

Transit Asset Management Plan for the Fort Wayne Public Transportation Corporation (Citilink)

2016 Update

Prepared for: Fort Wayne Public Transportation Corporation (Citilink)
801 Leesburg Road
Fort Wayne, Indiana 46808

Prepared by: Jason Trabert, Maintenance Manager



EXHIBIT A
Facilities, FFE Inventory and Replacement Cost
Estimates

FORT WAYNE PUBLIC TRANSPORTATION CORPORATION (CITILINK)

FFE- Furniture, Fixtures and Equipment Inventory

Date: June 2, 2016
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GL Asset Acct No./ Description	Location	City	Active/Excess	Original or Used	Year Construct/ Purchased	Approx Dimensions	Gross Floor Area (Sq Ft)	Placed in Service (mm/yyyy)	Expected Life (Years)	Year Useful Life Met	Acquisition/ Purchase Price (\$)	Estimated Replace Cost (\$)*
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Bobcat	801 Leesburg Road	Fort Wayne	Active	Original	1995	n/a	n/a	05/1995	7	2002	29,145	67,554
Electrical Test Bench	801 Leesburg Road	Fort Wayne	Active	Original	1995	n/a	n/a	08/1995	7	2002	9,695	12,960
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Air Compressor (Nirvana, Var Speed)	801 Leesburg Road	Fort Wayne	Active	Original	2010	n/a	n/a	01/2010	7	2017	12,700	16,184
Trans Tech Pro Scan Tool (Bosch)	801 Leesburg Road	Fort Wayne	Active	Original	2010	n/a	n/a	06/2010	7	2017	4,995	6,367
Tire Changer/ Balancer (Hunter)	801 Leesburg Road	Fort Wayne	Active	Original	2010	n/a	n/a	07/2010	7	2017	30,900	39,366
Pressure Washer	801 Leesburg Road	Fort Wayne	Active	Original	2010	n/a	n/a	10/2010	7	2017	4,925	6,291
Fluid Dispensing System	801 Leesburg Road	Fort Wayne	Active	Original	2010	n/a	n/a	11/2010	7	2018	52,050	62,964
Wash Bay Heaters (2)- Infrared, Timers	801 Leesburg Road	Fort Wayne	Active	Original	2012	n/a	n/a	01/2012	7	2019	9,750	11,826
Fuel Management System (Ward, Wireless)	801 Leesburg Road	Fort Wayne	Active	Original	2012	n/a	n/a	10/2012	7	2019	75,675	86,670
11112-00-10												CPI-U-RS
Core Radio Communication Systems	801 Leesburg Road	Fort Wayne	Active	Original	2009-12	n/a	n/a	01/2009	7	2016-19	127,500	207,360

* Note: Estimated Replacement Cost is in 2016 values. These amounts must be analyzed annually, and adjusted if necessary, to account for inflation, as well as environmental and technological improvements.

FORT WAYNE PUBLIC TRANSPORTATION CORPORATION (CITILINK)

FFE- Furniture, Fixtures and Equipment Inventory

Date: June 2, 2016
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11114-00-10												
-Ticket Vending Machine (GFI)	121 W. Baker Street	Fort Wayne	Active	Original	2012	n/a	n/a	09/2012	7	2019	111,630	132,624 CPI-U-RS
11116-00-10												
-Core Operations Software	801 Leesburg Road	Fort Wayne	Active	Original	1998-2013	n/a	n/a	see below	see below	see below	292,755 TOTAL	345,681
-Accounting Package (Mas90)					1998			12/1998	3	2001	69,750	
-JHR Software Package (Abra) (= training)					2001			03/2001	3	2004	11,855	
-Software Upgrade (Office 2007)					2008			05/2008	3	2011	5,075	
-Software Mentor Rangers (Mehibhali)					2010			12/2010	5	2015	249,075	
-Accounting Package (Mas90) Upgrade					2013			12/2013	3	2015	7,000	
-Copiers/ Printers	801 Leesburg Road	Fort Wayne	Active	Original	2007-2009	n/a	n/a	see below	see below	see below	18,345 TOTAL	21,924
-Copier (Black and White)					2007			09/2007	5	2012	6,770	
-Laser Color Printers (Lanier) (13 tot)					2009			09/2007	5	2012	5,075	
-Server/ Rack System/ Back-up System	801 Leesburg Road	Fort Wayne	Active	Original	2013	n/a	n/a	see below	see below	see below	63,150 TOTAL	68,202
-Small Business Server (SBS)					2013			10/2013	5	2018	42,625	
-Rack System					2013			10/2013	5	2018	10,850	
-Back-up System					2013			10/2013	5	2018	9,675	
-Phone System (Samsung 100)	801 Leesburg Road	Fort Wayne	Active	Original	2009	n/a	n/a	03/2009	7	2016	21,370	24,948
-ID Card System/ PC	801 Leesburg Road	Fort Wayne	Active	Original	2009	n/a	n/a	03/2009	5	2014	3,900	5,400 CPI-U-RS

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EXHIBIT B
Rolling Stock Inventory and Replacement Cost
Estimates

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Useful Life Meet	Replacement Scheduled in TIP
Active	1264	2012	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL7C1119984	26'	Yes	10/5wc	112,487	Good	2017	
Active	1265	2012	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL7C1118950	26'	Yes	10/5wc	110,162	Good	2017	
Active	1266	2012	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL4C1119568	26'	Yes	10/5wc	112,286	Good	2017	
Active	1468	2014	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL3E1162950	26'	Yes	10/5wc	45,551	Good	2019	
Active	1469	2014	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL1E1163790	26'	Yes	10/5wc	45,436	Good	2019	
Active	1470	2014	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL9E1163875	26'	Yes	10/5wc	46,717	Good	2019	
Active	1471	2014	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL5E1164103	26'	Yes	10/5wc	41,812	Good	2019	
Active	1472	2014	GLAVAL	Titan II/ Chevy 4500	1GB6G5BL8E1163379	26'	Yes	10/5wc	25,905	Good	2019	

Service Vehicles

Active	9	2008	Chevrolet	Uplander	1GBDV13W58D162854		YES	3/2wc	100,133	Good	2013	2013
Active	12	2008	Chevrolet	Uplander	1GBDV13W48D162800		YES	3/2wc	60,754	Good	2013	2013
Active	14	2008	Chevrolet	Uplander	1GBDV13W78D162788		YES	3/2wc	80,976	Good	2013	2013
Active	64	1977	International	Wrecker	D3017GGB17341				20,756	Good	1992	
Active	71	2001	Ford	1 Ton Dump	1FDWF37S71ED16092				5,555	Good	2013	
Active	82	2002	Dodge	Dakota	1B7GL32X52S560458				175,027	Fair	2006	2013
Active	83	2008	Chevrolet	Silverado	1GBHK24K68E140223				64,576	Good	2013	
Active	84	2010	Ford	Escape Hybrid	1FMCU5K33AKD20890				39,216	Good	2015	
Active	93	1993	Ford	3/4 Ton Plow	1FTHF26GXPNB36120				110,208	Fair	1998	2011
Active	85	2010	Chevrolet	Silverado/plow	1GC3KVBG7AF111366				2,543	Good	2015	
Active	86	2010	Chevrolet	Colorado	IGCCSBD96A8140827				31,119	Good	2015	
Active	87	2009	Ford	E-Series Van	1FBNE31L19DA23931				62,422	Good		
Active	88	2009	Ford	E-Series Van	1FBNE31L39DA23932				61,927	Good		
Active	89	2014	Chevrolet	Silverado/plow	1GC0KVC5EF170603				1,664	Good		

EXHIBIT C
2016 Eligible Facility, FFE and Rolling Stock Inventory

FORT WAYNE PUBLIC TRANSPORTATION CORPORATION (CITILINK)

FFE- Furniture, Fixtures and Equipment Inventory

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111108-00-10 Office Furniture	801 Leesburg Road	Fort Wayne	Active	Original	2002	n/a	n/a	05/2002	7	2009	74,255	124,308
111110-00-10												DYP- 05 X VB
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EXHIBIT D
Fort Wayne Citilink Service Standards June, 2016
No Changes Made

Fort Wayne Citilink Service Standards

Contents

1 Overview

2 Service Design

3 Service Performance

4 Service Evaluation

5 Appendices

1 Overview

The Fort Wayne Public Transportation Corporation (Citilink) provides fixed route and ADA demand response service (Citilink Access) within the Cities of Fort Wayne, New Haven and adjacent areas.

Citilink is considered by the State of Indiana to be a Group One System (Large Fixed Route System) and serves the Fort Wayne Metropolitan area, the City of New Haven and includes within its existing service area small portions of unincorporated Allen County. Citilink is geographically removed from the other large urban systems in the State of Indiana. As a result, Citilink has encouraged the growth and success of its own transit system to better cater to the distinct needs of the greater Fort Wayne Metropolitan Area (including the City of New Haven) and portions of Allen County which surround both communities. Citilink has successfully served this area as a Public Transportation Corporation since 1968, and continues to be a highly-performing model for other transit agencies across the country to follow.

The Citilink route structure is intended to address transportation needs resulting from a dispersed development pattern with a multi-centered regional transit system that included connections between neighborhoods and communities within the City, New Haven and portions of Allen County. Citilink also provides ADA demand response service for disabled persons who are unable to use fixed route service.

The following standards are meant to be used as a guide for the analysis of existing service provided by Citilink and to provide a framework to evaluate potential new and/or expanded service. **The ultimate goal is to ensure that the service provided by Citilink meets the expectations of both the passengers and taxpayers of the Fort Wayne/New Haven metropolitan area to the greatest extent that available resources allow.**

Citilink is committed to the enforcement of US Dot Title VI regulations which state that no person or group of persons shall be discriminated against with regard to the routing, scheduling or quality of service of transportation provided on the basis of race, color or national origin.

This set of standards consists of three primary components:

Service Design

Service Performance

Service Evaluation

The service design standards provide guidance regarding how Citilink service should be designed and operated, for existing as well as new services. The system performance standards describe how Citilink analyzes its routes to ensure the highest possible level of performance in terms of service effectiveness, efficiency, and quality for customers. The service evaluation process presents Citilink's strategy for analyzing, updating, and communicating its service plans to ensure that it continues to provide service that stays relevant to the needs of the service area.

This document serves as a companion to other local transit planning resources referenced in the appendix.

2 Service Design

Service design standards refer to how transit service is designed, implemented, and operated on the street, from route alignment and stop spacing to frequency and span of service. The standards outlined in this section are not intended to be absolutes, but guidelines for the maintenance and development of an efficient, effective transit network.

2.1 Service Categories

At present, Citilink operates twelve fixed routes, which operate on a set schedule and make local stops. Citilink also operates two deviated fixed routes (Flexlink). Lastly, Citilink Access provides ADA demand response paratransit service.

Based on current operating patterns, Citilink service can be grouped into three categories based on the way the routes operate and the service provided in the transit network:

Table 2.1: Service Categories

Category	Network Role	Citilink
		Bus Routes
Fixed Route	Serves the greater Fort Wayne/New Haven area, providing service along major and secondary corridors and serving local destinations	Routes 1-10, 15 & 98
Flexlink	Serves the Jefferson/Lutheran Hospital area and the Coldwater Road/Dupont Hospital area	Routes 21 & 22
Access (ADA Demand Response)	Serves the city limits of Fort Wayne and New Haven.	Route & schedule changes based on requests for service

Each category of service may have different standards and expectations based on the types of markets served and the operating protocols required.

2.2 Service Design Standards

In order for Citilink to continue providing the highest quality transit service possible, it is important for service standards to monitor the quality of service provided as well as determine where new services may be appropriate or where services may need to be adjusted and/ or discontinued.

Route Design -The alignment of each route is a key factor in its ability to successfully serve customers' mobility needs. Route design refers to route directness, connections to key origins and destinations, and how the route interfaces with other transit services.

- Direct – Citilink routes should be designed to serve origins and destinations via direct pathways, minimizing out-of-direction movements. This provides a faster trip to attract more customers and fare revenue, while minimizing the cost to provide service.
- Bi-directional – Citilink routes should be predominantly bi-directional in nature. Large one-way loops should be avoided if possible.
- Arterial – bus routes should serve major arterial streets, avoiding smaller neighborhood streets.
- Grid Based – Citilink routes should be designed in a grid-based structure, with higher frequency routes serving major corridors and in most cases connecting at Citilink Central Station, or other transfer centers to facilitate connectivity.

Service area coverage – The service area coverage standard generally defines how transit service will be provided in a certain area. The standard definition for passenger access to fixed route service is ¾ mile from the route. Citilink has a goal for service area coverage of 1/2 mile walking distance of the nearest bus stop. In addition, Citilink is committed to serving, to the extent possible, all major employers, hospitals, schools and public housing within the greater Fort Wayne Metropolitan area.

Population density and automobile availability are often used to calculate service coverage requirements:

Auto/HH	Density (persons/sq. mile)			
	Over 5,000	2,501-5,000	1,000-2,500	Under 1,000
Under 0.40	¼ mi	¼ mi	3/8mi	1/2mi
0.40-0.80	¼ mi	3/8mi	½ mi	1 mi
0.81-1.50	3/8mi	½ mi	1 mi	*
1.51-2.00	½ mi	½ mi	*	*
Over 2.0	1 mi	*	*	*

On average, the City of Fort Wayne has a population density of 2,293.4/sq. mi (2010 Census). The number of automobiles per household is about 1.8 on average. Thus our goal is to have fixed route service available, on average, within ½ mile of most households.

Some industry standards to consider for route spacing when instituting new service are as follows:

- **Medium Density Route Spacing** – in general, ½ mile spacing between routes allows customers a maximum of ¼ mile walk (approximately five minutes) to access service and is an appropriate standard for a system like Citilink serving significant areas which are grid-based.
- **High Density Route Spacing** –where population and employment densities meet or exceed 30 residents or jobs per acre and greater then service may be spaced as closely as ¼ mile between routes.
- **Low Density Route Spacing** – in areas with 10 to 30 residents or jobs per acre service should be spaced no closer than ½ mile between routes except in extraordinary circumstances.
- **Rural Route Spacing** – Areas with fewer than 10 residents or jobs per acre rarely provide enough concentrated transit demand to generate ridership and meet standard Industry performance standards, and will only receive service if significant trip generators or attractors are present or if an independent source of funding is available.

Connectivity – in order to maximize ridership and avoid service duplication, it is important that customers are able to transfer and connect to additional service that takes them to their final destination, either at major hubs such as Citilink Central Station or on-street at existing bus stops. New services should not only be designed as independent routes, but also as an important piece of the overall transit network. A new route may enable convenient transfers with existing services or provide connections between current routes and major destinations (“first mile/last mile” connections).

Designing service to enable convenient transfers allows Citilink to minimize service duplication, since every route does not need to provide a one seat ride to the customer’s final destination, within a limited-resource context, minimizing duplication allows for a more effective use of resources.

- Citilink should seek to avoid duplicating (overlapping) its own services to the maximum extent possible, by focusing on providing frequent service on single routes on a corridor rather than providing less frequent service on several overlapping routes.
- Convenient transfers should be facilitated by high frequencies (30 minutes or better is preferred) on major arterial corridors or even lower (15 minutes) for special applications such as University service.

Span of Service – span of service defines how many hours each day a specific route will operate. A longer span of service allows a route to capture more riders throughout the day for a wider variety of trip purposes, but also increases overall costs.

Span of service standards are more important to describe by the type of market/corridor served than by the category of service, as a Local route serving a major regional corridor may have very different span needs than a Local route serving a smaller, secondary corridor. It is also important that the route spans be coordinated with each other to provide necessary connecting services.

Resources permitting, a city the size of Fort Wayne is expected to have service hours to later into the evenings and Sunday service.

Table 2.2: Regular Span of Service

Weekday		Saturday	
START TIME	END TIME	START TIME	END TIME
5:45am	9:30 pm	7:45 am	6:15pm

Service Frequency – service frequency defines how long customers must wait for bus service. With higher frequencies, fewer customers are left waiting for buses at any given time, which helps make the service more attractive to potential riders. At the same time, however, higher frequencies can significantly increase costs by requiring more buses and drivers. The ability of Citilink to offer frequent service is currently constrained by the availability of adequate resources to support this level of service. A city the size of Fort Wayne is expect to offer frequent service headways. Frequent service (which enables customers to use service “spontaneously” without consulting bus schedules) is defined as 15 minute headways or better.

The Bus Fort Wayne Plan establishes a goal and strategy to implement the following service frequency levels:

- Regular routes should operate at a minimum of 30 minutes during peak and 60 minutes (or better) off-peak hours throughout weekdays.
- Should adequate resources become available allowing Citilink to offer more frequent service then rapid/express routes should be structured to operate at 15 minutes or better throughout a majority of the day (evenings & weekends may require less frequent service).

Whenever possible, headways should be designed as “clock-facing” where service operates every 6, 10, 12, 15, 20, or 30 minutes – headways divisible by 60 – where the same times repeat each hour. This makes service easier for customers to remember and use

without consulting schedules. Exceptions are permitted where a route (usually with longer headways) will be operationally inefficient (e.g. require an additional vehicle resource) with a clock-facing headway. Citilink routes meet at Central Station at 15 and 45 minutes after the hour.

Stop Spacing and Placement – this standard involves how far apart bus stops are spaced. Stops spaced further apart allow for higher bus speeds (minimizing travel time for passengers on the bus) but require customers to walk further to access service. Stop spacing standards differ by service type, with rapid/express stops spaced further apart than local service stops. See also Chapter 5 of the Guide for Coordinating Development & Transportation Services for more detail on bus stop placement.

- **Bus Stop Spacing** – For regularly scheduled urban fixed route services, stop spacing from 600 feet up to ¼ mile (roughly 1,300 feet) is desirable. Local service on neighborhood streets can sustain the most closely-spaced stops (since traffic is usually light) while stops on major arterial streets risk introducing unnecessary delay if stops are spaced closer than 1,000 feet. Existing stops with continuously low usage will be subject to review for consolidation with other stops or removal in order to increase service speed and reliability.
- **Stop Placement** – Far-side stop placement (located immediately after an intersection) is recommended wherever possible. Far-side stop placement improves bus speed, with and without transit signal priority, and improves pedestrian and bicycle safety (crossing the street behind instead of in front of the bus). It also maintains a larger amount of curb space available for parking than nearside stop placement.

Corridors with Multiple Service Types

The Fort Wayne Public Transportation Corporation, operating as Citilink, provides several types of service: Fixed route (including MedLink & campusLink), point deviation (Flexlink), and demand response (Access) services. Several Citilink routes are considered circulator routes that provide service in a geographic area but connect to the system via other routes that meet at the downtown Central Station (Southeast local, MedLink, campusLink & Flex routes). Due primarily to routing restrictions, several fixed routes overlap along segments of the routes. Multiple service options on these corridors allows for convenient transfers and extends Citilink service geographically into areas where it would be difficult to serve and maintain current headways using the wheel and spoke service construction of the majority of Citilink system.

- **Performance.** Operating multiple service types requires a significant investment in resources and should only be implemented on very high-performing corridors or in cases where by operating multiple service types extends the geographic

coverage of the Citilink service area.

- Major Stops. Corridors which have several high-volume stops interspersed with lower volume stops are good candidates for rapid/express service, as the express service can serve a majority of ridership by making only the major stops.

Vehicle Assignment

The Citilink fleet contains sub fleets that are assigned by service type as follows:

- 40-foot buses- Currently Citilink has four 40-foot buses on order with delivery expected sometime in the first two quarters of 2015. Four additional 40' coaches will be delivered in 2016, 17 and 18. As these new buses come on line they will be assigned to higher ridership fixed routes.
- 35-foot buses- the majority of the current Citilink fleet consists of 35 foot buses which are assigned to regular routes without regard to the ridership levels of individual routes. The fleet contains 29- 35 foot buses of which 14 are Hybrids, 12 are straight diesel low floor coaches and 3 are older low floor buses held in the reserve fleet in anticipation of new service.
- 30-foot buses - Citilink currently has four (4) 30-foot buses which are assigned to regular routes without regard to the ridership levels of individual routes. These coaches will be replaced in 2015 with new 40 foot hybrid coaches and retired from service.
- 29-foot Medium duty motor coaches. Citilink currently has three (3) 29-foot medium duty coaches which are assigned to a specialized university service (campusLink) and utilized specifically for that service only.
- 24-foot light duty deviated fixed route buses. Citilink currently has six (6) 24-foot light duty coaches which are assigned to the Flexlink service and the Route 5 Southeast Local circulator and utilized specifically for that service and as spares for the campusLink service.
- 24-foot light duty ADA (Access). Citilink currently has thirteen (13) 24-foot light duty coaches which are assigned for the provision of ADA curb to curb demand response service to qualified individuals.

Bus Stop Amenities

Table 4: Amenities Based On Ridership

Citilink has limited control over bus stop amenities. In theory, these amenities are

based on volume of activity (total number of average daily boardings). Citilink has previously defined a high use bus stop as 50 boardings/day. Bus stops with more than 25 passenger boardings on a daily basis should have a bus shelter. Benches should be provided at bus stops with more than 15 passengers/day.

Bus stop signs & markers are installed, at Citilink's request, through a contract with the City of Fort Wayne Street Department. Most of the bus shelters are placed and maintained through a City of Fort Wayne Public Works Department contract with a private outdoor media advertising provider. Citilink has placed and is responsible for nine shelters and four transfer centers; including our Central Station. The City of Fort Wayne is responsible for sidewalk placement and maintenance, curb cuts, etc. The Walk Fort Wayne Plan identifies priority improvements and Citilink staff involved in the development of this plan. The City of Fort Wayne PROWAG implementation plan also provides strategies on making ADA improvements to right of way infrastructure ([link](#)).

Due to the rapid changes taking place in how transit customers obtain information, Citilink seeks to provide real time information to customers via computer & mobile devices. Bus stop location information is available on the Allen County I-Map system, Route Shout mobile app, as well as Google Transit.

3 Service Performance

Service performance standards are necessary to ensure that all services are fulfilling their roles in the transit network and contributing to the overall financial sustainability of Citilink. Performance should be measured regularly in order to identify trends over time and to allow prompt changes to be enacted if necessary. Performance standards help ensure that Citilink services are useful to customers as well as cost effective for the agency.

3.1 Service Measures

Service performance may be measured using a number of industry best practice key performance indicators. These fall into two distinct groups, the first focused on efficiency and effectiveness, the second on service quality:

- Efficiency and Effectiveness:
 - Passengers per Revenue Mile
 - Passengers per Revenue Hour
 - Farebox Recovery
 - Cost per Passenger Trip

- Service Quality:
 - On-time Performance (reliability)
 - Passenger Load Factor (overloading)

Efficiency and Effectiveness Measures

There are a number of external factors such as gasoline price, enrollment at local Universities, and state of the economy that are fairly volatile and also substantially influential regarding our expectations for key performance metrics. For that reason, while Citilink does set minimum and maximum standards for performance, the service is to be primarily measured against the mean for the system. In this way, the merits of individual routes can be accurately measured, while regulating for the effects of external factors influencing overall ridership.

- **Passengers per Revenue Hour (PPH)** measures service effectiveness or productivity based on ridership (unlinked boardings) generated each hour of service operated. Current Citilink route level performance for this metric ranges from approximately 4 to 30 passengers per hour for weekday service.

Three (3) passenger boardings per weekday revenue vehicle hour is the expected minimum threshold required to justify service. Some seasonal fluctuation in performance is to be expected, as ridership to schools and colleges may be lower during the summer, and recreational ridership may be higher. Per the service evaluation process, service performance should be reviewed quarterly but major service change decisions should be based on annual data.

- **Passengers per Revenue Mile (PPM)** – this indicator is a measure of raw passenger generation per mile that the bus operates, which does not account for differences in service speed (unlike Passengers Per revenue Hour). Current Citilink bus route level performance for this metric range from 1 to 8 passengers per revenue mile for weekday service. The expected minimum threshold for passenger boardings per weekday revenue vehicle mile is two (2) boardings per mile.
- **Farebox Recovery** – measures the amount of service operating cost that is recouped through farebox revenue, and is expressed as a percentage. The higher the percentage, the higher the amount of cost that is covered by farebox revenue. Routes which carry more riders per the amount of service investment will have a higher farebox recovery. Farebox recovery takes into account the cost of operation, the number of riders, and fare based revenue collections. The expected minimum overall farebox recovery ratio for Citilink fixed route service is 12%.

- **Cost per Passenger Trip** – This measures the cost to provide service on a per-passenger boarding basis. Routes which carry more people per the amount of service investment will have a lower cost per passenger trip, since operating costs are largely driven by revenue hours, evaluating routes on a cost per passenger boarding basis will yield similar results to the passengers per revenue hour analysis – however, cost per passenger boarding can take into account cost sharing or other funding relationships that may reduce subsidy. If routes do not meet minimum expectations for the other indicators above, they must meet cost per passenger boarding expectations to continue operation. Expected maximum cost per passenger trip - \$5.00.
- **Composite of Efficiency and Effectiveness Measures** – The weakness of individual measures of performance is that some routes may perform poorly on certain measures even though the bus performs well on other measures. Each of the four efficiency and effectiveness measures gives valuable insight into performance. Looking at these measures as blend of values gives a more measured and balanced overall look at the performance of each route against system averages.

Service Quality Measures

- **On-Time Performance** – An on-time performance standard defines a minimum threshold that Citilink should meet regarding the percentage of total daily trips that are recorded as on-time. On-time performance reflects both the quality and reliability of service, which can affect whether or not people choose to use transit. Citilink defines “on time” as one minute early to 5 minutes late at each time point, disregarding early arrivals at the final time point. The goal of 85% on-time performance system-wide is a common industry standard, which allows for some level of service variability while maintaining the reasonable expectation of reliability for customers. Citilink has set a higher standard of 90% for fixed route and 95% for Citilink Access service.
- **Passenger Load Factor** – Passenger loads refers to how many people are on the bus at any given moment compared to its capacity both seated and standing. If passenger loads are high resulting in overcrowded conditions (90% of seating capacity &/or 80% of total capacity), additional service may need to be required to address the issue. Overcrowding may be a result of high ridership performance, and should therefore be evaluated in the context of not merely relieving crowded vehicles but providing higher service levels overall. Sustained crowding (e.g. not merely one or two trips per day) of approximately 130% of

seated capacity should be evaluated for the need to provide increased frequency. Citilink determines load factor based upon a boarding and alighting survey every three years per NTD reporting guidelines with a maximum load factor of 88.57%. None of our current routes are experiencing overcrowded conditions. Automatic passenger counters would assist in the analysis of this factor.

Relative Service Effectiveness Measures and Corrective Action Guidelines

Along with minimum performance standards, routes will be evaluated in comparison with each other for service efficiency and effectiveness. Citilink will derive the system wide average for each metric and determine how each route performs compared with the system average. For example, if the system wide average is 10 passengers per revenue hour, and one route generates 5 passengers per revenue hour, that route performs at 50% of system average.

Based on percentage of system average, the routes will be evaluated within the following categories:

- High-performing service: 150% of system average or better
- Average-performance service: between 51% and 149% of system average
- Low-performing service: 50% of system average and below;

The sections below contain action plans for routes falling into the categories described above. Routes in the low and high categories may warrant more intensive actions, while routes towards the middle are adequately fulfilling their roles in the network. Routes in the cusps of each category maybe subject to the actions in the neighboring category based on the best judgment of Citilink. **Increasing service levels and/or introducing new/additional service is subject to budgetary constraints.**

- **High-Performing Service (150 percent or higher of score average).** Routes ranking in this category suggest the need for greater investment, as high performance may signal overloading and passing passengers by due to capacity issues, as well as the presence of significant latent demand.

Actions for high-performing routes include:

- **Increase service levels:** in order to maintain a high quality of service, it is important to prevent significant overcrowding on vehicles. Increasing service levels by adjusting the service's frequency, span, or days of week served can help to alleviate this issue, as well as make service more attractive to a wider pool of potential customers, including those that currently drive. High frequencies provide dependable service with minimal waits, encouraging passengers to arrive

randomly without consulting a schedule.

- **Introduce additional service types (Express):** High-performing corridors may warrant the upgraded service quality of express bus service with Local service underlays. Very high-performing corridors will be analyzed for the need to introduce new rapid or express service.

This category of routes constitutes the top-performing tier of the entire Citilink system and essentially the system's flagship service. It is very important to maintain a high-quality level of service as well as to continue further investment. It is important to monitor these routes and make investments in key areas that are aimed at further improving overall service.

- **Average-Performing Service (51 to 149 percent of score average)** routes in this category are adequately fulfilling their roles in the transit network, and no Corrective Action is required. These routes will be monitored on an ongoing basis to determine whether their performance improves, decreases, or remains steady. While no particular action is necessary, ranking in this category does not preclude service adjustments at the discretion of Citilink.

Actions for average-performing routes include:

- **Segment Analysis:** Routes in this category perform well as a whole. Their average performance may point to conditions where performance is consistent equally throughout their length or conditions where there may be segments of very high and also low performance. Routes in this category should undergo a trip-by-trip or segment-level analysis to determine whether they are average overall, or include trips or segments which fall into the more extreme categories. Segments which would be considered low or very high performers are subject to the actions detailed in those sections.
- **Low-Performing Routes** (50 percent or lower of system average) If a bus route is found to be "low performing" (ranks at or below 50% of the system average) on three or more of the five efficiency and effectiveness metrics listed in section 3.1 annually, the service is subject to a **Corrective Action Plan**. Routes which rank within this category will be reviewed to determine their potential for improvement. Corrective actions include any and all of the following based on the best judgment of Citilink. Routes in this category may still meet expected minimum performance standards as identified above, however; there may be room for improvement. Low performing routes may be continued in whole, or part, based on policy provisions, regardless of their overall performance. Examples include but are not limited to; route specific funding sources or commitments to serve certain geographic area or target markets.

Actions for low-performing routes include:

- **Segment Level Analysis:** A segment level analysis of a low-performing service may highlight a specific portion of the route that significantly reduces the overall performance, causing it to perform below the standard for its service class. If a low-performing segment is identified, it can be modified to attempt to raise productivity for the route as a whole. If the results of a segment level analysis turn out to be inconclusive, however, modifications to the entire route should be considered.
- **Operational Analysis:** often the difference between meeting and failing minimum performance standards is one of vehicle resources. Realigning service to cover only critical segments or eliminating unnecessary delay (e.g. deviations) are ways to reduce travel time and save resources, thereby raising performance levels.
- **Change in Service Levels:** Adjusting the service levels of a low-performing route – by any combination of frequency, span, or day of week changes – may help to tailor the transit product to its market, and subsequently increase productivity.
- **Cost Sharing:** exploring cost sharing or public-private partnerships can reduce the amount of subsidy required on low-performing services. This is applicable for routes which do not meet minimum performance standards yet serve a need identified by businesses, schools, attractions, or other organizations that may be willing to assist with funding operations in order to continue service. Routes that have cost sharing relationships will still need to meet least average performing standards on at least two other metrics in order to avoid further corrective action.
- **Targeted Marketing:** Marketing tactics can help to raise the public awareness of a route in need of remedial action. Poor ridership may be a result of a lack of public knowledge regarding a specific route; investing in targeted marketing may address this issue. This is especially the case for concentrated market groups like employment centers, shopping districts, schools, hospitals, agencies, and other major destinations.
- **Rider Outreach:** onboard surveys and rider interviews are methods for gaining valuable information on how a route can be improved. These methods can reveal information about popular destinations that a route may bypass, or other aspects of a service that may be holding back ridership growth.

Using this information, Citilink will create a Corrective Action Plan for improving performance of underachieving routes. The Corrective Action Plan will be formally implemented in the next feasible service change window, given the limitations in

place regarding public process, public hearing (if required), and annual service change calendar.

Once a Corrective Action Plan and implemented, the route must meet average performing or high performing standards on at least three of the five efficiency and effectiveness metrics for at least one quarter within the first four successive quarters after implementation of the plan or face further action. Once a route reaches at least average performance on three of the five efficiency and effectiveness metrics for at least one quarter, the process of Corrective Action is deemed concluded, and any subsequent low performance is treated as a new event.

- **Discontinuation:** this is the final option for a low-performing route that does not meet minimum performance standards for at least four successive quarters. It can be applied to a route segment or the route as a whole. If none of the aforementioned Corrective Actions are successful in raising productivity to average or high performing in at least three of the five efficiency and effectiveness metrics shown above, discontinuation may be necessary to ensure effective use of resources; unless there are overriding policy considerations for the continuation of the route regardless of its performance. Corrective Actions shall be in action for at least four successive quarters before service is discontinued, except in extreme or unforeseen circumstances. The effects on the routes' transit-dependent riders will be considered when discontinuation is an option.

4 Service Evaluation

The service evaluation process is conducted in order to ensure the continued performance of individual services, as well as the overall network. This evaluation is intended to improve service design and productivity within categories, which is important to ensure that Citilink offers a consistent system that is easy for customers to use and easy to promote, manage, and administer.

4.1 Data Needs for Service Evaluation Process

The performance measures discussed above require the regular collection and updating of the following data sources:

- **Ridership:** total number of boardings by route and weekdays will be collected monthly. Through regular collection of ridership data, trends over time can be examined.

- **Revenue:** the amount of income generated on a route-by-route basis will be gathered monthly.
- **Resources:** the number of vehicles, revenue miles, and revenue hours per route by day of the week will be collected from Citilink scheduling information and reported monthly.
- **Costs:** the cost of providing service will be up-dated on an annual basis for each type of service on a marginal and fixed cost basis.
- **On-Time Performance:** Departure times at each time point (and arrival at final time point) are collected by sampling performed by street supervisors, both on the street and using the Route Match vehicle tracking system. Citilink Access on time performance is tracked using the Mobilitat Easy Rides scheduling system.
- **Community Considerations:** The locations of senior, disabled, and lower-income populations are important to consider in transit service planning in order to ensure that these groups are provided with mobility within the region. This information is available via US Census or American Community survey data. Census tracts with concentrations of minority or low-income populations above the service area average are covered by Title VI regulations. Likewise, the presence of medical facilities, nursing homes, and other community services are given consideration to ensure that these facilities are connected with the communities they serve. This data is collected through cooperation with local planning and development agencies.
- **Business Arrangements:** Existing or proposed arrangements with employers, educational institutions, and government entities are considered when evaluating route performance. For cost sharing arrangements, the amount of subsidy provided to operate service will be considered, as well as any conditions on that subsidy. Any cost sharing should be noted in the cost per passenger boarding metric to assure that service cost is represented accurately when determining performance levels.

4.2 Service Evaluation Schedule

Route Performance Analysis –on a monthly schedule, service performance measures will be reviewed according to the metrics and standards outlined below.

The report will include the following:

Key Performance Indicators:

- Passengers per revenue Hour
- Passengers per revenue Mile
- Farebox recovery

- Cost per Passenger Boarding
- On time performance by route

4.3 Public Input & Review

During any substantial changes to service (alignment or significant schedule changes), customer, public, and employee input on recommendations resulting from service evaluation are actively sought. Current Citilink policy requires a public hearing prior to:

- Any permanent change that increases fares on the Citilink's service.
- A twenty-five percent (25%) or more reduction of the number of daily transit revenue vehicles miles of a route; i.e., the total number of miles operated by all vehicles in revenue service for a particular day of the week on an individual route.
- A twenty-five percent (25%) or more reduction of the number of transit route miles of a route; i.e., the total mileage covered during one round trip by a vehicle in revenue service on a particular route.
- Proposed introduction of a new route.

Detailed information on Citilink public hearing procedures are contained in Citilink "Public Hearing Procedures for Major Service or Fare Changes", attached as Appendix A. In addition to the public hearing process, Citilink employs various outreach methods including:

- Publication on website
- Information posted on buses
- Public meetings in various parts of the Citilink service area
- Notices to public officials, key stakeholders, and community groups
- targeted surveys to riders of affected services
- E-communications to self-identified Citilink passengers (those who provide contact information)
- "Ambassador" personnel stationed at Citilink Central Station to discuss service changes with customers

Citilink will conduct public outreach one month or more prior to a significant route change, depending on the amount of service impacted. Customers, stakeholders, and

the general public are invited to provide comment through the Citilink website, at public meetings, through surveys, or at public hearings. Overall, Citilink will follow public outreach policy shown in Appendix A.

4.4 New Service Evaluation

As development patterns change and population centers shift – and as transit options for the Fort Wayne Metropolitan Area are expanded, Citilink will analyze the need for new services using the criteria listed below. New services or improvements to existing services are evaluated with respect to design standards and consistency with adopted policy principles. Service investment decisions can provide incentives for community support of transit in policy, funding, zoning, and site design.

Planning and implementing new transit service requires an examination of certain characteristics of the proposed service area. The densities and demographic characteristics of a given service area, as well as destinations served and integration with the surrounding transit network, are key parts of transit success. It is important to note that new service implementation is not dependent on any one factor below, but arises from a combination of each of these factors. To determine whether an area warrants new transit service, Citilink will analyze the following characteristics of a proposed service area:

- **Population and Employment Density:** A minimum level of density (approximately 10 people or jobs per acre) needs to be present in a given area to support regular bus service. In general, higher density areas are more conducive to effective bus service than low density areas due to greater demand and potential ridership. Density of the proposed new service area will be compared to the densities of existing service areas.
- **Transit Inclined Populations:** Certain demographic groups are more inclined to use transit than others such as seniors, the disabled, students, low-income individuals, Millennials and households without automobiles. In assessing an area's demand for transit service it is be important to examine the presence of these demographics groups and whether any unmet needs are present. Census tracts with concentrations of minority or low-income populations above the service area average are covered by Title VI regulations. While Title VI areas are not in themselves a warrant for service, they should be considered as part of the decision- making process.
- **Transit Demand Management:** Schools and businesses may offer subsidized transit passes, and other programs to encourage their constituents to avoid driving single-occupant automobiles. Depending on the program features, these conditions can lead to an increased demand for transit.

- **Key Destinations:** Connecting residents with key destinations such as employment centers, hospitals, schools, shopping, and entertainment is a key factor in designing transit service. Key destinations are those defined as generating at least 150 daily passenger boardings.
- **Network Integration:** Any new service should avoid duplicating existing service and should link into the existing transit network in a logical manner to ensure that connections to other routes and services provide attractive linked journeys.
- **Projected Performance:** in order to ensure continued maintenance or improvement of Citilink service productivity, new routes should be projected to perform at levels that meet or exceed the system average based on the metrics outlined in the service performance section.
- **Title VI and Environmental Justice:** Citilink complies with all United States Department of Transportation (Us Dot) Title VI guidelines and prepares regularly scheduled Title VI reports. When evaluating potential service or fare changes, Citilink will evaluate the effects of the changes to discover if there are disproportionate impacts to low-income or minority populations. Title VI prohibit recipients of Federal financial assistance (e.g., states, local governments, transit providers) from discriminating on the basis of race, color, or national origin in their programs or activities.

New services are dependent on budget availability and can only be initiated when funding allows, either through resource reallocation, additional fare revenue, or new outside funding. Priority will be given to new service that is independently supported by new outside revenue. Introduction of new services are subject to a trial period of one year to meet minimum performance standards commensurate with service category using the following process.

New services will be examined quarterly to assess whether they are meeting the minimum service efficiency and effectiveness metrics. If at the conclusion of the first three successive complete quarters after implementation, or any time thereafter, the service is found to be “low performing” (ranks at or below 50% of the system average) on three or more of the five efficiency and effectiveness metrics listed in section 3.1 for three or more quarters in a row, the service is subject to a corrective action plan and subsequent outcomes as discussed in section 3.1.

Conclusion

Citilink is proud to be a trusted partner in mobility in the Greater Fort Wayne/New Haven Metropolitan Area. By setting clear standards for service design, performance, and evaluation, Citilink is committing itself to providing the most effective and efficient transit service possible, with full accountability to those it serves. Through the use of these standards, Citilink ensures that it will continue to provide a transparent and inclusive process in its decision making. Through our interaction with our stakeholders and the community at large, it is our expectation that this document will continue to evolve and adapt to the changing needs of the greater Fort Wayne/New Haven Metropolitan Area.

5 Appendices

Appendix A - Citilink Amenity Placement Procedures

Amenity Placement Procedures:

1. Citilink will solicit/receive amenity requests from passengers/drivers/ general public
2. All requests will be referred to Asst. General Manager
3. Request will be checked against current relevant amenity inventory – bus stop, bus shelter, etc.
4. Asst. General Manager will determine viability of request based upon relevant factors:
 - a. Availability of existing amenity in proximity to the request
 - b. Resources necessary to fulfill request
 - c. Resources necessary to maintain request
 - d. Availability of resources
5. Asst. General Manager will accept, defer or deny request as appropriate
6. Asst. General Manager will notify requester of the status of their request
7. Citilink will attempt to complete the amenity placement process within 10 days of receipt of request

Shelter placement criteria:

The following locations will be considered for shelter placement - all locations must be approved by City Traffic Engineer/Right of Way:

1. Locations with 50 or more boardings/day per Citilink service standards
2. Locations serving elderly and/or persons with disabilities
3. Locations requested by the Community

Appendix B – Related Planning Documents

Citilink Transportation Development Plan (TDP)

http://www.fwcitilink.com/pdfs/Citilink_TDP_Update_Final_Report.pdf

City of Fort Wayne Active Transportation Plans:

Bus Fort Wayne Plan

http://www.fwcitilink.com/bus_fort_wayne_plan.htm

Bike Fort Wayne Plan

http://www.fwcommunitydevelopment.org/images/community_planning/docs/bike/Bike_Fort_Wayne_Plan.pdf

Walk Fort Wayne Plan

http://www.fwcommunitydevelopment.org/images/community_planning/docs/WalkFW_PLAN_Web1.pdf

Coordinated Public Transit Human Services Transportation Plan

<http://www.planyourcommunity.org/images/stories/files/plan-it%20allen!%20compplan-web.pdf>

Coordinating Development and Transportation Services: A Guide for Developers, Engineers, and Planners

<http://www.nircc.com/user/image/coordinatingdevelopmentandtransportationservicesguide2014revisionfinal.pdf>

ADA/PROWAG Compliance Plan for the City of Fort Wayne – Includes Citilink

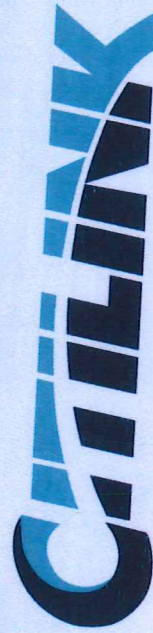
<http://www.cityoffortwayne.org/ada-compliance.html>

EXHIBIT E
Citilink Lifestyle Management Example Publications

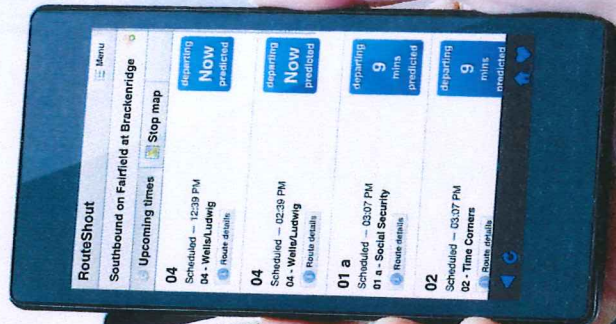
TWO WAYS TO KNOW



RouteWatch and RouteShout from Citilink.
Get real-time information and updates.



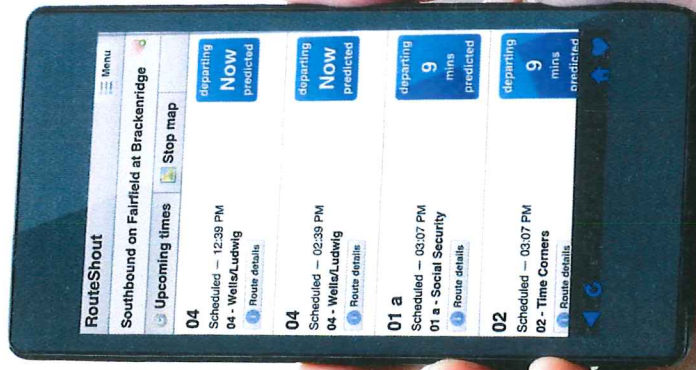
Get the RouteShout app at
fwcitilink.com/RouteShout



PLAN AND GO



Get real-time updates with Citilink's interactive RouteShout app.



Get the RouteShout app at fwcitilink.com/RouteShout



Route Shout Website Update + Promo Campaign
Jan - June, 2015

Website Design & Development Estimate

Prepared for: Betsy Kachmar, Fort Wayne Citilink

Prepared by: Mark Russett, Russett Design

Date: 11-05-14 *Proposal date*



Estimate: Website Design & Development

Client: Betsy Kachmar, Fort Wayne Citilink

Deliverables

Concept, Design & Development

- Meeting/consultation with client team, discovery, input session
- Site map development (approximate page count is 50 pages)
- Design/mock-up one (1) website design idea (Homepage & Sample interior page)
- Present prototype design for review/feedback and demonstrate special technology if applicable
- One round of design revisions are included (additional revisions can be estimated prior)
- Once design is approved, develop website as "Responsive"* from approved design (Includes testing and trouble-shooting)
- Every page in the site can be edited through an optional CMS**
- Rotating slideshow of images/videos/linked messages to be featured on Home page
- Existing/misc images/photos supplied by Client or can be estimated (Royalty-Free images)
- Navigation/menu developed using cross browser compatible CSS Navigation/Menu standards
- Copy writing/Text content to be supplied by client or use from existing website
- Incorporate "Route Match" content
- Incorporate "News Ticker" for rider alerts
- Incorporate existing Social Media content outlets

Accessibility & Search Engine Optimization (SEO)

- Strategic placement of keywords throughout site: titles, title tags, page headers, content, URLs and image names (page relevant words appear higher in search results)
- Integration of internal links and search-engine friendly anchor text
- Site map creation for search engine submission (sitemap.txt)
- Search-friendly URLs using clear keywords
- Image descriptions and photo captions (ALT tags associate words with images throughout site)
- Content updated regularly is recommended to increase web traffic
- Social Media integration across appropriate social networking platforms is recommended
- Setup and install Google Analytic code to analysis web traffic/report can be e-mailed to admin.

*Responsive web design (RWD) is a web design approach aimed at crafting sites to provide an optimal viewing experience—easy reading and navigation with a minimum of resizing, panning, and scrolling—across a wide range of devices (from desktop computer monitors to mobile phones). A site designed with RWD adapts the layout to the viewing environment by using fluid, proportion-based grids, flexible images, and CSS3 media queries.

continued...



Project Costs:

Total Design/Development Cost: \$13,500.00

****Optional Add-ons:**

Content Management System (CMS) Cost: add \$120.00/year

CMS Training Cost: add \$150.00 (on-site training)

continued...



Working Agreement

Estimates

The costs and expenses cited in this proposal are our best estimates given the information provided. If additional information is forthcoming, the project specifications change, or the scheduling changes, cost and expense estimates may change.

Cost and expense estimates are appropriate for 30 days from the date of this proposal. Taxes are not included in cost and expense estimates.

Revisions and Alterations

Work not described in this proposal, including but not limited to revisions, corrections, alterations, and additional proofs, will be billed as an additional cost.

Terms/Payment

Once "Client" authorizes the "Estimate", it becomes a binding contract between "Client" & "Russett Design". Payment is due as follows: One-half (1/2) of the contract amount due upon the authorization of the Estimate and the remaining one-half (1/2) due upon the completion of the contract. Estimate does not include cost of custom photography, royalty-free stock photography, illustration, copy writing or revisions beyond those included in estimate. Estimate is valid for 30 days from date. Russett Design Inc., reserves the right to re-quote if the above specifications change.

If any phase of the assignment is delayed longer than 60 days, we will bill for work completed to date.

Responsibility

Russett Design will make every reasonable effort to assure the accuracy of the material produced, but is not responsible for the correctness of copy, illustrations, photographs, trademarks, nor for obtaining clearances or approvals.

We will take normal measures to safeguard any materials entrusted to us. However, we are not responsible for the loss, damage, or unauthorized use of such materials, nor are we responsible for the actions of the vendors and suppliers we utilize.

X

Client Approval Signature & Date

EXHIBIT F
Financial Statement and Funding Sources

000388	000	07/22/02	243,429.00	P SLM	10	00	0.00	243,429.00	08/31/15	243,429.00	0.00	0.00	243,429.00	d
		2002 GILLIG 29' LOW FLOOR BUS												
	000	07/22/02	243,429.00	P SLM	10	00	0.00	243,429.00	08/31/15	243,429.00	0.00	0.00	243,429.00	d
000389		2002 GILLIG 29' LOW FLOOR BUS												
	000	07/22/02	243,429.00	P SLM	10	00	0.00	243,429.00	08/31/15	243,429.00	0.00	0.00	243,429.00	d
000398		GILLIG 35' LOW FLOOR BUS												
	000	10/01/02	254,269.00	P SLM	12	00	0.00	254,269.00	11/30/15	254,269.00	0.00	0.00	254,269.00	
000399		GILLIG 35' LOW FLOOR BUS												
	000	10/01/02	254,269.00	P SLM	12	00	0.00	254,269.00	11/30/15	254,269.00	0.00	0.00	254,269.00	
000400		GILLIG 35' LOW FLOOR BUS												
	000	10/01/02	254,269.00	P SLM	12	00	0.00	254,269.00	11/30/15	254,269.00	0.00	0.00	254,269.00	
000401		GILLIG 35' LOW FLOOR BUS												
	000	10/01/02	254,269.00	P SLM	12	00	0.00	254,269.00	11/30/15	254,269.00	0.00	0.00	254,269.00	
000480		BIKE RACKS												
	000	06/21/06	5,182.00	P SLM	05	00	0.00	5,182.00	11/30/15	5,182.00	0.00	0.00	5,182.00	
000483		GILLIG 35' LOW FLOOR BUS												
	000	09/01/06	284,354.00	P SLM	12	00	0.00	284,354.00	11/30/15	197,468.08	1,974.69	23,696.17	221,164.25	
000484		GILLIG 35' LOW FLOOR BUS												
	000	09/01/06	284,354.00	P SLM	12	00	0.00	284,354.00	11/30/15	197,468.08	1,974.69	23,696.17	221,164.25	
000511		REBUILT ENGINE & TRANSMISSION FOR 91 GILLIG 9161												
	000	12/12/07	23,635.75	P SLM	03	06	0.00	23,635.75	11/30/15	23,072.99	0.00	0.00	23,072.99	
000512		ADDITION TO 2005 GLAVAL BUS PURCHASE												
	000	01/01/08	5,492.22	P SLM	04	05	0.00	5,492.22	11/30/15	5,492.22	0.00	0.00	5,492.22	
000517		2008 GILLIG 35' LOW FLOOR BUS												
	000	03/13/08	317,318.00	P SLM	12	00	0.00	317,318.00	11/30/15	180,694.99	2,203.60	26,443.17	207,138.16	
000518		2008 GILLIG 35' LOW FLOOR BUS												
	000	03/13/08	317,318.00	P SLM	12	00	0.00	317,318.00	11/30/15	180,694.99	2,203.60	26,443.17	207,138.16	
000519		2008 GILLIG 35' LOW FLOOR BUS												
	000	03/13/08	317,318.00	P SLM	12	00	0.00	317,318.00	11/30/15	180,694.99	2,203.60	26,443.17	207,138.16	
000520		2008 GILLIG 35' LOW FLOOR BUS												
	000	03/13/08	317,318.00	P SLM	12	00	0.00	317,318.00	11/30/15	180,694.99	2,203.60	26,443.17	207,138.16	
000521		2008 GILLIG 35' LOW FLOOR BUS												
	000	03/13/08	317,318.00	P SLM	12	00	0.00	317,318.00	11/30/15	180,694.99	2,203.60	26,443.17	207,138.16	
000522		2008 GILLIG 35' LOW FLOOR BUS												
	000	03/13/08	317,318.00	P SLM	12	00	0.00	317,318.00	11/30/15	180,694.99	2,203.60	26,443.17	207,138.16	
000524		BUS GRAPHICS FOR NEW GILLIGS												
	000	04/01/08	17,880.00	P SLM	12	00	0.00	17,880.00	11/30/15	10,057.50	124.17	1,490.00	11,547.50	
000538		HYBRID ELECTRIC RETRO FIT FOR FORD E-450												
	000	08/01/08	20,812.44	P SLM	03	09	0.00	20,812.44	11/30/15	20,812.44	0.00	0.00	20,812.44	
000581		EIDorado Passport 29 ft BUS												
	000	12/07/09	179,878.60	P SLM	07	00	0.00	179,878.60	11/30/15	130,626.11	2,141.42	25,696.94	156,323.05	
000582		EIDorado Passport 29 ft BUS												
	000	12/07/09	179,878.60	P SLM	07	00	0.00	179,878.60	11/30/15	130,626.11	2,141.42	25,696.94	156,323.05	
000583		EIDorado Passport 29 ft BUS												
	000	12/07/09	179,878.60	P SLM	07	00	0.00	179,878.60	11/30/15	130,626.11	2,141.42	25,696.94	156,323.05	
000584		2010 CHEV GLAVAL TITAN 2 BUS												
	000	12/03/09	80,983.26	P SLM	05	00	0.00	80,983.26	08/31/15	80,983.26	0.00	0.00	80,983.26	d
000585		2010 CHEV GLAVAL TITAN 2 BUS												
	000	12/03/09	80,983.26	P SLM	05	00	0.00	80,983.26	08/31/15	80,983.26	0.00	0.00	80,983.26	d
000586		2010 CHEV GLAVAL TITAN 2 BUS												
	000	12/03/09	80,983.26	P SLM	05	00	0.00	80,983.26	11/30/15	80,983.26	0.00	0.00	80,983.26	
000587		2010 CHEV GLAVAL TITAN 2 BUS												
	000	12/03/09	80,983.26	P SLM	05	00	0.00	80,983.26	11/30/15	80,983.26	0.00	0.00	80,983.26	
000588		2010 CHEV GLAVAL TITAN 2 BUS												
	000	12/03/09	80,983.26	P SLM	05	00	0.00	80,983.26	11/30/15	80,983.26	0.00	0.00	80,983.26	
000604		2010 CHEV GLAVAL TITAN (FLEX)												
	000	03/01/10	87,939.31	P SLM	05	00	0.00	87,939.31	11/30/15	85,007.99	0.00	2,931.32	87,939.31	
000605		2010 CHEV GLAVAL TITAN (FLEX)												
	000	03/01/10	87,939.31	P SLM	05	00	0.00	87,939.31	11/30/15	85,007.99	0.00	2,931.32	87,939.31	
000606		2010 CHEV GLAVAL TITAN (FLEX)												
	000	03/01/10	87,939.31	P SLM	05	00	0.00	87,939.31	08/31/15	85,007.99	0.00	2,931.32	87,939.31	d
000607		2010 CHEV GLAVAL TITAN (FLEX)												
	000	03/01/10	87,939.31	P SLM	05	00	0.00	87,939.31	08/31/15	85,007.99	0.00	2,931.32	87,939.31	d
000614		GILLIG 35' HYBRID BUS												
	000	07/07/10	543,167.88	P SLM	12	00	0.00	543,167.88	11/30/15	203,687.96	3,772.00	45,263.99	248,951.95	
000615		GILLIG 35' HYBRID BUS												
	000	07/07/10	543,167.88	P SLM	12	00	0.00	543,167.88	11/30/15	203,687.96	3,772.00	45,263.99	248,951.95	
000616		GILLIG 35' HYBRID BUS												
	000	07/07/10	543,167.88	P SLM	12	00	0.00	543,167.88	11/30/15	203,687.96	3,772.00	45,263.99	248,951.95	
000617		GILLIG 35' HYBRID BUS												
	000	07/07/10	543,167.88	P SLM	12	00	0.00	543,167.88	11/30/15	203,687.96	3,772.00	45,263.99	248,951.95	
000618		GILLIG 35' HYBRID BUS												
	000	07/07/10	543,167.88	P SLM	12	00	0.00	543,167.88	11/30/15	203,687.96	3,772.00	45,263.99	248,951.95	
000619		GILLIG 35' HYBRID BUS												
	000	07/07/10	543,167.88	P SLM	12	00	0.00	543,167.88	11/30/15	203,687.96	3,772.00	45,263.99	248,951.95	
000620		GILLIG 35' HYBRID BUS												
	000	07/07/10	543,167.88	P SLM	12	00	0.00	543,167.88	11/30/15	203,687.96	3,772.00	45,263.99	248,951.95	
000634		2011 Chevy Glaval Bus (Access)												
	000	10/12/11	91,800.00	P SLM	05	00	0.00	91,800.00	11/30/15	59,670.00	1,530.00	18,360.00	78,030.00	
000635		2011 CHEVY GLAVAL BUS (FLEX RTE)												
	000	10/13/11	110,040.00	P SLM	05	00	0.00	110,040.00	11/30/15	71,526.00	1,834.00	22,008.00	93,534.00	
000638		2012 TITAN II/CHEVY 4500 BUS-ACCESS												
	000	02/17/12	91,100.00	P SLM	05	00	0.00	91,100.00	11/30/15	51,623.33	1,518.34	18,220.00	69,843.33	
000639		2012 TITAN II/CHEVY 4500 BUS-ACCESS												
	000	02/17/12	91,100.00	P SLM	05	00	0.00	91,100.00	11/30/15	51,623.33	1,518.34	18,220.00	69,843.33	
000640		2012 TITAN II/CHEVY 4500 BUS-ACCESS												
	000	02/17/12	91,100.00	P SLM	05	00	0.00	91,100.00	11/30/15	51,623.33	1,518.34	18,220.00	69,843.33	
000641		2012 TITAN II/CHEVY 4500 BUS-ACCESS												
	000	02/17/12	91,100.00	P SLM	05	00	0.00	9						

000644	2012 TITAN II/CHEVY 4500 BUS-ACCESS	000	02/17/12	91,100.00	P SLM	05	00	0.00	91,100.00	11/30/15	51,623.33	1,518.34	18,220.00	69,843.33
000645	2012 TITAN II/CHEVY 4500 BUS-FLEX ROUTE	000	02/17/12	109,660.00	P SLM	05	00	0.00	109,660.00	11/30/15	62,140.67	1,827.67	21,932.00	84,072.67
000646	GILLIG 35' HYBRID BUS (2012)	000	03/29/12	570,650.00	P SLM	12	00	0.00	570,650.00	11/30/15	130,773.97	3,962.85	47,554.17	178,328.14
000647	GILLIG 35' HYBRID BUS (2012)	000	03/29/12	570,650.00	P SLM	12	00	0.00	570,650.00	11/30/15	130,773.97	3,962.85	47,554.17	178,328.14
000660	GILLIG 35' HYBRID BUS (2013)	000	03/18/13	603,250.85	P SLM	12	00	0.00	603,250.85	11/30/15	87,974.09	4,189.25	50,270.91	138,245.00
000661	GILLIG 35' HYBRID BUS (2013)	000	03/18/13	603,250.85	P SLM	12	00	0.00	603,250.85	11/30/15	87,974.09	4,189.25	50,270.91	138,245.00
000662	GILLIG 35' HYBRID BUS (2013)	000	03/18/13	603,250.85	P SLM	12	00	0.00	603,250.85	11/30/15	87,974.09	4,189.25	50,270.91	138,245.00
000663	GILLIG 35' HYBRID BUS (2013)	000	03/18/13	603,250.85	P SLM	12	00	0.00	603,250.85	11/30/15	87,974.09	4,189.25	50,270.91	138,245.00
000664	GILLIG 35' HYBRID BUS (2013)	000	03/18/13	603,250.85	P SLM	12	00	0.00	603,250.85	11/30/15	87,974.09	4,189.25	50,270.91	138,245.00
000710	2014 Chevy Glaval Bus	000	11/07/14	95,815.00	P SLM	05	00	0.00	95,815.00	11/30/15	3,193.83	1,596.92	19,163.00	22,356.83
000711	2014 Chevy Glaval Bus	000	11/07/14	95,815.00	P SLM	05	00	0.00	95,815.00	11/30/15	3,193.83	1,596.92	19,163.00	22,356.83
000712	2014 Chevy Glaval Bus	000	11/07/14	95,815.00	P SLM	05	00	0.00	95,815.00	11/30/15	3,193.83	1,596.92	19,163.00	22,356.83
000713	2014 Chevy Glaval Bus	000	09/12/14	117,055.00	P SLM	05	00	0.00	117,055.00	11/30/15	7,803.67	1,950.92	23,411.00	31,214.67
000714	2014 Chevy Glaval Bus	000	11/07/14	95,815.00	P SLM	05	00	0.00	95,815.00	11/30/15	3,193.83	1,596.92	19,163.00	22,356.83
000728	GILLIG 40' HYBRID BUS (2015)	000	05/27/15	632,522.00	P SLM	12	00	0.00	632,522.00	11/30/15	0.00	4,392.51	30,747.60	30,747.60
000729	GILLIG 40' HYBRID BUS (2015)	000	05/27/15	632,522.00	P SLM	12	00	0.00	632,522.00	11/30/15	0.00	4,392.51	30,747.60	30,747.60
000730	GILLIG 40' HYBRID BUS (2015)	000	05/27/15	632,522.00	P SLM	12	00	0.00	632,522.00	11/30/15	0.00	4,392.51	30,747.60	30,747.60
000731	GILLIG 40' HYBRID BUS (2015)	000	05/27/15	632,522.00	P SLM	12	00	0.00	632,522.00	11/30/15	0.00	4,392.51	30,747.60	30,747.60
	G/L Asset Acct No =			17,776,470.74				0.00	17,776,470.74		7,378,150.76	120,724.05	1,372,561.68	8,750,712.44
	11104-00-10													
	Less disposals and transfers			(1,311,561.14)				0.00	(1,311,561.14)		(1,305,698.50)			(1,311,561.14)
	Count = 8													
	Net Subtotal			16,464,909.60				0.00	16,464,909.60		6,072,452.26	120,724.05	1,372,561.68	7,439,151.30
	Count = 60													

G/L Asset Acct No = 11106-00-10

000064	1977 IHC MODEL 5070 WRECKER	000	12/31/77	46,200.00	R SLM	08	00	15,400.00	30,800.00	11/30/15	30,800.00	0.00	0.00	30,800.00
000073	1993 FORD F250 PICKUP	000	09/30/93	26,453.00	R SLM	05	00	0.00	26,453.00	11/30/15	26,452.84	0.00	0.00	26,452.84
000374	2001 FORD 350 4X4 1 TON DUMP TRUCK	000	07/13/01	33,334.00	P SLM	05	00	0.00	33,334.00	11/30/15	33,334.00	0.00	0.00	33,334.00
000472	2002 DODGE DAKOTA	000	06/02/06	7,700.00	P SLM	05	00	0.00	7,700.00	11/30/15	7,700.00	0.00	0.00	7,700.00
000533	OP SUPERVISOR VEHICLE	000	08/14/08	32,743.00	P SLM	05	00	0.00	32,743.00	11/30/15	32,743.00	0.00	0.00	32,743.00
000534	OP SUPERVISOR VEHICLE	000	08/14/08	32,743.00	P SLM	05	00	0.00	32,743.00	11/30/15	32,743.00	0.00	0.00	32,743.00
000535	OP SUPERVISOR VEHICLE	000	08/14/08	32,743.00	P SLM	05	00	0.00	32,743.00	11/30/15	32,743.00	0.00	0.00	32,743.00
000540	2008 Chevrolet Silverado 2500	000	10/08/08	30,781.08	P SLM	05	00	0.00	30,781.08	11/30/15	30,268.08	0.00	0.00	30,268.08
000541	Snow plow/spreader/strobe lights installed on 1993 Ford F250	000	10/28/08	10,243.00	P SLM	05	00	0.00	10,243.00	11/30/15	10,243.00	0.00	0.00	10,243.00
000611	2010 FORD ESCAPE HYBRID	000	07/08/10	28,894.19	P SLM	07	00	0.00	28,894.19	11/30/15	18,574.83	343.98	4,127.74	22,702.57
000612	2010 CHEVY SILVERADO 2500 W/SNOW PLOW	000	07/07/10	33,492.26	P SLM	07	00	0.00	33,492.26	11/30/15	21,530.75	398.72	4,784.61	26,315.36
000621	2010 Chevy Colorado Pick Up	000	08/12/10	17,155.81	P SLM	07	00	0.00	17,155.81	11/30/15	10,824.50	204.24	2,450.83	13,275.33
000715	Chevrolet Silverado with Snow Plow	000	03/31/14	37,990.00	P SLM	05	00	0.00	37,990.00	11/30/15	5,698.50	633.17	7,598.00	13,296.50
	G/L Asset Acct No =			370,472.34				15,400.00	355,072.34		293,655.50	1,580.11	18,961.18	312,616.68
	11106-00-10													
	Less disposals and transfers			0.00				0.00	0.00		0.00			0.00
	Count = 0													
	Net Subtotal			370,472.34				15,400.00	355,072.34		293,655.50	1,580.11	18,961.18	312,616.68
	Count = 13													

G/L Asset Acct No = 11108-00-10

000076	BUILDINGS & IMPROVEMENTS	000	06/30/68	400,000.00	P SLM	36	00	0.00	400,000.00	11/30/15	399,638.19	0.00	0.00	399,638.19
000077	STORAGE GARAGE ADDITION	000	12/30/77	172,025.66	P SLM	25	00	0.00	172,025.66	11/30/15	172,025.66	0.00	0.00	172,025.66
000080	PARKING LOT	000	12/30/76	262,552.47	P SLM	15	00	0.00	262,552.47	11/30/15	262,552.47	0.00	0.00	262,552.47
000090	RENOVATION OF BUS PAINT ROOM	000	12/01/87	3,076.21	P SLM	10	00	0.00	3,076.21	11/30/15	3,076.21	0.00	0.00	3,076.21

G/L Asset Acct No = 11108-00-10

000091	RENOVATION OF BUS PAINT ROOM	000	12/01/87	1,420.37	P SLM	10	00	0.00	1,420.37	11/30/15	1,420.37	0.00	0.00	1,420.37	
000092	PAINT BOOTH RECONSTRUCTION	000	12/01/87	34,771.00	P SLM	10	00	0.00	34,771.00	11/30/15	34,771.00	0.00	0.00	34,771.00	
000094	PAINT BOOTH RECONSTRUCTION	000	07/31/88	1,830.00	P SLM	10	00	0.00	1,830.00	11/30/15	1,830.00	0.00	0.00	1,830.00	
000095	ARCH. & ENG. FOR UNDERGROUND TANKS	000	12/03/90	7,136.60	P SLM	15	00	0.00	7,136.60	11/30/15	7,136.60	0.00	0.00	7,136.60	
000096	STONE PARKING LOT EXTENSION	000	06/26/87	9,925.00	P SLM	10	00	0.00	9,925.00	11/30/15	9,925.00	0.00	0.00	9,925.00	
000097	UNDERGROUND STORAGE TANKS & RELATED EQUIP.	000	07/10/91	219,294.44	P SLM	15	00	0.00	219,294.44	11/30/15	219,293.44	0.00	0.00	219,293.44	
000098	TESTING FOR UNDERGROUND TANKS	000	12/31/92	7,656.74	P SLM	15	00	0.00	7,656.74	11/30/15	7,231.00	0.00	0.00	7,231.00	
000099	GARAGE REPAIR	000	10/12/94	28,750.00	P SLM	10	00	0.00	28,750.00	11/30/15	28,510.30	0.00	0.00	28,510.30	
000101	ADA RENOVATION	000	06/01/95	124,887.00	P SLM	10	00	0.00	124,887.00	11/30/15	124,887.00	0.00	0.00	124,887.00	
000102	ACCESS CONTROL	000	11/15/96	18,682.00	P SLM	10	00	0.00	18,682.00	11/30/15	18,682.00	0.00	0.00	18,682.00	
000103	ACCESS CONTROL	000	04/08/96	24,260.00	P SLM	10	00	0.00	24,260.00	11/30/15	24,260.00	0.00	0.00	24,260.00	
000104	CASH ROOM RENOVATIONS	000	11/15/96	11,886.00	P SLM	10	00	0.00	11,886.00	11/30/15	11,886.00	0.00	0.00	11,886.00	
000105	HEATING RENOVATIONS	000	07/12/96	21,097.00	P SLM	05	00	0.00	21,097.00	11/30/15	21,097.00	0.00	0.00	21,097.00	
000106	PERIMETER FENCE AND GATES	000	05/31/97	37,865.50	P SLM	10	00	0.00	37,865.50	11/30/15	37,549.98	0.00	0.00	37,549.98	
000107	SECURITY CAMERA AND INSTALLATION	000	12/22/97	2,030.00	P SLM	05	00	0.00	2,030.00	11/30/15	2,030.00	0.00	0.00	2,030.00	
000347	ENGINEERING SERVICE/SUPERIOR-BAKER STREET FACILITY	000	10/23/99	5,823.36	P SLM	03	00	0.00	5,823.36	11/30/15	5,823.36	0.00	0.00	5,823.36	
000348	OUTSIDE LIGHTING	000	03/01/00	4,568.83	P SLM	03	00	0.00	4,568.83	11/30/15	4,568.83	0.00	0.00	4,568.83	
000409	BUILDING RENOVATION	000	05/01/02	635,726.88	P SLM	15	00	0.00	635,726.88	11/30/15	536,836.01	3,531.82	42,381.79	579,217.80	
000410	OFFICE FURNITURE - BLDG RENOVATION	000	05/01/02	74,255.57	P SLM	07	00	0.00	74,255.57	11/30/15	74,255.57	0.00	0.00	74,255.57	
000462	ROOF REPAIR	000	11/22/05	199,091.07	P SLM	15	00	0.00	199,091.07	11/30/15	120,560.72	1,106.07	13,272.74	133,833.46	
000466	ROOF REPAIR FINAL	000	03/01/06	30,427.93	P SLM	15	00	0.00	30,427.93	11/30/15	17,918.68	169.05	2,028.53	19,947.21	
000514	BUS BARN RENOVATION	000	03/27/08	648,842.32	P SLM	15	00	0.00	648,842.32	11/30/15	291,979.09	3,604.68	43,256.16	335,235.25	
000515	BUS WASH	000	03/11/08	165,443.00	P SLM	15	00	0.00	165,443.00	11/30/15	75,368.46	919.13	11,029.53	86,397.99	
000556	DOOR ACCESS SYSTEM UPGRADE	000	01/06/09	22,041.00	P SLM	10	00	0.00	22,041.00	11/30/15	13,224.60	183.68	2,204.10	15,428.70	
000577	Bus Barn Floor (Final Phase)	000	09/30/09	218,932.32	R SLM	40	00	0.00	218,932.32	11/30/15	28,734.89	456.11	5,473.31	34,208.20	
000579	PARKING LOT RENOVATIONS	000	12/03/09	49,868.45	R SLM	40	00	0.00	49,868.45	11/30/15	6,337.44	103.90	1,246.71	7,584.15	
G/L Asset Acct No = 11108-00-10															
000613	ROOF UPGRADE	000	07/08/10	13,500.00	R SLM	15	00	0.00	13,500.00	11/30/15	4,050.00	75.00	900.00	4,950.00	
000632	BUS BARN/SHOP ENERGY SAVINGS UPGRADES	000	12/31/10	572,452.40	R SLM	40	00	0.00	572,452.40	11/30/15	57,245.24	1,192.61	14,311.31	71,556.55	
000659	FUEL TANK MONITORING SYSTEM	000	12/19/12	18,239.87	P SLM	07	00	0.00	18,239.87	11/30/15	5,211.40	217.15	2,605.70	7,817.10	
000667	Bike Rack at Baker Street Station	000	05/14/13	942.00	P SLM	15	00	0.00	942.00	11/30/15	104.67	5.24	62.80	167.47	
000675	Drivers Lounge Remodel	000	10/25/13	13,977.44	P SLM	07	00	0.00	13,977.44	11/30/15	2,329.59	166.40	1,996.78	4,326.37	
000677	Security Camera System	000	12/10/13	52,715.48	P SLM	10	00	0.00	52,715.48	11/30/15	5,710.85	439.30	5,271.55	10,982.40	
000679	HVAC Project	000	12/20/13	734,066.37	P SLM	20	00	0.00	734,066.37	11/30/15	36,703.32	3,058.61	36,703.32	73,406.64	
000680	Flag Pole at Baker Street	000	12/30/13	2,000.00	P SLM	07	00	0.00	2,000.00	11/30/15	285.72	23.81	285.72	571.44	
000681	Safety Door with Window	000	12/30/13	3,335.00	P SLM	07	00	0.00	3,335.00	11/30/15	476.43	39.71	476.43	952.86	
000687	HVAC Project - Upgrade Gas Mains	000	06/10/14	13,178.00	P SLM	20	00	0.00	13,178.00	11/30/15	384.36	54.91	658.90	1,043.26	
000716	MICROPHONE MODULE FOR SECURITY CAMERA - DISPATCH	000	11/12/14	2,350.27	P SLM	10	00	0.00	2,350.27	11/30/15	39.17	19.59	235.03	274.20	
000717	Security Camera for N/E Entrance	000	09/18/14	2,234.65	P SLM	10	00	0.00	2,234.65	11/30/15	55.87	18.63	223.47	279.34	
000718	Security Camera for S/E Entrance	000	09/18/14	2,234.65	P SLM	10	00	0.00	2,234.65	11/30/15	55.87	18.63	223.47	279.34	
000719	SECURITY CAMERA - DISPATCH	000	04/30/14	1,977.31	P SLM	10	00	0.00	1,977.31	11/30/15	131.82	16.48	197.73	329.55	
000720	CUSTOMER SERVICE REMODEL	000	04/30/14	16,328.28	P SLM	07	00	0.00	16,328.28	11/30/15	1,555.08	194.39	2,332.61	3,887.69	
000721	SECURITY CAMERA - WASH BAY	000	05/30/14	2,465.90	P SLM	10	00	0.00	2,465.90	11/30/15	143.86	20.55	246.59	390.45	
000727	Door Access Software System Upgrade	000	05/06/15	829.00	P SLM	05	00	0.00	829.00	11/30/15	0.00	13.82	110.53	110.53	
000736	Camera for Dispatch	000	12/09/15	2,571.00	P SLM	10	00	0.00	2,571.00	11/30/15	0.00	21.43	21.43	21.43	
000737	Camera for Baker St. at TVM	000	12/09/15	1,938.16	P SLM	10	00	0.00	1,938.16	11/30/15	0.00	16.15	16.15	16.15	
G/L Asset Acct No =		4,901,502.50		0.00		4,901,502.50		2,677,893.12		15,686.85		187,772.39		2,865,665.51	
11108-00-10															

Less disposals and transfers	0.00	0.00	0.00	0.00	0.00	0.00	
Count = 0							
Net Subtotal	4,901,502.50	0.00	4,901,502.50	2,677,893.12	15,686.85	187,772.39	2,865,665.51
Count = 49							

G/L Asset Acct No = 11110-00-10

000152	MIG WELDER	000	09/30/93	3,813.84	P SLM	07	00	0.00	3,813.84	11/30/15	3,813.68	0.00	0.00	3,813.68
000153	BOBCAT	000	05/26/95	29,145.60	P SLM	07	00	0.00	29,145.60	11/30/15	29,145.60	0.00	0.00	29,145.60
000154	ELECTRICAL TEST BENCH	G/L Asset Acct No = 11110-00-10												
000155	BRAKE LATHE	000	08/01/95	9,695.95	P SLM	07	00	0.00	9,695.95	11/30/15	9,695.95	0.00	0.00	9,695.95
000159	MOBILE WHEEL HOIST	000	08/31/95	19,775.00	P SLM	07	00	0.00	19,775.00	11/30/15	19,775.00	0.00	0.00	19,775.00
000160	HIGH LIFT WHEEL DOLLY	000	07/12/96	3,420.00	P SLM	07	00	0.00	3,420.00	11/30/15	3,420.00	0.00	0.00	3,420.00
000161	SULLAIR COMPRESSOR	000	08/28/96	3,295.00	P SLM	07	00	0.00	3,295.00	11/30/15	3,295.00	0.00	0.00	3,295.00
000163	A/C MACHINE	000	09/26/96	8,301.78	P SLM	07	00	0.00	8,301.78	11/30/15	8,301.78	0.00	0.00	8,301.78
000164	TIRE CHANGER	000	06/20/96	5,248.69	P SLM	07	00	0.00	5,248.69	11/30/15	5,248.69	0.00	0.00	5,248.69
000165	REFRIGERANT RECOVERY SYSTEM	000	06/20/96	3,249.96	P SLM	07	00	0.00	3,249.96	11/30/15	3,249.96	0.00	0.00	3,249.96
000166	WINCO GENERATOR	000	06/25/97	2,481.00	P SLM	03	00	0.00	2,481.00	11/30/15	2,412.10	0.00	0.00	2,412.10
000314	KACHER PRESSURE WASH	000	02/17/97	4,599.00	P SLM	05	00	0.00	4,599.00	11/30/15	4,599.00	0.00	0.00	4,599.00
000315	YALE FORKLIFT	000	08/01/98	7,357.00	P SLM	07	00	0.00	7,357.00	11/30/15	7,357.00	0.00	0.00	7,357.00
000346	SALT SPREADER	000	03/01/98	19,696.58	P SLM	07	00	0.00	19,696.58	11/30/15	19,696.58	0.00	0.00	19,696.58
000459	PORTABLE LIFTS	000	12/03/99	3,346.87	P SLM	05	00	0.00	3,346.87	11/30/15	3,346.87	0.00	0.00	3,346.87
000470	BRAKE LATHE	000	08/18/05	25,640.00	P SLM	05	00	0.00	25,640.00	11/30/15	25,640.00	0.00	0.00	25,640.00
000471	A/C LEAK DETECTION KIT	000	05/16/06	8,497.33	P SLM	07	00	0.00	8,497.33	11/30/15	8,497.33	0.00	0.00	8,497.33
000497	BUS VAC SYSTEM & INSTALLATION	000	05/11/06	167.90	P SLM	03	00	0.00	167.90	11/30/15	167.90	0.00	0.00	167.90
000506	KING PIN PRESS	000	04/23/07	63,183.50	P SLM	07	00	0.00	63,183.50	11/30/15	63,183.50	0.00	0.00	63,183.50
000507	PRESSURE WASHER	000	08/28/07	1,734.00	P SLM	07	00	0.00	1,734.00	11/30/15	1,734.00	0.00	0.00	1,734.00
000510	HAMMER DRILL AND BIT SETS	000	09/17/07	5,519.20	P SLM	07	00	0.00	5,519.20	11/30/15	5,519.20	0.00	0.00	5,519.20
000527	AIR DRYER FOR SHOP	000	10/23/07	295.39	P SLM	03	00	0.00	295.39	11/30/15	295.39	0.00	0.00	295.39
000537	DATA-LINK ADAPTER TOOL	000	05/13/08	2,726.21	P SLM	07	00	0.00	2,726.21	11/30/15	2,596.40	0.00	129.81	2,726.21
000539	DATA LINK ADAPTER TOOL (BALANCE OF DRAW TO CORR. CUMULATIVE FUND)	000	08/22/08	673.60	P SLM	03	00	0.00	673.60	11/30/15	673.60	0.00	0.00	673.60
000544	TIRE DOLLY	000	09/01/08	58.52	P SLM	03	00	0.00	58.52	11/30/15	58.52	0.00	0.00	58.52
000545	HYDRAULIC PUMP	000	10/07/08	298.00	P SLM	05	00	0.00	298.00	11/30/15	293.04	0.00	0.00	293.04
000546	IMPACT GUN	000	10/07/08	415.00	P SLM	05	00	0.00	415.00	11/30/15	408.09	0.00	0.00	408.09
000547	VACUUM PUMP	000	10/07/08	639.99	P SLM	05	00	0.00	639.99	11/30/15	629.34	0.00	0.00	629.34
000548	PORTA POWER (10 TON)	000	10/07/08	294.00	P SLM	05	00	0.00	294.00	11/30/15	289.10	0.00	0.00	289.10
000549	TRANSMISSION JACK	G/L Asset Acct No = 11110-00-10												
000551	JLG 19' Electric Scissor Lift	000	10/07/08	246.00	P SLM	05	00	0.00	246.00	11/30/15	241.90	0.00	0.00	241.90
000552	VMAC Underhood Air Compressor	000	10/07/08	1,779.00	P SLM	05	00	0.00	1,779.00	11/30/15	1,749.35	0.00	0.00	1,749.35
000553	Toro Snowthrower	000	12/01/08	9,800.00	P SLM	07	00	0.00	9,800.00	11/30/15	8,516.67	0.00	1,283.33	9,800.00
000554	Heavy Duty Battery Charger/Jump Starter (Qty-2)	000	12/01/08	8,883.75	P SLM	07	00	0.00	8,883.75	11/30/15	7,720.42	0.00	1,163.33	8,883.75
000555	Scissor Lifts for Buses	000	12/02/08	819.00	P SLM	07	00	0.00	819.00	11/30/15	711.75	0.00	107.25	819.00
000558	LITTER VACUUM	000	12/02/08	3,300.00	P SLM	07	00	0.00	3,300.00	11/30/15	2,867.87	0.00	432.13	3,300.00
000561	Bus Vacuum Swivel Wand/Remote	000	12/03/08	859,509.48	P SLM	15	00	0.00	859,509.48	11/30/15	348,578.78	4,775.06	57,300.63	405,879.41
000562	Thread Repair Kit	000	03/23/09	2,036.00	P SLM	05	00	0.00	2,036.00	11/30/15	2,036.00	0.00	0.00	2,036.00
000578	TENNANT M7100 FLOOR SCRUBBER	000	05/07/09	1,064.00	P SLM	05	00	0.00	1,064.00	11/30/15	1,064.00	0.00	0.00	1,064.00
000589	AXLE JACK	000	05/07/09	1,203.58	P SLM	05	00	0.00	1,203.58	11/30/15	1,203.58	0.00	0.00	1,203.58
000590	NIRVANA VAR SPD AIR COMPRESSOR	000	12/03/09	13,637.00	P SLM	07	00	0.00	13,637.00	11/30/15	9,903.05	162.35	1,948.14	11,851.19
000608	BOSCH TRANS TECH PRO SCAN TOOL	000	01/11/10	2,457.00	P SLM	07	00	0.00	2,457.00	11/30/15	1,755.00	29.25	351.00	2,106.00

000	09/15/12	968.00	P SLM	07 00	0.00	968.00	11/30/15	322.68	11.53	138.29	460.97
000666	AVL Equipment for two Buses										
000	05/10/13	2,633.39	P SLM	07 00	0.00	2,633.39	11/30/15	627.00	31.35	376.20	1,003.20
000723	TABLETS FOR GPS NAVIGATION										
000	06/13/14	1,859.90	P SLM	05 00	0.00	1,859.90	11/30/15	216.99	31.00	371.98	588.97
000732	TABLETS FOR GPS NAVIGATION										
000	01/16/15	571.99	P SLM	05 00	0.00	571.99	11/30/15	0.00	9.53	104.87	104.87
G/L Asset Acct No =		147,759.55			0.00	147,759.55		139,727.67	182.10	2,175.52	141,903.19
11112-00-10											
Less disposals and transfers		0.00			0.00	0.00		0.00			0.00
Count = 0											
Net Subtotal		147,759.55			0.00	147,759.55		139,727.67	182.10	2,175.52	141,903.19
Count = 23											

G/L Asset Acct No = 11114-00-10											
000363	ODYSSEY FAREBOXES (31) AND TWO VAULTS										
000	09/11/00	402,650.00	P SLM	10 00	0.00	402,650.00	11/30/15	402,650.00	0.00	0.00	402,650.00
000366	REDESIGN MONEY ROOM FOR NEW VAULTS										
000	09/11/00	7,789.24	P SLM	10 00	0.00	7,789.24	11/30/15	7,789.24	0.00	0.00	7,789.24
000368	MEILINK SAFE										
000	11/21/00	1,060.00	P SLM	03 00	0.00	1,060.00	11/30/15	1,060.00	0.00	0.00	1,060.00
000370	ODYSSEY FAREBOX										
000	01/25/01	10,000.00	P SLM	10 00	0.00	10,000.00	11/30/15	10,000.00	0.00	0.00	10,000.00
000385	ODYSSEY FAREBOX										
000	03/06/02	10,500.00	P SLM	10 00	0.00	10,500.00	11/30/15	10,500.00	0.00	0.00	10,500.00
000411	FAREBOX										
000	11/27/02	21,500.00	P SLM	10 00	0.00	21,500.00	11/30/15	21,500.00	0.00	0.00	21,500.00
000442	HP COMPUTER FOR FAREBOX DATA										
000	03/31/05	5,700.00	P SLM	03 00	0.00	5,700.00	11/30/15	5,700.00	0.00	0.00	5,700.00
000479	2 GFI FAREBOXES										
000	07/05/06	23,800.00	P SLM	10 00	0.00	23,800.00	11/30/15	20,031.67	198.34	2,380.00	22,411.67
000488	2 GFI FAREBOXES										
000	10/01/06	23,800.00	P SLM	10 00	0.00	23,800.00	11/30/15	19,635.00	198.34	2,380.00	22,015.00
000576	GFI Data System Upgrade 7.2										
000	08/27/09	16,995.00	P SLM	03 00	0.00	16,995.00	11/30/15	16,995.00	0.00	0.00	16,995.00
000657	GFI TICKET VENDING MACHINE										
000	09/15/12	111,630.07	P SLM	07 00	0.00	111,630.07	11/30/15	37,210.02	1,328.93	15,947.15	53,157.17
G/L Asset Acct No =		635,424.31			0.00	635,424.31		553,070.93	1,725.61	20,707.15	573,778.08
11114-00-10											
Less disposals and transfers		0.00			0.00	0.00		0.00			0.00
Count = 0											
Net Subtotal		635,424.31			0.00	635,424.31		553,070.93	1,725.61	20,707.15	573,778.08
Count = 11											

G/L Asset Acct No = 11116-00-10											
000193	MEILINK SAFE										
000	12/15/83	1,627.33	P SLM	10 00	0.00	1,627.33	11/30/15	1,627.33	0.00	0.00	1,627.33
000258	COIN SORTER										
000	08/29/96	6,463.28	P SLM	05 00	0.00	6,463.28	11/30/15	6,463.28	0.00	0.00	6,463.28
000311	Mas90 Accounting Package										
000	12/01/98	19,750.00	P SLM	03 00	0.00	19,750.00	11/30/15	19,750.00	0.00	0.00	19,750.00
000313	Mas90 Training										
000	12/01/98	1,890.00	P SLM	03 00	0.00	1,890.00	11/30/15	1,890.00	0.00	0.00	1,890.00
000317	Mas90 In House Training										
000	12/01/98	4,000.00	P SLM	03 00	0.00	4,000.00	11/30/15	4,000.00	0.00	0.00	4,000.00
000321	3M LCD PROJECTOR										
000	03/01/99	2,990.00	P SLM	03 00	0.00	2,990.00	11/30/15	2,990.00	0.00	0.00	2,990.00
000373	ABRA HR SOFTWARE PACKAGE/TRAINING										
000	03/19/01	11,855.00	P SLM	03 00	0.00	11,855.00	11/30/15	11,855.00	0.00	0.00	11,855.00
000424	SECURITY CAMERAS FOR BUSES										
000	05/03/04	264,193.86	P SLM	05 00	0.00	264,193.86	11/30/15	264,193.86	0.00	0.00	264,193.86
000440	17" Black LCD Flat Panel Display Monitor										
000	01/01/05	336.00	P SLM	03 00	0.00	336.00	11/30/15	336.00	0.00	0.00	336.00
000443	SECURITY CAMERAS FOR BUSES										
000	05/30/05	44,206.47	P SLM	05 00	0.00	44,206.47	11/30/15	44,206.47	0.00	0.00	44,206.47
000444	NAVVIEW RADIO SYSTEM										
000	06/01/05	23,391.17	P SLM	05 00	0.00	23,391.17	11/30/15	23,391.17	0.00	0.00	23,391.17
000457	BRAILLE & SPEAK										
000	06/29/05	612.00	P SLM	03 00	0.00	612.00	11/30/15	612.00	0.00	0.00	612.00
000460	MAS90 EQUIPMENT MAINTENANCE MODULE										
000	09/07/05	2,495.00	P SLM	03 00	0.00	2,495.00	11/30/15	2,495.00	0.00	0.00	2,495.00
000467	QUICK VIEW READER										
000	02/09/06	356.95	P SLM	03 00	0.00	356.95	11/30/15	356.95	0.00	0.00	356.95
000468	GENISYS DIAGNOSTIC SYSTEM & SOFTWARE										
000	02/22/06	4,611.87	P SLM	03 00	0.00	4,611.87	11/30/15	4,611.87	0.00	0.00	4,611.87
000482	2 SECURITY CAMERAS FOR NEW BUSES										
000	09/01/06	12,234.00	P SLM	05 00	0.00	12,234.00	11/30/15	12,234.00	0.00	0.00	12,234.00
000485	SECURITY CAMERAS FOR USED '91 PHANTOMS										
000	09/01/06	7,263.00	P SLM	05 00	0.00	7,263.00	11/30/15	7,263.00	0.00	0.00	7,263.00
000487	WIRELESS NETWORK										
000	09/01/06	1,597.00	P SLM	05 00	0.00	1,597.00	11/30/15	1,597.00	0.00	0.00	1,597.00
000491	WIRELESS NETWORK										
000	11/01/06	891.00	P SLM	05 00	0.00	891.00	11/30/15	891.00	0.00	0.00	891.00
000494	(7) Hard Drives and (6) Cameras for Buses										
000	03/07/07	5,122.89	P SLM	05 00	0.00	5,122.89	11/30/15	5,122.89	0.00	0.00	5,122.89
000495	(2) HP PS C6150 LASER PRINTERS										

	000	03/21/07	561.34	P SLM	03 00	0.00	561.34	11/30/15	561.34	0.00	0.00	561.34
000496		HP P2015 LASERJET PRINTER										
	000	03/28/07	279.98	P SLM	03 00	0.00	279.98	11/30/15	279.98	0.00	0.00	279.98
G/L Asset Acct No = 11116-00-10												
000498		ROUTE LOGIC SOFTWARE										
	000	04/05/07	1,500.00	P SLM	03 00	0.00	1,500.00	11/30/15	1,500.00	0.00	0.00	1,500.00
000508		COLOR COPIER										
	000	09/17/07	6,770.00	P SLM	05 00	0.00	6,770.00	11/30/15	6,770.00	0.00	0.00	6,770.00
000509		BLACK & WHITE COPIER										
	000	09/17/07	5,076.00	P SLM	05 00	0.00	5,076.00	11/30/15	5,076.00	0.00	0.00	5,076.00
000526		OFFICE 2007 UPGRADE										
	000	05/12/08	5,074.00	P SLM	03 00	0.00	5,074.00	11/30/15	5,074.00	0.00	0.00	5,074.00
000528		OFFICE 2007 UPGRADE										
	000	08/01/08	715.00	P SLM	03 00	0.00	715.00	11/30/15	715.00	0.00	0.00	715.00
000530		ML PRINTER										
	000	08/01/08	78.87	P SLM	03 00	0.00	78.87	11/30/15	78.87	0.00	0.00	78.87
000531		BK PRINTER										
	000	08/01/08	78.87	P SLM	03 00	0.00	78.87	11/30/15	78.87	0.00	0.00	78.87
000557		SAMSUNG 100 PHONE SYSTEM										
	000	03/23/09	21,370.00	P SLM	07 00	0.00	21,370.00	11/30/15	17,553.94	254.41	3,052.86	20,606.80
000559		Dell Optiplex 360 PC-used for ID camera system										
	000	03/24/09	479.00	P SLM	05 00	0.00	479.00	11/30/15	479.00	0.00	0.00	479.00
000560		ID Card System										
	000	03/25/09	3,400.00	P SLM	05 00	0.00	3,400.00	11/30/15	3,400.00	0.00	0.00	3,400.00
000563		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000564		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000565		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000566		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000567		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000568		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000569		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000570		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000571		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000572		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000573		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000574		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000575		Lanier Color Laser Printer										
	000	05/01/09	510.00	P SLM	05 00	0.00	510.00	11/30/15	510.00	0.00	0.00	510.00
000593		DELL OPTIPLEX 780										
	000	03/15/10	1,498.00	P SLM	05 00	0.00	1,498.00	11/30/15	1,448.07	0.00	49.93	1,498.00
000599		DELL OPTIPLEX 780										
	000	03/15/10	1,498.00	P SLM	05 00	0.00	1,498.00	11/30/15	1,448.07	0.00	49.93	1,498.00
000603		DELL OPTIPLEX 780										
	000	03/15/10	1,498.00	P SLM	05 00	0.00	1,498.00	11/30/15	1,448.07	0.00	49.93	1,498.00
G/L Asset Acct No = 11116-00-10												
000626		DELL 27" MONITOR										
	000	12/22/10	993.25	P SLM	05 00	0.00	993.25	11/30/15	794.60	16.56	198.65	993.25
000627		DELL 27" MONITOR										
	000	12/22/10	993.25	P SLM	05 00	0.00	993.25	11/30/15	794.60	16.56	198.65	993.25
000628		DELL 27" MONITOR										
	000	08/31/10	992.50	P SLM	05 00	0.00	992.50	11/30/15	860.17	0.00	132.33	992.50
000629		DELL 27" MONITOR										
	000	08/31/10	992.50	P SLM	05 00	0.00	992.50	11/30/15	860.17	0.00	132.33	992.50
000630		MOBILITAT SOFTWARE/MENTOR RANGERS										
	000	12/01/10	249,063.07	P SLM	05 00	0.00	249,063.07	11/30/15	203,401.49	0.00	45,661.58	249,063.07
000648		Dell Optiplex 380 PC/flat screen/keyboard										
	000	02/20/12	949.00	P SLM	03 00	0.00	949.00	11/30/15	896.27	0.00	52.73	949.00
000649		Dell Optiplex 380 PC/flat screen/keyboard										
	000	02/20/12	949.00	P SLM	03 00	0.00	949.00	11/30/15	896.27	0.00	52.73	949.00
000650		Dell Optiplex 380 PC/flat screen/keyboard										
	000	02/20/12	949.00	P SLM	03 00	0.00	949.00	11/30/15	896.27	0.00	52.73	949.00
000652		Dell Optiplex 790 15										
	000	08/07/12	1,070.00	P SLM	03 00	0.00	1,070.00	11/30/15	861.95	0.00	208.05	1,070.00
000665		Computer Firewall										
	000	05/01/13	870.00	P SLM	05 00	0.00	870.00	11/30/15	290.00	14.50	174.00	464.00
000670		Office Chairs										
	000	09/26/13	8,535.42	P SLM	05 00	0.00	8,535.42	11/30/15	2,133.85	142.26	1,707.08	3,840.93
000671		Computer Servers - Two (2) DELL										
	000	09/26/13	26,479.28	P SLM	05 00	0.00	26,479.28	11/30/15	6,619.82	441.33	5,295.86	11,915.68
000672		Ricoh B&W Copier MP3352SP										
	000	10/11/13	3,785.00	P SLM	05 00	0.00	3,785.00	11/30/15	946.25	63.09	757.00	1,703.25
000673		Ricoh Color Copier MPC3503										
	000	10/11/13	4,684.00	P SLM	05 00	0.00	4,684.00	11/30/15	1,171.00	78.07	936.80	2,107.80
000676		Phone System Upgrade - Call Recording and Auto Announce										
	000	11/12/13	7,630.20	P SLM	07 00	0.00	7,630.20	11/30/15	1,271.70	90.84	1,090.03	2,361.73
000678		Server Backup System										
	000	12/10/13	9,675.00	P SLM	05 00	0.00	9,675.00	11/30/15	2,096.25	161.25	1,935.00	4,031.25
000686		Dell Latitude E7240 Laptop										
	000	03/21/14	1,806.25	P SLM	03 00	0.00	1,806.25	11/30/15	451.56	50.18	602.08	1,053.64
000688		DELL 27" MONITOR										
	000	06/20/14	259.99	P SLM	03 00	0.00	259.99	11/30/15	43.33	7.23	86.66	129.99
000689		DELL 27" MONITOR										
	000	06/20/14	259.99	P SLM	03 00	0.00	259.99	11/30/15	43.33	7.23	86.66	129.99

000690	DELL 27" MONITOR	000 07/15/14	259.99	P SLM	03 00	0.00	259.99	11/30/15	43.33	7.23	86.66	129.99
000691	Dell Optiplex 9020	000 06/20/14	1,583.94	P SLM	03 00	0.00	1,583.94	11/30/15	263.99	44.00	527.98	791.97
000692	Dell Optiplex 9020	000 06/20/14	1,624.87	P SLM	03 00	0.00	1,624.87	11/30/15	270.81	45.14	541.62	812.43
000693	Dell Optiplex 9020	000 06/20/14	1,624.87	P SLM	03 00	0.00	1,624.87	11/30/15	270.81	45.14	541.62	812.43
000694	Dell Optiplex 9020	000 06/20/14	1,624.87	P SLM	03 00	0.00	1,624.87	11/30/15	270.81	45.14	541.62	812.43
000695	Dell Optiplex 9020	000 06/20/14	1,624.87	P SLM	03 00	0.00	1,624.87	11/30/15	270.81	45.14	541.62	812.43
000696	Dell Optiplex 9020	000 06/20/14	1,637.61	P SLM	03 00	0.00	1,637.61	11/30/15	272.95	45.49	545.87	818.82
G/L Asset Acct No = 11116-00-10												
000697	Dell Optiplex 9020	000 06/20/14	1,624.87	P SLM	03 00	0.00	1,624.87	11/30/15	270.81	45.14	541.62	812.43
000698	Dell Optiplex 9020	000 06/20/14	1,530.22	P SLM	03 00	0.00	1,530.22	11/30/15	255.04	42.51	510.07	765.11
000699	Dell Optiplex 9020	000 06/20/14	1,530.22	P SLM	03 00	0.00	1,530.22	11/30/15	255.04	42.51	510.07	765.11
000700	Dell Optiplex 9020	000 06/20/14	1,530.22	P SLM	03 00	0.00	1,530.22	11/30/15	255.04	42.51	510.07	765.11
000701	Dell Optiplex 9020	000 06/20/14	1,530.22	P SLM	03 00	0.00	1,530.22	11/30/15	255.04	42.51	510.07	765.11
000702	Dell Optiplex 9020	000 06/20/14	1,530.22	P SLM	03 00	0.00	1,530.22	11/30/15	255.04	42.51	510.07	765.11
000703	Dell Optiplex 9020	000 06/20/14	1,530.22	P SLM	03 00	0.00	1,530.22	11/30/15	255.04	42.51	510.07	765.11
000704	Dell Optiplex 9020	000 06/20/14	1,530.22	P SLM	03 00	0.00	1,530.22	11/30/15	255.04	42.51	510.07	765.11
000705	Dell Optiplex 9020	000 06/20/14	1,530.22	P SLM	03 00	0.00	1,530.22	11/30/15	255.04	42.51	510.07	765.11
000706	Dell Optiplex 9020	000 06/20/14	1,530.22	P SLM	03 00	0.00	1,530.22	11/30/15	255.04	42.51	510.07	765.11
000707	Dell Precision T7600	000 06/20/14	2,720.67	P SLM	03 00	0.00	2,720.67	11/30/15	453.45	75.58	906.89	1,360.34
000708	Dell Optiplex 9020	000 06/20/14	1,530.22	P SLM	03 00	0.00	1,530.22	11/30/15	255.04	42.51	510.07	765.11
000709	Dell Precision T7600	000 06/20/14	2,758.89	P SLM	03 00	0.00	2,758.89	11/30/15	459.82	76.64	919.63	1,379.45
000724	OFFICE CHAIR FOR MAINT MANAGER	000 06/30/14	701.49	P SLM	05 00	0.00	701.49	11/30/15	70.15	11.70	140.30	210.45
000725	Lanier All-In-One Printer	000 04/27/15	2,800.00	P SLM	05 00	0.00	2,800.00	11/30/15	0.00	46.66	373.33	373.33
000726	Office Chair	000 04/30/15	695.80	P SLM	05 00	0.00	695.80	11/30/15	0.00	11.59	92.77	92.77
000738	Dell Optiplex 7020 MT BTX	000 11/16/15	964.70	P SLM	03 00	0.00	964.70	11/30/15	0.00	26.80	26.80	26.80
000739	MAS 90 Upgrade	000 11/30/15	4,340.00	P SLM	03 00	0.00	4,340.00	11/30/15	0.00	120.56	120.56	120.56
G/L Asset Acct No = 11116-00-10			835,220.22			0.00	835,220.22		699,225.05	2,460.56	74,113.19	773,338.24
Less disposals and transfers			0.00			0.00	0.00		0.00			0.00
Count = 0												
Net Subtotal			835,220.22			0.00	835,220.22		699,225.05	2,460.56	74,113.19	773,338.24
Count = 92												

G/L Asset Acct No = 11201-00-10												
000422	LAND LEASE FROM FORT WAYNE URBAN LEAGUE	000 03/18/04	119,500.00	P SLM	40 00	0.00	119,500.00	11/30/15	32,115.63	248.96	2,987.50	35,103.13
000465	LAND LEASE FROM FORT WAYNE URBAN LEAGUE	000 01/01/05	30,000.00	P SLM	40 00	0.00	30,000.00	11/30/15	7,500.00	62.50	750.00	8,250.00
G/L Asset Acct No = 11201-00-10			149,500.00			0.00	149,500.00		39,615.63	311.46	3,737.50	43,353.13
Less disposals and transfers			0.00			0.00	0.00		0.00			0.00
Count = 0												
Net Subtotal			149,500.00			0.00	149,500.00		39,615.63	311.46	3,737.50	43,353.13
Count = 2												
Grand Total			33,108,700.85			15,400.00	33,093,300.85		13,197,024.87	165,814.53	1,959,055.90	15,156,080.77
Less disposals and transfers			(1,409,711.51)			0.00	(1,409,711.51)		(1,366,457.61)			(1,372,579.91)
Count = 10												
Net Grand Total			31,698,989.34			15,400.00	31,683,589.34		11,830,567.26	165,814.53	1,959,055.90	13,783,500.86
Count = 341												

Report Assumptions

Report Name: Depreciation Expense
Source Report: <Standard Report>

Calculation Assumptions:

Short Year: none
Include Sec 168 Allowance & Sec 179: No

Adjustment Convention: none

Key Codes:

- a: A depreciation adjustment amount is included in the reporting period.
- b: The asset's business-use percentage is less than 100%.
- d: The asset has been disposed.
- f: The asset has switched from a MACRS table calculation to the MACRS formula calculation.
- l: The asset's depreciation has been limited by luxury auto rules.
- m: The asset's depreciation was calculated using the mid-quarter convention.
- r: The asset's acquired value was reduced to arrive at the depreciable basis.
- s: The asset has switched from declining-balance to a straight-line.
- t: The asset was transferred.
- v: The asset has switched to remaining value over remaining life due to ACE.

Group/Sorting Criteria:

Group = Sort By G/L

Include Assets that meet the following conditions:

Activity is currently A,D,F,J,K,L,M,N

Sorted by: G/L Asset Acct No (with subtotals), System No, Extension

Fort Wayne PTC
Disposal Report
01/01/2014 to 12/31/2014

Book = Internal

FYE Month = December

Sys No	Ex Co Asset	Description	In Svc CI Date	Disposal Date	D M	Acquired Value	Current Accum Depreciation	Net Proceeds	Gain/Loss Adjust Basis	Realized Gain (Loss)	C L
000272	000	BRaille COMPUTER	09/02/97	01/16/14	A	\$ 1,309.00	\$ 1,309.00	\$ 0.00	\$ 0.00	\$ 0.00	Y
000283	000	35 Foot Gilling Bus	06/16/98	10/15/14	S	245,213.73	245,213.73	2,160.00	0.00	2,160.00	Y
000287	000	35 Foot Gilling Bus	06/16/98	10/15/14	S	245,213.73	245,213.73	2,160.00	0.00	2,160.00	Y
000288	000	35 Foot Gilling Bus	06/16/98	10/15/14	S	245,213.73	245,213.73	2,250.00	0.00	2,250.00	Y
000367	000	PALM PILOT	11/03/00	01/16/14	A	249.99	249.99	0.00	0.00	0.00	Y
000369	000	Intel Pentium III 550 Co	04/27/00	01/16/14	A	1,488.00	1,488.00	0.00	0.00	0.00	Y
000419	000	GATEWAY DS 450E LA	11/14/03	01/16/14	A	1,540.00	1,540.00	0.00	0.00	0.00	Y
000441	000	Gateway E-4100-C Del	01/01/05	01/16/14	A	1,599.00	1,599.00	0.00	0.00	0.00	Y
000469	000	DELL COMPUTER HA	05/04/06	08/30/14	A	6,396.55	6,396.55	0.00	0.00	0.00	Y
000516	000	CUSTOMER SERVICE	03/12/08	08/30/14	A	908.99	908.99	0.00	0.00	0.00	Y
000523	000	FINANCE DEPT. DELL	04/17/08	08/30/14	A	909.00	909.00	0.00	0.00	0.00	Y
000529	000	CONTROLLERS COM	08/01/08	08/30/14	A	935.00	935.00	0.00	0.00	0.00	Y
000536	000	DISPATCH COMPTE	08/15/08	08/30/14	A	708.90	708.90	0.00	0.00	0.00	Y
000591	000	DELL OPTIPLEX 780	03/15/10	08/30/14	A	1,620.00	1,458.00	0.00	162.00	(162.00)	Y
000592	000	DELL OPTIPLEX 780	03/15/10	08/30/14	A	1,498.00	1,348.20	0.00	149.80	(149.80)	Y
000594	000	DELL OPTIPLEX 780	03/15/10	08/30/14	A	1,498.00	1,348.20	0.00	149.80	(149.80)	Y
000595	000	DELL OPTIPLEX 780	03/15/10	08/30/14	A	1,498.00	1,348.20	0.00	149.80	(149.80)	Y
000596	000	DELL OPTIPLEX 780	03/15/10	08/30/14	A	1,498.00	1,348.20	0.00	149.80	(149.80)	Y
000597	000	DELL OPTIPLEX 780	03/15/10	08/30/14	A	1,498.00	1,348.20	0.00	149.80	(149.80)	Y
000598	000	DELL OPTIPLEX 780	03/15/10	08/30/14	A	1,498.00	1,348.20	0.00	149.80	(149.80)	Y
000600	000	DELL OPTIPLEX 780	03/15/10	08/30/14	A	1,498.00	1,348.20	0.00	149.80	(149.80)	Y
000601	000	DELL OPTIPLEX 780	03/15/10	08/30/14	A	1,498.00	1,348.20	0.00	149.80	(149.80)	Y
000602	000	DELL OPTIPLEX 780	03/15/10	08/30/14	A	1,498.00	1,348.20	0.00	149.80	(149.80)	Y
Grand Total						\$ 766,787.62	\$ 765,277.42	\$ 6,570.00	\$ 1,510.20	\$ 5,059.80	

Count = 23

	Gains	Losses	Net
Recognized	\$ 6,570.00	\$ (1,510.20)	\$ 5,059.80
Not Recognized	0.00	0.00	0.00
Deferred	0.00	0.00	0.00
Total	\$ 6,570.00	\$ (1,510.20)	\$ 5,059.80

Report Assumptions

Report Name: Disposal

Source Report: <Standard Report>

Calculation Assumptions:

Include Sec 168 Allowance & Sec 179: No

Adjustment Convention: None

Group/Sorting Criteria:

Group = 2014 Disposals

Include Assets that meet the following conditions:

Disposal Date is between 01/01/2014 and 12/31/2014

Disposal Date is between 01/01/2014 and 12/31/2014

Sorted by: System No, Extension

EXHIBIT G
NIRCC Annual Listing of Obligated Projects – FY 2016,
2017, 2018, 2019

Table 1

Federal Funds Available To The Fort Wayne Urbanized Area

Surface Transportation Program, Congestion Mitigation Air Quality, Transportation Alternatives Program and Highway Safety Improvement Program

FISCAL YEAR	FUNDS AVAILABLE TO URBANIZED AREA	PROGRAMMED FUNDS	REMAINING FUNDS
FY 16			
FY 17			
FY 18	\$59,687,624*	\$61,086,800	(\$1,399,176)
FY 19			

As indicated above the total program cost estimate is within a reasonable amount of the estimated federal funds from various transportation programs. Recognizing these numbers as estimates and factors such as: price favorability; unforeseen project cost increases and decreases for design and land acquisition; and construction cost volatility will undoubtedly affect these estimates, and the exact amount of federal funds available to the urban area is uncertain, FY2016-19 Transportation Improvement Program is reasonably constrained. Based on the estimated funds available and estimated project costs, the program is showing a slight (2.3%) over programmed amount.

*Includes annual allocations and prior year balances

Table 2

ALLOCATED FEDERAL FUNDS

FUND TYPE	Area	FY 16	FY 17	FY 18	FY 19
STP		\$5,649,802	\$5,649,802	\$5,649,802	\$5,649,802
HSIP	Fort Wayne - New Haven - Allen County	\$1,124,303	\$1,124,303	\$1,124,303	\$1,124,303
CMAQ	Urbanized Area	\$2,002,743	\$2,002,743	\$2,002,743	\$2,002,743
TAP		\$507,215	\$507,215	\$507,215	\$507,215
Prior Year Balances	Total	\$9,284,063	\$9,284,063	\$9,284,063	\$9,284,063
	Total Available for Programming	\$18,066,071	\$11,041,427	\$16,146,063	\$14,434,063
Group IV Funding	Statewide allocations to rural portions of Allen County including incorporated	\$1,310,000	\$3,171,800	\$2,573,800	\$0
Transportation Alternative Program	Statewide allocation to local agencies in Allen County	\$676,494	\$546,063	\$0	\$0
Recreational Trails Program	Statewide allocation to local agencies in Allen County	\$0	\$0	\$0	\$0
FTA 5307/5339/5340		\$826,813	\$2,388,550	\$472,000	\$1,328,000
Operating		\$0	\$0	\$0	\$0
Capital		\$0	\$0	\$0	\$0
Matching Funds					
JURISDICTION		FY 16	FY 17	FY 18	FY 19
Allen County		\$2,793,700	\$2,748,200	\$1,392,500	\$360,000
Fort Wayne		\$1,201,600	\$644,800	\$3,417,500	\$3,111,900
New Haven		\$40,000	\$0	\$37,500	\$0
Grabill		\$0	\$0	\$0	\$0
Huntertown		\$327,500	\$0	\$0	\$0
Fort Wayne PTC		\$8,340,354	\$8,613,045	\$8,908,963	\$9,275,248
Operating		\$155,319	\$356,415	\$90,500	\$243,765
Capital					

Table 3
Source and Expenditure of Local Transportation Funds

Annual Estimates

<i>CITY OF FORT WAYNE</i>		
Source	Available Funds	Fund Utilization
MVH and Wheel Tax Surtax	\$11,760,000	Operations, Materials, and Maintenance
LR & S	\$3,200,000	Traffic Maintenance and Modernization
CEDIT	Varies annually	Pavement Management and Matching Funds

<i>CITY OF NEW HAVEN</i>		
Source	Available Funds	Fund Utilization
MVH and Wheel Tax Surtax	\$650,000	Construction, Reconstruction, Operations, and Materials
LR & S	\$180,000	Construction and Reconstruction
CEDIT	Varies annually	Pavement Management and other

<i>ALLEN COUNTY</i>		
Source	Available Funds	Fund Utilization
MVH	\$6,815,000	Operations and Maintenance
LR & S	\$1,610,000	Design, Engineering, and Matching Federal Funds
Wheel Tax Surtax	\$2,945,000	Resurfacing
CEDIT	Varies annually	Rehabilitation

PUBLIC TRANSPORTATION PROJECT JUSTIFICATION AND FINANCIAL ANALYSIS

FORT WAYNE PUBLIC TRANSPORTATION CORPORATION / CITILINK

The Fort Wayne Public Transportation Corporation/Citilink (Citilink) has submitted its financial capacity analysis to NIRCC. The following narrative and tables show that Citilink has sufficient financial capacity to continue operating in an efficient and economical manner.

Citilink has several federal discretionary grants to complete future capital projects. Management continues to explore alternative financing options to ensure financial stability for current and future operations and capital projects. Citilink has bonding authority but has not issued bonds since 1981. The transit agency has no long-term debt and has completed major capital projects without outside financing.

The tables of Citilink Actual Operating Expenses and Citilink Actual Operating Revenues list financial data reported by Citilink to the Indiana Department of Transportation for 2010 through 2014. These figures reflect a period of extreme fluctuations in diesel fuel prices and significant increases in health insurance costs. The growth in future Citilink expenses was calculated using an expected increase of 1 to 3 percent per year for most categories while the group medical insurance component of the fringe benefit amounts assumed a 10 percent increase per year.

The federal transit operating subsidy is approximately \$2,400,000, and the state subsidy (PMTF) is approximately \$2,050,000. The current financial condition of Citilink is good, with substantial improvement made in the past year. Citilink management staff has reviewed financial capacity indicators. These, along with other tools, are utilized to ensure that Citilink has the financial capacity to successfully provide efficient transit service into the future.

Table 1
Total Operating Expenses and Operating Revenues
CITILINK ACTUAL OPERATING EXPENSES

EXPENSE ITEMS	2010	2011	2012	2013	2014
Salaries	\$ 4,348,823	\$ 4,600,116	\$ 4,625,090	\$ 4,685,045	\$ 4,855,597
Fringe Benefits	3,811,347	3,404,111	3,346,056	3,513,884	3,905,386
Contract Services	663,556	637,003	729,722	778,321	962,452
Materials & Supplies	1,548,453	1,652,171	1,762,659	1,852,544	1,917,325
Utilities	102,288	94,669	95,112	120,695	147,060
Casualty/Liability	238,934	285,079	231,709	242,271	238,819
Taxes	930	931	3,197	2,750	1,948
Purchased Transportation	80,850	77,847	108,571	66,727	76,736
Other	180,315	175,095	174,074	179,832	144,847
Total Expenses	\$ 10,975,496	\$ 10,927,022	\$ 11,076,190	\$ 11,442,069	\$ 12,250,170

CITILINK ACTUAL OPERATING REVENUES

REVENUE ITEMS	2010	2011	2012	2013	2014
Fare Revenue	\$ 1,226,448	\$ 1,348,000	\$ 1,407,327	\$ 1,378,905	\$ 1,402,938
Other	89,544	135,374	240,665	554,755	649,718
Local Assistance	5,330,836	5,177,480	5,375,734	5,513,252	5,738,647
State Assistance	1,903,153	1,898,399	2,058,316	1,971,789	2,023,209
Federal Assistance	2,425,515	2,367,769	1,994,148	2,023,368	2,435,658
Total Revenues	\$ 10,975,496	\$ 10,927,022	\$ 11,076,190	\$ 11,442,069	\$ 12,250,170

**Table 2
Future Projected Operating Budgets and Forecasted Revenue
2016-2019**

The tables below show the estimated operating cash flows for Citilink.

CITILINK OPERATING EXPENSES FORECAST

EXPENSE ITEMS	2016	2017	2018	2019
Salaries	\$ 5,152,315	\$ 5,255,361	\$ 5,360,468	\$ 5,467,678
Fringe Benefits	4,726,863	5,028,118	5,356,348	5,714,187
Contract Services	806,152	814,213	822,355	830,579
Materials & Supplies	1,865,597	1,886,260	1,907,211	1,928,456
Utilities	156,000	156,000	156,000	156,000
Casualty/Liability	306,232	308,876	311,559	314,282
Taxes	3,727	3,783	3,840	3,897
Purchased Transportation	-	-	-	-
Other	214,043	216,162	218,302	220,463
Total Expenses	\$ 13,230,929	\$ 13,668,773	\$ 14,136,083	\$ 14,635,542

CITILINK OPERATING REVENUES FORECAST

REVENUE ITEMS	2016	2017	2018	2019
Fare Revenue	\$ 1,645,518	\$ 1,727,794	\$ 1,814,184	\$ 1,904,893
Other	638,387	658,927	680,416	702,035
Local Assistance	6,045,623	6,226,992	6,413,802	6,606,216
State Assistance	2,094,020	2,167,311	2,243,167	2,321,678
Federal Assistance	2,807,381	2,887,749	2,984,514	3,100,720
Total Revenues	\$ 13,230,929	\$ 13,668,773	\$ 14,136,083	\$ 14,635,542

**Table 3
Projected Formula Capital Funds
2016-2019**

The table below shows the projected federal formula (5307 & 5339) and local match funds available for capital projects. The projections indicate that the projects in this program are financially constrained.

YEAR	FEDERAL CAPITAL CARRYOVER	FEDERAL CAPITAL	FEDERAL CAPITAL AVAILABLE	LOCAL CAPITAL CARRYOVER	LOCAL CUM. CAP. FUND	LOCAL CAPITAL AVAILABLE	TOTAL CAPITAL AVAILABLE
2016	\$2,174,337	\$3,829,707	\$6,004,044	\$708,844	\$0	\$708,844	\$6,712,888
2017	\$2,180,676	\$4,097,786	\$6,278,462	\$553,525	\$0	\$553,525	\$6,831,987
2018	\$1,001,495	\$4,384,631	\$5,386,126	\$197,110	\$300,000	\$497,110	\$5,883,236
2019	\$1,930,173	\$4,691,555	\$6,621,728	\$406,610	\$0	\$406,610	\$7,028,338

YEAR	FEDERAL CAPITAL AVAILABLE	(DEDUCT CAP/MTC., COMP PARATR.	FEDERAL CAPITAL (5307) PROGRAMMED	FEDERAL CAPITAL CARRYOVER	LOCAL CAPITAL AVAILABLE	LOCAL CAPITAL PROGRAMMED	LOCAL CAPITAL CARRYOVER
2016	\$6,004,044	\$2,996,555	\$826,813	\$2,180,676	\$708,844	\$155,319	\$553,525
2017	\$6,278,462	\$2,888,417	\$2,388,550	\$1,001,495	\$553,525	\$356,415	\$197,110
2018	\$5,386,126	\$2,983,953	\$472,000	\$1,930,173	\$497,110	\$90,500	\$406,610
2019	\$6,621,728	\$3,083,311	\$1,328,000	\$2,210,417	\$406,610	\$243,765	\$162,845

Local TIP Projects for FY 2016 - 2019

URBAN PROJECTS

Des Number	LOCATION	Project Description	FY 16	LPA	Phase	Total Cost	Federal Share	Funding Type
1382100	Allen County Bridges			AC	PE	\$342,375	\$273,900	BR
		<i>Bridge Inspections</i>						
1382492	Bass Road - Clifty Parkway to Thomas Road			AC	RW	\$926,125	\$740,900	STP
		<i>Road Reconstruction</i>						
1400694	*Broadway Street/Landin Road - North River Rd to Powers St			NH	PE	\$640,000	\$512,000	CMAQ
		<i>Road Reconstruction & Intersection Improvement</i>						
1401332	Closed Circuit Television Cameras (CCTV) - 16 locations Fort Wayne			FW	CN	\$240,000	\$192,000	CMAQ
		<i>Traffic Management</i>						
0901798	Dupont Road - Lima Road/State Road 3 to Coldwater Road			FW	RW	\$1,000,000	\$800,000	STP
		<i>Added Travel Lanes & Pedestrian Underpass</i>						
0400584	Gump Road - SR 3 to Coldwater Road			AC	CN	\$9,382,000	\$7,505,600	STP
		<i>Road Reconstruction</i>						
1297238	*Liberty Mills Road and County Line Road Intersection			AC	RW	\$206,375	\$165,100	CMAQ
		<i>Intersection Improvement/Realignment</i>						
1173162	Maplecrest Road - State Boulevard to Stellhorn Road			FW	PE	\$1,001,250	\$801,000	STP
		<i>Road Reconstruction</i>						
1382818	Minnich Road and Tillman Road Intersection			AC	PE	\$201,444	\$181,300	HSIP
		<i>Intersection Improvement</i>						
1400970	Pedestrian Countdown Indicators - Various locations in Fort Wayne			FW	CN	\$207,000	\$186,300	HSIP
		<i>Signal Modernization</i>						
0710322	St Joe Center Road - Clinton Street to Campus Court			FW	PE	\$418,313	\$334,650	CMAQ
		<i>Center Left-Turn Lane & Intersection Improvements</i>						
1400969	Signal Interconnections - 91 intersection locations in Fort Wayne			FW	CN	\$460,000	\$414,000	HSIP/CMAQ
		<i>Signal Modernization</i>						
0400587	State Boulevard - Spy Run Avenue to Cass Street			FW	RW	\$2,300,000	\$1,840,000	STP
		<i>Added Travel Lanes</i>						
1400453	Traffic Signal Upgrades			FW	CN	2,596,000	\$2,596,000	HSIP
		<i>Traffic Signal Visibility Improvements</i>						
1592196	*UPWP CMAQ Funds			NIRCC	PE	\$20,000	\$16,000	CMAQ
		<i>Element 223</i>						
					Total	\$19,940,882	\$16,558,750	
Des Number	LOCATION	Project Description	FY 17	LPA	Phase	Total Cost	Federal Share	Funding Type
0902238	Bass Road and Hadley Road Intersection			AC	CN	\$3,420,375	\$2,736,300	CMAQ
		<i>Intersection Improvements</i>						
1382493	Bass Road - Shakespeare Boulevard to Clifty Parkway (& Bridges)			AC	CN	\$6,144,500	\$4,915,600	STP
		<i>Road Reconstruction</i>						
1401272	Bass Road - Thomas Road to Hillegas Road			AC	RW	\$690,325	\$552,260	STP
		<i>Road Reconstruction</i>						
0901973	*Carroll Road (Huntertown) - Preserve Blvd to Bethel Road			HT	CN	\$562,500	\$450,000	STP
		<i>Road Reconstruction</i>						
0400584	*Gump Road - SR 3 to Coldwater Road			AC	CN	\$532,000	\$425,600	STP
		<i>Road Reconstruction</i>						
1173162	Maplecrest Road - State Boulevard to Stellhorn Road			FW	RW	\$1,000,000	\$800,000	STP
		<i>Road Reconstruction</i>						
1382818	Minnich Road and Tillman Road Intersection			AC	RW	\$172,222	\$155,000	HSIP
		<i>Intersection Improvement</i>						
0710990	Pufferbelly Trail - Fourth Street to Fernhill Avenue			FW	CN	\$1,100,000	\$880,000	STP/TAP
		<i>New Trail Construction</i>						
0710322	St Joe Center Road - Clinton Street to Campus Court			FW	RW	\$250,000	\$200,000	CMAQ
		<i>Center Left-Turn Lane & Intersection Improvements</i>						
0810457	Six Mile Creek - Southtown Center to Lemar Drive			FW	CN	\$874,000	\$699,200	TAP
		<i>New Trail Construction</i>						
pending	*UPWP - Planning (PL) Funds			NIRCC	PE	\$875,400	\$700,300	PL
		<i>for Work Program Activities</i>						
pending	*UPWP - Highway Safety Improvement Program (HSIP) Funds			NIRCC	PE	\$73,400	\$58,700	HSIP
		<i>for Work Program Activities</i>						
1382497	Washington Center Road over Spy Run Creek			AC	RW	\$125,000	\$100,000	STP
		<i>Bridge Reconstruction</i>						
					Total	\$15,819,722	\$12,672,960	

URBAN PROJECTS

Des Number	LOCATION	Project Description	FY 18	LPA	Phase	Total Cost	Federal Share	Funding Type
1400694	Broadway Street/Landin Road	North River Rd to Powers St		NH	RW	\$187,500	\$150,000	STP
		<i>Road Reconstruction & Intersection Improvement</i>						
0901798	Dupont Road - Lima Road/State Road 3	to Coldwater Road		FW	CN	\$12,250,000	\$9,800,000	STP/TAP
		<i>Added Travel Lanes & Pedestrian Underpass</i>						
1297238	Liberty Mills Road and County Line Road	Intersection		AC	CN	\$1,740,000	\$1,392,000	CMAQ
		<i>Intersection Improvement/Realignment</i>						
1382818	Minnich Road and Tillman Road	Intersection		AC	CN	\$1,611,111	\$1,450,000	HSIP
		<i>Intersection Improvement</i>						
0710322	St Joe Center Road - Clinton Street	to Campus Court		FW	CN	\$3,337,500	\$2,670,000	CMAQ
		<i>Center Left-Turn Lane & Intersection Improvements</i>						
1005151	State Boulevard - Spy Run Avenue	to Clinton Street		FW	CN	\$1,500,000	\$1,200,000	STP
		<i>Added Travel Lanes</i>						
pending	*UPWP - Planning (PL) Funds			NIRCC	PE	\$875,400	\$700,300	PL
		<i>for Work Program Activities</i>						
pending	*UPWP - Highway Safety Improvement Program (HSIP) Funds			NIRCC	PE	\$73,400	\$58,700	HSIP
		<i>for Work Program Activities</i>						
1382497	Washington Center Road over Spy Run Creek			FW	CN	\$1,200,000	\$960,000	STP
		<i>Bridge Reconstruction</i>						
Total						\$22,774,911	\$18,381,000	

Des Number	LOCATION	Project Description	FY 19	LPA	Phase	Total Cost	Federal Share	Funding Type
1401273	Bass Road - Hadley Road	to Scott Road		AC	RW	\$2,320,288	\$1,856,230	STP
		<i>Road Reconstruction</i>						
1173162	Maplecrest Road - State Boulevard	to Stellhorn Road		FW	CN	\$10,350,000	\$8,280,000	STP
		<i>Road Reconstruction</i>						
1005154	State Boulevard - Clinton Street	to Cass Street		AC&FW	CN	\$1,800,000	\$1,440,000	STP
		<i>Bridge over Spy Run Creek</i>						
1005154	State Boulevard - Clinton Street	to Cass Street		AC&FW	CN	\$4,584,500	\$3,667,600	STP
		<i>Added Travel Lanes</i>						
1005154	State Boulevard - Clinton Street	to Cass Street		AC&FW	CN	\$625,000	\$500,000	CMAQ
		<i>Pedestrian Bridge over State Blvd</i>						
Total						\$19,679,788	\$15,743,830	

LOCAL TRANSPORTATION ALTERNATIVE PROJECTS (TAP) - Federal (State Funded)

Des Number	LOCATION	Project Description	FY 16	LPA	Phase	Total Cost	Federal Share	Funding Type
0810513	Covington Road Trail - West Hamilton Road	to Beal - Taylor Ditch		FW	CN	\$953,500	\$810,600	TAP
		<i>New Trail Construction</i>						

LOCAL RURAL HIGHWAY PROJECTS - Federal (State Funded)

Des Number	LOCATION	Project Description	FY 17	LPA	Phase	Total Cost	Federal Share	Funding Type
0901973	*Carroll Road (Huntertown) - Preserve Blvd	to Bethel Road		HT	CN	\$1,637,500	\$1,310,000	Group IV
		<i>Road Reconstruction</i>						

Des Number	LOCATION	Project Description	FY 18	LPA	Phase	Total Cost	Federal Share	Funding Type
1383353	*Ryan Road/Bruick Road - Dawkins Road	to Harper Road		AC	CN	\$3,964,750	\$3,171,800	Group IV
		<i>Road Reconstruction</i>						
1400826	Ryan Road/Bruick Road - Harper Road	to US 24		AC	CN	\$3,217,250	\$2,573,800	Group IV
		<i>Road Reconstruction</i>						
						\$3,217,250	\$2,573,800	

LOCAL HIGHWAY PROJECTS - No Federal Funding

LOCATION Project Description FY 16	LPA	Phase	Total Cost
Auburn Road and Wallen Road Intersection	AC	CN	\$2,135,000
Diebold Road - Clinton Street to Dupont Road/SR 1	AC & FW	PE	\$300,690
Ellison Road - Bridge over Graham-McCulloch Ditch	AC	RW	\$118,000
Landin Road, Maysville Road and Trier Road Intersection	FW	CN	\$700,000
Maysville Road - Bridge over Bullerman Ditch	AC	CN	\$606,000
Maysville Road - Stellhorn Road to Meijer Drive	FW	CN	\$3,300,000
Melbourne Drive - Kirkmore Drive to Sherbrook Drive	NH	CN	\$227,000
South Street - West Street to State Street	NH	CN	\$325,000
West Hamilton Road - Bridge over Beal-Taylor Ditch	AC	CN	\$1,456,300
N. West Street & Hoff Court	NH	CN	\$111,000
Total			\$9,278,990

LOCATION Project Description FY 17	LPA	Phase	Total Cost
Diebold Road - Clinton Street to Dupont Road/SR 1	AC & FW	RW & CN	\$2,751,500
State Street - Bridge over Bullerman Ditch	AC	CN	\$1,740,000
Total			\$4,491,500

LOCATION Project Description FY 18	LPA	Phase	Total Cost
Goshen Avenue - State Boulevard to Coliseum Boulevard	FW	CN	\$8,000,000

LOCATION Project Description TBD	LPA	Phase	Total Cost
Ellison Road - Bridge over Graham-McCulloch Ditch	AC	CN	\$640,000
Hathaway Road and Corbin Road Intersection	AC	CN	\$745,200
Leesburg Road - Main Street to West Jefferson Boulevard	FW	CN	\$5,000,000
Ludwig Road and Coldwater Road Intersection	FW	CN	\$3,500,000
Total			\$9,885,200

LOCAL TRAIL PROJECTS - No Federal Funding

LOCATION Project Description	LPA	Phase	Total Cost	CN Year
Bluffton Road - Lower Huntington Road to West Foster Park	FW	CN	\$900,000	2016-2017
Cougar Trail - Swinney Park to University of Saint Francis	FW	CN	\$800,000	TBD
Hanna Street - Burns Boulevard to US 27	FW	CN	\$250,000	2016
Hanna Street - Wallace Street to Pontiac Street	FW	CN	\$260,000	2016
Illinois Road - Rockhill Park to Magnavox Way	FW	CN	\$2,400,000	2016
Johnny Appleseed Trail - California Road to St Joe Center Road	FW	CN	\$352,600	2017
Lake Avenue & Pemberton Levee - Randalia Drive to Coliseum Blvd	FW	CN	\$1,200,000	2016
Liberty Mills Road - Homestead Road to Middle Grove Road	FW	CN	\$260,000	2016
Pufferbelly Trail - Wallen Road to Washington Center Road	FW	CN	\$500,000	2016
St Joe Center Road Trail - Meijer Drive to Chiswell Run & Wheelock Road to Mill Ridge Run	FW	CN	\$400,000	2016
Summit Park Project - Washington Center Road to Ludwig Road to Lima Road	FW	CN	\$1,200,000	2016
Total			\$8,522,600	




Phase
 PE-Preliminary Engineering
 RW-Right of Way
 CN-Construction
 CO-Change Order
 UT-Utility
 CE-Construction Engineering
 RR-Railroad

Funding Categories
 STP - Surface Transportation Program
 CMAQ - Congestion Mitigation and Air Quality
 HSIP - Highway Safety Improvement Program
 TAP - Transportation Alternatives Program
 BR - Bridge Funds






Agency
 AC-Allen County
 FW-Fort Wayne
 GR-Grabill
 HT-Huntertown
 NH-New Haven

Local TIP

Projects FY 16 - 19

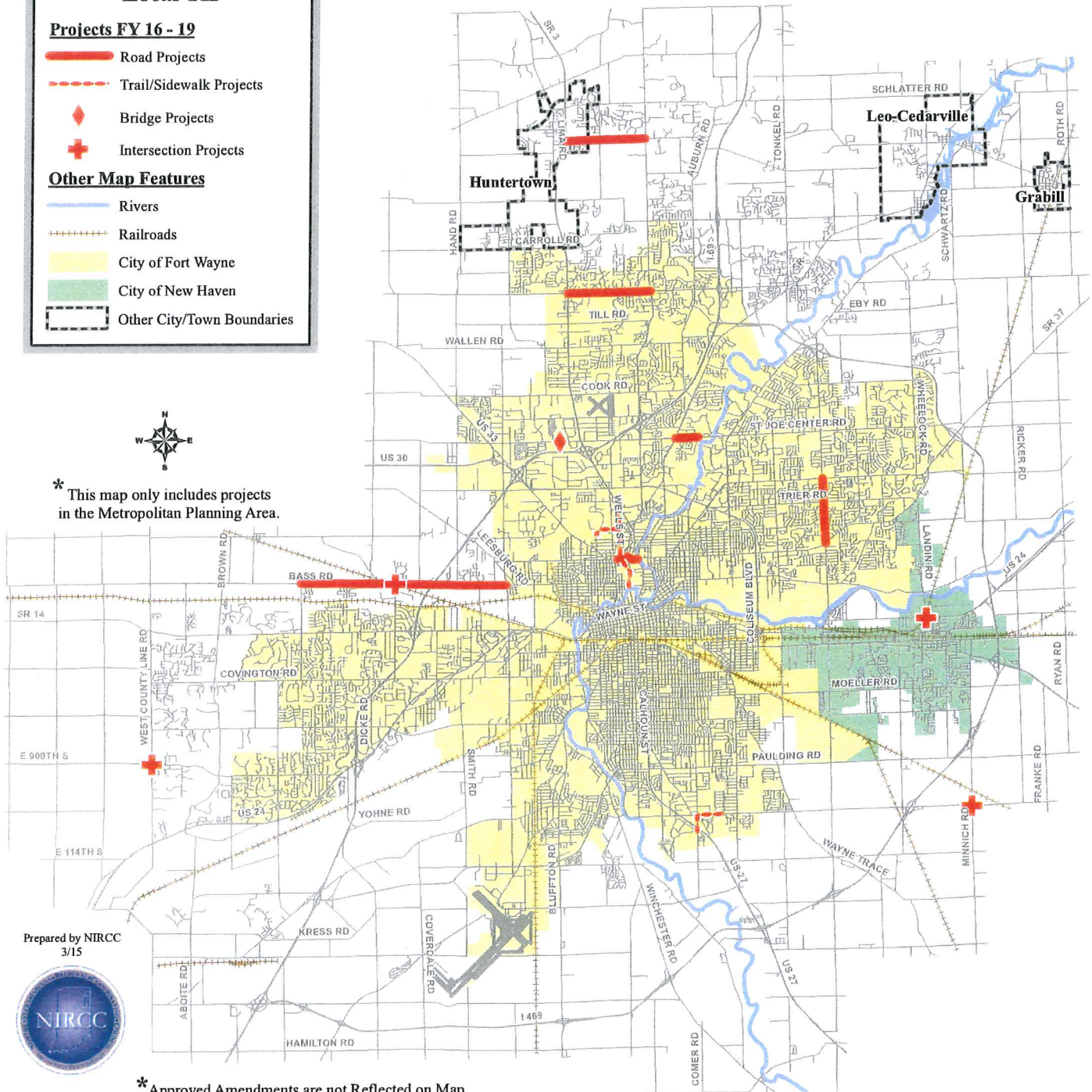
-  Road Projects
-  Trail/Sidewalk Projects
-  Bridge Projects
-  Intersection Projects

Other Map Features

-  Rivers
-  Railroads
-  City of Fort Wayne
-  City of New Haven
-  Other City/Town Boundaries



* This map only includes projects in the Metropolitan Planning Area.



Prepared by NIRCC
3/15



* Approved Amendments are not Reflected on Map.

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA	A/M
Allen County Bridges										
(Bridge Inspections)	1382100	PE	297.8	2014	238.2	0.0	59.6		AC	
		PE	342.4	2016	273.9	0.0	68.5	1	AC	
<i>BR</i>										
Bass Rd & Hadley Rd Intersection	30-050									
(Intersection Improvements)	0902238 (0400582)	RW	615.0	2013	492.0	0.0	123.0		AC	
		CN	3420.4	2017	2736.3	0.0	684.1	2	AC	
<i>CMAQ</i>										
*Bass Rd: Shakespeare Blvd to Clifty Parkway (includes Bridge #92 DES #1173657 & I-69 Bridge DES #1383241)	35-072 (0400582)									
(Road Reconstruction)	1382493	RW	558.3	2014	446.6	0.0	111.7		AC	
	1173657	CN	600.0	2017	480.0	0.0	120.0	2	AC	16-91
	1382493	CN	5850.0	2017	4680.0	0.0	1170.0	2	AC	
Includes INDOT's share	1383241	CN	1500.0	2017	720.0	0.0	780.0	2	AC	16-26
<i>STP</i>										
Bass Rd: Clifty Parkway to Thomas Rd	35-073									
(Road Reconstruction)	1382492	RW	926.1	2016	740.9	0.0	185.2	1	AC	
		CN	4255.0	(2020)	3404.0	0.0	851.0		AC	
<i>STP</i>										
Bass Rd: Thomas Rd to Hillegas Rd	35-074									
(Road Reconstruction)	1401272	RW	690.3	2017	552.2	0.0	138.1	1	AC	
		CN	4125.0	(2020)	3300.0	0.0	825.0		AC	
<i>STP</i>										
Bass Rd: Hadley Rd to Scott Rd	35-075									
(Road Reconstruction)	1400273	RW	2320.3	2019	1856.2	0.0	464.1	1	AC	
		CN	11375.0	TBD	9100.0	0.0	2275.0		AC	
<i>STP</i>										

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Priority	LPA	A/M
*Broadway St/Landin Rd: North River Rd to Powers St (Road Reconstruction & Intersection Improvement)	35-053 1400694	PE RW CN	640.0 187.5 1200.0	2016 2018 TBD	512.0 150.0 960.0	0.0 0.0 0.0	128.0 37.5 240.0	1 3 NH	NH NH NH	16-149
<i>CMAQ/STP</i>										
*Carroll Rd: Preserve Blvd to Bethel Rd (Road Reconstruction)	25-076 0901973	PE RW CN CN^	284.8 84.0 1637.5 562.5	2011 2014 2017 2017	227.8 67.2 1310.0 450.0	0.0 0.0 0.0 0.0	57.0 16.8 327.5 112.5	HT HT 2 2	HT HT HT HT	16-14 16-105
<i>Group IV ^STP</i>										
CCTV Cameras installed at various intersections in Fort Wayne Traffic Management	1401332	PE CN	29.2 240.0	2015 2016	0.0 192.0	0.0 0.0	29.2 48.0	FW 1	FW FW	
<i>CMAQ Let 7-8-15</i>										
*Covington Rd Trail: West Hamilton Rd to Beal-Taylor Ditch (New Trail Construction)	0810513	PE RW CN CE	148.1 117.0 953.5 45.5	2010 2013 2016 2016	0.0 93.6 810.6 45.5	0.0 0.0 0.0 0.0	148.1 23.4 142.9 0.0	FW FW 1 1	FW FW FW FW	16-151
<i>TAP</i>										
Dupont Rd: Lima Rd (SR 3) to Coldwater Rd (Added Travel Lanes) <i>ITS Component - Signals Interconnected & Online</i>	25-013 0901798	PE RW CN CN	1226.2 1000.0 11000.0 1250.0	2011 2016 2018 2018	981.0 800.0 ¹ 8800.0 ¹ 1000.0 ²	0.0 0.0 0.0 0.0	245.2 200.0 2200.0 250.0	FW 1 3 3	FW FW FW FW	
<i>STP¹ / TAP²</i>										
*Gump Rd: SR 3 to Coldwater Rd (Road Reconstruction)	25-030 0400584	RW CN CN	1000.0 9382.0 532.0	2011 2016 2017	800.0 7505.6 425.6	0.0 0.0 0.0	200.0 1876.4 106.4	AC 1 2	AC AC AC	16-32
<i>STP</i>										

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
*Liberty Mills Rd & West County Line Road (Intersection Improvement/Realignment) <i>CMAQ</i>	30-070 1297238	PE	372.4	2014	297.9	0.0	74.5		AC	16-132
		RW	206.4	2016	165.1	0.0	41.3	1	AC	
		CN	1740.0	2018	1392.0	0.0	348.0	3	AC	
Maplecrest Rd: State Blvd to Stelhorn Rd (Road Reconstruction) <i>ITS Component Signals Interconnected & Online</i> <i>STP</i>	10-017 1173162	PE	1001.3	2016	801.0	0.0	200.3	1	FW	
		RW	1000.0	2017	800.0	0.0	200.0	2	FW	
		CN	10350.0	2019	8280.0	0.0	2070.0	4	FW	
Minnich Rd and Tillman Rd (Intersection Improvement) <i>HSIP/STP</i>	1382818	PE	111.1	2015	100.0	0.0	11.1		AC	
		PE	201.4	2016	181.3	0.0	20.1	1	AC	
		RW	172.2	2017	155.0	0.0	17.2	2	AC	
		CN	1611.1	2018	1450.0	0.0	161.1	3	AC	
Pedestrian Countdown Indicators on all Signalized intersections within the City of FW Signal Modernization <i>HSIP</i> <i>Let 7-8-15</i>	1400970	PE	13.0	2015	0.0	0.0	13.0		FW	
		CN	207.0	2016	186.3	0.0	20.7	1	FW	
*Project Implementation for Active Transportation Alternatives Bike Racks / Lockers (Element 223) <i>CMAQ</i>	1401095 1592196	PE	20.0	2015	16.0	0.0	4.0		NIRCC	
		PE	20.0	2016	16.0	0.0	4.0	1	NIRCC	
Pufferbelly Trail: Fourth St to Fernhill Ave (New Trail Construction) <i>TAP/STP</i>	0710990	PE	301.4	2010	241.1	0.0	60.3		FW	
		RW	225.0	2014	180.0	0.0	45.0		FW	
		CN	1100.0	2017	880.0	0.0	220.0	2	FW	

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
*Ryan Rd/Bruick Rd: Dawkins Rd to Harper Rd (Road Reconstruction)	35-088 1383353	 CN	 3714.5	 2018	 2971.6	 0.0	 742.9	 3	 AC	 16-130
<i>Group IV</i>										
Ryan Rd/Bruick Rd: Harper Rd to US 24 (Road Reconstruction)	35-088 1400826	 CN	 3217.2	 2018	 2573.8	 0.0	 643.4	 3	 AC	
<i>Group IV</i>										
St Joseph Center Rd/Washington Center Rd: from Clinton St to Campus Ct (Center Left-Turn Lane and Intersection Improvements) <i>ITS Component - Signal Interconnection & Online</i>	25-055 0710322	 PE RW CN	 418.3 250.0 3337.5	 2016 2017 2018	 334.7 200.0 2670.0	 0.0 0.0 0.0	 83.7 50.0 667.5	 1 2 3	 FW FW FW	
<i>CMAQ</i>										
Signal Interconnection (91 intersections) within the City of FW Signal Modernization	 1400969	 PE CN	 29.2 460.0	 2015 2016	 0.0 414.0	 0.0 0.0	 29.2 46.0	 FW 1	 FW FW	
<i>HSIP/CMAQ</i>										
Six Mile Creek Trail: Southtown Centre to Lemar Dr (New Trail Construction)	 0810457	 PE RW CN	 221.0 185.0 874.0	 2010 2013 2017	 165.7 112.5 699.2	 0.0 0.0 0.0	 55.3 72.5 174.8	 FW FW 2	 FW FW FW	
<i>TAP</i>										
State Blvd: Spy Run Ave to Cass St (Added Travel Lanes)	10-021 0400587	 RW	 2300.0	 2016	 1840.0	 0.0	 460.0	 1	 FW	
<i>STP</i>										

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA	A/M
State Blvd: Spy Run Ave to Clinton St (Phase 1)	10-021									
(Added Travel Lanes) <i>ITS Component - Signal Interconnection & Online</i>	1005151	CN	1500.0	2018	1200.0	0.0	300.0	3	FW	
<i>STP</i>										
State Blvd: Clinton St to Cass St (Phase 2)	10-022									
(Added Travel Lanes) - STP	1005154	CN	4584.5	2019	3667.6 ¹	0.0	916.9	4	FW	
(Bridge over Spy Run Creek) - STP	1005152	CN	1800.0	2019	1440.0 ¹	0.0	360.0	4	AC	
(Pedestrian Bridge over State Blvd) - CMAQ (Added Travel Lanes) - STP <i>STP¹ / CMAQ²</i>	1005155	CN	625.0	2019	500.0 ²	0.0	125.0	4	FW	
*UPWP - Planning (PL) Funds for Work Program Activities	Pending	PE	875.4	2017	700.3	0.0	175.1	2	NIRCC	16-177
		PE	875.4	2018	700.3	0.0	175.1	3		
*UPWP - Highway Safety Improvement Program (HSIP) Funds for Work Program Activities	Pending	PE	73.4	2017	58.7	0.0	14.7	2	NIRCC	16-177
		PE	73.4	2018	58.7	0.0	14.7	3		
Various Signal locations in Fort Wayne, New Haven & Allen County (Black Signal heads with Reflective Back Plates)		PE	50.0	2014	0.0	0.0	50.0		FW	
(Traffic Signal Visibility Improvements)	1400453	CN	2596.0	2016	2596.0	0.0	0.0	1	FW	
<i>HSIP</i>										
Washington Ctr Rd: Bridge over Spy Run Creek	35-106	PE	221.0	2015	176.8	0.0	44.2		AC	
(Bridge Reconstruction)	1382497	RW	125.0	2017	100.0	0.0	25.0	2	AC	
		CN	1200.0	2018	960.0	0.0	240.0	3	AC	
<i>STP</i>										
*S. Anthony Blvd: Luther St to Creighton Ave		PE	1620.0	2016	0.0	0.0	1620.0	1	FW	16-1
Grade Separation/New Underpass with NS RR at Wayne Trace; Increase Clearance at Existing Underpass with Genessee & Wyoming RR; Road Reconstruction	1382496	RW	5790.0	2016	0.0	0.0	5790.0	1	FW	16-1
		CN	24600.0	TBD	0.0	0.0	24600.0		FW	16-1
<i>Local Funds</i>										
Auburn Rd Bridge #102 & Wallen Rd Roundabout (Intersection Improvement w/bridge modification)	n/a	CN	2135.0	2015- 2016	0.0	0.0	2135.0	1	AC	
<i>Local Funds</i>										

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA	A/M
Bluffton Road: Lower Huntington Road to West Foster Park (New Trail Construction)	n/a	CN	900.0	2016-2017	0.0	0.0	900.0	1	FW	
Cougar Trail: Swinney Park to University of Saint Francis (New Trail Construction)	n/a	CN	800.0	TBD	0.0	0.0	800.0		FW	
Diebold Rd: Dupont Rd to Carmike Theatres entrance (Road Reconstruction & widening, roundabout & sidewalk)	n/a	RW & CN	1850.0	2015-2016	0.0	0.0	1850.0	1	AC & FW	
<i>Local Funds</i>										
Diebold Rd: Carmike Theatres entrance to Clinton St (Road Reconstruction & widening w/sidewalk)	n/a	RW & CN	1500.0	TBD	0.0	0.0	1500.0		AC & FW	
<i>Local Funds</i>										
Ellison Rd: Bridge #228 over the Graham-McCulloch Ditch (New Bridge Construction, including bridge sidewalk)	n/a	RW CN	118.0 640.0	2016 TBD	0.0 0.0	0.0 0.0	118.0 640.0	1	AC AC	
<i>Local Funds</i>										
Ernst Rd: Homestead Rd to 1350' e/o Homestead Rd & Graham-McCulloch Drain #4 (Road Reconstruction, replace culvert)	n/a	RW & CN	1000.0	2015-2016	0.0	0.0	1000.0	1	AC	
<i>Local Funds</i>										

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
Goshen Ave: State Blvd to Coliseum Blvd (Road Reconstruction and Roundabout)	n/a	CN	8000.0	2018	0.0	0.0	8000.0	3	FW	
<i>Local Funds</i>										
Hanna St: Burns Blvd to US 27 (New Trail Construction)	n/a	CN	250.0	2016	0.0	0.0	250.0	1	FW	
Hanna St: Wallace St to Pontiac St (New Trail Construction)	n/a	CN	260.0	2016	0.0	0.0	260.0	1	FW	
Hathaway Rd-Corbin Rd Intersection (Intersection Improvements)	n/a	CN	745.2	2017	0.0	0.0	745.2	2	AC	
<i>Local Funds</i>										
Illinois Rd: Rockhill Park to Magnavox Way (New Trail Construction)	n/a	CN	2400.0	2016	0.0	0.0	2400.0	1	FW	
<i>Local Funds</i>										
Johnny Appleseed Park to Shoaff Park Trail (Phase 1C California Rd to St Joe Center Rd) (New Trail Construction)	n/a	CN	352.6	2017	0.0	0.0	352.6	2	FW	
<i>Local Funds</i>										

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
Lake Ave & Pemberton Levee: Randalia Dr to Coliseum Blvd (New Trail Construction) <i>Local Funds</i>	n/a	CN	1200.0	2016	0.0	0.0	1200.0	1	FW	
Landin Rd/Maysville Rd/Trier Rd Intersection (Roundabout) <i>Local Funds</i>	n/a	CN	700.0	2015-2016	0.0	0.0	700.0	1	FW	
Leesburg Rd Ext: Main St to W Jefferson Blvd (New Road Construction and Intersection Improvements) <i>Local Funds</i>	n/a	CN	5000.0	TBD	0.0	0.0	5000.0		FW	
Liberty Mills Rd: Homestead Rd to Middle Grove Rd (New Trail Construction) <i>Local Funds</i>	n/a	CN	260.0	2016	0.0	0.0	260.0	1	FW	
Ludwig Rd at Coldwater Rd (Relocation and Intersection Improvements) <i>Local Funds</i>	n/a	CN	3500.0	TBD	0.0	0.0	3500.0		FW	
Maysville Rd: Stellhorn Rd to Meijer Dr (Road widening and center turn lane with pedestrian facilities) <i>Local Funds</i>	n/a	PE	450.0	2014	0.0	0.0	450.0		FW	
RW		750.0	2015	0.0	0.0	750.0		FW		
CN		3300.0	2016	0.0	0.0	3300.0	1	FW		

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA	A/M
Maysville Rd: Bridge #528 over the Bullerman Ditch (Bridge Rehabilitation and widening, bridge sidewalk) <i>Local Funds</i>	n/a	CN	606.0	2016	0.0	0.0	606.0	1	AC	
Melbourne Dr: Kirkmore Dr to Sherbrook Dr (Replacement of asphalt) <i>Local Funds</i>	n/a	CN	227.0	2016	0.0	0.0	227.0	1	NH	
Pufferbelly Trail: Wallen Rd to Washington Ctr Rd (New Trail Construction) <i>Local Funds</i>	n/a	CN	500.0	2016	0.0	0.0	500.0	1	FW	
St Joe Ctr Rd Trail: Meijer Dr to Chiswell Run & Wheelock Rd to Mill Ridge Run (New Trail Construction) <i>Local Funds</i>	n/a	CN	400.0	2016	0.0	0.0	400.0	1	FW	
South St: West St to State St (Reconstruction of sidewalks, curbs, driveway approaches and pavement) <i>Local Funds</i>	n/a	CN	325.0	2016	0.0	0.0	325.0	1	NH	
State St Bridge: Bridge #319 over the Bullerman Ditch (Bridge Rehabilitation and widening, bridge sidewalk) <i>Local Funds</i>	n/a	CN	1740.0	2015-2016	0.0	0.0	1740.0	1	AC	

Project Location (Description of Project) <i>Fund Type</i>	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
Summit Park Project: Washington Ctr Rd to Ludwig Road to Lima Rd (New Trail Construction) <i>Local Funds</i>	n/a	CN	1200.0	2016	0.0	0.0	1200.0	1	FW	
West Hamilton Rd: Bridge #221 over Beal-Taylor Ditch (Bridge Rehabilitation and widening, bridge sidewalk) <i>Local Funds</i>	n/a	CN	1456.3	2016	0.0	0.0	1456.3	1	AC	
N. West St & Hoff Ct (Partial Reconstruction, curb & gutter) <i>Local Funds</i>	n/a	CN	111.0	2016	0.0	0.0	111.0	1	NH	

FEDERAL TRANSIT ADMINISTRATION
Section 5307 / Section 5339 / Section 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2016

Capital Equipment Purchases (Section 5307 and 5340 Funds)

One (1) Heavy Duty Replacement Hybrid Buses	\$600,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$38,000
Other Maintenance Equipment	\$40,000
Transit Enhancements	\$30,000

Capital Equipment Purchases (Section 5339 Funds)

One (1) replacement minibus (body on chassis) FLEX Route	\$98,813
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Total Capital Projects	\$982,132
Federal Share (Section 5307 and 5340)	\$728,000
Federal Share (Section 5339)	\$98,813
State PMTF	\$0
Local Share	\$155,319

Additional Operating Funds

JARC - Low income Transportation to and from work	\$0
CMAQ - Transit Awareness	\$80,000

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$1,932,555
Complimentary Paratransit Costs (Section 5307) ²	\$364,000
5307 Special Rule Operations ²	\$500,000

Total Operating Funds	\$13,230,929
Federal Share ³	\$2,796,555
State Share	\$2,094,020
Local Share	\$8,340,354

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

FEDERAL TRANSIT ADMINISTRATION
Section 5307 / Section 5339 / Section 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2017

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Two (2) replacement light-duty transit vehicles	\$409,700
Two (2) Replacement Minibus (Body on Chassis) ACCESS	\$187,000
Two (2) Heavy Duty Replacement Hybrid Buses	\$1,200,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$38,000
Other Maintenance Equipment	\$40,000
Transit Enhancements	\$0

Capital Equipment Purchases (Section 5339 Funds)

One (1) replacement light-duty transit vehicles	\$204,850
Two (2) Replacement Minibus (Body on Chassis) ACCESS	\$187,000
One (1) Replacement Minibus (Body on Chassis) FLEX Route	\$102,000

Total Capital Projects	\$2,744,965
Federal Share (Section 5307 and 5340)	\$1,894,700
Federal Share (Section 5339)	\$493,850
State PMTF	\$0
Local Share	\$356,415

Additional Operating Funds

JARC - Low income Transportation to and from work	\$0
CMAQ - Transit Awareness	\$0

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$2,009,857
Complimentary Paratransit Costs (Section 5307) ²	\$378,560
5307 Special Rule Operations ²	\$500,000

Total Operating Funds	\$13,668,773
Federal Share ³	\$2,888,417
State Share	\$2,167,311
Local Share	\$8,613,045

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

FEDERAL TRANSIT ADMINISTRATION
Section 5307 / Section 5339 / Section 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2018

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Four (4) Replacement Minibus (Body on Chassis) ACCESS	\$374,000
Computer/Office Equipment	\$20,000
AVL/Communication Hardware/Subscription Cost	\$38,000
Other Maintenance Equipment	\$40,000
Transit Enhancements	\$0

Total Capital Projects	\$562,500
Federal Share (Section 5307 and 5340)	\$472,000
Federal Share (Section 5339)	\$0
State PMTF	\$0
Local Share	\$90,500

Additional Operating Funds

JARC - Low income Transportation to and from work	\$0
CMAQ - Transit Awareness	\$0

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307) ²	\$2,090,251
Complimentary Paratransit Costs (Section 5307) ²	\$393,702
5307 Special Rule Operations ²	\$500,000

Total Operating Funds	\$14,136,083
Federal Share ³	\$2,983,953
State Share	\$2,243,167
Local Share	\$8,908,963

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

FEDERAL TRANSIT ADMINISTRATION
Section 5307 / Section 5339 / Section 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2019

Capital Equipment Purchases (Section 5307 and 5340 Funds)		
One (1) Heavy Duty Replacement Hybrid Buses		\$600,000
Computer/Office Equipment		\$20,000
AVL/Communication Hardware/Subscription Cost		\$38,000
Other Maintenance Equipment		\$40,000
Transit Enhancements		\$30,000
Capital Equipment Purchases (Section 5339 Funds)		
One (1) Heavy Duty Replacement Hybrid Buses		\$600,000
Total Capital Projects		\$1,571,765
Federal Share (Section 5307 and 5340)		\$728,000
Federal Share (Section 5339)		\$600,000
State PMTF		\$0
Local Share		\$243,765
Additional Operating Funds		
JARC - Low income Transportation to and from work		\$0
CMAQ - Transit Awareness		\$0
Operating Funds and Preventative Maintenance Expenses		
Capitalization of Maintenance Costs (Section 5307) ²		\$2,173,861
Complimentary Paratransit Costs (Section 5307) ²		\$409,450
5307 Special Rule Operations ²		\$500,000
Total Operating Funds		\$14,635,542
Federal Share ³		\$3,083,311
State Share		\$2,276,983
Local Share		\$9,275,248

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

¹ Capital purchase listed for informational purposes only

² Local match provided from property taxes in Operating Budget

³ Capitalization of Maintenance Costs and Complimentary Paratransit Costs

FEDERAL TRANSIT ADMINISTRATION

Section 5310 Funds

FY 2015

2014 Funding Cycle

1. Community Transportation Network

*One (1) Small Transit Vehicle w/Lift

Total Cost	\$50,000
Federal Share	\$40,000
Local Share	\$10,000

2. Aging & In-Home Services of Northeastern Indiana

*One (1) Low Floor Mini-van w/Ramp

Total Cost	\$40,000
Federal Share	\$32,000
Local Share	\$8,000

3. Recovery Health Services, Inc.

*One (1) Medium Transit Vehicle w/Lift

Total Cost	\$52,000
Federal Share	\$41,600
Local Share	\$10,400

4. Aging & In-Home Services of Northeastern Indiana

*One (1) Low Floor Mini-van w/Ramp

Total Cost	\$40,000
Federal Share	\$32,000
Local Share	\$8,000

5. Community Transportation Network

*Operating Funds

\$102,250

*The Section 5310 funding is for FY 15. The FY 16 Call for Projects was issued in February 2015 and the anticipated award date is July 2015. An update of this funding will be made in August 2015.

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 16 - FY 19)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	DES#	FUND TYPE	EST. COST (\$1000)	YEAR	FEDERAL (\$1000)	STATE PMTF (\$1000)	LOCAL (\$1000)	PRI- ORITY	LPA
Citilink - Transit Operating			9655.2	2016		2094.0	7561.2		Citilink
			10058.3	2017		2167.3	7890.9		Citilink
			10406.1	2018		2243.2	8163.0		Citilink
			10781.4	2019		2277.0	8504.4		Citilink
Citilink - Capitalization of Maintenance Costs	1297295	FTA Sec. 5307	2415.7	2016	1932.6		483.1		Citilink
	1382466		2512.3	2017	2009.9		502.5		Citilink
	1400999		2612.8	2018	2090.3		522.6		Citilink
	1500851		2717.3	2019	2173.9		543.5		Citilink
Citilink - Complementary Paratransit Costs	1297296	FTA Sec. 5307	455.0	2016	364.0		91.0		Citilink
	1382467		473.2	2017	378.6		94.6		Citilink
	1401000		492.1	2018	393.7		98.4		Citilink
	1500852		511.8	2019	409.5		102.4		Citilink
5307 Special Rule Operations	1500853	FTA Sec. 5307	625.0	2016	500.0		125.0		Citilink
	1500854		625.0	2017	500.0		125.0		Citilink
	1500855		625.0	2018	500.0		125.0		Citilink
	1500856		625.0	2019	500.0		125.0		Citilink
CMAQ <i>Transit Awareness</i>	1500857	FTA	100.0	2016	80.0		20.0		Citilink
Citilink - Capital Purchases Computer / Office Equipment	1297299	FTA Sec. 5307 & 5340	25.0	2016	20.0		5.0		Citilink
	1382469		25.0	2017	20.0		5.0		Citilink
	1401001		25.0	2018	20.0		5.0		Citilink
	1500858		25.0	2019	20.0		5.0		Citilink
Citilink - Capital Purchases AVL/Communication Subscription Costs <i>ITS Componet - Automatic Vehicle Location Equipment</i>	1297300	FTA Sec. 5307 & 5340	47.5	2016	38.0		9.5		Citilink
	1382470		47.5	2017	38.0		9.5		Citilink
	1401002		47.5	2018	38.0		9.5		Citilink
	1500859		47.5	2019	38.0		9.5		Citilink
Citilink - Capital Equipment Purchases Other Maintenance Equipment	1297301	FTA Sec. 5307 & 5340	50.0	2016	40.0		10.0		Citilink
	1382471		50.0	2017	40.0		10.0		Citilink
	1401003		50.0	2018	40.0		10.0		Citilink
	1500860		50.0	2019	40.0		10.0		Citilink

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	DES#	FUND TYPE	EST. COST (\$1000)	YEAR	FEDERAL (\$1000)	STATE PMTF (\$1000)	LOCAL (\$1000)	PRI- ORITY	LPA
Citilink - Capital Purchases									
Transit Enhancements	1297305	FTA Sec. 5307 & 5340	37.5	2016	30.0		7.5		Citilink
	1500861		37.5	2019	30.0		7.5		Citilink
Citilink - Capital Equipment Purchases									
One (1) Heavy Duty Replacement Hybrid Buses	1382474	5307&5340	750.0	2016	600.0		150.0		Citilink
Two (2) Heavy Duty Replacement Hybrid Buses	1382475	5307&5340	1500.0	2017	1200.0		300.0		Citilink
One (1) Heavy Duty Replacement Hybrid Buses	1500862	5307&5340	750.0	2019	600.0		150.0		Citilink
Citilink - Capital Equipment Purchases									
One (1) Replacement Minibus (body on chassis) FLEX Route	1401022	FTA Sec. 5339	123.5	2016	98.8		24.7		Citilink
One (1) Replacement Minibus (body on chassis) FLEX Route	1382476	5339	127.5	2017	102.0		25.5		Citilink
One (1) Heavy Duty Replacement Hybrid Buses	1500863	5339	750.0	2019	600.0		150.0		Citilink
Citilink - Capital Equipment Purchases									
Two (2) Replacement Minibus (body on chassis) ACCESS	1382478	5307&5340	233.8	2017	187.0		46.8		Citilink
Two (2) Replacement Minibus (body on chassis) ACCESS	1382479	5339	233.8	2017	187.0		46.8		Citilink
Four (4) Replacement Minibus (body on chassis) ACCESS	1401023	5307&5340	467.5	2018	374.0		93.5		Citilink
Citilink - Capital Equipment Purchases									
Two (2) replacement light-duty transit vehicles	1297307	5307&5340	512.1	2017	409.7		102.4		Citilink
One (1) replacement light-duty transit vehicles	1382480	5339	256.1	2017	204.9		51.2		Citilink
Community Transportation Network									
One (1) Small Transit Vehicle w/Lift	1401073	FTA Sec. 5310	50.0	2015	40.0		10.0	1	CTN
Aging & In-Home Services of NE Indiana									
Two (2) Low Floor Mini-van w/Ramp	1401074	FTA Sec. 5310	80.0	2015	64.0		16.0	2 & 4	AIS
Recovery Health Services, Inc. (Byron Health)									
One (1) Medium Transit Vehicle w/Lift	1401072	FTA Sec. 5310	52.0	2015	41.6		10.4	3	RHS
Community Transportation Network									
Operating Funds	1401695	FTA Sec. 5310	204.5	2015	102.3		102.3	1	CTN

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
SR 1: 5.85 mi e/o I-69 (North Jct) (Nettlehearth Ditch) Small Structure Replacement	1006129	PE	10.0	2012	8.0	2.0	
		PE	80.0	2013	64.0	16.0	
		RW	15.0	2014	12.0	3.0	
		RW	15.0	2015	12.0	3.0	
		CN	50.0	2015	40.0	10.0	
		CN	817.0	2016	653.6	163.4	
*SR 1: from 11.39 mi e/o I-69, Allen-DeKalb County Line to SR 8 HMA Overlay, Preventive Maintenance	1296328	PE	180.0	2016	144.0	36.0	16-37
		CN	1736.2	2017	1388.9	347.2	
SR 1: 1.96 mi e/o I-69 to 8.06 mi s/o SR 8 (Allen- DeKalb County Line) HMA Overlay, Preventive Maintenance	1500274	CN	2475.1	2016	1980.1	495.0	
*SR 1: bridge over Deptmer Ditch, 1.18 mi n/o I-69 Scour Protection (Erosion)	1592634	PE	14.0	2016	11.2	2.8	16-101
*SR 1: 2.48 mi n/o US 224 to I-469 HMA Overlay, Functional	1600407 1600407	PE CN	260.0 2900.0	2016 2019	208.0 2320.0	52.0 580.0	16-140 16-153
SR 3: bridge over Willow Creek Ditch SB & NB 4.19 mi s/o SR 205 Bridge Maintenance and Repair SB - 1400368 NB - 1400369	1400368 1400369	CN CN	22.8 30.8	2016 2016	18.2 24.6	4.6 6.2	
*SR 3: bridge over Willow Creek Ditch, 3.84 mi s/o SR 205 Bridge Deck Overlay SB - 1500802 NB - 1500801	1500802 1500801	PE CN PE CN	110.0 502.0 110.0 502.0	2016 2018 2016 2018	88.0 401.6 88.0 401.6	22.0 100.4 22.0 100.4	16-12 16-13
*SR 3: from 9.0 mi n/o I-69 to 9.49 mi s/o US 6 Concrete Pavement Restoration (CPR)	1592392	CN	32.5	2016	26.0	6.5	16-18
*SR 3: 3.63 mi n/o I-69 to 9.0 mi n/o I-69 HMA Overlay, Preventative Maintenance	1592498	CN	3129.4	2017	2503.5	625.9	16-156
*SR 3: I-69 to 3.63 mi n/o I-69 HMA Overlay, Preventive Maintenance	1592638	PE	250.0	2016	200.0	50.0	16-102
*SR 3: over Willow Creek Ditch NB 4.29 mi s/o SR 205 Superstructure Replace NB - 1600290 SB - 1600291	1600290 1600291	PE PE	110.0 110.0	2017 2017	88.0 88.0	22.0 22.0	16-142 16-143
SR 14: bridge over Beal Taylor Ditch, 8.30 mi e/o SR 9 Bridge Deck Overlay	1006170	PE CN	45.0 428.0	2015 2016	36.0 342.4	9.0 85.6	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain) Small Structure Replacement	1006130	PE	35.0	2012	28.0	7.0	
		PE	77.7	2013	62.3	15.5	
		PE	22.0	2014	17.6	4.4	
		RW	10.0	2014	8.0	2.0	
		RW	10.0	2015	8.0	2.0	
		UTCN	30.0	2015	24.0	6.0	
		CN	1471.0	2016	1176.8	294.2	
*US 24: bridge over Aboite Creek WB & EB, 4.11 mi w/o I-69 Bridge Maintenance and Repair	1400424	CN	9.9	2016	7.9	2.0	
	1401507	PE*	7.0	2016	5.6	1.4	16-72
		CN	11.7	2017	9.4	2.3	
WB - 1400424 EB - 1401507							
*US 24: N. Webster Rd over US 24, 4.53 mi w/o SR 101 Bridge Deck Overlay	1401557	PE	11.0	2016	8.8	2.2	16-48
		CN	69.1	2017	55.3	13.8	
*US 24: over Gar Creek EB & WB, 6.20 mi w/o SR 101 Bridge Deck Overlay	1401558	PE	8.0	2016	6.4	1.6	16-49
		CN	47.8	2017	38.3	9.6	
	1401559	PE	8.0	2016	6.4	1.6	16-50
		CN	47.8	2017	38.3	9.6	
EB - 1401558 WB - 1401559							
*US 24: From 4.8 mi w/o I-69 (Whitley/Allen Co Line) to 0.60 mi w/o I-69 (Liberty Mills) HMA Overlay, Preventative Maintenance	1500840	PE	30.0	2016	24.0	6.0	16-34
		CN	2194.2	2017	1755.3	438.8	16-157
*US 27: over Valentine Ditch, 3.2 mi n/o Adams/ Allen County Line Small Structure Replacement	0301145	PE	20.0	2014	16.0	4.0	
		RW	2.0	2015	1.6	0.4	
		PE	42.0	2016	33.6	8.4	16-99
		RW	26.0	2016	20.8	5.2	
		CN	89.0	2018	71.2	17.8	
*US 27: between 6.31 mi s/o SR 930 (Paulding Rd) to 1.01 mi s/o SR 930 (Edgewood Dr) Traffic Signals Modernization	1172175	PE	319.0	2016	255.2	63.8	16-38
		CN	1971.2	2018	1577.0	394.2	16-146
US 27: from 5.74 mi s/o SR 930 (Pettit Ave) to 1.01 mi s/o SR 930 (Edgewood Dr) HMA Overlay, Preventive Maintenance	1296321	PE	700.0	2014	560.0	140.0	
		PE	120.0	2016	96.0	24.0	
		RW	100.0	2016	80.0	20.0	
		CN	5177.7	2017	4142.2	1035.5	
US 27: from 7.83 mi n/o US 224 N Jct to 18.24 mi n/o N Jct US 224, Pettit Ave HMA Overlay, Preventive Maintenance	1296407	CN	4813.0	2016	3850.4	962.6	
*US 27: Various locations in FW District Traffic Signal Modernization	1296424	PE	80.0	2016	80.0	0.0	16-90
		CN	829.0	2017	829.0	0.0	
*US 27: bridge over St Mary's River NB, 2.6 mi s/o SR 930 Bridge Maintenance and Repair	1401513	PE	7.0	2016	5.6	1.4	16-75
		CN	19.1	2017	15.3	3.8	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*US 27: bridge over Houk Ditch 0.72 mi n/o I-469	1401763	CN	25.3	2016	20.3	5.1	
Repair or Replace Joints		PE*	7.0	2016	5.6	1.4	
Bridge Maintenance and Repair	1401511	CN	17.0	2017	13.6	3.4	16-73
		PE*	7.0	2016	5.6	1.4	16-74
	1401512	CN	17.0	2017	13.6	3.4	
*US 27: bridge over Houk Ditch, 0.72 mi n/o I-469	1500787	PE	110.0	2016	88.0	22.0	16-10
Bridge Thin Deck Overlay		CN	489.0	2018	391.2	97.8	
NB - 1500787 SB - 1500788	1500788	PE	110.0	2016	88.0	22.0	16-11
		CN	489.0	2018	391.2	97.8	16-15
*US 27: Bridge over Berning Creek NB, 4.81 mi s/o I-469	1500803	PE	90.0	2016	72.0	18.0	16-2
Bridge Deck Overlay		CN	371.0	2018	296.8	74.2	
*US 27: Bridge over Berning Creek SB, 4.81 mi s/o I-469	1500804	PE	90.0	2016	72.0	18.0	16-3
Bridge Deck Overlay		CN	371.0	2018	296.8	74.2	
US 30: At US 33, 0.66 mile W of I-69	9904160	PE	15.0	2014	12.0	3.0	
Interchange Modification		RW	200.0	2014	160.0	40.0	
		CN	2343.0	2017	1874.4	468.6	
US 30: from 8.02 mi w/o I-69 (near Allen/Whitley Co Line) to I-69 HMA Overlay, Preventive Maintenance Let 7-8-15	0810227	CN	3453.0	2016	2762.4	690.6	14-149
*US 30: Intersection of US 30 & SR 101 Other Intersection Improvement	1298055	PE	137.0	2016	109.6	27.4	16-39
		CN	952.0	2018	761.6	190.4	16-8
US 30: Pipeliner for Ditch, 0.17 mi w/o I-69 Small Structure Pipe Lining	1296072	CN	86.0	2016	68.8	17.2	
US 30: 0.23 mi e/o US 33 (Hillegas Rd over US 30/33)		PE	300.0	2016	240.0	60.0	
Bridge Replacement	1383457	RW	12.0	2017	9.6	2.4	
		RW	13.0	2018	10.4	2.6	
		CN	50.0	2018	40.0	10.0	
		CN	2461.0	2019	1968.8	492.2	
US 30: from I-469 to 1.55 mi e/o I-469 Concrete Pavement Restoration (CPR) Let 7-8-15	1401431	CN	307.5	2016	246.0	61.5	
*US 30: over Seegar Ditch EB & WB, 2.66 mi w/o US 33	1401542	PE	7.0	2016	5.6	1.4	16-42
		CN	5.3	2017	4.2	1.1	
Bridge Maintenance and Repair		PE	7.0	2016	5.6	1.4	16-43
EB - 1401542 WB - 1401543	1401543	CN	5.3	2017	4.2	1.1	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
US 30: bridge over Hoffman Creek, 0.65 mi w/o SR 101 Repair or Replace Joints	1401764	CN	25.3	2016	20.3	5.1	14-129
US 30: bridge over Flatrock Creek, 0.79 mi e/o SR 101 Bridge Maintenance and Repair	1401765	CN	31.5	2016	25.2	6.3	
US 30: WB bridge over Flatrock Creek, 0.79 mi e/o SR 101 Repair or Replace Joints	1401766	CN	25.3	2016	20.3	5.1	
*US 30: bridge over Flatrock Creek, WB 0.79 mi e/o SR 101 Bridge Deck Overlay	1600194	PE CN	110.0 737.1	2017 2019	88.0 663.5	22.0 73.7	16-137 16-175
*US 30: bridge over Flatrock Creek, EB 0.79 mi e/o SR 101 Bridge Deck Overlay	1600227	PE	110.0	2017	88.0	22.0	16-138
*US 30: bridge over Flatrock Creek, EB 0.79 mi e/o SR 101 Bridge Deck Overlay	1600238	CN	737.2	2019	663.5	73.7	16-176
US 33: between US 30 and US 6 Curve Sign and Marking Visibility Improvements	1296428	CN	1123.0	2017	898.4	224.6	
US 33: bridge over Eel River, 3.30 mi s/o SR 205 Bridge Maintenance and Repair	1400375	CN	30.8	2016	24.6	6.2	
*US 33: over Johnson Ditch, 5.33 mi n/o US 30 Bridge Maintenance and Repair	1401517	PE CN	7.0 17.0	2016 2017	5.6 13.6	1.4 3.4	16-76
*US 33: bridge over Eel River, 3.3 mi s/o SR 205 Scour Protection (Erosion)	1592508	PE CN	25.0 170.0	2016 2017	20.0 136.0	5.0 34.0	16-98 16-162
*US 33: bridge US 33 over US 30 Bridge Painting	1592680	PE	33.0	2016	26.4	6.6	16-103
*US 33: over Eel River, 3.30 mi s/o SR 205 Bridge Maintenance and Repair	1592919	PE CN	60.0 75.0	2016 2018	48.0 60.0	12.0 15.0	16-89 16-129
*SR 37: over Branch #2, Sowers Ditch, 3.05 mi n/o SR 101 Small Structure Pipe Lining	1383542	PE	50.0	2017	40.0	10.0	16-20 16-148
*SR 37: bridge over Wann Ditch, 0.38 mi s/o SR 101 Scour Protection (Erosion)	1592648	PE CN	41.0 69.1	2017 2018	24.8 55.3	6.2 13.8	16-100 16-163 16-164
I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1 Bridge Deck Replacement	0300086 0300087	PE CN	30.0 3211.0	2013 2016	24.0 2889.9	6.0 321.1	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*I-69: Hillegas Road bridge over I-69, 0.48 mi s/o US 30 Bridge Deck Overlay *STP Urban Funding **match funding is from City of Fort Wayne	1006172	PE	80.0	2014	72.0	8.0	16-150
		CN	25.0	2017	22.5	2.5	
	CN	2320.0	2018	2088.0	232.0		
	CN	500.0	2018	*400.0	**100.0		
I-69: Pipeliner for Brandt Ditch, 0.22 mi s/o I-469 South Jct Small Structure Pipe Lining	1296053	CN	86.0	2016	77.4	8.6	
I-69: Pipeliner for Branch of Robinson Ditch, 3.50 mi n/o I-469 North Jct. Small Structure Pipe Lining	1296054	CN	108.0	2016	97.2	10.8	
*I-69: from RP 271.64-278.0, RP 330.1-336.1, RP 342.1-348.0 (Various Location in the Fort Wayne District) Install New Cable Rail Barriers	1296262	PE	60.0	2016	60.0	0.0	14-154
		CN	210.0	2016	210.0	0.0	16-16
*I-69: from 0.64 mi s/o I-469 to 4.20 mi n/o I-469, Yohne Rd bridge HMA Overlay, Preventive Maintenance	1296335	PE	17.6	2016	15.8	1.8	16-7
		CN	2491.0	2016	2241.9	249.1	
I-69: Bridge over Eight Mile Creek (NB & SB) 6.68 mi n/o US 224 Bridge Deck Overlay	1296460	PE	50.0	2015	45.0	5.0	
	1296462	CN	536.5	2017	482.9	53.7	
		PE	45.0	2014	40.5	4.5	
		CN	536.5	2017	482.9	53.7	
I-69: NB & SB lanes at US 30 Interchange weave area Interchange Modification NB - 1296929 SB - 1296931	1296929	PE	2.5	2015	2.3	0.3	14-121
		CN	161.0	2016	145.0	16.0	
	1296931	PE	2.5	2015	2.3	0.3	
		CN	161.0	2016	145.0	16.0	
I-69: SB at the I-469 S Jct weave area Interchange Modification	1296933	PE	2.5	2015	2.3	0.3	14-122
		CN	161.0	2016	144.9	16.1	
*I-69: various locations Install New Cable Rail Barriers	1297947	PE	60.0	2016	60.0	0.0	16-6
		CN	3313.0	2018	3313.0	0.0	
*I-69: bridge over Robinson Creek NB, 1.69 mi s/o US 24 Bridge Maintenance and Repair NB - 1400446 SB - 1400447	1400446	CN	9.1	2016	8.1	0.9	16-160
	1400447	CN	9.1	2016	8.1	0.9	16-161
REMOVED FROM TIP							
I-69: bridge over N&S RR SB, 0.80 mi s/o US 24 Bridge Maintenance and Repair	1400448	CN	8.5	2016	7.7	0.9	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
I-69: bridge over Hadley Road NB, 0.97 mi s/o SR 14 Bridge Maintenance and Repair	1400449	CN	12.3	2016	11.0	1.2	
	1400450	CN	12.3	2016	11.0	1.2	
*I-69: over NS RR/McCulloch Ditch NB & SB, 0.80 mi s/o US 24 Bridge Maintenance and Repair	1401482	PE	7.0	2016	5.6	1.4	16-69
	1401483	CN	23.4	2017	18.7	4.7	16-70
		PE	7.0	2016	5.6	1.4	
		CN	14.9	2017	11.9	3.0	
*I-69: NB bridge over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair	1401484	PE	7.0	2016	5.6	1.4	16-71
		CN	18.1	2017	14.4	3.6	
*I-69: over Lower Huntington Rd, 2.97 mi s/o US24 Bridge Maintenance and Repair	1401531	PE	7.0	2016	5.6	1.4	16-81
		CN	45.1	2017	36.1	9.0	
*I-69: NB over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair	1401532	PE	7.0	2016	5.6	1.4	16-82
		CN	5.8	2017	4.7	1.2	
*I-69: SB over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair	1401533	PE	7.0	2016	5.6	1.4	16-83
		CN	10.8	2017	8.7	2.2	
*I-69: bridge on Yoder Road over I-69, 7.75 mi n/o of US 224. Replace Superstructure Let 7-8-15	1401759	PE	39.5	2015	35.6	4.0	16-31
	1401759	PE	180.0	2016	162.0	18.0	
	1400445	CN	7.0	2016	6.3	0.7	
	1401759	CN	1439.7	2016	1295.7	144.0	
I-69: Lower Huntington Bridge over I-69, 2.97 mi s/o US 24 Bridge Maintenance and Repair	1401769	CN	33.5	2016	30.2	3.4	
	1401531	CN	45.1	2017	40.6	4.5	
I-69: NB & SB bridge over US 24, 3.21 mi s/o SR 14 Repair or Replace Joints NB - 1401770 SB - 1401771	1401770	CN	25.3	2016	22.8	2.5	
	1401771	CN	25.3	2016	22.8	2.5	
I-69: SB & NB bridge over NS RR, 0.53 mi n/o SR 14 Repair or Replace Joints EB - 1401774 WB - 1401775	1401774	CN	100.0	2016	90.0	10.0	
	1401775	CN	101.4	2016	91.2	10.1	
I-69: bridge over McCulloch Ditch & NS RR, 0.8 mi s/o US 24 Repair or Replace Joints	1401776	PE	103.0	2016	92.7	10.3	
		CN	101.4	2016	91.2	10.1	
I-69: SB & NB bridge over CFE RR, 1.9 mi s/o US 30 Repair or Replace Joints SB - 1401788 WB - 1401789	1401788	CN	101.4	2016	91.2	10.1	
	1401789	PE	67.8	2016	61.0	6.8	
		CN	101.4	2016	91.2	6.8	
*I-69 at SR 14 Interchange Interchange Modification	1401828	PE	160.0	2016	144.0	16.0	16-144
		CN	922.5	TBD	TBD	TBD	16-5

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
I-69: SB ramps at Lower Huntington Rd New Signal Installation	1500349	CN	154.0	2016	138.6	15.4	
*I-69 at SR 3: from 1.4 mi north to 1.94 mi n/o US 30 HMA Overlay, Preventive Maintenance	1592429	CN	350.0	2016	315.0	35.0	16-29
*I-69: 0.68 mi s/o US 224 to 9.52 mi n/o US 224 HMA Overlay, Preventive Maintenance	1592633	PE	620.0	2016	558.0	62.0	16-104
*I-69: NB over NS RR, 0.53 mi n/o SR14 Bridge Maintenance and Repair	1592908	PE	15.0	2017	13.5	1.5	15-165 16-124
	1592908	CN	59.0	2018	47.2	11.8	16-84
*I-69: NB over NS RR, 0.53 mi n/o SR14 Bridge Maintenance and Repair	1592914	PE	15.0	2017	13.5	1.5	15-166 16-125
	1592914	CN	59.0	2018	47.2	11.8	16-85
*I-69: NB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair	1592916	PE	15.0	2017	13.5	1.5	15-167 16-126
	1592916	CN	59.0	2018	47.2	11.8	16-86
*I-69: SB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair	1592917	PE	15.0	2017	13.5	1.5	15-168 16-127
		CN	59.0	2018	47.2	11.8	16-87
*I-69: NB over US 24, 3.21 mi s/o SR 14 Bridge Maintenance and Repair	1592926	CN	26.8	2018	21.4	5.4	16-51 16-107
*I-69: SB over US 24, 3.21 mi s/o SR 14 Bridge Maintenance and Repair	1592927	CN	26.8	2018	21.4	5.4	16-52 16-108
*I-69: NB over NS RR, 0.53 mi n/o SR 14 Bridge Maintenance and Repair	1592928	CN	42.8	2018	34.2	8.6	16-53 16-109
*I-69: SB over NS RR, 0.53 mi n/o SR 14 Bridge Maintenance and Repair	1592930	CN	42.8	2018	34.2	8.6	16-54 16-110
*I-69: NB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair	1592932	CN	42.8	2018	34.2	8.6	16-55 16-111
*I-69: SB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair	1592933	CN	42.8	2018	34.2	8.6	16-56 16-112
*I-69: Huntington Rd over I-69, 2.97 mi s/o US24 Bridge Maintenance and Repair	1592980	CN	26.8	2018	21.4	5.4	16-62 16-118
SR 101: 4.97 mi s/o US 30 (over Brown Ditch) Bridge Deck Overlay	1006158	PE PE CN	15.0 55.0 389.0	2015 2016 2017	12.0 44.0 311.2	3.0 11.0 77.8	
*SR 101: from 0.18 mi n/o US 24 to 8.49 mi n/o US 24 HMA Overlay, Structural	1296471	PE PE CN	200.0 200.0 947.0	2016 2017 2016	160.0 160.0 852.3	40.0 40.0 94.7	16-24 16-25

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*SR 101: Mourey ditch, 2.60 mi n/o US 30 Pipe Lining	1383552	PE	50.0	2017	40.0	10.0	16-136
*SR 101: Imback Ditch, 6.64 mi n/o US 30 Small Structure Pipe Lining	1383553	PE	50.0	2017	40.0	10.0	16-21 16-141
*SR 101: Bridge over Hamm Ditch, 1.49 mi n/o SR 37 Bridge Deck Overlay	1500781	PE CN	95.0 684.3	2016 2018	76.0 547.4	19.0 136.9	16-4
*SR 205: pipeliner for Johnson Ditch, 2.09 mi n/o US 33 Small Structure Pipelining	1296076	PE RW CN	25.0 2.0 77.8	2016 2016 2017	20.0 1.6 62.3	5.0 0.4 15.6	16-40
I-469: EB bridge over Houk Ditch, 2.19 mi e/o US 27/US 33 interchange Bridge Deck Overlay	0901185 0901186	CN	396.0	2016	356.4	39.6	
*I-469: from 5.51 mi s/o US 24, (I-469 over I-69 EB & WB) Bridge Deck Overlay/Deck Replacement/ Superstructure Replacement	1006213 1006214	PE PE CN PE CN	80.0 74.0 1900.0 80.0 1900.0	2014 2016 2017 2014 2017	72.0 66.6 1710.0 72.0 1710.0	8.0 7.4 190.0 8.0 190.0	16-23 16-154 16-155
I-469: from 0.85 mi e/o US 27 to 3.14 mi s/o US 30 Pavement Replacement & Bridge Thin Deck Overlay	1296429	PE PE CN	20.0 1500.0 33787.2	2014 2015 2017	18.0 1350.0 30404.5	2.0 150.0 3378.7	
I-469: pipeliner for ditch at Minnich Rd Interchange (SW), 1.94 mi s/o US 30 Small Structure Pipe Lining	1173904	CN	108.0	2016	97.2	10.8	
*I-469: pipeliner for drain, 1.29 mi e/o US 27							
Removed from TIP							
Small Structure Pipe Lining (was completed under a previous contract)	1173908	CN	97.0	2016	87.3	9.7	16-27
I-469: pipeliner for drain at Tillman Rd Interchange SWR & SER, 3.80 mi s/o US 30 Small Structure Pipe Lining SWR - 1173909 SER - 1173910	1173909 1173910	CN CN	70.0 70.0	2016 2016	63.0 63.0	7.0 7.0	
I-469 at the US 24 Interchange Interchange Modification	1383675	PE PE RW RW CN CN	100.0 1100.0 100.0 1500.0 1500.0 6876.0	2015 2016 2017 2018 2017 2019	90.0 990.0 90.0 1350.0 1350.0 6188.4	10.0 110.0 10.0 150.0 150.0 687.6	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
I-469: bridge over US 24 SB, 1.35 mi n/o US 30 Bridge Maintenance and Repair	1400362	CN	9.6	2016	8.6	1.0	
I-469: bridge over Maumee River NB & SB, 0.47 mi n/o US 24 Bridge Maintenance and Repair NB - 1400363 SB - 1400364	1400363 1400364	CN CN	10.1 8.5	2016 2016	9.1 7.7	1.0 0.9	
I-469: bridge over N&S RR NB & SB, 0.50 mi s/o SR 37 Bridge Maintenance and Repair NB - 1400366 SB - 1400367	1400366 1400367	CN CN	9.6 10.6	2016 2016	8.6 9.5	1.0 1.1	
I-469: bridge over Lafayette Ctr Rd, 0.94 miles e/o I-69 Bridge Maintenance and Repair EB - 1400383 WB - 1400384	1400383 1400384	CN CN	4.8 5.4	2016 2016	4.3 4.8	0.5 0.5	
*I-469: bridge over CFE RR, 3.81 mi w/o US 30 Bridge Thin Deck Overlay EB - 1401085 WB - 1401086	1401085 1401086	CN CN	178.8 163.8	2017 2017	151.9 147.4	16.9 16.4	14-156 14-157
I-469: bridge over Tillman Rd, 3.62 mi w/o US30 Bridge Thin Deck Overlay EB - 1401087 WB - 1401088	1401087 1401088	CN CN	104.7 104.7	2017 2017	94.2 94.2	10.5 10.5	
I-469: bridge over CFE RR, 2.71 mi w/o US 30 Bridge Thin Deck Overlay	1401089 1401090	CN CN	137.9 142.9	2017 2017	124.1 128.6	13.8 14.3	
*I-469: bridge over St Marys River, 0.45 mi w/o US 27 Debris Removal Channel	1401473	PE	4.0	2016	3.6	0.4	16-94
*I-469: over Lafayette Ctr Rd, 0.94 mi e/o I-69 Bridge Maintenance and Repair	1401521 1401522	PE CN PE CN	10.0 46.7 10.0 46.7	2016 2017 2016 2017	8.0 37.4 8.0 37.4	2.0 9.3 2.0 9.3	16-77 16-78
*I-469: over NS RR (New Castle), EB, 0.56 mi w/o SR 1 Bridge Maintenance and Repair	1401523	PE CN	7.0 31.9	2016 2017	5.6 25.5	1.4 6.4	16-79

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*I-469: bridge over Dawkins Rd, 0.53 mi n/o US 30 Bridge Maintenance and Repair	1401524	PE CN	10.0 59.5	2016 2017	8.0 47.6	2.0 11.9	16-80
*I-469: bridge over St Joseph Ctr Rd, 0.34 mi n/o SR 37 Substructure Repair and Rehabilitation	1401546	PE CN	7.0 31.7	2016 2017	5.6 25.4	1.4 6.3	16-44
*I-469: over Feighner Rd, EB, 0.54 mi e/o I-69 Bridge Maintenance and Repair	1401547	PE CN	7.0 16.4	2016 2017	5.6 13.1	1.4 3.3	16-45
*I-469: bridge over I-69 EB & WB Bridge Deck Patching	1401548 1401549	PE CN PE CN	7.0 10.6 7.0 10.6	2016 2017 2016 2017	5.6 8.5 5.6 8.5	1.4 2.1 1.4 2.1	16-46 16-47
I-469: bridge at Stellhorn Rd & I-469, 1.10 mi s/o SR 37 Repair or Replace Joints	1401786	CN	25.3	2016	22.8	2.5	14-140
*I-469: Pipeliner, WB on Ramp, 4.0 mi e/o US 27 Pipe Lining	1500829	PE CN	50.0 64.8	2016 2018	40.0 51.8	10.0 13.0	16-41 16-147
*I-469: From 3.99 mi s/o US 30 to 1.92 mi n/o SR 37 (Wheelock Rd) Concrete Pavement Restoration (CPR)	1500836	PE CN	400.0 3944.0	2016 2017	320.0 3155.2	80.0 788.8	16-35
*I-469: From 0.54 mi e/o I-69 south to 2.28 mi e/o SR 1 (Winchester Rd) Concrete Pavement Restoration (CPR)	1500837	PE CN CN	300.0 2958.2 2958.2	2016 2018 2018	240.0 2366.6 2366.6	60.0 591.6 591.6	16-36
*I-469: From 1.92 mi e/o N Jct of I-69 (St Joe Rd) to N Jct of I-69 HMA Overlay, Preventive Maintenance	1500838	PE CN	190.0 1810.5	2016 2017	152.0 1629.5	38.0 181.1	16-33 16-158
*I-469: From 2.1 mi s/o US 30 (at Minnich Rd) to 1.35 mi s.o US 30 HMA Overlay, Preventive Maintenance	1592428	CN	175.0	2017	157.5	17.5	16-28 16-106
*I-469: 0.48 mi w.o I-69 to 0.54 mi e/o I-69 HMA Overlay, Preventive Maintenance	1592489	PE CN	160.0 1623.0	2016 2017	144.0 1460.7	16.0 162.3	16-95 16-159
*I-469: WB off ramp 1.76 mi e/o US 27 Pipe Lining	1592490	PE	50.0	2017	40.0	10.0	16-134
*I-469: EB over St Joseph River, 1.39 mi e/o I-69 Scour protection (Erosion)	1592492	PE	30.0	2016	27.0	3.0	16-96

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*I-469: WB over St Joseph River, 1.39 mi e/o I-69 Scour Protection (Erosion)	1592493	PE	30.0	2016	27.0	3.0	16-97
*I-469: over St Marys River, 0.45 mi w/o US 27 Bridge Maintenance and Repair	1592918	CN	53.5	2018	42.8	10.7	16-88 16-128
*I-469: NB over US 24, 1.35 mi n/o US 30 Bridge Maintenance and Repair	1592934	CN	58.9	2018	47.1	11.8	16-57 16-113
*I-469: SB over US 24, 1.35 mi n/o US 30 Bridge Maintenance and Repair	1592935	CN	58.9	2018	47.1	11.8	16-58 16-114
*I-469: EB over Maplecrest Rd, 3.99 mi e/o SR 37 Bridge Maintenance and Repair	1592955	PE	15.0	2017	13.5	1.5	16-169 16-115
		CN	58.9	2018	47.1	11.8	16-59
*I-469: WB over Maplecrest Rd, 3.99 mi e/o SR 37 Bridge Maintenance and Repair	1592964	CN	39.6	2018	31.7	7.9	16-60 16-116
*I-469: WB over Maplecrest Rd, 3.99 mi e/o SR 37 Bridge Maintenance and Repair	1592974	CN	21.4	2018	17.1	4.3	16-61 16-117
*I-469: over NS RR (Fostoria) Bridge Maintenance and Repair	1592982	PE	15.0	2017	13.5	1.5	16-174 16-119
		CN	37.5	2018	30.0	7.5	16-63
*I-469: NB over US 24, 1.35 mi n/o US 30 Bridge Maintenance and Repair	1592985	PE	15.0	2017	13.5	1.5	16-171 16-120
		CN	37.5	2018	30.0	7.5	16-64
*I-469: SB over US 24, 1.35 mi n/o US 30 Bridge Maintenance and Repair	1592986	PE	15.0	2017	13.5	1.5	16-172 16-121
		CN	37.5	2018	30.0	7.5	16-65
*I-469: SB over NS RR, 0.50 mi s/o SR 37 Bridge Maintenance and Repair	1592988	PE	15.0	2017	13.5	1.5	16-173 16-122
		CN	37.5	2018	30.0	7.5	16-66
*I-469: WB over Maplecrest Rd, 3.99 mi e/o SR 37 Bridge Maintenance and Repair	1592989	PE	15.0	2017	13.5	1.5	16-170 16-123
		CN	37.5	2018	30.0	7.5	16-67
*I-469: unnamed tributary of Brindle Ditch 3.76 mi e/o I-69 Pipe Lining	1600240	PE	50.0	2017	40.0	10.0	16-135
SR 930: 1.1 mi e/o I-469 at the intersection of Green St in New Haven	0100843	PE	241.3	2012	193.0	48.3	
		PE	70.0	2013	56.0	14.0	
		RW	300.0	2015	240.0	60.0	
		CN	70.0	2015	56.0	14.0	
		CN	2567.0	2017	2054.4	513.6	
SR 930: bridge over N&S RR, WB, 5.07 mi w/o I-469 Bridge Deck Overlay	1296277	PE	80.0	2014	64.0	16.0	
		CN	684.0	2016	547.2	136.8	
*SR 930: 0.77 mi w/o US 27 (at Coldwater Rd), add right turn lanes on N, E & W approaches		PE	475.0	2016	380.0	95.0	16-17
		CN	400.0	2016	320.0	80.0	
Intersection Improvement w/added turn lanes	1296911	CN	1778.0	2017	1422.4	355.6	

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*SR 930: bridge over N&S RR, 4.38 mi w/o I-469							
Removed from TIP							
Bridge Maintenance and Repair (work being completed under another project)	1400378	CN	24.2	2016	47.0	4.2	16-30
SR 930: from 0.71 mi w/o I-469 (Minnich Rd) to I-469 Concrete Pavement Restoration (CPR)	1401432	CN	102.0	2016	81.6	20.4	
*SR 930: over Spy Run Creek, 0.74 mi w/o US 27 Bridge Maintenance and Repair	1401477	PE CN	7.0 21.2	2016 2017	5.6 17.0	1.4 4.2	16-68
*SR 930: over Spy Run Creek, 0.74 mi w/o US 27 Bridge Thin Deck Overlay	1500784	PE CN	30.0 149.2	2016 2018	24.0 134.3	60.0 14.9	16-9
*SR 930: Bridge over Trier Ditch, 2.05 mi w/o I-469 Bridge Deck Replacement & Widening	1600407 1600227	PE CN	100.0 717.4	2017 2019	80.0 645.6	20.0 71.7	16-139 16-152
Bridge Inspections (Statewide Underwater Bridge Inspections)	1297250	PE	600.0	2013	480.0	120.0	
Bridge Inspections	1297250	PE	600.0	2014	480.0	120.0	
		PE	600.0	2015	480.0	120.0	
		PE	600.0	2016	480.0	120.0	
		PE	600.0	2017	480.0	120.0	
Bridge Painting: US 27, 2.6 mi s/o SR 930; SR 18, 2.07 mi w/o SR 9; SR 101, 2.4 mi s/o SR 8 Bridge Painting Let 7-8-15	0810336	CN	419.0	2016	335.2	83.8	14-150
Consultant Shop Plan Review Services 2014- 2018 Other Type Project (Miscellaneous)	1298507	PE	250.0	2016	200.0	50.0	
Covington Rd at NS RR in Fort Wayne Railroad Protection	1297575	PE CN	30.0 340.0	2013 2016	30.0 340.0	0.0 0.0	
Helpers Program for Local Roads and Streets Other Type Project (Miscellaneous)	1383183	PE CN PE CN PE	241.3 0.0 251.3 0.0 251.3	2016 2016 2017 2017 2018	201.0 0.0 201.0 0.0 201.0	50.3 0.0 50.3 0.0 50.3	
*IPFW Pedestrian Bridge over Coliseum Blvd Bike/Pedestrian Facilities	1173219	PE CN	360.0 4169.3	2014 2017	288.0 3335.4	72.0 833.9	16-131

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
*Lafayette Center Rd/CR 900N: from US 24 to Fogwell Rd (1.20 mi w/o I-69)	1400605	PE	530.0	2014	0.0	530.0	
Road Reconstruction & Realignment; Bridge Rehab or Repair; New Bridge (RR grade separation); Utility Relocation (#1401175, 1401176, 1401177, 1401366, 1401823)		RW	2721.0	2015	0.0	2721.0	
		CN	4000.0	2015	0.0	4000.0	
		CN	1000.0	2016	0.0	1000.0	
		CN	22188.1	2016	0.0	22188.1	
		CN	255.8	2016	0.0	255.8	
Multiple Weigh Station locations in the state; Statewide PM contract for W/S Weigh Stations Construction/Reconstruction	1173877	CN	100.0	2017	90.0	10.0	
Nuttman Ave at NS RR in Fort Wayne	1297574	PE	30.0	2013	30.0	0.0	
Railroad Protection		CN	305.0	2016	305.0	0.0	
Pedestrian Bridge Crossing - IPFW	0710276	PE	75.0	2015	60.0	15.0	
Bridge Inspection		PE	0.0	2017	0.0	0.0	
Software License for Statewide ATMS	1297114	PE	1200.0	2016	1080.0	120.0	
		CN	0.0	2016	0.0	0.0	
ITS Program Contracted Services	1297115	PE	1200.0	2017	1080.0	120.0	
		CN	0.0	2017	0.0	0.0	
	1383639	PE	1200.0	2018	1080.0	120.0	
		CN	0.0	2018	0.0	0.0	
Statewide O & M fee for CARS (Condition Acq & Reporting System)	0800586	PE	205.0	2016	164.0	41.0	
		CN	0.0	2016	0.0	0.0	
ITS Operations and Maintenance Contracts	1383642	PE	275.0	2018	220.0	55.0	
Statewide TMC Dispatcher Operations contract	0800520	PE	1150.0	2016	1035.0	115.0	
		CN	0.0	2016	0.0	0.0	
ITS Program Contracted Services	1297113	PE	1300.0	2017	1170.0	130.0	
		CN	0.0	2017	0.0	0.0	
	1383641	PE	1500.0	2018	1350.0	150.0	
		CN	0.0	2018	0.0	0.0	
*Van Buren St at NS RR in Fort Wayne	1500181	PE	20.0	2017	20.0	0.0	16-133
Railroad Protection DOT#478025T		CN	450.0	2018	450.0	0.0	
*Various Bridges in Fort Wayne District: SR 14 over I-69; bridge over I-469, 1.1 mi s/o SR 37 Bridge Painting	0810112	CN	436.0	2016	392.4	43.6	16-133
*Various Locations within the Fort Wayne District Raised Pavement Markings, Refurbished	1006220	CN	60.0	2016	60.0	0.0	16-19

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	A/M
Various Bridge Inspections in FW District - Statewide Bridge Inspection	1297451	PE	600.0	2014	480.0	120.0	
		PE	500.0	2015	400.0	100.0	
		PE	500.0	2017	400.0	100.0	
Bridge Inspection QA/QC Actual cost per bridge TBD	1400933	PE	0.0	2015	0.0	0.0	
*Various intersections in the Fort Wayne District							
Traffic Signal Modernization	1296424	PE	150.0	2016	135.0	15.0	16-145

Fleet Roster Fort Wayne Public Transportation Corporation / Citilink

Last Update 6/1/2016

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Useful Life Meet	Replacement Scheduled in TIP
Active	225	2002	Gillig	Low Floor	15GGB181X21072499	35'	Yes	32/2wc	597,714	Good	2014	2015
Active	226	2002	Gillig	Low Floor	15GGB181221072500	35'	Yes	32/2wc	578,104	Good	2014	2016
Active	227	2002	Gillig	Low Floor	15GGB181421072501	35'	Yes	32/2wc	618,866	Good	2014	2017
Active	228	2002	Gillig	Low Floor	15GGB181621072502	35'	Yes	32/2wc	561,156	Good	2014	2017
Active	629	2006	Gillig	Low Floor	15GGB291661076883	35'	Yes	32/2wc	497,295	Good	2018	
Active	630	2006	Gillig	Low Floor	15GGB291861076884	35'	Yes	32/2wc	485,185	Good	2018	
Active	831	2008	Gillig	Low Floor	15GGB271X81078836	35'	Yes	32/2wc	402,985	Good	2020	
Active	832	2008	Gillig	Low Floor	15GGB271181078837	35'	Yes	32/2wc	379,534	Good	2020	
Active	833	2008	Gillig	Low Floor	15GGB271381078838	35'	Yes	32/2wc	375,061	Good	2020	
Active	834	2008	Gillig	Low Floor	15GGB271581078839	35'	Yes	32/2wc	391,594	Good	2020	
Active	835	2008	Gillig	Low Floor	15GGB271181078840	35'	Yes	32/2wc	409,074	Good	2020	
Active	836	2008	Gillig	Low Floor	15GGB271381078841	35'	Yes	32/2wc	380,117	Good	2020	
Active	937	2009	Eldorado	Passport / Chevy 5500 2008 chassis	1GBJ5V1938F416556	29'	Yes	18/2wc	133,719	Good	2016	2017
Active	938	2009	Eldorado	Passport / Chevy 5500 2008 chassis	1GBJ5V1908F416627	29'	Yes	18/2wc	126,166	Good	2016	2017
Active	939	2009	Eldorado	Passport / Chevy 5500 2008 chassis	1GBJ5V1908F416546	29'	Yes	18/2wc	125,225	Good	2016	2017
Active	1040	2010	Gillig	Hybrid	15GGB301XA1177873	35'	Yes	32/2wc	297,661	Good	2022	
Active	1041	2010	Gillig	Hybrid	15GGB301A1177874	35'	Yes	32/2wc	296,077	Good	2022	
Active	1042	2010	Gillig	Hybrid	15GGB3013A1177875	35'	Yes	32/2wc	295,540	Good	2022	
Active	1043	2010	Gillig	Hybrid	15GGB3015A1177876	35'	Yes	32/2wc	303,385	Good	2022	
Active	1044	2010	Gillig	Hybrid	15GGB3017A1177877	35'	Yes	32/2wc	307,292	Good	2022	
Active	1045	2010	Gillig	Hybrid	15GGB3019A1177878	35'	Yes	32/2wc	397,193	Good	2022	
Active	1046	2010	Gillig	Hybrid	15GGB3010A1177879	35'	Yes	32/2wc	300,850	Good	2022	
Active	1247	2012	Gillig	Hybrid	15GGB3013C1177880	35'	Yes	32/2wc	218,868	Good	2024	
Active	1248	2012	Gillig	Hybrid	15GGB3015C1177881	35'	Yes	32/2wc	223,660	Good	2024	
Active	1349	2013	Gillig	Hybrid	15GGB3014D1180711	35'	Yes	32/2wc	164,122	Good	2025	
Active	1350	2013	Gillig	Hybrid	15GGB3016D1180712	35'	Yes	32/2wc	161,645	Good	2025	
Active	1351	2013	Gillig	Hybrid	15GGB3018D1180713	35'	Yes	32/2wc	158,660	Good	2025	
Active	1352	2013	Gillig	Hybrid	15GGB301XD1180714	35'	Yes	32/2wc	156,761	Good	2025	
Active	1353	2013	Gillig	Hybrid	15GGB3011D1180715	35'	Yes	32/2wc	154,688	Good	2025	
Active	1554	2015	Gillig	Hybrid	15GGD3012F1184253	40'	Yes	38/2wc	55,504	new	2027	
Active	1555	2015	Gillig	Hybrid	15GGD3016F1184255	40'	Yes	38/2wc	55,608	new	2027	
Active	1556	2015	Gillig	Hybrid	15GGD3018F1184256	40'	Yes	38/2wc	53,604	new	2027	
Active	1557	2015	Gillig	Hybrid	15GGD3014F1184254	40'	Yes	38/2wc	54,946	new	2027	
Active	1658	2016	Gillig	Hybrid	15GGD3015G1184846	40'	Yes	38/2wc	5,489	new	2028	
Active	1089	2010	GLAVAL	Titan II / Chevy 4500	1GB9G5A6XA1120889	26'	Yes	14/2wc	239,153	Good	2015	2015
Active	1090	2010	GLAVAL	Titan II / Chevy 4500	1GB9G5A63A1120961	26'	Yes	14/2wc	234,315	Good	2015	2015
Active	1193	2011	GLAVAL	Titan II / Chevy 4500	1GB6G5BL6B1116380	26'	Yes	14/2wc	148,280	Good	2016	2016
Active	1267	2012	GLAVAL	Titan II / Chevy 4500	1GB6G5BL2C1117981	26'	Yes	12/2wc	146,160	Good	2017	

Access Demand Response:

Active	984	2009	GLAVAL	Titan II / Chevy 4500	1GB9G5A61A1104967	26'	Yes	10/5wc	162,529	Good	2015	2015
Active	986	2009	GLAVAL	Titan II / Chevy 4500	1GB9G5A69A1105901	26'	Yes	10/5wc	167,456	Good	2015	2017
Active	987	2009	GLAVAL	Titan II / Chevy 4500	1GB9G5A60A1105740	26'	Yes	10/5wc	159,305	Good	2015	2017
Active	1192	2011	GLAVAL	Titan II / Chevy 4500	1GB6G5BL9B1117300	26'	Yes	10/5wc	110,740	Good	2017	
Active	1260	2012	GLAVAL	TITAN II / Chevy 4500	1GB6G5BL5C1119417	26'	Yes	10/5wc	116,605	Good	2017	
Active	1261	2012	GLAVAL	TITAN II / Chevy 4500	1GB6G5BL1C1119494	26'	Yes	10/5wc	104,074	Good	2017	
Active	1262	2012	GLAVAL	TITAN II / Chevy 4500	1GB6G5BL2C1119844	26'	Yes	10/5wc	116,361	Good	2017	
Active	1263	2012	GLAVAL	TITAN II / Chevy 4500	1GB6G5BL8C1119525	26'	Yes	10/5wc	114,967	Good	2017	

Status	Number	Year	Make	Model	Serial #	Length	W/Chair	Seats	Mileage	Condition	Useful Life Meet	Replacement Scheduled in TIP
Active	1264	2012	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL7C1119984	26'	Yes	10/5wc	112,487	Good	2017	
Active	1265	2012	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL7C1118950	26'	Yes	10/5wc	110,162	Good	2017	
Active	1266	2012	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL4C1119568	26'	Yes	10/5wc	112,286	Good	2017	
Active	1468	2014	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL3E1162950	26'	Yes	10/5wc	45,551	Good	2019	
Active	1469	2014	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL1E1163790	26'	Yes	10/5wc	45,436	Good	2019	
Active	1470	2014	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL9E1163875	26'	Yes	10/5wc	46,717	Good	2019	
Active	1471	2014	GLAVAL	TITAN II/ Chevy 4500	1GB6G5BL5E1164103	26'	Yes	10/5wc	41,812	Good	2019	
Active	1472	2014	GLAVAL	Titan II/ Chevy 4500	1GB6G5BL8E1163379	26'	Yes	10/5wc	25,905	Good	2019	

Service Vehicles

Active	9	2008	Chevrolet	Uplander	1GBDV13W58D162854		YES	3/2wc	100,133	Good	2013	2013
Active	12	2008	Chevrolet	Uplander	1GBDV13W48D162800		YES	3/2wc	60,754	Good	2013	2013
Active	14	2008	Chevrolet	Uplander	1GBDV13W78D162788		YES	3/2wc	80,976	Good	2013	2013
Active	64	1977	International	Wrecker	D3017GGB17341				20,756	Good	1992	
Active	71	2001	Ford	1 Ton Dump	1FDWF37S71ED16092				5,555	Good	2013	
Active	82	2002	Dodge	Dakota	1B7GL32X52S560458				175,027	Fair	2006	2013
Active	83	2008	Chevrolet	Silverado	1GBHK24K68E140223				64,576	Good	2013	
Active	84	2010	Ford	Escape Hybrid	1FMCU5K33AKD20890				39,216	Good	2015	
Active	93	1993	Ford	3/4 Ton Plow	1FTHF26GXPNB36120				110,208	Fair	1998	2011
Active	85	2010	Chevrolet	Silverado/plow	1GC3KVBG7AF111366				2,543	Good	2015	
Active	86	2010	Chevrolet	Colorado	IGCCSBD96A8140827				31,119	Good	2015	
Active	87	2009	Ford	E-Series Van	1FBNE31L19DA23931				62,422	Good		
Active	88	2009	Ford	E-Series Van	1FBNE31L39DA23932				61,927	Good		
Active	89	2014	Chevrolet	Silverado/plow	1GC0KVCG5EF170603				1,664	Good		