

CRTPA BOARD

MEETING OF MONDAY, MAY 22 AT 1:30 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS 300 S. ADAMS STREET TALLAHASSEE, FL 32301

MISSION STATEMENT

"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth."

FINAL AGENDA

Citizens wishing to provide input at the CRTPA meeting may:

- (1) Provide comments in person at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit written comments prior to the meeting at <u>http://crtpa.org/contact-us/</u> by providing comments in the "Email Us" portion of the page before 5:00 p.m. on May 19. This will allow time for comments to be provided to CRTPA members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting; or
- (3) Provide live comments during the meeting virtually by registering before 5:00 p.m. on May 19 at <u>http://crtpa.org/contact-us/</u> and noting your desire to provide comments via video in the "Email Us" portion of the page along with the agenda item or issue your wish to discuss. You will be contacted by CRTPA staff and provided with a link to virtually access the meeting and provide your comment during the meeting. Speakers are requested to limit their comments to three (3) minutes.

The public is invited to view the meeting's live broadcast on <u>https://www.talgov.com/cotnews/wcot.aspx</u> or Comcast Channel 13 (WCOT-13).

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

"Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans With Disabilities Act, or persons who require translation services (free of charge) should contact the CRTPA <u>Title VI Coordinator, Suzanne Lex</u>, four days in advance of the meeting at 850-891-8627 (Suzanne.Lex@crtpa,org") and for the hearing impaired, telephone 711 or 800-955-8771 (TDY)."

"La participación pública se solicita sin distinción de raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar. Las personas que requieran adaptaciones especiales en virtud de la Ley de Americanos con Discapacidades, o las personas que requieran servicios de traducción (sin cargo) deben comunicarse con <u>Suzanne Lex</u>, CRTPA <u>Coordinadora del Título VI</u>, al 850-891-8627 <u>Suzanne.lex@crtpa.org</u>) y para las personas con discapacidad auditiva, teléfono 711 o 800-955-8771 (TDY) cuatro días antes de la reunión.

1. CALL TO ORDER AND ROLL CALL

2. <u>AGENDA MODIFICATIONS</u>

3. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting's agenda. Speakers are requested to limit their comments to three (3) minutes. See the above for ways to provide public comment at this meeting.

4. CONSENT AGENDA

- A. Minutes of the April 18 CRTPA Meeting
- B. CRTPA Performance Measures Update
- C. Unified Planning Work Program (UPWP) Amendment

5. CONSENT ITEMS PULLED FOR DISCUSSION

6. ROLL CALL VOTE AGENDA ITEMS

A. Fiscal Year (FY) 2023– FY 2027 Transportation Improvement Program (TIP) Amendment

The CRTPA FY 2023 – FY 2027 TIP is proposed to be amended to reflect the addition of or changes to the following projects:

- <u>SR 261 (US 319) Capital Circle (from Apalachee Parkway to Park Avenue) (Leon</u> <u>County</u>): Updated project costs to resurface roadway in FY 24. (\$6.3 million)
- <u>Miccosukee Road Over Unnamed Branch Bridge No. 550051 (Leon County</u>): Updated project costs to replace bridge in FY 24. (\$2.7 million)
- <u>SR 63/US 27 Monroe Street (from Lakeshore Drive to John Knox Rd) (Leon County</u>): Add project and programmed costs for right-of-way in FY 24. (\$325,100)
- <u>Blair Stone Rd & New Village Avenue Intersection Improvements (Leon County</u>): Add project and programmed costs for construction in FY 24. (\$433,000)
- <u>US 90 (from Pedrick Road to Jefferson County Line) (Leon County</u>): Add project and programmed costs to develop Project Development & Environment (PD&E) Study for the US 90 Multi-Use Trail in FY 24. (\$1.52 million)

7. CRTPA ACTION

The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the CRTPA.

A. Thomasville Road Multi-Use Path Design Update

The consultant preparing the Thomasville Road Multi-Use Path design plans will provide an update the CRTPA Board.

8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

A status report on FDOT activities will be provided including information related to upcoming public meeting related to the Thomasville Road Multi-Use Path.

9. EXECUTIVE DIRECTOR'S REPORT

A status report on CRTPA activities will be provided.

10. CRTPA INFORMATION

A. Future Meeting Dates

11. ITEMS FROM CRTPA BOARD MEMBERS

This portion of the agenda is provided to allow members an opportunity to discuss and request action on items and issues relevant to the CRTPA.



The minutes from the April 18, 2023, CRTPA Meeting are provided as **Attachment 1**.

RECOMMENDED ACTION

Option 1: Approve the minutes of the April 18, 2023, CRTPA Meeting.

ATTACHMENT

Attachment 1: Minutes of the April 18, 2023, CRTPA Meeting

ATTACHMENT 1



CRTPA BOARD

MEETING OF TUESDAY, APRIL 18 AT 1:30 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS 300 S. ADAMS STREET TALLAHASSEE, FL 32301

Meeting Minutes

Members Present: Commissioner Rick Minor, Chair, Leon County Commissioner Quincee Messersmith, Vice Chair, Wakulla County Commissioner Kimblin NeSmith, Gadsden County Commissioner Austin Hosford, Jefferson County Commissioner Nick Maddox, Leon County Commissioner David O'Keefe, Leon County Commissioner Laurie Cox, Leon County School Board Commissioner Jeremy Matlow, City of Tallahassee Commissioner Curtis Richardson, City of Tallahassee

Staff Present: Greg Slay, Executive Director; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Andrea Rosser, StarMetro; Bryant Paulk, FDOT; Chris Rietow, ARPC

1. CALL TO ORDER AND ROLL CALL

2. AGENDA MODIFICATIONS

3. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

4. CONSENT AGENDA

- A. Minutes of the February 28 CRTPA Meeting
- B. FY 2025 FY 2029 Transportation Alternatives Project Priority List
- C. Unified Planning Work Program (UPWP) Amendment
- D. Citizens Multimodal Advisory Committee (CMAC) Appointment

Board Action: Commissioner Richardson made a motion to approve the consent agenda. Commissioner O'Keefe seconded the motion. The motion was unanimously passed.

5. CONSENT ITEMS PULLED FOR DISCUSSION

6. CRTPA ACTION

A. Rail Presentation

Holly Cohen, Freight and Rail Planning Administrator, FDOT Rail Office, will provide an update on the FDOT Rail System Plan.

Mr. Slay introduced Holly Cohen, Freight and Rail Planning Administrator, FDOT Rail Office.

Ms. Cohen provided information on the Freight and Rail Planning Program noting that the FDOT Freight and Rail office conducts the Florida Rail System Plan every four years. She discussed the former Sunset Limited route that was an existing passenger rail service route run by Amtrak that ran parallel to the I-10 corridor. Ms. Cohen stated after that hurricane Katrina, the freight services were restored but not the passenger rail services. She stated there have been many studies at the local, state and federal levels to have a clear understanding of what the costs would be to begin the services again. Ms. Cohen noted Amtrak determined it was not viable to restore the service; however, the FDOT continues to have conversations with partners on passenger rail.

Ms. Cohen provided information on the Florida Rail System Plan Update noting that the plan was a required and articulates the passenger and freight rail vision for the state. She stated the rail service and investment program was a long-term investment strategy that identifies rail improvements and needs. Ms. Cohen discussed rail and the effects on the economy noting there was an eighty-three billion dollar economic impact back in 2018. Ms. Cohen presented strategies that the FDOT has reviewed when evaluating existing and future corridors as well as the funding for passenger and freight services. She noted that rail funding has increased noting that the total funding for FY 22-FY 26 was sixty-six billion dollars for advance appropriations and thirty-six billion for FY 22-FY 26 of authorized funds. Mr. Slay noted that although thirty-six billion in funds was identified in the legislation from congress only 7 billion was currently authorized by congress. Ms. Cohen discussed the evaluation of the passenger rail needs noting that meetings were held across the state and the feed back was geared toward connectivity (new routes); more departures and extended hours; accessibility for all users; corridor preservation; awareness of services; safety for everyone; partnerships between FDOT, local governments, other agencies; and funding. She noted the freight rail needs included increased capacity/corridors; modal shift; maintenance needs; intermodal facilities; business; safety around railroad tracks; coordination/relationships; FDOT's role within the state. Commissioner Minor asked a question on the requirements for joining the Southern Rail Commission (SRC). Ms. Cohen stated there would be a financial commitment and the information could be provided to the board at a later date but noted these requirements are still being established by FDOT.

Board Action: Commissioner Matlow made a motion to request additional information on joining the Southern Rail Commission (SRC) for the State of Florida. Commissioner Williams-Cox seconded the motion. The motion was unanimously passed.

Board Action: Commissioner Richardson made a motion to also request a copy of the grant application submitted by City of Pensacola to review parameters to decide if within the next application cycle this is something that the Tallahassee area may wish to pursue. Commissioner Cox seconded the motion. The motion was unanimously passed.

Chris Rietow, ARPC, noted the ARPC Board discussed the rail issue back in the fall. He stated, there was a motion made to request the state join the SRC. He stated at least 15 local governments within the ARPC Region were in support of that.

Commissioner O'Keefe discussed the recent Ohio railroad derailment that spilled hazardous materials in February 2023. He asked about the current safety standards in Florida relating to freight hazardous materials. Ms. Cohen stated hazardous freight was regulated via the federal government and noted that there are inspectors trained by the federal government and the trainings are ongoing.

B. SR 267/Bloxham Cutoff Trail Feasibility Study

An update on the feasibility study being developed to provide a connection between Wakulla Springs State Park and the St. Marks Trail will be provided.

Mr. Kostrzewa introduced the SR 267 Bloxham Cutoff Trail Feasibility Study.

Mr. Phillips, Halff & Associates, provided background on the SR 267 Bloxham Cutoff Trail Feasibility Study. He stated the trail would be 4.8 miles from the Edward Ball Wakulla Springs State Park entrance on SR 267 to the St. Marks Trail and noted the purpose of the study was to evaluate reasonable alternatives to carry forward to a preferred trail route.

Mr. Phillips stated this trail connection was a listed as a need within the Capital City to the Sea Plan; Wakulla County Bicycle and Pedestrian Master Plan; and the Edward Ball Wakulla Springs State Park Unit Management Plan. The Wakulla Springs Unit Management Plan calls for part of the trail to be on the park's property and that project would cross SR 267 just west of Rosa Shingles Trailhead (on the north side of SR 267) and head west on an existing service road within the park and to the new park entrance. Mr. Phillips briefly discussed mapping data, which included speed, public lands and environmental data for the area. He noted the speed data shows the speed limit is 45 mph on both the east and west ends of the trail with the main portions of the corridor posted at 55 mph. Mr. Phillips noted the annual daily traffic was approximately two thousand cars and stated that the Edward Ball Wakulla Springs Park and the Wakulla State Forest are along both sides of the corridor. He briefly discussed the FEMA Floodplain and stated most of the corridor would have no effect

<u>Alternative 1 North Side</u>- trail corridor is completely on the north side of SR 267, then crossing SR 267 (just west of Rosa Shingles Trailhead), to the south and enter the Edward Ball Wakulla Springs State Park utilizing a service road to the park entrance. He stated there were 11 driveway connections, one business entrance; provides a connection to Rosa Shingles Trailhead/Wakulla WMA; five roadway crossings (SR 267, Page Oliver Road, Summerwood Drive; Sharonwood Drive, Sam Smith Circle); right-of-way owned by FDOT and Wakulla Springs State Park; impacts to trees would be minimal and there would be limited shade along the corridor.

information on the alternatives and discussed four alternatives:

<u>Alternative 2 South Side</u>- trail corridor completely on the south side of SR 267. Mr. Phillips stated there were 23 driveway connections, one business entrance; does not provide a connection to Rosa Shingles Trailhead/Wakulla WMA; would have four roadway crossings (Shadeville Road, Rock Road, Canopy Lane, Old Nails Road); right-of-way owned by FDOT and Wakulla Springs State Park; corridor would follow overhead utilities. This alternative would provide shade in the afternoon.

<u>Alternative 3 North Side (Off System)</u>- this alternative has 11 driveway connections, one business entrance; provides connection to Rosa Shingles Trailhead/Wakulla WMA; would have five roadway crossings (SR 267, Page Oliver Road, Summerwood Drive; Sharonwood Drive, Sam Smith Circle); right-of-way owned by FDOT and Wakulla Springs State Park and Florida Department of Agriculture and Consumer Services (FDACS). Mr. Philips noted this alternative was not supported by FDACS and no longer considered as an option.

<u>Alternative 4 South Side (Off System)</u>- this alternative has the trail corridor on the south side of SR 267 with an off-system portion that would be on the Wakulla Springs Stat Park property. Mr. Phillips stated there were 11 driveway connections, one business entrance; no connection to Rosa Shingles Trailhead/Wakulla WMA; has two roadway crossings (Shadeville Road, Rock Road); right-of-way owned by FDOT and Wakulla Springs State Park. This alternative was not supported by Wakulla Springs State Park and no longer considered as an option.

Mr. Phillips briefly discussed the stakeholder meetings that were held noting meetings conducted with FDACS, Wakulla Springs State Park, Friends of Wakulla Springs, FDOT, District 3 and Utility Agency Owners. The stakeholders at the meetings had the opportunity to provide comments on the alternatives. Mr. Phillips stated the next steps will be to finalize the existing conditions report and hold a public meeting in June to present the options to the public and get public comments on the alternatives.

Board Action: This item was informational; therefore, no action was taken.

C. CRTPA Project Priority List (PPL) Discussion

A discussion related to the upcoming annual adoption of the CRTPA's PPLs, scheduled to occur in June, will be provided.

Ms. Lex provided information on the CRTPA Project Priority Lists. She noted the Project Priority Lists will be presented for the Board's reviewed for approval in June. Ms. Lex stated the priorities were developed from the CRTPA's Regional Mobility Plan/LRTP. She presented the draft project priority lists including Roadways, Bike-Pedestrian, Regional Trails, and ITS Project Priorities. Ms. Lex noted that after Board adoption in June staff will meet with FDOT to coordinate the programming of funding in the State Work Program and, ultimately, the CRTPA Transportation Improvement Program.

7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

A status report on FDOT activities will be provided including information related to a US 90 resurfacing project.

Mr. Paulk discussed Capital Circle from Springhill Road to Crawfordville Road and stated that this segment was not on the SIS. He noted FDOT District Three has been working for many years to have that segment included in the SIS and that FDOT has struggled with securing funding for that segment. He stated FDOT was seeking that this segment be included in the Governor's "Moving Florida Forward Plan".

8. EXECUTIVE DIRECTOR'S REPORT

A status report on CRTPA activities will be provided.

Mr. Slay discussed the Governor's Moving Florida Forward program. He stated the original proposal was for seven billion dollars in funds, but the legislature reduced that amount down to two billion dollars which significantly reducing the number of projects funded. Specifically, the original proposal included 20 projects around the state but the latest proposal by legislature removes 18 projects which includes Capital Circle (Springhill Road to Crawfordville Road).

Mr. Slay also updated the board on the Thomasville Road Multi-Use Trail Project and stated that a presentation for the design at 60% plans would be provided to the Board at the May 22 meeting.

9. CRTPA INFORMATION

- A. Future Meeting Dates
- B. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)

C. Correspondence

10. ITEMS FROM CRTPA BOARD MEMBERS

This portion of the agenda is provided to allow members an opportunity to discuss and request action on items and issues relevant to the CRTPA.

Commissioner Richardson discussed the need for an orientation for the new members that are currently on the CRTPA Board. He stated he felt it would be helpful to the newer members.

Mr. Slay also recommended the newer members attend the MPOAC Institute and that the institute was recently restarted. He noted that two members are scheduled for such training this year.

Mr. Rietow suggested the Board receive a presentation on the Florida Department of Environmental Protection Trail Town initiative. He noted that four new towns were added to the list of Trail Towns and that the City of Tallahassee just received the designation of Trail Town. Tallahassee was the first large city to receive the designation.

Meeting was adjourned at 3:09 p.m.

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

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:

<u>Bridge</u>

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

<u>Pavement</u>

- 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:

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

PM3: System Performance

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

Within 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

PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

<u>The second Federal Highway Administration (FHWA) performance management rule</u> 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.

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

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

POOR CONDITION

Suggests major investment is needed.

TIMELINE



* 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 <i>GOOD</i> condition	50.0%	50.0%
% of NHS bridges (by deck area) in <i>POOR</i> condition	10.0%	10.0%
Pavement		
% of Interstate pavements in GOOD condition	60.0%	60.0%
% of Interstate pavements in <i>POOR</i> condition	5.0%	5.0%
% of non-Interstate NHS pavements in <i>GOOD</i> condition	40.0%	40.0%
% of non-Interstate NHS pavements in <i>POOR</i> 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

PM3: System Performance



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

<u>The third Federal Highway Administration (FHWA) performance management rule</u> 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 (80 th percentile) to a normal travel time (50 th percentile). Vehicle occupancy	
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Non-Interstate NHS reliability	Is factored in to determine the person-miles traveled segments considered reliable, and this is converted percent of total miles.	
Truck travel time reliability index (Interstate)	Truck reliability	Compares longer travel times (95 th 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



* 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

INTERSTATE RELIABIL	ITY
----------------------------	-----

Percent of person-miles traveled on the Interstate that are reliable

WORSE	BETTER
2017	82.2%
2018	83.5%
2019	83.4%
2020	92.3%
2021	87.5%

NON-INTERSTATE NHS RELIABILITY

Percent of person-miles traveled on the non-Interstate NHS that are reliable

Truck travel time reliability index

TRUCK RELIABILITY

(Interstate)

0.047	
2017	84.0%
2018	86.3%
2019	87.0%
2020	93.5%
2021	92.9%
BETTER	WORSE
2017	1.43
2018	1.42
2019	1.45
2020	1.34

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.

	2023	2025
PERFORMANCE MEASURE	TARGET	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:

1.38

- » 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

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

ASSET MANAGEMENT Public Transit



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

<u>The Federal Transit Administration (FTA) Transit Asset Management rule</u> 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	TIER II
Operates rail	Subrecipient of 5311 funds
OR	OR
≥ 101 vehicles across all	American Indian Tribe
fixed route modes	OR
OR	≤ 100 vehicles across all fixed
≥ 101 vehicles in one	route modes
non-fixed route mode	OR
	≤ 100 vehicles in one non-fixed route mode

Required Elements of Provider TAM Plans

 Inventory of Capital Assets Condition Assessment Decision Support Tools Investment Prioritization 	TIERS I AND II
 TAM and SGR Policy Implementation Strategy List of Key Annual Activities Identification of Resources Evaluation Plan 	TIER I ONLY

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

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

ATTACHMENT 5

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





555 Appleyard Drive Tallahassee, FL 32304 (Page left blank)

Revision History

Agency Name

StarMetro

Angela Baldwin, Chief Transit Officer

Initial StarMetro Adoption Date

Original Effective Date

Accountable Executive

April 18, 2018

October 1, 2018

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

Document reviewed and approved by Accountable Executive

Chief Transit Officer

Angela Baldwin

Signature

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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.

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Executive Summary

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

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

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

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

About StarMetro

History

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

What we do

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

Transit Asset Management Plan (TAMP) Policy:

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

Agency Overview:

StarMetro, the transit system for the City of Tallahassee, operates 15 weekday cross-town routes, as well as 7 FSU Seminole Express weekday routes and the Night Nole for Florida State University (FSU), 12 Saturday routes and 4 night and Sunday routes. Transit services are provided 363 days a year with approximately 3.5 million boarding's annually. StarMetro also provides demand response (Dial-A-Ride) in compliance with the American's with Disabilities Act (ADA) to disabled persons and the elderly (60+) within 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 shall be the Chief 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) <u>Asset Inventory Portfolio</u>: An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment.
- (2) <u>Asset Condition Assessment</u>: A condition assessment of those inventoried assets for which the Agency has direct ownership and capital responsibility.
- (3) <u>Decision Support Tools & Management Approach</u>: A description of the analytical processes and decisionsupport tools that the Agency uses to estimate capital investment needs over time, and develop its investment prioritization.
- (4) <u>Investment Prioritization</u>: The Agency's project-based prioritization of investments, developed in accordance with §625.33.

Definitions:

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

<u>Asset Category:</u> 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.

<u>Asset Class</u>: 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.

<u>Asset Inventory</u>: Means a register of capital assets, and information about those assets.

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

<u>Decision Support Tool:</u> 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.

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

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

<u>Exclusive-Use Maintenance Facility:</u> 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.

<u>Full Level of Performance</u>. 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.

<u>Implementation Strategy:</u> 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.

<u>Investment Prioritization</u>: 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.

<u>Key Asset Management Activities</u>: 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.

<u>Performance Measure</u>: 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).

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

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

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

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

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

<u>Service Vehicle:</u> 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.

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

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

<u>TERM Scale:</u> 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.

<u>*Tier I Provider:*</u> 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.

<u>Tier II Provider:</u> 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. <u>Transit Asset Management (TAM)</u>: 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.

<u>Transit Asset Management (TAM) Plan:</u> 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.

<u>Transit Asset Management (TAM) Policy</u>: 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.

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

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

<u>Transit Provider (provider)</u>: 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.

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

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

State of Good Repair (SGR) Standards Policy:

StarMetro's SGR policy is as follows:

A capital asset is in a state of 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) <u>The assets life-cycle investment needs have been met or recovered</u>, 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:
		Default ULB
Vehic	le Туре	(in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	4
BU	Bus	4
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
ТВ	Trolleybus	13
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58

Table 1: NTD Abbreviation and ULB Chart

Condition Assessment:

The physical condition of an asset is rated as an SGR performance measure because it is a direct reflection of its ability to perform its intended function. As part of the 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 <u>age</u> that exceeds FTA standards for that asset class
- Equipment percent within a particular asset class that have an <u>age</u> that exceeds FTA standards or manufacturers standards for that asset class or a <u>condition</u> rating below 3.0 on that rating scale.
- **Facilities** percent within a particular asset class with a <u>condition</u> rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale.

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		_	1			
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%

Table 2: Performance Measures & Targets

Facilities	-					
	Administration & Maintenance Facility	0%	0%	0%	0%	0%
Condition	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
10010 01	,	

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

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%

Table 4: Asset condition assessment

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

SECTION 4: 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.

Table 5: Decision Support Tools & Management Approach

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 flo	eet. 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/assetmanagement/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/regulationsand-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

					Q			Feder			
Accet	Accet	Accet			t		Title	al	A e e	Vahiala	Devile comont
Asset	Asset	Asset	Maka	Madal	У	ID /Corrich No.	litte	Intere	Acq.	Venicie	Replacement
Category	Class	Name	ічаке	Iviodel	•	ID/Serial No.	Holder	st	Year	IVIIIes	Cost/value
Revenue				G27B102		15GGB271691176				319,24	
Vehicles	BU2	SB0901	Gillig	N4	1	702	COT-SM	80%	2009	9	\$900,000.00
Revenue				G27B102		15GGB271891176				300,88	
Vehicles	BU2	SB0902	Gillig	N4	1	703	COT-SM	80%	2009	0	\$900,000.00
Revenue				G27B102		15GGB271X91176				365 <i>,</i> 98	
Vehicles	BU2	SB0903	Gillig	N4	1	704	COT-SM	80%	2009	8	\$900,000.00
Revenue				G27B102		15GGB271191176				330 <i>,</i> 45	
Vehicles	BU2	SB0904	Gillig	N4	1	705	COT-SM	80%	2009	2	\$900,000.00
Revenue				G27B102		15GGB271391176				519,80	
Vehicles	BU2	SB0905	Gillig	N4	1	706	COT-SM	80%	2009	3	\$900,000.00
Revenue				G27B102		15GGB271591176				500,78	
Vehicles	BU2	SB0906	Gillig	N4	1	707	COT-SM	80%	2009	7	\$900,000.00
Revenue				G27B102		15GGB271791176				522,96	
Vehicles	BU2	SB0907	Gillig	N4	1	708	COT-SM	80%	2009	8	\$900,000.00
Revenue				G27B102		15GGB271991176				532,64	
Vehicles	BU2	SB0908	Gillig	N4	1	709	COT-SM	80%	2009	2	\$900,000.00
Revenue				G27D102		15GGB2710B1180				288,41	
Vehicles	BU2	SB1101	Gillig	N4	1	198	COT-SM	80%	2011	4	\$900,000.00
Revenue				G27D102		15GGB2712B1180				292,49	
Vehicles	BU2	SB1102	Gillig	N4	1	199	COT-SM	80%	2011	6	\$900,000.00
Revenue				G27D102		15GGB2715B1180				288,52	
Vehicles	BU2	SB1103	Gillig	N4	1	200	COT-SM	80%	2011	2	\$900,000.00
Revenue				G29D102		15GGD291371077				625,25	
Vehicles	BU3	SB0703	Gillig	N4	1	243	COT-SM	80%	2007	4	\$1,000,000.00

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

Revenue				G27D102		15GGD2718B1180				340,75	
Vehicles	BU3	SB1104	Gillig	N4	1	363	COT-SM	80%	2011	5	\$1,000,000.00
Revenue				G27D102		15GGD271XB1180				468,90	
Vehicles	BU3	SB1105	Gillig	N4	1	364	COT-SM	80%	2011	8	\$1,000,000.00
Revenue				G27D102		15GGD2717C1180				391,37	
Vehicles	BU3	SB1201	Gillig	N4	1	405	COT-SM	80%	2012	1	\$1,000,000.00
Revenue				G27D102		15GGD2719C1180				430,19	
Vehicles	BU3	SB1202	Gillig	N4	1	406	COT-SM	80%	2012	7	\$1,000,000.00
Revenue				G27D102		15GGD2712D1183				357,34	
Vehicles	BU3	SB1301	Gillig	N4	1	052	COT-SM	80%	2013	6	\$1,000,000.00
Revenue				G27D102		15GGD2714D1183				348,37	
Vehicles	BU3	SB1302	Gillig	N4	1	053	COT-SM	80%	2013	1	\$1,000,000.00
Revenue				G27E102N		15GGE2719F1092				248,52	
Vehicles	BU4	SB1501	Gillig	4	1	957	COT-SM	80%	2015	3	\$900,000.00
Revenue				G27E102N		15GGE2710F1092				262,89	
Vehicles	BU4	SB1502	Gillig	4	1	958	COT-SM	80%	2015	5	\$900,000.00
Revenue				G27E102N		15GGE2712F1092				255,28	
Vehicles	BU4	SB1503	Gillig	4	1	959	COT-SM	80%	2015	3	\$900,000.00
Revenue				G31B102		15GGB3111H3190				249,63	
Vehicles	BU5	SB1701	Gillig	N4	1	668	COT-SM	80%	2017	5	\$900,000.00
Revenue				G31B102		15GGB3113H3190				225,93	
Vehicles	BU5	SB1702	Gillig	N4	1	669	COT-SM	80%	2017	1	\$900,000.00
Revenue				G31B102		15GGB311XH3190				172,89	
Vehicles	BU5	SB1703	Gillig	N4	1	670	COT-SM	80%	2017	0	\$900,000.00
Revenue				G31B102		15GGB3111H3190				210,65	
Vehicles	BU5	SB1704	Gillig	N4	1	671	COT-SM	80%	2017	3	\$900,000.00
Revenue				G31B102		15GGB3113H3190				196,08	
Vehicles	BU5	SB1705	Gillig	N4	1	672	COT-SM	80%	2017	4	\$900,000.00
Revenue				G31B102		15GGB3115H3190				264,24	
Vehicles	BU5	SB1706	Gillig	N4	1	673	COT-SM	80%	2017	7	\$900,000.00
Revenue				G31B102		15GGB3112J3192				148,35	
Vehicles	BU5	SB1801	Gillig	N4	1	905	COT-SM	80%	2018	9	\$900,000.00
Revenue				G31B102		15GGB3114J3192				172,50	
Vehicles	BU5	SB1802	Gillig	N4	1	906	COT-SM	80%	2018	7	\$900,000.00

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

Revenue						7JZTG11J4KS0000				46,490	
Vehicles	BU6	SB1913	Proterra	XR Plus	1	53	COT-SM	80%	2019		\$900,000.00
Revenue						7JZTG11J4KS0000				40,179	
Vehicles	BU6	SB1914	Proterra	XR Plus	1	54	COT-SM	80%	2019		\$900,000.00
Revenue						7JZTG11J4KS0000				41,957	
Vehicles	BU6	SB1915	Proterra	XR Plus	1	55	COT-SM	80%	2019		\$900,000.00
Revenue						1FDFE4FS6GDC26				159,24	
Vehicles	CU2	SB1632	Turtletop	Oddessy	1	182	COT-SM	80%	2016	1	\$150,000.00
Revenue						1FDFE4FSXGDC26				180,39	
Vehicles	CU2	SB1634	Turtletop	Oddessy	1	184	COT-SM	80%	2016	1	\$150,000.00
Revenue						1FDFE4FS1GDC26				161,97	
Vehicles	CU2	SB1635	Turtletop	Oddessy	1	185	COT-SM	80%	2016	0	\$150,000.00
Revenue						1FDFE4FS6GDC26				174,15	
Vehicles	CU2	SB1636	Turtletop	Oddessy	1	389	COT-SM	80%	2016	7	\$150,000.00
Revenue						1FDFE4FS0GDC27				137,57	
Vehicles	CU2	SB1637	Turtletop	Oddessy	1	392	COT-SM	80%	2016	2	\$150,000.00
Revenue						1FDFE4FS2GDC27				151,64	
Vehicles	CU2	SB1638	Turtletop	Oddessy	1	393	COT-SM	80%	2016	7	\$150,000.00
Revenue						1FDFE4FS4GDC28				136,31	
Vehicles	CU2	SB1639	Turtletop	Oddessy	1	335	COT-SM	80%	2016	6	\$150,000.00
Revenue						1FDFE4FS0GDC33				139,42	
Vehicles	CU2	SB1640	Turtletop	Oddessy	1	452	COT-SM	80%	2016	7	\$150,000.00
Revenue						1FDFE4FS4GDC33				154,34	
Vehicles	CU2	SB1642	Turtletop	Oddessy	1	454	COT-SM	80%	2016	9	\$150,000.00
Revenue						1FDFE4FS8GDC33				153,79	
Vehicles	CU2	SB1644	Turtletop	Oddessy	1	456	COT-SM	80%	2016	0	\$150,000.00
Revenue				Challenge		1FDFE4FS2KDC14				52,347	
Vehicles	CU2	SB1931	Champion	r	1	054	COT-SM	80%	2019		\$150,000.00
Revenue				LF		1FDFE4FS0FDA30				76,691	
Vehicles	CU3	SB1645	Champion	Transport	1	415	COT-SM	80%	2017		\$150,000.00
Revenue				LF		1FDFE4FS9FDA30				47,790	
Vehicles	CU3	SB1646	Champion	Transport	1	414	COT-SM	80%	2017		\$150,000.00
Revenue				LF		1FDFE4FS8FDA27				44,264	
Vehicles	CU3	SB1647	Champion	Transport	1	603	COT-SM	80%	2017		\$150,000.00

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Revenue				LF		1FDFE4FS7FDA30				38,600	
Vehicles	CU3	SB1648	Champion	Transport	1	413	COT-SM	80%	2017		\$150,000.00
Revenue						2C7WDGBG3FR64				41,808	
Vehicles	VN1	SB1505	Dodge	Caravan	1	2831	COT-SM	80%	2015		\$80,000.00
Revenue						2C7WDGBG3FR64				49,154	
Vehicles	VN1	SB1507	Dodge	Caravan	1	2893	COT-SM	80%	2015		\$80,000.00
Revenue		\$\$2219	Mobility	MV-1	1	57WMD1A66EM1				39,029	
Vehicles	VN1	552215	Ventures		-	00808	COT-SM	0%	2014		\$80,000.00
Revenue		552220	Mobility	MV-1	1	57WMD1A69EM1				40,849	
Vehicles	VN1	002220	Ventures		_	00818	COT-SM	0%	2014		\$80,000.00
Revenue		SS2221	Mobility	MV-1	1	57WMD2A62EM1				32,782	
Vehicles	VN1		Ventures		_	01735	COT-SM	0%	2014		\$80,000.00
Revenue		SS2222	Mobility	MV-1	1	57WMD2A65EM1				38,703	
Vehicles	VN1		Ventures			02295	COT-SM	0%	2014		\$80,000.00
Revenue		SB1932	Champion	Transit	1	1FDVU4XM8JKB25				52,778	
Vehicles	VN1			350		968	COT-SM	80%	2019		\$80,000.00
Revenue		SB1933	Champion	Transit	1	1FDVU4XMXJKB25		0.001	2010	49,622	400.000.00
Vehicles	VN1		•	350		969	COT-SIM	80%	2019		\$80,000.00
Revenue	1/1/1	SB1934	Champion	Transit	1	1FDVU4XM6JKB25		0.00/	2010	48,213	ć00.000.00
venicles	VN1			350		970	COT-SIM	80%	2019	NI/A	\$80,000.00
		Amalawand	Admin/Main	Admin/M	1	NI / A		0.00/	1077	IN/A	¢5 000 000 00
Facilities	AIVIB	Appleyard			1	N/A		80%	1977	NI/A	\$5,000,000.00
Facilities	PAF	C.K. Steele	Passenger	Terminal	1	N/A	COT-SM	80%	1984		\$5,000,000.00
Facilities	LFT	Parts Lift	Parts Lift	Parts Lift	1	N/A	COT-SM	80%	1977	IN/A	\$60,000.00
Facilities	LFT	SE0005	Stertil	Diamond 64-	1	2141-300113	COT-SM	80%	2015	N/A	\$60.000.00
				Diamond 64-	-					N/A	+00,000.00
Facilities	LFT	SE0006	Stertil	13	1	214J-300112	COT-SM	80%	2015		\$60,000.00
				Fuel						N/A	
Facilities	FFA	SE0002	Fuel Island	Island	1	N/A	COT-SM	80%	2000		\$200,000.00
Equipment	CDC	DC1	Eaton	EV-60	1	135977480	COT-SM	80%	2012	N/A	\$60,000.00
				RES-						N/A	
E an star se se st	600	DC3	Ductor	DCVC60-		5020227		000/	2010		600 000 00
Equipment	CDC	DC2	Proterra	480	1	E030327	COT-SM	80%	2019		\$60,000.00

				RES-						N/A	
		5.00		DCVC60-		5000000	007.014	0.004	2010		¢ c 2 2 2 2 2 2 2
Equipment	CDC	DC3	Proterra	480	1	E030330	COT-SM	80%	2019	NI/A	\$60,000.00
				RES-						IN/A	
Equipment	CDC	DC4	Proterra	480	1	E030339	COT-SM	80%	2019		\$60,000.00
				RES-						N/A	. ,
				DCVC60-							
Equipment	CDC	DC5	Proterra	480	1	E030321	COT-SM	80%	2019		\$60,000.00
				RES-						N/A	
Fauipment	CDC	DC6	Proterra	480	1	F030325	COT-SM	80%	2019		\$60.000.00
Fauipment	CDC	EVC003	Chargepoint	CPF25	1	191041008162	COT-SM	0%	2020	N/A	\$10,000,00
Equipment		EVC004	Chargepoint	CPF25	1	191041008166	COT-SM	0%	2020	N/A	\$10,000,00
Fauinment		EVC005	Chargenoint	CPF25	1	184241026299	COT-SM	0%	2020	N/A	\$10,000,00
Equipment		EVC006	Chargepoint	CPE25	1	160441000662	COT-SM	0%	2020	N/A	\$10,000,00
Equipment	CEC	FC1	Eaton		1	3002005001	COT-SM	80%	2020	N/A	\$350,000,00
Equipment		FC2	Broterra		1	EK401BU60		80%	2012	N/A	\$350,000.00
Equipment		TC2	Drotorro	ORCS	1			80%	2019	N/A	\$350,000.00
Equipment	LFL	FC3	Proterra	URCS	1		COT-SIVI	80%	2019	10 727	\$350,000.00
Equipmont		21009	Ford	Eccano	1			0%	2010	10,727	¢20,000,00
Equipment	INKA	21098	FOID	Езсаре	1	389 1N/471CD///C	COT-SIVI	0%	2018	4 5 2 7	\$29,000.00
Equipment		20052	Nissan	Loof	1	217170		0%	2010	4,527	\$20,000,00
Equipment	NINA	20032	11155011	Leai	-	1N/A71CP3KC-	CO1-3101	070	2019	12 044	\$29,000.00
Fauinment	NRA	20053	Nissan	Leaf	1	317318	COT-SM	0%	2019	12,044	\$29,000,00
Equipment		20033	i i i i i i i i i i i i i i i i i i i	Lear	-	1N4A71CPXKC-	001 511	0/0	2015	7,928	<i>\$23,000.00</i>
Equipment	NRA	20054	Nissan	Leaf	1	317283	COT-SM	0%	2019	,,520	\$29.000.00
						1N4AZ1CP5KC-				10.443	+/
Equipment	NRA	20055	Nissan	Leaf	1	317224	COT-SM	0%	2019	-, -	\$29,000.00
· · ·						JTDKARFU1K3084				6,836	
Equipment	NRA	22071	Toyota	Prius	1	982	COT-SM	80%	2019		\$29,000.00
						JTMLWRFV7KD51				5,955	
Equipment	NRA	22072	Toyota	RAV4 LE	1	7147	COT-SM	80%	2019		\$29,000.00

						JTMRWRFV7KJ017				5,123	
Equipment	NRA	22073	Toyota	RAV4 XLE	1	856	COT-SM	80%	2019		\$29,000.00
						1FTBF2A64GEB43				80,777	
Equipment	TRK	SS2048	Ford	F-250	1	150	COT-SM	0%	2016		\$45,000.00
						1FDXF46R38EC52				5,153	
Equipment	TRK	SS3003	Ford	F-450	1	703	COT-SM	0%	2008		\$45,000.00
						1FTER1EH9KLA39				32,895	
Equipment	TRK	22074	Ford	Ranger	1	252	COT-SM	80%	2019		\$45,000.00
						1FTEW1C57KFC32				45 <i>,</i> 639	
Equipment	TRK	22075	Ford	F-150	1	466	COT-SM	80%	2019		\$45,000.00
						1GCUYYAEF0KZ37				42,709	
Equipment	TRK	22076	Chevrolet	Silverado	1	7634	COT-SM	80%	2019		\$45,000.00
						1GCUYDED9KZ374				16,606	
Equipment	TRK	22077	Chevrolet	Silverado	1	599	COT-SM	80%	2019		\$45,000.00
						1GCUYAEF3KZ376				17,431	
Equipment	TRK	22078	Chevrolet	Silverado	1	719	COT-SM	80%	2019		\$45,000.00
						1GCUYDED2KZ368				9,603	
Equipment	TRK	22079	Chevrolet	Silverado	1	031	COT-SM	80%	2019		\$45,000.00
						1GCUYAEF2KZ376				55 <i>,</i> 562	
Equipment	TRK	22080	Chevrolet	Silverado	1	677	COT-SM	80%	2019		\$45,000.00
						1FTRF3D69KEE671				23,560	
Equipment	TRK	22081	Ford	F-350	1	40	COT-SM	80%	2019		\$45,000.00
						1FTYR44U48PA04				123,23	
Equipment	TRK	31001	FORD	RANGER	1	861	COT-SM	0%	2008	6	\$45,000.00
				Transit		1FMZK1CM4HKA7				18,846	
Equipment	VAN	21093	Ford	150	1	3339	COT-SM	0%	2017		\$29,000.00
		Training	GILLIG	G29B102		15GGB291051074				598,73	
Equipment	TNG	Bus		N4	1	869	COT-SM	80%	2005	7	\$0.00
			HYUNDAI	33D-9		HHKHHN14HJ000					
Equipment	MEQ	SE0019			1	0659	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

				ST1085							
Equipment	MEQ	SE0036	Stertil	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
				GSP9600H							
Equipment	MEQ	SE0023	Hunter	D	1	HCC3189	COT-SM	80%	2018	N/A	\$20,000.00
			Fall	Fall							
Equipment	MEQ	SE0027	Protection	Protection	1	Fall Protection	COT-SM	80%	2019	N/A	\$5,000.00
				34788NI-							
Equipment	MEQ	SE0029	Robinaire	Н	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
			RKI								
Equipment	MEQ	SE0034	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.SShine	Polisher	1	71	COT-SM	80%	2020	N/A	\$6,000.00

Appendix B - Asset Condition

Register

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	Age (Yrs)	ULB (Yrs)	Exceed ULB Y/N	Vehicle Mileage	Useful Life (Miles)	Condition Rating	Replacement Cost/Value
Revenue Vehicles	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	Ν	545,818	500,000	6	\$1,000,000.00
Revenue Vehicles	BU3	SB1009	1	15GGD2718A1177865	12	12	Ν	494,370	500,000	6	\$1,000,000.00

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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	Ν	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	Ν	264,247	500,000	8	\$900,000.00
Revenue Vehicles	BU5	SB1801	1	15GGB3112J3192905	3	12	Ν	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	Ν	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	Ν	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	Ν	44,837	500,000	8	\$900,000.00
Revenue Vehicles	BU6	SB1903	1	7JZTG11J5KS000043	3	12	Ν	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	Ν	46,619	500,000	9	\$900,000.00
Revenue Vehicles	BU6	SB1906	1	7JZTG11J2KS000046	3	12	Ν	45,796	500,000	9	\$900,000.00
Revenue Vehicles	BU6	SB1907	1	7JZTG11J4KS000047	3	12	Ν	45,021	500,000	8	\$900,000.00

Revenue Vehicles	BU6	SB1908	1	7JZTG11J6KS000048	3	12	Ν	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	Ν	47,790	200,000	7	\$160,000.00
Revenue Vehicles	CU3	SB1647	1	1FDFE4FS8FDA27603	5	5	Ν	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	Ν	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

		Accet			Voor	Ago	Condition	Vahisla	Poplacomont		Dact
Asset Category	Asset Class	Name	Qty.	ID/Serial No.	Model	(Yrs)	Rating	Mileage	Cost/Value	ULB	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
	Non-Revenue							9,471			
Equipment	Automobile	21098	1	1FMCU0F75JUB76389	2018	4	8		\$29,000.00	8	No
	Non-Revenue							2,120			
Equipment	Automobile	20052	1	1N4AZ1CP4KC-317179	2019	3	9		\$29,000.00	8	No
	Non-Revenue							8,228			
Equipment	Automobile	20053	1	1N4AZ1CP3KC-317318	2019	3	9		\$29,000.00	8	No
	Non-Revenue							5,581			
Equipment	Automobile	20054	1	1N4AZ1CPXKC-317283	2019	3	8		\$29,000.00	8	No
	Non-Revenue							8,774			
Equipment	Automobile	20055	1	1N4AZ1CP5KC-317224	2019	3	9		\$29,000.00	8	No
	Non-Revenue							5,847			
Equipment	Automobile	22071	1	JTDKARFU1K3084982	2019	3	9		\$29,000.00	8	No
	Non-Revenue							4,558			
Equipment	Automobile	22072	1	JTMLWRFV7KD517147	2019	3	9		\$29,000.00	8	No

	Non-Revenue							5,123			
Equipment	Automobile	22073	1	JTMRWRFV7KJ017856	2019	3	9		\$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
	Maintenance								. ,		
Equipment	Equipment	SE0020	1	XJ404FW	2019	3	9	N/A	\$300,800.00	10	Yes
	Maintenance										
Equipment	Equipment	SE0004	1	Paint Booth	1998	24	5	N/A	\$300,000.00	20	No
	Maintenance						_				
Equipment	Equipment	SE0008	1	32704037-10	2008	14	7	N/A	\$45,000.00	15	No
Equipment	Fauinment	SE0017	1	GS2014A-127505	2014	Q	6	N/A	\$10,000,00	15	No
Equipment	Maintenance	320017	1	G35014A-127595	2014	0	0	IN/A	\$10,000.00	13	NO
Equipment	Equipment	SE0021	1	IOG301297K	2019	3	8	N/A	\$25.000.00	15	No
	Maintenance					-		,		_	
Equipment	Equipment	SE0022	1	IOF767069	2019	3	8	N/A	\$15,000.00	15	No
	Maintenance										
Equipment	Equipment	SE0023	1	HCC3189	2019	3	8	N/A	\$20,000.00	15	No
	Maintenance					-			4		
Equipment	Equipment	SE0027	1	Fall Protection	2020	2	10	N/A	\$5,000.00	15	No
Equipment	Fauinment	550020	1	10//0/22	2020	2	10	N/A	\$5,000,00	15	No
	Maintenance	520025	-	13440432	2020	<u> </u>	10	11/7	Ş3,000.00	10	NO
Equipment	Equipment	SE0030	1	19452732	2020	2	10	N/A	\$5,000.00	15	No

	Maintenance										
Equipment	Equipment	SE0031	1	19452832	2020	2	10	N/A	\$5,000.00	15	No
	Maintenance										
Equipment	Equipment	SE0032	1	300768	2020	2	9.5	N/A	\$100,000.00	15	No
	Maintenance										
Equipment	Equipment	SE0033	1	TVM02506	2020	2	10	N/A	\$500,000.00	15	No
	Maintenance										
Equipment	Equipment	SE0034	1	2020X3	2020	2	10	N/A	\$2,500.00	15	No
	Maintenance										
Equipment	Equipment	SE0035	1	110706	2021	1	10	N/A	\$95,000.00	15	No
	Maintenance										
Equipment	Equipment	SE0036	1	38227535-15	2020	2	10	N/A	\$45,000.00	15	No
	Maintenance										
Equipment	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

					Age	TERM Scale	Replacement
Asset Category	Asset Class	Asset Name	Qty.	ID/Serial No.	(Yrs)	Condition	Cost/Value
Facilities	ADM	Administration and Maintenance	1	N/A	45	4	\$3,500,000.00
				214J-300112 /			
Facilities	LFT	Stationary Bus Lifts (North)	1	3	6	1	\$75,000.00
				214J-300112 /			
Facilities	LFT	Stationary Bus Lifts (South)	1	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				
2022	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
2023	Travel Trainer Program	Facilities-Adm	\$1,000,000		Med
2023		Facilities-Adm	\$40,000	ΔRP	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	1			1
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

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.
7.0	Cond	Come diskthere and deterious to descent on the operation of the second and offer
7-9	Good	Some slightly worn / deteriorated components. Operationally sound and safe.
4-6	Moderate	Some moderately worn / deteriorated components. Operationally sound and safe.
		May require frequent major repairs due to severely worn / deteriorated components. May
1-3	Poor	have operational restrictions but safe to operate.
		In need of immediate repair or replacement; Item poses a safety hazard; May have critically
0	Unsafe / Inoperable	damaged components.

FTA TERM Condition Assessment Scale

Score	Rating	Description
F	Fuellest	
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
		Good condition, but no longer new, may be slightly defective or deteriorated, but is overall
4	Good	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

May 22, 2023



AGENDA ITEM 4C

CRTPA FISCAL YEAR (FY) 2023 – FY 2024 UNIFIED PLANNING WORK PROGRAM AMENDMENT

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA FY 2023 – FY 2024 Unified Planning Work Program (UPWP) to add Subtask 5.8.1, Public Engagement for the SR 267 Bloxham Cutoff Trail Feasibility Study **(Attachment 1)**. In addition, details related to the project name, scope of work, deliverables and final cost are added for the existing project 7.1, Telecommute Study, **(Attachment 2)**. These projects are programmed in the current fiscal year. Additional modifications are made to the narrative regarding the Congestion Management Plan update and programmatic updates associated with the 2020 Census **(Attachment 3)** and to add CRTPA Travel Resolution 2022-10-7D **(Attachment 3)**.

HISTORY AND ANALYSIS

The UPWP is a federally required document that describes the work activities, schedule and budget planned for the CRTPA operations, staffing, and consultant projects. The UPWP is produced the biannually and is amended as necessary to reflect changes in funding and/or work tasks.

Public engagement is an important component of the transportation planning process. The Subtask 5.8.1 provides the public engagement component for the SR267 Bloxham Cutoff Trail Feasibility Study. The budget, \$8,100, for this subtask is reallocated from the Consultant Support Subtask 5.0.

Originally staff estimated a budget of \$75,000 for the Big Bend Commuter Study project. Upon finalizing the scope, the cost was slightly higher. Therefore, \$6,000 is reallocated to Subtask 7.1 from the Consultant Support Subtask 7.0.

In addition, some minor revisions are made in Task 2 related to the MPO Program updates based upon the 2020 decennial census. Lastly, the update to the Congestion Management Plan is relocated to the current Priorities Section of the FY 2023 – FY 2024 Unified Planning Work Program as this is a current project. *(Attachment 3)* The proposed amendments and modifications do not increase either task budgets or the overall FY 2023 budget.

RECOMMENDED ACTION

Option 1: Approve the amendment to the FY 2023 – FY 2024 Unified Planning Work Program (UPWP) to add Subtask 5.8.1, Public Engagement for the SR 267 Bloxham Cutoff Trail Feasibility Study, and associated budget. Approve the final cost and associated details for the Telecommute Study, Subtask 7.1. Approve the changes to Task 2 (Census Update) the revisions to the narrative for the update to the Congestion Management Plan and the addition of the Resolution 2022-10-7D.

Option 2: Provide other direction.

ATTACHMENTS:

Attachment 1: Sub-task 8.1.1, SR 267 Bloxham Cutoff Trail Feasibility Study Public Involvement Attachment 2: Subtask 7.1, Big Bend Commuter Study Attachment 3: Modifications to Task 2 and CMP Narrative Attachment 4: Resolution 2022-10-7D

5.8.1 Public Involvement SR267 Bloxham Cutoff Trail (Supplemental Activity)

Responsible Agency: CRTPA (Consultant support will be used to complete this task.)

Purpose: Complete supplemental public engagement activity in support of SR267 Bloxham Cutoff Trail.

Required Activity	End Products	Completion Date
Prepare meeting materials.	<u>PowerPoint Presentation, Information</u> <u>Boards (location map, environmental,</u> <u>typical section, property owners), Project</u> <u>Roll Plot, handouts, and web site</u> <u>support information.</u>	<u>Project</u> <u>Begin June 2023 –</u> July <u>2023</u>
Identify property owners and homeowners associations within 250 ft of project limits.	List of property owners and homeowners associations.	<u>May 2023</u>
<u>Meeting Notice</u>	<u>Postcards mailed, meeting notice</u> <u>advertised on CRTPA website and social</u> <u>media. Wakulla County Public</u> <u>Information Officer notice to the</u> <u>Wakulla County community.</u>	<u>June 2023</u>
<u>Meeting</u>	Conduct Public Meeting	<u>June 2024</u>
Meeting and Reporting	Public Meeting. Summary report of public involvement activities and comments.	<u>July 2024</u>

Subtask 7.1: Telecommute Study

Responsible Agency: CRTPA (Consultant support will be used to complete this task.)

Purpose: Conduct an analysis assess transportation demand management with emphasis on telecommuting as a tool to reduce traffic congestion by decreasing travel demand. Report will summarize national practices, and potential cost/benefits for both employers and employees. In addition to these analyses, this study intends to provide further recommendations in terms of policy making and economic incentives for both the public and the private sectors in the four-county area

Required Activity	End Products	Completion Date
Establish a Project Working Group (PWG) to provide technical and policy guidance on the projectrelated issues. Two scheduled meetings at minimum.	PWG Meetings and Meeting Summary	<u>June 2023 through</u> <u>Dec 2023</u>
The Consultant shall compile and review relevant materials from past and ongoing telecommuting case studies. Collect, and review existing telecommuting programs policies and incentives used nationwide and internationally	Technical Memorandum #1 "Literature Research" of telecommute material, policies, and studies.	<u>Ongoing through</u> <u>Oct. 2023</u>
<u>Collect available and relevant data including recent</u> and prior studies from Federal Highway Administration (FHWA) necessary to perform a full analysis pre-and post-COVID-19 pandemic	Final Federal Report	<u>November 2023</u>
Telecommuting Assessment an analysis of existing conditions, employment and infrastructure in the four- county area including interpretation of employer in- office work requirements and traffic volume economic analysis.	<u>Technical Memorandum #2</u> <u>"Telecommuting Assessment"</u>	<u>November 2023</u>

Develop an implementation plan (short and long-term implementation of telecommuting programs develop	Droft and Singl	
 •that provide optimum technology infrastructure for long-term program for telecommuting? •incentivized to implement telecommuting? 	Technical Memorandum #3 "Recommendations and Roadmap to Implementation" which will include recommended Policies and Guidelines for the potential long torm	December 2023
 Identify the mechanisms/systems that must be established to track the cost and benefits of telecommuting? 	implementation of telecommuting in the four-county region by other private and public sectors.	

CONGESTION MANAGEMENT PLAN PROCESS AND PLAN UPDATE

The <u>CRTPA Congestion Management Plan Process (CMP</u>), approved in 2018, was developed through a coordinated and collaborative process focused on achieving regional transportation goals and objectives. Input was obtained from stakeholders, agencies and organizations from the four-county region. The update identified the development of tools and strategies aimed at reducing peak hour vehicle miles of travel and congestion and improving connectivity between employment centers and areas with concentrations of transportation disadvantaged populations. An update to the Congestion Management Process Plan (CMP) is currently underway. More information on the Plan update is provided in the following section, Priorities FY 2022/23 & FY 2023/24.

CONGESTION MANAGEMENT PLAN PROCESS PLAN UPDATE

An update to the Congestion Management Process Plan (CMP) was initiated in May 2022. This update coincided with the development of a Safe Streets for All Safety Action Plan (SS4A). Data and analysis from the CMP update also supported the identification of the SS4A High Injury Network. Additionally, the update to the CMP refines the evaluation criteria for assessing projects to ensure that investment decisions are made with a clear focus on desired outcomes. The updated CMP will build upon the identified strategies to reduce congestion/delay levels, as well as consider related safety improvements. Additionally, selected projects in the final CMP will advance the goals developed as part of the Connections 2045 RMP.

CONGESTION MANAGEMENT PLAN IMPLEMENTATION: TECHNICAL STUDIES

Following the comprehensive development of the CMP, this study will focus on identifying needed improvements that support targeted corridors and intersections. The technical studies will identify short-term improvements/ strategies and long-term improvements to reduce or mitigate recurring and nonrecurring congestion. This effort supports the continued implementation of the Congestion Management Process Plan to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion.

DATA COLLECTION

- 2.1 Coordinate collection and dissemination of GIS data with Tallahassee-Leon County GIS (TLCGIS). (Ongoing)
- 2.2 Continue to collect necessary data for Congestion Management System (CMS). (Ongoing)
- 2.3 Work with TATMS staff to develop travel-time reports from Bluetooth sensors along local roadways. (Ongoing)

DATA COLLECTION (CONT.)

- 2.4 Monitor and review traffic operation needs through collection and analysis of peak hour traffic data. (Ongoing)
- 2.5 Review, and analyze the 2020 Census of Population and Urban Area boundaries, after its release by the US Census Bureau. (Fall 2022).
- 2.6 <u>Conduct Post-Census Planning Activity and Incorporate 2020</u> <u>Census data into the MPO's essential planning documents. at a</u> <u>minimum to include:</u>
 - <u>Review and evaluate the 2020 Census of Population and revised</u> <u>Urban Area boundaries, after its release by the US Census Bureau;</u>
 - <u>Coordinate with federal, state, and local government</u> representatives to update the CRTPA's apportionment plan.
 - Review, evaluate, and refine the MPO's Urban Area boundary.
 - <u>Update the MPO's Planning Area boundary map.</u>
 - <u>Update the federal functional classification of roadways in the</u> <u>MPO's planning area. (Summer 2024)</u>
- 2.7 Employ software using a GIS platform to collect, verify, analyze, report and map information. Analytics will support safety and performance measure reporting. (Ongoing)
- 2.8 Integrate data into CRTPA Planning Programs and Plans. Utilize data to inform project evaluation and decision-making. (Ongoing)
Resolution 2022-10-7D

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY HEREBY REFERRED TO AS THE "CRTPA" ADOPTING THE CRTPA TRAVEL AND TRAINING POLICY AND APPROVING THE PER DIEM, MEALS (SUBSISTENCE) AND MILEAGE RATES CONSISTENT WITH THE FEDERAL GENERAL SERVICES ADMINISTRATION TRAVEL RATES.

WHEREAS, the CRTPA is the designated and constituted body responsible for the urban transportation planning and programming process in the Capital Region; and

WHEREAS, Florida Statute 112.061(14)(a)5 states that "any metropolitan planning organization created pursuant to s. 339.175 or any other separate legal or administrative entity created pursuant to s. 339.175 of which a metropolitan planning organization is a member" may establish per diem, meals (subsistence) and mileage rates by enactment of a resolution; and

WHEREAS, the CRTPA is required to attend meetings and training opportunities outside of its jurisdiction, and

WHEREAS, the CRTPA has conducted travel and training in accordance the City of Tallahassee Travel and Training Policy 602; and

WHEREAS, the CRTPA has established a Travel and Training Policy in accordance the CRTPA Staff Services Agreement with the City of Tallahassee; and

WHEREAS, the CRTPA wishes to be reimbursed for travel according to rates consistent with the City of Tallahassee and the Federal General Services Administration standards.

NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

- 1. The CRTPA has the right to establish per diem, meals (subsistence) and mileage rates beyond the State of Florida rates, and
- 2. The CRTPA establishes that the staff and elected officials will be compensated for per diem, meals (subsistence) and mileage costs consistent with Federal General Services Administration rates and the CRTPA Travel and Training Policy.

DONE, ORDERED, AND ADOPTED THIS 18th DAY OF OCTOBER 2022

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

ATTEST: Slav. Executive Director

May 22, 2023



Agenda Item 6A

FISCAL YEAR (FY) 2023 – FY 2027 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

TYPE OF ITEM: Roll Call

STATEMENT OF ISSUE

The purpose of this item is to adopt Resolution No. 2023-5-6A **(Attachment 1)** amending the CRTPA FY 2023 - FY 2027 TIP to reflect the addition of, or changes to, the following projects:

- <u>SR 261 (US 319) Capital Circle (from Apalachee Parkway to Park Avenue) (Leon County)</u>: Updated project costs to resurface roadway in FY 24. (\$6.3 million). *(Attachment 2)*
- <u>Miccosukee Road Over Unnamed Branch Bridge No. 550051 (Leon County</u>): Updated project costs to replace bridge in FY 24 (\$2.7 million) (*Attachment 3*)
- <u>SR 63/US 27 Monroe Street (from Lakeshore Drive to John Knox Rd) (Leon County</u>): Add project and programmed costs for right-of-way in FY 24. (\$325,100) (*Attachment 4*)
- <u>Blair Stone Rd & New Village Avenue Intersection Improvements (Leon County</u>): Add project and programmed costs for construction in FY 24 (\$433,000). *(Attachment 5)*
- <u>US 90 (from Pedrick Road to Jefferson County Line) (Leon County</u>): Add project and programmed costs to develop Project Development & Environment (PD&E) Study for the US 90 Multi-Use Trail in FY 24. (\$1.52 million) *(Attachment 6)*

CRTPA COMMITTEE MEETINGS

The request to amend the TIP was received after the regularly scheduled Committee Meetings. At the June 6, 2023 meetings, the TIP amendment will be presented as an informational item to the Technical Advisory Committee and the Citizens Multi-Modal Committee.

HISTORY AND ANALYSIS

Adopted annually, the CRTPA's TIP reflects those projects in the region that have received state and federal funding in the FDOT Work Program. After adoption, changes to a project can require an amendment to the CRTPA's TIP.

HISTORY AND ANALYSIS (CONT.)

The Florida Department of Transportation (FDOT) requested the CRTPA amend the FY 2023 – FY 2027 TIP to include the increased funding for two programmed projects, Capital Circle SW Resurfacing, and the replacement of the Miccosukee Road Bridge. Additionally, FDOT requested the FY 2023 – FY 2027 TIP be amended to add three projects funded in FY 2024. The three projects are the Monroe Street Sidewalk, the Blair Stone Rd and New Village Avenue Intersection Improvement, and the US 90 PD&E Study for the Multi-Use Trail.

The TIP Amendment is time sensitive as FDOT is seeking authorization from Federal Highway Administration (FHWA) for these projects. For the purpose of authorizing federal funds, the FHWA recognizes the CRTPA's FY 2023 – FY 2027 TIP through September 30th, consistent with the federal fiscal year. The CRTPA's FY 2023 – FY 2027 TIP is amended to reflect these projects and increased funding to ensure consistency between the two documents. The CRTPA FY 2024 - F 2028 TIP will be presented for adoption at the June 19, 2023 CRTPA Meeting.

RECOMMENDED ACTION

- Option 1: Adopt Resolution No. 2023-05-6A **(Attachment 1)** amending the FY 2023 FY 2027 Transportation Improvement Program to reflect the addition of, or changes to, the following projects:
 - <u>SR 261 (US 319) Capital Circle (from Apalachee Parkway to Park Avenue) (Leon County)</u>: Updated project costs to resurface roadway in FY 24. (\$6.3 million). *(Attachment 2)*
 - <u>Miccosukee Road Over Unnamed Branch Bridge No. 550051 (Leon County</u>): Updated project costs to replace bridge in FY 24 (\$2.7 million) *(Attachment 3)*
 - <u>SR 63/US 27 Monroe Street (from Lakeshore Drive to John Knox Rd) (Leon County</u>): Add project and programmed costs for right-of-way in FY 24. (\$325,100) (*Attachment 4*)
 - <u>Blair Stone Rd & New Village Avenue Intersection Improvements (Leon County</u>): Add project and programmed costs for construction in FY 24 (\$433,000). *(Attachment 5)*

• <u>US 90 (from Pedrick Road to Jefferson County Line) (Leon County</u>): Add project and programmed costs to develop Project Development & Environment (PD&E) Study for the US 90 Multi-Use Trail in FY 24. (\$1.52 million) *(Attachment 6)*

CRTPA RESOLUTION 2023-05-6A

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) BOARD ENDORSING THE AMENDMENTS TO THE FY 2023 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM

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 Transportation Improvement Program (TIP) shall be endorsed annually by the CRTPA and submitted to the Governor of the State of Florida, to the Federal Transit Administration, and to the Federal Highway Administration, through the State of Florida;

Whereas, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program and;

Whereas, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the CRTPA's TIP.

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

The CRTPA amends the FY 2023 – FY 2027 Transportation Improvement Programs to reflect:

- <u>SR 261 (US 319) Capital Circle (from Apalachee Parkway to Park Avenue) (Leon County)</u>: Updated project costs to resurface roadway in FY 24 (\$6.3 million).
- Miccosukee Road Over Unnamed Branch Bridge No. 550051 (Leon County): Updated project costs to replace bridge in FY24. (\$2.7 million)
- <u>SR 63/US 27 Monroe Street (from Lakeshore Drive to John Knox Rd) (Leon County</u>): Add project and programmed costs for right-of-way in FY24. (\$325,100)
- <u>Blair Stone Rd & New Village Avenue Intersection Improvements (Leon County</u>): Add project and programmed costs for construction in FY24 (\$433,000).
- <u>US 90 (from Pedrick Road to Jefferson County Line) (Leon County</u>): Add project and programmed costs to develop Project Development & Environment (PD&E) Study for the US 90 Multi-Use Trail in FY24. (\$1.52 million)

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

Capital Region Transportation Planning Agency

By:_

Rick Minor, Chair

Attest:

ATTACHMENT 2

CAPITAL CIRCLE NE (SR 261/US 319) FROM APALACHEE PKWY (SR 20/US 27) TO PARK AVE 4287392 Non-SIS



 Project Description: RESURFACING

 Lead Agency: MANAGED BY FDOT
 From: APALACHEE PKWY (SR 20/US 27)

 County: LEON
 To: PARK AVE

 Length: 1.077
 Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION

2024 Phase Fund Code 2025 2026 2027 2028 Total RRU DS 65,000 0 0 0 0 65,000 CST 0 0 0 5,437,178 ACNR 5,437,178 0 0 0 0 CST DDR 652,461 0 652,461 65,246 CST DIH 65,246 0 0 0 0 CST LF 115,239 0 0 0 0 115,239 6,335,124 6,335,124

This project was amended at the May 22, 2023 CRTPA Meeting to reflect updated project costs.

Prior Year Cost: 565,266 Future Year Cost: 0 Total Project Cost: 6,900,390 LRTP: 2045 RMP Page 5-8 - Table 5-4

ATTACHMENT 3

MICCOSUKEE ROAD OVER UNNAMED BRANCH BRIDGE NO. 550051 4429442 Non-SIS



Project Description: BRIDGE REPLACEMENTLead Agency: LEON COUNTY BOCCFrom:County: LEONTo:Length: 0.076Phase Group: CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	ACBR	2,029,664	0	0	0	0	2,029,664
CST	LF	673,222	0	0	0	0	673,222
		2,702,886					2,702,886

This project was amended at the May 22, 2023 CRTPA Meeting to reflect updated project costs.

Prior Year Cost: 987,467 Future Year Cost: 0 Total Project Cost: 3,690,353 LRTP: 2045 RMP Page 5-8 - Table 5-4

SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD 4450531 Non-SIS



 Project Description: SIDEWALK

 Lead Agency: MANAGED BY FDOT

 From: LAKESHORE DRIVE

 County: LEON

 To: JOHN KNOX RD

 Length: 0.896

 Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	SU	325,100	0	0	0	0	325,100
CST	CARU	0		0	0	0	
CST	SU	0		0	0	0	
		325,100					325,100

This project was amended into the FY 23- FY 27 TIP at the May 22, 2023 CRTPA Meeting to reflect project and programmed costs for Right-of-Way in FY 24.

CRTPA BIKE-PED PROJECT PRIORITY NO. 2 (ADOPTED MAY 17, 2022)

Prior Year Cost: 671,053 Future Year Cost: 0 Total Project Cost: 5,566,423 LRTP: 2045 Table 5-9 - Page 5-11

BLAIR STONE RD & NEW VILLAGE AVE INTERSECTION IMPROVEMENTS 4476361 Non-SIS



Project Description: INTERSECTION IMPROVEMENTLead Agency: MANAGED BY CITY OF TALLAHASSEEFrom:County: LEONTo:Length: 0.116Phase Group: CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	ACSS	433,000	0	0	0	0	433,000
		433,000					433,000

This project was amended into the FY 23- FY 27 TIP at the May 22, 2023 CRTPA Meeting to reflect project and programmed costs for Constuction in FY 24.

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 433,000 LRTP: Safety: 2045 RMP Page 5-8 - Table 5-4

ATTACHMENT 6

SR 10 (US 90) FROM PEDRICK ROAD TO JEFFERSON COUNTY LINE <u>4510441</u> Non-SIS



Project Description: BIKE PATH/TRAILLead Agency: MANAGED BY FDOTFrom: PEDRICK ROADCounty: LEONTo: JEFFERSON COUNTY LINELength: 13.005Phase Group: P D & E

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PDE	CARU	1,400,000	0	0	0	0	1,400,000
PDE	DIH	120,000	0	0	0	0	120,000
		1,520,000					1,520,000

This project was amended into the FY 23- FY 27 TIP at the May 22, 2023 CRTPA Meeting to reflect project and programmed costs for Project Development and Environment Study in FY 24.

CRTPA REGIONAL TRAILS PROJECT PRIORITY NO. 1 (ADOPTED MAY 17, 2022)

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 1,520,000 LRTP: 2045 Table 5-9 - Page 5-11

May 22, 2023



Agenda Item 7 A

THOMASVILLE ROAD MULTI-USE PATH DESIGN UPDATE

TYPE OF ITEM: Presentation

STATEMENT OF ISSUE

The Thomasville Road Multi-Use Path Feasibility Study was completed in January 2022. The design phase funding was approved by the CRTPA Board in March 2022 and was initiated in April 2022. Since then, the design consultant, Mott MacDonald, has completed the Phase 2 Design Plan (also known as 60% plans) for the project and a public information meeting is scheduled for June 27.

BACKGROUND

After approval of the <u>Feasibility Study</u> by the CRTPA Board, design began in April 2022. Since that time the design of the project has included the corridor survey, Phase 1 Design Plan (30% plans) and Phase 2 Design Plan (60% plans). The Phase 1 Design Plan submitted (to FDOT) in December of 2022 with the Phase 2 Design Plan submitted in April 2023. Phase 3 plans (90% plans) are scheduled to be submitted later this summer.

Phase 2 Design Plan (60% Plan)

CRTPA staff has taken the plan document and divided into sections, including:

<u>Typical Section</u> – Provides a generalized cross section of Thomasville Road right of way including the improvements. As noted on the typical section, the path varies in width from 8' to 12' due to limited right of way and to protect trees.

<u>Selective Clearing and Grubbing</u> – This gives guidance regarding the clearing of the site for construction and includes a "Plant Protection Area" for special attention.

Detailed <u>Roadway Plan</u> – Shows the details of the engineering for the project.

CRTPA also requested the Roadway Plan to show the improvements with color and without the engineering annotations. This <u>Enhanced Roadway Plan</u> shows the shared use path and concrete improvements along the corridor as well as the grassed areas and the exiting trees. Those access points that are asphalt improvements are shown on the detailed Roadway Plan.

<u>Signing and Marking</u> – Provides details on sign locations and the type of sign being placed at those locations. Between Hidden Oaks and Rabbit Hill Road (PDF page 9) there are directional signs for the path to negotiate users around the tree at that location.

Phase 1 Design Plan and Phase 2 Design Plan Review

CRTPA staff met with the Design contractor (Mott MacDonald) at the Phase 1 Design Plan and Phase 2 Design Plan levels to discuss and provide comments on the plans relating to the Feasibility Study to ensure comments, questions and concerns were fully addressed. These Design Recommendations (generalized) were outlined in the Feasibility Study beginning on PDF page 82. Additionally, other specific questions are addressed from the Feasibility Study comments after the Design Recommendations.

Feasibility Study Design Recommendations and Responses

Recommendation: Meandering Path

A meandering design will allow the multi-use path to weave in and out of obstructions, such as large trees, and can aid bicyclists in slowing down when approaching intersections or driveways, while also improving the overall aesthetic and experience for path users. A meandering design along Thomasville Road would be beneficial as it addresses large oak trees, topography, and grade changes, and will add to the overall aesthetic of the corridor. Meandering should be incorporated in specific areas where right-of way permits.

Response:

<u>**Phase 1 Design Plan**</u> Given the limited right of way, the path generally follows the same location as the existing sidewalk (east side) and asphalt path on the west side of Thomasville Road, North of Woodgate Way. Information regarding trees is discussed later under the "Constrained Areas" section.

Phase 2 Design Plan Reflected in Phase 1 Design Plan.

Recommendation: Crossing Treatments and Signage

Evaluation of every driveway and road crossing along the corridor will be completed in the Design phase. However, some treatments that are recommended for these driveways include the following:

- Crosswalk markings that are highly visible and/or decorative to match the aesthetic of the Thomasville Road corridor.
- Stop bars and MUTCD appropriate signage at all driveway crossings, including private, to stop motorists before crossing the path.
- MUTCD appropriate signage on the path to stop path users before proceeding into the crosswalk, including yield signage detailing trail user etiquette, and trail speed limit signs. This would be addressed following construction to identify areas of high conflict.

As noted in the existing conditions section of the Feasibility Study, there are numerous driveways along both sides of the corridor. In order to address this and maintain safety for both path users and motorists, it is important that crosswalk treatments are targeted and innovative. Crossing treatments

may vary by driveway type but should remain generally consistent in the type of markings and signage provided.

Response:

Phase 1 Design Plan Not a component of the Phase 1 Design Plan.

<u>Phase 2 Design Plan</u> The cross treatments have been included. Notable changes include closing the middle entrance to Circle K (for safety) and asphalt reconstruction at Post Road, Wilmon Court, Greenbrier Lane, Armistead Road, Winthrop Way, Peacefield Place, Woodgate Way, Carriage Road, Myrtle View Drive, Leewood Drive, the entrance to the School of Arts and Sciences, Oven Park Drive (north of Fire Station #9), and Piedmont Drive. The <u>Signing and Marking Plan</u> for the project meets all MUTCD safety standards.

Recommendation: Sight Distance

Throughout public engagement, several members of the public voiced concerns about sight distance when exiting their neighborhoods onto Thomasville Road. Most sight distance concerns along the corridor are related to overgrown foliage, landscaping, and topography that block motorists' views of oncoming traffic. The wider path and improving sight distance of the motorists will benefit path users while improving motorist's sight distance as well. Horizontal and vertical clearance along the path should also be maintained for the safety and comfort of path users and will also ensure adequate sight distance in certain situations. Sight distance analysis along the corridor is recommended to determine appropriate crossing treatments that benefit motorists and trail users.

Response:

Phase 1 Design Plan Sight distances met current standards.

<u>Phase 1 Design Plan Comment (CRTPA Staff)</u> Access to Brockton Way will remain the same as it is now? Can the sidewalk on the east side be moved closer to the road since the bike lane is being removed to help provide better sight distance?

Mott MacDonald Response: The sidewalk (shown on page 14 in the <u>Enhanced Roadway Plan</u>) will be moved in slightly with the current design, but the FDOT standard driveways dictate the offset of the sidewalk to meet ADA standards.

At the CRTPA's request Mott MacDonald has provided all <u>sight triangles</u> from stop bars for the Phase II Plan.

<u>Phase 2 Design Plan</u> The sidewalk on Thomasville Road fronting Brockton Way was moved to provide better sight distance.

Recommendation: Wide Buffers

Buffers of at least 4 feet are recommended between the inner edge of the multi-use path and the back of curb for the Thomasville Road corridor. According to the Florida Department of Transportation Design Manual, a minimum acceptable buffer for a multi-use path on a 45 mile-per-hour or higher road is 4 feet from the back of curb (FDOT Design Manual, 2021). Where feasible, buffers should exceed this 4-foot minimum separation from the travel lanes to accommodate the safety and comfort of path users.

Response:

Phase 1 Design Plan The width of the buffer was not noted in the Phase 1 Design Plan.

Phase 1 Design Plan Comments (CRTPA Staff) Regarding the sidewalk on the west side of Thomasville Road. The CRTPA is interested in creating a buffer between the back of curb and the sidewalk with the available right of way, both from the removal of the bike lane and the existing right of way. The existing asphalt path is terrible but is a good distance away from the edge of the road. Is there a reason that can't be used as the location of the sidewalk? Is it because of utility relocation? Grade and slope? Gas Main? With other projects that the CRTPA has been involved with, through public engagement, people do not like walking on the edge of the road and Thomasville Road traffic isn't exactly moving slow. How can more space be provided between the back of the curb and the sidewalk? Is it possible to incorporate a sidewalk from Waverly Road south to Gardenia Drive?

Mott MacDonald Response: The sidewalk was placed directly behind the curb to minimize the impacts that you outlined above. If we add a buffer, utility poles will need to be relocated, additional trees will be impacted, and gravity walls with handrails will be required in several locations. We agree adding the buffer would be a safer alternative for pedestrians, and we will evaluate adding a buffer before the next submittal.

Can the path in front of McCord Park add at least a five foot back of curb buffer and maintain the 10' path, or are the slopes to McCord Park too steep to accomplish this? Or are the trees the issue?

Mott MacDonald Response: The buffer space was reduced to 2' (<u>Enhanced Roadway Plan</u> PDF page 5 and 6) in this area for the trees to remain. We will review this area with the District Landscape Architect to evaluate additional alternatives.

Phase 2 Design Plan The back of curb distance varies along the corridor with the minimum being 2' with the majority being 4.5' (shown in <u>Typical Section</u> on PDF page 1). In front of McCord Park the back of curb distance is 2' to protect the trees lining the path. The sidewalk on the west side of the corridor Waverly Road to approximately 200' south of Savannah Trace has a buffer of 2' from the back of curb. <u>Additionally, the sidewalk from Waverly Road to Gardenia Drive (shown on the Enhanced Roadway Plan PDF pages 6 and 7) was incorporated into the plan. The sidewalk will be 6' wide and the distance from the back of curb to the edge of the sidewalk will vary from 2' to 5'. McCord Park remains with a buffer of 2'.</u>

Recommendation: Constrained Areas

Tallahassee is well known for wanting to protect trees for all projects, not just transportation efforts. In Feasibility Study there is a section which discusses trees along the study area corridor, but this is not a complete list. A strong effort should be made to minimize the impacts to trees along the corridor should the project move forward. Shown in Figures 52, 53, and 54 of the Feasibility Study, areas of constrained right-of-way in association with large oak trees were identified along the preferred alternative route. These maps identify areas which should be further evaluated during the Design phase to determine innovative solutions to preserve the tree canopy and reduce impacts.

Response:

Phase 1 Design Plan Throughout the corridor, no significant trees were taken for the path mainly due to the utilization of the sidewalk area and the removal of the bike lane. The tree South of Rabbit Hill, trees in front of McCord Park, trees in front of Tallahassee Nursery, trees North of Preakness Point, and trees South of Savannah Trace all remain.

Phase 2 Design Plan Only trees 4" or less were removed for the path with no "significant" trees being removed. Mott MacDonald created a <u>Selective Clearing and Grubbing Plan</u> to address concerns regarding construction impacts to trees. In addition, field visits were conducted with FDOT District 3's landscape architect to review potential areas of concern and identify techniques to minimize impact to existing trees.

There were three locations with significant trees that are shown below and how they were addressed in the Phase 1 Design Plan and Phase 2 Design Plan.

Location	Phase 1 Design Plan	Phase 2 Design Plan
Treatment of tree South of Rabbit Hill	Bifurcated path with asphalt.	Bifurcated path using concrete to protect tree. Path closest to road is 5' wide, behind the tree 6' wide.
		(Signing and Marking plan, PDF page 9)
		Sidewalk placed along fence to protect
Trees South of Savannah	Sidewalk placed close to	trees further.
Trace	trees.	
		(Signing and Marking plan, PDF page 10)
		Path reduced to 8' and place behind
Trees North of Preakness	Bifurcated path around	trees.
Point	trees. Both routes total 12'.	
		(Signing and Marking plan, PDF page 11)

Users

In the past, bicyclists and pedestrians have been the primary user types associated with multi-use paths in urban and suburban areas. However, in recent years, micromobility options including electric bicycles (e-bikes) and electric scooters (e-scooters) have become increasingly prevalent due to the convenience they provide. According to Florida Statute, e-bikes and e-scooters are permitted on

sidewalks and multi-use paths. The statute allows local municipalities to regulate the operation of these micromobility options at their discretion, which Tallahassee and Leon County have begun to do. The City of Tallahassee has outlined rules of etiquette for e-scooters, and have noted that e-scooters are to abide by the same rules as bicyclists when in use, which includes requirements for speed, passing, and parking. Signage should be installed on the Thomasville Road Multi-Use Path that indicates which users yield in each type of situation, and the appropriate use of both e-bikes and e-scooters on the path.

The legal users of the corridor include pedestrians, all non-motorized vehicles, motorized scooters, and e-bikes. No golf carts are allowed.

Additional Questions

There were additional questions that CRTPA staff asked Mott MacDonald about specific issues that were discussed during the Feasibility Study. These are presented below.

The citizens from Greenbriar Lane have landscaped their entrance and it looks like this will remain intact, is this correct?

Mott MacDonald Response: For the most part, yes, but there may be minimal impacts at the new curb returns.

Tallahassee Nurseries was also concerned about the landscaping in front of their business, and it looks like that will not be impacted, is this correct?

Mott MacDonald Response: The new asphalt path will not impact their landscape, but the tie slope will have a small impact to the flowerbeds. The mature landscape will not be impacted.

Is or can the crossing of Thomasville Road at Woodgate go through the median to provide for pedestrian refuge? Is that the intent?

Mott MacDonald Response: Yes, a pedestrian refuge will be included with future submittals.

NEXT STEPS

There will be a Hybrid Public Meeting held on June 27, 2023, from 5:30 – 6:30 at the Thomasville Road Baptist Church located at 3131 Thomasville Road.



A status report on the activities of the Florida Department of Transportation will be discussed including information related to a public meeting associated with the Thomasville Road Multi-Use Path (*attached*).



HYBRID PUBLIC MEETING Multi-Use Path

State Road (S.R.) 61 (Thomasville Road) from Betton Road to Metropolitan Boulevard Leon County



HOW TO PARTICIPATE

The Florida Department of Transportation (FDOT) invites you to attend a hybrid public meeting for the S.R. 61 (Thomasville Road) multi-use path project. This hybrid meeting is being held both virtually and in-person to provide interested persons an opportunity to express their views concerning the proposed improvements. Those who are unable to participate virtually may attend the meeting in-person. See the information sheet in this handout for details. Interested persons can visit the project website at www.nwflroads.com/virtualmeetings and register for one viewing option (virtual or in-person). The same materials will be presented for each format. If you have any questions or issues registering, please contact

the FDOT Project Manager.

Maps, drawings, and other project information is available for review online beginning at 12 p.m. (EDT) Tuesday, June 6, 2023, at **www.nwflroads.com/virtualmeetings**. The materials may also be viewed by contacting the FDOT Project Manager.

PROJECT INFORMATION

The intent of this project is to add an 8 to 12-foot-wide multi-use path along the existing road.

- The multi-use path on the east side will cross S.R. 61 south of Woodgate Way and continue along the west side of S.R. 61 to Metropolitan Boulevard.
- Existing bike lanes on both sides of the road will be removed.
- Sidewalk will be added on the west side of S.R. 61 from Gardenia Drive to Woodgate Way.

No additional right-of-way is required. Construction is not funded in the current FDOT Five-Year Work Program.

TUESDAY JUNE 27, 2023



FINANCIAL PROJECT ID NUMBER: 448868-1-32-01

Virtual (Online):

Access via computer, tablet, and smartphone.

Register using the link: www.nwflroads.com/virtualmeetings

- In-Person: Location

Thomasville Road Baptist Church 3131 Thomasville Road Tallahassee, FL

5:30 - 6:30 p.m. (EDT)





S.R. 61 TYPICAL SECTIONS

Existing Betton Road to Metropolitan Boulevard



Proposed Betton Road to Woodgate Way



- Removing existing bike lanes
- Adding multi-use path on east side of road
- Adding sidewalk on west side of road where none exists

Proposed Woodgate Way to Metropolitan Boulevard



- Removing existing bike lanes
- Adding multi-use path on west side of road
- Sidewalk on east side of road will remain

TRANSPORTATION AND DESIGN SCHEDULE



THERE ARE MANY WAYS TO PROVIDE COMMENTS

Virtual Attendance (Online)

Enter your comment in the chat window during the meeting.

Provide comments or questions to the FDOT Project Manager via email or mail by Friday, July 7, 2023.

In-Person Attendance

- Complete a comment form and drop it off in the comment box.
- Provide comments or questions during meeting to team members.
- Provide comments or questions to the FDOT Project Manager via email or mail by Friday, July 7, 2023.

FOR MORE INFORMATION

Should you have any questions regarding this project or this update, please contact:

Bill Howell FDOT Program Manager Phone: (850) 849-3972 Email: whowell@moffattnichol.com Address: 1141 E. Jackson Avenue Chipley, FL 32428

Ian Satter

District Three Public Information Director Phone: Toll-Free (888) 638-0250, ext. 1205 Email: ian.satter@dot.state.fl.us Address: 1074 Highway 90 Chipley, FL 32428

All attendees may email or mail comments to the FDOT Project Manager. All comments postmarked on or before Friday, July 7, 2023, will become part of the official record.



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The Florida Department of Transportation does not discriminate on the basis of race, color, national origin, age, sex, religion, disability, or family status. For questions or concerns, contact Alicia Brininger, District Three Title VI Coordinator, 1074 Highway 90, Chipley, Florida 32428, toll-free at (888) 638-0250, ext. 1502, or via email at alicia.brininger@dot.state.fl.us. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the FDOT Project Manager, at the information listed above, at least seven days prior to the meeting.

May 22, 2023



Agenda Item 10 A

FUTURE MEETINGS

Туре оf Iтем: CRTPA Information

Meeting Date	Meeting Type	Location
June 19 (Monday)	Board Meeting	Tallahassee City Hall, Commission Chambers,
		2 nd Floor, 1:30 pm – 4:00 pm
September 19 (Tuesday)	Board Meeting	Tallahassee City Hall, Commission Chambers,
		2 nd Floor, 1:30 pm – 4:00 pm
October 17 (Tuesday)	Board Meeting	Tallahassee City Hall, Commission Chambers,
		2 nd Floor, 1:30 pm – 4:00 pm
November 21 (Tuesday)	Board Meeting	Tallahassee City Hall, Commission Chambers,
		2 nd Floor, 1:30 pm – 4:00 pm
December 19 (Tuesday)	Board Meeting	Tallahassee City Hall, Commission Chambers,
		2 nd Floor, 1:30 pm – 4:00 pm