

March 17, 2025



EXECUTIVE COMMITTEE AGENDA ITEM 4D

**TRANSIT DEVELOPMENT PLAN & TRANSIT ASSET MANAGEMENT PLAN  
ACCEPTANCE**

TYPE OF ITEM: Action

**STATEMENT OF ISSUE**

This item seeks CRTPA acceptance of Star Metro's Transit Development Plan (TDP) & Transit Asset Management (TAM) Plan.

**RECOMMENDED ACTION**

Option 1: Accept StarMetro's Transit Development Plan and Transit Asset Management Plan.

**BACKGROUND**

StarMetro has requested that the CRTPA accept the StarMetro's TDP and TAM plans to satisfy state and federal requirements. The following provides more detail on each of the plans.

**Transit Development Plan**

StarMetro, as a department within the City of Tallahassee, must prepare a major update to the Transit Development Plan (TDP) every five (5) years as part of state requirements to secure state and federal funding. Between each major update, staff must prepare minor updates annually to provide information on projects that were completed, changed, or removed. The TDP is considered one of the transit system's major plans, providing direction of development and change. Rule 14-73.001 F.A.C. was revised in July 2024 and calls for increased coordination between transit agencies and Metropolitan Planning Organizations (MPOs). Acceptance of the TDP and its updates by the CRTPA board satisfies this requirement.

The TDP includes several basic elements about the community and transit in general such as an appraisal of transit demand, the effects of land use and other local transportation plans on transit, peer review, and current system performance. It establishes agency goals and a ten-year implementation plan for service enhancements based on available funding. The plan is developed with feedback from the public and discussions with key stakeholders. The projects listed in the TDP will be eligible for federal and state funds to help offset startup capital and operating costs. The TDP is a living document that can and will change over the next five years in response to changing conditions and needs of the community. This submission is intended to capture the projects and service designs that will best advance transit in the region but not obligate the agency to any set of plans or alternatives. The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing

America’s Surface Transportation Act (FAST Act) transformed the federal-aid highway and transit programs by establishing new performance-based planning requirements for state departments of transportation (DOT), metropolitan planning organizations (MPO), and providers of public transportation services.

**Transit Asset Management Plan**

StarMetro is committed to using its assets to the greatest efficiency while adhering to the highest safety standard. StarMetro is currently operating as an 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.

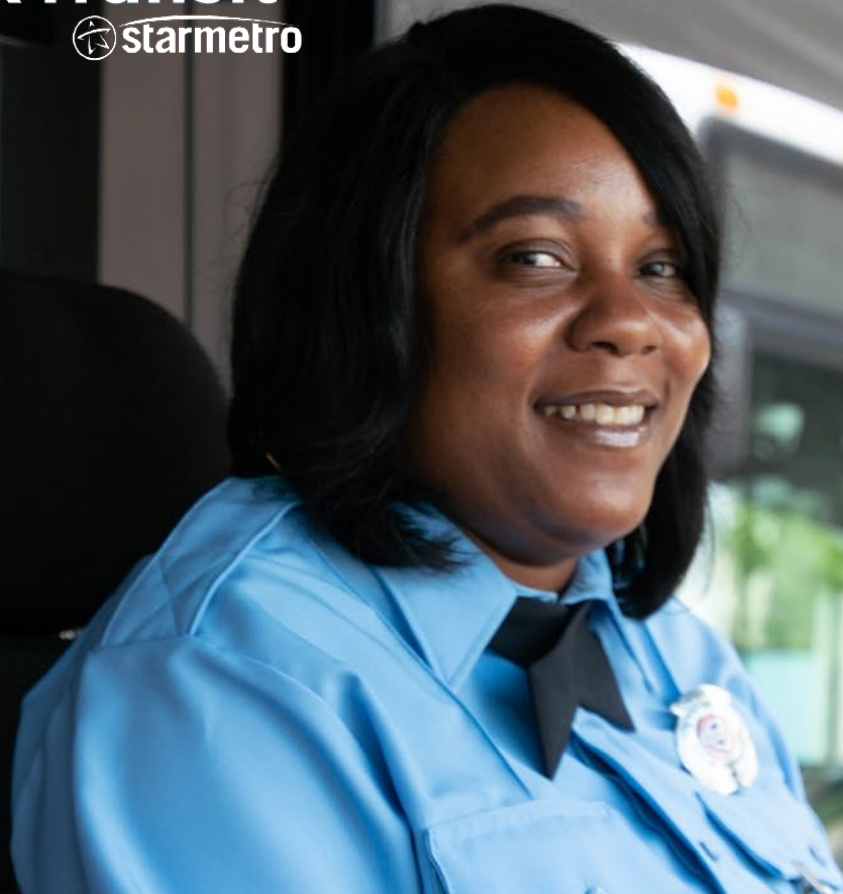
The TAM plan outlines how StarMetro will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. StarMetro’s approach to accomplish a State of Good Repair (SGR) includes the strategic and systematic process of operating, maintaining, 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 TAM plan covers a “horizon period” of time fiscal years 2025 through 2028. The TAM plan cycle should coincide, to the extent possible, with the State and metropolitan planning cycle for the development of the State Transportation Improvement Program (STIP) and local Transportation Improvement Program (TIP). Acceptance of this TAM plan will satisfy all state and federal requirements.

**RECOMMENDED ACTION**

- Option 1: Accept StarMetro’s Transit Development Plan and Transit Asset Management Plan.  
(Recommended)
  
- Option 2: CRTPA Board Discretion.

**ATTACHMENT**

- Attachment 1: StarMetro Transit Development Plan - Annual Progress Report
- Attachment 2: StarMetro Transit Asset Management Plan



# Transit Development Plan

## Annual Progress Report

March 2025

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# SECTION 1. INTRODUCTION & REQUIREMENTS OF THE TRANSIT DEVELOPMENT PLAN

## Introduction

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a source of State funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a 10-year Transit Development Plan (TDP). Major TDP Updates and annual Progress Reports must be submitted to the Florida Department of Transportation (FDOT) by September 1st of the year they are due.

The TDP Major Update, required every five years, was last adopted by the City of Tallahassee Commissioners on July 7, 2021, as well as presenting the completed TDP to the Metropolitan Planning Organization (MPO), Capital Regional Transportation Planning Agency (CRTPA), on October 19, 2021. Annual Progress Reports are subsequently required in the interim years. The TDP is the source for determining the types of projects and their priority in the public transportation component of the CRTPA’s Transportation Improvement Program (TIP). The plan must also be consistent with the approved local government comprehensive plans and the CRPTA’s Long Range Transportation Plan (Connections 2045).

## Requirements of the Annual Progress Report

This document serves as the 2025 TDP Annual Update. Rule 14-73.001, F.A.C., sets forth the requirements for the TDP Annual Update, as stated verbatim below. Annual updates shall be in the form of a progress report on the ten-year implementation program, and shall include a list of where the objectives are found in this report (Table 1):

*Table 1 TDP Annual Update Checklist*

TDP Annual Update Requirements	Page Number(s)
TDP Progress Report Checklist (Table 1)	5
System Overview (Figures 1-2 and Tables 2-3)	6-8
Goals from Previous TDP Major Update (Table 4)	9
Previous Year Accomplishments/Progress Report (Tables 5-10)	10-18
TDP Goals, Objectives, and Policies Assessment (Table 11)	19
Revised implementation program for the tenth year	20
Added recommendations for the new tenth year of the updated plan;	21
A revised financial plan; (Tables 12-15)	21-24
A revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified	N/A

## SECTION 2. OVERVIEW OF THE SYSTEM

### Overview of the System

The information in the Annual Progress Report (APR) identifies the activities and accomplishments of StarMetro during the implementation of the Major Update. It represents the Study Area shown in Figure 1, the route system characteristics shown in Tables 2 and 3 and the system map in Figure 2 below.

Figure 1 Map of Study Area

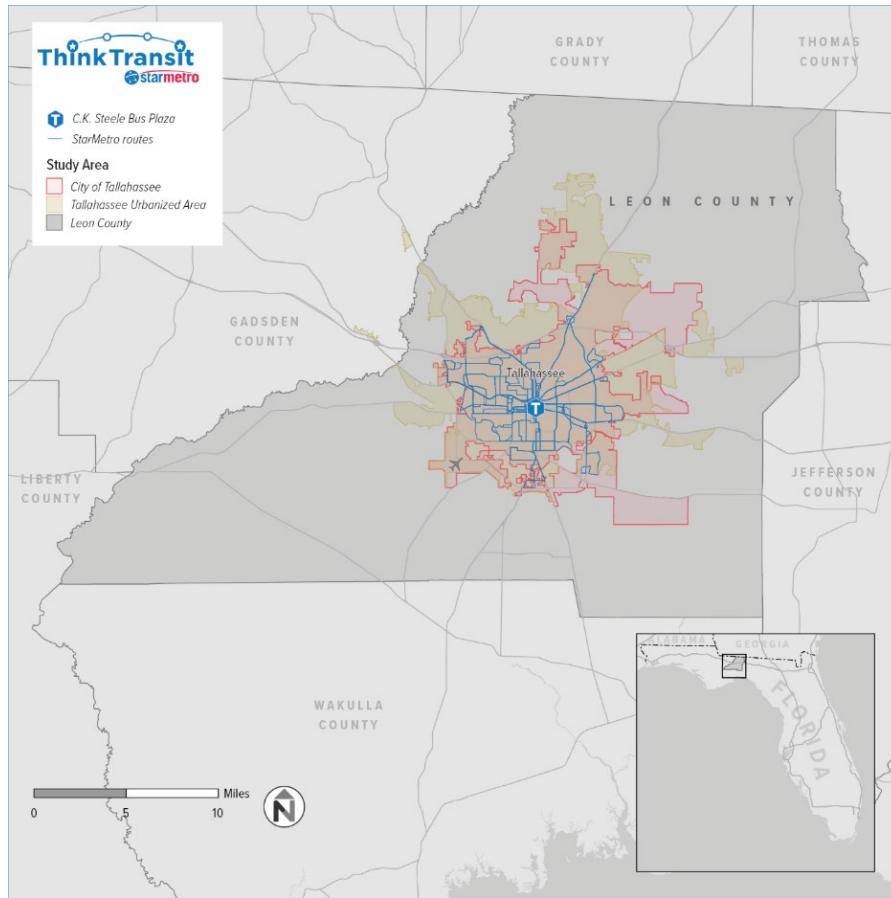


Table 2 Fixed Route System Characteristics

Service Day	Days Schedule Operated	Vehicles Operated in Max Service	Passenger Trips	Revenue Miles	Revenue Hours	Passengers per Revenue Mile	Passengers per Revenue Hour
Weekday	252	55	8,414	5,399	517	1.6	16.3
Saturday	52	20	3,186	2,752	245	1.2	13.0
Sunday	60	7	574	472	44	1.2	13.1

Source: FY2024 NTD Annual Report Form S-10



Table 3 Weekday Fixed Route Service Overview

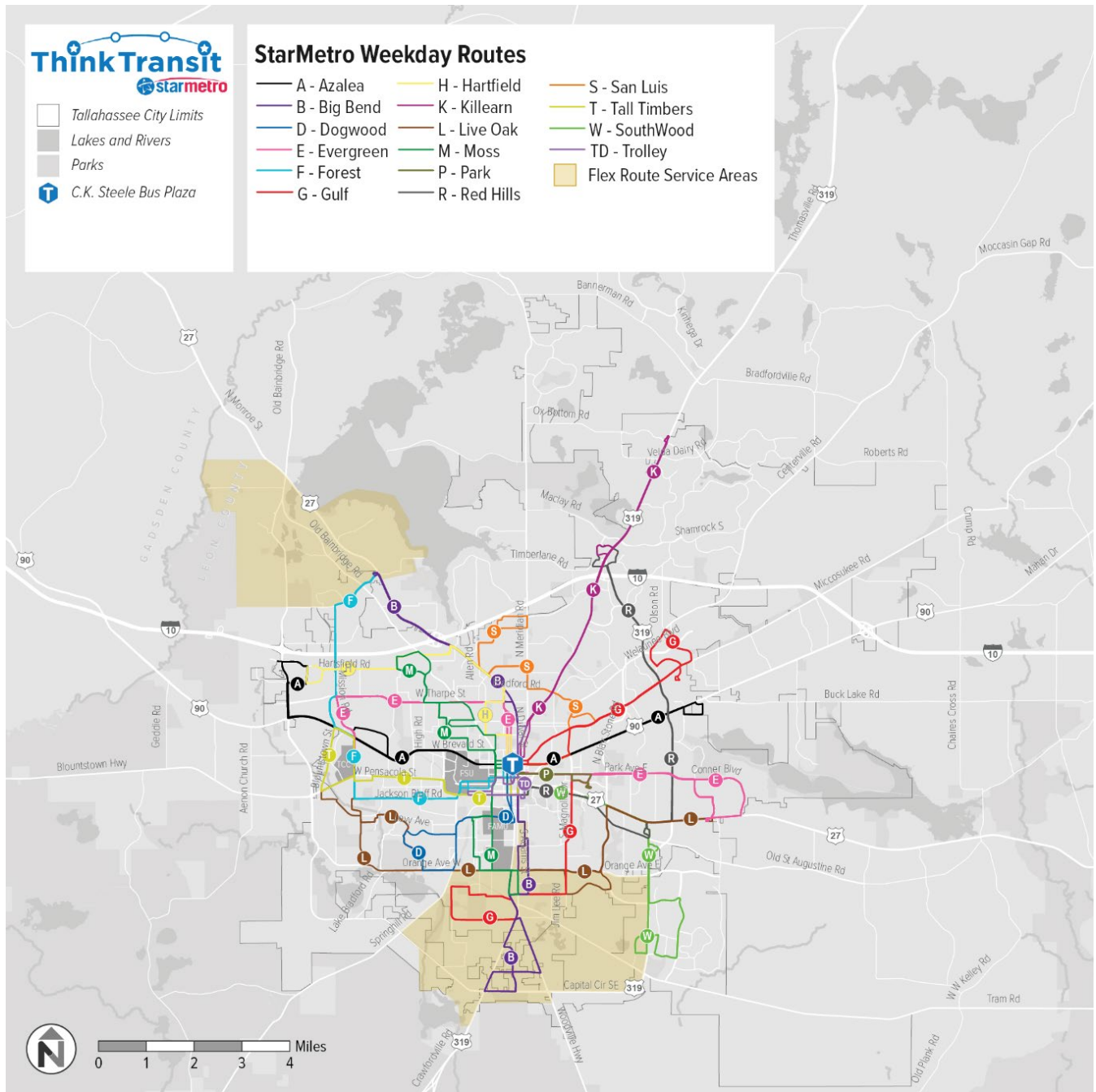
Route	Name	Destinations	Frequency (minutes)		Service Span
			Peak	Off-Peak	
<b>A</b>	Azalea	Commonwealth Boulevard, Tennessee Street, C.K. Steele Plaza, Fallschase Shopping Center	30	30/60*	6 a.m. - 6:30 p.m.
<b>B</b>	Big Bend	Lake Jackson Town Center, Monroe Street, C.K. Steele Plaza, Capital Circle SE	30	30/60**	6 a.m. - 6:30 p.m.
<b>D</b>	Dogwood	C.K. Steele Plaza, Innovation Park	60	60	6 a.m. - 7:00 p.m.
<b>E</b>	Evergreen	TCC, Tharpe Street, C.K. Steele Plaza, Park Avenue, Apalachee Parkway Walmart	60	60	6 a.m. - 6:30 p.m.
<b>F</b>	Forest	Lake Jackson Town Center, TCC, StarMetro Offices, C.K. Steele Plaza	60	60	5:32 a.m. - 6:52 p.m.
<b>G</b>	Gulf	Ridge Road, C.K. Steele Plaza, Hospital - TMH, Hospital - CRMC	60	60	5:30 a.m. - 6:30 p.m.
<b>H</b>	Hartsfield	Commonwealth Boulevard, Hartsfield Road, Raab Middle School, C.K. Steele Plaza	60	60	5:30 a.m. - 6:30 p.m.
<b>K</b>	Killearn	Kerry Forest Walmart, Midtown, C.K. Steele Plaza	60	60	6:30 a.m. - 6:30 p.m.
<b>L</b>	Live Oak	Pensacola Street, Innovation Park, Orange Avenue, Blair Stone Road, Apalachee Parkway Walmart	45	45	5:40 a.m. - 6:25 p.m.
<b>M</b>	Moss	Frenchtown, C.K. Steele Plaza, Bond Community, Orange Avenue	30	60	5:08 a.m. - 6:30 p.m.
<b>R</b>	Red Hills	C.K. Steele Plaza, Koger Center, Capital Circle NE, Village Commons	60	60	6:30 a.m. - 6:30 p.m.
<b>S</b>	San Luis	Macon Community, Hospital - TMH, C.K. Steele Plaza	60	60	6 a.m. - 6:30 p.m.
<b>T</b>	Tall Timbers	TCC, Gaines Street, CollegeTown, C.K. Steele Plaza	30	60	5:49 a.m. - 6:30 p.m.
<b>W</b>	Southwood	C.K. Steele Plaza, Koger Center, Southwood Town Center	40	Breaks in service from 9:40-3:35 p.m.	6:20 a.m. - 6:20 p.m., breaks from 9:40 a.m. - 3:35 p.m.

\* 30 min west side / 60 min east side, all day

\*\* 60 min off-peak north side, 10 a.m. - 2 p.m.

\*\*\* Morning only

Figure 2 Weekday Fixed Route Map



## SECTION 3. PREVIOUS YEAR ACCOMPLISHMENTS/PROGRESS SUMMARY

### Ridership Trends

System ridership decreased from 2,449,136 in FY23 to 2,320,412 in FY24, a decrease of 5.26 percent. StarMetro experienced a downward trend in ridership activity during the last two quarters of FY24. Contributing factors include a reduction of frequency and service hours of its day routes.

### Goals and Objectives from the 2022-2031 StarMetro TDP

StarMetro’s goals and objectives guide the selection of projects to be developed over the next ten years. They also serve as a framework to evaluate future opportunities and decisions, charting a course to achieve important targets identified by stakeholders.

Development of StarMetro’s goals and objectives as part of the TDP Major Update began with a review of the agency’s previous efforts, with consideration of additions or revisions that were incorporated during the Annual Updates to the TDP. The overarching goals from the TDP are outlined in Table 4 below, with notation of the agency’s progress toward each goal as of the 2024 Annual Progress Report (APR) found in Tables 5-10.

Table 4 TDP Goals & Progress

Goals from Previous TDP Major Update
Goal 1: Provide Safe and Reliable Multimodal Mobility for All and Create Access to Opportunities by Connecting People, Places, and Mobility Services
Goal 2: Link Multimodal Mobility and Land Use to Support Economic Development, Livability, and Sustainability
Goal 3: Leverage Resources, Investments, and Infrastructure
Goal 4: Enhance and Expand Fiscal Capacity for Future Mobility Investments
Goal 5: Ensure Citizens the Opportunity to Provide Input in the Transit Planning Process
Goal 6: Capture New Markets

Significant shifts and unique events have occurred since the development of the goals and objectives of the TDP Major Update. This includes a focus on transitioning from expanding service to improving existing services. Frequency of service was modified on several routes in the Summer and Fall of 2024 to match ridership levels with the level of service provided. The goals and objectives outlined in this chapter are intended to guide StarMetro in navigating whatever opportunities and challenges may present themselves over the next decade.

Table 5 StarMetro Goal 1 - Identified Projects

Identified Project	Implementation Year	FY 2024	Notes
<b>Goal ID</b>	<b>Goal 1 - Provide Safe and Reliable Multimodal Mobility for All and Create Access to Opportunities by Connecting People, Places, and Mobility Services</b>		
1A1	Redevelopment Plan for C.K. Steele Plaza	2025	Funding has been secured for upgrades Focus has shifted to upgrading the existing structure to include added ADA accommodations
1A2	Automated and connected vehicle feasibility study	2028	On Hold Preliminary feasibility meetings with city staff have taken place
1B1	Travel Trainer program to provide virtual and on-site instruction on how to use the StarMetro system	2021	On-going Full time Travel Trainer hired
1B2	Partner with RideOn Commuter Services in support of employer outreach efforts, including implementation of an Employee Ridership Program with the Leon County Government	2021	On-going On-going
1C	Investigate transit's role in supporting Tallahassee International Airport's (TIA) economic impact	2021	Completed StarMetro has researched the proposal for the TIA development, as well as completed internal feasibility work

Table 6 StarMetro Goal 2 - Identified Projects

Identified Project		Implementation Year	FY 2024	Notes
<b>Goal ID</b>	<b>Goal 2 Link Multimodal Mobility and Land Use to Support Economic Development, Livability, and Sustainability</b>			
2A1	Fully implement STAR K-12 bus pass program	2019	Complete	Fully implemented
2A2	Strengthen relationship with Leon County Schools by participating in targeted events (e.g., “Teach-In” events and job shadowing programs)	2022	On-going	StarMetro staff participate in career fairs and provide targeted lessons for K-12 and higher education during orientation
2A3	Conduct outreach to workforce training programs (e.g., Tallahassee Community College, others) to identify transportation challenges and outline action plan	2022	On-going	Workforce training is included in the 2023 Low-No grant
2A4	Launch/Continue bulk pass purchase program/ridership agreements with Human Services agencies	2021	On-going	The bulk pass program policy has been updated and human service organizations have new procedures
2A5	Outline and implement a plan to strengthen partnerships with the area’s universities and colleges (e.g., U-PASS Partnership, etc.)	2021	On-going	The process has been started and a robust outreach plan is scheduled for summer of 2025
2B1	Establish StarMetro representation on Affordable Housing committees and task forces	2024 (target)	On-going	Planning for interdepartmental engagement with Housing and Community Services department (FY2025)
2B2	Recommend policies that more closely tie housing decisions to transportation costs (both on the development side and an individual’s personal choice)	2023 (target)	No change	Will be pursued upon completion of 2B1
2B3	Launch communications campaign that emphasizes the connection between transit access and housing affordability	2024 (target)	No change	Internal discussion on collaborating with the Neighborhood Affairs Department

Identified Project		Implementation Year	FY 2024	Notes
2C1	Highlight multimodal transportation access to medical or wellness centers through marketing and partnerships	2023	On-going	StarMetro's work on the TDP major update, COA, ThinkTransit Campaign, and Sustainable Southside Transit Center outreach as well as the H.O.P.E. grant-funded study for route optimization all have a significant medical component from strategic design to education. The next steps include specific marketing during and after SSTC comes online
2C2	Incorporate locations of community health and wellness resources as optional map layers in multimodal trip planner	2023	Removed	Goal has been removed

Table 7 StarMetro Goal 3 - Identified Projects

Identified Project		Implementation Year	FY 2024	Notes
<b>Goal ID</b>	<b>Goal 3 Leverage Resources, Investments, and Infrastructure</b>			
3A1	Enhance recruitment, onboarding, and retention practices for operators	2022	Complete	StarMetro's Career Advancement Program discontinued
3A2	Survey employee satisfaction at intervals to track impact and issues	2022	On-going	Surveys are provided to employees periodically through At-A-Glance
3A3	Host Employee Solutions Committees to provide outlet to address concerns and discuss issues	2022	Complete	The Employee Solutions Committee meets once a month
3A4	Implement mentorship program to provide professional development opportunities	2024	Complete	StarMetro's mentorship program connections employees with staff and leaders in the organization to provide opportunities for collaboration and engagement

Identified Project		Implementation Year	FY 2024	Notes
3A5	Encourage networking and participation in leadership development programs for management team	2022	Complete	Several management, supervisory, and leadership trainings are available including Transit Leadership, Certified Public Manger (CPM) training and other offering from the City
3B1	Use technology internally for more effective project management and delegation (e.g., WRIKE, One-Note, and other platforms)	2022	On-going	StarMetro administration staff use SharePoint for file sharing, real-time document work and meeting updates
3B2	Calibrate data collected from implementation of new technologies to ensure effective application (e.g., fareboxes, APCs, mobile fare payment)	2022	On-going	StarMetro Planning and Finance teams cross-check data between APCs, Fareboxes, and mobile fares. Currently, each department is crosschecking its respective data and sources
3C1	Create internal performance dashboard to highlight key performance indicators and monitor performance	2021	On-going	StarMetro has created dashboards which are monitored daily
3C2	Complete TDP Major Update	2020	Removed	New TDP requirements have shifted the due date for the next major updated to 2027
3C3	Complete Comprehensive Operational Analysis, which includes tracking of performance measures	2021	Complete	Complete
3C4	Apply recommendations from COA	2022	No change	This will be tied to the current H.O.P.E. route redesign study and Sustainable Southside Transit Center so citizens will have only one system change to learn
3C5	Maintain database of job descriptions, an organizational chart, and standard operating procedures (SOPs) to support cross-training and management oversight	2019	On-going	Job descriptions are being maintained city-wide by Human Resources. StarMetro org chart has been completed and maintained in SharePoint. SOPs have been developed

Identified Project		Implementation Year	FY 2024	Notes
				and ongoing updates and improvement of the structure continue and include access to SharePoint
3C6	Establish system for Transit Advertising contracts and fulfillment procedures	2024	Removed	Removed
3D1	Provide monthly financial reports in a timely manner	2022	Complete	
3D2	Effectively apply grant funds to project expenses	2022	Complete	
3D3	Better manage scheduling assignments to reduce overtime expenses	2020	Complete	
3D4	Enhance cash management process	2022	Complete	
3D5	Increase cashless fare transactions	2022	On-going	With the deployment of StarMetro's mobile ticketing and trip planning app, cashless fare transactions have increased. Public education is ongoing



Table 8 StarMetro Goal 4 - Identified Projects

Identified Project		Implementation Year	FY 2024	Notes
<b>Goal ID</b>	<b>Goal 4 Enhance and Expand Fiscal Capacity for Future Mobility Investments</b>			
4A1	Establish targets for an efficient and effective Transit Level of Service (LOS), based on recommendations from the COA and other planning efforts	2024	On Hold	LOS targeting is planned to take place after the completion of the H.O.P.E route optimization study
4A2	Outline a plan to reach the target Transit LOS, addressing fleet and staffing needs	2025	On Hold	Will begin after the completion of 4A1. Initial focus on frequency and staffing needs
4B1	Provide reliable and timely transit service with an on-time performance goal of 90%	2019	On-going	This goal has been modified to 85% OTP as directed by the COT Strategic Plan.
4B2	Continue efforts to establish a Sustainable Southside Transit Center	2021	On-going	Funding has been secured through the 2023 RAISE Grant at approximately \$15 million and an additional \$5 million in matching funds. Construction started in August 2024.
4B3	Establish a policy for prioritizing placement of amenities at bus stops and other facilities (i.e., I-Location bus stop policy)	2021	Complete	
4B4	Implement improvements to bus stops (e.g., installation of reflective bus stop signage), partnering as needed to introduce amenities	2021	On-going	This project has been started and outdated signs are being strategically replaced with reflective vinyl
4B5	Introduce and support technologies that support multimodal trip planning, booking, and payment (e.g., Moovit)	2019	Complete	
4B6	Complete construction of the Sustainable Southside Transit Center	2025	On-going	Construction is scheduled to be completed in 2026

Identified Project		Implementation Year	FY 2024	Notes
4C1	Coordinate with other city departments (e.g., Planning) to review new developments, capital improvement plans, and other project priority lists that impact transit riders and service	2018	Completed	
4C2	Develop a plan to identify and mitigate sidewalk gaps that impact access to transit	2025	On-going	Coordinating with UUPI sidewalk improvement committee
4D1	Continue plans to transition to a fully electric fleet	2018	On-going	Currently, StarMetro has 24 Battery Electric Buses (BEBs) for fixed route, and 1 new cutaway EV for DAR which is being tested in partnership with FDOT.
4D2	Introduce/Maintain sustainability-focused practices at existing facilities (e.g., charging stations, solar-powered lighting at transit stops, etc.)	2018	On-going	All shelters being purchased have solar lighting. Older shelters are being retrofitted where applicable.

Table 9 StarMetro Goal 5 - Identified Projects

Identified Project		Implementation Year	FY 2024	Notes
<b>Goal ID</b>	<b>Goal 5 Ensure Citizens the Opportunity to Provide Input in the Transit Planning Process</b>			
5.1	Develop partnerships and build credibility and trust amongst all participants through regular and project specific communications as well as regular meetings and workshops.	2018	On-going	StarMetro holds a regularly scheduled meeting with the Transit Advisory Committee to discuss the operation and opportunities associated with the system. Through the HOPE study, StarMetro and the consultant have held numerous in person and virtual meetings.
5.2	Provide clear, accurate, timely, and useful information which can be transmitted through a variety of ways, including a website, fact sheets, presentation materials at public meetings, electronic mail inquiries, and other methods to reach and exchange information with all citizens, the business community, and community leadership.	2021	On-going	StarMetro has increased participation through the Think Transit site, StarMetro’s social media page, and posters.
5.3	Provide convenient, full public access, and timely public notice of dates, times and places for public meetings.	2024	On-going	StarMetro has increased participation through the Think Transit site, StarMetro’s social media page, and posters.
5.4	Develop easy to access channels of communication and specific opportunities to reach out and obtain input from a broad and diverse spectrum of stakeholders, including the traditionally underserved populations that may not consistently participate in planning processes.	2022	On-going	StarMetro has increased participation through the Think Transit site, StarMetro’s social media page, and posters.
5.5	Engage riders and the community regarding planned changes to service before decisions are implemented.	2022	On-going	StarMetro has increased participation through the Think Transit site, StarMetro’s social media page, and posters.

Table 10 StarMetro Goal 6 - Identified Projects

Identified Project		Implementation Year	FY 2024	Notes
<b>Goal ID</b>	<b>Goal 6 Capture New Markets</b>			
6	Inter-city travel, population clusters without service, and new planned developments should all be reviewed as potential areas for service expansion. Several specific areas identified were the Thomasville Road corridor, and the Centre of Tallahassee (formerly Tallahassee Mall) redevelopment.		Removed	StarMetro has refocused its efforts to improve existing service before looking to expand to new markets

## SECTION 4. ASSESSMENT OF THE GOALS, OBJECTIVES & POLICIES OF THE 2022-2031 ADOPTED TRANSIT DEVELOPMENT PLAN

This section documents the progress StarMetro has made within each goal.

*Table 11 Goals, Objectives & Policies Assessment*

Goal	Implementation Assessment
Goal 1: Provide Safe and Reliable Multimodal Mobility for All and Create Access to Opportunities by Connecting People, Places, and Mobility Services	80% complete/ongoing. Automated and connected vehicle feasibility study is being performed by another City Department and was removed.
Goal 2: Link Multimodal Mobility and Land Use to Support Economic Development, Livability, and Sustainability	70% completed/ongoing. Incorporate locations of community health and wellness resources as optional map layers in multimodal trip planner was removed as current vendor is unable to accommodate
Goal 3: Leverage Resources, Investments, and Infrastructure	100% complete/ongoing. Two goals were removed TDP major update and Transit Advertising contracts and fulfillment.
Goal 4: Enhance and Expand Fiscal Capacity for Future Mobility Investments	83% complete/ongoing. Two Objectives are on hold pending the opening of the SSTC
Goal 5: Ensure Citizens the Opportunity to Provide Input in the Transit Planning Process	100% complete/On-going
Goal 6: Capture New Markets	Goal Removed – StarMetro has focused efforts to improve existing service before looking to expand to new markets

## SECTION 5. REVISED IMPLEMENTATION FOR THE COMING YEAR (2025)

### Overview

This section documents revisions to the 2022-2031 TDP's implementation program. Recommended transit service improvements for the next 10 years were determined based on input from the public, consultants, and StarMetro staff and the evaluation of transit needs identified previously.

Funding for the Sustainable Southside Transit Center has been secured through the \$15 million RAISE Grant. Also, \$20 million has been secured through the 5339 (b) Low-No grant for infrastructure at Appleyard for fleet electrification.

### Capital/Infrastructure/Policy Improvements

There are no other changes to the capital/infrastructure/policy improvements adopted in the Major Update for 2022-2031 which include:

- Sustainable Southside Transit Center – Construction started in August 2024
- Infrastructure electrification at Appleyard to support overnight charging is starting. The Low-No grant is entered in TrAMS and awaiting approval of FTA to move forward.

## SECTION 6. RECOMMENDATIONS FOR THE NEW 10TH YEAR AND REVISED FINANCIAL PLAN

The purpose of this section is to examine the factors that would influence extending the TDP horizon out an additional year, effectively, a new 10th year of the required 10-year implementation and financial plan.

### Planning Considerations

The Transit Element of the Connections 2045 LRTP along with the Major Update of the associated 2022-2031 TDP.

### The Ten-Year Financial Plan

Assumptions made for operating and capital costs and revenues for fixed route and complementary ADA services were based on a variety of factors, including trend ridership data, anticipated federal and state funding levels, recent changes to the bus frequency on several routes, previous TDPs, and City budget.

### Cost and Revenue Assumptions

Adjustments were made to the 10-Year Financial Plan as shown in the tables below to reflect updates for anticipated expenditures and revenues in the coming 10-year horizon.

Table 12 Maintain Existing Network Scenario: Operating Expenses

Alternative	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
<b>Service</b>											<b>New 10th Year</b>
Fixed Route Service	24,524,649	25,260,388	26,018,200	26,798,746	27,602,709	28,430,790	29,283,713	30,162,225	31,067,092	31,999,104	32,959,077
Dial-A-Ride Service	3,142,312	3,173,735	3,205,472	3,237,527	3,269,902	3,302,601	3,335,628	3,368,984	3,402,674	3,436,700	3,471,067
<b>Operating Expense Total</b>	<b>\$27,666,961</b>	<b>\$28,434,124</b>	<b>\$29,223,673</b>	<b>\$30,036,273</b>	<b>\$30,872,611</b>	<b>\$31,733,391</b>	<b>\$32,619,341</b>	<b>\$33,531,209</b>	<b>\$34,469,765</b>	<b>\$35,435,805</b>	<b>\$36,430,145</b>

Table 13 Maintain Existing Network Scenario: Capital Expenses

Alternative	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
<b>Infrastructure</b>											<b>New 10th Year</b>
New Transit Facility	1,555,930	2,736,377									
Electrification Infrastructure	-	1,000,000	11,190,000	1,000,000							
Revenue Vehicles	2,191,566	9,373,640									
Service Vehicles	210,453	157,153	157,153	157,153	157,153	157,153	157,153	157,153	157,153	157,153	157,153
Transit Amenities	-	612,500	612,500	612,500	612,500	612,500	612,500	612,500	612,500	612,500	612,500
Admin Building & C.K. Steele Plaza	173,473										
Technology	9,149	500,000	500,000	500,000	500,000	500,000	0.00	0.00	0.00	0.00	0.00
<b>Capital Expense Total</b>	<b>\$4,140,571</b>	<b>\$14,379,670</b>	<b>\$12,459,653</b>	<b>\$2,269,653</b>	<b>\$1,269,653</b>	<b>\$1,269,653</b>	<b>\$769,653</b>	<b>\$769,653</b>	<b>\$769,653</b>	<b>\$769,653</b>	<b>\$769,653</b>
<b>Grand Total Expenses</b>	<b>\$31,807,532</b>	<b>\$42,813,794</b>	<b>\$41,683,326</b>	<b>\$32,305,926</b>	<b>\$32,142,264</b>	<b>\$33,003,044</b>	<b>\$33,388,994</b>	<b>\$34,300,862</b>	<b>\$35,239,418</b>	<b>\$36,205,458</b>	<b>\$37,199,798</b>



Table 14 Maintain Existing Network Scenario: Operating Revenues

Revenue Source	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
											<b>New 10th Year</b>
Directly Generated Funds	7,842,783	7,921,211	8,000,423	8,080,427	8,080,427	8,080,427	8,080,427	8,080,427	8,080,427	8,080,427	8,080,427
Local Government Funds	14,909,863	15,357,159	15,817,874	16,292,410	16,781,182	17,284,618	17,803,156	18,337,251	18,887,368	19,453,989	20,037,609
State Funds	1,862,764	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Federal Funds	3,051,551	3,051,551	3,051,551	3,051,551	3,051,551	3,051,551	3,051,551	3,051,551	3,051,551	3,051,551	3,051,551
<b>Operating Revenue Total</b>	<b>27,666,961</b>	<b>28,329,921</b>	<b>28,869,848</b>	<b>29,424,388</b>	<b>29,913,160</b>	<b>30,416,596</b>	<b>30,935,134</b>	<b>31,469,229</b>	<b>32,019,346</b>	<b>32,585,967</b>	<b>33,169,587</b>
	-	(104,203)	(353,825)	(611,885)	(959,451)	(1,316,796)	(1,684,207)	(2,061,980)	(2,450,419)	(2,849,837)	(3,260,558)

Table 15 Maintain Existing Network Scenario: Capital Revenues

Revenue Source	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
											<b>New 10th Year</b>
Directly Generated Funds	-	-	-	-	-	-	-	-	-	-	-
Local Government Funds	53,300	1,477,088	2,112,500	712,500	712,500	712,500	712,500	712,500	712,500	712,500	712,500
State Funds	599,999	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000
Federal Funds	3,330,119	3,330,119	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000
<b>Capital Revenue Total</b>	<b>3,983,418</b>	<b>5,407,207</b>	<b>6,012,500</b>	<b>4,612,500</b>	<b>4,612,500</b>	<b>4,612,500</b>	<b>4,612,500</b>	<b>4,612,500</b>	<b>4,612,500</b>	<b>4,612,500</b>	<b>4,612,500</b>
<b>Grand Total Revenue</b>	<b>31,650,379</b>	<b>33,737,128</b>	<b>34,882,348</b>	<b>34,036,888</b>	<b>34,525,660</b>	<b>35,029,096</b>	<b>35,547,634</b>	<b>36,081,729</b>	<b>36,631,846</b>	<b>37,198,467</b>	<b>37,782,087</b>
	(157,153)	(9,076,666)	(6,800,978)	\$1,730,962	\$2,383,396	\$2,026,051	\$2,158,640	\$1,780,867	\$1,392,428	\$993,010	\$582,289

CITY OF TALLAHASSEE - STARMETRO

# TRANSIT ASSET MANAGEMENT PLAN

(FISCAL YEAR 2025 – 2028)



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## AGENCY INFORMATION

<b>AGENCY NAME</b>	<i>City of Tallahassee - StarMetro</i>
<b>ACCOUNTABLE EXECUTIVE</b>	<i>Chief Transit Officer</i>
<b>TAM PLAN APPROVAL BOARD</b>	<i>Capital Region Transportation Planning Agency</i>
<b>FIRST ADOPTION DATE OF THE TAM PLAN</b>	<i>April 18, 2018</i>
<b>EFFECTIVE DATE</b>	<i>November 30, 2024</i>
<b>EXPIRATION DATE</b>	<i>September 30, 2028</i>

## REVISION HISTORY

<b>Last Modified By (Name)</b>	<b>Last Modified (Date)</b>	<b>Comment</b>
Cassidy Kearney	Jul 9, 2024	Edits; Added statement in Section 5; Added column to table in Appendix C
Jaime Mendez Emily Schieferdecker Cassidy Kearney	Oct 4, 2024	Major Update: Updated all table information within the TAM PLAN; added narrative to Section 2 and Section 3; edits to all sections.

## APPROVAL

### DOCUMENT REVIEWED AND APPROVED BY ACCOUNTABLE EXECUTIVE (OR DESIGNEE)

*Dominique Maddox*

\_\_\_\_\_  
Dominique Maddox, Transit Services Manager

11/14/2024

\_\_\_\_\_  
Date

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# TRANSIT ASSET MANAGEMENT PLAN

CITY OF TALLAHASSEE – STARMETRO  
555 APPELYARD DRIVE  
TALLAHASSEE, FLORIDA 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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## INTRODUCTION

### EXECUTIVE SUMMARY

The Federal Transit Administration requires that each transit agency develop a Transit Asset Management (TAM) Plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Transit asset management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at agencies to keep transit systems in a State of Good Repair (SGR). An asset not being in a State of Good Repair can result in several consequences: safety risks (i.e., accidents per 100,000 revenue miles), decreased system reliability (i.e., on-time performance), higher maintenance costs; and/or lower system performance (i.e., missed trips due to breakdowns).

The City of Tallahassee-StarMetro owns, operates, and manages several capital assets as a part of its public transportation system. As of 2024, StarMetro owns 87 revenue vehicles including 68 buses for fixed route service. As of FY2024, approximately 47% of the fixed route fleet has met or exceeded its useful life in years, including 90% of all 40-foot diesel buses. StarMetro also operates 19 demand response vehicles; of which, 53% have met or exceeded its useful life in years as of FY2024. Additionally, the agency manages several facilities including a 47-year-old administrative and maintenance facility (Appleyard) and a 40-year-old passenger facility (C.K. Steele Plaza).

StarMetro has prepared the following TAM Plan to aide in monitoring the condition and performance of its assets, identifying safety risks, and balancing resources to improve and maintain a State of Good Repair. FTA requires agencies to update their TAM Plan in its entirety every four years. StarMetro's Transit Asset Management Plan was originally developed April 2018 during the first implementation of this federal program and is refreshed periodically through an internal review process.

### AGENCY OVERVIEW

#### 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 named the new city department TalTran. In 1977 the operations, maintenance, and administrative facility 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 Reverend Dr. Charles Kenzie Steele. In 2005, the agency was rebranded as StarMetro. StarMetro went through a major route restructuring in 2011 that saw the historical hub-and-spoke system leftover from its early TalTran days changed to a decentralized, grid-like pattern. Since 2019, StarMetro has aggressively pursued a full fleet transition to Battery Electric Buses (BEBs) and associated infrastructure. As of 2024, the agency has 24 BEBs, six depot chargers, and three in-route opportunity chargers.

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## WHAT WE DO

StarMetro provides fixed route, flex route, and paratransit services to a population of over 201,731 (2022) and across a service area of 103 square miles. For fixed route services, StarMetro runs fourteen weekday intracity routes, twelve Saturday routes, and four night and Sunday routes. StarMetro also operates a specialized transit service called Seminole Express that runs on and around the Florida University campus and includes seven weekday routes and one night route. Transit services are provided 363 days a year with approximately 2.4 million boardings annually (2023).

Through its complementary Dial-A-Ride (DAR) program, StarMetro provides demand response services to disabled persons and seniors (60+) within three-quarters of a mile from a fixed bus route, in compliance with the Americans with Disabilities Act (ADA). The agency also serves as the Community Transportation Coordinator (CTC) for Leon County and manages DAR services to residents in non-urbanized areas that have limited mobility choices. Dial-A-Ride provides approximately 121,000 trips annually (2023).

Overall, StarMetro operates 47 buses in peak service and is responsible for the placement and maintenance of nearly 950 bus stops, including more than 200 bus shelters and benches. StarMetro's award-winning maintenance division performs maintenance and repairs on buses at the Appleyard maintenance facility, including paint and body work. Upkeep and replacement of its bus stops and transit amenities are also managed in-house. Due to the dedication of the maintenance division, StarMetro is on the cutting edge of battery electric bus (BEB) deployment and high-voltage electric vehicle maintenance.

## SECTION 1: TRANSIT ASSET MANAGEMENT

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. 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 has prepared this TAM PLAN to aide in:

- (1) assessment of the current condition of capital assets;
- (2) determine what the 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 prioritizing safety critical assets, improving asset condition, and achieving a sufficient level of performance within those means.

## APPLICABILITY

StarMetro is currently operating as a Tier II transit operator in compliance with (49 CFR § 625.45 (b)(1)), as defined by the Federal Transit Administration (FTA). Tier II transit providers are 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 Transit Asset Management Plan provides an outline of how StarMetro will assess, monitor, and report the physical condition of assets utilized in the operation of an agency's public transportation system. StarMetro's approach to accomplish an SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired SGR over the lifecycle of the assets at a minimum practicable cost, emphasizing analysis based upon data quality. The original TAM Plan covered a five-year "horizon period" from Fiscal Year (FY) 2019 to FY 2024 (10/1/2018 to 9/30/2024) beginning with the creation and full implementation of the TAM Plan in FY 2019, ending five years later in FY 2024. The current Plan horizon shall be from FY2025 to FY2028 (11/30/2024 to 9/30/2028). The TAM Plan shall be amended annually during the five-year horizon no later than September 30th of each fiscal year.

## 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 (PTASP).

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, TAM PLAN 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 the Transit Asset Management System (TrAMS).

## TAM PLAN ELEMENTS

As a Tier II public transportation provider, StarMetro has developed and implemented a TAM Plan 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

Word	Definition
Accountable Executive	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	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	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	A register of capital assets, and information about those assets.
Capital Asset	A unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.
Decision Support Tool	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	An entity that receives Federal financial assistance directly from the Federal Transit Administration.
Equipment	An article of nonexpendable, tangible property having a useful life of at least one year.
Exclusive-Use Maintenance Facility	A maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.

Facility	A building or structure that is used in providing public transportation.
Full Level of Performance	The objective standard established by FTA for determining whether a capital asset is in a state of good repair.
Horizon Period	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	A transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.
Infrastructure	The underlying framework or structures that support a public transportation system.
Investment Prioritization	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	A list of activities that a transit provider determines are critical to achieving its TAM goals.
Life-Cycle Cost	The cost of managing an asset over its whole life.
Performance Measure	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 ( <i>e.g.</i> , 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	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	The entirety of a transit provider's operations, including the services provided through contractors.
Public Transportation Agency Safety Plan	Also known as the PTASP, this represents a transit provider's documented comprehensive agency safety plan that is required by 49 U.S.C. 5329.
Recipient	An entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a Subrecipient.
Rolling Stock	A revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.
Safety-Critical Asset	A transit asset, sub-system, or component whose failure may cause serious injury or death to human beings, loss or severe damage to property, or environmental harm. Criticality will be calculated using the capital investment prioritization scores used by the SGR condition standard by Asset Category. A Safety-Critical Asset must be given a SGR condition standard score of "4" or higher. For buildings using the TERM rating scale, a Safety-Critical Asset must be given a SGR condition standard score of "4" or higher.
Service Vehicle	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)		The condition in which a capital asset is able to operate at a full level of performance.
Subrecipient		An entity that receives Federal transit grant funds indirectly through a State or direct recipient.
TERM Scale		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		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		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)		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		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		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		The approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.
Transit Asset Management (TAM) System		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	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		Either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.
Useful Life Benchmark (ULB)		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 an 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 TAM PLAN 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 an SGR by proactively investing in an asset before its 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 in that an agency’s ULB considers a provider’s unique operating environment (service frequency, weather, and/or geography). When developing Useful Life Benchmarks (ULB), the Agency recognized and considered 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 by asset type in Table 1.

<b>Vehicle Type</b>	<b>Default ULB (in Years)</b>
<b>AB</b> Articulated bus	14
<b>AG</b> Automated guideway vehicle	31
<b>AO</b> Automobile	8
<b>BR</b> Over-the-road bus	14
<b>BU</b> Bus	14
<b>CC</b> Cable car	112
<b>CU</b> Cutaway bus	10
<b>DB</b> Double decked bus	14
<b>FB</b> Ferryboat	42
<b>HR</b> Heavy rail passenger car	31
<b>IP</b> Inclined plane vehicle	56
<b>LR</b> Light rail vehicle	31
<b>MB</b> Minibus	10



<b>MO</b>	Monorail vehicle	31
<b>MV</b>	Minivan	8
	Other rubber tire vehicles	14
<b>RL</b>	Commuter rail locomotive	39
<b>RP</b>	Commuter rail passenger coach	39
<b>RS</b>	Commuter rail self-propelled passenger car	39
<b>RT</b>	Rubber-tired vintage trolley	14
<b>SB</b>	School bus	14
	Steel wheel vehicles	25
<b>SR</b>	Streetcar	21
<b>SV</b>	Sport utility vehicle	8
<b>TB</b>	Trolleybus	13
<b>TR</b>	Aerial tramway	12
<b>VN</b>	Van	8
<b>VT</b>	Vintage Trolley	58

Table 1: NTD Abbreviation and ULB Chart

## 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 TAM Plan’s SGR Standards, the Agency requires each vehicular asset and facility meeting FTA’s 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 metrics from which asset performance targets can be derived on an annual basis. These performance measures are directly related to asset lifecycle (ULB and 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 for non-revenue, support-service and maintenance vehicle 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 three on the FTA rating scale.

## STARMETRO PERFORMANCE MEASURES

- **Revenue Vehicles:** Percent within a particular asset class that have an age and mileage that exceeds FTA standards for that asset class (see Appendix D - Condition Rating Scales for more information).
- **Equipment:** Percent within a particular asset class that have an age that exceeds FTA or manufacturers' standards for that asset class or a condition rating below 3.0 on that rating scale (see Appendix D - Condition Rating Scales for more information).
- **Facilities:** Percent within a particular asset class with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale (see Appendix D - Condition Rating Scales for more information).

Table 2: Performance Measures & Targets (Updated 10/3/2024)

Asset Category - Asset Class Performance Measure		Jan. 2025 Target	Jan. 2026 Target	Jan. 2027 Target	Jan. 2028 Target	Jan. 2029 Target
<b>Revenue Vehicles</b>						
<b>AGE</b>	<i>BU2 - Bus, Diesel, 35'</i>	100%	100%	100%	100%	100%
	<i>BU3 - Bus, Diesel, 40'</i>	89%	100%	100%	100%	100%
	<i>BU4 - Bus, CNG, 30'</i>	0%	0%	0%	100%	100%
	<i>BU5 - Bus, CNG, 35'</i>	0%	0%	0%	0%	0%
	<i>BU6 - Bus, Electric, 35'</i>	0%	17%	15%	15%	15%
	<i>BU7 - Bus, Electric, 40'</i>	0%	0%	0%	0%	0%
	<i>CU1 - Cutaway Bus, Gasoline</i>	0%	0%	0%	0%	0%
	<i>CU2 - Cutaway Bus, CNG</i>	91%	100%	100%	100%	100%
	<i>CU3 - Cutaway Bus, CNG, Low Floor</i>	100%	100%	100%	100%	100%
	<i>CU4 - Cutaway Bus, Electric</i>	0%	0%	0%	0%	0%
	<i>VN1 - Van, ADA</i>	0%	0%	100%	100%	100%
	<i>VN2 - Van, ADA, Electric</i>	0%	0%	0%	0%	0%
<b>Equipment</b>						
<b>AGE/ CONDITION</b>	<i>NRA - Non-Revenue Service Auto</i>	0%	0%	0%	0%	0%
	<i>TRK - Trucks/Rubber Tire Vehicles</i>	0%	0%	0%	0%	0%
	<i>CF1 - Contingency Fleet</i>	100%	100%	100%	100%	100%
	<i>VAN - Van, Non-ADA</i>	0%	0%	0%	0%	0%
	<i>MEQ - Maintenance Equipment</i>	0%	0%	0%	0%	0%
	<i>CFC - Charger, Fast Charge</i>	0%	0%	0%	0%	0%
	<i>CDC -Charger, Depot Charger</i>	0%	0%	0%	0%	0%
<b>Facilities</b>						
<b>Condition</b>	<i>Administration &amp; Maintenance Facility</i>	0%	0%	0%	0%	100%
	<i>Passenger Facilities</i>	0%	0%	0%	0%	0%
	<i>Lifts</i>	0%	0%	0%	0%	0%
	<i>Fueling Facility</i>	0%	0%	0%	0%	0%

## SECTION 2: ASSET INVENTORY PORTFOLIO

### REVENUE VEHICLES

StarMetro owns 87 revenue vehicles, averaging an age of seven years. An assets inventory summary is presented in Table 3. The average replacement value for a vehicle within the fleet is \$708,583.33. Notably, this figure includes both StarMetro's fixed and demand response fleets. StarMetro is composed of 68 fixed route revenue vehicles, averaging eight years of age with an average replacement cost of \$1,200,000 each. StarMetro is also composed of 19 demand response vehicles, averaging five years of age with an average replacement cost of \$214,167.

### EQUIPMENT

StarMetro owns several pieces of equipment including non-revenue vehicles, maintenance equipment, and bus chargers (Table 3). The average age of the non-revenue vehicle fleet is six years, with an average replacement cost of \$34,333. The average age of StarMetro's contingency fleet and training bus is 18 years. StarMetro's maintenance equipment has an average age of five years and an average replacement cost of \$80,000. The average age of StarMetro's fast chargers are seven years, with an average replacement cost of \$1,000,000. The average age of StarMetro's depot chargers are six years with an average replacement cost of \$120,000.

### FACILITIES

StarMetro owns several major facilities, including its administrative and maintenance facility, its downtown transfer center, a fueling facility, a bus wash station, and lifts (Table 3). Currently, its administrative and maintenance facility is 47 years old and has an estimated replacement cost of \$5,000,000. Its main passenger facility, CK Steele Plaza, is 40 years old and has an estimated replacement cost of \$5,000,000. StarMetro anticipates the completion of two additional facilities prior to the expiration of this TAM PLAN in 2030.

The first facility, currently known as the Sustainable Southside Transit Center (SSTC), will be located at the northwest corner of Orange and Meridian Road. The SSTC is anticipated to enter revenue service in 2026 and will have an anticipated useful life of 30 years and an anticipated replacement cost of \$20,000,000 in FY2024 dollars.

The second facility, known as the electric infrastructure project, will construct a canopy that will facilitate large-scale battery electric bus charging at StarMetro's bus yard. This canopy will provide at minimum 32 chargers, with the opportunity to construct additional charging bays during future phases. The canopy is anticipated to have a useful life of 20 years and an anticipated replacement cost of approximately \$15,000,000 in FY2024 dollars.

Table 3: Asset Inventory Portfolio (Updated 10/3/2024)

Asset Category/Class	Asset Code	Total Number	Avg Age	Avg Mileage	Average Replacement Value
<b>Revenue Vehicles</b>		<b>87</b>	<b>7</b>	<b>189,341</b>	<b>\$708,583.33</b>
<i>BU2 - Bus, Diesel, 35'</i>	BU2	11	14	447,990	\$1,200,000.00
<i>BU3 - Bus, Diesel, 40'</i>	BU3	21	14	558,848	\$1,200,000.00
<i>BU4 - Bus, CNG, 30'</i>	BU4	3	9	327,906	\$1,200,000.00
<i>BU5 - Bus, CNG, 35'</i>	BU5	9	6	279,920	\$1,200,000.00
<i>BU6 - Bus, Electric, 35'</i>	BU6	20	6	86,942	\$1,200,000.00
<i>BU7 - Bus, Electric, 40'</i>	BU7	4	1	9,608	\$1,200,000.00
<i>CU1 - Cutaway Bus, Gasoline</i>	CU1	0	-	-	\$163,000.00
<i>CU2 - Cutaway Bus, CNG</i>	CU2	11	7	196,735	\$300,000.00
<i>CU3 - Cutaway Bus, CNG, Low Floor</i>	CU3	4	7	66,889	\$300,000.00
<i>CU4 - Cutaway Bus, Electric</i>	CU4	1	0	1,466	\$300,000.00
<i>VN1 - Van, ADA</i>	VN1	3	5	106,452	\$120,000.00
<i>VN2 - Van, ADA, Electric</i>	VN2	0	-	-	\$120,000.00
<b>Equipment</b>		<b>61</b>	<b>9</b>	<b>N/A</b>	<b>\$186,142.86</b>
<i>Non-Revenue / Service Automobile</i>	NRA	12	4	12,012	\$29,000.00
<i>Trucks and other Rubber Tire Vehicles</i>	TRK	10	6	54,176	\$45,000.00
<i>Contingency Fleet</i>	CF1	5	18	519,956	\$0.00
<i>Van, Non-ADA</i>	VAN	1	7	26,661	\$29,000.00
<i>Maintenance Equipment</i>	MEQ	20	5	N/A	\$80,000.00
<i>Electric Bus Chargers, Fast Charge</i>	CFC	3	7	N/A	\$1,000,000.00
<i>Electric Bus Chargers, Depot</i>	CDC	10	6	N/A	\$120,000.00
<i>Training Bus</i>	TNG	1	18	603,864	\$0.00
<b>Facilities</b>		<b>7</b>	<b>31</b>	<b>N/A</b>	<b>\$2,135,000.00</b>
<i>Administration &amp; Maintenance</i>	AMB	1	47	N/A	\$5,000,000.00
<i>Passenger Facilities</i>	PAF	1	40	N/A	\$5,000,000.00
<i>Lifts</i>	LFT	3	22	N/A	\$75,000.00
<i>Fueling Facility</i>	FFA	1	24	N/A	\$200,000.00
<i>Bus Wash Structure</i>	WSH	1	24	N/A	\$400,000.00

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

## SECTION 3: ASSET CONDITION ASSESSMENT

It is essential that StarMetro understands the conditions of its assets. Having such information allows the agency to allocate funds based on needs. Table 4 below lists useful information including the average mileage, average condition, and Useful Life Benchmark (ULB) to determine where assets are in their lifespan.

### REVENUE VEHICLES

#### FIXED ROUTE FLEET

Approximately 47% of StarMetro's fixed route fleet has met or exceeded its useful life in years and approximately 29% of the fixed route fleet has met its useful life in revenue miles. The fixed route fleet has an average lifetime mileage of 285,202 out of 500,000 miles. Notably, when the new electric 2023 and 2024 vehicles are excluded from this average, the average lifetime mileage is 347,226. All 35-foot diesel buses have met or exceeded their ULB as of 2024. Approximately 90% of all 40-foot diesel buses have met or exceeded their ULB as of 2024. Prior to the expiration of this TAM Plan, all diesel vehicles, approximately 75% of all CNG buses, and approximately 17% of all electric vehicles will have met or exceeded their ULB.

#### DEMAND RESPONSE FLEET

Approximately 69% of the demand response fleet has met its useful life in years and approximately 53% of the demand response fleet has met its useful life in revenue miles. The average condition of the demand response fleet is seven. Prior to the expiration of this TAM PLAN, all demand response vehicles will have met or exceeded their ULB.

### EQUIPMENT

StarMetro's equipment have varying ULBs. Equipment is ranked on a scale from one to ten, with ten being high. Equipment includes both vehicles and other major equipment items.

#### VEHICLES

The contingency fleet and training buses are buses that have met their useful life and have been pulled from day-to-day revenue service. These buses can be used in the event of emergencies or if there are failures in the operation of an electric bus. These buses are disposed of as "new" contingency buses are phased out from StarMetro's spare bus fleet. These vehicles have an average age of 20 years; 561,910 lifetime miles; and an average condition of four.

The non-revenue service vehicles, trucks, and non-ADA vans are vehicles that are used in a non-revenue capacity, such as trucks for servicing bus stops; supervisor vehicles; and other service vehicles. These

vehicles have an average age of six years; 30,950 lifetime miles; and an average condition of eight. The average ULB these non-revenue vehicles is six years.

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## EQUIPMENT

The equipment, including maintenance equipment, fast chargers, and depot chargers, have an average condition of eight. The maintenance equipment has a ULB of three years, while the charging equipment has a ULB of twelve years. The average age of the maintenance equipment is five years. The average age of the charging equipment is six years. Prior to the expiration of this TAM PLAN, almost all equipment will have met or exceeded its useful life.

## FACILITIES

StarMetro's facilities have varying ULBs. Facilities are ranked on a separate scale from vehicles. While vehicles' conditions are ranked on a scale from one to ten, with ten being high, facilities are ranked on a scale from one to five, with five being high.

StarMetro's administration and maintenance facility, also known as Appleyard, has a condition rating of four. Notably, the Appleyard facility will surpass its ULB prior to the expiration of this TAM PLAN. StarMetro's main passenger facility, CK Steele Plaza, has a condition rating of three. CK Steele Plaza will surpass its ULB in 2034. Several facilities are located within the Appleyard facility, such as the lifts, fueling facility, and the bus wash structure. The lifts have a condition rating of five; the fueling facility has a condition rating of four; and the bus wash structure has a condition rating of five. All three of these facilities average age of 23 years and have a ULB of 40 years.

Table 4: Asset condition assessment (Updated 10/3/2024)

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Condition	Useful Life Benchmark	% At or Past ULB (Current)
Revenue Vehicles	<b>87</b>	<b>7</b>	<b>208,276</b>	<b>7</b>		<b>47%</b>
<i>BU2 - Bus, Diesel, 35'</i>	11	14	447,990	6	12	100%
<i>BU3 - Bus, Diesel, 40'</i>	21	14	558,848	6	12	90%
<i>BU4 - Bus, CNG, 30'</i>	3	9	327,906	6	12	0%
<i>BU5 - Bus, CNG, 35'</i>	9	7	279,920	7	12	0%
<i>BU6 - Bus, Electric, 35'</i>	20	6	86,942	7	12	0%
<i>BU7 - Bus, Electric, 40'</i>	4	1	9,608	-	12	0%
<i>CU1 - Cutaway Bus, Gasoline</i>	0	-	-	-	5	-
<i>CU2 - Cutaway Bus, CNG</i>	11	8	196,735	6	5	100%
<i>CU3 - Cutaway Bus, CNG, Low Floor</i>	4	7	66,889	6	5	100%
<i>CU4 - Cutaway Bus, Electric</i>	1	1	1,466	10	7	75%
<i>VN1 - Van, ADA</i>	3	5	106,452	7	8	0%
<i>VN2 - Van, ADA, Electric</i>	0	-	-	-	5	-
Equipment	<b>53</b>	<b>9</b>	<b>243,334</b>	<b>7</b>		<b>30%</b>
<i>NRA - Non-Revenue Svc Auto</i>	12	4	12,012	9	8	0%
<i>TRK - Trucks / Rubber Tire Vehicles</i>	10	6	54,176	8	8	20%
<i>CF1 - Contingency Fleet</i>	5	20	519,956	4	12	100%
<i>VAN - Van, Non-ADA</i>	1	7	26,661	7	3	0%
<i>MEQ - Maintenance Equipment</i>	20	5	N/A	9	3	0%
<i>CFC - Chargers, Fast Charge</i>	3	7	N/A	8	12	0%
<i>CDC - Chargers, Depot Charge</i>	6	6	N/A	8	12	17%
<i>TNG - Training Bus</i>	1	20	603,864	5	12	100%
Facilities	<b>7</b>	<b>31</b>		<b>4</b>		<b>0%</b>
<i>Administration &amp; Maintenance</i>	1	47	N/A	4	50	0%
<i>Passenger Facilities</i>	1	40	N/A	3	50	0%
<i>Lifts</i>	3	22	N/A	5	40	0%
<i>Fueling Facility</i>	1	24	N/A	4	40	0%
<i>Bus Wash Structure</i>	1	24	N/A	5	40	0%

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

## SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH

StarMetro utilizes many processes and tools to aid in decision-making and management of assets in its transit system. Table 5 below describes the function of each tool or process employed to monitor assets system-wide. By cross-referencing all tools and processes, StarMetro identifies and prioritizes areas of need to guide funding, repair, and operational decisions.

**Table 5: Decision Support Tools & Management Approach**

<b>Process / Tool</b>	<b>Decision Support Tools</b>
AssetWorks	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.
Public Transportation Agency Safety Plan (PTASP)	StarMetro's PTASP outlines all safety requirements to maintain StarMetro's vehicles, equipment, and facilities in a State of Good Repair (SGR).



## SECTION 5: PRIORITIZED LIST OF INVESTMENTS

### INVESTMENT PRIORITIZATION

The City of Tallahassee – StarMetro’s assets are maintained to keep the assets operational, safe, and accessible for passenger use until they have met or exceeded their useful 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.

Safety critical assets will be reviewed and prioritized for replacement/repair before non-safety critical assets during the TAM Committee and TAM Working Group meetings. The TAM Committee and Working Group will utilize the procedures and tools described in Section 4: Decision Support Tools & Management Approach, Table 5: Decision Support Tools & Management Approach to assess safety-critical needs and make updates to the project prioritization matrix proposed in Appendix C.

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

Outlined in Table 6 below are StarMetro’s standards for preventative maintenance frequency, including revenue vehicles, equipment, and facilities. StarMetro’s maintenance strategy includes maintenance frequencies ranging from daily to semi-annually to ensure preventative upkeep on all assets.

**Table 6: Maintenance Strategy**

<b>Asset Category</b>	<b>Maintenance Activity</b>	<b>Frequency</b>
<b>Revenue Vehicles</b>		
BU*	Preventative Maintenance Inspection	6000 Miles
BU*	Annual Safety and Condition Rating Inspection	Annual
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
VN*	Preventative Maintenance Inspection	5000 Miles
VN*	Condition Rating Inspection	Annual
VN*	Clean Interior, Wash, and Fuel	Daily
<b>Equipment</b>		
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
Contingency Fleet	Preventative Maintenance Inspection	Semi-Annual
Contingency Fleet	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
<b>Facilities</b>		
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

## SECTION 7: CONCLUSION

Helping transit agencies maintain bus systems in a State of Good Repair is one of the Federal Transit Administration's highest priorities. Keeping revenue vehicles and other capital assets in a State of Good Repair limits safety risks; increases system reliability & accessibility; lowers maintenance costs; and increases system performance.

Transit Asset Management is a critical practice to preserving and expanding transit investments. It informs funding prioritizations and supports strategic planning. Through TAM, the City of Tallahassee-StarMetro will continue to monitor the physical condition of assets employed in the operation of its public transportation system. Implementing this TAM Plan will ensure the agency remains equipped to meet its mission and capable of providing sustainable, efficient, and effective transportation options to the Tallahassee community.

## 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>

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APPENDIX A – ASSET REGISTER

Last updated: 9/16/2024

Asset Category	Asset Class	Asset Name	Make	Model	Qty.	ID/Serial No.	Title Holder	Federal Interest	Acq. Year	Vehicle Miles	Replacement Cost/Value
Revenue Vehicles	BU2	SB0901	Gillig	G27B102N4	1	15GGB271691176702	COT-SM	100%	2009	358,696	\$1,200,000
Revenue Vehicles	BU2	SB0902	Gillig	G27B102N4	1	15GGB271891176703	COT-SM	100%	2009	349,376	\$1,200,000
Revenue Vehicles	BU2	SB0903	Gillig	G27B102N4	1	15GGB271X91176704	COT-SM	100%	2009	433,518	\$1,200,000
Revenue Vehicles	BU2	SB0904	Gillig	G27B102N4	1	15GGB271191176705	COT-SM	100%	2009	360,104	\$1,200,000
Revenue Vehicles	BU2	SB0905	Gillig	G27B102N4	1	15GGB271391176706	COT-SM	100%	2009	586,443	\$1,200,000
Revenue Vehicles	BU2	SB0906	Gillig	G27B102N4	1	15GGB271591176707	COT-SM	100%	2009	560,350	\$1,200,000
Revenue Vehicles	BU2	SB0907	Gillig	G27B102N4	1	15GGB271791176708	COT-SM	100%	2009	591,873	\$1,200,000
Revenue Vehicles	BU2	SB0908	Gillig	G27B102N4	1	15GGB271991176709	COT-SM	100%	2009	618,466	\$1,200,000
Revenue Vehicles	BU2	SB1101	Gillig	G27D102N4	1	15GGB2710B1180198	COT-SM	100%	2011	366,828	\$1,200,000
Revenue Vehicles	BU2	SB1102	Gillig	G27D102N4	1	15GGB2712B1180199	COT-SM	100%	2011	351,073	\$1,200,000
Revenue Vehicles	BU2	SB1103	Gillig	G27D102N4	1	15GGB2715B1180200	COT-SM	100%	2011	351,159	\$1,200,000
Revenue Vehicles	BU3	SB0703	Gillig	G29D102N4	1	15GGD291371077243	COT-SM	100%	2007	673,147	\$1,200,000
Revenue Vehicles	BU3	SB0704	Gillig	G29D102N4	1	15GGD291571077244	COT-SM	100%	2007	672,671	\$1,200,000
Revenue Vehicles	BU3	SB0707	Gillig	G29D102N4	1	15GGD271571078395	COT-SM	100%	2007	623,096	\$1,200,000
Revenue Vehicles	BU3	SB0709	Gillig	G29D102N4	1	15GGD271971078397	COT-SM	100%	2007	574,113	\$1,200,000
Revenue Vehicles	BU3	SB1001	Gillig	G27D102N4	1	15GGD2719A1177857	COT-SM	100%	2010	549,930	\$1,200,000
Revenue Vehicles	BU3	SB1002	Gillig	G27D102N4	1	15GGD2710A1177858	COT-SM	100%	2010	532,752	\$1,200,000
Revenue Vehicles	BU3	SB1004	Gillig	G27D102N4	1	15GGD2719A1177860	COT-SM	100%	2010	752,583	\$1,200,000
Revenue Vehicles	BU3	SB1005	Gillig	G27D102N4	1	15GGD2710A1177861	COT-SM	100%	2010	597,096	\$1,200,000
Revenue Vehicles	BU3	SB1006	Gillig	G27D102N4	1	15GGD2712A1177862	COT-SM	100%	2010	634,791	\$1,200,000
Revenue Vehicles	BU3	SB1007	Gillig	G27D102N4	1	15GGD2714A1177863	COT-SM	100%	2010	589,131	\$1,200,000
Revenue Vehicles	BU3	SB1008	Gillig	G27D102N4	1	15GGD2716A1177864	COT-SM	100%	2010	626,215	\$1,200,000
Revenue Vehicles	BU3	SB1009	Gillig	G27D102N4	1	15GGD2718A1177865	COT-SM	100%	2010	523,367	\$1,200,000
Revenue Vehicles	BU3	SB1010	Gillig	G27D102N4	1	15GGD271XA1177866	COT-SM	100%	2010	590,474	\$1,200,000
Revenue Vehicles	BU3	SB1011	Gillig	G27D102N4	1	15GGD2711A1177867	COT-SM	100%	2010	375,847	\$1,200,000
Revenue Vehicles	BU3	SB1012	Gillig	G27D102N4	1	15GGD2713A1177868	COT-SM	100%	2010	612,362	\$1,200,000
Revenue Vehicles	BU3	SB1104	Gillig	G27D102N4	1	15GGD2718B1180363	COT-SM	100%	2011	531,620	\$1,200,000
Revenue Vehicles	BU3	SB1105	Gillig	G27D102N4	1	15GGD271XB1180364	COT-SM	100%	2011	555,271	\$1,200,000
Revenue Vehicles	BU3	SB1201	Gillig	G27D102N4	1	15GGD2717C1180405	COT-SM	100%	2012	442,806	\$1,200,000
Revenue Vehicles	BU3	SB1202	Gillig	G27D102N4	1	15GGD2719C1180406	COT-SM	100%	2012	468,363	\$1,200,000
Revenue Vehicles	BU3	SB1301	Gillig	G27D102N4	1	15GGD2712D1183052	COT-SM	100%	2013	431,252	\$1,200,000
Revenue Vehicles	BU3	SB1302	Gillig	G27D102N4	1	15GGD2714D1183053	COT-SM	100%	2013	378,916	\$1,200,000
Revenue Vehicles	BU4	SB1501	Gillig	G27E102N4	1	15GGE2719F1092957	COT-SM	100%	2015	312,284	\$1,200,000
Revenue Vehicles	BU4	SB1502	Gillig	G27E102N4	1	15GGE2710F1092958	COT-SM	100%	2015	314,217	\$1,200,000
Revenue Vehicles	BU4	SB1503	Gillig	G27E102N4	1	15GGE2712F1092959	COT-SM	100%	2015	357,216	\$1,200,000
Revenue Vehicles	BU5	SB1701	Gillig	G31B102N4	1	15GGB3111H3190668	COT-SM	100%	2017	351,837	\$1,200,000
Revenue Vehicles	BU5	SB1702	Gillig	G31B102N4	1	15GGB3113H3190669	COT-SM	100%	2017	303,098	\$1,200,000
Revenue Vehicles	BU5	SB1703	Gillig	G31B102N4	1	15GGB311XH3190670	COT-SM	100%	2017	246,288	\$1,200,000
Revenue Vehicles	BU5	SB1704	Gillig	G31B102N4	1	15GGB3111H3190671	COT-SM	100%	2017	295,835	\$1,200,000

Revenue Vehicles	BU5	SB1705	Gillig	G31B102N4	1	15GGB3113H3190672	COT-SM	100%	2017	270,330	\$1,200,000
Revenue Vehicles	BU5	SB1706	Gillig	G31B102N4	1	15GGB3115H3190673	COT-SM	100%	2017	346,339	\$1,200,000
Revenue Vehicles	BU5	SB1801	Gillig	G31B102N4	1	15GGB3112J3192905	COT-SM	100%	2018	248,841	\$1,200,000
Revenue Vehicles	BU5	SB1802	Gillig	G31B102N4	1	15GGB3114J3192906	COT-SM	100%	2018	244,978	\$1,200,000
Revenue Vehicles	BU5	SB1803	Gillig	G31B102N4	1	15GGB3116J3192907	COT-SM	100%	2018	211,730	\$1,200,000
Revenue Vehicles	BU6	SBE002	Proterra	BE-35	1	1M9TG16J3CS816012	COT-SM	100%	2012	102,884	\$1,200,000
Revenue Vehicles	BU6	SBE003	Proterra	BE-35	1	1M9TG16J5CS816013	COT-SM	100%	2012	92,194	\$1,200,000
Revenue Vehicles	BU6	SBE004	Proterra	BE-35	1	1M9TG16J4DS816022	COT-SM	100%	2013	147,749	\$1,200,000
Revenue Vehicles	BU6	SBE005	Proterra	BE-35	1	1M9TG16J6DS816023	COT-SM	100%	2013	114,912	\$1,200,000
Revenue Vehicles	BU6	SB1901	Proterra	XR Plus	1	7JZTG11J3KS000041	COT-SM	0%	2019	79,718	\$1,200,000
Revenue Vehicles	BU6	SB1902	Proterra	XR Plus	1	7JZTG11J5KS000042	COT-SM	0%	2019	92,542	\$1,200,000
Revenue Vehicles	BU6	SB1903	Proterra	XR Plus	1	7JZTG11J5KS000043	COT-SM	0%	2019	78,787	\$1,200,000
Revenue Vehicles	BU6	SB1904	Proterra	XR Plus	1	7JZTG11J9KS000044	COT-SM	0%	2019	80,025	\$1,200,000
Revenue Vehicles	BU6	SB1905	Proterra	XR Plus	1	7JZTG11J0KS000045	COT-SM	0%	2019	77,341	\$1,200,000
Revenue Vehicles	BU6	SB1906	Proterra	XR Plus	1	7JZTG11J2KS000046	COT-SM	0%	2019	98,486	\$1,200,000
Revenue Vehicles	BU6	SB1907	Proterra	XR Plus	1	7JZTG11J4KS000047	COT-SM	0%	2019	89,897	\$1,200,000
Revenue Vehicles	BU6	SB1908	Proterra	XR Plus	1	7JZTG11J6KS000048	COT-SM	100%	2019	87,986	\$1,200,000
Revenue Vehicles	BU6	SB1909	Proterra	XR Plus	1	7JZTG11J8KS000049	COT-SM	0%	2019	72,002	\$1,200,000
Revenue Vehicles	BU6	SB1910	Proterra	XR Plus	1	7JZTG11J4KS000050	COT-SM	0%	2019	77,425	\$1,200,000
Revenue Vehicles	BU6	SB1911	Proterra	XR Plus	1	7JZTG11J4KS000051	COT-SM	0%	2019	94,608	\$1,200,000
Revenue Vehicles	BU6	SB1912	Proterra	XR Plus	1	7JZTG11J4KS000052	COT-SM	0%	2019	67,918	\$1,200,000
Revenue Vehicles	BU6	SB1913	Proterra	XR Plus	1	7JZTG11J4KS000053	COT-SM	0%	2019	89,380	\$1,200,000
Revenue Vehicles	BU6	SB1914	Proterra	XR Plus	1	7JZTG11J4KS000054	COT-SM	0%	2019	76,521	\$1,200,000
Revenue Vehicles	BU6	SB1915	Proterra	XR Plus	1	7JZTG11J4KS000055	COT-SM	0%	2019	88,163	\$1,200,000
Revenue Vehicles	BU6	SB2301	Proterra	ZX5 Plus	1	7JZTG12J1PS000755	COT-SM	80%	2023	30,304	\$1,200,000
Revenue Vehicles	BU7	SB2302	Proterra	ZX5 MAX	1	7JZTH12J1PS000753	COT-SM	80%	2023	17,627	\$1,200,000
Revenue Vehicles	BU7	SB2303	Proterra	ZX5 MAX	1	7JZTH12J3PS000754	COT-SM	80%	2023	13,569	\$1,200,000
Revenue Vehicles	BU7	SB2401	Gillig	G28D	1	15GGD2816R3199040	COT-SM	80%	2024	3,695	\$1,200,000
Revenue Vehicles	BU7	SB2402	Gillig	G28D	1	15GGD2816R3199041	COT-SM	100%	2024	3,542	\$1,200,000
Revenue Vehicles	CU2	SB1632	Turtle Top	Odyssey	1	1FD4FE4FS6GDC26182	COT-SM	100%	2016	207,265	\$390,000
Revenue Vehicles	CU2	SB1634	Turtle Top	Odyssey	1	1FD4FE4FSXGDC26184	COT-SM	100%	2016	191,492	\$390,000
Revenue Vehicles	CU2	SB1635	Turtle Top	Odyssey	1	1FD4FE4FS1GDC26185	COT-SM	100%	2016	194,380	\$390,000
Revenue Vehicles	CU2	SB1636	Turtle Top	Odyssey	1	1FD4FE4FS6GDC26389	COT-SM	100%	2016	243,618	\$390,000
Revenue Vehicles	CU2	SB1637	Turtle Top	Odyssey	1	1FD4FE4FS0GDC27392	COT-SM	100%	2016	206,817	\$390,000
Revenue Vehicles	CU2	SB1638	Turtle Top	Odyssey	1	1FD4FE4FS2GDC27393	COT-SM	100%	2016	193,534	\$390,000
Revenue Vehicles	CU2	SB1639	Turtle Top	Odyssey	1	1FD4FE4FS4GDC28335	COT-SM	100%	2016	167,124	\$390,000
Revenue Vehicles	CU2	SB1640	Turtle Top	Odyssey	1	1FD4FE4FS0GDC33452	COT-SM	100%	2016	198,619	\$390,000
Revenue Vehicles	CU2	SB1642	Turtle Top	Odyssey	1	1FD4FE4FS4GDC33454	COT-SM	100%	2016	230,224	\$390,000
Revenue Vehicles	CU2	SB1644	Turtle Top	Odyssey	1	1FD4FE4FS8GDC33456	COT-SM	100%	2016	217,341	\$390,000
Revenue Vehicles	CU2	SB1931	Champion	Challenger	1	1FD4FE4FS2KDC14054	COT-SM	100%	2019	113,675	\$390,000
Revenue Vehicles	CU3	SB1645	Champion	LF Transport	1	1FD4FE4FS0FDA30415	COT-SM	100%	2017	96,595	\$390,000
Revenue Vehicles	CU3	SB1646	Champion	LF Transport	1	1FD4FE4FS9FDA30414	COT-SM	100%	2017	53,894	\$390,000
Revenue Vehicles	CU3	SB1647	Champion	LF Transport	1	1FD4FE4FS8FDA27603	COT-SM	100%	2017	76,492	\$390,000

Revenue Vehicles	CU3	SB1648	Champion	LF Transport	1	1FD4E4FS7FDA30413	COT-SM	100%	2017	40,575	\$390,000
Revenue Vehicles	CU4	SB2131	Turtletop	Terra Transit	1	1FDEF4FNXMDC35098	COT-SM	100%	2021	1,466	\$390,000
Revenue Vehicles	VN1	SB1932	Champion	Transit 350	1	1FDVU4XM8JKB25968	COT-SM	100%	2019	107,117	\$133,000
Revenue Vehicles	VN1	SB1933	Champion	Transit 350	1	1FDVU4XMJKB25969	COT-SM	100%	2019	109,781	\$133,000
Revenue Vehicles	VN1	SB1934	Champion	Transit 350	1	1FDVU4XM6JKB25970	COT-SM	100%	2019	102,457	\$133,000
Facilities	AMB	Appleyard	Admin/Maint	Admin/Maint	1	N/A	COT-SM	80%	1977	N/A	\$5,000,000
Facilities	PAF	C.K. Steele	Passenger	Terminal	1	N/A	COT-SM	80%	1984	N/A	\$5,000,000
Facilities	LFT	Parts Lift	Parts Lift	Parts Lift	1	N/A	COT-SM	80%	1977	N/A	\$60,000
Facilities	LFT	SE0005	Steril	Diamond 64-13	1	214J-300113	COT-SM	80%	2015	N/A	\$60,000
Facilities	LFT	SE0006	Steril	Diamond 64-13	1	214J-300112	COT-SM	80%	2015	N/A	\$60,000
Facilities	FFA	SE0002	Fuel Island	Fuel Island	1	N/A	COT-SM	80%	2000	N/A	\$200,000
Equipment	CDC	DC1	Eaton	EV-60	1	135977480	COT-SM	80%	2012	N/A	\$60,000
Equipment	CDC	DC2	Proterra	RES-DCVC60-480	1	E030327	COT-SM	80%	2019	N/A	\$60,000
Equipment	CDC	DC3	Proterra	RES-DCVC60-480	1	E030330	COT-SM	80%	2019	N/A	\$60,000
Equipment	CDC	DC4	Proterra	RES-DCVC60-480	1	E030339	COT-SM	80%	2019	N/A	\$60,000
Equipment	CDC	DC5	Proterra	RES-DCVC60-480	1	E030321	COT-SM	80%	2019	N/A	\$60,000
Equipment	CDC	DC6	Proterra	RES-DCVC60-480	1	E030325	COT-SM	80%	2019	N/A	\$60,000
Equipment	CDC	EVC003	Chargepoint	CPF25	1	191041008162	COT-SM	0%	2020	N/A	\$10,000
Equipment	CDC	EVC004	Chargepoint	CPF25	1	191041008166	COT-SM	0%	2020	N/A	\$10,000
Equipment	CDC	EVC005	Chargepoint	CPF25	1	184241026299	COT-SM	0%	2020	N/A	\$10,000
Equipment	CDC	EVC006	Chargepoint	CPF25	1	160441000662	COT-SM	0%	2020	N/A	\$10,000
Equipment	CFC	FC1	Eaton	ORCS	1	3002005001	COT-SM	80%	2012	N/A	\$350,000
Equipment	CFC	FC2	Proterra	ORCS	1	EK401BJJ60	COT-SM	80%	2019	N/A	\$350,000
Equipment	CFC	FC3	Proterra	ORCS	1	EM421BBA60	COT-SM	80%	2019	N/A	\$350,000
Equipment	NRA	21098	Ford	Escape	1	1FMCU0F75JUB76389	COT-SM	0%	2018	17,106	\$29,000
Equipment	NRA	20052	Nissan	Leaf	1	1N4AZ1CP4KC-317179	COT-SM	0%	2019	11,958	\$29,000
Equipment	NRA	20053	Nissan	Leaf	1	1N4AZ1CP3KC-317318	COT-SM	0%	2019	25,174	\$29,000
Equipment	NRA	20054	Nissan	Leaf	1	1N4AZ1CPXKC-317283	COT-SM	0%	2019	12,687	\$29,000
Equipment	NRA	20055	Nissan	Leaf	1	1N4AZ1CP5KC-317224	COT-SM	0%	2019	17,200	\$29,000
Equipment	NRA	22071	Toyota	Prius	1	JTDKARFU1K3084982	COT-SM	80%	2019	17,758	\$29,000
Equipment	NRA	22072	Toyota	RAV4 LE	1	JTMLWRFV7KD517147	COT-SM	80%	2019	11,276	\$29,000
Equipment	NRA	22073	Toyota	RAV4 XLE	1	JTMRWRFV7KJ017856	COT-SM	80%	2019	10,714	\$29,000
Equipment	NRA	20094	Chevrolet	Bolt	1	1G1FX6S09P4122289	COT-SM	0%	2023	4,842	\$30,290
Equipment	NRA	20095	Chevrolet	Bolt	1	1G1FX6S04P4122698	COT-SM	0%	2023	9,239	\$30,290
Equipment	NRA	20096	Chevrolet	Bolt	1	1G1FX6S06P4121827	COT-SM	0%	2023	3,815	\$30,290
Equipment	NRA	20097	Chevrolet	Bolt	1	1G1FX6S07P4122338	COT-SM	0%	2023	2,369	\$30,290
Equipment	TRK	SS2048	Ford	F-250	1	1FTBF2A64GEB43150	COT-SM	0%	2016	96,946	\$45,000
Equipment	TRK	23009	Chevrolet	Silverado	1	1GC3YLE78PF232110	COT-SM	0%	2023	2,697	\$53,300
Equipment	TRK	22074	Ford	Ranger	1	1FTER1EH9KLA39252	COT-SM	80%	2019	66,222	\$45,000
Equipment	TRK	22075	Ford	F-150	1	1FTEW1C57KFC32466	COT-SM	80%	2019	66,858	\$45,000
Equipment	TRK	22076	Chevrolet	Silverado	1	1GCUYYAEF0KZ377634	COT-SM	80%	2019	72,463	\$45,000
Equipment	TRK	22077	Chevrolet	Silverado	1	1GCUYDED9KZ374599	COT-SM	80%	2019	32,866	\$45,000
Equipment	TRK	22078	Chevrolet	Silverado	1	1GCUYAEF3KZ376719	COT-SM	80%	2019	35,345	\$45,000



Equipment	TRK	22079	Chevrolet	Silverado	1	1GCUYDED2KZ368031	COT-SM	80%	2019	91,087	\$45,000
Equipment	TRK	22080	Chevrolet	Silverado	1	1GCUYAEF2KZ376677	COT-SM	80%	2019	45,278	\$45,000
Equipment	TRK	22081	Ford	F-350	1	1FTRF3D69KEE67140	COT-SM	80%	2019	32,000	\$45,000
Equipment	VAN	21093	Ford	Transit 150	1	1FMZK1CM4HKA73339	COT-SM	0%	2017	26,661	\$29,000
Equipment	TNG	Training Bus	GILLIG	G29B102N4	1	15GGB291051074869	COT-SM	80%	2005	603,864	\$0
Equipment	MEQ	SE0019	HYUNDAI	33D-9	1	HHKHHN14HJ0000659	COT-SM	0%	2018	N/A	\$35,000
Equipment	MEQ	SE0020	Interclean	LYUS-XJF	1	XJ404FW	COT-SM	80%	2019	N/A	\$300,200
Equipment	MEQ	SE0004	Dwyer	Mark 2	1	Paint Booth	COT-SM	80%	2001	N/A	\$400,000
Equipment	MEQ	SE0008	Steril	ST1082R	1	SET 2	COT-SM	80%	2002	N/A	\$45,000
Equipment	MEQ	SE0036	Steril	ST1085 2FRA	1	38227535-15	COT-SM	80%	2020	N/A	\$45,000
Equipment	MEQ	SE0017	Genie	GS1930	1	GS3014A-127595	COT-SM	80%	2014	N/A	\$10,000
Equipment	MEQ	SE0021	Hunter	TCX645HD	1	IOG301297K	COT-SM	80%	2018	N/A	\$25,000
Equipment	MEQ	SE0022	Hunter	TCX57W	1	IOF767069	COT-SM	80%	2018	N/A	\$15,000
Equipment	MEQ	SE0023	Hunter	GSP9600HD	1	HCC3189	COT-SM	80%	2018	N/A	\$20,000
Equipment	MEQ	SE0027	Fall Protection	Fall Protection	1	Fall Protection	COT-SM	80%	2019	N/A	\$5,000
Equipment	MEQ	SE0029	Robinaire	34788NI-H	1	19440432	COT-SM	80%	2020	N/A	\$5,000
Equipment	MEQ	SE0030	Robinaire	34888HD	1	19452732	COT-SM	80%	2020	N/A	\$5,000
Equipment	MEQ	SE0031	Robinaire	34888HD	1	19452832	COT-SM	80%	2020	N/A	\$5,000
Equipment	MEQ	SE0032	Genfare	Receiver	1	300768	COT-SM	80%	2020	N/A	\$100,000
Equipment	MEQ	SE0033	Genfare	TVM	1	TVM02506	COT-SM	80%	2020	N/A	\$500,000
Equipment	MEQ	SE0034	RKI Instruments	200	1	2020X3	COT-SM	80%	2020	N/A	\$2,500
Equipment	MEQ	SE0035	Spika	Scaffold	1	110706	COT-SM	80%	2020	N/A	\$95,000
Equipment	MEQ	SE0037	V.I.S.-Shine	Polisher	1	71	COT-SM	80%	2020	N/A	\$6,000
Equipment	MEQ	SE0038	Nilfisk	Pressure Wash	1	1N9BU1114MFBU1007	COT-SM	80%	2021	N/A	\$10,000
Equipment	MEQ	SE0039	Ingersol Rand	Air Compressor	1	S0057358	COT-SM	0%	2022	N/A	\$50,000



APPENDIX B - ASSET CONDITION REGISTER

B1 – REVENUE VEHICLE ASSETS

Asset Category	Asset Class	Asset Name	Make	Model	Qty.	ID/Serial No.	Title Holder	Federal Interest	Acq. Year	Vehicle Miles	Replacement Cost/Value
Revenue Vehicles	BU2	SB0901	Gillig	G27B102N4	1	15GGB271691176702	COT-SM	100%	2009	358,696	\$1,200,000
Revenue Vehicles	BU2	SB0902	Gillig	G27B102N4	1	15GGB271891176703	COT-SM	100%	2009	349,376	\$1,200,000
Revenue Vehicles	BU2	SB0903	Gillig	G27B102N4	1	15GGB271X91176704	COT-SM	100%	2009	433,518	\$1,200,000
Revenue Vehicles	BU2	SB0904	Gillig	G27B102N4	1	15GGB271191176705	COT-SM	100%	2009	360,104	\$1,200,000
Revenue Vehicles	BU2	SB0905	Gillig	G27B102N4	1	15GGB271391176706	COT-SM	100%	2009	586,443	\$1,200,000
Revenue Vehicles	BU2	SB0906	Gillig	G27B102N4	1	15GGB271591176707	COT-SM	100%	2009	560,350	\$1,200,000
Revenue Vehicles	BU2	SB0907	Gillig	G27B102N4	1	15GGB271791176708	COT-SM	100%	2009	591,873	\$1,200,000
Revenue Vehicles	BU2	SB0908	Gillig	G27B102N4	1	15GGB271991176709	COT-SM	100%	2009	618,466	\$1,200,000
Revenue Vehicles	BU2	SB1101	Gillig	G27D102N4	1	15GGB2710B1180198	COT-SM	100%	2011	366,828	\$1,200,000
Revenue Vehicles	BU2	SB1102	Gillig	G27D102N4	1	15GGB2712B1180199	COT-SM	100%	2011	351,073	\$1,200,000
Revenue Vehicles	BU2	SB1103	Gillig	G27D102N4	1	15GGB2715B1180200	COT-SM	100%	2011	351,159	\$1,200,000
Revenue Vehicles	BU3	SB0703	Gillig	G29D102N4	1	15GGD291371077243	COT-SM	100%	2007	673,147	\$1,200,000
Revenue Vehicles	BU3	SB0704	Gillig	G29D102N4	1	15GGD291571077244	COT-SM	100%	2007	672,671	\$1,200,000
Revenue Vehicles	BU3	SB0707	Gillig	G29D102N4	1	15GGD271571078395	COT-SM	100%	2007	623,096	\$1,200,000
Revenue Vehicles	BU3	SB0709	Gillig	G29D102N4	1	15GGD271971078397	COT-SM	100%	2007	574,113	\$1,200,000
Revenue Vehicles	BU3	SB1001	Gillig	G27D102N4	1	15GGD2719A1177857	COT-SM	100%	2010	549,930	\$1,200,000
Revenue Vehicles	BU3	SB1002	Gillig	G27D102N4	1	15GGD2710A1177858	COT-SM	100%	2010	532,752	\$1,200,000
Revenue Vehicles	BU3	SB1004	Gillig	G27D102N4	1	15GGD2719A1177860	COT-SM	100%	2010	752,583	\$1,200,000
Revenue Vehicles	BU3	SB1005	Gillig	G27D102N4	1	15GGD2710A1177861	COT-SM	100%	2010	597,096	\$1,200,000
Revenue Vehicles	BU3	SB1006	Gillig	G27D102N4	1	15GGD2712A1177862	COT-SM	100%	2010	634,791	\$1,200,000
Revenue Vehicles	BU3	SB1007	Gillig	G27D102N4	1	15GGD2714A1177863	COT-SM	100%	2010	589,131	\$1,200,000
Revenue Vehicles	BU3	SB1008	Gillig	G27D102N4	1	15GGD2716A1177864	COT-SM	100%	2010	626,215	\$1,200,000
Revenue Vehicles	BU3	SB1009	Gillig	G27D102N4	1	15GGD2718A1177865	COT-SM	100%	2010	523,367	\$1,200,000
Revenue Vehicles	BU3	SB1010	Gillig	G27D102N4	1	15GGD271XA1177866	COT-SM	100%	2010	590,474	\$1,200,000
Revenue Vehicles	BU3	SB1011	Gillig	G27D102N4	1	15GGD2711A1177867	COT-SM	100%	2010	375,847	\$1,200,000
Revenue Vehicles	BU3	SB1012	Gillig	G27D102N4	1	15GGD2713A1177868	COT-SM	100%	2010	612,362	\$1,200,000
Revenue Vehicles	BU3	SB1104	Gillig	G27D102N4	1	15GGD2718B1180363	COT-SM	100%	2011	531,620	\$1,200,000
Revenue Vehicles	BU3	SB1105	Gillig	G27D102N4	1	15GGD271XB1180364	COT-SM	100%	2011	555,271	\$1,200,000
Revenue Vehicles	BU3	SB1201	Gillig	G27D102N4	1	15GGD2717C1180405	COT-SM	100%	2012	442,806	\$1,200,000
Revenue Vehicles	BU3	SB1202	Gillig	G27D102N4	1	15GGD2719C1180406	COT-SM	100%	2012	468,363	\$1,200,000
Revenue Vehicles	BU3	SB1301	Gillig	G27D102N4	1	15GGD2712D1183052	COT-SM	100%	2013	431,252	\$1,200,000
Revenue Vehicles	BU3	SB1302	Gillig	G27D102N4	1	15GGD2714D1183053	COT-SM	100%	2013	378,916	\$1,200,000
Revenue Vehicles	BU4	SB1501	Gillig	G27E102N4	1	15GGE2719F1092957	COT-SM	100%	2015	312,284	\$1,200,000
Revenue Vehicles	BU4	SB1502	Gillig	G27E102N4	1	15GGE2710F1092958	COT-SM	100%	2015	314,217	\$1,200,000
Revenue Vehicles	BU4	SB1503	Gillig	G27E102N4	1	15GGE2712F1092959	COT-SM	100%	2015	357,216	\$1,200,000
Revenue Vehicles	BU5	SB1701	Gillig	G31B102N4	1	15GGB3111H3190668	COT-SM	100%	2017	351,837	\$1,200,000

Revenue Vehicles	BU5	SB1702	Gillig	G31B102N4	1	15GGB3113H3190669	COT-SM	100%	2017	303,098	\$1,200,000
Revenue Vehicles	BU5	SB1703	Gillig	G31B102N4	1	15GGB311XH3190670	COT-SM	100%	2017	246,288	\$1,200,000
Revenue Vehicles	BU5	SB1704	Gillig	G31B102N4	1	15GGB3111H3190671	COT-SM	100%	2017	295,835	\$1,200,000
Revenue Vehicles	BU5	SB1705	Gillig	G31B102N4	1	15GGB3113H3190672	COT-SM	100%	2017	270,330	\$1,200,000
Revenue Vehicles	BU5	SB1706	Gillig	G31B102N4	1	15GGB3115H3190673	COT-SM	100%	2017	346,339	\$1,200,000
Revenue Vehicles	BU5	SB1801	Gillig	G31B102N4	1	15GGB3112J3192905	COT-SM	100%	2018	248,841	\$1,200,000
Revenue Vehicles	BU5	SB1802	Gillig	G31B102N4	1	15GGB3114J3192906	COT-SM	100%	2018	244,978	\$1,200,000
Revenue Vehicles	BU5	SB1803	Gillig	G31B102N4	1	15GGB3116J3192907	COT-SM	100%	2018	211,730	\$1,200,000
Revenue Vehicles	BU6	SBE002	Proterra	BE-35	1	1M9TG16J3CS816012	COT-SM	100%	2012	102,884	\$1,200,000
Revenue Vehicles	BU6	SBE003	Proterra	BE-35	1	1M9TG16J5CS816013	COT-SM	100%	2012	92,194	\$1,200,000
Revenue Vehicles	BU6	SBE004	Proterra	BE-35	1	1M9TG16J4DS816022	COT-SM	100%	2013	147,749	\$1,200,000
Revenue Vehicles	BU6	SBE005	Proterra	BE-35	1	1M9TG16J6DS816023	COT-SM	100%	2013	114,912	\$1,200,000
Revenue Vehicles	BU6	SB1901	Proterra	XR Plus	1	7JZTG11J3KS000041	COT-SM	0%	2019	79,718	\$1,200,000
Revenue Vehicles	BU6	SB1902	Proterra	XR Plus	1	7JZTG11J5KS000042	COT-SM	0%	2019	92,542	\$1,200,000
Revenue Vehicles	BU6	SB1903	Proterra	XR Plus	1	7JZTG11J5KS000043	COT-SM	0%	2019	78,787	\$1,200,000
Revenue Vehicles	BU6	SB1904	Proterra	XR Plus	1	7JZTG11J9KS000044	COT-SM	0%	2019	80,025	\$1,200,000
Revenue Vehicles	BU6	SB1905	Proterra	XR Plus	1	7JZTG11J0KS000045	COT-SM	0%	2019	77,341	\$1,200,000
Revenue Vehicles	BU6	SB1906	Proterra	XR Plus	1	7JZTG11J2KS000046	COT-SM	0%	2019	98,486	\$1,200,000
Revenue Vehicles	BU6	SB1907	Proterra	XR Plus	1	7JZTG11J4KS000047	COT-SM	0%	2019	89,897	\$1,200,000
Revenue Vehicles	BU6	SB1908	Proterra	XR Plus	1	7JZTG11J6KS000048	COT-SM	100%	2019	87,986	\$1,200,000
Revenue Vehicles	BU6	SB1909	Proterra	XR Plus	1	7JZTG11J8KS000049	COT-SM	0%	2019	72,002	\$1,200,000
Revenue Vehicles	BU6	SB1910	Proterra	XR Plus	1	7JZTG11J4KS000050	COT-SM	0%	2019	77,425	\$1,200,000
Revenue Vehicles	BU6	SB1911	Proterra	XR Plus	1	7JZTG11J4KS000051	COT-SM	0%	2019	94,608	\$1,200,000
Revenue Vehicles	BU6	SB1912	Proterra	XR Plus	1	7JZTG11J4KS000052	COT-SM	0%	2019	67,918	\$1,200,000
Revenue Vehicles	BU6	SB1913	Proterra	XR Plus	1	7JZTG11J4KS000053	COT-SM	0%	2019	89,380	\$1,200,000
Revenue Vehicles	BU6	SB1914	Proterra	XR Plus	1	7JZTG11J4KS000054	COT-SM	0%	2019	76,521	\$1,200,000
Revenue Vehicles	BU6	SB1915	Proterra	XR Plus	1	7JZTG11J4KS000055	COT-SM	0%	2019	88,163	\$1,200,000
Revenue Vehicles	BU6	SB2301	Proterra	ZX5 Plus	1	7JZTG12J1PS000755	COT-SM	80%	2023	30,304	\$1,200,000
Revenue Vehicles	BU7	SB2302	Proterra	ZX5 MAX	1	7JZTH12J1PS000753	COT-SM	80%	2023	17,627	\$1,200,000
Revenue Vehicles	BU7	SB2303	Proterra	ZX5 MAX	1	7JZTH12J3PS000754	COT-SM	80%	2023	13,569	\$1,200,000
Revenue Vehicles	BU7	SB2401	Gillig	G28D	1	15GGD2816R3199040	COT-SM	80%	2024	3,695	\$1,200,000
Revenue Vehicles	BU7	SB2402	Gillig	G28D	1	15GGD2818R3199041	COT-SM	100%	2024	3,542	\$1,200,000
Revenue Vehicles	CU2	SB1632	Turtletop	Oddessy	1	1FDFE4FS6GDC26182	COT-SM	100%	2016	207,265	\$390,000
Revenue Vehicles	CU2	SB1634	Turtletop	Oddessy	1	1FDFE4FSXGDC26184	COT-SM	100%	2016	191,492	\$390,000
Revenue Vehicles	CU2	SB1635	Turtletop	Oddessy	1	1FDFE4FS1GDC26185	COT-SM	100%	2016	194,380	\$390,000
Revenue Vehicles	CU2	SB1636	Turtletop	Oddessy	1	1FDFE4FS6GDC26389	COT-SM	100%	2016	243,618	\$390,000
Revenue Vehicles	CU2	SB1637	Turtletop	Oddessy	1	1FDFE4FS0GDC27392	COT-SM	100%	2016	206,817	\$390,000
Revenue Vehicles	CU2	SB1638	Turtletop	Oddessy	1	1FDFE4FS2GDC27393	COT-SM	100%	2016	193,534	\$390,000
Revenue Vehicles	CU2	SB1639	Turtletop	Oddessy	1	1FDFE4FS4GDC28335	COT-SM	100%	2016	167,124	\$390,000
Revenue Vehicles	CU2	SB1640	Turtletop	Oddessy	1	1FDFE4FS0GDC33452	COT-SM	100%	2016	198,619	\$390,000
Revenue Vehicles	CU2	SB1642	Turtletop	Oddessy	1	1FDFE4FS4GDC33454	COT-SM	100%	2016	230,224	\$390,000
Revenue Vehicles	CU2	SB1644	Turtletop	Oddessy	1	1FDFE4FS8GDC33456	COT-SM	100%	2016	217,341	\$390,000
Revenue Vehicles	CU2	SB1931	Champion	Challenger	1	1FDFE4FS2KDC14054	COT-SM	100%	2019	113,675	\$390,000

Revenue Vehicles	CU3	SB1645	Champion	LF Transport	1	1FDFE4FS0FDA30415	COT-SM	100%	2017	96,595	\$390,000
Revenue Vehicles	CU3	SB1646	Champion	LF Transport	1	1FDFE4FS9FDA30414	COT-SM	100%	2017	53,894	\$390,000
Revenue Vehicles	CU3	SB1647	Champion	LF Transport	1	1FDFE4FS8FDA27603	COT-SM	100%	2017	76,492	\$390,000
Revenue Vehicles	CU3	SB1648	Champion	LF Transport	1	1FDFE4FS7FDA30413	COT-SM	100%	2017	40,575	\$390,000
Revenue Vehicles	CU4	SB2131	Turtletop	Terra Transit	1	1FDEF4FNXMDC35098	COT-SM	100%	2021	1,466	\$390,000
Revenue Vehicles	VN1	SB1932	Champion	Transit 350	1	1FDVU4XM8JKB25968	COT-SM	100%	2019	107,117	\$133,000
Revenue Vehicles	VN1	SB1933	Champion	Transit 350	1	1FDVU4XXMJKB25969	COT-SM	100%	2019	109,781	\$133,000
Revenue Vehicles	VN1	SB1934	Champion	Transit 350	1	1FDVU4XM6JKB25970	COT-SM	100%	2019	102,457	\$133,000
Facilities	AMB	Appleyard	Admin/Maint	Admin/Maint	1	N/A	COT-SM	80%	1977	N/A	\$5,000,000
Facilities	PAF	C.K. Steele	Passenger	Terminal	1	N/A	COT-SM	80%	1984	N/A	\$5,000,000
Facilities	LFT	Parts Lift	Parts Lift	Parts Lift	1	N/A	COT-SM	80%	1977	N/A	\$60,000
Facilities	LFT	SE0005	Stertil	Diamond 64-13	1	214J-300113	COT-SM	80%	2015	N/A	\$60,000
Facilities	LFT	SE0006	Stertil	Diamond 64-13	1	214J-300112	COT-SM	80%	2015	N/A	\$60,000
Facilities	FFA	SE0002	Fuel Island	Fuel Island	1	N/A	COT-SM	80%	2000	N/A	\$200,000
Equipment	CDC	DC1	Eaton	EV-60	1	135977480	COT-SM	80%	2012	N/A	\$60,000
Equipment	CDC	DC2	Proterra	RES-DCVC60-480	1	E030327	COT-SM	80%	2019	N/A	\$60,000
Equipment	CDC	DC3	Proterra	RES-DCVC60-480	1	E030330	COT-SM	80%	2019	N/A	\$60,000
Equipment	CDC	DC4	Proterra	RES-DCVC60-480	1	E030339	COT-SM	80%	2019	N/A	\$60,000
Equipment	CDC	DC5	Proterra	RES-DCVC60-480	1	E030321	COT-SM	80%	2019	N/A	\$60,000
Equipment	CDC	DC6	Proterra	RES-DCVC60-480	1	E030325	COT-SM	80%	2019	N/A	\$60,000
Equipment	CDC	EVC003	Chargepoint	CPF25	1	191041008162	COT-SM	0%	2020	N/A	\$10,000
Equipment	CDC	EVC004	Chargepoint	CPF25	1	191041008166	COT-SM	0%	2020	N/A	\$10,000
Equipment	CDC	EVC005	Chargepoint	CPF25	1	184241026299	COT-SM	0%	2020	N/A	\$10,000
Equipment	CDC	EVC006	Chargepoint	CPF25	1	160441000662	COT-SM	0%	2020	N/A	\$10,000
Equipment	CFC	FC1	Eaton	ORCS	1	3002005001	COT-SM	80%	2012	N/A	\$350,000
Equipment	CFC	FC2	Proterra	ORCS	1	EK401BJJ60	COT-SM	80%	2019	N/A	\$350,000
Equipment	CFC	FC3	Proterra	ORCS	1	EM421BBA60	COT-SM	80%	2019	N/A	\$350,000
Equipment	NRA	21098	Ford	Escape	1	1FMCU0F75JUB76389	COT-SM	0%	2018	17,106	\$29,000
Equipment	NRA	20052	Nissan	Leaf	1	1N4AZ1CP4KC-317179	COT-SM	0%	2019	11,958	\$29,000
Equipment	NRA	20053	Nissan	Leaf	1	1N4AZ1CP3KC-317318	COT-SM	0%	2019	25,174	\$29,000
Equipment	NRA	20054	Nissan	Leaf	1	1N4AZ1CPXKC-317283	COT-SM	0%	2019	12,687	\$29,000
Equipment	NRA	20055	Nissan	Leaf	1	1N4AZ1CP5KC-317224	COT-SM	0%	2019	17,200	\$29,000
Equipment	NRA	22071	Toyota	Prius	1	JTDKARFU1K3084982	COT-SM	80%	2019	17,758	\$29,000
Equipment	NRA	22072	Toyota	RAV4 LE	1	JTMLWRFV7KD517147	COT-SM	80%	2019	11,276	\$29,000
Equipment	NRA	22073	Toyota	RAV4 XLE	1	JTMRWRFV7KJ017856	COT-SM	80%	2019	10,714	\$29,000
Equipment	NRA	20094	Chevrolet	Bolt	1	1G1FX6S09P4122289	COT-SM	0%	2023	4,842	\$30,290
Equipment	NRA	20095	Chevrolet	Bolt	1	1G1FX6S04P4122698	COT-SM	0%	2023	9,239	\$30,290
Equipment	NRA	20096	Chevrolet	Bolt	1	1G1FX6S06P4121827	COT-SM	0%	2023	3,815	\$30,290
Equipment	NRA	20097	Chevrolet	Bolt	1	1G1FX6S07P4122338	COT-SM	0%	2023	2,369	\$30,290
Equipment	TRK	SS2048	Ford	F-250	1	1FTBF2A64GEB43150	COT-SM	0%	2016	96,946	\$45,000
Equipment	TRK	23009	Chevrolet	Silverado	1	1GC3YLE78PF232110	COT-SM	0%	2023	2,697	\$53,300
Equipment	TRK	22074	Ford	Ranger	1	1FTER1EH9KLA39252	COT-SM	80%	2019	66,222	\$45,000

Equipment	TRK	22075	Ford	F-150	1	1FTEW1C57KFC32466	COT-SM	80%	2019	66,858	\$45,000
Equipment	TRK	22076	Chevrolet	Silverado	1	1GCUYAEF0KZ377634	COT-SM	80%	2019	72,463	\$45,000
Equipment	TRK	22077	Chevrolet	Silverado	1	1GCUYDED9KZ374599	COT-SM	80%	2019	32,866	\$45,000
Equipment	TRK	22078	Chevrolet	Silverado	1	1GCUYAEF3KZ376719	COT-SM	80%	2019	35,345	\$45,000
Equipment	TRK	22079	Chevrolet	Silverado	1	1GCUYDED2KZ368031	COT-SM	80%	2019	91,087	\$45,000
Equipment	TRK	22080	Chevrolet	Silverado	1	1GCUYAEF2KZ376677	COT-SM	80%	2019	45,278	\$45,000
Equipment	TRK	22081	Ford	F-350	1	1FTRF3D69KEE67140	COT-SM	80%	2019	32,000	\$45,000
Equipment	VAN	21093	Ford	Transit 150	1	1FMZK1CM4HKA73339	COT-SM	0%	2017	26,661	\$29,000
Equipment	TNG	Training Bus	GILLIG	G29B102N4	1	15GGB291051074869	COT-SM	80%	2005	603,864	\$0
Equipment	MEQ	SE0019	HYUNDAI	33D-9	1	HHKHHN14HJ0000659	COT-SM	0%	2018	N/A	\$35,000
Equipment	MEQ	SE0020	Interclean	LYUS-XJF	1	XJ404FW	COT-SM	80%	2019	N/A	\$300,200
Equipment	MEQ	SE0004	Dwyer	Mark 2	1	Paint Booth	COT-SM	80%	2001	N/A	\$400,000
Equipment	MEQ	SE0008	Stertil	ST1082R	1	SET 2	COT-SM	80%	2002	N/A	\$45,000
Equipment	MEQ	SE0036	Stertil	ST1085 2FRA	1	38227535-15	COT-SM	80%	2020	N/A	\$45,000
Equipment	MEQ	SE0017	Genie	GS1930	1	GS3014A-127595	COT-SM	80%	2014	N/A	\$10,000
Equipment	MEQ	SE0021	Hunter	TCX645HD	1	I0G301297K	COT-SM	80%	2018	N/A	\$25,000
Equipment	MEQ	SE0022	Hunter	TCX57W	1	I0F767069	COT-SM	80%	2018	N/A	\$15,000
Equipment	MEQ	SE0023	Hunter	GSP9600HD	1	HCC3189	COT-SM	80%	2018	N/A	\$20,000
Equipment	MEQ	SE0027	Fall Protection	Fall Protection	1	Fall Protection	COT-SM	80%	2019	N/A	\$5,000
Equipment	MEQ	SE0029	Robinaire	34788NI-H	1	19440432	COT-SM	80%	2020	N/A	\$5,000
Equipment	MEQ	SE0030	Robinaire	34888HD	1	19452732	COT-SM	80%	2020	N/A	\$5,000
Equipment	MEQ	SE0031	Robinaire	34888HD	1	19452832	COT-SM	80%	2020	N/A	\$5,000
Equipment	MEQ	SE0032	Genfare	Receiver	1	300768	COT-SM	80%	2020	N/A	\$100,000
Equipment	MEQ	SE0033	Genfare	TVM	1	TVM02506	COT-SM	80%	2020	N/A	\$500,000
Equipment	MEQ	SE0034	RKI Instruments	200	1	2020X3	COT-SM	80%	2020	N/A	\$2,500
Equipment	MEQ	SE0035	Spika	Scaffold	1	110706	COT-SM	80%	2020	N/A	\$95,000
Equipment	MEQ	SE0037	V.I.S.-Shine	Polisher	1	71	COT-SM	80%	2020	N/A	\$6,000
Equipment	MEQ	SE0038	Nilfisk	Pressure Wash	1	1N9BU1114MFBU1007	COT-SM	80%	2021	N/A	\$10,000
Equipment	MEQ	SE0039	Ingersol Rand	Air Compressor	1	S0057358	COT-SM	0%	2022	N/A	\$50,000



B2 – EQUIPMENT ASSETS

Last updated: 10/3/2024

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	In Ser Date	Age (Yrs)	Condition Rating	Vehicle Mileage	Replacement Cost/Value	ULB	Past ULB
Equipment	Charger, Depot Charger	DC1	1	135977480	6/14/2012	12	6	N/A	\$60,000.00	12	Y
Equipment	Charger, Depot Charger	DC2	1	E030327	2/20/2020	5	8	N/A	\$60,000.00	12	N
Equipment	Charger, Depot Charger	DC3	1	E030330	2/20/2020	5	8	N/A	\$60,000.00	12	N
Equipment	Charger, Depot Charger	DC4	1	E030339	2/20/2020	5	8	N/A	\$60,000.00	12	N
Equipment	Charger, Depot Charger	DC5	1	E030321	2/20/2020	5	8	N/A	\$60,000.00	12	N
Equipment	Charger, Depot Charger	DC6	1	E030325	2/20/2020	5	9	N/A	\$60,000.00	12	N
Equipment	Charger, Fast Charger	FC1	1	3002005001	7/29/2013	11	7	N/A	\$500,000.00	12	N
Equipment	Charger, Fast Charger	FC2	1	EK401BJJ60	5/14/2019	5	8	N/A	\$500,000.00	12	N
Equipment	Charger, Fast Charger	FC3	1	EM421BBA60	5/14/2019	5	8	N/A	\$500,000.00	12	N
Equipment	Non-Revenue Automobile	21098	1	1FMCU0F75JUB76389	4/6/2018	6	8	12,810	\$29,000.00	8	N
Equipment	Non-Revenue Automobile	20052	1	1N4AZ1CP4KC-317179	6/16/2020	4	9	8,387	\$29,000.00	8	N
Equipment	Non-Revenue Automobile	20053	1	1N4AZ1CP3KC-317318	6/16/2020	4	9	20,193	\$29,000.00	8	N
Equipment	Non-Revenue Automobile	20054	1	1N4AZ1CPXKC-317283	6/16/2020	4	8	10,319	\$29,000.00	8	N
Equipment	Non-Revenue Automobile	20055	1	1N4AZ1CP5KC-317224	6/16/2020	4	9	15,025	\$29,000.00	8	N
Equipment	Non-Revenue Automobile	22071	1	JTDKARFU1K3084982	10/1/2019	5	9	9,602	\$29,000.00	8	N
Equipment	Non-Revenue Automobile	22072	1	JTMLWRFV7KD517147	10/1/2019	5	9	9,034	\$29,000.00	8	N
Equipment	Non-Revenue Automobile	22073	1	JTMRWRFV7KJ017856	10/1/2019	5	9	9,047	\$29,000.00	8	N
Equipment	Non-Revenue Automobile	20094	1	1G1FX6S09P4122289	5/23/2023	1	10	1,017	\$30,290.00	8	N
Equipment	Non-Revenue Automobile	20095	1	1G1FX6S04P4122698	5/23/2023	1	10	1,620	\$30,290.00	8	N
Equipment	Non-Revenue Automobile	20096	1	1G1FX6S06P4121827	5/23/2023	1	10	959	\$30,290.00	8	N
Equipment	Non-Revenue Automobile	20097	1	1G1FX6S07P4122338	5/23/2023	1	10	456	\$30,290.00	8	N
Equipment	Van - Non-ADA	21093	1	1FMZK1CM4HKA73339	4/20/2017	7	7	21,871	\$29,000.00	8	N
Equipment	Truck/Rubber Tire Veh.	SS2048	1	1FTBF2A64GEB43150	12/22/2015	9	5	89,159	\$45,000.00	8	Y
Equipment	Truck/Rubber Tire Veh.	22074	1	1FTER1EH9KLA39252	10/1/2019	5	9	55,331	\$45,000.00	8	N
Equipment	Truck/Rubber Tire Veh.	22075	1	1FTEW1C57KFC32466	10/1/2019	5	8	62,712	\$45,000.00	8	N
Equipment	Truck/Rubber Tire Veh.	22076	1	1GCUYYAEF0KZ377634	10/1/2019	5	9	59,521	\$45,000.00	8	N
Equipment	Truck/Rubber Tire Veh.	22077	1	1GCUYDED9KZ374599	10/1/2019	5	8	23,080	\$45,000.00	8	N
Equipment	Truck/Rubber Tire Veh.	22078	1	1GCUYAEF3KZ376719	10/1/2019	5	9	24,552	\$45,000.00	8	N
Equipment	Truck/Rubber Tire Veh.	22079	1	1GCUYDED2KZ368031	10/1/2019	5	9	14,978	\$45,000.00	8	N
Equipment	Truck/Rubber Tire Veh.	22080	1	1GCUYAEF2KZ376677	10/1/2019	5	8	75,691	\$45,000.00	8	N
Equipment	Truck/Rubber Tire Veh.	22081	1	1FTRF3D69KEE67140	10/1/2019	5	8	32,000	\$45,000.00	8	N
Equipment	Truck/Rubber Tire Veh.	SS3003	1	1FDXF46R38EC52703	3/3/2008	17	5	88987	\$45,000.00	8	Y
Equipment	Maintenance Equipment	SE0004	1	Paint Booth	6/28/2016	8	5	N/A	\$300,000.00	20	N
Equipment	Maintenance Equipment	SE0008	1	32704037-10	12/17/2020	4	7	N/A	\$45,000.00	15	N
Equipment	Maintenance Equipment	SE0017	1	GS3014A-127595	1/23/2014	11	7	N/A	\$10,000.00	15	N
Equipment	Maintenance Equipment	SE0019	1	HHKHNN14HJ0000659	12/3/2018	6	9	N/A	\$35,000.00	15	N
Equipment	Maintenance Equipment	SE0020	1	XJ404FW	2/4/2019	6	9	N/A	\$300,800.00	10	N
Equipment	Maintenance Equipment	SE0021	1	I0G301297K	12/20/2018	6	8	N/A	\$25,000.00	15	N
Equipment	Maintenance Equipment	SE0022	1	I0F767069	12/20/2018	6	8	N/A	\$15,000.00	15	N
Equipment	Maintenance Equipment	SE0023	1	HCC3189	12/20/2018	6	8	N/A	\$20,000.00	15	N
Equipment	Maintenance Equipment	SE0027	1	Fall Protection	8/14/2019	5	9	N/A	\$5,000.00	15	N
Equipment	Maintenance Equipment	SE0029	1	19440432	3/18/2020	4	9	N/A	\$5,000.00	15	N
Equipment	Maintenance Equipment	SE0030	1	19452732	3/18/2020	4	9	N/A	\$5,000.00	15	N
Equipment	Maintenance Equipment	SE0031	1	19452832	8/26/2020	4	9	N/A	\$5,000.00	15	N
Equipment	Maintenance Equipment	SE0032	1	300768	9/24/2020	4	8	N/A	\$100,000.00	15	N
Equipment	Maintenance Equipment	SE0033	1	TVM02506	10/9/2020	4	10	N/A	\$500,000.00	15	N
Equipment	Maintenance Equipment	SE0034	1	2020X3	10/9/2020	4	10	N/A	\$2,500.00	15	N
Equipment	Maintenance Equipment	SE0035	1	110706	3/12/2021	4	10	N/A	\$95,000.00	15	N

Equipment	Maintenance Equipment	SE0036	1	38227535-15	12/28/2020	4	10	N/A	\$45,000.00	15	N
Equipment	Maintenance Equipment	SE0037	1	71	3/15/2021	4	10	N/A	\$6,000.00	5	N
Equipment	Maintenance Equipment	SE0038	1	1N9BU1114MFBU1007	8/17/2021	3	9.5	N/A	\$10,000.00	10	N
Equipment	Maintenance Equipment	SE0039	1	S0057358	12/31/2021	3	9	N/A	\$50,000.00	12	N
Equipment	Training Bus	SB0908									
Equipment	Contingency Fleet	SB0501	1	15GGB291351074863	3/4/2005	20	4	561,032	N/A	12	Y
Equipment	Contingency Fleet	SB0503	1	15GGB291751074865	3/1/2005	20	5	603,535	N/A	12	Y
Equipment	Contingency Fleet	SB0505	1	15GGB291051074867	3/4/2005	20	5	595,866	N/A	12	Y

B3 – FACILITIES ASSETS

Last updated: 10/3/2024

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	ADM	Administration and Maintenance	1	N/A	47	4	\$5,000,000.00
Facilities	LFT	Stationary Bus Lifts (North)	1	214J-300112 / 3	9	5	\$75,000.00
Facilities	LFT	Stationary Bus Lifts (South)	1	214J-300112 / 3	9	5	\$75,000.00
Facilities	LFT	Freight / Parts Lift	1	N/A	47	5	\$75,000.00
Facilities	PAS	Passenger Terminal	1	N/A	40	3	\$5,000,000.00
Facilities	FFA	Fueling Facility	1	N/A	24	4	\$200,000.00
Facilities	WSH	Bus Wash Facility (Shell)	1	N/A	24	5	\$400,000.00

APPENDIX C - PROPOSED INVESTMENT PROJECT LIST

Project year is the year StarMetro wishes to implement or start a project.

Last updated: 10/4/2024

Project Year	Project Name	Asset Category	Cost	Fund Source	Priority
<b>2022</b>					
2022	Replace 2 Diesel Buses with Battery Electric Bus	Revenue Vehicles	\$3,000,000	Sec. 5307	High
<b>2023</b>					
2023	Replace 8 Diesel Buses with Battery Electric Bus	Revenue Vehicles	\$9,600,000	Low-No	High
2023	Rehabilitate transit bus diesel engines	Revenue Vehicles	\$200,000	Sec. 5339	High
2023	Stop Improvements	Facilities - Pass	\$612,500	Sec. 5339	High
2023	Southside Transit Center	Facilities-Adm	\$10,000,000	RAISE Grant	High
		Facilities-Adm	\$4,000,000	Local Match	High
		Facilities-Adm	\$1,000,000	State	High
2023	Charging Infrastructure Project Phase 1 (16 bus charging equipment and strategy)	Equipment	\$12,500,000	Low-No	High
<b>2024</b>					
2024	Replace 2 Demand Response Cutaway Vans	Revenue Vehicles	\$780,000	Low-No	High
2024	Replace 6 Diesel Buses with Battery Electric Bus	Revenue Vehicles	\$7,800,000	Low-No	High
2024	Replace 2 Demand Response Vans	Revenue Vehicles	\$250,000	Sec. 5310/5339	High
2024	Replace 6 Cutaway Demand Response	Revenue Vehicles	\$1,000,000	Sec. 5310/5339	High
2024	Stop Improvements	Facilities - Pass	\$612,500	Blueprint	High
2024	Travel Trainer Program	Facilities-Adm	\$30,000	Sec. 5310	Med
2024	CK Steele Audio/Display	Facilities - Pass	\$240,000	FDOT SD 25'	Med
2024	Route Optimization Study	Facilities-Adm	\$400,000	HOPE	Med
2024	Sewer Line Replacement at StarMetro HQ	Facilities-Adm	\$500,000		High
2024	Concrete work at CK Steele Plaza	Facilities - Pass	\$600,000		High
2024	Charging Infrastructure Project Phase 2 (16 bus charging equipment and strategy)	Equipment	\$5,000,000	Low-No	High
<b>2025</b>					
2025	Replace 3 Diesel Buses with Battery Electric Bus	Revenue Vehicles	\$3,600,000	Local	High
2025	Replace 1 Demand Response Vans	Revenue Vehicles	\$400,000	Sec. 5339	High
2025	Travel Trainer Program	Facilities-Adm	\$30,000	Sec. 5310	Med
2025	Transit Signal Priority	Technology	\$400,000	ARP	Med
2025	Stop Improvements	Facilities - Pass	\$612,500	Blueprint	High
<b>2026</b>					
2026	Replace 3 Diesel Buses with Battery Electric Bus	Revenue Vehicles	\$3,600,000	Local	High
2026	Replace 1 Demand Response Vans	Revenue Vehicles	\$400,000	Sec. 5339	High
2026	Travel Trainer Program	Facilities-Adm	\$30,000	Sec. 5310	Med
2026	TDP/Major Update	Facilities-Adm	\$150,000	Sec. 5307	Med



<b>2026</b>	Stop Improvements	Facilities - Pass	\$612,500	Blueprint	High
<b>2026</b>	CK Steele Redevelopment Study	Facilities-Adm	\$750,000	ARP	High
<b>2027</b>					
<b>2027</b>	Replace 4 Diesel Buses with Battery Electric Bus	Revenue Vehicles	\$4,800,000	Local	High
<b>2027</b>	Replace 1 Demand Response Vans	Revenue Vehicles	\$400,000	Sec. 5339	High
<b>2027</b>	CK Steele Redevelopment Construction	Facilities-Adm	\$17,500,000	Blueprint	High
<b>2028</b>					
<b>2028</b>	Replace 3 Diesel Buses with Battery Electric Bus	Revenue Vehicles	\$3,600,000	Local	High
<b>2028</b>	Replace 1 Demand Response Vans	Revenue Vehicles	\$400,000	Sec. 5339	High

**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.

**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.

**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

APPENDIX E - STARMETRO ROLLING STOCK (BUS) REPLACEMENT SCHEDULE ACTIVE FLEET

Report Data 9/16/2024 (Last Updated 9/18/2024)

Useful Life Benchmark (Time)(Year)	Actual Service (Year)	Remaining Years	Remaining % Based on Years	Actual Mileage	Useful Life Benchmark (Miles)	Remaining % Based on Miles	Federal Investment	Remaining Federal Interest based on Years	Remaining Federal Interest Based on Miles	Projected Replacement Year
12	15	(3)	-25.0%	358,696	500,000	28.26%	\$389,225	(\$97,306.17)	\$109,998.01	2022
12	15	(3)	-25.0%	349,376	500,000	30.12%	\$389,225	(\$97,306.17)	\$117,253.16	2022
12	15	(3)	-25.0%	433,518	500,000	13.30%	\$389,225	(\$97,306.17)	\$51,752.87	2026
12	15	(3)	-25.0%	360,104	500,000	27.98%	\$389,225	(\$97,306.17)	\$108,901.95	2026
12	15	(3)	-25.0%	586,443	500,000	-17.29%	\$386,389	(\$96,597.17)	(\$66,801.20)	2026
12	15	(3)	-25.0%	560,350	500,000	-12.07%	\$386,389	(\$96,597.17)	(\$46,637.11)	2028
12	15	(3)	-25.0%	591,873	500,000	-18.37%	\$386,389	(\$96,597.17)	(\$70,997.38)	2028
12	15	(3)	-25.0%	618,466	500,000	-23.69%	\$386,389	(\$96,597.17)	(\$91,547.85)	2028
12	12	0	0.0%	366,828	500,000	26.63%	\$406,306	\$0.00	\$108,217.17	2032
12	12	0	0.0%	351,073	500,000	29.79%	\$406,306	\$0.00	\$121,019.87	2032
12	12	0	0.0%	351,159	500,000	29.77%	\$406,306	\$0.00	\$120,949.98	2032
12	17	(5)	-41.7%	673,147	500,000	-34.63%	\$340,970	(\$142,070.80)	(\$118,075.84)	2023
12	17	(5)	-41.7%	672,671	500,000	-34.53%	\$340,970	(\$142,070.80)	(\$117,751.24)	2023
12	16	(4)	-33.3%	623,096	500,000	-24.62%	\$359,673	(\$119,890.98)	(\$88,548.60)	2022
12	16	(4)	-33.3%	574,113	500,000	-14.82%	\$359,673	(\$119,890.98)	(\$53,312.88)	2024
12	14	(2)	-16.7%	549,930	500,000	-9.99%	\$375,873	(\$62,645.54)	(\$37,534.70)	2025
12	14	(2)	-16.7%	532,752	500,000	-6.55%	\$375,873	(\$62,645.54)	(\$24,621.20)	2029
12	14	(2)	-16.7%	752,583	500,000	-50.52%	\$375,873	(\$62,645.54)	(\$189,878.38)	2025
12	14	(2)	-16.7%	597,096	500,000	-19.42%	\$375,873	(\$62,645.54)	(\$72,991.57)	2030
12	14	(2)	-16.7%	634,791	500,000	-26.96%	\$375,873	(\$62,645.54)	(\$101,328.66)	2027
12	14	(2)	-16.7%	589,131	500,000	-17.83%	\$375,873	(\$62,645.54)	(\$67,003.91)	2027
12	14	(2)	-16.7%	626,215	500,000	-25.24%	\$375,873	(\$62,645.54)	(\$94,881.68)	2029
12	14	(2)	-16.7%	523,367	500,000	-4.67%	\$375,873	(\$62,645.54)	(\$17,566.06)	2025
12	14	(2)	-16.7%	590,474	500,000	-18.09%	\$379,024	(\$63,170.58)	(\$68,583.54)	2029
12	14	(2)	-16.7%	375,847	500,000	24.83%	\$379,024	(\$63,170.58)	\$94,113.81	2027
12	14	(2)	-16.7%	612,362	500,000	-22.47%	\$368,873	(\$61,478.83)	(\$82,894.62)	2027
12	12	0	0.0%	531,620	500,000	-6.32%	\$413,323	\$0.00	(\$26,138.55)	2030
12	12	0	0.0%	555,271	500,000	-11.05%	\$413,323	\$0.00	(\$45,689.55)	2030
12	12	0	0.0%	442,806	500,000	11.44%	\$413,998	\$0.00	\$47,356.40	2031
12	12	0	0.0%	468,363	500,000	6.33%	\$413,998	\$0.00	\$26,195.31	2031
12	10	2	16.7%	431,252	500,000	13.75%	\$458,730	\$76,455.00	\$63,073.54	2031
12	10	2	16.7%	378,916	500,000	24.22%	\$458,730	\$76,455.00	\$111,089.73	2025
10	9	1	10.0%	312,284	350,000	10.78%	\$413,998	\$41,399.80	\$44,612.42	2029
10	9	1	10.0%	314,217	350,000	10.22%	\$413,998	\$41,399.80	\$42,325.97	2030
10	9	1	10.0%	357,216	350,000	-2.06%	\$413,998	\$41,399.80	(\$8,535.46)	2033
12	7	5	41.7%	351,837	500,000	29.63%	\$512,497	\$213,540.42	\$151,866.19	2033

12	7	5	41.7%	303,098	500,000	39.38%	\$512,497	\$213,540.42	\$201,823.37	2033
12	7	5	41.7%	246,288	500,000	50.74%	\$512,497	\$213,540.42	\$260,053.28	2033
12	7	5	41.7%	295,835	500,000	40.83%	\$512,497	\$213,540.42	\$209,267.90	2034
12	7	5	41.7%	270,330	500,000	45.93%	\$512,497	\$213,540.42	\$235,410.37	2034
12	6	6	50.0%	346,339	500,000	30.73%	\$512,497	\$256,248.50	\$157,501.60	2034
12	5	7	58.3%	248,841	500,000	50.23%	\$543,464	\$317,020.67	\$272,991.75	2035
12	5	7	58.3%	244,978	500,000	51.00%	\$543,464	\$317,020.67	\$277,190.55	2035
12	5	7	58.3%	211,730	500,000	57.65%	\$543,464	\$317,020.67	\$313,328.73	2035
12	12	0	0.0%	102,884	500,000	79.42%	\$1,200,000	\$0.00	\$953,078.40	2036
12	12	0	0.0%	92,194	500,000	81.56%	\$1,200,000	\$0.00	\$978,734.40	2036
12	11	1	8.3%	147,749	500,000	70.45%	\$950,000	\$79,166.67	\$669,276.90	2036
12	11	1	8.3%	114,912	500,000	77.02%	\$950,000	\$79,166.67	\$731,667.20	2036
12	5	7	58.3%	79,718	500,000	84.06%	\$568,190	\$331,444.17	\$477,600.06	2037
12	5	7	58.3%	92,542	500,000	81.49%	\$568,190	\$331,444.17	\$463,027.12	2037
12	6	6	50.0%	78,787	500,000	84.24%	\$568,190	\$284,095.00	\$478,658.03	2037
12	5	7	58.3%	80,025	500,000	84.00%	\$568,190	\$331,444.17	\$477,251.19	2037
12	5	7	58.3%	77,341	500,000	84.53%	\$568,190	\$331,444.17	\$480,301.23	2037
12	5	7	58.3%	98,486	500,000	80.30%	\$568,190	\$331,444.17	\$456,272.48	2037
12	4	8	66.7%	89,897	500,000	82.02%	\$568,190	\$378,793.33	\$466,032.85	2037
12	4	8	66.7%	87,986	500,000	82.40%	\$568,190	\$378,793.33	\$468,204.47	2037
12	5	7	58.3%	72,002	500,000	85.60%	\$568,190	\$331,444.17	\$486,368.37	2037
12	5	7	58.3%	77,425	500,000	84.52%	\$568,190	\$331,444.17	\$480,205.78	2037
12	4	8	66.7%	94,608	500,000	81.08%	\$568,190	\$378,793.33	\$460,679.36	2037
12	4	8	66.7%	67,918	500,000	86.42%	\$568,190	\$378,793.33	\$491,009.34	2037
12	4	8	66.7%	89,380	500,000	82.12%	\$568,190	\$378,793.33	\$466,620.36	2037
12	4	8	66.7%	76,521	500,000	84.70%	\$568,190	\$378,793.33	\$481,233.07	2037
12	4	8	66.7%	88,163	500,000	82.37%	\$568,190	\$378,793.33	\$468,003.33	2037
12	1	11	91.7%	30,304	500,000	93.94%	\$882,052	\$808,547.67	\$828,592.59	2035
12	1	11	91.7%	17,627	500,000	96.47%	\$999,317	\$916,040.58	\$964,087.08	2035
12	1	11	91.7%	13,569	500,000	97.29%	\$999,317	\$916,040.58	\$972,197.54	2035
12	0	12	100.0%	3,695	500,000	99.26%	\$997,233	\$997,233.00	\$989,863.45	2036
12	0	12	100.0%	3,542	500,000	99.29%	\$997,233	\$997,233.00	\$990,168.60	2036
5	8	(3)	-60.0%	207,265	150,000	-38.18%	\$120,349	(\$72,209.40)	(\$45,945.24)	2021
5	7	(2)	-40.0%	191,492	150,000	-27.66%	\$120,349	(\$48,139.60)	(\$33,290.14)	2021
5	8	(3)	-60.0%	194,380	150,000	-29.59%	\$120,349	(\$72,209.40)	(\$35,607.26)	2021
5	8	(3)	-60.0%	243,618	150,000	-62.41%	\$120,349	(\$72,209.40)	(\$75,112.22)	2021
5	8	(3)	-60.0%	206,817	150,000	-37.88%	\$120,349	(\$72,209.40)	(\$45,585.79)	2021
5	8	(3)	-60.0%	193,534	150,000	-29.02%	\$120,349	(\$72,209.40)	(\$34,928.49)	2021
5	7	(2)	-40.0%	167,124	150,000	-11.42%	\$120,349	(\$48,139.60)	(\$13,739.04)	2021
5	7	(2)	-40.0%	198,619	150,000	-32.41%	\$120,349	(\$48,139.60)	(\$39,008.32)	2021
5	8	(3)	-60.0%	230,224	150,000	-53.48%	\$120,349	(\$72,209.40)	(\$64,365.85)	2021
5	8	(3)	-60.0%	217,341	150,000	-44.89%	\$120,349	(\$72,209.40)	(\$54,029.48)	2021
5	5	0	0.0%	113,675	150,000	24.22%	\$107,680	\$0.00	\$26,076.51	2025

5	7	(2)	-40.0%	96,595	150,000	35.60%	\$189,714	(\$75,885.60)	\$67,544.51	2021
5	7	(2)	-40.0%	53,894	150,000	64.07%	\$189,714	(\$75,885.60)	\$121,551.02	2021
5	7	(2)	-40.0%	76,492	150,000	49.01%	\$189,714	(\$75,885.60)	\$92,969.98	2021
5	7	(2)	-40.0%	40,575	150,000	72.95%	\$189,714	(\$75,885.60)	\$138,396.36	2021
5	0	5	100.0%	1,466	200,000	99.27%	\$264,849	\$264,849.00	\$262,907.66	2026
5	5	0	0.0%	107,117	150,000	28.59%	\$70,995	\$0.00	\$20,296.52	2025
5	5	0	0.0%	109,781	150,000	26.81%	\$70,995	\$0.00	\$19,035.65	2025
5	5	0	0.0%	102,457	150,000	31.70%	\$70,995	\$0.00	\$22,502.10	2025

APPENDIX F – REVISION HISTORY OF TAM PLAN SINCE INITIAL IMPLEMENTATION

Last Modified By (Name)	Last Modified (Date)	Comment
Walter Kirkland	June 10, 2018	Updated Tables
Walter Kirkland	Aug. 27, 2018	Completed for approval
Walter Kirkland	March 7, 2022	Updated Tables
Walter Kirkland	Sept. 26, 2022	Updated Tables
Ronnie Shelly, Jr.	Sept. 29, 2022	Updated Written Plan
Ronnie Shelly, Jr.	Sept. 12, 2023	Updated definitions, expanded Safety Critical and prioritization, updated document text
Walter Kirkland / Michael Vaughan	Sept. 14, 2023	Updated all table information within the TAM PLAN.
Ronnie Shelly, Jr.	Sept. 27, 2023	Completed for approval
Roger Godwin	Nov. 9, 2023	Updated Vehicle Tables
Cassidy Kearney	July 9, 2024	Edits; Added statement in Section 5; Added column to table in Appendix C
Jaime Mendez / Emily Schieferdecker / Cassidy Kearney	Oct 21, 2024	Major Update: Updated all table information within the TAM PLAN; added narrative to Section 2 and Section 3; edits to all sections.