May 22, 2023

AGENDA ITEM 4B

CRTPA PERFORMANCE MEASURES UPDATE

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item updates the CRTPA's performance targets for the following required Performance Measure (PM) Categories for all public roads:

- Bridge & Pavement Performance Measures (PM2);
- National Highway System (NHS) Performance & Freight, & Congestion Mitigation & Air Quality (CMAQ) Improvement Program Measures (PM3)

Additionally, this item updates the CRTPA's support for the performance measures and targets contained within StarMetro's Transit Asset Management (TAM) Plan that was adopted by the CRTPA in September 2018 and has subsequently been updated by StarMetro.

RECOMMENDED ACTION

Option 1: Adopt by resolution the FDOT established targets for the Pavement and Bridge Conditions Performance Measures (PM2), and for the System and Freight Performance Measures (PM3) for 2025, for the CRTPA region. Additionally, adopt by resolution CRTPA support for the performance measures and targets contained within StarMetro's Transit Asset Management Plan as shown in ***Attachment 1***.

BACKGROUND

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.

Specifically, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), mandate that the CRTPA adopt targets for the following federal performance measures:

PM1 Highway Safety	PM2 Bridge & Pavement	PM3 System Performance & Freight Movement	Transit Asset Management (TAM)	Transit Safety

Within regards to **PM2 (Bridge & Pavement)** and **PM3 (System Performance & Freight Movement)**, the CRTPA adopted its targets for the *first reporting period* in September 2018. The CRTPA chose to adopt the targets established by the FDOT (the CRTPA could either support the statewide targets or set their own targets).

It is now time for the CRTPA to adopt new targets for the *second reporting period* for PM2 & PM3. Specifically, the CRTPA must set 2025 targets for six (6) bridge and pavement condition measures and for three (3) system performance measures. As in the past, MPOs like the CRTPA may either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area for one or more measures.

Consistent with the CRTPA's initial adoption of targets for PM2 & PM3 in 2018, staff is proposing the CRTPA adopt the targets recently established by the FDOT (FDOT established its targets for both PM2 and PM3 on December 16, 2022). The deadline for CRTPA adoption of these new targets is June 14, 2023.

PM2 (Bridge & Pavement)

The Bridge & Pavement and Bridge Condition (PM2) establishes measures to assess the condition of bridges and pavement on the National Highway System (NHS). Specifically, PM2 establishes 6 performance measures (4 for pavement and 2 for bridges) that FDOT & MPOs must use to manage pavement and bridge performance on the NHS.

Pavement and bridge performance measures refer to the percentages of network lane-miles (for pavement) and percentages of deck area (for bridges), in Good or Poor condition, computed using the reported metrics. Good condition suggests no major investment is needed, while Poor condition suggests major reconstruction investment is needed. The 6 bridge & pavement performance measures are:

Bridge

- Percentage of NHS bridges classified as in Good condition
- Percentage of NHS bridges classified as in Poor condition

Pavement

- Percentage of pavements of the Interstate System in Good condition
- Percentage of pavements of the Interstate System in Poor condition
- Percentage of pavements of the non-Interstate NHS in Good condition
- Percentage of pavements of the non-Interstate NHS in Poor condition

The related updated 2 & 4-year targets for PM2 established by the State of Florida were submitted to the FHWA on December 16, 2022 and are as follows:

PM2 (Bridge & Pavement)

Bridge	2023 Target	2025 Target
Percent of NHS bridges classified as in Good condition by deck area	50.0%	50.0%
Percent of NHS bridges classified as in Poor condition by deck area	10.0%	10.0%

Pavement	2023 Target	2025 Target
Percent of Interstate pavements in Good condition	60.0%	60.0%
Percent of Interstate pavements in Poor condition	5.0%	5.0%
Percent of non-Interstate NHS pavements in Good condition	40.0%	40.0%
Percent of non-Interstate NHS pavements in Poor condition	5.0%	5.0%

MPOs must set 4-year (2025) targets only and have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. ***Attachment 2*** provides more information related to this measure.

As noted above, consistent with the CRTPA's 2018 adoption of targets for PM 2, staff is proposing to once again adopt the State of Florida's most recent 4-year (2025) targets for the CRTPA region (*shown above under "2025 Target"*).

PM3 (System Performance & Freight Movement)

Similar to the requirements for PM2, the CRTPA must establish 4-year (2025) targets by June 14, 2023 related to this measure. Specifically, PM3 requires three (3) performance measures be addressed related to Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability index (TTTR).

The LOTTR (system performance) metric is calculated for each segment of the National Highway System (NHS), weighted by volume and occupancy. Data is collected in 15-minute segments during four total time periods and is reported as the "percent of reliable person-miles traveled." The segment is considered reliable if the reliability ratio is below 1.50 during all time periods. The TTTR (freight movement) metric is assessed by calculating truck travel time reliability ratio using data from five total time periods. The higher the ratio value, the less reliable the segment. ***Attachment 3*** provides more information related to this measure.

The related updated 2 & 4-year targets for PM3 established by the State of Florida were submitted to the FHWA on December 16, 2022 and are as follows:

PM3: System Performance

System Performance	2023 Target	2025 Target
Percent of Person-Miles Traveled on the Interstate that Are Reliable	75.0%	70.0%
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	50.0%	50.0%
Truck Travel Time Reliability (TTTR) Index	1.75	2.00

As noted above, consistent with the CRTPA's 2018 adoption of targets for PM3, staff is proposing to once again adopt the State of Florida's most recent 4-year (2025) targets for the CRTPA region (shown above under "2025 Target").

Transit Asset Management

With regards to federal performance measures for Transit Asset Management, recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets, such as the City of Tallahassee's *StarMetro* transit agency, must meet requirements related to development of a Transit Asset Management (TAM) Plan and related performance targets. Once developed, transit providers are required to update their TAM Plan every four-years.

To that end, in August 2018, StarMetro adopted its TAM Plan providing the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR). Associated with TAM Plan development, metropolitan planning organizations such as the CRTPA are mandated to either support the transit agency's TAM Plan targets or develop its own targets for the region.

On September 18, 2018, the CRTPA adopted StarMetro's TAM Plan reflecting the CRTPA's support for the targets developed by StarMetro. Consistent with federal requirements for transit agencies to

update their targets every four years (as noted above), StarMetro recently updated its TAM Plan on September 29, 2022 (see ***Attachment 5***).

As a result of StarMetro's recent update to its TAM Plan, the CRTPA is required to reflect the updated targets of applicable providers in its next Transportation Improvement Program (TIP) update, and either agree to support the provider(s) targets or set their own targets as part of its next long range transportation plan (LRTP) update. Staff is proposing that the CRTPA once again support the performance measures and targets within StarMetro's TAM Plan and reflect such support by resolution.

OPTIONS

Option 1: Adopt by resolution the FDOT established targets for the Pavement and Bridge Conditions Performance Measures (PM2), and for the System and Freight Performance Measures (PM3) for 2025, for the CRTPA region. Additionally, adopt by resolution CRTPA support for the performance measures and targets contained within StarMetro's Transit Asset Management Plan as shown in ***Attachment 1***.
(Recommended)

Option 2: CRTPA Board Discretion.

ATTACHMENT

Attachment 1: Resolution
Attachment 2: PM2 Information
Attachment 3: PM3 Information
Attachment 4: Transit Asset Management (TAM) Plan Information
Attachment 5: StarMetro's Updated TAM Plan

ATTACHMENT 1

CRTPA RESOLUTION 2023-05-4B

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ADOPTING TARGETS FOR BRIDGE AND PAVEMENT (PM2), SYSTEM PERFORMANCE MEASURES (PM3) AND TRANSIT ASSET MANAGEMENT

Whereas, the Capital Region Transportation Planning Agency (CRTPA) is the organization designated by the Governor of Florida on August 17, 2004 together with the State of Florida, for carrying out provisions of 23 U.S.C. 134 (h) and (i)(2), (3) and (4); CFR 450.324, 326, 328, 330, and 332; and FS 339.175 (5) and (7); and

Whereas, the Infrastructure Investment and Jobs Act, continuing the Fixing Americas Surface Transportation Act's overall performance management approach, requires state Department of Transportation's to establish performance measures in a number of areas, including setting targets; and

Whereas, the Infrastructure Investment and Jobs Act, continuing the Fixing Americas Surface Transportation Act's overall performance management approach, requires Transit Agencies to establish performance measures in a number of areas, including setting targets; and

Whereas, the CRTPA wishes to establish its 2025 targets for bridge and pavement measures and system performance measures consistent with those of the Florida Department of Transportation; and agrees to work with them to address areas of concern for performance-based planning within the metropolitan planning area; and

Whereas, the CRTPA wishes to support the performance measures and targets contained within StarMetro's Transit Asset Management (TAM) Plan as most recently developed in September 2022; and agrees to work with them to address areas of concern for performance-based planning within the metropolitan planning area; and

NOW, THEREFORE LET IT BE RESOLVED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY THAT:

The CRTPA adopts the following targets for bridge and pavement measures (PM2) and system performance (PM3) measures:

PM2: Bridge	**2025 Target**
Percent of NHS Bridges classified in Good condition by deck area	50.00%
Percent of NHS Bridges classified in Poor condition by deck area	10.00%
PM2: Pavement Condition	**2025 Target**
Percent of Interstate pavements in Good condition	60.00%
Percent of Interstate pavements in Poor condition	5.00%
Percent of non-Interstate pavements NHS in Good condition	40.00%
Percent of non-Interstate pavements NHS in Poor condition	5.00%
PM3: System Performance	**2025 Target**
Percent of Person-Miles Traveled on the Interstate that are Reliable	70.00%
Percent of Person-Miles Traveled on the Non- Interstate that are Reliable	50.00%
Truck Travel Time Reliability (TTTR) Index	2.00

The CRTPA adopts by reference the StarMetro Transit Asset Management (TAM) Plan as most recently updated in September 2022.

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 22nd day of May 2023.

Capital Region Transportation Planning Agency

Attest:

By: _____
Rick Minor, Chair

_____
Greg Slay, Executive Director

ATTACHMENT 2

PM2: Bridge and Pavement

Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

The second Federal Highway Administration (FHWA) performance management rule establishes measures to assess the condition of bridges and pavement on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report targets.*

PAVEMENT PERFORMANCE MEASURES

- Percentage of pavements on the Interstate System in *GOOD* condition.
- Percentage of pavements on the Interstate System in *POOR* condition.
- Percentage of pavements on the non-Interstate NHS in *GOOD* condition.
- Percentage of pavements on the non-Interstate NHS in *POOR* condition.

BRIDGE PERFORMANCE MEASURES

- Percentage of NHS bridges (by deck area) in *GOOD* condition.
- Percentage of NHS bridges (by deck area) in *POOR* condition.

GOOD CONDITION

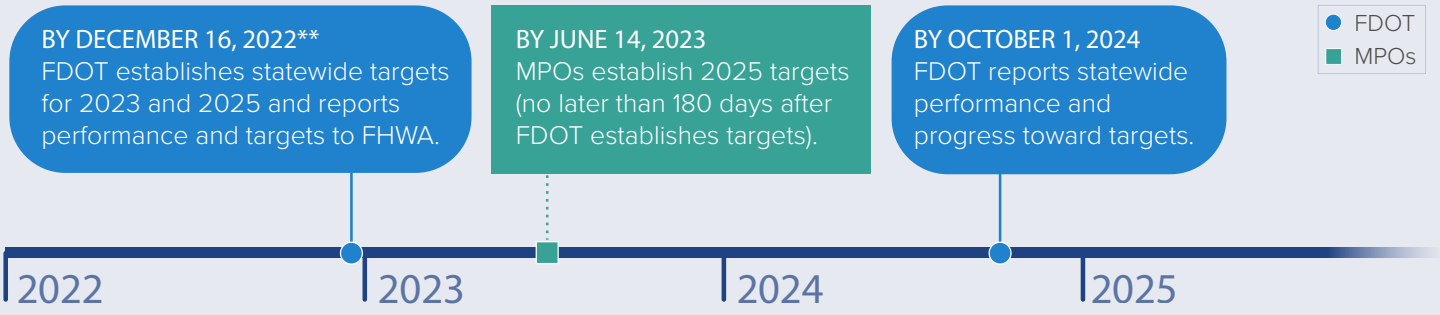
Suggests no major investment is needed.

POOR CONDITION

Suggests major investment is needed.

TIMELINE

SECOND Performance Period (January 1, 2022 to December 31, 2025)



* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

** FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

EXISTING STATEWIDE CONDITIONS

NHS Bridges

Year	in Good Condition	in Poor Condition
2017	67.7%	1.2%
2018	66.6%	1.2%
2019	66.2%	1.2%
2020	65.5%	0.5%
2021 (Baseline)	61.3%	0.5%

Interstate Pavements

Year	in Good Condition	in Poor Condition
2017	66.1%	0.0%
2018	54.2%	0.6%
2019	68.0%	0.5%
2020	68.8%	0.6%
2021 (Baseline)	70.5%	0.7%

Non-Interstate NHS Pavements

Year	in Good Condition	in Poor Condition
2017	44.0%	0.4%
2018	39.9%	0.4%
2019	41.0%	0.3%
2020	41.0%	0.3%
2021 (Baseline)	47.5%	1.1%

Source: FDOT and FHWA.

STATEWIDE TARGETS

FDOT established 2023 and 2025 targets for NHS bridge and pavement on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

Performance Measure	2023 Target	2025 Target
Bridge		
% of NHS bridges (by deck area) in *GOOD* condition	50.0%	50.0%
% of NHS bridges (by deck area) in *POOR* condition	10.0%	10.0%
Pavement		
% of Interstate pavements in *GOOD* condition	60.0%	60.0%
% of Interstate pavements in *POOR* condition	5.0%	5.0%
% of non-Interstate NHS pavements in *GOOD* condition	40.0%	40.0%
% of non-Interstate NHS pavements in *POOR* condition	5.0%	5.0%

MPO TARGETS

MPOs must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

- The actual condition/performance level is better than the baseline performance; or
- The actual performance level is equal to or better than the established target.

FHWA's determination of significant progress toward the 2021 bridge and pavement targets is anticipated in March 2023.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting federal minimum condition standards for NHS bridges and Interstate pavements. If it is not, FDOT must obligate a specified percentage of available funds for maintenance of these facilities.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

- **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓
- **Pavement:** No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓

FOR MORE INFORMATION PLEASE CONTACT

Mike Neidhart, PhD, AICP, Metropolitan Planning Administrator
Florida Department of Transportation | Mike.Neidhart@dot.state.fl.us | (850) 414-4905

ATTACHMENT 3

PM3: System Performance

Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

The third Federal Highway Administration (FHWA) performance management rule establishes measures to assess the reliability of passenger and truck freight travel on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their targets.*

PERFORMANCE MEASURES

PERFORMANCE MEASURE	REFERRED TO AS	WHAT IT MEASURES
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Compares longer travel times (80th percentile) to a normal travel time (50th percentile). Vehicle occupancy is factored in to determine the person-miles traveled on segments considered reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Non-Interstate NHS reliability	
Truck travel time reliability index (Interstate)	Truck reliability	Compares longer travel times (95th percentile) to the normal travel time for trucks. This is expressed as a ratio called the Truck Travel Time Reliability Index, or TTTR.

The PM3 rule also defines measures for assessing the CMAQ Program that apply only to states and MPOs that are in a designated air quality non attainment areas or maintenance areas. Florida does not have any applicable areas, therefore the CMAQ measures are not addressed in this fact sheet.

TIMELINE

SECOND Performance Period (January 1, 2022 to December 31, 2025)

BY DECEMBER 16, 2022**
FDOT establishes statewide targets for 2023 and 2025 and reports performance and targets to FHWA.

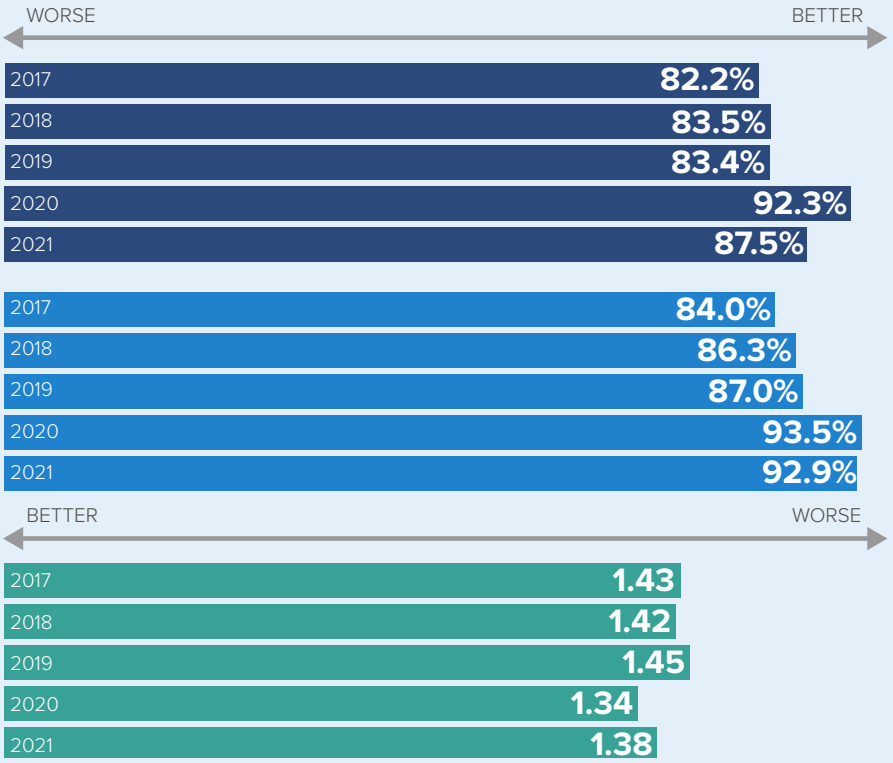
BY JUNE 14, 2023
MPOs establish 2025 targets (no later than 180 days after FDOT establishes targets).

BY OCTOBER 1, 2024
FDOT reports statewide performance and progress toward targets.

* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

** FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

EXISTING STATEWIDE CONDITIONS



Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS).

STATEWIDE TARGETS

FDOT established the following 2023 and 2025 targets on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

PERFORMANCE MEASURE	2023 TARGET	2025 TARGET
INTERSTATE RELIABILITY	75.0%	70.0%
NON-INTERSTATE NHS RELIABILITY	50.0%	50.0%
TRUCK RELIABILITY	1.75	2.00

MPO TARGETS

MPOs must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

- The actual performance level is better than the baseline performance; or
- The actual performance level is equal to or better than the established target.

FHWA's determination of significant progress toward the 2021 interstate reliability and truck reliability targets is anticipated in March 2023. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight congestion analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

FOR MORE INFORMATION PLEASE CONTACT

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ATTACHMENT 4

ASSET MANAGEMENT
Public Transit

Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

The Federal Transit Administration (FTA) Transit Asset Management rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule defines State of Good Repair (SGR) performance measures and establishes requirements for Transit Asset Management (TAM) Plans and performance targets. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit Asset Categories and TAM Performance Measures

FTA ASSET CATEGORIES	PERFORMANCE MEASURES
EQUIPMENT Non-revenue support-service and maintenance vehicles	Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Percentage of revenue vehicles that have met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Percentage of facilities rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

"State of good repair" is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Lifecycle investment needs have been met or recovered.

Public transportation providers are required to report transit asset performance measures and targets annually to the National Transit Database (NTD).

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

- Update TAM Plan/Group TAM Plan every 4 years
- Update TAM targets annually

MPOs

- Update MPO TAM targets with every LRTP update
- Reflect MPO targets and public transportation provider(s) current TAM targets in each updated TIP

* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

TAM PLAN

Tier I versus Tier II Agencies

The rule makes a distinction between Tier I and Tier II public transportation providers and establishes different requirements for them.

TIER I

Operates rail

OR

≥ 101 vehicles across all fixed route modes

OR

≥ 101 vehicles in one non-fixed route mode

TIER II

Subrecipient of 5311 funds

OR

American Indian Tribe

OR

≤ 100 vehicles across all fixed route modes

OR

≤ 100 vehicles in one non-fixed route mode

Required Elements of Provider TAM Plans

TIERS I AND II

1. Inventory of Capital Assets
2. Condition Assessment
3. Decision Support Tools
4. Investment Prioritization

TIER I ONLY

5. TAM and SGR Policy
6. Implementation Strategy
7. List of Key Annual Activities
8. Identification of Resources
9. Evaluation Plan

A **TIER I** public transportation provider must develop its own TAM Plan. The Tier I public transportation provider must make the TAM plan, annual targets, and supporting materials available to the state DOTs and MPOs that provide funding to the provider.

A **TIER II** public transportation provider may develop its own plan or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan.

The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2022 that includes collective TAM targets for the participating providers. Participants in FDOT's Group TAM Plan primarily operate in areas of the state that are not served by an MPO.

MPO AND PUBLIC TRANSPORTATION PROVIDER COORDINATION

- Each public transportation provider or its sponsor must share its targets with each MPO in which the public transportation provider operates services.
- MPOs are not required to establish transit asset management targets each time the public transportation provider(s) establishes annual targets. Instead, MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current public transportation provider(s) TAM targets in the updated TIP.
- When establishing transit asset management targets, the MPO can either agree to program projects that will support the public transportation provider(s) targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from the public transportation provider(s) targets, especially if there are multiple public transportation providers in the MPO planning area.
- MPOs are required to coordinate with the public transportation provider(s) and group plan sponsors when selecting targets.
- FTA will not assess MPO progress toward achieving transit targets. However, Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

FOR MORE INFORMATION PLEASE CONTACT

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ATTACHMENT 5

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

Smart City | Smart Transit | Moving Forward Together

555 Appleyard Drive
Tallahassee, FL 32304

September 29, 2022

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Revision History

Agency Name	**StarMetro**
Accountable Executive	**Angela Baldwin, Chief Transit Officer**
Initial StarMetro Adoption Date	**April 18, 2018**
Original Effective Date	**October 1, 2018**

Last Modified By (Name)	Last Modified (Date)	Comment
Walter Kirkland	June 10, 2018	Updated Tables
Walter Kirkland	August 27, 2018	Completed for approval
Walter Kirkland	March 7, 2022	Updated Tables
Walter Kirkland	Sept. 26, 2022	Updated Tables
Ronnie Lee Shelly, Jr.	Sept. 29, 2022	Updated Written Plan

Document reviewed and approved by Accountable Executive

Chief Transit Officer **Angela Baldwin**

Signature _____

September 29, 2022

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Smart City | Smart Transit | Moving Forward Together

TRANSIT ASSET MANAGEMENT PLAN (TAMP)

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

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

September 29, 2022

Table of Contents

Executive Summary

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

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

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

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

About StarMetro

History

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

What we do

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

Transit Asset Management Plan (TAMP) Policy:

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

Agency Overview:

StarMetro, the transit system for the City of Tallahassee, operates 15 weekday cross-town routes, as well as 7 FSU Seminole Express weekday routes and the Night Nole for Florida State University (FSU), 12 Saturday routes and 4 night and Sunday routes. Transit services are provided 363 days a year with approximately 3.5 million boarding's annually. StarMetro also provides demand response (Dial-A-Ride) in compliance with the American's with Disabilities Act (ADA) to disabled persons and the elderly (60+) within ¾ of a mile from a fixed bus route. Dial-A-Ride provides approximately 98,000 trips annually. StarMetro's service area is 103 sq. miles with a population of 191,894.

SECTION 1: INTRODUCTION & APPLICABILITY

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

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

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

The Accountable Executive:

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

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

TAMP Elements:

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

(1) Asset Inventory Portfolio: An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment.

(2) Asset Condition Assessment: A condition assessment of those inventoried assets for which the Agency has direct ownership and capital responsibility.

(3) Decision Support Tools & Management Approach: A description of the analytical processes and decision-support tools that the Agency uses to estimate capital investment needs over time, and develop its investment prioritization.

(4) Investment Prioritization: The Agency's project-based prioritization of investments, developed in accordance with §625.33.

Definitions:

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

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

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

*Asset Inventory: M*eans a register of capital assets, and information about those assets.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*Useful life benchmark (ULB): M*eans 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 goof repair (SGR) when each of the following objective standards is met:

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

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

Useful Life Benchmark:

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

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

Table 1: NTD Abbreviation and ULB Chart

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

Condition Assessment:

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

SGR Performance Measures & Targets:

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

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

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

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

StarMetro Performance Measures

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

Table 2: Performance Measures & Targets

Asset Category - Performance Measure	Asset Class	Jan. 2022 Target	Jan. 2023 Target	Jan. 2024 Target	Jan. 2025 Target	Jan. 2026 Target
RevenueVehicles						
AGE	*BU2 - Bus, Diesel, 35'*	80%	67%	100%	100%	100%
	BU3 - Bus, Diesel, 40'	29%	70%	81%	100%	100%
	BU4 - Bus, CNG, 30'	0%	0%	0%	0%	0%
	BU5 - Bus, CNG, 35'	0%	0%	0%	0%	0%
	BU6 - Bus, Electric, 35'	0%	0%	0%	10%	17%
	BU7 - Bus, Electric, 40'	0%	0%	0%	0%	0%
	CU2 - Cutaway Bus, CNG	91%	91%	71%	79%	57%
	CU3 - Cutaway Bus, CNG, Low Floor	0%	100%	0%	0%	0%
	CU4 - Cutaway Bus, Electric	0%	0%	0%	0%	0%
	VN1 - Van, ADA	0%	0%	22%	22%	67%
	VN2 - Van, ADA, Electric	0%	0%	0%	0%	0%
Equipment						
AGE/CONDITION	*NRA - Non Revenue Service Auto*	0%	0%	0%	0%	0%
	TRK - Trucks/Rubber Tire Vehicles	0%	0%	0%	0%	0%
	CF1 - Contengency Fleet	0%	0%	0%	0%	0%
	TBU - Trolleybus	0%	0%	0%	0%	100%
	VAN - Van, Non-ADA	0%	0%	0%	0%	0%
	MEQ - Maintenance Equipment	0%	0%	0%	0%	0%
	CFC - Charger, Fast Charge	0%	0%	0%	0%	0%
	CDC -Charger, Depot Charger	0%	0%	0%	0%	0%

Facilities						
Condition	*Administration & Maintenance Facility*	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%
	Lifts	0%	0%	0%	0%	0%
	Fueling Facility	0%	0%	0%	0%	0%

SECTION 2: ASSET INVENTORY PORTFOLIO

Table 3: Asset Inventory Portfolio

Asset Category/Class	Asset Code	Total Number	Avg Age	Avg Mileage	Average Replacement Value
Revenue Vehicles		**90**	**7**	**228,431**	**$702,222.22**
BU2 - Bus, Diesel, 35'	BU2	11	11	387,473	$950,000.00
BU3 - Bus, Diesel, 40'	BU3	24	12	504,483	$1,000,000.00
BU4 - Bus, CNG, 30'	BU4	3	7	255,567	$950,000.00
BU5 - Bus, CNG, 35'	BU5	9	4	198,852	$950,000.00
BU6 - Bus, Electric, 35'	BU6	19	4	55,243	$950,000.00
BU7 - Bus, Electric, 40'	BU7	None			$1,000,000.00
CU2 - Cutaway Bus, CNG	CU2	11	5	145,564	$140,000.00
CU3 - Cutaway Bus, CNG, Low Floor	CU3	4	5	51,836	$140,000.00
CU4 - Cutaway Bus, Electric	CU4	None			$240,000.00
VN1 - Van, ADA	VN1	9	5	43,660	$80,000.00
VN2 - Van, ADA, Electric	VN2	None			$80,000.00
Equipment		**56**	**7**		**$220,375.00**
Non Revenue / Service Automobile	NRA	8	3	7,948	$29,000.00
Trucks and other Rubber Tire Vehicles	TRK	11	5	41,197	$45,000.00
Contengency Fleet	CF1	6	17	483,764	$0.00
Trolleybus	TBU	0	12	83,791	$1,200,000.00
Van, Non-ADA	VAN	1	5	18,846	$29,000.00
Maintenance Equipment	MEQ	17	5	N/A	$50,000.00
Electric Bus Chargers, Fast Charge	CFC	3	5	N/A	$350,000.00
Electric Bus Chargers, Depot	CDC	10	3	N/A	$60,000.00
Training Bus	TNG	1	17	598,737	$0.00
Facilities		**6**	**28**	**N/A**	**$2,562,500.00**
Administration & Maintenance	AMB	1	42	N/A	$5,000,000.00
Passenger Facilities	PAF	1	35	N/A	$5,000,000.00
Lifts	LFT	3	17	N/A	$50,000.00
Fueling Facility	FFA	1	19	N/A	$200,000.00

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

SECTION 3: ASSET CONDITION ASSESSMENT

Table 4: Asset condition assessment

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Condition	Useful Life Benchmark	% At or Past ULB (Current)
RevenueVehicles	**91**	**5**	**228,431**	**6**		**27%**
BU2 - Bus, Diesel, 35'	11	11	387,473	6	12	73%
BU3 - Bus, Diesel, 40'	24	11	504,483	6	12	75%
BU4 - Bus, CNG, 30'	3	6	255,567	8	12	0%
BU5 - Bus, CNG, 35'	9	4	198,852	8	12	0%
BU6 - Bus, Electric, 35'	19	3	55,243	8	12	0%
BU7 - Bus, Electric, 40'	0	0			12	0%
CU2 - Cutaway Bus, CNG	11	5	145,564	6	5	91%
CU3 - Cutaway Bus, CNG, Low Floor	4	4	51,836	6	5	0%
CU4 - Cutaway Bus, Electric	0	0			5	0%
VN1 - Van, ADA	10	4	43,660	0	8	22%
VN2 - Van, ADA, Electric	0	0			5	0%
Equipment	**55**	**5**	**154,175**	**7**		**0%**
NRA - Non Revenue Svc Auto	8	2	7,948	9	8	0%
TRK - Trucks / Rubber Tire Vehicles	11	4	41,197	8	8	0%
CF1 - Contengency Fleet	6		483,764	5	12	0%
TBU - Trolleybus	5	12	83,791	4	12	0%
VAN - Van, Non-ADA	1	4	18,846	7	3	0%
MEQ - Maintenance Equipment	17	4	N/A	9	3	0%
CFC - Chargers, Fast Charge	3	2	N/A	9	12	0%
CDC - Chargers, Depot Charge	10	5	N/A	10	12	0%
TNG - Training Bus	1	5	598,737	5	12	
Facilities	**7**	**30**		**3**		**0%**
Administration & Maintenance	1	42	N/A	4	45	0%
Passenger Facilities	1	35	N/A	3	45	0%
Lifts	3	17	N/A	1	40	0%
Fueling Facility	1	19	N/A	4	40	0%
Bus Wash Structure	1	35	N/A	4	40	0%

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

SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH

Table 5: Decision Support Tools & Management Approach

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

SECTION 5: PRIORITIZED LIST of INVESTMENTS

Investment Prioritization:

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

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

SECTION 6: MAINTENANCE STRATEGY

Table 6: Maintenance Strategy

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

SECTION 7: CONCLUSION

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

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

References and Resources

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

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

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

SECTION 8: APPENDIX

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

Appendix A - Asset Register

Appendix A

Asset Register

8/22/2022

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	15GGB2716911767 02	COT-SM	80%	2009	319,249	$900,000.00
Revenue Vehicles	BU2	SB0902	Gillig	G27B102N4	1	15GGB2718911767 03	COT-SM	80%	2009	300,880	$900,000.00
Revenue Vehicles	BU2	SB0903	Gillig	G27B102N4	1	15GGB271X911767 04	COT-SM	80%	2009	365,988	$900,000.00
Revenue Vehicles	BU2	SB0904	Gillig	G27B102N4	1	15GGB2711911767 05	COT-SM	80%	2009	330,452	$900,000.00
Revenue Vehicles	BU2	SB0905	Gillig	G27B102N4	1	15GGB2713911767 06	COT-SM	80%	2009	519,803	$900,000.00
Revenue Vehicles	BU2	SB0906	Gillig	G27B102N4	1	15GGB2715911767 07	COT-SM	80%	2009	500,787	$900,000.00
Revenue Vehicles	BU2	SB0907	Gillig	G27B102N4	1	15GGB2717911767 08	COT-SM	80%	2009	522,968	$900,000.00
Revenue Vehicles	BU2	SB0908	Gillig	G27B102N4	1	15GGB2719911767 09	COT-SM	80%	2009	532,642	$900,000.00
Revenue Vehicles	BU2	SB1101	Gillig	G27D102N4	1	15GGB2710B1180 198	COT-SM	80%	2011	288,414	$900,000.00
Revenue Vehicles	BU2	SB1102	Gillig	G27D102N4	1	15GGB2712B1180 199	COT-SM	80%	2011	292,496	$900,000.00
Revenue Vehicles	BU2	SB1103	Gillig	G27D102N4	1	15GGB2715B1180 200	COT-SM	80%	2011	288,522	$900,000.00
Revenue Vehicles	BU3	SB0703	Gillig	G29D102N4	1	15GGD2913710772 43	COT-SM	80%	2007	625,254	$1,000,000.00

Revenue Vehicles	BU3	SB0704	Gillig	G29D102 N4	1	15GGD291571077 244	COT-SM	80%	2007	623,50 1	$1,000,000.00
Revenue Vehicles	BU3	SB0706	Gillig	G29D102 N4	1	15GGD291971077 246	COT-SM	80%	2007	621,51 9	$1,000,000.00
Revenue Vehicles	BU3	SB0707	Gillig	G29D102 N4	1	15GGD271571078 395	COT-SM	80%	2007	549,49 1	$1,000,000.00
Revenue Vehicles	BU3	SB0708	Gillig	G29D102 N4	1	15GGD271771078 396	COT-SM	80%	2007	513,47 9	$1,000,000.00
Revenue Vehicles	BU3	SB0709	Gillig	G29D102 N4	1	15GGD271971078 397	COT-SM	80%	2007	509,97 9	$1,000,000.00
Revenue Vehicles	BU3	SB0710	Gillig	G29D102 N4	1	15GGD271071078 398	COT-SM	80%	2007	551,80 6	$1,000,000.00
Revenue Vehicles	BU3	SB1001	Gillig	G27D102 N4	1	15GGD2719A1177 857	COT-SM	80%	2010	507,63 6	$1,000,000.00
Revenue Vehicles	BU3	SB1002	Gillig	G27D102 N4	1	15GGD2710A1177 858	COT-SM	80%	2010	493,97 5	$1,000,000.00
Revenue Vehicles	BU3	SB1004	Gillig	G27D102 N4	1	15GGD2719A1177 860	COT-SM	80%	2010	669,58 5	$1,000,000.00
Revenue Vehicles	BU3	SB1005	Gillig	G27D102 N4	1	15GGD2710A1177 861	COT-SM	80%	2010	571,02 9	$1,000,000.00
Revenue Vehicles	BU3	SB1006	Gillig	G27D102 N4	1	15GGD2712A1177 862	COT-SM	80%	2010	524,33 8	$1,000,000.00
Revenue Vehicles	BU3	SB1007	Gillig	G27D102 N4	1	15GGD2714A1177 863	COT-SM	80%	2010	560,77 3	$1,000,000.00
Revenue Vehicles	BU3	SB1008	Gillig	G27D102 N4	1	15GGD2716A1177 864	COT-SM	80%	2010	545,81 8	$1,000,000.00
Revenue Vehicles	BU3	SB1009	Gillig	G27D102 N4	1	15GGD2718A1177 865	COT-SM	80%	2010	494,37 0	$1,000,000.00
Revenue Vehicles	BU3	SB1010	Gillig	G27D102 N4	1	15GGD271XA1177 866	COT-SM	80%	2010	539,01 9	$1,000,000.00
Revenue Vehicles	BU3	SB1011	Gillig	G27D102 N4	1	15GGD2711A1177 867	COT-SM	80%	2010	341,08 9	$1,000,000.00
Revenue Vehicles	BU3	SB1012	Gillig	G27D102 N4	1	15GGD2713A1177 868	COT-SM	80%	2010	527,97 8	$1,000,000.00

Revenue Vehicles	BU3	SB1104	Gillig	G27D102N4	1	15GGD2718B1180363	COT-SM	80%	2011	340,755	$1,000,000.00
Revenue Vehicles	BU3	SB1105	Gillig	G27D102N4	1	15GGD271XB1180364	COT-SM	80%	2011	468,908	$1,000,000.00
Revenue Vehicles	BU3	SB1201	Gillig	G27D102N4	1	15GGD2717C1180405	COT-SM	80%	2012	391,371	$1,000,000.00
Revenue Vehicles	BU3	SB1202	Gillig	G27D102N4	1	15GGD2719C1180406	COT-SM	80%	2012	430,197	$1,000,000.00
Revenue Vehicles	BU3	SB1301	Gillig	G27D102N4	1	15GGD2712D1183052	COT-SM	80%	2013	357,346	$1,000,000.00
Revenue Vehicles	BU3	SB1302	Gillig	G27D102N4	1	15GGD2714D1183053	COT-SM	80%	2013	348,371	$1,000,000.00
Revenue Vehicles	BU4	SB1501	Gillig	G27E102N4	1	15GGE2719F1092957	COT-SM	80%	2015	248,523	$900,000.00
Revenue Vehicles	BU4	SB1502	Gillig	G27E102N4	1	15GGE2710F1092958	COT-SM	80%	2015	262,895	$900,000.00
Revenue Vehicles	BU4	SB1503	Gillig	G27E102N4	1	15GGE2712F1092959	COT-SM	80%	2015	255,283	$900,000.00
Revenue Vehicles	BU5	SB1701	Gillig	G31B102N4	1	15GGB3111H3190668	COT-SM	80%	2017	249,635	$900,000.00
Revenue Vehicles	BU5	SB1702	Gillig	G31B102N4	1	15GGB3113H3190669	COT-SM	80%	2017	225,931	$900,000.00
Revenue Vehicles	BU5	SB1703	Gillig	G31B102N4	1	15GGB311XH3190670	COT-SM	80%	2017	172,890	$900,000.00
Revenue Vehicles	BU5	SB1704	Gillig	G31B102N4	1	15GGB3111H3190671	COT-SM	80%	2017	210,653	$900,000.00
Revenue Vehicles	BU5	SB1705	Gillig	G31B102N4	1	15GGB3113H3190672	COT-SM	80%	2017	196,084	$900,000.00
Revenue Vehicles	BU5	SB1706	Gillig	G31B102N4	1	15GGB3115H3190673	COT-SM	80%	2017	264,247	$900,000.00
Revenue Vehicles	BU5	SB1801	Gillig	G31B102N4	1	15GGB3112J3192905	COT-SM	80%	2018	148,359	$900,000.00
Revenue Vehicles	BU5	SB1802	Gillig	G31B102N4	1	15GGB3114J3192906	COT-SM	80%	2018	172,507	$900,000.00

Revenue Vehicles	BU5	SB1803	Gillig	G31B102 N4	1	15GGB3116J3192 907	COT-SM	80%	2018	149,35 8	$900,000.00
Revenue Vehicles	BU6	SBE002	Proterra	BE-35	1	1M9TG16J3CS816 012	COT-SM	80%	2012	93,571	$900,000.00
Revenue Vehicles	BU6	SBE003	Proterra	BE-35	1	1M9TG16J5CS816 013	COT-SM	80%	2012	83,791	$900,000.00
Revenue Vehicles	BU6	SBE004	Proterra	BE-35	1	1M9TG16J4DS816 022	COT-SM	80%	2013	125,64 8	$900,000.00
Revenue Vehicles	BU6	SBE005	Proterra	BE-35	1	1M9TG16J6DS816 023	COT-SM	80%	2013	108,44 1	$900,000.00
Revenue Vehicles	BU6	SB1901	Proterra	XR Plus	1	7JZTG11J3KS0000 41	COT-SM	80%	2019	43,252	$900,000.00
Revenue Vehicles	BU6	SB1902	Proterra	XR Plus	1	7JZTG11J5KS0000 42	COT-SM	80%	2019	44,837	$900,000.00
Revenue Vehicles	BU6	SB1903	Proterra	XR Plus	1	7JZTG11J5KS0000 43	COT-SM	80%	2019	38,890	$900,000.00
Revenue Vehicles	BU6	SB1904	Proterra	XR Plus	1	7JZTG11J9KS0000 44	COT-SM	80%	2019	44,996	$900,000.00
Revenue Vehicles	BU6	SB1905	Proterra	XR Plus	1	7JZTG11J0KS0000 45	COT-SM	80%	2019	46,619	$900,000.00
Revenue Vehicles	BU6	SB1906	Proterra	XR Plus	1	7JZTG11J2KS0000 46	COT-SM	80%	2019	45,796	$900,000.00
Revenue Vehicles	BU6	SB1907	Proterra	XR Plus	1	7JZTG11J4KS0000 47	COT-SM	80%	2019	45,021	$900,000.00
Revenue Vehicles	BU6	SB1908	Proterra	XR Plus	1	7JZTG11J6KS0000 48	COT-SM	80%	2019	47,653	$900,000.00
Revenue Vehicles	BU6	SB1909	Proterra	XR Plus	1	7JZTG11J8KS0000 49	COT-SM	80%	2019	39,272	$900,000.00
Revenue Vehicles	BU6	SB1910	Proterra	XR Plus	1	7JZTG11J4KS0000 50	COT-SM	80%	2019	40,258	$900,000.00
Revenue Vehicles	BU6	SB1911	Proterra	XR Plus	1	7JZTG11J4KS0000 51	COT-SM	80%	2019	47,348	$900,000.00
Revenue Vehicles	BU6	SB1912	Proterra	XR Plus	1	7JZTG11J4KS0000 52	COT-SM	80%	2019	25,603	$900,000.00

Revenue Vehicles	BU6	SB1913	Proterra	XR Plus	1	7JZTG11J4KS000053	COT-SM	80%	2019	46,490	$900,000.00
Revenue Vehicles	BU6	SB1914	Proterra	XR Plus	1	7JZTG11J4KS000054	COT-SM	80%	2019	40,179	$900,000.00
Revenue Vehicles	BU6	SB1915	Proterra	XR Plus	1	7JZTG11J4KS000055	COT-SM	80%	2019	41,957	$900,000.00
Revenue Vehicles	CU2	SB1632	Turtletop	Oddessy	1	1FDFE4FS6GDC26182	COT-SM	80%	2016	159,241	$150,000.00
Revenue Vehicles	CU2	SB1634	Turtletop	Oddessy	1	1FDFE4FSXGDC26184	COT-SM	80%	2016	180,391	$150,000.00
Revenue Vehicles	CU2	SB1635	Turtletop	Oddessy	1	1FDFE4FS1GDC26185	COT-SM	80%	2016	161,970	$150,000.00
Revenue Vehicles	CU2	SB1636	Turtletop	Oddessy	1	1FDFE4FS6GDC26389	COT-SM	80%	2016	174,157	$150,000.00
Revenue Vehicles	CU2	SB1637	Turtletop	Oddessy	1	1FDFE4FS0GDC27392	COT-SM	80%	2016	137,572	$150,000.00
Revenue Vehicles	CU2	SB1638	Turtletop	Oddessy	1	1FDFE4FS2GDC27393	COT-SM	80%	2016	151,647	$150,000.00
Revenue Vehicles	CU2	SB1639	Turtletop	Oddessy	1	1FDFE4FS4GDC28335	COT-SM	80%	2016	136,316	$150,000.00
Revenue Vehicles	CU2	SB1640	Turtletop	Oddessy	1	1FDFE4FS0GDC33452	COT-SM	80%	2016	139,427	$150,000.00
Revenue Vehicles	CU2	SB1642	Turtletop	Oddessy	1	1FDFE4FS4GDC33454	COT-SM	80%	2016	154,349	$150,000.00
Revenue Vehicles	CU2	SB1644	Turtletop	Oddessy	1	1FDFE4FS8GDC33456	COT-SM	80%	2016	153,790	$150,000.00
Revenue Vehicles	CU2	SB1931	Champion	Challenger	1	1FDFE4FS2KDC14054	COT-SM	80%	2019	52,347	$150,000.00
Revenue Vehicles	CU3	SB1645	Champion	LF Transport	1	1FDFE4FS0FDA30415	COT-SM	80%	2017	76,691	$150,000.00
Revenue Vehicles	CU3	SB1646	Champion	LF Transport	1	1FDFE4FS9FDA30414	COT-SM	80%	2017	47,790	$150,000.00
Revenue Vehicles	CU3	SB1647	Champion	LF Transport	1	1FDFE4FS8FDA27603	COT-SM	80%	2017	44,264	$150,000.00

Revenue Vehicles	CU3	SB1648	Champion	LF Transport	1	1FDFE4FS7FDA30413	COT-SM	80%	2017	38,600	$150,000.00
Revenue Vehicles	VN1	SB1505	Dodge	Caravan	1	2C7WDGBG3FR642831	COT-SM	80%	2015	41,808	$80,000.00
Revenue Vehicles	VN1	SB1507	Dodge	Caravan	1	2C7WDGBG3FR642893	COT-SM	80%	2015	49,154	$80,000.00
Revenue Vehicles	VN1	SS2219	Mobility Ventures	MV-1	1	57WMD1A66EM100808	COT-SM	0%	2014	39,029	$80,000.00
Revenue Vehicles	VN1	SS2220	Mobility Ventures	MV-1	1	57WMD1A69EM100818	COT-SM	0%	2014	40,849	$80,000.00
Revenue Vehicles	VN1	SS2221	Mobility Ventures	MV-1	1	57WMD2A62EM101735	COT-SM	0%	2014	32,782	$80,000.00
Revenue Vehicles	VN1	SS2222	Mobility Ventures	MV-1	1	57WMD2A65EM102295	COT-SM	0%	2014	38,703	$80,000.00
Revenue Vehicles	VN1	SB1932	Champion	Transit 350	1	1FDVU4XM8JKB25968	COT-SM	80%	2019	52,778	$80,000.00
Revenue Vehicles	VN1	SB1933	Champion	Transit 350	1	1FDVU4XMXJKB25969	COT-SM	80%	2019	49,622	$80,000.00
Revenue Vehicles	VN1	SB1934	Champion	Transit 350	1	1FDVU4XM6JKB25970	COT-SM	80%	2019	48,213	$80,000.00
Facilities	AMB	Appleyard	Admin/Maint	Admin/Maint	1	N/A	COT-SM	80%	1977	N/A	$5,000,000.00
Facilities	PAF	C.K. Steele	Passenger	Terminal	1	N/A	COT-SM	80%	1984	N/A	$5,000,000.00
Facilities	LFT	Parts Lift	Parts Lift	Parts Lift	1	N/A	COT-SM	80%	1977	N/A	$60,000.00
Facilities	LFT	SE0005	Stertil	Diamond 64-13	1	214J-300113	COT-SM	80%	2015	N/A	$60,000.00
Facilities	LFT	SE0006	Stertil	Diamond 64-13	1	214J-300112	COT-SM	80%	2015	N/A	$60,000.00
Facilities	FFA	SE0002	Fuel Island	Fuel Island	1	N/A	COT-SM	80%	2000	N/A	$200,000.00
Equipment	CDC	DC1	Eaton	EV-60	1	135977480	COT-SM	80%	2012	N/A	$60,000.00
Equipment	CDC	DC2	Proterra	RES-DCVC60-480	1	E030327	COT-SM	80%	2019	N/A	$60,000.00

Equipment	CDC	DC3	Proterra	RES-DCVC60-480	1	E030330	COT-SM	80%	2019	N/A	$60,000.00
Equipment	CDC	DC4	Proterra	RES-DCVC60-480	1	E030339	COT-SM	80%	2019	N/A	$60,000.00
Equipment	CDC	DC5	Proterra	RES-DCVC60-480	1	E030321	COT-SM	80%	2019	N/A	$60,000.00
Equipment	CDC	DC6	Proterra	RES-DCVC60-480	1	E030325	COT-SM	80%	2019	N/A	$60,000.00
Equipment	CDC	EVC003	Chargepoint	CPF25	1	191041008162	COT-SM	0%	2020	N/A	$10,000.00
Equipment	CDC	EVC004	Chargepoint	CPF25	1	191041008166	COT-SM	0%	2020	N/A	$10,000.00
Equipment	CDC	EVC005	Chargepoint	CPF25	1	184241026299	COT-SM	0%	2020	N/A	$10,000.00
Equipment	CDC	EVC006	Chargepoint	CPF25	1	160441000662	COT-SM	0%	2020	N/A	$10,000.00
Equipment	CFC	FC1	Eaton	ORCS	1	3002005001	COT-SM	80%	2012	N/A	$350,000.00
Equipment	CFC	FC2	Proterra	ORCS	1	EK401BJJ60	COT-SM	80%	2019	N/A	$350,000.00
Equipment	CFC	FC3	Proterra	ORCS	1	EM421BBA60	COT-SM	80%	2019	N/A	$350,000.00
Equipment	NRA	21098	Ford	Escape	1	1FMCU0F75JUB76389	COT-SM	0%	2018	10,727	$29,000.00
Equipment	NRA	20052	Nissan	Leaf	1	1N4AZ1CP4KC-317179	COT-SM	0%	2019	4,527	$29,000.00
Equipment	NRA	20053	Nissan	Leaf	1	1N4AZ1CP3KC-317318	COT-SM	0%	2019	12,044	$29,000.00
Equipment	NRA	20054	Nissan	Leaf	1	1N4AZ1CPXKC-317283	COT-SM	0%	2019	7,928	$29,000.00
Equipment	NRA	20055	Nissan	Leaf	1	1N4AZ1CP5KC-317224	COT-SM	0%	2019	10,443	$29,000.00
Equipment	NRA	22071	Toyota	Prius	1	JTDKARFU1K3084982	COT-SM	80%	2019	6,836	$29,000.00
Equipment	NRA	22072	Toyota	RAV4 LE	1	JTMLWRFV7KD517147	COT-SM	80%	2019	5,955	$29,000.00

Equipment	NRA	22073	Toyota	RAV4 XLE	1	JTMRWRFV7KJ017856	COT-SM	80%	2019	5,123	$29,000.00
Equipment	TRK	SS2048	Ford	F-250	1	1FTBF2A64GEB43150	COT-SM	0%	2016	80,777	$45,000.00
Equipment	TRK	SS3003	Ford	F-450	1	1FDXF46R38EC52703	COT-SM	0%	2008	5,153	$45,000.00
Equipment	TRK	22074	Ford	Ranger	1	1FTER1EH9KLA39252	COT-SM	80%	2019	32,895	$45,000.00
Equipment	TRK	22075	Ford	F-150	1	1FTEW1C57KFC32466	COT-SM	80%	2019	45,639	$45,000.00
Equipment	TRK	22076	Chevrolet	Silverado	1	1GCUYYAEF0KZ377634	COT-SM	80%	2019	42,709	$45,000.00
Equipment	TRK	22077	Chevrolet	Silverado	1	1GCUYDED9KZ374599	COT-SM	80%	2019	16,606	$45,000.00
Equipment	TRK	22078	Chevrolet	Silverado	1	1GCUYAEF3KZ376719	COT-SM	80%	2019	17,431	$45,000.00
Equipment	TRK	22079	Chevrolet	Silverado	1	1GCUYDED2KZ368031	COT-SM	80%	2019	9,603	$45,000.00
Equipment	TRK	22080	Chevrolet	Silverado	1	1GCUYAEF2KZ376677	COT-SM	80%	2019	55,562	$45,000.00
Equipment	TRK	22081	Ford	F-350	1	1FTRF3D69KEE67140	COT-SM	80%	2019	23,560	$45,000.00
Equipment	TRK	31001	FORD	RANGER	1	1FTYR44U48PA04861	COT-SM	0%	2008	123,236	$45,000.00
Equipment	VAN	21093	Ford	Transit 150	1	1FMZK1CM4HKA73339	COT-SM	0%	2017	18,846	$29,000.00
Equipment	TNG	Training Bus	GILLIG	G29B102N4	1	15GGB291051074869	COT-SM	80%	2005	598,737	$0.00
Equipment	MEQ	SE0019	HYUNDAI	33D-9	1	HHKHHN14HJ0000659	COT-SM	0%	2018	N/A	$35,000.00
Equipment	MEQ	SE0020	Interclean	LYUS-XJF	1	XJ404FW	COT-SM	80%	2019	N/A	$300,200.00
Equipment	MEQ	SE0004	Dwyer	Mark 2	1	Paint Booth	COT-SM	80%	2001	N/A	$400,000.00
Equipment	MEQ	SE0008	Stertil	ST1082R	1	SET 2	COT-SM	80%	2002	N/A	$45,000.00

Equipment	MEQ	SE0036	Stertil	ST1085 2FRA	1	38227535-15	COT-SM	80%	2020	N/A	$45,000.00
Equipment	MEQ	SE0017	Genie	GS1930	1	GS3014A-127595	COT-SM	80%	2014	N/A	$10,000.00
Equipment	MEQ	SE0020	Interclean	LYUS-XJF	1	XJ404FW	COT-SM	80%	2019	N/A	$350,000.00
Equipment	MEQ	SE0021	Hunter	TCX645HD	1	IOG301297K	COT-SM	80%	2018	N/A	$25,000.00
Equipment	MEQ	SE0022	Hunter	TCX57W	1	IOF767069	COT-SM	80%	2018	N/A	$15,000.00
Equipment	MEQ	SE0023	Hunter	GSP9600H D	1	HCC3189	COT-SM	80%	2018	N/A	$20,000.00
Equipment	MEQ	SE0027	Fall Protection	Fall Protection	1	Fall Protection	COT-SM	80%	2019	N/A	$5,000.00
Equipment	MEQ	SE0029	Robinaire	34788NI-H	1	19440432	COT-SM	80%	2020	N/A	$5,000.00
Equipment	MEQ	SE0030	Robinaire	34888HD	1	19452732	COT-SM	80%	2020	N/A	$5,000.00
Equipment	MEQ	SE0031	Robinaire	34888HD	1	19452832	COT-SM	80%	2020	N/A	$5,000.00
Equipment	MEQ	SE0032	Genfare	Receiver	1	300768	COT-SM	80%	2020	N/A	$100,000.00
Equipment	MEQ	SE0033	Genfare	TVM	1	TVM02506	COT-SM	80%	2020	N/A	$500,000.00
Equipment	MEQ	SE0034	RKI Instruments	200	1	2020X3	COT-SM	80%	2020	N/A	$2,500.00
Equipment	MEQ	SE0035	Spika	Scaffold	1	110706	COT-SM	80%	2020	N/A	$95,000.00
Equipment	MEQ	SE0037	V.I.S.-Shine	Polisher	1	71	COT-SM	80%	2020	N/A	$6,000.00

Appendix B - Asset Condition Register

B1: Revenue Vehicle Assets

8/23/2022

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Age (Yrs)	ULB (Yrs)	Exceed ULB Y/N	Vehicle Mileage	Useful Life (Miles)	Condition Rating	Replacement Cost/Value
Revenue Vehicles	BU2	SB0901	1	15GGB271691176702	13	12	Y	319,249	500,000	5	$900,000.00
Revenue Vehicles	BU2	SB0902	1	15GGB271891176703	13	12	Y	300,880	500,000	6	$900,000.00
Revenue Vehicles	BU2	SB0903	1	15GGB271X91176704	13	12	Y	365,988	500,000	7	$900,000.00
Revenue Vehicles	BU2	SB0904	1	15GGB271191176705	13	12	Y	330,452	500,000	5	$900,000.00
Revenue Vehicles	BU2	SB0905	1	15GGB271391176706	13	12	Y	519,803	500,000	6	$900,000.00
Revenue Vehicles	BU2	SB0906	1	15GGB271591176707	13	12	Y	500,787	500,000	7	$900,000.00
Revenue Vehicles	BU2	SB0907	1	15GGB271791176708	13	12	Y	522,968	500,000	7	$900,000.00
Revenue Vehicles	BU2	SB0908	1	15GGB271991176709	13	12	Y	532,642	500,000	6	$900,000.00
Revenue Vehicles	BU2	SB1101	1	15GGB2710B1180198	11	12	N	288,414	500,000	6	$900,000.00
Revenue Vehicles	BU2	SB1102	1	15GGB2712B1180199	11	12	N	292,496	500,000	7	$900,000.00
Revenue Vehicles	BU2	SB1103	1	15GGB2715B1180200	11	12	N	288,522	500,000	7	$900,000.00
Revenue Vehicles	BU3	SB0703	1	15GGD291371077243	15	12	Y	625,254	500,000	7	$1,000,000.00
Revenue Vehicles	BU3	SB0704	1	15GGD291571077244	15	12	Y	623,501	500,000	6	$1,000,000.00
Revenue Vehicles	BU3	SB0706	1	15GGD291971077246	15	12	Y	621,519	500,000	6	$1,000,000.00
Revenue Vehicles	BU3	SB0707	1	15GGD271571078395	14	12	Y	549,491	500,000	6	$1,000,000.00
Revenue Vehicles	BU3	SB0708	1	15GGD271771078396	14	12	Y	513,479	500,000	6	$1,000,000.00
Revenue Vehicles	BU3	SB0709	1	15GGD271971078397	14	12	Y	509,979	500,000	4	$1,000,000.00
Revenue Vehicles	BU3	SB0710	1	15GGD271071078398	14	12	Y	551,806	500,000	7	$1,000,000.00
Revenue Vehicles	BU3	SB1001	1	15GGD2719A1177857	12	12	N	507,636	500,000	6	$1,000,000.00
Revenue Vehicles	BU3	SB1002	1	15GGD2710A1177858	12	12	N	493,975	500,000	6	$1,000,000.00
Revenue Vehicles	BU3	SB1004	1	15GGD2719A1177860	12	12	N	669,585	500,000	7	$1,000,000.00
Revenue Vehicles	BU3	SB1005	1	15GGD2710A1177861	12	12	N	571,029	500,000	7	$1,000,000.00
Revenue Vehicles	BU3	SB1006	1	15GGD2712A1177862	12	12	N	524,338	500,000	6	$1,000,000.00
Revenue Vehicles	BU3	SB1007	1	15GGD2714A1177863	12	12	N	560,773	500,000	7	$1,000,000.00
Revenue Vehicles	BU3	SB1008	1	15GGD2716A1177864	12	12	N	545,818	500,000	6	$1,000,000.00
Revenue Vehicles	BU3	SB1009	1	15GGD2718A1177865	12	12	N	494,370	500,000	6	$1,000,000.00

Revenue Vehicles	BU3	SB1010	1	15GGD271XA1177866	12	12	N	539,019	500,000	7	$1,000,000.00
Revenue Vehicles	BU3	SB1011	1	15GGD2711A1177867	12	12	N	341,089	500,000	6	$1,000,000.00
Revenue Vehicles	BU3	SB1012	1	15GGD2713A1177868	12	12	N	527,978	500,000	7	$1,000,000.00
Revenue Vehicles	BU3	SB1104	1	15GGD2718B1180363	10	12	N	340,755	500,000	7	$1,000,000.00
Revenue Vehicles	BU3	SB1105	1	15GGD271XB1180364	10	12	N	468,908	500,000	7	$1,000,000.00
Revenue Vehicles	BU3	SB1201	1	15GGD2717C1180405	10	12	N	391,371	500,000	7	$1,000,000.00
Revenue Vehicles	BU3	SB1202	1	15GGD2719C1180406	10	12	N	430,197	500,000	6	$1,000,000.00
Revenue Vehicles	BU3	SB1301	1	15GGD2712D1183052	8	12	N	357,346	500,000	7	$1,000,000.00
Revenue Vehicles	BU3	SB1302	1	15GGD2714D1183053	8	12	N	348,371	500,000	7	$1,000,000.00
Revenue Vehicles	BU4	SB1501	1	15GGE2719F1092957	7	12	N	248,523	500,000	7	$900,000.00
Revenue Vehicles	BU4	SB1502	1	15GGE2710F1092958	7	12	N	262,895	500,000	8	$900,000.00
Revenue Vehicles	BU4	SB1503	1	15GGE2712F1092959	7	12	N	255,283	500,000	8	$900,000.00
Revenue Vehicles	BU5	SB1701	1	15GGB3111H3190668	4	12	N	249,635	500,000	8	$900,000.00
Revenue Vehicles	BU5	SB1702	1	15GGB3113H3190669	4	12	N	225,931	500,000	8	$900,000.00
Revenue Vehicles	BU5	SB1703	1	15GGB311XH3190670	4	12	N	172,890	500,000	8	$900,000.00
Revenue Vehicles	BU5	SB1704	1	15GGB3111H3190671	4	12	N	210,653	500,000	7	$900,000.00
Revenue Vehicles	BU5	SB1705	1	15GGB3113H3190672	4	12	N	196,084	500,000	7	$900,000.00
Revenue Vehicles	BU5	SB1706	1	15GGB3115H3190673	4	12	N	264,247	500,000	8	$900,000.00
Revenue Vehicles	BU5	SB1801	1	15GGB3112J3192905	3	12	N	148,359	500,000	7	$900,000.00
Revenue Vehicles	BU5	SB1802	1	15GGB3114J3192906	3	12	N	172,507	500,000	8	$900,000.00
Revenue Vehicles	BU5	SB1803	1	15GGB3116J3192907	3	12	N	149,358	500,000	9	$900,000.00
Revenue Vehicles	BU6	SBE002	1	1M9TG16J3CS816012	10	12	N	93,571	500,000	8	$900,000.00
Revenue Vehicles	BU6	SBE003	1	1M9TG16J5CS816013	10	12	N	83,791	500,000	6	$900,000.00
Revenue Vehicles	BU6	SBE004	1	1M9TG16J4DS816022	9	12	N	125,648	500,000	7	$900,000.00
Revenue Vehicles	BU6	SBE005	1	1M9TG16J6DS816023	9	12	N	108,441	500,000	8	$900,000.00
Revenue Vehicles	BU6	SB1901	1	7JZTG11J3KS000041	3	12	N	43,252	500,000	9	$900,000.00
Revenue Vehicles	BU6	SB1902	1	7JZTG11J5KS000042	3	12	N	44,837	500,000	8	$900,000.00
Revenue Vehicles	BU6	SB1903	1	7JZTG11J5KS000043	3	12	N	38,890	500,000	9	$900,000.00
Revenue Vehicles	BU6	SB1904	1	7JZTG11J9KS000044	3	12	N	44,996	500,000	8	$900,000.00
Revenue Vehicles	BU6	SB1905	1	7JZTG11J0KS000045	3	12	N	46,619	500,000	9	$900,000.00
Revenue Vehicles	BU6	SB1906	1	7JZTG11J2KS000046	3	12	N	45,796	500,000	9	$900,000.00
Revenue Vehicles	BU6	SB1907	1	7JZTG11J4KS000047	3	12	N	45,021	500,000	8	$900,000.00

Revenue Vehicles	BU6	SB1908	1	7JZTG11J6KS000048	3	12	N	47,653	500,000	9	$900,000.00
Revenue Vehicles	BU6	SB1909	1	7JZTG11J8KS000049	3	12	N	39,272	500,000	8	$900,000.00
Revenue Vehicles	BU6	SB1910	1	7JZTG11J4KS000050	3	12	N	40,258	500,000	9	$900,000.00
Revenue Vehicles	BU6	SB1911	1	7JZTG11J4KS000051	3	12	N	47,348	500,000	9	$900,000.00
Revenue Vehicles	BU6	SB1912	1	7JZTG11J4KS000052	3	12	N	25,603	500,000	10	$900,000.00
Revenue Vehicles	BU6	SB1913	1	7JZTG11J4KS000053	3	12	N	46,490	500,000	8	$900,000.00
Revenue Vehicles	BU6	SB1914	1	7JZTG11J4KS000054	3	12	N	40,179	500,000	8	$900,000.00
Revenue Vehicles	BU6	SB1915	1	7JZTG11J4KS000055	3	12	N	41,957	500,000	9	$900,000.00
Revenue Vehicles	CU2	SB1632	1	1FDFE4FS6GDC26182	6	5	Y	159,241	200,000	6	$160,000.00
Revenue Vehicles	CU2	SB1634	1	1FDFE4FSXGDC26184	6	5	Y	180,391	200,000	6	$160,000.00
Revenue Vehicles	CU2	SB1635	1	1FDFE4FS1GDC26185	6	5	Y	161,970	200,000	7	$160,000.00
Revenue Vehicles	CU2	SB1636	1	1FDFE4FS6GDC26389	6	5	Y	174,157	200,000	7	$160,000.00
Revenue Vehicles	CU2	SB1637	1	1FDFE4FS0GDC27392	6	5	Y	137,572	200,000	6	$160,000.00
Revenue Vehicles	CU2	SB1638	1	1FDFE4FS2GDC27393	6	5	Y	151,647	200,000	6	$160,000.00
Revenue Vehicles	CU2	SB1639	1	1FDFE4FS4GDC28335	6	5	Y	136,316	200,000	6	$160,000.00
Revenue Vehicles	CU2	SB1640	1	1FDFE4FS0GDC33452	6	5	Y	139,427	200,000	6	$160,000.00
Revenue Vehicles	CU2	SB1642	1	1FDFE4FS4GDC33454	6	5	Y	154,349	200,000	7	$160,000.00
Revenue Vehicles	CU2	SB1644	1	1FDFE4FS8GDC33456	6	5	Y	153,790	200,000	6	$160,000.00
Revenue Vehicles	CU2	SB1931	1	1FDFE4FS2KDC14054	3	5	N	52,347	200,000	8	$160,000.00
Revenue Vehicles	CU3	SB1645	1	1FDFE4FS0FDA30415	5	5	N	76,691	200,000	5	$160,000.00
Revenue Vehicles	CU3	SB1646	1	1FDFE4FS9FDA30414	5	5	N	47,790	200,000	7	$160,000.00
Revenue Vehicles	CU3	SB1647	1	1FDFE4FS8FDA27603	5	5	N	44,264	200,000	6	$160,000.00
Revenue Vehicles	CU3	SB1648	1	1FDFE4FS7FDA30413	5	5	N	38,600	200,000	6	$160,000.00
Revenue Vehicles	VN1	SB1932	1	1FDVU4XM8JKB25968	3	8	N	52,778	100,000	9	$80,000.00
Revenue Vehicles	VN1	SB1933	1	1FDVU4XMXJKB25969	3	8	N	49,622	100,000	9	$80,000.00
Revenue Vehicles	VN1	SB1934	1	1FDVU4XM6JKB25970	3	8	N	48,213	100,000	9	$80,000.00
Revenue Vehicles	VN1	SB1505	1	2C7WDGBG3FR642831	7	8	N	41,808	100,000	7	$80,000.00
Revenue Vehicles	VN1	SB1507	1	2C7WDGBG3FR642893	7	8	N	49,154	100,000	6	$80,000.00
Revenue Vehicles	VN1	SS2219	1	57WMD1A66EM100808	6	8	N	39,029	80,000	8	$80,000.00
Revenue Vehicles	VN1	SS2220	1	57WMD1A69EM100818	6	8	N	40,849	80,000	6	$80,000.00
Revenue Vehicles	VN1	SS2221	1	57WMD2A62EM101735	6	8	N	32,782	80,000	6	$80,000.00
Revenue Vehicles	VN1	SS2222	1	57WMD2A65EM102295	6	8	N	38,703	80,000	6	$80,000.00

Appendix B - Asset Condition Register

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Year Model	Age (Yrs)	Condition Rating	Vehicle Mileage	Replacement Cost/Value	ULB	Past ULB
Equipment	Charger, Depot Charger	DC1	1	135977480	2012	10	8	N/A	$60,000.00	12	No
Equipment	Charger, Depot Charger	DC2	1	E030327	2019	3	10	N/A	$60,000.00	12	No
Equipment	Charger, Depot Charger	DC3	1	E030330	2019	3	10	N/A	$60,000.00	12	No
Equipment	Charger, Depot Charger	DC4	1	E030339	2019	3	10	N/A	$60,000.00	12	No
Equipment	Charger, Depot Charger	DC5	1	E030321	2019	3	10	N/A	$60,000.00	12	No
Equipment	Charger, Depot Charger	DC6	1	E030325	2019	3	10	N/A	$60,000.00	12	No
Equipment	Charger, Depot Charger	EVC003	1	191041008162	2020	2	10	N/A	$10,000.00	12	No
Equipment	Charger, Depot Charger	EVC004	1	191041008166	2020	2	10	N/A	$10,000.00	12	No
Equipment	Charger, Depot Charger	EVC005	1	184241026299	2020	2	10	N/A	$10,000.00	12	No
Equipment	Charger, Depot Charger	EVC006	1	160441000662	2020	2	10	N/A	$10,000.00	12	No
Equipment	Charger, Fast Charger	FC1	1	3002005001	2012	10	8	N/A	$350,000.00	12	No
Equipment	Charger, Fast Charger	FC2	1	EK401BJJ60	2019	3	9	N/A	$350,000.00	12	No
Equipment	Charger, Fast Charger	FC3	1	EM421BBA60	2019	3	9	N/A	$350,000.00	12	No
Equipment	Non-Revenue Automobile	21098	1	1FMCU0F75JUB76389	2018	4	8	9,471	$29,000.00	8	No
Equipment	Non-Revenue Automobile	20052	1	1N4AZ1CP4KC-317179	2019	3	9	2,120	$29,000.00	8	No
Equipment	Non-Revenue Automobile	20053	1	1N4AZ1CP3KC-317318	2019	3	9	8,228	$29,000.00	8	No
Equipment	Non-Revenue Automobile	20054	1	1N4AZ1CPXKC-317283	2019	3	8	5,581	$29,000.00	8	No
Equipment	Non-Revenue Automobile	20055	1	1N4AZ1CP5KC-317224	2019	3	9	8,774	$29,000.00	8	No
Equipment	Non-Revenue Automobile	22071	1	JTDKARFU1K3084982	2019	3	9	5,847	$29,000.00	8	No
Equipment	Non-Revenue Automobile	22072	1	JTMLWRFV7KD517147	2019	3	9	4,558	$29,000.00	8	No

Equipment	Non-Revenue Automobile	22073	1	JTMRWRFV7KJ017856	2019	3	9	5,123	$29,000.00	8	No
Equipment	Van - Non-ADA	21093	1	1FMZK1CM4HKA73339	2017	5	7	17,496	$29,000.00	8	No
Equipment	Truck/Rubber Tire Veh.	31001	1	1FTYR44U48PA04861	2008	14	4	115,667	$45,000.00	8	No
Equipment	Truck/Rubber Tire Veh.	SS2048	1	1FTBF2A64GEB43150	2016	6	5	71,058	$45,000.00	8	Yes
Equipment	Truck/Rubber Tire Veh.	22074	1	1FTER1EH9KLA39252	2019	3	9	21,283	$45,000.00	8	No
Equipment	Truck/Rubber Tire Veh.	22075	1	1FTEW1C57KFC32466	2019	3	9	32,942	$45,000.00	8	Yes
Equipment	Truck/Rubber Tire Veh.	22076	1	1GCUYYAEF0KZ377634	2019	3	9	36,309	$45,000.00	8	Yes
Equipment	Truck/Rubber Tire Veh.	22077	1	1GCUYDED9KZ374599	2019	3	9	13,783	$45,000.00	8	Yes
Equipment	Truck/Rubber Tire Veh.	22078	1	1GCUYAEF3KZ376719	2019	3	9	14,156	$45,000.00	8	No
Equipment	Truck/Rubber Tire Veh.	22079	1	1GCUYDED2KZ368031	2019	3	9	7,895	$45,000.00	8	Yes
Equipment	Truck/Rubber Tire Veh.	22080	1	1GCUYAEF2KZ376677	2019	3	8	39,599	$45,000.00	8	No
Equipment	Truck/Rubber Tire Veh.	22081	1	1FTRF3D69KEE67140	2019	3	9	18,190	$45,000.00	8	Yes
Equipment	Truck/Rubber Tire Veh.	SS3003	1	1FDXF46R38EC52703	2008	14	5	74720	$45,000.00	8	Yes
Equipment	Maintenance Equipment	SE0020	1	XJ404FW	2019	3	9	N/A	$300,800.00	10	Yes
Equipment	Maintenance Equipment	SE0004	1	Paint Booth	1998	24	5	N/A	$300,000.00	20	No
Equipment	Maintenance Equipment	SE0008	1	32704037-10	2008	14	7	N/A	$45,000.00	15	No
Equipment	Maintenance Equipment	SE0017	1	GS3014A-127595	2014	8	6	N/A	$10,000.00	15	No
Equipment	Maintenance Equipment	SE0021	1	IOG301297K	2019	3	8	N/A	$25,000.00	15	No
Equipment	Maintenance Equipment	SE0022	1	IOF767069	2019	3	8	N/A	$15,000.00	15	No
Equipment	Maintenance Equipment	SE0023	1	HCC3189	2019	3	8	N/A	$20,000.00	15	No
Equipment	Maintenance Equipment	SE0027	1	Fall Protection	2020	2	10	N/A	$5,000.00	15	No
Equipment	Maintenance Equipment	SE0029	1	19440432	2020	2	10	N/A	$5,000.00	15	No
Equipment	Maintenance Equipment	SE0030	1	19452732	2020	2	10	N/A	$5,000.00	15	No

Equipment	Maintenance Equipment	SE0031	1	19452832	2020	2	10	N/A	$5,000.00	15	No
Equipment	Maintenance Equipment	SE0032	1	300768	2020	2	9.5	N/A	$100,000.00	15	No
Equipment	Maintenance Equipment	SE0033	1	TVM02506	2020	2	10	N/A	$500,000.00	15	No
Equipment	Maintenance Equipment	SE0034	1	2020X3	2020	2	10	N/A	$2,500.00	15	No
Equipment	Maintenance Equipment	SE0035	1	110706	2021	1	10	N/A	$95,000.00	15	No
Equipment	Maintenance Equipment	SE0036	1	38227535-15	2020	2	10	N/A	$45,000.00	15	No
Equipment	Maintenance Equipment	SE0037	1	71	2021	1	10	N/A	$6,000.00	5	No
Equipment	Contingency Fleet	SB0601	1	15GGE291061091175	2006	16	3	336,669	N/A	12	Yes
Equipment	Contingency Fleet	SB0501	1	15GGB291351074863	2005	17	6	561,017	N/A	12	Yes
Equipment	Contingency Fleet	SB0503	1	15GGB291751074865	2005	17	5	602,262	N/A	12	Yes
Equipment	Contingency Fleet	SB0504	1	15GGB291951074866	2005	17	5	415,286	N/A	12	Yes
Equipment	Contingency Fleet	SB0505	1	15GGB291051074867	2005	17	4	595,455	N/A	12	Yes
Equipment	Contingency Fleet	SB0508	1	15GGB291051074870	2005	17	6	391,892	N/A	12	Yes

Appendix B - Asset Condition Register

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	ADM	Administration and Maintenance	1	N/A	45	4	$3,500,000.00
Facilities	LFT	Stationary Bus Lifts (North)	1	214J-300112 / 3	6	1	$75,000.00
Facilities	LFT	Stationary Bus Lifts (South)	1	214J-300112 / 3	6	1	$75,000.00
Facilities	LFT	Freight / Parts Lift	1	N/A	45	1	$75,000.00
Facilities	PAS	Passenger Terminal	1	N/A	40	3	$3,250,000.00
Facilities	FFA	Fueling Facility	1	N/A	22	4	$500,000.00
Facilities	WSH	Bus Wash Facility (Shell)	1	N/A	22	4	$500,000.00

Appendix C - Proposed Investment Project List

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

Project Year	Project Name	Asset Category	Cost	Fund Source	Priority
2021					
2021	Electric Bus Battery Lease (15 Buses)	Revenue Vehicles	$407,880	Sec. 5307	Med
2021	Replace 3 Diesel Buses with Battery Electric Bus	Revenue Vehicles	$3,000,000	Sec. 5307	High
2021	Fleet Infrastructure and Charging Study	Facilities-Adm	$265,000	ARP 5307	Med
2021	Fuel Island Roof and Fire Supression Replacement	Facilities-Adm	$130,000	Sec. 5339	Med
2021	Replace 3 Demand Response Vans	Revenue Vehicles	$230,000	Sec. 5339	Med
2021	Replace Shop Overhead Doors	Facilities-Adm	$278,000	Sec. 5339	Med
2021	Purchase 1 Depot Charger for Garage	Equipment	$58,000	Sec. 5339	Med
2021	Concrete for Shelters	Facilities	$100,000	ARP	Med
2022					
2022	Charging Infrastructure Project Phase 1 (15 bus charging equipment and strategy)	Equipment	$10,000,000	Infrastructure	High
2022	Replace 3 Diesel Buses with Battery Electric Bus	Revenue Vehicles	$3,000,000	Sec. 5307	High
2022	Electric Bus Battery Lease (15 Buses)	Revenue Vehicles	$407,880	Sec. 5307	Med
2022	Replace 4 Demand Response Vans	Revenue Vehicles	$560,000	Sec. 5339	Med
2022	Stop Improvements	Facilities - Pass	$610,000	Blueprint	High
2022	CK Steele Audio/Display	Facilities - Pass	$240,000	ARP	Med
2022	Post-COVID Marketing	Facilities-Adm	$30,000	ARP	Med
2022	Travel Trainer Program	Facilities-Adm	$30,000	Sec. 5310	Med
2022	TDP/Annual Progress Report	Facilities-Adm	$40,000	ARP	Med
2022	Route Optimization Study	Facilities-Adm	$400,000	HOPE	Med
2022	Radio for supervisors, operators, and dispatch	Equipment	$78,000	ARP	Med
2022	Trapeze/TransitMaster and Hardware	Technology	$1,260,791	ARP	High
2022	Security Fence at Appleyard	Facilities-Adm	$165,000	CRRSAA	High
2022	Parking lot reseal and stripe	Facilities-Adm	$83,000	CRRSAA	Med
2022	Rehabilitate transit bus diesel engines	Revenue Vehicles	$200,000	Sec. 5339	High

2022	Trellis or reel for in-garage charger	Equipment	$100,000	Sec. 5339	Med
2023					
2023	Charging Infrastructure Project Phase 2 (15 bus charging equipment and strategy)	Equipment	$2,500,000	Infrastructure	High
2023	Replace 3 Diesel Buses with Battery Electric Bus	Revenue Vehicles	$3,000,000	Sec. 5307	High
2023	Electric Bus Battery Lease (15 Buses)	Revenue Vehicles	$407,880	Sec. 5307	Med
2023	Replace 3 Demand Response Vans	Revenue Vehicles	$300,000	Sec. 5339	Med
2023	Stop Improvements	Facilities - Pass	$610,000	Sec. 5339	High
2023	Transit Signal Priority	Technology	$400,000	ARP	Med
2023	Southside Transit Center	Facilities-Adm	$2,400,000	Infrastructure	High
		Facilities-Adm	$1,000,000	Blueprint	High
2023	Travel Trainer Program	Facilities-Adm	$30,000	Sec. 5310	Med
2023	TDP/Annual Progress Report	Facilities-Adm	$40,000	ARP	Med
2023	2 Bay addition w/ paint booth and 1 bay conversion for demand response with depot chargers	Facilities-Adm	$2,000,000	Sec. 5339	Med
2024					
2024	Charging Infrastructure Project Phase 3 (16 bus charging equipment and strategy)	Equipment	$2,500,000	Infrastructure	High
2024	Replace 3 Diesel Buses with Battery Electric Bus	Revenue Vehicles	$3,000,000	Sec. 5307	High
2024	Electric Bus Battery Lease (15 Buses)	Revenue Vehicles	$407,880	Sec. 5307	Med
2024	Replace 3 Demand Response Vans	Revenue Vehicles	$300,000	Sec. 5339	Med
2024	Stop Improvements	Facilities - Pass	$612,500	Blueprint	High
2024	CK Steele Redevelopment Study	Facilities-Adm	$750,000	ARP	High
2024	Travel Trainer Program	Facilities-Adm	$30,000	Sec. 5310	Med
2024	TDP/Annual Progress Report	Facilities-Adm	$40,000	ARP	Med
2025					
2025	Replace 3 Diesel Buses with Battery Electric Bus	Revenue Vehicles	$3,000,000	Sec. 5307	High
2025	Electric Bus Battery Lease (15 Buses)	Revenue Vehicles	$407,880	Sec. 5307	Med
2025	Replace 3 Demand Response Vans	Revenue Vehicles	$300,000	Sec. 5339	Med
2025	Travel Trainer Program	Facilities-Adm	$30,000	Sec. 5310	Med

2025	TDP/Annual Progress Report	Facilities-Adm	$40,000	Sec. 5307	Med
2025	Stop Improvements	Facilities - Pass	$612,500	Blueprint	High
2026					
2026	Replace 4 Diesel Buses with Battery Electric Bus	Revenue Vehicles	$4,000,000	Sec. 5307	High
2026	Electric Bus Battery Lease (15 Buses)	Revenue Vehicles	$407,880	Sec. 5307	Med
2026	Replace 2 Demand Response Vans	Revenue Vehicles	$170,000	Sec. 5339	Med
2026	Travel Trainer Program	Facilities-Adm	$30,000	Sec. 5310	Med
2026	TDP/Annual Progress Report	Facilities-Adm	$170,000	Sec. 5307	Med
2026	Stop Improvements	Facilities - Pass	$612,500	Blueprint	High
2026	CK Steele Redevelopment Construction	Facilities-Adm	$17,500,000	Blueprint	High

Appendix D - Condition Rating Scales

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

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