,455	\$396,814.00	10	No
Revenue Vehicles	BU - Bus	9011	1	6	281,581	\$406,338.00	10	No
Revenue Vehicles	BU - Bus	9012	1	6	277,581	\$406,338.00	10	No
Revenue Vehicles	BU - Bus	9013	1	6	270,000	\$406,338.00	10	No
Revenue Vehicles	BU - Bus	9014	1	1	739	\$584,299.00	10	No
Revenue Vehicles	BU - Bus	9015	1	0	709	\$584,299.00	10	No
Revenue Vehicles	BU - Bus	9016	1	0	709	\$584,299.00	10	No
Revenue Vehicles	BU - Bus	9017	1	0	734	\$584,299.00	10	No
Revenue Vehicles	BU - Bus	9150	1	20	658,009	\$450,000.00	10	Yes
Revenue Vehicles	BU - Bus	9152	1	20	598,009	\$450,000.00	10	Yes
Revenue Vehicles	BU - Bus	9153	1	20	596,887	\$450,000.00	10	Yes
Revenue Vehicles	CU - Cutaway Bus	Corvilla -3580	1	0	324	\$117,444.00	10	No
Revenue Vehicles	CU - Cutaway Bus	Corvilla -3652	1	0	326	\$117,444.00	10	No
Revenue Vehicles	MV - Mini-van	920	1	6	143,695	\$46,858.00	4	Yes
Revenue Vehicles	MV - Mini-van	923	1	5	152,442	\$37,739.00	4	Yes
Revenue Vehicles	MV - Mini-van	925	1	2	44,847	\$61,848.00	4	No
Revenue Vehicles	MV - Mini-van	926	1	2	49,683	\$61,848.00	4	No
Revenue Vehicles	MV - Mini-van	927	1	2	34,043	\$61,848.00	4	No
Revenue Vehicles	MV - Mini-van	928	1	2	49,449	\$61,848.00	4	No
Revenue Vehicles	MV - Mini-van	929	1	2	24,623	\$61,848.00	4	No
Revenue Vehicles	MV - Mini-van	930	1	2	46,783	\$61,848.00	4	No
Revenue Vehicles	MV - Mini-van	931	1	1	1,301	\$61,848.00	4	No
Revenue Vehicles	MV - Mini-van	932	1	1	1,769	\$61,848.00	4	No
Revenue Vehicles	MV - Mini-van	933	1	1	2,220	\$61,848.00	4	No
Revenue Vehicles	MV - Mini-van	AIDS Ministry - 2868	1	1	157	\$67,467.00	4	No
Revenue Vehicles	MV - Mini-van	Logan - 3395	1	1	153	\$67,467.00	4	No
Revenue Vehicles	MV - Mini-van	Logan - 7608	1	1	154	\$67,467.00	4	No
Revenue Vehicles	MV - Mini-van	Real Services - 2613	1	1	154	\$67,467.00	4	No
Revenue Vehicles	MV - Mini-van	Real Services - 2790	1	1	153	\$67,467.00	4	No

# 4 DECISION SUPPORT

## 4.1 DECISION SUPPORT TOOLS

To support investment decision-making, including project selection and prioritization MACOG utilizes two tools:

**Rolling Stock Status Report**- an automated spreadsheet that keeps track of assets that need to be retired or disposed of and identifies the mileage and age at the time it has been or will be removed from service, to support investment decision-making, including project selection and prioritization.

**Vehicle Maintenance Tracker**- an automated spreadsheet that keeps track of preventative maintenance services performed on capital transit assets.

## 4.2 RISK MANAGEMENT

MACOG’s risk management for assets is based on periodic condition assessments. Planned and frequent preventative maintenance and inspection activities are conducted to maintain assets that are safe, reliable, and meet level of service requirements.

## 4.3 MAINTENANCE STRATEGY

MACOG has a contract in place with our service provider (Royal Excursion) to fix any unplanned maintenance activities on assets when they come up. These preventative maintenance costs are included in contract for purchased transportation that is based on fixed service costs per revenue vehicle hour. MACOG does not pay the service provider Royal Excursion extra for the performance of this maintenance it is part of their costs of abiding to their turnkey contract.

Table G shows MACOG’s regularly and or planned maintenance activities for all its assets:

**Table G: Maintenance Strategy**

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
Revenue Vehicles	BU - Bus	Required FTA Vehicle Inspections	Quarterly	3	\$0
Revenue Vehicles	MV - Mini-van	Required FTA Vehicle Inspections	Quarterly	3	\$0
Revenue Vehicles	CU - Cutaway Bus	Required FTA Vehicle Inspections	Quarterly	3	\$0
Revenue Vehicles	BU - Bus	Preventative Maintenance Service	Monthly (or as needed)	6-8 hours	\$450-740
Revenue Vehicles	MV - Mini-van	Preventative Maintenance Service	Monthly (or as needed)	3-4 hours	\$260-300
Revenue Vehicles	CU - Cutaway Bus	Preventative Maintenance Service	Monthly (or as needed)	4 hours	\$480

#### 4.4 OVERHAUL STRATEGY

In addition to periodic maintenance, on an as needed basis or when clear deterioration of an asset has occurred, MACOG conducts an assessment to determine whether a mini overhaul or replacement of the vehicle would be more cost-effective.

#### 4.5 DISPOSAL STRATEGY

MACOG’s disposal strategy of assets is displayed in Table H below:

**Table H: Disposal Strategy**

Asset Category	Asset Class	Disposal Strategy
Revenue Vehicles	BU - Bus	Vehicles that have reached their useful life in mileage or years (whichever comes first) are taken out of service, given a final inspection and placed for sale on an online auction website for government vehicles after we receive FTA concurrence.
Revenue Vehicles	MV - Mini-van	Vehicles that have reached their useful life in mileage or years (whichever comes first) are taken out of service, given a final inspection and placed for sale on an online auction website for government vehicles after we receive FTA concurrence.
Revenue Vehicles	CU - Cutaway Bus	Vehicles that have reached their useful life in mileage or years (whichever comes first) are taken out of service, given a final inspection and placed for sale on an online auction website for government vehicles after we receive FTA concurrence.

#### 4.6 ACQUISITION AND RENEWAL STRATEGY

MACOG disposal strategy of assets is displayed in Table I:

**Table I: Acquisition and Renewal Strategy**

Asset Category	Asset Class	Acquisition and Renewal Strategy
Revenue Vehicles	BU - Bus	Acquisition is initiated for two reasons 1) When vehicles in the fleet reach their useful life in mileage and or years (whichever comes first), per FTA 2) If the number of active vehicles in the fleet fall below the peak number of vehicles required to run service
Revenue Vehicles	MV - Mini-van	Acquisition is initiated for two reasons 1) When vehicles in the fleet reach their useful life in mileage and or years (whichever comes first), per FTA 2) If the number of active vehicles in the fleet fall below the peak number of vehicles required to run service
Revenue Vehicles	CU - Cutaway Bus	Acquisition is initiated for two reasons 1) When vehicles in the fleet reach their useful life in mileage and or years (whichever comes first), per FTA 2) If the number of active vehicles in the fleet fall below the peak number of vehicles required to run service

# 5 INVESTMENT PRIORITIZATION

## 5.1 PROPOSED INVESTMENTS

MACOG does not presently own any fixed-assists for the operation of the Interurban Trolley. MACOG purchases and disposes of vehicles per FTA policies that are leased to a service provider to provide MACOG contracted transit service. MACOG prioritizes these new vehicle investments based on vehicle usage.

Below in Table J is MACOG’s selected projects and programs prioritized based on specific criteria:

**Table J: Investment Prioritization**

Project Year	Project Name	Asset Category	Asset Class	Cost	Priority
2025	Replace Fixed Route Vehicles	Revenue Vehicles	BU - Bus	\$600,000.00	High
2025	Replace ADA Vehicles	Revenue Vehicles	MV - Mini-van	\$140,000.00	Medium
2026	Replace Fixed Route Vehicles	Revenue Vehicles	BU - Bus	\$1,200,000.00	Medium
2026	Replace ADA Vehicles	Revenue Vehicles	MV - Mini-van	\$140,000.00	Medium

# 6 FLEET RETIREMENT & REPLACEMENT COMPUTATION MODEL

## 6.1 EXISTING FLEET REMAINING PER YEAR

Table K shows MACOG’s existing fleet and ages it, showing the number remaining in each of the next five years:

**Table K: Existing MACOG Fleet Remaining Per Year**

Fleet Type (Year/Make/Model)	Number	Replacement Cost	Acquisition Year	ULB	2025	2026	2027	2028	2029
2015 ElDorado EZ Rider II	5	\$392,497.00	2015	10	5	0	0	0	0
2016 ElDorado EZ Rider II	2	\$396,814.00	2016	10	2	2	0	0	0
2018 ElDorado EZ Rider II	3	\$406,338.00	2018	10	3	3	3	3	0
2023 New Flyer XD35	1	\$584,299.00	2023	10	1	1	1	1	1
2024 New Flyer XD35	3	\$584,299.00	2024	10	3	3	3	3	3
2004 Gillig GB29	3	\$450,000.00	2004	10	0	0	0	0	0
2019 Dodge Caravan	1	\$37,739.00	2019	4	0	0	0	0	0
2018 Dodge Low floor	1	\$46,858.00	2018	4	0	0	0	0	0
2022 Chrysler Voyager	6	\$61,848.00	2022	4	6	6	0	0	0
2023 Chrysler Voyager	3	\$65,359.88	2023	4	3	3	3	0	0

## 6.2 FLEET REQUIRED

Table L shows the number of vehicles required each year for along with the spare ratio factor MACOG:

**Table L: Fleet Required**

Fleet Type (Year/Make/Model)	2025			2026			2027			2028			2029		
	Peak Vehicles Scheduled	Spare Factor (%)	Vehicles Required	Peak Vehicles Scheduled	Spare Factor (%)	Vehicles Required	Peak Vehicles Scheduled	Spare Factor (%)	Vehicles Required	Peak Vehicles Scheduled	Spare Factor (%)	Vehicles Required	Peak Vehicles Scheduled	Spare Factor (%)	Vehicles Required
2015 EIDorado EZ Rider II	5	0%	5	0	0%	0	0	0%	0	0	0%	0	0	0%	0
2016 EIDorado EZ Rider II	2	0%	2	2	0%	2	0	0%	0	0	0%	0	0	0%	0
2018 EIDorado EZ Rider II	3	0%	3	3	0%	3	3	0%	3	3	0%	3	0	0%	0
2023 New Flyer XD35	1	0%	1	1	0%	1	1	0%	1	1	0%	1	1	0%	1
2024 New Flyer XD35	3	0%	3	6	0%	6	8	0%	8	10	0%	10	12	0%	12
2022 Chrysler Voyager	6	0%	6	6	0%	6	0	0%	0	0	0%	0	0	0%	0
2023 Chrysler Voyager	5	0%	5	7	0%	7	9	0%	9	8	0%	8	8	0%	8

## 6.3 NEW FLEET

Table M estimates the required purchase for each fleet per year for MACOG:

**Table M: New Fleet**

<b>Total in Current Year \$</b>	<b>\$715,018.75</b>		<b>\$1,299,317.75</b>		<b>\$1,299,317.75</b>		<b>\$1,299,317.75</b>		<b>\$1,299,317.75</b>		
<b>Inflation Rate</b>	<b>3.0%</b>		<b>3.0%</b>		<b>3.0%</b>		<b>3.0%</b>		<b>3.0%</b>		
<b>Compounded Inflation</b>	<b>1.03</b>		<b>1.03</b>		<b>1.03</b>		<b>1.03</b>		<b>1.03</b>		
<b>Total in Year of Expenditure \$</b>	<b>\$736,469.31</b>		<b>\$1,338,297.28</b>		<b>\$1,338,297.28</b>		<b>\$1,338,297.28</b>		<b>\$1,338,297.28</b>		
	<b>2025</b>										
<b>Fleet Type (Year/Make/Model)</b>	<b>Number</b>	<b>Cost in 2024 \$</b>	<b>Number</b>	<b>Cost in 2024 \$</b>	<b>Number</b>	<b>Cost in 2024 \$</b>	<b>Number</b>	<b>Cost in 2024 \$</b>	<b>Number</b>	<b>Cost in 2024 \$</b>	
Fixed Route Buses	1	\$584,299.00	2	\$1,168,598.00	2	\$1,168,598.00	2	\$1,168,598.00	2	\$1,168,598.00	
ADA Paratransit Mini-Vans	2	\$130,719.75	2	\$130,719.75	2	\$130,719.75	2	\$130,719.75	2	\$130,719.75	

Appendix A: Group TAM Plan Approval

The Michiana Area Council of Governments (MACOG) certify the completion of this Transit Asset Management (TAM) Plan in accordance with the Federal Transit Administration's (FTA) Transit Asset Management Regulations (49 CFR § 625). The MACOG accountable executive will ensure that staff understand and are committed to the implementation of this TAM Plan and that this TAM plan was shared with and approved by all of MACOG's 5310 subrecipients.



James Turnwald

Executive Director (Accountable Executive)

Michiana Area Council of Governments

Date 9/16/24