



September 18, 2018

AGENDA ITEM 7 C

STARMETRO TRANSIT ASSET MANAGEMENT PLAN (TAMP)

TYPE OF ITEM: Action

STATEMENT OF ISSUE

The purpose of this item is to adopt StarMetro's Transit Asset Management Plan (TAMP). A TAMP uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR). The benefits include:

- Improved transparency and accountability for safety, maintenance, asset use, and funding investments;
- Optimized capital investment and maintenance decisions;
- Data-driven maintenance decisions; and
- System safety & Performance outcomes.

RECOMMENDED ACTION

Option 1: Adopt StarMetro's Transit Asset Management Plan.

HISTORY AND ANALYSIS

StarMetro, as a department within the City of Tallahassee, is committed to using its assets to the greatest efficiency while adhering to the highest safety standard. StarMetro is currently operating as a FTA-defined Tier II transit operator in compliance with (49 CFR § 625.45 (b)(1). Tier II transit providers are those transit agencies that do not operate rail fixed-guideway public transportation systems and have either 100 or fewer vehicles in fixed-route revenue service during peak regular service, or have 100 or fewer vehicles in general demand response service during peak regular service hours.

This TAMP provides and outlay of how StarMetro will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. StarMetro's approach to accomplish a State of Good Repair (SGR) includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on identifying a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at a minimum practicable cost. This TAMP covers a "horizon period" of time (10/1/2018 to 9/30/2023) beginning

with the completion of the initial TAM plan in 2018, continuing with full implementation in 2019, and ending four years later on FFY 2023. This TAMP shall be amended annually during the four-year horizon.

What This Means for the CRTPA

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) will examine whether the CRTPA's planning process integrates (directly or by reference) the goals, objectives, performance measures, and targets described in the Transit Asset Management Plan, and that the system performance report measures progress toward achieving selected targets with each update of the LRTP and whether the TIP includes a description of how the program of projects contributes to achieving the MPO's targets.

TAMP Elements

As a Tier II public transportation provider, StarMetro has developed and implemented a TAMP containing the following elements:

- (1) Asset Inventory Portfolio: An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment. **(Appendix A)**
- (2) Asset Condition Assessment: A condition assessment of those inventoried assets for which the Agency has direct ownership and capital responsibility. **(Appendix B1, B2 and B3)**
- (3) Decision Support Tools & Management Approach: A description of the analytical processes and decision-support tools that the Agency uses to estimate capital investment needs over time, and develop its investment prioritization. **(Table 5)**
- (4) Investment Prioritization: The Agency's project-based prioritization of investments, developed in accordance with §625.33. **(Appendix C)**

The CRTPA recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, CRTPA staff recommends adopting StarMetro's TAMP

NEXT STEPS

Upon adoption, the proposed TAMP will be forwarded, by StarMetro, to the Federal Transit Administration (FTA) for approval.

OPTIONS

Option 1: Adopt StarMetro's Transit Asset Management Plan.
(Recommended)

Option 2: CRTPA Board Discretion.

ATTACHMENT

Attachment 1: Transit Asset Management Plan

StarMetro's Transit Asset Management Plan (TAMP) 2019-2023



555 Appleyard Drive
Tallahassee, FL 32304

August 29, 2018

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Revision History

Agency Name StarMetro

Accountable Executive Angela Baldwin, Chief Transit Officer

Initial StarMetro Adoption Date April 18, 2018

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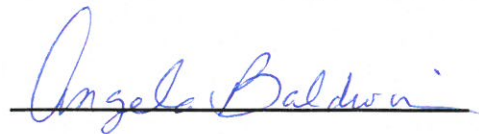
Last Modified By (Name)		Last Modified (Date)
Walter Kirkland		June 10, 2018
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Document reviewed and approved by
Accountable Executive

Chief Transit Officer

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TRANSIT ASSET MANAGEMENT PLAN (TAMP)

**City of Tallahassee – StarMetro
555 Appleyard Drive
Tallahassee, FL. 32304**

StarMetro's mission is to provide a friendly, efficient, and effective transportation system to meet the needs of the Tallahassee community while creating a culture of accountability and respect within the organization.

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Executive Summary

A Transit Asset Management Plan (TAMP) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR). By implementing a TAMP, the benefits include:

- Improved transparency and accountability for safety, maintenance, asset use, and funding investments;
- Optimized capital investment and maintenance decisions;
- Data-driven maintenance decisions; and
- System safety & Performance outcomes.

The consequences of an asset not being in a SGR include:

- Safety risks (Accidents per 100,000 revenue miles);
- Decreased system reliability (On-time performance);
- Higher maintenance costs; and/or
- Lower system performance (Missed runs due to breakdown).

About StarMetro

History

Transit in Tallahassee began with Cities Transit, which was a small chain of transit operators active in several cities. The City of Tallahassee purchased the Tallahassee franchise of Cities Transit in 1973 and made it the city department TalTran. In 1977 the operations, maintenance, and administrative building and property was built on Appleyard Drive. In 1985, the central bus terminal was constructed on the corner of Tennessee and Adams Streets and named for civil rights leader Charles Kenzie Steele. In 2005 the agency was rebranded as StarMetro and as part of the changes to transit in Tallahassee StarMetro went through a restructuring in 2011 that saw the historical hub-and-spoke system changed to a decentralized, grid-like pattern.

What we do

StarMetro operates citywide fixed routes, specialized transit services called Seminole Express that operates on and around the Florida State University campus, flex route service, and ADA complimentary paratransit service (Dial-A-Ride). StarMetro is also the Community Transportation Coordinator (CTC) for Leon County. StarMetro runs 58 buses in peak service and is responsible for the placement and maintenance of nearly 1000 bus stops, including more than 100 bus shelters and benches. StarMetro's award-winning system performs its own maintenance and repairs on buses at the Appleyard maintenance facility, including paint and body work. Thousands of people in the Capital City make StarMetro part of their daily commute.

Transit Asset Management Plan (TAMP) Policy:

StarMetro has prepared this TAMP to aide in: (1) Assessment of the current condition of capital assets; (2) determine what condition and performance of its assets should be (if they are not currently in a State of Good Repair); (3) identify the unacceptable risks, including safety risks, in continuing to use an asset that is not in a State of Good Repair; and (4) deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means.

Agency Overview:

StarMetro, the transit system for the City of Tallahassee, operates 15 weekday cross-town routes, as well as 7 FSU Seminole Express weekday routes and the Night Nole for Florida State University (FSU), 12 Saturday routes and 4 night and Sunday routes. Transit services are provided 363 days a year with approximately 3.5 million boarding's annually. StarMetro also provides demand response (Dial-A-Ride) in compliance with the American's with Disabilities Act (ADA) to disabled persons and the elderly (60+) within $\frac{3}{4}$ of a mile from a fixed bus route. Dial-A-Ride provides approximately 98,000 trips annually. StarMetro's service area is 103 sq. miles with a population of 191,894.

SECTION 1: INTRODUCTION & APPLICABILITY

StarMetro, as a department within the City of Tallahassee, is committed to moving forward together for a smart city with a smart transit using its assets to the greatest efficiency while adhering to the highest safety standard. Transit Asset Management (TAM) is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures with the outcome of operating assets in the parameters of a *State of Good Repair* (SGR).

StarMetro is currently operating as a FTA-defined *Tier II* transit operator in compliance with (49 CFR § 625.45 (b)(1). Tier II transit providers are those transit agencies that do not operate rail fixed-guideway public transportation systems and have either 100 or fewer vehicles in fixed-route revenue service during peak regular service, or have 100 or fewer vehicles in general demand response service during peak regular service hours.

This TAMP provides an outline of how StarMetro will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. StarMetro's approach to accomplish a SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on analysis based upon quality of information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at a minimum practicable cost. This document shall cover a "horizon period" of time (10/1/2018 to 9/30/2023) beginning with the completion of the initial TAM plan in 2018, continuing with full implementation in 2019, and ending four years later on FFY 2023. This TAMP shall be amended annually during the four-year horizon.

The Accountable Executive:

Per FTA TAM requirements, each transit operator receiving FTA funding shall designate an "Accountable Executive" to implement the TAM Plan. The Agency's Accountable Executive shall be the Chief Operating Officer. The Agency's Accountable Executive must balance transit asset management, safety, day-to-day operations, and expansion needs in approving and carrying out the TAM Plan and a public transportation agency safety plan.

The Accountable Executive shall be responsible to ensure the development and implementation of the TAM Plan, in accordance with §625.25 (*Transit Asset Management Plan requirements*) to ensure the reporting requirements, in accordance with both § 625.53 (*Recordkeeping for Transit Asset Management*) and § 625.55 (*Annual Reporting for Transit Asset Management*) are completed. Furthermore, the Accountable Executive shall approve the annual asset performance targets, TAMP document, and SGR Policy. These required approvals shall be self-certified by the Chief Transit Officer via the annual FTA Certifications and Assurances forms in TrAMS.

TAMP Elements:

As a Tier II public transportation provider, the Agency has developed and implemented a TAMP containing the following elements:

- (1) Asset Inventory Portfolio: An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment.
- (2) Asset Condition Assessment: A condition assessment of those inventoried assets for which the Agency has direct ownership and capital responsibility.
- (3) Decision Support Tools & Management Approach: A description of the analytical processes and decision-support tools that the Agency uses to estimate capital investment needs over time, and develop its investment prioritization.
- (4) Investment Prioritization: The Agency's project-based prioritization of investments, developed in accordance with §625.33.

Definitions:

Accountable Executive: Means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

Asset Category: Means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

Asset Class: Means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

Asset Inventory: Means a register of capital assets, and information about those assets.

Capital Asset: Means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

Decision Support Tool: Means an analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.

Direct Recipient: Means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

Equipment: Means an article of nonexpendable, tangible property having a useful life of at least one year.

Exclusive-Use Maintenance Facility: Means a maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.

Facility: Means a building or structure that is used in providing public transportation.

Full Level of Performance: Means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.

Horizon Period: Means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan. FTA standard horizon period is four years.

Implementation Strategy: Means a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

Infrastructure: Means the underlying framework or structures that support a public transportation system.

Investment Prioritization: Means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Key Asset Management Activities: Means a list of activities that a transit provider determines are critical to achieving its TAM goals.

Life-Cycle Cost: Means the cost of managing an asset over its whole life.

Performance Measure: Means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

Performance Target: Means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

Public Transportation System: Means the entirety of a transit provider's operations, including the services provided through contractors.

Public Transportation Agency Safety Plan: Means a transit provider's documented comprehensive agency safety plan that is required by 49 U.S.C. 5329.

Recipient: Means an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a Subrecipient.

Rolling Stock: Means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

Service Vehicle: Means a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

State of Good Repair (SGR): Means the condition in which a capital asset is able to operate at a full level of performance.

Subrecipient: Means an entity that receives Federal transit grant funds indirectly through a State or direct recipient.

TERM Scale: Means the five (5) category rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent, 4.0—Good; 3.0—Adequate, 2.0—Marginal, and 1.0—Poor.

Tier I Provider: Means a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

Tier II Provider: Means a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a Subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Transit Asset Management (TAM): Means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

Transit Asset Management (TAM) Plan: Means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit Asset Management (TAM) Policy: Means a transit provider's documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

Transit Asset Management (TAM) Strategy: Means the approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

Transit Asset Management (TAM) System: Means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

Transit Provider (provider): Means a recipient or Subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

Useful life: Means either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

Useful life benchmark (ULB): Means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

State of Good Repair (SGR) Standards Policy:

StarMetro's SGR policy is as follows:

A capital asset is in a state of good repair (SGR) when each of the following objective standards is met:

- (1) If the asset is in a condition sufficient for the asset to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR;
- (2) The asset is able to perform its manufactured design function;
- (3) The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility; and
- (4) The assets life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation and replacements (ULB).

The TAMP allows StarMetro to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset's life cycle, and enhances the ability to maintain a SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level.

Useful Life Benchmark:

The Useful Life Benchmark (ULB) is defined as the expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment. ULB criteria are user defined, whereas ULB takes into account, a provider's unique operating environment (service frequency, weather, geography). When developing Useful Life Benchmarks (ULB), the Agency recognized and took into account the local operating environment of its assets within the service area, historical maintenance records, manufacturer guidelines, and the default asset ULB derived from the FTA. In most cases, if an asset exceeds its ULB, then it is a strong indicator that it may not be in a state of good repair.

NTD Maximum useful life is determined by years of service or accumulation of miles whichever comes first, by asset type as follows in **Table 1:**

Table 1: NTD Abbreviation and ULB Chart

Vehicle Type		Default ULB (in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MB	Minibus	10
MO	Monorail vehicle	31
MV	Minivan	8
	Other rubber tire vehicles	14
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
RT	Rubber-tired vintage trolley	14
SB	School bus	14
	Steel wheel vehicles	25
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58

Condition Assessment:

The physical condition of an asset is rated as an SGR performance measure because it is a direct reflection of its ability to perform its intended function. As part of the TAMP SGR Standards, the agency requires each vehicular asset and facility meeting FTA TAMP criteria to have a physical condition assessment conducted on an annual basis, where applicable. The condition assessments use a rating scale to rate the current physical appearance, maintenance requirements, safety and accessibility of an asset, “as it currently sits”.

SGR Performance Measures & Targets:

SGR performance measures use the physical condition to create performance measures from which asset performance targets can be derived on an annual basis. These performance measures are directly related to asset lifecycle (ULB & condition) and maintenance needs. By the time an asset meets or exceeds its assigned ULB, it should have reached its prescribed mileage, maintenance, and condition requirements. FTA-defined SGR performance measures include;

- **Revenue Vehicles:** (Age) The SGR performance measure is the percentage of revenue vehicles (fixed route & paratransit) within a particular asset class that have either met or exceeded their ULB.
- **Equipment** (non-revenue service vehicles): (Age) The SGR performance measure only applies to non-revenue service vehicles. The SGR performance measure for non-revenue, support-service and maintenance vehicles

equipment is the percentage of those vehicles that have either met or exceeded their ULB.

- **Facilities:** (Condition) The SGR performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the FTA rating scale.

StarMetro Performance Measures

- **Revenue Vehicles** – Percent within a particular asset class that have an age that exceeds FTA standards for that asset class
- **Equipment** – percent within a particular asset class that have an age that exceeds FTA standards or manufacturers standards for that asset class or a condition rating below 3.0 on that rating scale.
- **Facilities** – percent within a particular asset class with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale.

Table 2: Performance Measures & Targets

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Revenue Vehicles						
AGE	BU1 - Bus, Diesel, 30'	0%	0%	0%	0%	0%
	BU2 - Bus, Diesel, 35'	0%	0%	4%	18%	14%
	BU3 - Bus, Diesel, 40'	0%	0%	0%	0%	0%
	BU4 - Bus, CNG, 30'	0%	0%	0%	0%	0%
	BU5 - Bus, CNG, 35'	0%	0%	0%	0%	0%
	BU6 - Bus, Electric, 35'	0%	0%	0%	0%	0%
	CU1- Cutaway Bus, Gasoline	0%	0%	0%	0%	0%
	CU2 - Cutaway Bus, CNG	0%	0%	0%	0%	0%
	CU3 - Cutaway Bus, CNG, Low Floor	0%	0%	0%	0%	0%
	TB - Trolleybus	0%	0%	0%	0%	100%
	VN1 - Van, ADA	0%	0%	0%	0%	30%
	VN2 - Van, Non-ADA	0%	0%	0%	0%	0%
Equipment						
AGE/CONDITION	Non-Revenue / Service Automobile	0%	0%	0%	0%	0%
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	0%	0%
	Computer Software / Equipment	0%	0%	0%	0%	0%
	Maintenance Equipment	0%	0%	0%	0%	0%
	Electric Bus Chargers, Fast Charge	0%	0%	0%	0%	0%
	Electric Bus Chargers, Depot	0%	0%	0%	0%	0%
Facilities						
Condition	Administration & Maintenance Facility	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%
	Lifts	33%	0%	0%	0%	0%
	Fueling Facility	0%	0%	0%	0%	0%

SECTION 2: ASSET INVENTORY PORTFOLIO

Table 3: Asset Inventory Portfolio

Asset Category/Class	Asset Code	Total Number	Avg Age	Avg Mileage	Average Value
Revenue Vehicles		111	5	138,294	\$157,077.39
BU1 - Bus, Diesel, 30'	BU1	6	12	321,420	\$27,057.57
BU2 - Bus, Diesel, 35'	BU2	21	11	392,630	\$69,483.16
BU3 - Bus, Diesel, 40'	BU3	27	8	374,899	\$128,712.05
BU4 - Bus, CNG, 30'	BU4	3	3	121,216	\$295,712.86
BU5 - Bus, CNG, 35'	BU5	6	1	47,342	\$439,283.14
BU6 - Bus, Electric, 35'	BU6	4	6	73,202	\$614,285.71
CU1 - Cutaway Bus, Gasoline	CU1	1	5	130,880	\$33,680.00
CU2 - Cutaway Bus, CNG	CU2	18	2	68,434	\$41,238.70
CU3 - Cutaway Bus, CNG, Low Floor	CU3	4	1	14,437	\$113,828.40
TBU - Trolleybus	TBU	5	8	79,621	\$50,473.05
VN1 - Van, ADA	VN1	7	2	26,417	\$43,174.00
VN2 - Van, Non-ADA	VN2	9	2	9,024	\$28,000.00
Equipment		26	9	69,453	\$105,153.67
Non-Revenue / Service Automobile	NRA	6	6	66,554	\$24,333.00
Trucks and other Rubber Tire Vehicles	TRK	11	8	72,351	\$26,181.00
Computer Software / Equipment	CMP	5	8	N/A	\$18,516.00
Maintenance Equipment	MEQ	2	17	N/A	\$36,892.00
Electric Bus Chargers, Fast Charge	CFC	1	6	N/A	\$500,000.00
Electric Bus Chargers, Depot	CDC	1	6	N/A	\$25,000.00
Facilities		6	27	N/A	\$349,933.00
Administration & Maintenance	AMB	1	41	N/A	\$596,687.40
Passenger Facilities	PAF	1	34	N/A	\$570,819.60
Lifts	LFT	3	16	N/A	\$36,000.00
Fueling Facility	FFA	1	18	N/A	\$196,225.00

See Appendix A (Asset Register) for the asset inventory listing.

SECTION 3: ASSET CONDITION ASSESSMENT

Table 4: Asset condition assessment

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Condition	Useful Life Benchmark	% At or Past ULB (Current)
Revenue Vehicles	111	5	138,294	9		0%
BU1 - Bus, Diesel, 30'	6	12	321,420	7	14	0%
BU2 - Bus, Diesel, 35'	21	11	392,630	8	14	0%
BU3 - Bus, Diesel, 40'	27	8	374,899	9	14	0%
BU4 - Bus, CNG, 30'	3	3	121,216	10	14	0%
BU5 - Bus, CNG, 35'	6	1	47,342	10	14	0%
BU6 - Bus, Electric, 35'	4	6	73,202	9	14	0%
CU1 - Cutaway Bus, Gasoline	1	5	130,880	8	10	0%
CU2 - Cutaway Bus, CNG	18	2	68,434	9	10	0%
CU3 - Cutaway Bus, CNG, Low Floor	4	2	14,437	10	10	0%
TB - Trolleybus	5	8	79,621	7	13	0%
VN1 - Van, ADA	7	2	26,417	8	8	0%
VN2 - Van, Non-ADA	9	2	9,024	10	8	0%
Equipment	26	9	69,453	8		8%
Non-Revenue / Service Automobile	6	6	66,554	8	8	0%
Trucks and other Rubber Tire Vehicles	11	8	72,351	7	8	0%
Computer Software / Equipment	5	8	N/A	9	3	0%
Maintenance Equipment	2	17	N/A	5	3	50%
Electric Bus Chargers, Fast Charge	1	6	N/A	8	14	0%
Electric Bus Chargers, Depot	1	6	N/A	9	14	0%
Facilities	6	27		3		0%
Administration & Maintenance	1	41	N/A	3	50	0%
Passenger Facilities	1	34	N/A	3	50	0%
Lifts	3	16	N/A	4	40	0%
Fueling Facility	1	18	N/A	3	40	0%

See Appendix B (Asset Condition Data) for individual asset condition listing

SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH

Table 5: Decision Support Tools & Management Approach

Process / Tool	
CCG Systems FASTER Software	A maintenance software package that, through various reports, provides pertinent maintenance information to make informed decisions on rolling stock condition and performance as well as failure analysis.
Funding	Determination of the various funding sources and funds availability from those sources by the TAM Plan Committee.
TERM Scale Condition Rating	Inspection checklist performed by a qualified inspector providing TERM Scale Condition ratings.
Vehicle Rating Scale	Inspection checklist performed by a qualified inspector, providing Condition ratings.
Bus Replacement Schedule	Replacement Schedule spreadsheets are used to assist with a broad view of the fleet needs based on ULB and federal interest remaining.
Maintenance Plan	StarMetro's Maintenance Plan for the Fleet and Facilities outlines the entire PM program for the fleet and facilities assets. It is updated as changes occur within the fleet or in procedures.

SECTION 5: PRIORITIZED LIST of INVESTMENTS

Investment Prioritization:

The City of Tallahassee – StarMetro assets are maintained to keep the assets operational, safe, and accessible for passenger use until they have met or exceeded their life. Semi-Annual meetings held by the TAM Plan Committee will be held to introduce and discuss projects necessary to continue to provide and improve accessible, safe, and dependable transportation for the public. The committee is comprised of representation by Finance, Planning, Operations, Grants, and Maintenance.

Non-revenue vehicles will be rotated from the City of Tallahassee motor pool fleet as needed to support the Facilities Maintenance and Transit Amenities crews in their maintenance efforts.

SECTION 6: MAINTENANCE STRATEGY

Table 6: Maintenance Strategy

Asset Category	Maintenance Activity	Frequency
Revenue Vehicles		
BU*	Preventative Maintenance Inspection	6000 Miles
BU*	Annual Safety and Condition Rating Inspection	Yearly
BU*	Clean Interior, Wash, and Fuel	Daily
CU*	Preventative Maintenance Inspection	5000 Miles
CU*	Annual Safety and Condition Rating Inspection	Annual
CU*	Clean Interior, Wash, and Fuel	Daily
TBU	Preventative Maintenance Inspection	6000 Miles
TBU	Annual Safety and Condition Rating Inspection	Yearly
TBU	Clean Interior, Wash, and Fuel	Daily
VN*	Preventative Maintenance Inspection	5000 Miles
VN*	Condition Rating Inspection	Yearly
VN*	Clean Interior, Wash, and Fuel	Daily
Equipment		
Non-Revenue/Service Automobile	Preventative Maintenance Inspection	5000 Miles
Non-Revenue/Service Automobile	Condition Rating Inspection	Annual
Trucks and other Rubber Tire Vehicles	Preventative Maintenance Inspection	5000 Miles
Trucks and other Rubber Tire Vehicles	Condition Rating Inspection	Annual
Computer Software / Equipment	Condition Rating Inspection	Annual
Maintenance Equipment	Preventative Maintenance Inspection	Quarterly
Maintenance Equipment	Condition Rating Inspection	Annual
Electric Bus Chargers, Fast Charge	Preventative Maintenance Inspection	Monthly
Electric Bus Chargers, Fast Charge	Condition Rating Inspection	Annual
Electric Bus Chargers, Depot	Preventative Maintenance Inspection	Monthly
Electric Bus Chargers, Depot	Condition Rating Inspection	Annual
Facilities		
Administration & Maintenance	Term Scale Condition Rating	Annual
Passenger Facilities	Term Scale Condition Rating	Annual
Lifts	Preventative Maintenance Inspection	Semi-Annual
Lifts	Condition Rating Inspection	Annual
StarMetro does not conduct mid-life overhauls on our fleet. We feel we maintain all of the vehicles properly through our preventive maintenance program, correcting any issues that may arise during the inspection instead of waiting until the mid-life overhaul.		

SECTION 7: CONCLUSION

The, management team, staff, and employees of StarMetro trust that by implementing this Transit Asset Management Program (TAMP), that it will allow the transportation system to meet its mission and offer friendly, efficient, and effective transportation options to the general public of the City of Tallahassee. In addition, StarMetro believes that by implementing this TAMP, the following State of Good Repair (SGR) indicators will be either maintained or improved upon:

- Limit safety risks;
- Justify investments;
- Increase system reliability & accessibility;
- Lower maintenance costs; and/or
- Increase system performance.

References and Resources

FTA Facility Condition Assessment Guidebook, <https://www.transit.dot.gov/regulations-and-guidance/asset-management/proposed-facility-condition-assessment-guidebook>

Federal Register Vol. 81 No.143, Pg 48964, §625.25, Part (b2), July 26, 2016 <https://www.transit.dot.gov/regulations-and-guidance/asset-management/tam-rulemaking>

FTA Q&A TAM Final Rule and Small Systems Webinars; July/August 2016
<https://www.transit.dot.gov/TAM/rulemaking/QAFinalRuleAndSmallSystems>

SECTION 8: APPENDIX

Appendix A	Asset Register
Appendix B1	Revenue Vehicle (Rolling Stock) Condition Data
Appendix B2	Equipment Condition Data
Appendix B3	Facility Condition
Appendix C	Proposed Investment Project List
Appendix D	Condition Ratings Scale

Appendix A - Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Qty.	ID/Serial No.	Asset Owner	Acq. Year	Vehicle Miles	Replacement Cost/Value
Revenue Vehicles	BU1	SB0601	Gillig	G29E102R2	1	15GGE291061091175	COT-SM	2006	297767	\$550,000.00
Revenue Vehicles	BU1	SB0602	Gillig	G29E102R2	1	15GGE291261091176	COT-SM	2006	307969	\$550,000.00
Revenue Vehicles	BU1	SB0603	Gillig	G29E102R2	1	15GGE291461091177	COT-SM	2006	345934	\$550,000.00
Revenue Vehicles	BU1	SB0604	Gillig	G29E102R2	1	15GGE291661194178	COT-SM	2006	337969	\$550,000.00
Revenue Vehicles	BU1	SB0605	Gillig	G29E102R2	1	15GGE291861091179	COT-SM	2006	317908	\$550,000.00
Revenue Vehicles	BU1	SB0701	Gillig	G29E102R2	1	15GGE291571091299	COT-SM	2007	320974	\$550,000.00
Revenue Vehicles	BU2	SB0302	Gillig	G18B102N4	1	15GGB181231073521	COT-SM	2003	563801	\$550,000.00
Revenue Vehicles	BU2	SB0501	Gillig	G29B102N4	1	15GGB291351084863	COT-SM	2005	504202	\$550,000.00
Revenue Vehicles	BU2	SB0502	Gillig	G29B102N4	1	15GGB291751074864	COT-SM	2005	559058	\$550,000.00
Revenue Vehicles	BU2	SB0503	Gillig	G29B102N4	1	15GGB291751074865	COT-SM	2005	550478	\$550,000.00
Revenue Vehicles	BU2	SB0504	Gillig	G29B102N4	1	15GGB291951074866	COT-SM	2005	376240	\$550,000.00
Revenue Vehicles	BU2	SB0505	Gillig	G29B102N4	1	15GGB291051074867	COT-SM	2005	545541	\$550,000.00
Revenue Vehicles	BU2	SB0506	Gillig	G29B102N4	1	15GGB291251074868	COT-SM	2005	544997	\$550,000.00
Revenue Vehicles	BU2	SB0507	Gillig	G29B102N4	1	15GGB291451074869	COT-SM	2005	569081	\$550,000.00
Revenue Vehicles	BU2	SB0508	Gillig	G29B102N4	1	15GGB291051074870	COT-SM	2005	352330	\$550,000.00
Revenue Vehicles	BU2	SB0509	Gillig	G29B102N4	1	15GGB291251074871	COT-SM	2005	554185	\$550,000.00
Revenue Vehicles	BU2	SB0901	Gillig	G27B102N4	1	15GGB271691176702	COT-SM	2009	216185	\$550,000.00
Revenue Vehicles	BU2	SB0902	Gillig	G27B102N4	1	15GGB271891176703	COT-SM	2009	216167	\$550,000.00
Revenue Vehicles	BU2	SB0903	Gillig	G27B102N4	1	15GGB271X91176704	COT-SM	2009	257727	\$550,000.00
Revenue Vehicles	BU2	SB0904	Gillig	G27B102N4	1	15GGB271191176705	COT-SM	2009	232223	\$550,000.00
Revenue Vehicles	BU2	SB0905	Gillig	G27B102N4	1	15GGB271391176706	COT-SM	2009	420603	\$550,000.00
Revenue Vehicles	BU2	SB0906	Gillig	G27B102N4	1	15GGB271591176707	COT-SM	2009	405583	\$550,000.00
Revenue Vehicles	BU2	SB0907	Gillig	G27B102N4	1	15GGB271791176708	COT-SM	2009	418639	\$550,000.00
Revenue Vehicles	BU2	SB0908	Gillig	G27B102N4	1	15GGB271991176709	COT-SM	2009	422657	\$550,000.00
Revenue Vehicles	BU2	SB1101	Gillig	G27D102N4	1	15GGB2710B1180198	COT-SM	2011	176066	\$550,000.00
Revenue Vehicles	BU2	SB1102	Gillig	G27D102N4	1	15GGB2712B1180199	COT-SM	2011	176349	\$550,000.00
Revenue Vehicles	BU2	SB1103	Gillig	G27D102N4	1	15GGB2715B1180200	COT-SM	2011	183111	\$550,000.00
Revenue Vehicles	BU3	SB0702	Gillig	G29D102N4	1	15GGD291171077242	COT-SM	2007	502299	\$550,000.00
Revenue Vehicles	BU3	SB0703	Gillig	G29D102N4	1	15GGD291371077243	COT-SM	2007	492164	\$550,000.00
Revenue Vehicles	BU3	SB0704	Gillig	G29D102N4	1	15GGD291571077244	COT-SM	2007	476557	\$550,000.00
Revenue Vehicles	BU3	SB0705	Gillig	G29D102N4	1	15GGD291771077245	COT-SM	2007	488453	\$550,000.00
Revenue Vehicles	BU3	SB0706	Gillig	G29D102N4	1	15GGD291971077246	COT-SM	2007	495902	\$550,000.00
Revenue Vehicles	BU3	SB0707	Gillig	G29D102N4	1	15GGD271571078395	COT-SM	2007	423880	\$550,000.00
Revenue Vehicles	BU3	SB0708	Gillig	G29D102N4	1	15GGD271771078396	COT-SM	2007	418263	\$550,000.00
Revenue Vehicles	BU3	SB0709	Gillig	G29D102N4	1	15GGD271971078397	COT-SM	2007	378729	\$550,000.00

Appendix A - Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Qty.	ID/Serial No.	Asset Owner	Acq. Year	Vehicle Miles	Replacement Cost/Value
Revenue Vehicles	BU3	SB0710	Gillig	G29D102N4	1	15GGD271071078398	COT-SM	2007	438318	\$550,000.00
Revenue Vehicles	BU3	SB1001	Gillig	G27D102N4	1	15GGD2719A1177857	COT-SM	2010	396027	\$550,000.00
Revenue Vehicles	BU3	SB1002	Gillig	G27D102N4	1	15GGD2710A1177858	COT-SM	2010	361097	\$550,000.00
Revenue Vehicles	BU3	SB1003	Gillig	G27D102N4	1	15GGD2712A1177859	COT-SM	2010	369535	\$550,000.00
Revenue Vehicles	BU3	SB1004	Gillig	G27D102N4	1	15GGD2719A1177860	COT-SM	2010	347612	\$550,000.00
Revenue Vehicles	BU3	SB1005	Gillig	G27D102N4	1	15GGD2710A1177861	COT-SM	2010	397039	\$550,000.00
Revenue Vehicles	BU3	SB1006	Gillig	G27D102N4	1	15GGD2712A1177862	COT-SM	2010	370077	\$550,000.00
Revenue Vehicles	BU3	SB1007	Gillig	G27D102N4	1	15GGD2714A1177863	COT-SM	2010	381636	\$550,000.00
Revenue Vehicles	BU3	SB1008	Gillig	G27D102N4	1	15GGD2716A1177864	COT-SM	2010	391834	\$550,000.00
Revenue Vehicles	BU3	SB1009	Gillig	G27D102N4	1	15GGD2718A1177865	COT-SM	2010	357860	\$550,000.00
Revenue Vehicles	BU3	SB1010	Gillig	G27D102N4	1	15GGD271XA1177866	COT-SM	2010	404879	\$550,000.00
Revenue Vehicles	BU3	SB1011	Gillig	G27D102N4	1	15GGD2711A1177867	COT-SM	2010	357258	\$550,000.00
Revenue Vehicles	BU3	SB1012	Gillig	G27D102N4	1	15GGD2713A1177868	COT-SM	2010	384157	\$550,000.00
Revenue Vehicles	BU3	SB1104	Gillig	G27D102N4	1	15GGD2718B1180363	COT-SM	2011	277618	\$550,000.00
Revenue Vehicles	BU3	SB1105	Gillig	G27D102N4	1	15GGD271XB1180364	COT-SM	2011	280430	\$550,000.00
Revenue Vehicles	BU3	SB1201	Gillig	G27D102N4	1	15GGD2717C1180405	COT-SM	2012	250486	\$550,000.00
Revenue Vehicles	BU3	SB1202	Gillig	G27D102N4	1	15GGD2719C1180406	COT-SM	2012	263663	\$550,000.00
Revenue Vehicles	BU3	SB1301	Gillig	G27D102N4	1	15GGD2712D1183052	COT-SM	2013	210038	\$550,000.00
Revenue Vehicles	BU3	SB1302	Gillig	G27D102N4	1	15GGD2714D1183053	COT-SM	2013	206458	\$550,000.00
Revenue Vehicles	BU4	SB1501	Gillig	G27E102N4	1	15GGE2719F1092957	COT-SM	2015	120156	\$550,000.00
Revenue Vehicles	BU4	SB1502	Gillig	G27E102N4	1	15GGE2710F1092958	COT-SM	2015	110435	\$550,000.00
Revenue Vehicles	BU4	SB1503	Gillig	G27E102N4	1	15GGE2712F1092959	COT-SM	2015	133057	\$550,000.00
Revenue Vehicles	BU5	SB1701	Gillig	G31B102N4	1	15GGB3111H3190668	COT-SM	2017	52872	\$550,000.00
Revenue Vehicles	BU5	SB1702	Gillig	G31B102N4	1	15GGB3113H3190669	COT-SM	2017	58297	\$550,000.00
Revenue Vehicles	BU5	SB1703	Gillig	G31B102N4	1	15GGB311XH3190670	COT-SM	2017	53074	\$550,000.00
Revenue Vehicles	BU5	SB1704	Gillig	G31B102N4	1	15GGB3111H3190671	COT-SM	2017	37750	\$550,000.00
Revenue Vehicles	BU5	SB1705	Gillig	G31B102N4	1	15GGB3113H3190672	COT-SM	2017	44011	\$550,000.00
Revenue Vehicles	BU5	SB1706	Gillig	G31B102N4	1	15GGB3115H3190673	COT-SM	2017	38048	\$550,000.00
Revenue Vehicles	BU6	SBE002	Proterra	BE-35	1	1M9TG16J3CS816012	COT-SM	2012	67286	\$550,000.00
Revenue Vehicles	BU6	SBE003	Proterra	BE-35	1	1M9TG16J5CS816013	COT-SM	2012	64289	\$550,000.00
Revenue Vehicles	BU6	SBE004	Proterra	BE-35	1	1M9TG16J4DS816022	COT-SM	2013	85026	\$550,000.00
Revenue Vehicles	BU6	SBE005	Proterra	BE-35	1	1M9TG16J6DS816023	COT-SM	2013	76208	\$550,000.00
Revenue Vehicles	CU1	SB2301	Champion	Challenger	1	1GB6G5BG1C1199270	COT-SM	2012	130880	\$107,680.00
Revenue Vehicles	CU2	SB1401	Champion	Challenger	1	1FDFE4FS2EDA56464	COT-SM	2014	95658	\$107,680.00
Revenue Vehicles	CU2	SB1402	Champion	Challenger	1	1FDFE4FS4EDA56465	COT-SM	2014	86708	\$107,680.00
Revenue Vehicles	CU2	SB1403	Champion	Challenger	1	1FDFE4FS6EDA56466	COT-SM	2014	88439	\$107,680.00

Appendix A - Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Qty.	ID/Serial No.	Asset Owner	Acq. Year	Vehicle Miles	Replacement Cost/Value
Revenue Vehicles	CU2	SB1504	Champion	Challenger	1	1FDFE4FS4EDB17099	COT-SM	2014	76259	\$107,680.00
Revenue Vehicles	CU2	SB1631	Turtletop	Oddessy	1	1FDFE4FS4GDC26181	COT-SM	2016	64327	\$107,680.00
Revenue Vehicles	CU2	SB1632	Turtletop	Oddessy	1	1FDFE4FS6GDC26182	COT-SM	2016	54810	\$107,680.00
Revenue Vehicles	CU2	SB1633	Turtletop	Oddessy	1	1FDFE4FS8GDC26183	COT-SM	2016	65953	\$107,680.00
Revenue Vehicles	CU2	SB1634	Turtletop	Oddessy	1	1FDFE4FSXGDC26184	COT-SM	2016	68328	\$107,680.00
Revenue Vehicles	CU2	SB1635	Turtletop	Oddessy	1	1FDFE4FS1GDC26185	COT-SM	2016	75784	\$107,680.00
Revenue Vehicles	CU2	SB1636	Turtletop	Oddessy	1	1FDFE4FS6GDC26389	COT-SM	2016	70942	\$107,680.00
Revenue Vehicles	CU2	SB1637	Turtletop	Oddessy	1	1FDFE4FS0GDC27392	COT-SM	2016	63091	\$107,680.00
Revenue Vehicles	CU2	SB1638	Turtletop	Oddessy	1	1FDFE4FS2GDC27393	COT-SM	2016	62929	\$107,680.00
Revenue Vehicles	CU2	SB1639	Turtletop	Oddessy	1	1FDFE4FS4GDC28335	COT-SM	2016	55624	\$107,680.00
Revenue Vehicles	CU2	SB1640	Turtletop	Oddessy	1	1FDFE4FS0GDC33452	COT-SM	2016	55294	\$107,680.00
Revenue Vehicles	CU2	SB1641	Turtletop	Oddessy	1	1FDFE4FS2GDC33453	COT-SM	2016	53680	\$107,680.00
Revenue Vehicles	CU2	SB1642	Turtletop	Oddessy	1	1FDFE4FS4GDC33454	COT-SM	2016	63381	\$107,680.00
Revenue Vehicles	CU2	SB1643	Turtletop	Oddessy	1	1FDFE4FS6GDC33455	COT-SM	2016	66612	\$107,680.00
Revenue Vehicles	CU2	SB1644	Turtletop	Oddessy	1	1FDFE4FS8GDC33456	COT-SM	2016	63985	\$107,680.00
Revenue Vehicles	CU3	SB1645	Champion	LF Transport	1	1FDFE4FS0FDA30415	COT-SM	2017	22600	\$107,680.00
Revenue Vehicles	CU3	SB1646	Champion	LF Transport	1	1FDFE4FS9FDA30414	COT-SM	2017	14032	\$107,680.00
Revenue Vehicles	CU3	SB1647	Champion	LF Transport	1	1FDFE4FS8FDA27603	COT-SM	2017	4724	\$107,680.00
Revenue Vehicles	CU3	SB1648	Champion	LF Transport	1	1FDFE4FS7FDA30413	COT-SM	2017	16393	\$107,680.00
Revenue Vehicles	TBU	SB0039	Supreme Corp.	TR-33	1	4UZAB9DT9ACAT4878	COT-SM	2015	64435	\$335,000.00
Revenue Vehicles	TBU	SB0040	Supreme Corp.	TR-33	1	4UZAB9DT0ACAT4879	COT-SM	2015	64763	\$335,000.00
Revenue Vehicles	TBU	SB0041	Supreme Corp.	TR-33	1	4UZAB9DT7ACAT4880	COT-SM	2015	61561	\$335,000.00
Revenue Vehicles	TBU	SB0042	Supreme Corp.	TR-35	1	4UZAB9DT3ACAT4875	COT-SM	2015	103456	\$335,000.00
Revenue Vehicles	TBU	SB0043	Supreme Corp.	TR-35	1	4UZAB9DT5ACAT4876	COT-SM	2015	103891	\$335,000.00
Revenue Vehicles	VN1	SB1505	Dodge	Caravan	1	2C7WDGBG3FR642831	COT-SM	2015	26594	\$55,000.00
Revenue Vehicles	VN1	SB1506	Dodge	Caravan	1	2C7WDGBG3FR642876	COT-SM	2015	34227	\$55,000.00
Revenue Vehicles	VN1	SB1507	Dodge	Caravan	1	2C7WDGBG3FR642893	COT-SM	2015	35843	\$55,000.00
Revenue Vehicles	VN1	SS2219	Mobility Ventures	MV-1	1	57WMD1A66EM100808	COT-SM	2014	23191	\$55,000.00
Revenue Vehicles	VN1	SS2220	Mobility Ventures	MV-1	1	57WMD1A69EM100818	COT-SM	2014	26065	\$55,000.00
Revenue Vehicles	VN1	SS2221	Mobility Ventures	MV-1	1	57WMD2A62EM101735	COT-SM	2014	17350	\$55,000.00
Revenue Vehicles	VN1	SS2222	Mobility Ventures	MV-1	1	57WMD2A65EM102295	COT-SM	2014	19760	\$55,000.00
Revenue Vehicles	VN2	SS1033	Ford	E-150	1	1FMNE1BW9BDA79724	COT-SM	2011	30821	\$71,000.00
Revenue Vehicles	VN2	21089	Ford	Transit 150	1	1FMZK1CM8HKA87437	COT-SM	2017	2632	\$71,000.00
Revenue Vehicles	VN2	21090	Ford	Transit 150	1	1FMZK1CMXHKA87438	COT-SM	2017	2613	\$71,000.00
Revenue Vehicles	VN2	21091	Ford	Transit 150	1	1FMZK1CM1HKA87439	COT-SM	2017	8819	\$71,000.00
Revenue Vehicles	VN2	21092	Ford	Transit 150	1	1FMZK1CM8HKA87440	COT-SM	2017	7234	\$71,000.00

Appendix A - Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Qty.	ID/Serial No.	Asset Owner	Acq. Year	Vehicle Miles	Replacement Cost/Value
Revenue Vehicles	VN2	21093	Ford	Transit 150	1	1FMZK1CM4HKA73339	COT-SM	2017	4301	\$71,000.00
Revenue Vehicles	VN2	21094	Ford	Transit 150	1	1FMZK1CM0HKA73340	COT-SM	2017	8560	\$71,000.00
Revenue Vehicles	VN2	21095	Ford	Transit 150	1	1FMZK1CM2HKA73341	COT-SM	2017	6527	\$71,000.00
Revenue Vehicles	VN2	21096	Ford	Transit 150	1	1FMZK1CM4HKA73342	COT-SM	2017	9708	\$71,000.00
Facilities	AMB	Appleyard	N/A	N/A	1	N/A	COT-SM	1977	N/A	\$3,314,930.00
Facilities	LFT	Parts Lift	N/A	N/A	1	N/A	COT-SM	1977	N/A	\$60,000.00
Facilities	LFT	Bus Lifts (North)	Stertil	Diamond 64-13	1	214J-300113	COT-SM	2015	N/A	\$60,000.00
Facilities	LFT	Bus Lifts (South)	Stertil	Diamond 64-13	1	214J-300112	COT-SM	2015	N/A	\$60,000.00
Facilities	PAF	C.K. Steele	N/A	N/A	1	N/A	COT-SM	1984	N/A	\$3,171,220.00
Facilities	FFA	Fuel Island	N/A	N/A	1	N/A	COT-SM	2000	N/A	\$400,000.00
Equipment	CDC	SEEBEC1	Eaton	EV-60	1	135977480	COT-SM	2012	N/A	\$50,000.00
Equipment	CFC	SEEBEC3	Eaton	ORCS	1	3002005001	COT-SM	2012	N/A	\$1,186,700.00
Equipment	CMP	2-Way Radio	Motorola	Various	120	N/A	COT-SM	2006	N/A	\$420,000.00
Equipment	CMP	Simulator 1	Doron	460Bus	1	S0001	COT-SM	2009	N/A	\$166,651.00
Equipment	CMP	Simulator 2	Doron	460Bus	1	S0002	COT-SM	2009	N/A	\$166,651.00
Equipment	CMP	Simulator 3	Doron	550Bus	1	S0003	COT-SM	2009	N/A	\$166,651.00
Equipment	CMP	Smartboard	Smart	M600	1	F022JW20B0147	COT-SM	2016	N/A	\$21,000.00
Equipment	MEQ	Bus Wash	Rieskamp	11	1	N/A	COT-SM	2001	N/A	\$300,000.00
Equipment	MEQ	Paint Booth	Dwyer	Mark 2	1	N/A	COT-SM	2001	N/A	\$400,000.00
Equipment	NRA	20005	Ford	Fusion	1	3FADPOL35AR230644	COT-SM	2010	60886	\$26,000.00
Equipment	NRA	21098	Ford	Escape	1	1FMCU0F75JUB76389	COT-SM	2018	1587	\$20,000.00
Equipment	NRA	SS2211	Ford	Transit	1	NM0KS9BN8BT046531	COT-SM	2011	56816	\$20,000.00
Equipment	NRA	SS2212	Ford	Transit	1	NM0KS9BN3BT046534	COT-SM	2011	92845	\$20,000.00
Equipment	NRA	SS2213	Ford	Transit	1	NM0KS9BNXBT046532	COT-SM	2011	91574	\$20,000.00
Equipment	NRA	SS2214	Ford	Transit	1	NM0KS9BN5BT046597	COT-SM	2011	95618	\$20,000.00
Equipment	TRK	11000	Ford	Ranger	1	1FTYR14U37PA87485	COT-SM	2007	77963	\$16,000.00
Equipment	TRK	21084	Ford	Explorer	1	1FM5K7D83GGD16384	COT-SM	2016	32068	\$35,000.00
Equipment	TRK	22061	Ford	F-150	1	1FTEX1C57JFA19948	COT-SM	2018	13765	\$20,000.00
Equipment	TRK	32001	Ford	F-150	1	1FTRW12W77KC94623	COT-SM	2007	108215	\$20,000.00
Equipment	TRK	41000	Chevrolet	Colorado	1	1GCCS196168186663	COT-SM	2005	60923	\$20,000.00
Equipment	TRK	82018	Ford	F-250	1	1FDSX20R38EE12227	COT-SM	2008	101393	\$26,000.00
Equipment	TRK	SS2048	Ford	F-250	1	1FTBF2A64GEB43150	COT-SM	2016	31154	\$25,000.00
Equipment	TRK	SS2209	Ford	Ranger	1	1FTZR44U56PA83233	COT-SM	2006	156396	\$16,000.00
Equipment	TRK	SS2215	Ford	F-150	1	1FTMF1CM1DKE18811	COT-SM	2013	106849	\$20,000.00
Equipment	TRK	SS2308	Ford	F-450	1	1FDXF46S82EA28918	COT-SM	2002	32413	\$45,000.00
Equipment	TRK	SS3003	Ford	F-450	1	1FDXF46R38EC52703	COT-SM	2008	74720	\$45,000.00

Appendix B - Asset Condition Register

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Age (Yrs)	ULB (Yrs)	Exceed ULB Y/N	Vehicle Mileage	Useful Life (Miles)	Condition Rating	Replacement Cost/Value
Revenue Vehicles	BU1	SB0601	1	15GGE291061091175	12	14	N	297767	350,000	6	\$543,616.00
Revenue Vehicles	BU1	SB0602	1	15GGE291261091176	12	14	N	307969	350,000	7	\$543,616.00
Revenue Vehicles	BU1	SB0603	1	15GGE291461091177	12	14	N	345934	350,000	6	\$543,616.00
Revenue Vehicles	BU1	SB0604	1	15GGE291661194178	12	14	N	337969	350,000	7	\$543,616.00
Revenue Vehicles	BU1	SB0605	1	15GGE291861091179	12	14	N	317908	350,000	7	\$543,616.00
Revenue Vehicles	BU1	SB0701	1	15GGE291571091299	11	14	N	320974	350,000	7	\$543,616.00
Revenue Vehicles	BU2	SB0302	1	15GGB181231073521	15	14	Y	563801	500,000	6	\$543,616.00
Revenue Vehicles	BU2	SB0501	1	15GGB291351084863	13	14	N	504202	500,000	7	\$543,616.00
Revenue Vehicles	BU2	SB0502	1	15GGB291751074864	13	14	N	559058	500,000	6	\$543,616.00
Revenue Vehicles	BU2	SB0503	1	15GGB291751074865	13	14	N	550478	500,000	8	\$543,616.00
Revenue Vehicles	BU2	SB0504	1	15GGB291951074866	13	14	N	376240	500,000	8	\$543,616.00
Revenue Vehicles	BU2	SB0505	1	15GGB291051074867	13	14	N	545541	500,000	7	\$543,616.00
Revenue Vehicles	BU2	SB0506	1	15GGB291251074868	13	14	N	544997	500,000	6	\$543,616.00
Revenue Vehicles	BU2	SB0507	1	15GGB291451074869	13	14	N	569081	500,000	7	\$543,616.00
Revenue Vehicles	BU2	SB0508	1	15GGB291051074870	13	14	N	352330	500,000	7	\$543,616.00
Revenue Vehicles	BU2	SB0509	1	15GGB291251074871	13	14	N	554185	500,000	8	\$543,616.00
Revenue Vehicles	BU2	SB0901	1	15GGB271691176702	9	14	N	216185	500,000	8	\$543,616.00
Revenue Vehicles	BU2	SB0902	1	15GGB271891176703	9	14	N	216167	500,000	8	\$543,616.00
Revenue Vehicles	BU2	SB0903	1	15GGB271X91176704	9	14	N	257727	500,000	9	\$543,616.00
Revenue Vehicles	BU2	SB0904	1	15GGB271191176705	9	14	N	232223	500,000	9	\$543,616.00
Revenue Vehicles	BU2	SB0905	1	15GGB271391176706	9	14	N	420603	500,000	9	\$543,616.00
Revenue Vehicles	BU2	SB0906	1	15GGB271591176707	9	14	N	405583	500,000	8	\$543,616.00
Revenue Vehicles	BU2	SB0907	1	15GGB271791176708	9	14	N	418639	500,000	9	\$543,616.00
Revenue Vehicles	BU2	SB0908	1	15GGB271991176709	9	14	N	422657	500,000	9	\$543,616.00
Revenue Vehicles	BU2	SB1101	1	15GGB2710B1180198	6	14	N	176066	500,000	9	\$543,616.00
Revenue Vehicles	BU2	SB1102	1	15GGB2712B1180199	6	14	N	176349	500,000	9	\$543,616.00
Revenue Vehicles	BU2	SB1103	1	15GGB2715B1180200	6	14	N	183111	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB0702	1	15GGD291171077242	11	14	N	502299	500,000	8	\$543,616.00
Revenue Vehicles	BU3	SB0703	1	15GGD291371077243	11	14	N	492164	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB0704	1	15GGD291571077244	11	14	N	476557	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB0705	1	15GGD291771077245	11	14	N	488453	500,000	8	\$543,616.00

Appendix B - Asset Condition Register

B.1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Age (Yrs)	ULB (Yrs)	Exceed ULB Y/N	Vehicle Mileage	Useful Life (Miles)	Condition Rating	Replacement Cost/Value
Revenue Vehicles	BU3	SB0706	1	15GGD291971077246	11	14	N	495902	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB0707	1	15GGD271571078395	10	14	N	423880	500,000	8	\$543,616.00
Revenue Vehicles	BU3	SB0708	1	15GGD271771078396	10	14	N	418263	500,000	8	\$543,616.00
Revenue Vehicles	BU3	SB0709	1	15GGD271971078397	10	14	N	378729	500,000	8	\$543,616.00
Revenue Vehicles	BU3	SB0710	1	15GGD271071078398	10	14	N	438318	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1001	1	15GGD2719A1177857	8	14	N	396027	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1002	1	15GGD2710A1177858	8	14	N	361097	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1003	1	15GGD2712A1177859	8	14	N	369535	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1004	1	15GGD2719A1177860	8	14	N	347612	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1005	1	15GGD2710A1177861	8	14	N	397039	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1006	1	15GGD2712A1177862	8	14	N	370077	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1007	1	15GGD2714A1177863	8	14	N	381636	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1008	1	15GGD2716A1177864	8	14	N	391834	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1009	1	15GGD2718A1177865	8	14	N	357860	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1010	1	15GGD271XA1177866	8	14	N	404879	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1011	1	15GGD2711A1177867	8	14	N	357258	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1012	1	15GGD2713A1177868	8	14	N	384157	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1104	1	15GGD2718B1180363	6	14	N	277618	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1105	1	15GGD271XB1180364	6	14	N	280430	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1201	1	15GGD2717C1180405	6	14	N	250486	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1202	1	15GGD2719C1180406	6	14	N	263663	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1301	1	15GGD2712D1183052	5	14	N	210038	500,000	9	\$543,616.00
Revenue Vehicles	BU3	SB1302	1	15GGD2714D1183053	5	14	N	206458	500,000	9	\$543,616.00
Revenue Vehicles	BU4	SB1501	1	15GGE2719F1092957	3	14	N	120156	500,000	10	\$543,616.00
Revenue Vehicles	BU4	SB1502	1	15GGE2710F1092958	3	14	N	110435	500,000	10	\$543,616.00
Revenue Vehicles	BU4	SB1503	1	15GGE2712F1092959	3	14	N	133057	500,000	10	\$543,616.00
Revenue Vehicles	BU5	SB1701	1	15GGB3111H3190668	1	14	N	52872	500,000	10	\$543,616.00
Revenue Vehicles	BU5	SB1702	1	15GGB3113H3190669	1	14	N	58297	500,000	10	\$543,616.00
Revenue Vehicles	BU5	SB1703	1	15GGB311XH3190670	1	14	N	53074	500,000	10	\$543,616.00
Revenue Vehicles	BU5	SB1704	1	15GGB3111H3190671	1	14	N	37750	500,000	10	\$543,616.00
Revenue Vehicles	BU5	SB1705	1	15GGB3113H3190672	1	14	N	44011	500,000	10	\$543,616.00
Revenue Vehicles	BU5	SB1706	1	15GGB3115H3190673	1	14	N	38048	500,000	10	\$543,616.00
Revenue Vehicles	BU6	SBE002	1	1M9TG16J3CS816012	6	14	N	67286	500,000	8	\$543,616.00

Appendix B - Asset Condition Register

B.1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Age (Yrs)	ULB (Yrs)	Exceed ULB Y/N	Vehicle Mileage	Useful Life (Miles)	Condition Rating	Replacement Cost/Value
Revenue Vehicles	BU6	SBE003	1	1M9TG16J5CS816013	6	14	N	64289	500,000	8	\$543,616.00
Revenue Vehicles	BU6	SBE004	1	1M9TG16J4DS816022	5	14	N	85026	500,000	9	\$543,616.00
Revenue Vehicles	BU6	SBE005	1	1M9TG16J6DS816023	5	14	N	76208	500,000	9	\$543,616.00
Revenue Vehicles	CU1	SB2301	1	1GB6G5BG1C1199270	6	10	N	130880	70,000	8	\$70,000.00
Revenue Vehicles	CU2	SB1401	1	1FDFE4FS2EDA56464	4	10	N	95658	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1402	1	1FDFE4FS4EDA56465	4	10	N	86708	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1403	1	1FDFE4FS6EDA56466	4	10	N	88439	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1504	1	1FDFE4FS4EDB17099	3	10	N	76259	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1631	1	1FDFE4FS4GDC26181	2	10	N	64327	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1632	1	1FDFE4FS6GDC26182	2	10	N	54810	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1633	1	1FDFE4FS8GDC26183	2	10	N	65953	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1634	1	1FDFE4FSXGDC26184	2	10	N	68328	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1635	1	1FDFE4FS1GDC26185	2	10	N	75784	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1636	1	1FDFE4FS6GDC26389	2	10	N	70942	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1637	1	1FDFE4FS0GDC27392	2	10	N	63091	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1638	1	1FDFE4FS2GDC27393	2	10	N	62929	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1639	1	1FDFE4FS4GDC28335	1	10	N	55624	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1640	1	1FDFE4FS0GDC33452	1	10	N	55294	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1641	1	1FDFE4FS2GDC33453	2	10	N	53680	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1642	1	1FDFE4FS4GDC33454	2	10	N	63381	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1643	1	1FDFE4FS6GDC33455	2	10	N	66612	70,000	9	\$70,000.00
Revenue Vehicles	CU2	SB1644	1	1FDFE4FS8GDC33456	2	10	N	63985	70,000	9	\$70,000.00
Revenue Vehicles	CU3	SB1645	1	1FDFE4FS0FDA30415	1	10	N	22600	70,000	10	\$70,000.00
Revenue Vehicles	CU3	SB1646	1	1FDFE4FS9FDA30414	1	10	N	14032	70,000	10	\$70,000.00
Revenue Vehicles	CU3	SB1647	1	1FDFE4FS8FDA27603	1	10	N	4724	70,000	10	\$70,000.00
Revenue Vehicles	CU3	SB1648	1	1FDFE4FS7FDA30413	1	10	N	16393	70,000	10	\$70,000.00
Revenue Vehicles	TB	SB0039	1	4UZAB9DT9ACAT4878	8	13	N	64435	335,000	7	\$335,000.00
Revenue Vehicles	TB	SB0040	1	4UZAB9DT0ACAT4879	8	13	N	64763	335,000	7	\$335,000.00
Revenue Vehicles	TB	SB0041	1	4UZAB9DT7ACAT4880	8	13	N	61561	335,000	7	\$335,000.00
Revenue Vehicles	TB	SB0042	1	4UZAB9DT3ACAT4875	8	13	N	103456	335,000	7	\$335,000.00
Revenue Vehicles	TB	SB0043	1	4UZAB9DT5ACAT4876	8	13	N	103891	335,000	7	\$335,000.00
Revenue Vehicles	VN1	SB1505	1	2C7WDGBG3FR642831	3	8	N	26594	50,074	9	\$50,074.00
Revenue Vehicles	VN1	SB1506	1	2C7WDGBG3FR642876	3	8	N	34227	50,074	9	\$50,074.00

Appendix B - Asset Condition Register

B.1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Age (Yrs)	ULB (Yrs)	Exceed ULB Y/N	Vehicle Mileage	Useful Life (Miles)	Condition Rating	Replacement Cost/Value
Revenue Vehicles	VN1	SB1507	1	2C7WDGBG3FR642893	3	8	N	35843	50,074	9	\$50,074.00
Revenue Vehicles	VN1	SS2219	1	57WMD1A66EM100808	2	8	N	23191	38,000	8	\$38,000.00
Revenue Vehicles	VN1	SS2220	1	57WMD1A69EM100818	2	8	N	26065	38,000	8	\$38,000.00
Revenue Vehicles	VN1	SS2221	1	57WMD2A62EM101735	2	8	N	17350	38,000	8	\$38,000.00
Revenue Vehicles	VN1	SS2222	1	57WMD2A65EM102295	2	8	N	19760	38,000	8	\$38,000.00
Revenue Vehicles	VN2	SS1033	1	1FMNE1BW9BDA79724	7	8	N	30821	28,000	7	\$28,000.00
Revenue Vehicles	VN2	21089	1	1FMZK1CM8HKA87437	1	8	N	2632	28,000	10	\$28,000.00
Revenue Vehicles	VN2	21090	1	1FMZK1CMXHKA87438	1	8	N	2613	28,000	10	\$28,000.00
Revenue Vehicles	VN2	21091	1	1FMZK1CM1HKA87439	1	8	N	8819	28,000	10	\$28,000.00
Revenue Vehicles	VN2	21092	1	1FMZK1CM8HKA87440	1	8	N	7234	28,000	10	\$28,000.00
Revenue Vehicles	VN2	21093	1	1FMZK1CM4HKA73339	1	8	N	4301	28,000	10	\$28,000.00
Revenue Vehicles	VN2	21094	1	1FMZK1CM0HKA73340	1	8	N	8560	28,000	10	\$28,000.00
Revenue Vehicles	VN2	21095	1	1FMZK1CM2HKA73341	1	8	N	6527	28,000	10	\$28,000.00
Revenue Vehicles	VN2	21096	1	1FMZK1CM4HKA73342	1	8	N	9708	28,000	10	\$28,000.00

Appendix B - Asset Condition Register
B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Age (Yrs)	Condition Rating	Vehicle Mileage	Replacement Cost/Value	ULB	Past ULB
Equipment	Computer Software / Equipment	2-Way Radios	120	N/A	12	8	N/A	\$420,000.00	20	No
Equipment	Computer Software / Equipment	Simulator 1	1	S00001	9	9	N/A	\$166,651.00	15	No
Equipment	Computer Software / Equipment	Simulator 2	1	S00002	9	9	N/A	\$166,651.00	15	No
Equipment	Computer Software / Equipment	Simulator 3	1	S00003	9	9	N/A	\$166,651.00	15	No
Equipment	Computer Software / Equipment	Smart Boards & Overhead Projectors	1	N/A	2	9	N/A	\$20,020.00	5	No
Equipment	Electric Bus Chargers, Depot	SEEB1	1	135977480	6	9	N/A	\$50,000.00	14	No
Equipment	Electric Bus Chargers, Fast Charge	SEEB3	1	3002005001	6	8	N/A	\$350,000.00	14	No
Equipment	Maintenance Equipment	Bus Wash	1	N/A	17	5	N/A	\$300,000.00	10	Yes
Equipment	Maintenance Equipment	Paint Booth	1	N/A	17	5	N/A	\$300,000.00	20	No
Equipment	Non-Revenue Automobile	20005	1	3FADP0L35AR230644	8	7	60886	\$26,000.00	8	Yes
Equipment	Non-Revenue Automobile	21098	1	1FMCU0F75JUB76389	1	10	1587	\$20,000.00	8	No
Equipment	Non-Revenue Automobile	SS2211	1	NMOKS9BN8BT046531	7	7	56816	\$25,000.00	8	No
Equipment	Non-Revenue Automobile	SS2212	1	NMOKS9BN3BT046534	7	7	92845	\$25,000.00	8	No
Equipment	Non-Revenue Automobile	SS2213	1	NMOKS9BNXBT046532	7	7	91574	\$25,000.00	8	No
Equipment	Non-Revenue Automobile	SS2214	1	NMOKS9BN5BT046597	7	7	95618	\$25,000.00	8	No

Appendix A - Asset Condition Register
B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Age (Yrs)	Condition Rating	Vehicle Mileage	Replacement Cost/Value	ULB	Past ULB
Equipment	Truck and other Rubber Tire Vehicles	11000	1	1FTYR14U37PA87485	10	5	77963	\$16,000.00	8	Yes
Equipment	Truck and other Rubber Tire Vehicles	21084	1	1FM5K7D83GGD16384	2	9	32068	\$35,000.00	8	No
Equipment	Truck and other Rubber Tire Vehicles	22061	1	1FTEX1C57JFA19948	1	10	13765	\$20,000.00	8	No
Equipment	Truck and other Rubber Tire Vehicles	32001	1	1FTRW12W77KC94623	11	5	108215	\$20,000.00	8	Yes
Equipment	Truck and other Rubber Tire Vehicles	41000	1	1GCCS196168186663	13	4	60923	\$20,000.00	8	Yes
Equipment	Truck and other Rubber Tire Vehicles	82018	1	1FDSX20R38EE12227	10	6	101393	\$26,000.00	8	Yes
Equipment	Truck and other Rubber Tire Vehicles	SS2048	1	1FTBF2A64GEB43150	2	9	31154	\$25,000.00	8	No
Equipment	Truck and other Rubber Tire Vehicles	SS2209	1	1FTZR44U56PA83233	12	5	156396	\$16,000.00	8	Yes
Equipment	Truck and other Rubber Tire Vehicles	SS2215	1	1FTMF1CM1DKE18811	5	7	106849	\$20,000.00	8	No
Equipment	Truck and other Rubber Tire Vehicles	SS2308	1	1FDXF46S82EA28918	16	6	32413	\$45,000.00	8	Yes
Equipment	Truck and other Rubber Tire Vehicles	SS3003	1	1FDXF46R38EC52703	10	6	74720	\$45,000.00	8	Yes

Appendix B - Asset Condition Register
B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Administration	Appleyard	1	N/A	41	3	\$3,500,000.00
Facilities	Lifts	Bus Lifts	2	214J-300112 / 3	3	4	\$120,000.00
Facilities	Lifts	Parts Lift	1	N/A	41	3	\$60,000.00
Facilities	Passenger Facilities	C.K. Steele	1	N/A	34	3	\$3,250,000.00
Facilities	Fuel Island	Fuel Island	1	N/A	18	3	\$500,000.00

Appendix C - Proposed Investment Project List

Project year is year StarMetro wishes to implement or start project

Project Year	Project Name	Asset Category/Class	Cost	Priority
2018	Bus Wash Replacement	Equipment / Maintenance Equipment	\$299,764.00	High
2018	Replace 1 Diesel Bus with Electric Bus with FY18 Low-No Grant	Revenue Vehicles / BU6 Electric Bus 35'	\$519,290.00	High
2018	5 Depot Chargers installed	Equipment / Electric Bus Depot Chargers	\$300,000.00	High
2018	Fare Collection Replacement	Equipment / Computer Software / Equipment	\$1,272,000.00	High
2018	Replace 3 Diesel Buses with CNG Buses	Revenue Vehicles / BU5 Bus, CNG, 35'	\$1,700,000.00	High
2018	Add 1 CNG Paratransit Cutaway Van	Revenue Vehicles / CU2 Cutaway Van CNG	\$107,680.00	High
2018	Replace 3 Non-ADA vans with ADA Vans	Revenue Vehicles / VN1 Van ADA	\$213,000.00	Med
2019	Replace 14 Diesel Buses with Electric Buses with City Funds	Revenue Vehicles / BU6 Electric Bus 35'	\$7,268,660.00	High
2019	Address Parking of Electric Fleet (22 buses)	Facilities / Administration	\$500,000.00*	High
2019	Electric Bus Battery Lease	Revenue Vehicles / BU6 Electric Bus 35'	\$494,850.00	Med
2019	5307 FY17 Capital Assistance (Electric Bus Charger Purchase)	Equipment / Electric Bus Fast Chargers	\$765,967.00	High
2019	5307 FY18 Capital Assistance (Electric Bus Charger Purchase)	Equipment / Electric Bus Fast Chargers	\$815,916.00	High
2019	Replace 1 Diesel Bus with CNG Bus	Revenue Vehicles / BU5 Bus, CNG, 35'	\$550,000.00	High
2019	Climatize Shop (Phase 1)	Facilities / Administration	\$50,000.00*	Med
2020	Electric Bus Battery Lease	Revenue Vehicles / BU6 Electric Bus 35'	\$494,850.00	Med
2020	Replace 1 Diesel Bus with CNG Bus	Revenue Vehicles / BU5 Bus, CNG, 35'	\$550,000.00	High
2020	Parts Lift	Facilities / Lifts	\$500,000.00*	Med
2020	Transit Amenities – Blueprint Allocation	Facilities / Passenger Facilities	\$460,000.00	Med
2020	Climatize Shop (Phase 2)	Facilities / Administration	\$500,000.00*	Med
2020	2 Bay Addition plus Paint Booth	Facilities / Administration	\$1,000,000.00*	Med
2021	Electric Bus Battery Lease	Revenue Vehicles / BU6 Electric Bus 35'	\$494,850.00	Med
2021	Replace 1 Diesel Bus with CNG Bus	Revenue Vehicles / BU5 Bus, CNG, 35'	\$550,000.00	High
2021	Transit Amenities – Blueprint Allocation	Facilities / Passenger Facilities	\$612,500.00	Med
2022	Transit Amenities – Blueprint Allocation	Facilities / Passenger Facilities	\$612,500.00	Med
2022	Electric Bus Battery Lease	Revenue Vehicles / BU6 Electric Bus 35'	\$494,850.00	Med
2022	Replace 3 Diesel Buses with Electric Buses	Revenue Vehicles / BU6 Electric Bus 35'	\$1,665,000.00	High
2023	Transit Amenities – Blueprint Allocation	Facilities / Passenger Facilities	\$612,500.00	Med
2023	Electric Bus Battery Lease	Revenue Vehicles / BU6 Electric Bus 35'	\$494,850.00	Med
2023	Replace 1 Diesel Bus with CNG Bus	Revenue Vehicles / BU5 Bus, CNG, 35'	\$550,000.00	High
2024	Transit Amenities – Blueprint Allocation	Facilities / Passenger Facilities	\$612,500.00	Med
2024	Electric Bus Battery Lease	Revenue Vehicles / BU6 Electric Bus 35'	\$494,850.00	Med
2024	Replace 4 Aged Electric Buses with New Electric Buses	Revenue Vehicles / BU6 Electric Bus 35'	\$2,220,000.00	High

* - Estimated Cost

Appendix D - Condition Rating Scales

REVENUE VEHICLE CONDITION RATING SCALE

SCORE	RATING	DESCRIPTION
10	Excellent	New asset; No visible defects.
7-9	Good	Some slightly worn / deteriorated components. Operationally sound and safe.
4-6	Moderate	Some moderately worn / deteriorated components. Operationally sound and safe.
1-3	Poor	May require frequent major repairs due to severely worn / deteriorated components. May have operational restrictions but safe to operate.
0	Unsafe / Inoperable	In need of immediate repair or replacement; Item poses a safety hazard; May have critically damaged components.

NON-REVENUE VEHICLE CONDITION RATING SCALE

SCORE	RATING	DESCRIPTION
10	Excellent	New asset; No visible defects.
7-9	Good	Some slightly worn / deteriorated components. Operationally sound and safe.
4-6	Moderate	Some moderately worn / deteriorated components. Operationally sound and safe.
1-3	Poor	May require frequent major repairs due to severely worn / deteriorated components. May have operational restrictions but safe to operate.
0	Unsafe / Inoperable	In need of immediate repair or replacement; Item poses a safety hazard; May have critically damaged components.

ELECTRIC BUS CHARGER CONDITION RATING SCALE

SCORE	RATING	DESCRIPTION
10	Excellent	New asset; No visible defects.
7-9	Good	Some slightly worn / deteriorated components. Operationally sound and safe.
4-6	Moderate	Some moderately worn / deteriorated components. Operationally sound and safe.
1-3	Poor	Will require frequent major repairs (severely worn / deteriorated components)
0	Unsafe / Inoperable	In need of immediate repair or replacement; Item poses a safety hazard; May have critically damaged components.

FTA TERM Condition Assessment Scale

Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life