



Lewiston-Auburn Transit Committee

TO: Mayor Jonathan LaBonte
Auburn City Council
Howard Kroll, City Manager
Jill Eastman, Finance Director
FR: Marsha Bennett, Transit Coordinator
DT: April 6, 2015
RE: Lewiston-Auburn Transit Committee - FY2016 Proposed Budget

On behalf of the Lewiston-Auburn Transit Committee (LATC), I am pleased to submit a FY2016 budget request of \$209,244 per city, \$2,134 less than LATC's FY2015 request. The budget request is built off a fixed contract price for the operation of *citylink* and ADA Complementary Paratransit service, the expectation that State Funds will remain at FY2015 levels, lower fuel costs, higher fare box recovery and an increase in advertising revenue.

FY2016 Budget Drivers:

- Fare box revenues exceeded budget in FY 2014 by 13%.
- Fare box is projected to increase by \$23,000 over the FY 2015 budget.
- Fuel expenses were 10% lower than budgeted in FY 2014 because the City of Lewiston locked in prices at lower than market rates.
- Fuel expenses are projected to decrease by \$18,000 in comparison to the FY 2015 budget.
- FY 2014 advertising revenues exceeded budget by \$26,000.
- Advertising revenues are projected to increase by \$19,550 over the FY 2015 budget.

One significant change to LATC's FY2016 budget is the inclusion of staff time within project elements. In prior years, LATC staff costs were funded through a contract with the Androscoggin Valley Council of Governments (AVCOG) along with some FTA 5307 funds. The FY 2016 budget does not include the contract with AVCOG. However, because AVCOG provides staffing to the LATC, staff costs (salaries, fringe benefits, indirect costs) are included in the budget.

In 2014 AVCOG became a Direct Recipient of funds provided by the Federal Transit Administration (FTA) as a result of a 2012 directive from Governor LePage. The LATC and the Executive Committee of AVCOG both voted to have AVCOG apply for this status on behalf of the LATC. This means that FTA Section 5307 funds are now received through AVCOG rather than through the Maine Department of Transportation.

AVCOG's status as a Direct Recipient of FTA 5307 funds has resulted in many new tasks for AVCOG/LATC staff and has resulted in a substantial increase in staff costs for the LATC. Prior to becoming a Direct Recipient, these tasks were done by the Maine Department of Transportation, at no cost to the LATC. A list of staff responsibilities and tasks is included with the attached budget.

In addition to funding for transit operations, LATC has requested \$40,000 per city for capital reserves. The capital funding is to be used as local match on bus purchases, bus overhauls, or the purchase of used buses (LATC 2015 CIP). Since November of 2013, LATC has purchased six (6) used buses to stabilize the fleet and ensure the provision of reliable transit service. Despite some reliability problems with LATC's fleet in FY2014, *citylink's* annual passenger trips increased by 5.7%. Ridership continues to remain strong through the first five (5) months of FY2015 with a 23.2% increase over last year.



Lewiston-Auburn Transit Committee

TO: Mayor Robert Macdonald
Lewiston City Council
Edward Barrett, City Administrator
Heather Hunter, Finance Director
FR: Marsha Bennett, Transit Coordinator
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Lewiston-Auburn Transit Committee
FY 2016 Proposed Budget
- Fixed Route, ADA, Bus Station/LATC Operating

	FY 2013 Actual	FY 2014 Actual	FY 2015 Approved	FY 2016 Proposed
Fixed Route				
Expenses:				
WMTS Contract	\$1,142,900	\$1,169,100	\$1,180,000	\$1,197,700
Fuel	\$199,148	\$199,338	\$206,500	\$188,370
Maintenance Review Contract				\$5,000
Staff (Project administration)				\$79,893
Total Expense	\$1,342,048	\$1,368,438	\$1,386,500	\$1,470,963
Revenue:				
Federal (5307 PM & Capital)	\$672,143	\$680,449	\$701,470	\$304,615
Federal (5307 Operating)				\$437,597
State	\$50,430	\$48,196	\$98,115	\$98,115
Local	\$422,873	\$426,873	\$394,915	\$415,636
Fare Box	\$196,603	\$212,921	\$192,000	\$215,000
Total Revenue	\$1,342,048	\$1,368,438	\$1,386,500	\$1,470,963
ADA Complementary Paratransit:				
Expenses:				
WMTS Contract	\$146,400	\$153,400	\$155,700	\$158,000
Staff (Project Administration)				\$9,107
Revenue:				
Federal (507 ADA)	\$91,622	\$97,914	\$100,560	\$108,886
State	\$0	\$0	\$0	\$0
Local	\$22,906	\$24,478	\$25,140	\$27,221
Fare Box	\$31,872	\$31,008	\$30,000	\$31,000
	\$146,400	\$153,400	\$155,700	\$167,107
Local Subsidy:				
Bus Station/LATC Operating	-\$28,467	-\$28,629	\$2,700	-\$24,369
Fixed Route	\$422,873	\$426,873	\$394,915	\$415,636
ADA Comp. Paratransit	\$22,906	\$24,478	\$25,140	\$27,221
	\$417,312	\$422,722	\$422,755	\$418,488
Less Reserves (negative is a surplus)	-\$53,785	-\$48,024	\$0	\$0
Auburn	\$235,548	\$235,373	\$211,378	\$209,244
Lewiston	\$235,548	\$235,373	\$211,378	\$209,244

Surplus/Deficit	\$53,785	\$48,024		
Capital match	\$1,403			
Capital match - Auburn		\$40,000	\$40,000	\$40,000
Capital match - Lewiston		\$40,000	\$40,000	\$40,000
Match for study		\$0	7500	0
Net surplus/deficit	\$52,382			
Available Reserves	\$130,644	\$178,668	\$171,168	\$171,168
One month expenses	\$123,436	\$126,604	\$130,205	\$136,667

FY 2014 actual fuel cost based on \$3.33/gallon, 59,804 gallons
FY 2015 fuel projection is based on \$3.50/gallon, 59,000 gallons
FY 2016 fuel projection is based on \$3.15/gallon, 59,800 gallons

Total Federal Required	\$832,545	\$874,812	\$909,730	\$513,576
Federal Allocation	\$1,024,460	\$1,020,378		

Lewiston-Auburn Transit Committee
FY 2016 Proposed Budget
- Bus Station/LATC Operating -

	FY 2013 Actual	FY 2014 Actual	FY 2015 Approved	FY 2016 Proposed
BUS STATION				
Revenues: Rent	\$ -	\$ -	\$ -	\$ -
EXPENSES:				
JANITORIAL	\$ 7,315	\$ 9,410	\$ 18,800	\$ 18,800
MAINTENANCE/REPAIRS	\$ 3,167	\$ 4,163	\$ 9,000	\$ 9,000
SUPPLIES - INCL. JANIT.	\$ 1,508	\$ 912	\$ 2,000	\$ 2,000
SNOW REMOVAL	\$ 5,075	\$ 7,595	\$ 7,500	\$ 4,000
RESTROOM RENTAL	\$ 1,260	\$ 1,260	\$ -	\$ -
UTILITIES:				
GAS	\$ 2,902	\$ 3,120	\$ 5,000	\$ 5,000
ELECTRIC	\$ 3,229	\$ 3,095	\$ 5,500	\$ 5,500
H2O/SEWER	\$ 688	\$ 647	\$ 1,200	\$ 1,200
INSURANCE	\$ 629	\$ 665	\$ 1,300	\$ 1,300
TOTAL	\$ 25,773	\$ 30,868	\$ 50,300	\$ 46,800
ITF DEFICIT:	\$ (25,773)	\$ (30,868)	\$ (50,300)	\$ (46,800)
LATC Operating				
EXPENSES:				
STAFF (Project Administration)	\$ 13,050	\$ 13,389	\$ 13,000	\$ 1,000
MEETINGS	\$ 1,518	\$ 1,726	\$ 2,000	\$ 2,000
ADVERTISING/MARKETING	\$ 1,059	\$ 446	\$ 3,000	\$ 3,000
AUDIT	\$ 6,100	\$ 6,250	\$ 6,500	\$ 6,750
LEGAL SERVICES	\$ -	\$ 220	\$ 600	\$ 600
MISC. EXPENSES	\$ 60	\$ -	\$ -	\$ -
TOTAL	\$ 21,787	\$ 22,031	\$ 25,100	\$ 13,350
LATC Operating DEFICIT	\$ (21,787)	\$ (22,031)	\$ (25,100)	\$ (13,350)
TOTAL EXPENDITURES -				
BUS STATION/LATC Operating	\$ (47,560)	\$ (52,899)	\$ (75,400)	\$ (60,150)
DEFICIT FUNDING				
FEDERAL (5307 Operating)	\$ 23,780	\$ 26,449	\$ 37,700	\$ 30,075
STATE				
LOCAL - Rent	\$ 12,144	\$ 12,144	\$ 12,000	\$ 12,144
- Vending	\$ 1,635	\$ 1,392	\$ 2,500	\$ 2,500
- ATA Advertising	\$ 37,912	\$ 41,189	\$ 20,000	\$ 39,550
- Interest	\$ 556	\$ 353	\$ 500	\$ 250
LOCAL	\$ (28,467)	\$ (28,629)	\$ 2,700	\$ (24,369)
TOTAL REVENUE	\$ 47,560	\$ 52,899	\$ 75,400	\$ 60,150
LOCAL Requested	\$ (28,467)	\$ (28,629)	\$ 2,700	\$ (24,369)

LATC FY 2016 Proposed Staffing Plan

Staff		% of time
Marsha Bennett, Transit Coordinator (see attached tasks)	30,237	53%
Greg Whitney, Finance Director (see attached tasks)	<u>19,110</u>	20%
Total Salaries	49,347	
Fringe Benefits	14,463	
Indirect Costs (Federally approved Indirect Cost Plan)	<u>26,190</u>	
Total	<u>90,000</u>	

Staff Allocation

Project Administration - Bus Station/Admin	1,000
Project Administration - Fixed Route & Maintenance	79,893
Project Administration - ADA	<u>9,107</u>
Total (See breakdown below)	<u>90,000</u>

FTA Direct Recipient/LATC Tasks

Marsha Bennett –

FTA Grants

- Prepare grant applications in TEAM (FTA's electronic grant system)
- Perform grant milestone reporting
- Perform grant close out procedures
- Perform grant amendments
- Submit bi-annual DBE reports

Drug and Alcohol Reporting – prepare and submit annual report

Vehicle Maintenance

- Perform quarterly maintenance reviews
- Prepare RFP for maintenance consultant to perform annual maintenance review
- Prepare and submit maintenance reports to MaineDOT

Disadvantaged Business Enterprise (DBE)

- Prepare and submit DBE Goal and Methodology
- Ongoing outreach to DBE businesses

Title VI

- Prepare and submit a Title VI/Environmental Justice Non-Discrimination Plan
 - Review plan annually
 - Update plan every three years

Ongoing outreach and public participation to minority and disadvantaged populations in the community

National Transit Database Reporting – Annual

Maine DOT

- Prepare and submit grant applications
- Invoice MaineDOT

Procurement – Follow FTA's Best Practices Procurement Manual

- Vehicles – Develop bus specifications, prepare RFP, solicit bids, and coordinate factory inspection
- Services and equipment

Marketing

- Update bus schedules and kiosks
- Procure printing services to reproduce schedules, kiosk displays and bus passes
- Outreach – presentation at various organizations, agencies, residential homes, etc.
- Distributing and invoicing bus passes to social service agencies
- Working with other agencies to promote special events – job fair, Winter Carnival, Shriner Convention, etc.

Prepare and submit to MaineDOT a Capital Asset Management Plan

LATC

- Prepare monthly meeting agenda's, packets and minutes
- Provide assistance to people that call with citylink and other transit questions
- Maintain LATC's website – update information, post meeting material, post service notices and other public notices
- Work with consultants on LATC study's and projects – develop study RFP's, solicit firms, provide consultant oversight
- Work with fixed route and ADA contracted operator
- Prepare budget material

Bus station –

- Provide oversight of the Lewiston bus station for LATC
- Solicit cleaning, snow plowing, and other services needed to operate the station

- Work with tenant
- Ensure compliance with the Americans with Disabilities Act
 - Update LATC's ADA Complementary Paratransit Service Policy and Procedures
 - Work with the contractor addressing issues and/or concerns that arise
 - Work with LATC's ADA Committee

Greg Whitney -

- FTA Drawdowns via ECHO
 - Reconcile matching funds to Federal funds
 - Monitor availability of Federal funds in various grant categories
- Monthly FTA/LATC financial reporting
 - Present reports at monthly LATC meetings
 - Compare actual performance to budgets
- Annual FTA/LATC budget preparation
 - Attend budget presentations to cities
- Work with external auditors on financial and compliance audits
- Assist with reporting in TEAM (soon to be TRAM)
- Assist with FTA grant applications
- Assist with reporting in NTD
- Assist with FTA/LATC procurement
- Assist with bus station issues
- Supervise FTA/LATC payables & receivables processing



Lewiston-Auburn Transit Committee Budget Presentation FY2016



COMMITTEE MEMBERS

Lewiston

Phil Nadeau, Deputy City Administrator, Chair

Mark Cayer, City Councilor

Lucy Bisson, Citizen

Christina Berry, Citizen-at-Large

Auburn

Belinda Gerry, City Councilor

Howard Kroll, Assistant City Manager

Karen Veilleux, Executive Assistant



The Lewiston-Auburn Transit Committee, owners of the *citylink* bus system, has contracted with Western Maine Transportation Services, Inc., for operations and vehicle maintenance of the fixed route system and for operations of the ADA Complementary Paratransit Service since 2002. FY2016 will be the third year of a 3-year contract. The current contract does have two additional option years allowing LATC and WMTS to extend the contract. LATC will go out to bid for a new contract for FY2017 or negotiate a new contract price with WMTS under the current contract.

Hours of Operation:

citylink and the ADA Complementary Paratransit service operates Monday through Friday between 6:00 AM to 6:15 PM (New Auburn to 6:47 PM) and a limited Saturday schedule between 9:15 AM to 5:45 PM.

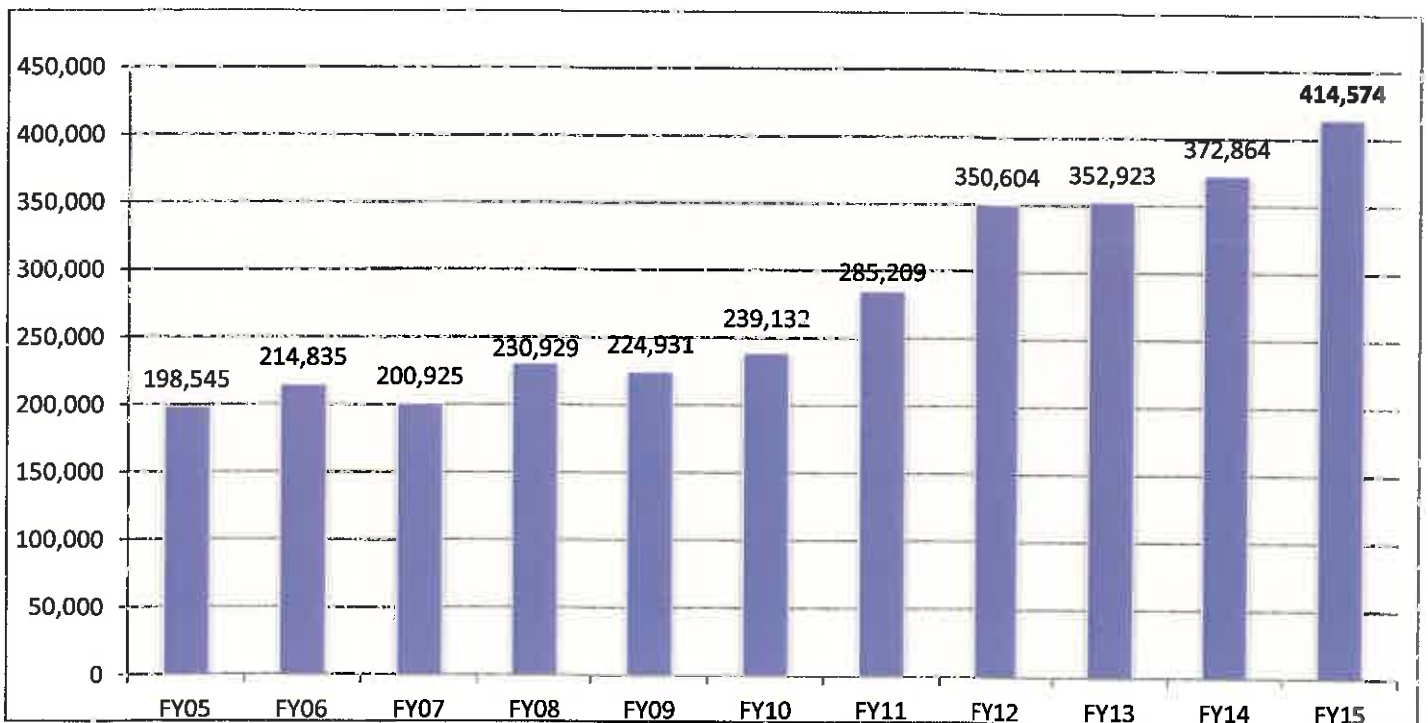
Level of Service:

During weekdays *citylink* operates nine (9) bus routes with buses departing every 60 and 30 minutes. *citylink's* Saturday service consists of seven (7) bus routes with buses departing every two (2) hours (Main St., Sabattus St., Lisbon St. and New Auburn), 60 minutes (Auburn Malls and College Street) and 30 minutes (Mall Shuttle).

TRANSIT RIDERSHIP

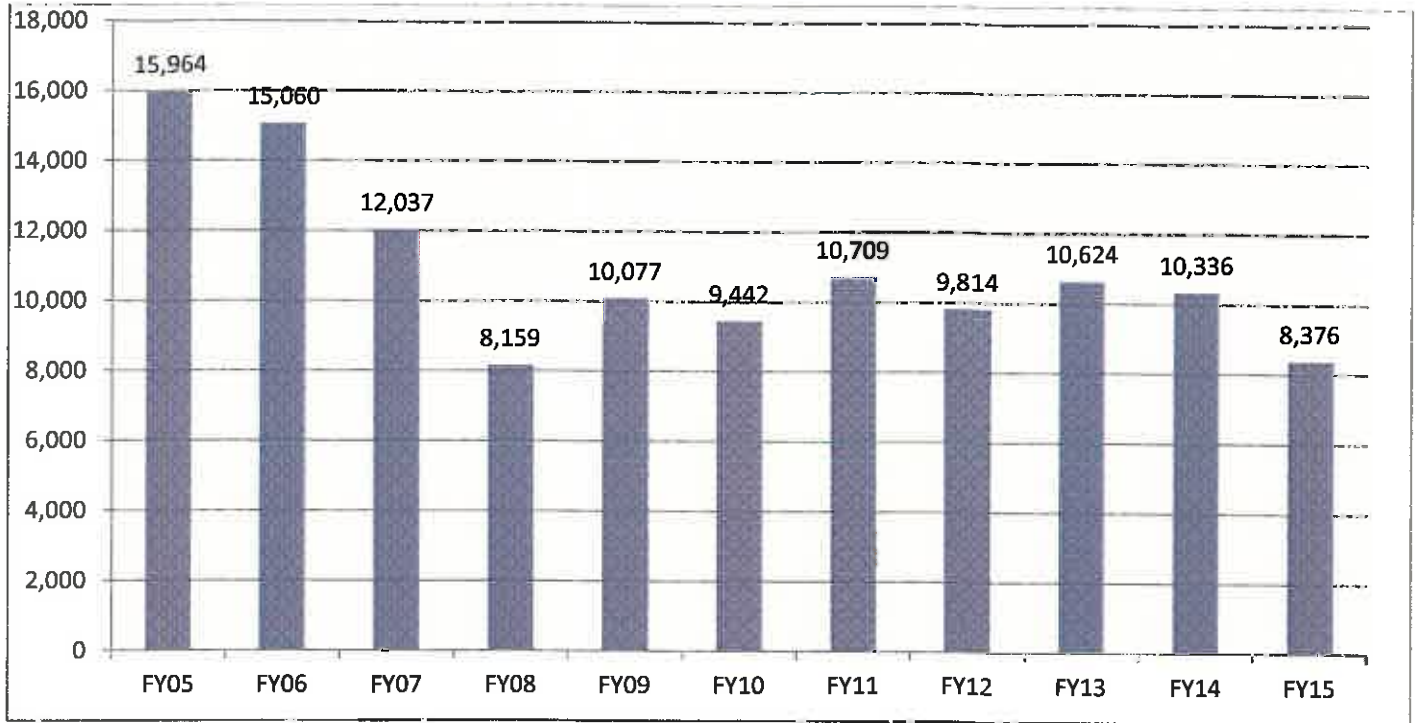
Ridership for FY2014 increased 5.7% over FY2013. Over the last 10 years, ridership has continued to grow. Some of the increase in ridership is directly related to improvements to the system. The last series of improvements made to the *citylink* service was in FY2011 and FY2012 with the addition of limited Saturday service and an increase in routes and hours of service. LATC is undergoing a short range transit study that will identify future system improvements. FY2015 ridership is projected to be over 400,000 annual passenger trips. The projection is based on passenger trip for the first 5 months of 2015.

***citylink* Ridership
-FY2005 to FY2015-**



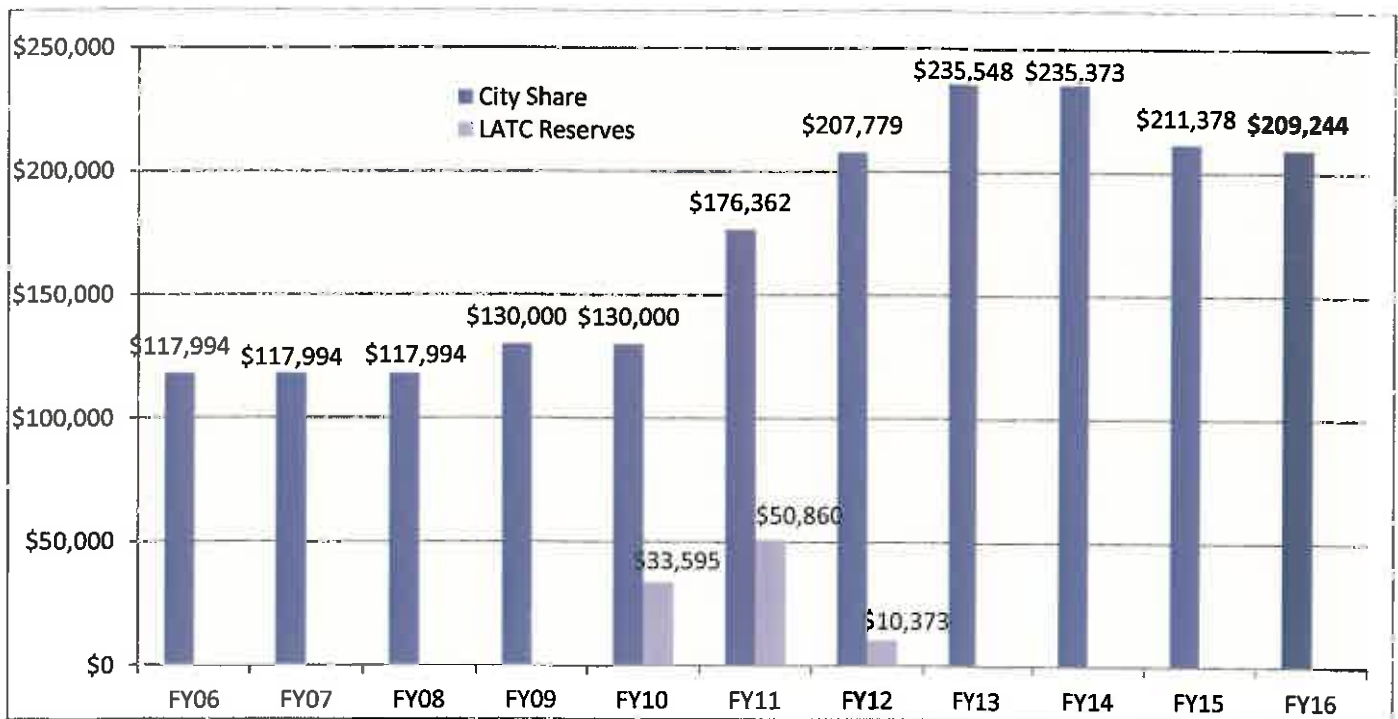


citylink ADA Complementary Paratransit Ridership -FY2005 to FY2015

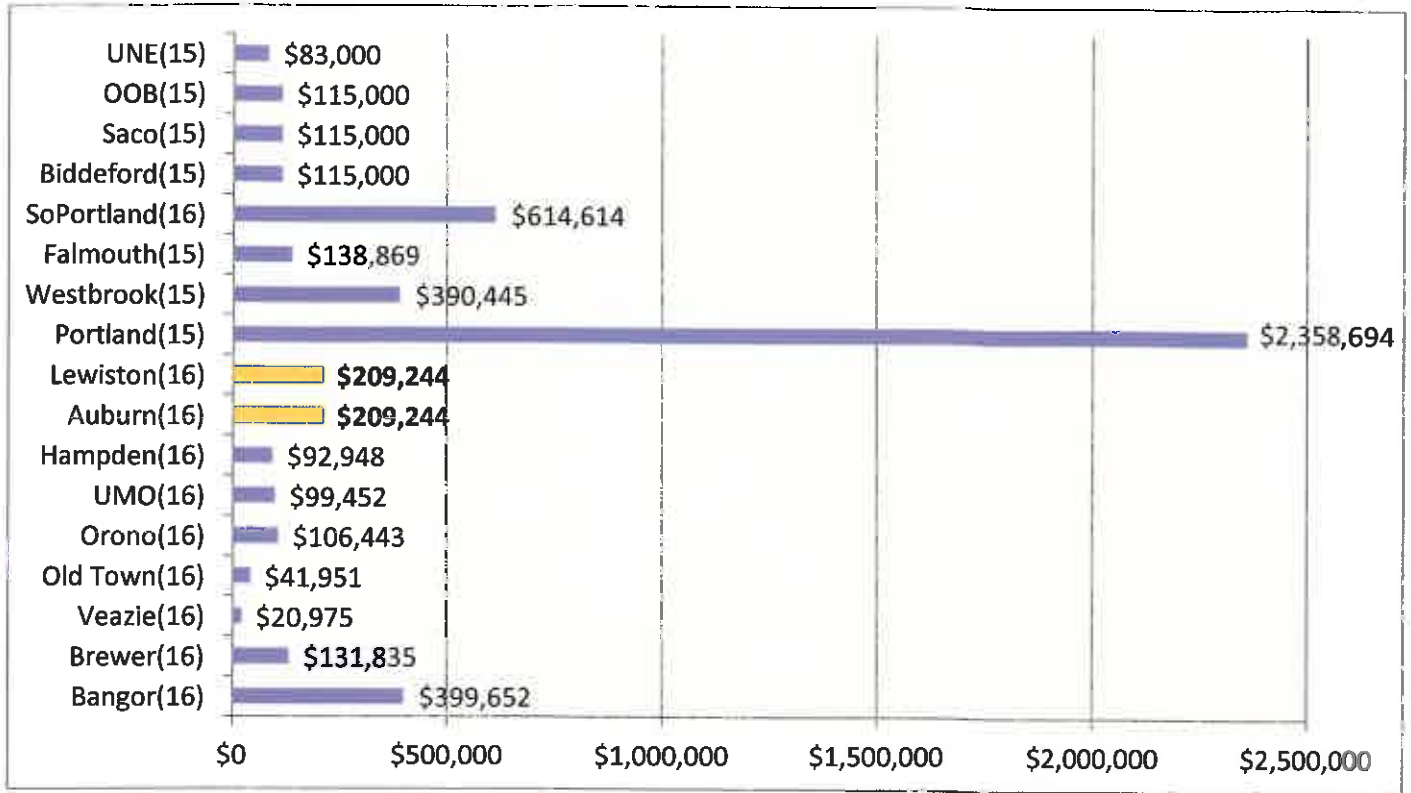


FY15 Ridership is a projection based on the first 5 months of 2015.

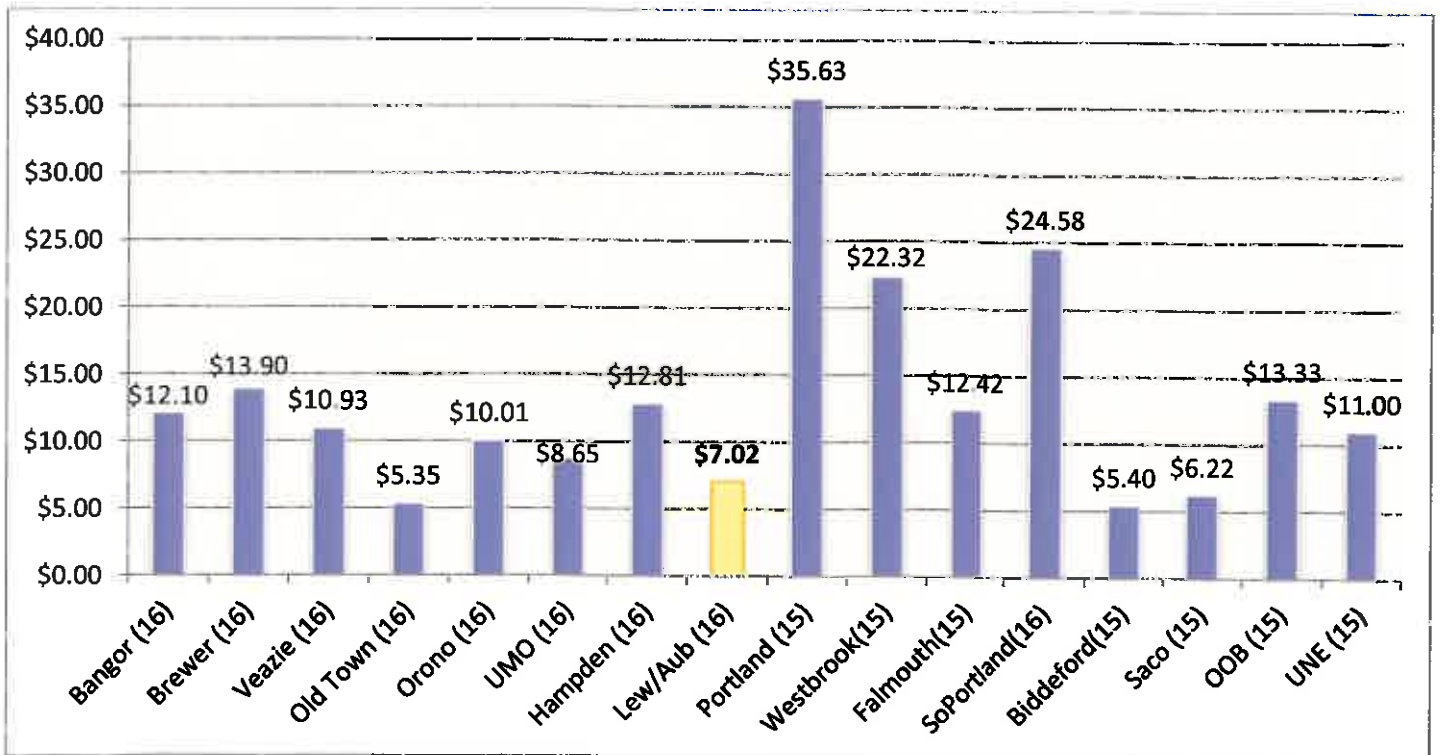
Local Share per City -FY2006 to FY2016-



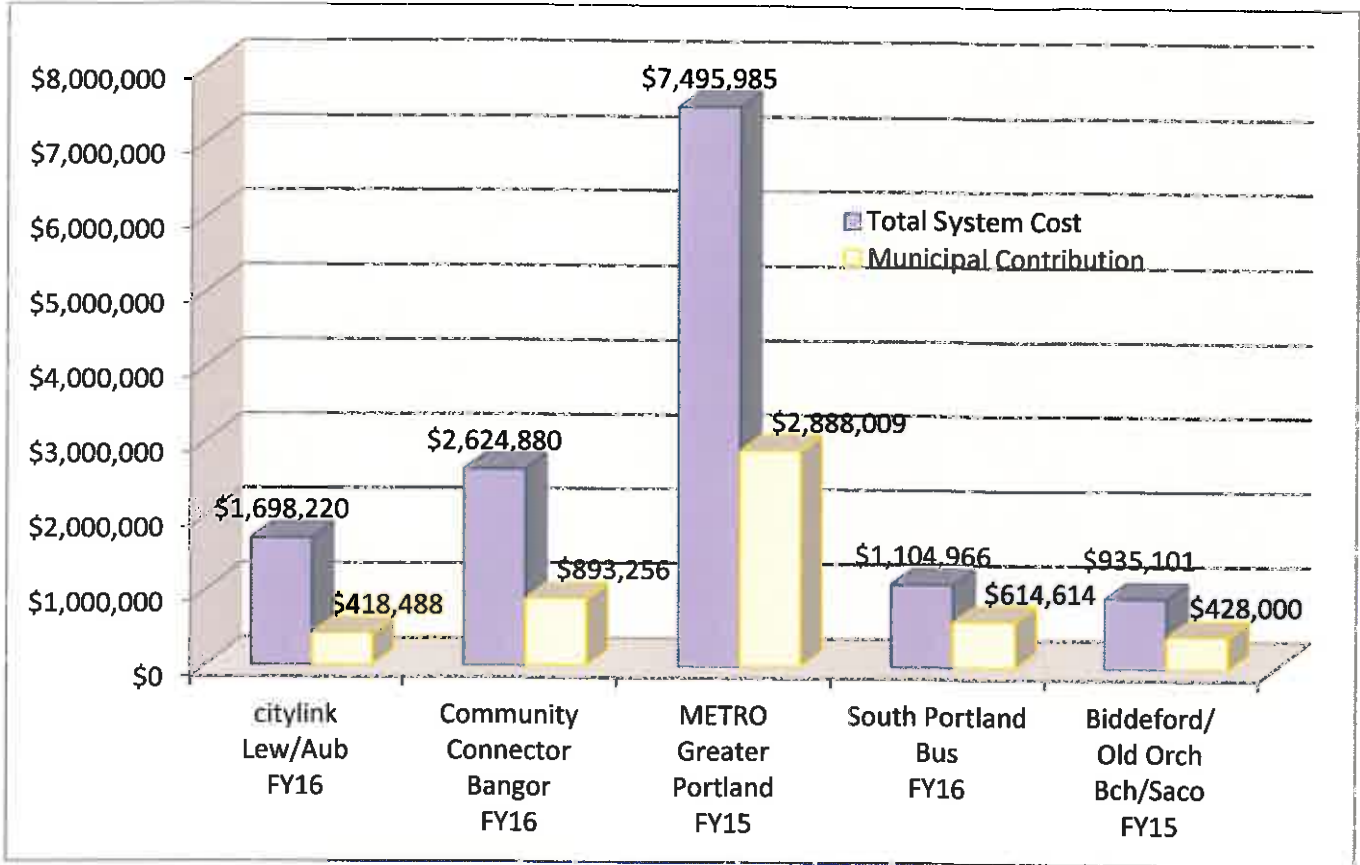
Municipal Contribution Comparison -FY2015 Approved/FY2016 Proposed-



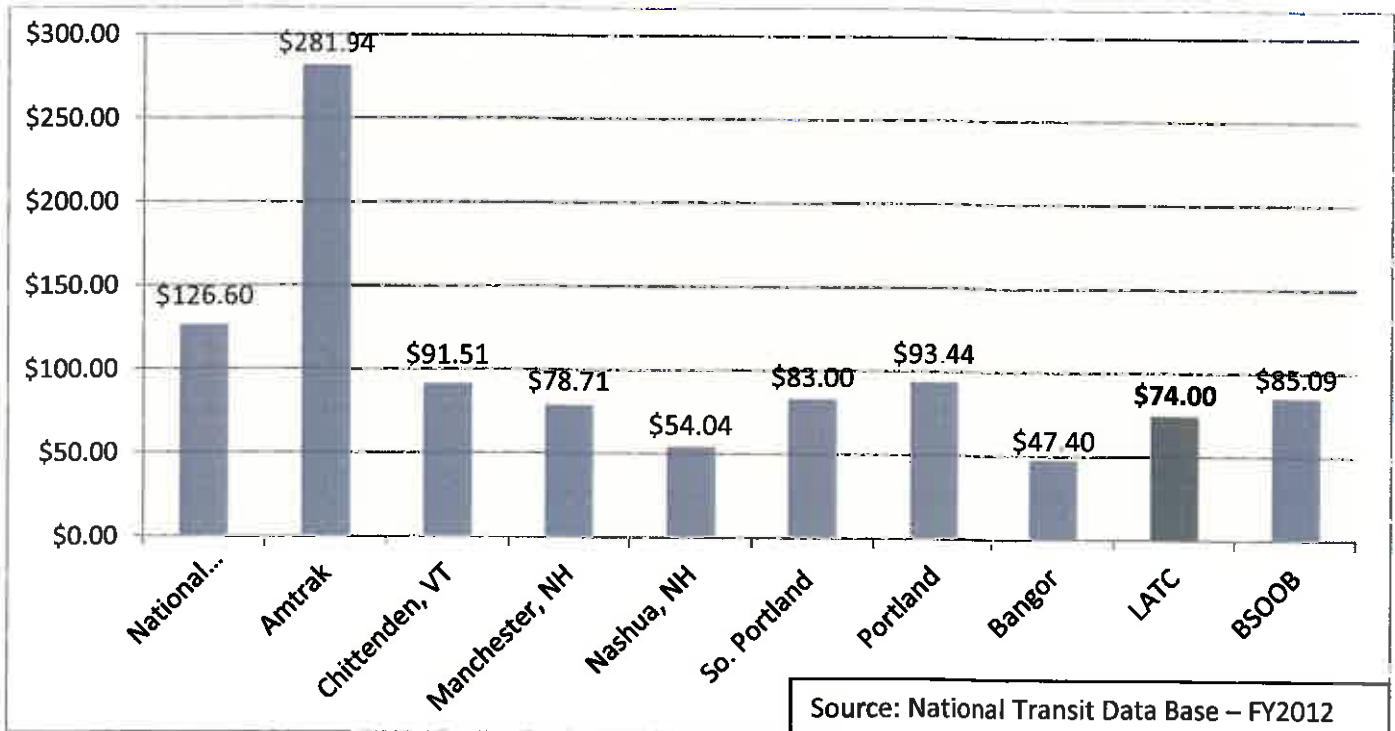
Local Funding per Capita -FY2015 Approved/FY2016 Proposed-



System Cost Comparison



System Comparison Cost per Revenue Hour



Lewiston Auburn Transit Committee
3.8.15
Capital Improvement Plan

Mayors and Councilors for the Cities of Lewiston and Auburn,

It is a pleasure to report that calendar year 2014 marked an important milestone for our transit system. Years of tight transit capital funding and low-bid bus purchasing had left the LATC fleet with many poorly performing buses that challenged the fleet's stability and generated much regulatory and public interest about the operations and maintenance of our system.

With the unanimous support of both city councils, the LATC and WMTS took immediate action to address Maine Department of Transportation (MeDOT) inspection concerns and to leverage nationally recognized Halsey King's 2013 WMTS operations report by submitting a follow-up report on the Blue Bird buses, supported by MeDOT Commissioner Bernhardt, to the Federal Transit Administration (FTA). This report spoke to the condition of Blue Bird buses both within our fleet and within a number of transit agencies around the country.

Our Blue Bird report was circulated by the FTA to all ten regional offices in the country; led to the MeDOT decision to change the reclassification of the buses from twelve year buses to ten year buses; generated a MeDOT request to the FTA to approve a waiver on the remaining value of the buses to avoid any future federal penalties; and also led to the reporting of some design/engineering concerns to the National Highway Traffic Safety Administration.

The support of both councils also allowed the LATC to implement the FY15 CIP with a new flexible capital funding strategy that opened the door to the acquisition of six used buses which have all contributed to the restabilization of our fleet. Portland Metro's offer to sell three 1996/97 Gilligs resulted in our first purchase from our capital reserve funds (we have since parked the 40 foot Gillig for parts). Several months ago, the capital reserve funded the purchase of two 2005 El Dorado and one Ford E-450 cutaway which have also proved extremely beneficial to fleet stability as parts problems have required one Blue Bird to be out-of-service for up to 100 days. During the same period, our Thomas SLF buses were permanently retired and removed from service.

Before we enter the new FY16 fiscal year, the FY15 CIP will likely result in two additional moves with the scheduled purchase of a new ten year cutaway (which we may be able to buy "off the lot") and the acquisition of a 30-35 foot used transit bus that will be rehabbed at the Maine Military Authority (MMA) facility in Limestone. If all goes well, the MMA rehabbed bus will use only available federal funds with little to no local match (state will cover the other 20%).

Current Fleet Status

The following is a listing of our bus fleet; the date when these buses will meet their FTA “useful life” requirement; and relevant notes about the buses:

<u>Bus</u>	<u>Date Useful Life Met</u>	<u>Notes</u>
2002 Thomas SLF	2014	retired
2002 Thomas SLF	2014	retired
2006 Bluebird	2016	*now 10 year bus – fleet/spare
2006 Bluebird	2016	*now 10 year bus – fleet/spare
2006 Bluebird	2016	*now 10 year bus – fleet/spare
2006 Bluebird	2017	*now 10 year bus – fleet/spare
2008 El Dorado cutaway	2018	fleet
2011 Gillig	2023	fleet – 2017 midlife
2011 Gillig	2023	fleet
2011 Gillig	2023	fleet
1996 Gillig(40ft)	No longer in service	parts only
1997 Gillig	Useful life met	fleet/spare
1997 Gillig	Useful life met	fleet/spare
2005 El Dorado cutaway	Useful life met	fleet bus
2005 El Dorado cutaway	Useful life met	fleet bus
2006 Ford E-450 cutaway	Useful life met	spare

A review of the CIP spreadsheet will benefit from some brief comments to clarify its content:

1. Yellow highlights in each column are meant to denote those buses likely to serve as the buses that will be most often assigned. This could change depending on parts and mechanical-problem severity.
2. The fleet size and spare bus numbers are listed at the bottom of each Fiscal Year section.
3. The available federal funding numbers that are located at the bottom of each fiscal year are estimated going forward. Please note how federal funding balances are negative beginning in FY18. This indicates that higher levels of federal funding are required as of FY18 assuming existing levels of federal funding.
4. For an explanation of some of the coding used within individual cells in each fiscal year, please see legend near top of spreadsheet.

Notable FY16 CIP Details.

The proposed activity in the FY16 CIP will be no less impressive. Our go-forward plan for restabilizing the fleet will require a strategy dependent on some combination of used, rehabbed and new bus purchases that will be heavily dependent on available federal, state and local funding. If our federal funding is approved, FY16 will result in the overhaul (a partial rebuild) of the 2008 El Dorado; the overhaul of the used 2005 El Dorado; the purchase of a new 30-35 foot transit bus; the purchase of another MMA rehab bus, and the purchase of either another used bus or another MMA rehab bus.

The FY16 plan exemplifies the diversity of our strategy but is highly dependent on some level of federal funding. The entire plan assumes existing levels of federal funding to continue through 2020 (\$100,000 a year in 5307 funds and \$80,000 a year in 5339 funds). Any interruption in this funding flow will require the LATC to make major changes in any given year and require the need to change its CIP going forward.

The ongoing mechanical/parts issues associated with the four Blue Birds continues to impact fleet dependability as does the overall age of the existing fleet. Though we have improved our fleet performance by removing the problem buses from our current fleet (e.g. the Thomas SLF buses), six buses in our fleet of thirteen (or 46.1%) have exceeded their useful lives. Include four problematic Blue Birds into the equation, and you have 77% of the fleet that is either beyond its useful life or posing mechanical and parts challenges for our fleet (the 96'/'97 Gilligs have begun to encounter parts problems as well—the 40 foot Gillig is now being used for parts). LATC is hopeful that the FTA will approve the value waiver on its Blue Bird buses to support the CIP's objective to permanently retire three Blue Birds no later than FY17 and the last by FY18.

In last year's CIP, we reported that ridership over the years has increased significantly. Since 1997, ridership had increased by 245,000 riders or by 226%, and average of 13% per year. Our single biggest year of growth had occurred between FY2011 and FY2012 when ridership grew by 23%.

Entering our new federal fiscal year (began on October 1, 2014), ridership continues to show increases. Over the four month period between October 2014 and January 2015, ridership is up 25.7% (most current information as of the date of this report). Clearly, fleet stability was the difference maker during this period as the same four month period produced a decline in ridership when compared to the 2013 data.

More importantly, the data demonstrates that it will be imperative to employ a CIP approach that will provide for maximum flexibility as the LATC continues to leverage a variable purchasing strategy. It will be imperative that the Committee monitor the federal budget process closely and be prepared to take whatever action is necessary to address quickly changing funding environments that will be impacted by a volatile and uncertain federal funding future.

On a final note, this CIP does not provide for any future investment in the twelve (12) year old Lewiston bus terminal that will require some level of repair and updating, particularly in the bathrooms which continue to pose maintenance problems. It is anticipated that the CIP will introduce a new section that will speak to future expenditures in the Lewiston terminal. The Lewiston bus station opened in May 2003.

CIP - Replacement Schedule Highlights

Supporting the LATC's CIP proposal will require that both cities maintain their respective \$40,000 capital reserve contributions to maintain sufficient local funding levels to support the objective of restabilizing its fleet at the lowest possible costs.

Our plan to use a combination of purchasing, reduced fleet-mixing and rebuilding/overhaul strategies will provide a path for achieving a level of fleet stabilization that will produce enhanced levels of service and customer satisfaction at the least possible cost to taxpayers.

A summary of the enclosed CIP spreadsheet is below:

City Fiscal Year 2016:

- Begin the process of retiring the Blue Birds (subject to FTA approval)
- Purchase a new 12yr, heavy duty, 30-35 foot transit bus
- Purchase MMA rehabbed 30-35 foot transit bus (subject to available buses)
- Purchase newer used cutaway or second MMA rehabbed bus (subject to available buses)
- Overhaul 2008 El Dorado

City Fiscal year 2017:

- Midlife restoration on 2011 Gilligs begins
- Partial overhaul on used 2005 El Dorado
- Purchase older used cutaway
- Three Blue Birds retired

City Fiscal year 2018:

- Midlife on second 2011 Gillig
- Purchase new 30-35 foot transit bus
- Last Blue Bird retired
- Last of Metro Gilligs retired

City Fiscal year 2019:

- Increase annual Capital Reserve Fund contributions from \$40,000 to \$50,000 for each city
- Increase fixed fleet from seven to eight – anticipating possible expansion of routes within L-A following study recommendations
- Last midlife on 2011 Gillig
- Partial overhaul on FY16 used bus purchase
- Purchase of newer used cutaway

City Fiscal year 2020

- Midlife on cutaway purchased in FY15
 - Partial overhaul on MMA bus purchased in FY15
 - Purchase new 30-35 foot transit bus
- **ALL MIDLIFES WILL REQUIRE 80% FUNDING AVAILABILITY FROM FTA. IF FTA IS NOT AVAILABLE, THE REPLACEMENT SCHEDULE WILL REQUIRE MODIFICATION**
- **ALL OVERHAULS WILL BE EVALUATED ON A CASE-BY-CASE BASIS**
- **LATC IS COMMITTED TO LIMITING MODEL MIXING IN ITS FLEET. LATC WILL FOCUS LEVERAGING LOCAL DOLLARS TO LIMIT FLEET VARIABILITY**
- **NEW BUS PURCHASES WILL BE SUBJECT TO 80% FEDERAL FUNDING. COMPETITIVE BIDDING IMPACT AWARD OF BUS MODEL**

LEWISTON-AUBURN TRANSIT COMMITTEE - CAPITAL IMPROVEMENT PLAN PROPOSAL - FY16

3.4.15 gw-pjn

LEGEND: "eol" - end of life; "mma" - Maine Military Authority; "new" - not exceeding/equal to midlife; "OD" - overdue midlife; "OV" - bus overhauled @ ~20-30%(not a complete rebuild);

"Purch/Fleet(or Spare)" - purch & in service same FY; "newrb" - new rebuild (~50-75%); "fleet/spare" - higher level spare service; "spare" - limited service replacement for PM & repair; "spare-retired" - limited use & retired next FY

	2014	2014	2015	2015	2016	2017	2017	2018	2018	2019	2019	2020	2020
CAPITAL RESERVE FUNDING		\$ 160,000	80000.00	\$ 230,040	80000.00	\$ 179,103	80000.00	\$ 121,103	80000.00	\$ 147,103	80000.00	\$ 141,103	161,103
Bus No.										(8) eight bus fleet		(8) eight bus fleet	
0201	2002 THOMAS SLF - 12yr	spare	retired										
0202	2002 THOMAS SLF - 12yr	spare	retired										
0601	2006 BLUEBIRD - 12yr (12/20/05)	fleet	fleet	spare	retired								
0602	2006 BLUEBIRD - 12yr (12/20/05)	fleet/spare	fleet/spare	spare-retired	retired								
0603	2006 BLUEBIRD - 12yr (12/20/05)	fleet/spare	fleet/spare	spare-retired	retired								
0604	2006 BLUEBIRD - 12yr (2/1/07)	fleet/spare	fleet/spare	fleet/spare	spare-retired	retired							
1101	2011 GILLIG - 12yr	fleet(new)	fleet(new)	fleet(new)	(6)midlife(\$130k)	\$ (26,000)	fleet(newrb)	fleet(newrb)	fleet(newrb)	fleet(newrb)	fleet(newrb)	fleet(newrb)	fleet(newrb)
1102	2011 GILLIG - 12yr	fleet(new)	fleet(new)	fleet(new)	fleet(new)		midlife(\$130k)	\$ (26,000)	fleet(newrb)	fleet(newrb)	fleet(newrb)	fleet(newrb)	fleet(newrb)
1103	2011 GILLIG - 12yr	fleet(new)	fleet(new)	fleet(new)	fleet(new)		(7) fleet(OD)		midlife(\$130k)	\$ (26,000)	fleet(newrb)	fleet(newrb)	fleet(newrb)
0802	2006 ELDORADO Passport Cutaway - 7yr	fleet(eol)	fleet(eol)	overhaul(\$15k)	\$ (3,000)	fleet/spare	spare	spare	spare	retired			
9665	1997 GILLIG - 12yr	fleet(used)	\$ (3,320)	fleet/spare	fleet/spare	spare	retired						
9766	1997 GILLIG - 12yr	fleet(used)	\$ (3,320)	fleet/spare	spare-retired	retired							
9768	1996 GILLIG(40FT) - 12yr	fleet(used)	\$ (3,320)	retired(parts)									
	NEW CUTAWAY(\$190000) - 10yr			(1)Purchasing(new)	\$ (40,000)	fleet(new)	fleet(new)	fleet(new)	fleet(new)	fleet(new)	fleet(new)	midlife(\$65k)	\$ (13,000)
0501	2005 El Dorado Chevy Elite Cutaway - 7yr			fleet(used)	\$ (28,324)	(3)overhaul(\$15k)	\$ (3,000)	fleet/spare	fleet(OV)	spare(OV)	spare-retired	spare-retired	
0502	2005 El Dorado Chevy Elite Cutaway - 7yr			fleet(used)	\$ (27,484)	fleet/spare	overhaul(\$15k)	\$ (3,000)	spare(OV)	spare(OV)	spare(OV)	spare(OV)	
0605	2006 Ford E-450 Cutaway - 5yr			spare	\$ (33,129)	spare	spare	spare-retired	retired				
	NEW 30FT(\$400000) - 12yr			(4)Purchasing(new)	\$ (80,000)	fleet(new)	fleet(new)	fleet(new)	fleet(new)	fleet(new)	fleet(new)	fleet(new)	
	MMA Rehab Bus - 12yr			(2)Purch/Fleet(mma)	\$ (2,000)	fleet(mma)	fleet(mma)	fleet(mma)	fleet(mma)	fleet(mma)	fleet(mma)	overhaul(\$20k)	\$ (4,000)
	MMA Rehab Bus - 12yr			Purch/Fleet(mma)	\$ (2,000)	fleet(mma)	fleet(mma)	fleet(mma)	fleet(mma)	fleet(mma)	fleet(mma)	fleet(mma)	
	USED CUTAWAY (\$50000) - 7yr			(5)Purch/Fleet(used)	\$ (50,000)	fleet(used)	fleet(used)	overhaul(\$20k)	\$ (4,000)	spare(OV)	spare(OV)	spare(OV)	
	USED CUTAWAY (\$25000) - 7yr					Purch/Spare(used)	\$ (25,000)	fleet/spare	spare	spare	spare	spare	
	NEW 30FT(\$400000) - 12yr					Purchasing(new)	\$ (80,000)	fleet(new)	fleet(new)	fleet(new)	fleet(new)	fleet(new)	
	USED CUTAWAY (\$50000) - 7yr					Purch/Fleet(used)	\$ (50,000)	fleet(used)	fleet(used)	fleet(used)	fleet(used)	fleet(used)	
	NEW 30FT(\$400000) - 12yr							Purchasing(new)	\$ (80,000)	fleet(new)	fleet(new)	fleet(new)	\$ (80,000)
CAPITAL FUNDING BALANCE		\$ 150,040		\$ 99,103		\$ 41,103		\$ 67,103		\$ 41,103		\$ 61,103	\$ 64,103
Federal Funding Balance begin of year			358,878	338,878	134,878	198,878	-45,122	-35,122					
New 5307 Capital			100,000	100,000	100,000	100,000	100,000	100,000					
New 5339 Capital			80,000	80,000	80,000	80,000	80,000	80,000					
New Purchase			-160,000	-320,000	-320,000	-320,000	-320,000	-320,000					
Used Purchase			-40,000	-40,000	-40,000	-40,000	-40,000	-40,000					
Overhauls & Rebuilds				-24,000	-116,000	-104,000	-120,000	-68,000					
Federal Funding Balance end of year		358,878	338,878	134,878	198,878	-45,122	-35,122	-243,122					
Year and Fleet Size	2014 - 13	2015 - 14	2016 - 15	2017 - 15	2018 - 13	2019 - 14	2019 - 13						
SPARE BUSES	5	6	6	5	4	4	4						

- (1) LATC has begun the process of purchasing a new cutaway as of this date. Bid will allow for bus to be purchased "off the lot" if it substantially complies with specifications.
- (2) As of this date, Maine Military Authority is seeking to rehab a fleet of used Gillig buses. \$50,000 purchase cost will be covered by federal funds (80%) with the state covering the 20% local share. Some minor fitup costs may be required with local dollars. Future MMA purchases are subject to future funding.
- (3) Overhaul estimates are adjusted to reflect the current mileage, present value and future availability of parts. Investment is intended to extend the useful life of vehicle primarily as a fleet/spare or spare bus. System cost reflects anticipated 20% local share.
- (4) Future federal funding is very uncertain. Much of what is proposed in this capital plan is highly dependent on current assumptions of future federal and state funding availability. It is anticipated that future purchase and rehab plans will require amending over time.
- (5) This purchase anticipates local dollars only and could be used to purchase a used bus or another MMA bus if one is available and if federal funding is not available.
- (6) Gillig midlife rebuilds will all come due at some point during FY17-FY18. To avoid significant system impacts, midlives will be spread out over three years. Estimate on midlife is based on current literature which suggest cost range for midlife's are typically about a third of the purchase price.
- (7) Federal funding may not be available for a midlife rebuild if the period of time beyond the midlife is exceeded. May require moving rebuild into FY18.
- (8) FY19 reflects the possible expansion of an additional route and increases fleet coverage increase from 7 to 8 primary routes (2 other routes are blended with primary routes). Year also marks increase of capital reserve contribution from \$80,000 to \$100,000