



Tier II Transit Asset Management Plan

State of Maine Group Plan for Rural Transit Providers

Effective October 1, 2018

(Revised October 1, 2022)

Final

Table 12 Condition Rating Scale for Ferry Vessels

ASSET RATING SCORE	Asset Age	Asset Condition	Asset Performance	Level of Maintenance
	(Percent of useful life remaining)	(Quality, Level of Maintenance Required)	(Reliability, Safety, Meets Industry Standards)	(Level of Preventative and Corrective Maintenance)
5 Excellent	Asset new or nearly new 75% - 100%	Asset new or like new, no visible defects	Asset meets or exceeds all performance and reliability metrics, industry standards	No unfunded or deferred maintenance activities
4 Good	Asset nearing or at its midlife point 50% - 75%	Asset showing minimal signs of wear; some slight defects or deterioration	Asset general meets performance and reliability metrics, industry standards	Corrective maintenance increasing, no skipped preventive or corrective maintenance
3 Adequate	Asset has passed its midlife point 25% - 50%	Some moderately defective or deteriorated components; expected maintenance needs	Occasional performance and reliability issues; may be substandard in some areas	More frequent corrective maintenance required and some minor component failures
2 Marginal	Asset nearing or at end of its useful life 0% - 25%	Increasing numbers of defects; deteriorating components; growing maintenance needs	Performance and reliability problems becoming more frequent; sub- standard elements	Frequent corrective maintenance activities; major components needing replacement or rehab
1 Poor	Asset passed its useful life	Asset in need of replacement or restoration; may have critically damaged components	Frequent performance and reliability problems; does not meet industry standards	Major Component failures or does not pass Coast Guard Certification
0	Asset Non-Operable or Unsafe			

DECISION SUPPORT TOOLS BY ASSET CLASS

Land Based Transit Systems

Rolling Stock and Non-Revenue Vehicles

In an effort to determine the State of Good Repair (SGR) that truly reflects the condition of the asset, MaineDOT uses a three-factor analysis to determine SGR for rolling stock and equipment (non-revenue vehicles). The factors include useful life, useful mileage and condition assessment. Each factor uses a 1-5 scale and uses the useful life and miles taken from Table 1 in the beginning of this plan. Taking an average of the three factors allows MaineDOT to identify

rolling stock or equipment that may not have met its useful life, but due to extremely high mileage or adverse operating conditions may not be fit for its intended purpose. Conversely, a vehicle exceeding its useful life may have low mileage and is in good condition and is fit for its intended purpose.

In consultation with our subrecipients, MaineDOT uses the three-factor analysis on each asset in Rolling Stock and Equipment resulting in an average which is then used in determining replacement priority. Repair costs and other relevant factors may be considered in determining priorities. The analysis is summarized by each sub-class and is listed below in Tables 13-18. Each sub-class is summarized.

Table 13 Fleet Summary VAN

Subrecipients have 114 vans and minivans (4 years or 100,000 miles) during the 2021 reporting period. Of these vans, there are 32 vans (or 28%) that have a state of good repair ranking of less than 2.0 using the three-factor condition assessment and are a priority to be replaced. (See Table 13).

Table 14 Fleet Summary LDB

Subrecipients have 109 light duty bus (5 years or 150,000 miles) during the 2021 reporting period. Of these cutaways, there are 5 cutaways (or 5%) that have a state of good repair ranking of less than 2.0 using the three-factor condition assessment and are a priority to be replaced. (See Table 14).

Table 15 Fleet Summary SMDB

Subrecipients have 78 small medium duty buses (7 years or 200,000 miles) during the 2021 reporting period. Of these buses, there are 22 buses (or 28%) that have a state of good repair ranking of less than 2.0 using the three-factor condition assessment and are a priority to be replaced. (See Table 15).

Table 16 Fleet Summary MHDB

Subrecipients have 30 medium heavy-duty buses (10 years or 350,000 miles) during the 2021 reporting period. Of these buses, there are no buses that have a state of good repair ranking of less than 2.0 using the three-factor condition assessment. Therefore, no data generated for this revision of the report.

Table 17 Fleet Summary SHDB

Subrecipients have 2 standard heavy-duty buses (12 years or 500,000 miles) during the 2021 reporting period. Of these buses, there are no buses that have a state of good repair ranking of less than 2.0 using the three-factor condition assessment. Therefore, no data generated for this revision of the report.