

DART' State of Good Repair Targets

| | Asset Class | 2019 Condition | 2019 Target | 2020 Condition | 2020 Target | 2021 Condition | 2021 Target |
|------------------------|---|--|--|--|--|---|--|
| Rolling Stock: | Revenue vehicles: small bus and van class | 0% past ULB | Not more than 0% will meet or exceed the FTA ULB | 0% past ULB | Not more than 0% will meet or exceed the FTA ULB | 0% past ULB (0 of 13) | Not more than 0% will meet or exceed the FTA ULB |
| | Revenue vehicles: large bus class | Not Applicable | Not Applicable, not owned by DART | Not Applicable | Not Applicable, not owned by DART | Not Applicable | Not Applicable, not owned by DART |
| Infrastructure: | Only rail fixed-guideway, track, signals and systems | Not Applicable | Not Applicable, not owned by DART | Not Applicable | Not Applicable, not owned by DART | Not Applicable | Not Applicable, not owned by DART |
| Equipment: | over \$50,000; non-revenue support service and maintenance vehicles; radio system | Excellent (radio system only) | Excellent (radio system only) | Excellent (radio system only) | Excellent (radio system only) | Radio system - good, hoist - excellent Maintenance or non-revenue vehicles - Not Applicable, not owned by DART | Not Applicable, not owned by DART |
| Facilities: | all, including administrative offices | Not Applicable | Not Applicable, not owned by DART (rented) | Not Applicable | Not Applicable, not owned by DART (rented) | Not known | Not Applicable, not owned by DART (rented) |
| | | FTA ULB (Useful Life Benchmark) = 10 years | | FTA ULB (Useful Life Benchmark) = 10 years | | FTA ULB (Useful Life Benchmark) = 10 years | |

County Connection State of Good Repair Targets (Targets set by MDOT)

| | Asset Class | 2019 Condition | 2019 Target | 2020 Condition | 2020 Target | 2021 Condition | 2021 Target |
|------------------------|---|--|---|--|---|--|--|
| Rolling Stock: | Revenue vehicles: small bus and van class | 4.5% past ULB (1 of 22) | Not more than 25% of agency fleet will meet or exceed the FTA ULB | 4.5% past ULB (1 of 22) | Not more than 25% of agency fleet will meet or exceed the FTA ULB (Not more than 5% of all rural agencies' fleets will exceed ULB) | 0% past ULB (0 of 24) | Not more than 10% of all rural agencies' cutaways will exceed ULB (Not more than 20% of given agency' cutaways will meet or exceed the FT |
| | Revenue vehicles: medium or large bus class | Not Applicable | Not Applicable, not owned by CCM | Not Applicable | Not Applicable, not owned by CCM | Not Applicable | Not Applicable, not owned by CCM |
| Infrastructure: | Only rail fixed-guideway, track, signals and systems | Not Applicable | Not Applicable, not owned by CCM | Not Applicable | Not Applicable, not owned by CCM | Not Applicable | Not Applicable, not owned by CCM |
| Equipment: | over \$50,000; non-revenue support service and maintenance vehicles | 0% past ULB (0 of 2) | 100% may meet or exceed the FTA ULB | 0% past ULB (0 of 2) | 100% may meet or exceed the FTA ULB | Maintenance or support service vehicles: 0% past ULB (0 of 1) | 50% may meet or exceed the FTA ULB |
| Facilities: | all, including administrative offices | Good | 5% may be below a 3.0 rating on the FTA TERM scale | Good | 5% may be below a 3.0 rating on the FTA TERM scale | Good | 5% may be below a 3.0 rating on the FTA TERM scale Not Applicable, not owned by CCM (leased) |
| | | FTA ULB (Useful Life Benchmark) = 10 years | | FTA ULB (Useful Life Benchmark) = 10 years | | FTA ULB (Useful Life Benchmark) = 10 years | |

MATS' State of Good Repair Targets

| | Asset Class | 2019 Condition | 2019 Target | 2020 Condition | 2020 Target | 2021 Condition | 2022 Target (as part of development of MATS LRP) |
|------------------------|---|--|---|--|--|--|---|
| Rolling Stock: | Revenue vehicles: small bus and van class | 2.7% past ULB (1 of 36) | Not more than 10% will meet or exceed the FTA ULB (For each transit agency: not more than 25% will meet or exceed the FTA ULB) | 2.7% past ULB (1 of 36) | Not more than 5% will meet or exceed the FTA ULB (For each transit agency: not more than 25% will meet or exceed the FTA ULB) | 0% past ULB (1 of 37) DART: 0% past ULB (0 of 13), CCM: 0% past ULB (0 of 24) | Overall, not more than 5% will meet or exceed the FTA ULB (For each transit agency: not more than 20% will meet or exceed the FTA ULB) |
| | Revenue vehicles: medium or large bus class | Not Applicable | Not Applicable, not owned by CCM or DART | Not Applicable | Not Applicable, not owned by CCM or DART | Not Applicable | Not Applicable, not owned by CCM or DART |
| Infrastructure: | Only rail fixed-guideway, track, signals and systems | Not Applicable | Not Applicable, not owned by CCM or DART | Not Applicable | Not Applicable, not owned by CCM or DART | Not Applicable | Not Applicable, not owned by CCM or DART |
| Equipment: | over \$50,000; non-revenue support service and maintenance vehicles | 0% past ULB (0 of 2) | 100% may meet or exceed the FTA ULB | 0% past ULB (0 of 2) | 100% may meet or exceed the FTA ULB | Maintenance or support service vehicles: 0% past ULB (0 of 1) | 50% may meet or exceed the FTA ULB |
| Facilities: | all, including administrative offices | Good | 5% may be below a 3.0 rating on the FTA TERM scale | Good | 5% may be below a 3.0 rating on the FTA TERM scale | Good | Not Applicable, not owned by CCM or DART |
| | | FTA ULB (Useful Life Benchmark) = 10 years | | FTA ULB (Useful Life Benchmark) = 10 years | | FTA ULB (Useful Life Benchmark) = 10 years | |