



CRTPA BOARD

MEETING OF TUESDAY, SEPTEMBER 18, 2018 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

1. CALL TO ORDER AND ROLL CALL

2. AGENDA MODIFICATIONS

3. CITIZEN COMMENT

This portion of the agenda is provided to allow for citizen input on any general CRTPA issue. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

4. CONSENT AGENDA

- A. Minutes of the June 18 Meeting**
- B. 2019 CRTPA Budget**
- C. 2018 CRTPA Calendar Revision**
- D. Congestion Management Process Plan (CMPP)**
- E. Updated FY 2020 – FY 2024 Tallahassee International Airport Priority Project List**

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.

5. CONSENT ITEMS PULLED FOR DISCUSSION**6. ROLL CALL VOTE AGENDA ITEMS****A. Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2019 – FY 2023 TIP is proposed to be amended to reflect the addition of the following projects:

- SR 10 (US 90) (from US 27 to Buck Lake Road) (Project #4395712): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety (Leon County).
- SR 363/SR 61 Woodville/Monroe Street (from Ross Road to Call Street) (Project #4395752): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety (Leon County).

Recommended Action: *Approve agenda item by roll call vote*

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. Revised Fiscal Year (FY) 2020 – FY 2024 Transportation Systems Management (TSM) Priority Project List

This item proposes revising the adopted FY 2020 – FY 2024 TSM Priority Project List to include a new project providing annual operations and maintenance funding to the region's traffic management center.

B. Performance Measures Adoption

Federal performance measures related to Pavement Condition, Bridge Condition and Performance of the NHS, Freight and CMAQ that are required for adoption by the CRTPA will be discussed.

C. StarMetro Transit Asset Management Plan (TAMP)

A presentation by StarMetro staff will be provided regarding the agency's recently developed Transit Asset Management Plan that is proposed for adoption by the CRTPA.

D. Railroad Discussion

Commissioner Barfield has requested that a discussion related to the issue of trains blocking local roads be added for discussion.

8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

9. EXECUTIVE DIRECTOR'S REPORT

10. C RTPA INFORMATION

A. TIP Administrative Amendments

B. Future Meeting Dates

C. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)

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, as appropriate.



September 18, 2018

AGENDA ITEM 1

CALL TO ORDER AND ROLL CALL



September 18, 2018

AGENDA ITEM 2

AGENDA MODIFICATIONS



September 18, 2018

AGENDA ITEM 3

CITIZEN COMMENT



September 18, 2018

AGENDA ITEM 4 A

MINUTES

TYPE OF ITEM: Consent

The minutes from the June 18, 2018 CRTPA meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the June 18, 2018 CRTPA meeting.

ATTACHMENT

Attachment 1: Minutes of the June 18, 2018 CRTPA meeting.



CRTPA BOARD

MEETING OF MONDAY, JUNE 18, 2018 AT 1:30 PM

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

Meeting Minutes

Members Present:

Nick Maddox, Leon County
Kristin Dozier, Leon County
Randy Merritt, Wakulla County
Antony Viegbesie, Gadsden County
Curtis Richardson, City of Tallahassee
Nancy Miller, City of Tallahassee
Chris Rietow, ARPC

Staff Present and Others: Thornton Williams, CRTPA Attorney; Greg Slay, CRTPA, Greg Burke, CRTPA; Lynn Barr, CRTPA; Jack Kostrzewa, CRTPA; Yulonda Mitchell, CRTPA; Suzanne Lex, FDOT; Chris Reitow, Executive Director, ARPC

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 1:05pm with roll call.

2. AGENDA MODIFICATIONS

None

3. CITIZEN COMMENT

None

4. CONSENT AGENDA

A. Minutes of the May 15 Meeting

B. CRTPA FY 2020 – FY 2024 Priority Project Lists (PPL) Adoption

The FY 2020 – FY 2024 Priority Project Lists, discussed at the May 15 meeting, have been developed for board adoption. The lists consist of the following:

1. Regional Mobility Plan (RMP) Roadways Priority Project List
2. Transportation Systems Management (TSM) Priority Project List
3. Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List
4. Regional Trails Priority Project List
5. StarMetro Priority Project List
6. Tallahassee International Airport Project Priority List

C. CRTPA Citizens Multimodal Advisory Committee (CMAC) Appointment

Board Action: Commissioner Miller made a motion to accept the consent agenda as presented by staff. Commissioner Viegbesie seconded the motion. The motion was unanimously passed.

5. CONSENT ITEMS PULLED FOR DISCUSSION

None

6. ROLL CALL VOTE AGENDA ITEMS**A. Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) Adoption**

The CRTPA FY 2019 – FY 2023 TIP has been developed for Board adoption. The TIP contains those projects within the CRTPA region that have received funding in the Florida Department of Transportation's FY 2019 – FY 2023 Work Program.

Board Action: Commissioner Merritt made a motion to adopt the Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP). Commissioner Miller and a roll call vote was conducted. The motion unanimously passed.

7. CRTPA ACTION**A. Congestion Management Process Plan (CMPP)**

An update on the development of the CRTPA's CMPP is scheduled for discussion.

Steve Cote, RSH, provided information on the Congestion Management Process Plan. Mr. Cote stated the plan was a required by the Federal Government. The Plan evaluates congestion occurrences on critical corridors. The Congestion Management plan will develop strategies to reduce peak hour vehicle miles of travel, improve connectivity between

employment centers and other areas with concentration of Transportation Disadvantaged, support access to jobs and reduce congestion.

Board Action: This item was an informational item for discussion only, therefore, no action was taken.

B. CRTPA Attorney Contract

Staff will review options for the continuation of the CRTPA Attorney contract

Mr. Slay outlined the information for the CRTPA Attorney Contract. He noted the contract would be a 3-yr contract with 2-one year extensions.

Board Action: Commissioner Merritt made a motion to accept the proposed contract with the terms presented by staff. Commissioner Viegbesie seconded the motion. The motion was unanimously passed.

C. Leon County Transportation Disadvantaged Local Coordination Board (TDLCB)

Staff is proposing to have the Apalachee Regional Planning Council manage the Leon County TDLCB.

Mr. Slay provided background information stating the board made the decision to transfer the administrative functions of the Transportation Disadvantaged Local Coordination Board for Wakulla, Jefferson and Gadsden Counties to the Apalachee Regional Planning Council (ARPC). With departure of staff, CRTPA is proposing the Leon County Transportation Disadvantaged Local Coordination Board also be handled by the ARPC, as well.

Board Action: Commissioner Merritt made a motion to approve the transfer of the Leon County Transportation Disadvantaged Local Coordination Board to the ARPC. Commissioner Miller seconded the motion. The motion was unanimously passed.

8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Commissioner Viegbesie sought information regarding the Attapugus Creek bridge and when the replacement would begin. Ms. Lex stated DOT currently doesn't have a "date certain" for this particular project and she would provide updated information to the Board.

9. EXECUTIVE DIRECTOR'S REPORT

- **Apalachee Parkway/Magnolia Drive Intersection Update**

Mr. Slay discussed the Parkway Shopping center. He stated staff has met with the owners of the center and business owners. Furthermore, he stated there would be another meeting held and that the shopping center owners have committed to review and possibly revise a plan to improve flow in and out of the parking lot at the shopping center.

UPWP Update

Danielle Blackshear, FHWA, provided the UPWP 2018-19 and 2019-2020 update. She stated all the approvals are complete and work can begin on July 1, 2018. She noted the need for all deadlines to be met as well as that FHWA would be available to provide assistance when needed.

10. CRTPA INFORMATION

A. Correspondence

B. Future Meeting Dates

C. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)

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, as appropriate.

Meeting was adjourned at 1:55pm.

Attest:

Yulonda Mitchell, Recording Secretary

Nick Maddox, Chairman



September 4, 2018

AGENDA ITEM 4 B

FISCAL YEAR 2019 CRTPA BUDGET

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The FY 2019 tentative budget has been created for Board review and approval (*see Attachments 1 and 2*).

Overall the proposed budget is about 4% less than FY 2018. As with any budget, there are increases in some areas and decreases in others. The budget includes a 3% cost-of-living adjustment (COLA) consistent with the current proposed rate by the City of Tallahassee, our host agency. There may be slight adjustments to the budget as the City of Tallahassee finalizes its assumptions for pension rates and Internal Service Allocations.

RECOMMENDED ACTION

- Option 1: Approve the FY 2019 CRTPA Budget
- Option 2: As desired by the Board.

ATTACHMENT

- Attachment 1: Tentative FY 2019 CRTPA Budget
- Attachment 2: Contracted Planning Projects

	FY 18 - Adopted	FY 19 - Proposed	Net Change	% Change
Personnel				
511000 - Salaries	\$ 440,222	\$ 419,862	\$ (20,360)	-4.6%
511300 - Salary Enhancements	\$ 13,207	\$ 12,596	\$ (611)	-
511500 - Temporary Wages	\$ 24,102	\$ -	\$ (24,102)	-100.0%
512400 - Other Salary Items	\$ 4,560	\$ 4,560	\$ -	0.0%
515000 - Pension- Current	\$ 81,857	\$ 85,334	\$ 3,476	4.2%
515100 - Pension- MAP	\$ 22,690	\$ 23,680	\$ 990	4.4%
515500 - Social Security	\$ 2,901	\$ -	\$ (2,901)	-100.0%
515600 - Mandatory Medicare	\$ 6,034	\$ 6,088	\$ 54	0.9%
516000 - Health Benefits	\$ 55,263	\$ 47,300	\$ (7,963)	-14.4%
516100 - Flex Benefits	\$ 10,646	\$ 9,841	\$ (805)	-7.6%
Operating				
521010 - Advertising	\$ 4,500	\$ 2,500	\$ (2,000)	-44.4%
521030 - Reproduction	\$ 3,000	\$ 3,500	\$ 500	16.7%
521100 - Equipment Repairs	\$ 225	\$ 225	\$ -	0.0%
521180 - Unclassified Contractual Svcs ¹	\$ 51,100	\$ 52,100	\$ 1,000	2.0%
521160 - Legal Services	\$ 24,000	\$ 28,000	\$ 4,000	16.7%
521190 - Computer Software	\$ 3,500	\$ 3,500	\$ -	0.0%
522080 - Telephone	\$ 1,000	\$ 1,000	\$ -	0.0%
523020 - Food	\$ 1,500	\$ 1,750	\$ 250	16.7%
523050 - Postage	\$ 750	\$ 750	\$ -	0.0%
523060 - Office Supplies ¹	\$ 4,000	\$ 13,000	\$ 9,000	225.0%
523080 - Unclassified Supplies	\$ 2,000	\$ 1,512	\$ (488)	-24.4%
524010 - Travel & Training	\$ 15,855	\$ 14,000	\$ (1,855)	-11.7%
524020 - Journals & Books	\$ 600	\$ 600	\$ -	0.0%
524030 - Memberships	\$ 2,500	\$ 2,750	\$ 250	10.0%
541040 - Insurance (General Liability & Workers Comp)	\$ 16,500	\$ 18,000	\$ 1,500	
550040 - Computer Equipment	\$ 10,000	\$ 10,000	\$ -	
Internal Service Allocations				
560010 - Human Resource Expense	\$ 10,026	\$ 10,100	\$ 74	0.7%
560020 - Accounting Expense	\$ 19,508	\$ 23,250	\$ 3,742	19.2%
560030 - Purchasing Expense	\$ 3,195	\$ 3,000	\$ (195)	-6.1%
560040 - Information Systems Expense	\$ 27,020	\$ 28,000	\$ 980	3.6%
560070 - Revenue Collection	\$ 19	\$ 810	\$ 791	4163%
560082 - Environmental	\$ 1,028	\$ 850	\$ (178)	-
Expenses (non-contractual)				
Personnel	\$ 661,482	\$ 609,261	\$ (52,221)	-7.9%
Operating	\$ 141,030	\$ 153,187	\$ 12,157	8.6%
Internal Service Allocations	\$ 60,796	\$ 66,010	\$ 5,214	8.6%
Subtotal	\$ 863,308	\$ 828,458	\$ (34,850)	-4.0%
521000 - Contractual Services (see attachment)	\$ 1,948,966	\$ 2,216,379	\$ -	-
Total		\$ 3,044,837		
¹ Budget increase due to potential needs for new offices.				

Contracted Planning Projects		
<u>Task 3.0 - LRP</u>		
RMP	\$	375,000
<u>Task 4.0 - SRP</u>		
TBD	\$	76,777
<u>Task 5.0 - Mobility Planning</u>		
Bike/Ped Master Plan	\$	166,560
Bike/Ped - Wakulla County	\$	30,000
ITS Master Plan	\$	55,000
CMP	\$	125,000
Performance Measures	\$	62,700
TBD	\$	150,000
<u>Task 7.0 - Special Projects</u>		
SW Area	\$	301,000
Midtown Phase II	\$	198,292
Monticello Trail	\$	55,000
US 27/Havana Downtown	\$	50,000
Corridor reviews	\$	50,000
Corridor Studies	\$	350,000
TBD	\$	171,050
	\$	2,216,379

September 18, 2018



AGENDA ITEM 4 C

2018 CRTPA CALENDAR REVISION

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The adopted 2018 CRTPA Calendar identifies an October 16 Retreat/Workshop and a November 16 Board meeting. This item seeks to revise the 2018 CRTPA Calendar by changing the October 16 Retreat to a Board meeting and the November 26 Board meeting to a Retreat.

RECOMMENDED ACTION

Option 1: Update the CRTPA 2018 Calendar to reflect changing the October 16 Retreat/Workshop to a Board meeting and the November 26 Board meeting to a Retreat/Workshop.

HISTORY AND ANALYSIS

Pursuant to the CRTPA's adopted 2018 calendar, an October 16 CRTPA Retreat and a November 16 Board meeting are scheduled. Based upon CRTPA project schedules and timelines for Board presentation, these two meetings are proposed to be revised to change the October 16 Retreat to a Board meeting and the November 26 Board meeting to a Retreat.

The 2018 CRTPA Calendar is proposed to be revised as follows:

2018 CRTPA Calendar (remaining meetings)

Meeting Date	Meeting Type	Location
October 16	Retreat/Workshop Board Meeting	TBA 9:00 AM - 11:00 AM City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm
November 26*	Board Meeting Retreat/Workshop	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm TBA 9:00 AM - 1 PM
December 18	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm

* Indicates Monday Meeting

RECOMMENDED ACTION

Option 1: Update the CRTPA 2018 Calendar to reflect changing the October 16 Retreat/Workshop to a Board meeting and the November 26 Board meeting to a Retreat/Workshop.
(Recommended)

Option 2: Provide other direction.



September 18, 2018

AGENDA ITEM 4D

CONGESTION MANAGEMENT PROCESS PLAN UPDATE

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The consultant team for the Congestion Management Process Plan (CMPP), RS&H, has completed an evaluation of numerous data sources to identify courses of action to address congestion and/or safety concerns identified within the area of the Capital Region Transportation Planning Agency (CRTPA). Having also met with the Technical Resource Committee for the project in July of 2018, a proposed final categorized project list (***Attachment 1***) has now been created for approval by the CRTPA Board for inclusion within the CMPP.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) met on September 4 and recommended approval of the categorized CMPP Project List.

RECOMMENDED ACTION

Option 1: Provide a recommendation of approval for the categorized list of projects for the CMPP Update.

HISTORY & ANALYSIS

As a Transportation Management Area, Federal law requires that the CRTPA develop a Congestion Management Process Plan (CMPP). This document serves to measure the system performance of transportation facilities within the planning boundary, and identifies various low-cost strategies that could be employed to improve safety, alleviate congestion, and/or maximize the mobility options available (such as operational improvements).

A final outcome of the CMP study is a categorized list of projects that the CRTPA recommends to address the safety and congestion problems in the CRTPA area. The CRTPA local governments utilize

the CMP when making decisions regarding the investment of resources in the transportation infrastructure of the region, and the C RTPA utilizes the document to identify potential solutions to congestion that can be accomplished as a companion to the adopted Regional Mobility Plan.

The consultant for the CMP project, RS&H, spent several months analyzing congestion and crash data within the C RTPA area. Trends and issues that were identified were then shared with C RTPA staff, the CMP's Technical Resource Committee, and the C RTPA Advisory Committees for their input and consideration.

RECENT ACTIVITY

A Draft list of potential CMP Projects were presented to the C RTPA Advisory Committees for review and consideration at their June 5, 2018 committee meetings. Since that time, the project list was again presented to the Technical Resource Committee for the CMPP (in July) for input and further consideration. Following the meeting, the consultant finalized the project list into categorized projects by county for consideration of final adoption by the C RTPA Board as part of the CMPP. The C RTPA advisory committees both reviewed this categorized list (***Attachment 1***) at their respective September 4, 2018 advisory committee meetings and made a recommendation of approval.

NEXT STEPS

Upon approval, the final documentation of the CMPP will be packaged into a report and made available to the public on the C RTPA webpage.

OPTIONS

OPTION 1: Provide a recommendation of approval for the categorized list of projects for the CMPP Update.

Option 2: C RTPA Board Discretion.

ATTACHMENT

Attachment 1: C RTPA Congestion Management Categorized Project List

CRTPA Congestion Management Projects: CATEGORIZED BY COUNTY

SAFETY: FATALITIES

County	Location	Project/Strategy	Supporting Data
LEON	Springhill Rd. near Bice Rd.	Addition of approximately 1 mile of guardrail approxmately 3.3 miles south of Capital Circle SW	2 fatalities; 7 other lane departure crashes
	Tennessee St. (Monroe St. to Capital Circle SW)	1. Exclusive bicycle/scooter accommodation west of Ocala Street; existing travel lanes remain in the same configuration 2. Bicycle-Pedestrian-Driver Education	9 fatalities: 3 scooter/motorcycle vs. Vehicle.; 1 bicycle vs. vehicle; 2 pedestrian vs. vehicle
GADSDEN	US 90/SR 10 (West of Leon County Line)	1. Addition of rumble striping and increased signage (\$859,171.35) 2. Addition of inside shoulder (\$1,500,000)	4 fatalities - lane departure
WAKULLA	Spring Creek Highway at MLK Blvd.	Increased signage	3 fatalities - angle crashes

SAFETY: INTERSECTION AND SEGMENT CRASHES

County	Location	Project/Strategy	Supporting Data
WAKULLA	US 98/Coastal Highway at US 319/Sopchoppy Highway	Increase advanced warning signage for each intersection leg	ADT: 9700 vehicles Crash Rate: 2.165 crashes/million
	US 98/Coastal Highway at Bloxham Cutoff Rd.	1. Addition of "CROSS TRAFFIC DOES NOT STOP" sign for Bloxham Cutoff Rd. (\$312.15) 2. Evaluate horizontal geometry	ADT: 2100 vehicles Crash Rate: 2.174 crashes/million
	US 98/Coastal Highway at Woodville Highway	1. New striping and improved pavement markings (\$1,096.71) 2. Illuminate bicycle/multi-use path (\$920) 3. Evaluate the lighting needs of the intersection	ADT: 4750 vehicles Crash Rate: 2.307 crashes/million

CONGESTION: SEGMENTS

County	Location	Project/Strategy	Supporting Data
Leon	Old Bainbridge Rd. (Tharpe St. to Macomb/Tennessee St)	Land use coordination; access management	V/C Ratio

CONGESTION: BOTTLENECKS - RECURRING CONGESTION

County	Location	Project/Plan of Action	Supporting Data
Leon	Monroe St. at Gaines St.	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 42 min
	Monroe St. at Tennessee St.	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 40 min
	Tennessee St. at Capital Circle NW	Signal timing optimization; access management; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 20 min

CONGESTION: BOTTLENECKS - NON-RECURRING CONGESTION EXAMPLE

LEON	US 90/Mahan Dr. at Capital Circle NE	Example: Fatal accident on I-10 resulting in closure of I-10 westbound between Exits 203 and 209. Traffic diverted to US 90 to US 319 to I-10. Resulting bottleneck lasted from 3:10 PM until 5:10 PM with peak queue length of 4.3 miles	Continue coordination and integration of traffic information systems during events
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CONGESTION PROJECTS/STRATEGIES - RECOMMENDED STUDIES

County	Location	Project/Strategy	Supporting Data
LEON	Calhoun St. (Thomasville Rd. to Tennessee St.)	Evaluate intersection for further need of traffic control devices	Multiple crashes due to speeding
	Betton Rd.	Origin/Destination Study to evaluate additional access point for Betton Hills	V/C Ratio Buffer Time Index: Westbound PM Peak - 2.71
	US 27/N. Monroe St. (John Knox to I-10)	Study feasibility of capacity improvements from Callaway Rd. to John Knox Rd.	V/C Ratio Buffer Time Index: Southbound AM Peak - 1.4
	US 90/Mahan Dr. at Capital Circle NE	Specific study to address intersection congestion; flyover included in 2040 Cost Feasible Plan	Average Daily Bottleneck Duration - 53 min
	Thomasville Rd. at N Monroe St.	Evaluate N Calhoun St. and Thomasville Rd intersection for accessibility issues and queue length problems; signal timing optimizaiton; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 28 min

SAFETY/FATALITIES: PROJECTS UNDERWAY/COMPLETED TO ADDRESS IDENTIFIED ISSUE

County	Location	Project/Strategy	Supporting Data
Leon	Woodville Highway (in Woodville)	Lighting Study: Project # 4395762; FDOT	3 fatal accidents, night; 1 pedestrian
	Pensacola St. (Appleyard Dr. to Ocala Rd.)	1. Lighting Study: Project # 4395792; FDOT 2. Coordinate with StarMetro on stop location: Stop Relocated 3. Bicycle-Pedestrian-Driver Education	1 fatality and multiple serious injuries
	Crawfordville Hwy. at Shelfer Rd.	1. Lighting Study Completed 2. Bicycle-Pedestrian-Driver Education	2 Pedestrian fatalities, night
JEFFERSON	SR 20/Apalachee Pkwy at Leon/Jeffersn County Line	1. Addition of inside shoulder 2. Cross slope correction 3. Evaluation of curve radii	3 fatalities - lane departure

CONGESTION: PROJECTS OR STUDIES UNDERWAY/COMPLETED TO ADDRESS IDENTIFIED ISSUE

County	Location	Project/Strategy	Supporting Data
LEON	Gaines St.	Southwest Area Study Underway; Orange Avenue PD&E	V/C Ratio Buffer Time Index: Eastbound AM Peak - 2.0
	Thomasville Rd. (Kerry Forest Pkwy to Capital Circle NE), including Thomasville Rd/Capital Circle Intersection	Thomasville Road/I-10 Interchange Modification Report - included in area of influence	Buffer Time Index: Southbound AM Peak - 1.39 Northbound PM Peak - 1.44
	Orange Ave. (Springhill Rd. to Monroe St.)	Southwest Area Study Underway; Orange Avenue PD&E	Buffer Time Index: Eastbound PM Peak - 1.4 Westbound PM Peak - 1.58
	Orange Ave at Monroe St. (Orange Ave Eastbound)	Addition of right turn lane: Southwest Area Study Underway; Orange Avenue PD&E	Average Daily Bottleneck Duration - 21 min
WAKULLA	Crawfordville Rd. (Ivan Church Rd. to Harvey Mill Rd.)	Right-of-Way acquisition underway	Buffer Time Index: Northbound AM Peak - 0.62

June 18, 2018



AGENDA ITEM 4 E

FISCAL YEAR 2020 – FY 2024 TALLAHASSEE INTERNATIONAL AIRPORT PRIORITY PROJECT LIST UPDATE

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item seeks approval of the UPDATED Fiscal Year 2020 – FY 2024 Tallahassee International Airport (TIA) Priority Project List (PPL), provided as **Attachment 1**.

RECOMMENDED ACTION

Option 1: Adopt the Updated FY 2020 – FY 2024 Tallahassee International Airport PPL.

BACKGROUND

The FY 2020 – FY 2024 Tallahassee International Airport Priority Project List was adopted at the June 18, 2018 CRTPA meeting. Unlike other priority lists adopted by the CRTPA, the Tallahassee International Airport develops this list. Projects contained on the list are consistent with TIA's Master Plan. A copy of the agenda item associated with the June adoption is included as **Attachment 2**.

Subsequent to the FY 2020 – FY 2024 Tallahassee International Airport Priority Project List adoption at the June 18 CRTPA meeting, CRTPA staff was notified by Airport staff that the format of the adopted PPL has been requested to be changed by the Florida Department of Transportation.

Specifically, the PPL is proposed to be revised to break out the projects by separate fiscal years and, as a result, consists of five separate lists as opposed to the currently adopted TIA PPL which contains all the projects on one list.

ATTACHMENT

Attachment 1: Updated FY 2020 – FY 2024 TIA Priority Project List
Attachment 2: June 18 TIA PPL Agenda Item

**Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2020 - 2024**

2020

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	412210-3	Runway 18/36 Reconstruction	2,750,000	2,250,000		5,000,000
2	TBA	International Passenger Processing Facility	5,500,000	5,500,000	1,575,000	12,575,000
3	422301-6	Terminal PLB Acquisition and Installation	600,000	400,000		1,000,000
4	226781-6	Terminal Modernization	400,000	400,000		800,000
5	422301-9	Hangar(s) Development and Modernization	1,000,000	1,000,000		2,000,000
6	416010-6	Hangar Development	500,000	500,000		1,000,000
		FY20 Total	10,750,000	10,050,000	1,575,000	22,375,000

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2020 - 2024

2021

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	422301-8	Air Cargo Facility Expansion	1,121,009	1,121,009		2,242,018
2	226792-8	Air Cargo Facility Expansion	1,112,500	1,112,500		2,225,000
3	422301-6	Terminal PLB Acquisition and Installation	600,000	400,000		1,000,000
4	226781-6	Terminal Modernization	500,000	500,000		1,000,000
5	422301-9	Hangar(s) Development and Modernization	2,000,000	2,000,000		4,000,000
6	TBA	Taxiway Alpha Rehabilitation-Design	1,000,000	1,000,000		2,000,000
7	TBA	Airfield Maintenance Sweeper Truck	25,000		225,000	250,000
8	TBA	Terminal Concessions Redevelopment	125,000	125,000		250,000
		FY21 Total	6,483,509	6,258,509	225,000	12,967,018

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2020 - 2024

2022

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Rehabilitation-Design	95,000	95,000	1,710,000	1,900,000
2	442109-5	Multimodal Transportation Center	1,159,052	1,159,052		2,318,104
3	422301-6	Terminal PLB Acquisition and Installation	600,000	400,000		1,000,000
4	226781-6	Terminal Modernization	400,000	400,000		800,000
5	226792-4	Airport Emergency Power Improvements	37,500	37,500	675,000	750,000
6	TBA	Taxiway Alpha Rehabilitation-Construction	10,000,000	10,000,000		20,000,000
7	226792-7	Airport Operations Center Renovations and Upgrades	200,000	200,000		400,000
8	226792-6	Facilities Building (Maintenance Complex)	225,000	225,000		450,000
9	226792-5	Airport Information Technology Analysis	75,000	75,000		150,000
10	TBA	Computerized Maintenance Management System (CMMS)	40,000	40,000		80,000
11	TBA	Computer Based Training Upgrades	50,000	50,000		100,000
		FY22 Total	12,881,552	12,681,552	2,385,000	27,948,104

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2020 - 2024

2023

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Rehabilitation-Construction	500,000	500,000	9,000,000	10,000,000
2	442109-5	Multimodal Transportation Center	340,948	340,948		681,896
3	422301-6	Terminal PLB Acquisition and Installation	600,000	600,000		1,200,000
4	226781-6	Terminal Modernization	400,000	400,000		800,000
5	TBA	Aircraft Maintenance and Storage Hangar and Related Taxilanes	2,500,000	2,500,000		5,000,000
		FY23 Total	4,340,948	4,340,948	9,000,000	17,681,896

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2020 - 2024

2024

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Rehabilitation-Construction	450,000	450,000	8,100,000	9,000,000
2	TBA	Terminal Modernization	500,000	500,000		1,000,000
3	TBA	Security Fence and Gate Rehabilitation, Updates and Improvements	100,000	100,000		200,000
4	TBA	Air Carrier Apron Improvements	25,000	25,000	450,000	500,000
5	TBA	Parking Area Improvements	250,000	250,000		500,000
6	TBA	Landside Signage Improvements	100,000	100,000		200,000
7	TBA	Aircraft Maintenance and Storage Hangar and Related Taxilanes	5,000,000	5,000,000		10,000,000
		FY24 Total	6,425,000	6,425,000	8,550,000	21,400,000

June 18, 2018



AGENDA ITEM 4 B 6

**FISCAL YEAR 2020 – FY 2024
TALLAHASSEE INTERNATIONAL AIRPORT
PRIORITY PROJECT LIST
ADOPTION**

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

Staff is seeking approval of the Fiscal Year (FY) 2020 – FY 2024 Tallahassee International Airport Priority Project List, included as **Attachment 1**.

CRTPA COMMITTEE ACTIONS

On June 5, the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended CRTPA approval of the Tallahassee International Airport PPL.

RECOMMENDED ACTION

Option 1: Adopt the FY 2020 – FY 2024 Tallahassee International Airport Priority Project List.

BACKGROUND

Annually, the Capital Region Transportation Planning Agency (CRTPA) provides a listing of projects to the Florida Department of Transportation (FDOT), in priority order, for funding consideration. One of these lists is the Tallahassee International Airport Priority Project List. Unlike other lists adopted by the CRTPA, the Tallahassee International Airport (TIA) develops this list. Projects contained on this list are consistent with TIA's Master Plan.

The TIA PPL provides guidance to the FDOT as the agency proceeds with development of the Annual FDOT Work Program. Ultimately, the projects included within the FDOT Work Program are included in the CRTPA's Transportation Improvement Program (TIP).

An update of the TIA Master Plan is currently in progress and is scheduled to be completed in 2017. The TIA Master Plan serves as the City of Tallahassee's strategy for the development of the Tallahassee International Airport

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2020 – FY 2024 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program(TIP) at this meeting) were held throughout the CRTPA region on May 23 & 24.

NEXT STEPS

Subsequent to Board adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2020 – FY 2024 Annual State Work Program, scheduled to be presented to the CRTPA in the fall of 2018.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2020 – FY 2024 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2020 – FY 2024 Tallahassee International Airport Priority Project List

TALLAHASSEE INTERNATIONAL AIRPORT										
Priority Project List										
Draft FDOT Fiscal Year 2020- Fiscal Year 2024										
FDOT Priority	Description	FDOT FIN Number	JACIP Number	FUNDING	Prior Years	Current 2020	2021	2022	2023	2024
1	Runway 18/36 Reconstruction	412210-3	PFL0010606	State/FDOT Local/Debt	3,000,000 3,000,000	2,250,000 2,750,000				
2	International Passenger Processing Facility	Pending	3DOT42	FAA/Entitlement State/FDOT/SIS Local/RR&I Local/Sales Tax		1,575,000 5,500,000 325,000 5,175,000				
3	Terminal PLB Acquisition and Installation	422301-6	PFL0009600	State/FDOT Local/PFC	400,000 2,000,000	400,000 600,000	400,000 600,000	400,000 600,000	600,000 600,000	
4	Terminal Modernization	226781-6	TLH2	State/FDOT Local/PFC Local/RR&I Local/CFC	1,600,000 1,600,000 100,000 50,000	400,000 400,000 400,000	400,000 400,000	400,000 400,000	400,000 400,000	400,000 400,000
5	Hangar(s) Development and Modernization	422301-9	PFL0010400	State/FDOT Local/Sales Tax		1,000,000 1,000,000	2,000,000 2,000,000			
6	Hangar Development	416010-6	PFL0009812	State/FDOT Local/Private		500,000 500,000				
7	Air Cargo Facility Expansion	422301-8	PFL0011079	State/FDOT Local/RR&I		1,121,009 1,121,009				
8	Air Cargo Facility Expansion	226792-8	PFL0012291	State/FDOT/SIS Local/RR&I		1,112,500 1,112,500				
9	Airfield Preservation	422301-5	PFL0006672	State/FDOT Local/RR&I		100,000 100,000				
10	Taxiway Alpha Rehabilitation	Pending	PFL0011984	State/FDOT Local/Debt		1,000,000 1,000,000	10,000,000 10,000,000			
11	Parking Area Improvements	Pending	PFL0012046	State/FDOT Local/RR&I		500,000 500,000				
12	Terminal Concessions Redevelopment	Pending	PFL0011083	State/FDOT Local/Private		125,000 125,000				
13	Taxiway Rehabilitation	226792-9	PFL0011985	FAA/Discretionary FAA/Entitlement State/FDOT Local/PFC			1,710,000 95,000 95,000	6,500,000 2,500,000 500,000 500,000	6,300,000 1,800,000 450,000 450,000	
14	Facilities Building (Maintenance Complex)	226792-6	PFL0011625	State/FDOT Local/RR&I			225,000 225,000			
15	Airport Operations Center Renovations and Upgrades	226792-7	PFL0011626	State/FDOT Local/RR&I			200,000 200,000			
16	Airport Emergency Power Improvements	226792-4	PFL0011627	FAA/Entitlement State/FDOT Local/PFC			675,000 37,500 37,500			
17	Airport Information Technology Analysis	226792-5	PFL0011628	State/FDOT Local/RR&I			75,000 75,000			
18	Multimodal Transportation Center	442109-5	PFL0012071	State/FDOT Local/RR&I			1,159,052 1,159,052	340,948 340,948		
19	Computerized Maintenance Management System (CMMS)	Pending	PFL0011084	State/FDOT Local/RR&I			40,000 40,000			
20	Computer Based Training Upgrades	Pending	PFL0011084	State/FDOT Local/RR&I			50,000 50,000			
21	Landside Signage Improvements	Pending	PFL0011984	State/FDOT Local/RR&I				100,000 100,000		
22	Security Fence and Gate Rehabilitation, Updates and Improvements	Pending	PFL0009466	FAA/Entitlement State/FDOT Local/RR&I				45,000 2,500 2,500	450,000 25,000 25,000	
23	Aircraft Maintenance and Storage Hangar and Related Taxilanes	Pending	PFL0009601	State/FDOT Local/Private				2,500,000 2,500,000	5,000,000 5,000,000	
24	Air Carrier Apron Improvements	Pending	TLH31	FAA/Entitlement State/FDOT Local/PFC					270,000 15,000 15,000	
* = Project partially funded				Total	11,750,000	22,375,000	13,717,018	27,948,104	17,931,896	20,600,000
** = Project not funded										
				FAA/Entitlement	-	1,575,000	-	675,000	2,545,000	2,520,000
				FAA/Discretionary	-	-	-	1,710,000	6,500,000	6,300,000
				State/FDOT	5,000,000	4,550,000	5,646,009	12,681,552	4,443,448	5,890,000
				State/FDOT/SIS	-	5,500,000	1,112,500	-	-	-
				Local/CFC	50,000	-	-	-	-	-
				Local/PFC	3,600,000	1,000,000	1,000,000	1,132,500	1,500,000	865,000
				Local/RR&I	100,000	325,000	2,833,509	1,749,052	443,448	25,000
				Local/Debt	3,000,000	2,750,000	1,000,000	-	-	-
				Local/Sales Tax	-	6,175,000	2,000,000	-	-	-
				Local/Private	-	500,000	125,000	-	2,500,000	5,000,000
				Total	11,750,000	22,375,000	13,717,018	27,948,104	17,931,896	20,600,000



September 18, 2018

AGENDA ITEM 5

CONSENT ITEMS PULLED FOR DISCUSSION

September 18, 2018



AGENDA ITEM 6 A

FISCAL YEAR 2019 – FISCAL YEAR 2023 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

TYPE OF ITEM: Roll Call

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) to add the following projects:

- SR 10 (US 90) (from US 27 to Buck Lake Road) (Project #4395712): Provide construction funding in FY 2019 for new roadway lighting to enhance pedestrian safety (Leon County).
- SR 363/SR 61 Woodville/Monroe Street (from Ross Road to Call Street) (Project #4395752): Provide construction funding in FY 2019 for new roadway lighting to enhance pedestrian safety (Leon County).

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) met on September 4 and recommended approval of the amendment.

RECOMMENDED ACTION

Option 1: Adopt a resolution amending the FY 2019 – FY 2023 Transportation Improvement Program to reflect:

- ADD FUNDING: SR 10 (US 90) (from US 27 to Buck Lake Road) (Project #4395712): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety (Leon County).
- ADD FUNDING: SR 363/SR 61 Woodville/Monroe Street (from Ross Road to Call Street) (Project #4395752): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety (Leon County).

HISTORY AND ANALYSIS

The C RTPA's Transportation Improvement Program is adopted annually and identifies those projects in the region that have received state and federal funding. Subsequent to adoption, the TIP is occasionally formally amended to reflect project changes such as the addition or deletion of a project and changes to existing projects related to funding or project scope.

The C RTPA was recently contacted by the Florida Department of Transportation to amend the current TIP to reflect the addition of construction funding for two (2) lighting safety projects. Funding for the design of both projects was previously included in prior year C RTPA TIP's.

Specifically, the following projects are proposed for amendment:

- SR 10 (US 90) (from US 27 to Buck Lake Road) (Project #4395712): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety at signalized intersection locations (Leon County).
- SR 363/SR 61 Woodville/Monroe Street (from Ross Road to Call Street) (Project #4395752): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety at signalized intersection locations (Leon County).

Subsequent to Board approval, the FY 2019 – FY 2023 TIP will be updated to reflect the projects addition.

OPTIONS

Option 1: Adopt a resolution amending the FY 2019 – FY 2023 Transportation Improvement Program to reflect:

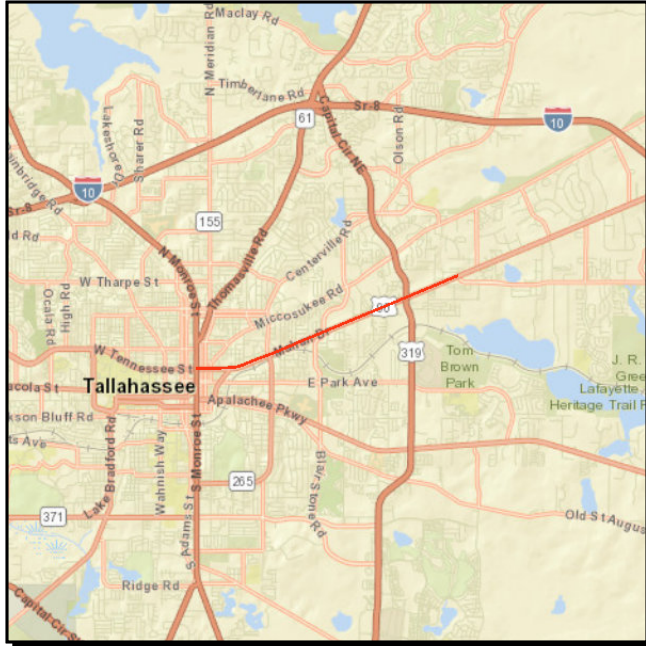
- ADD FUNDING: SR 10 (US 90) (from US 27 to Buck Lake Road) (Project #4395712): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety (4.206 miles) (Leon County).
- ADD FUNDING: SR 363/SR 61 Woodville/Monroe Street (from Ross Road to Call Street) (Project #4395752): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety (4.370 miles) (Leon County).

Option 2: C RTPA Board Discretion.

ATTACHMENT

Attachment 1: TIP project page

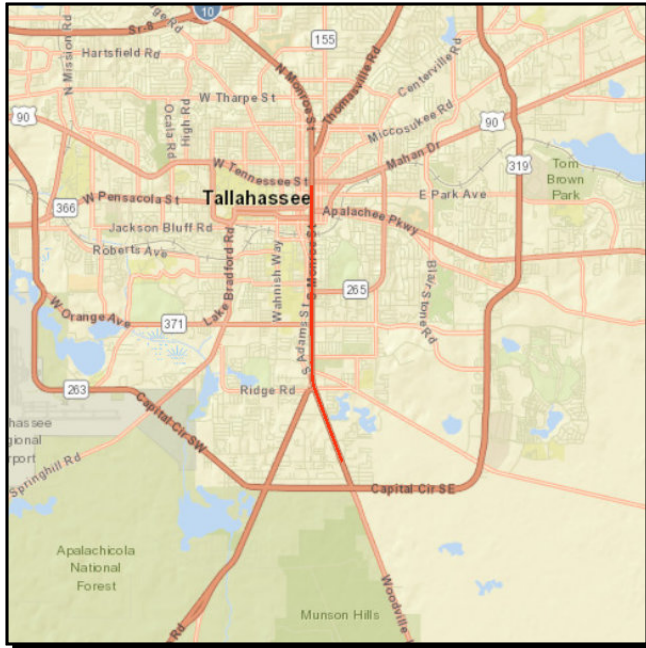
Attachment 2: Resolution 2018-09-6A

SR 10 (US 90) FROM SR 61 (US 27) MONROE ST TO CR 1568 (BUCK LAKE ROAD)**Project #:** 4395712**Work Summary:** LIGHTING**SIS?:** Yes**Lead Agency:** Managed by FDOT**Length:** 4.206**County:** Leon County**LRTP #:** 2040 RMP Maintenance (5.7)

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	RED	673,335	0	0	0	0	673,335
Total		673,335	0	0	0	0	673,335

Prior Cost < 2018/19: 0**Future Cost > 2022/23:** 0**Total Project Cost:** 673,335

Project Description: This project upgrades existing lighting at all existing signalized intersections. This project was amended at the September 18, 2018 CRTPA meeting to add construction funding as well as revise the project number.

SR 363/SR 61 (US 27) WOODVILLE HWY/MONROE ST FROM ROSS RD TO CALL STREET

Project #: 4395752

Work Summary: LIGHTING

SIS?: No

Lead Agency: Managed by FDOT

Length: 4.370

County: Leon County

LRTP #: 2040 RMP Maintenance (5.7)

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	HSP	598,614	0	0	0	0	598,614
Total		598,614	0	0	0	0	598,614

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 598,614

Project Description: This project upgrades existing lighting at all existing signalized intersections. This project was amended at the September 18, 2018 CRTPA meeting to add construction funding as well as revise the project number.

CRTPA RESOLUTION 2018-09-6A**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING
THE FY 2019 – FY 2023 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 19 – FY 23 Transportation Improvement Program to reflect:

- SR 10 (US 90) (from US 27 to Buck Lake Road) (Project #4395711): Project provides construction funding in FY 2019 for new roadway lighting at all existing signalized intersections to enhance pedestrian safety and was amended into the TIP at the September 18, 2018 CRTPA meeting (Leon County)
- SR 363/SR 61 Woodville/Monroe Street (from Ross Road to Call Street) (Project #4395751): Project provides construction funding in FY 2019 for new roadway lighting at all existing signalized intersections to enhance pedestrian safety and was amended into the TIP at the September 18, 2018 CRTPA meeting (Leon County)

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 18th day of September 2018.

Capital Region Transportation Planning Agency

Attest:

By: _____
Nick Maddox, Chair

Greg Slay, Executive Director



September 18, 2018

AGENDA ITEM 7 A

**FISCAL YEAR (FY) 2020 – FY 2024
TRANSPORTATION SYSTEMS MANAGEMENT (TSM)
PRIORITY PROJECT LIST
REVISED**

TYPE OF ITEM: Action

STATEMENT OF ISSUE

This item seeks approval of the revised Fiscal Year 2020 – FY 2024 Transportation Systems Management Priority Project List (PPL) to add an annual allocation of \$500,000 for the operations and maintenance of the Tallahassee Regional Transportation Management Center (RTMC), the region's transportation management center, provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Adopt the revised FY 2020 – FY 2024 Transportation Systems Management Priority Project List.

BACKGROUND

The FY 2020 – FY 2024 Transportation Systems Management Priority Project List was adopted at the June 18, 2018 CRTPA meeting. This list identifies improvements to the existing transportation system that can be constructed in less than two years. A copy of the agenda item associated with the June adoption is included as ***Attachment 2***.

Subsequent to June adoption, the CRTPA has been made aware of the potential availability of funding to assist with the operations and maintenance of regional traffic management centers. As a result, the adopted TSM PPL is proposed to be revised to add the annual funding of \$500,000 for operations and maintenance of the Tallahassee Regional Transportation Management Center, the region's transportation management center that serves as the control center for the Tallahassee Advanced Traffic Management System (TATMS).

The newly added project is proposed to be ranked number one on the list with the previous projects maintaining their order respective order after this newly added project.

RECOMMENDED ACTION

Option 1: Adopt the revised FY 2020 – FY 2024 Transportation Systems Management Priority Project List.
(Recommended)

Option 2: CRTPA Board Discretion.

ATTACHMENT

Attachment 1: Revised FY 2020 – FY 2024 Transportation Systems Management PPL
Attachment 2: June 18 CRTPA TSM PPL Agenda Item

ATTACHMENT 1

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
1	N/A	\$500,000 Annual Operations & Maintenance funding to the Tallahassee Regional Transportation Management Center (RTMC)						
	PROJECT INFORMATION: Provide annual operations and maintenance funding in support of regional ITS (Intelligent Transportation Systems) activities to the the region's traffic management center.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
2	1	Thomasville Road (Midtown) (SR 63)	Monroe St to Seventh Ave	Install pedestrian refuge islands and a rectangular rapid flash beacon (RRFB) near Beard Street	March 2016	\$170,000	5 bicyclist and 3 pedestrian crashes in the 6-year analysis period (2009-2014)	Heavy Pedestrian Traffic Bus Service
	PROJECT INFORMATION: Safety Study identifies proposed improvements to address pedestrian and bicycle safety along the Midtown corridor of Thomasville Rd (Monroe Street to 7th Avenue). Study was conducted based upon a request by the CRTPA. Thomasville/Seventh/Meridian Intersection Level of Service (LOS): AM LOS C; PM LOS D.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
3	2	Monroe Street (SR 61/US 27)	3rd Avenue to Seventh Avenue	Upgrade signals and ITS hardware; add ADA features to sidewalks; examine corridor lighting	10/01/17	\$1.5M	N/A	Heavy Pedestrian Traffic Bus Service
	PROJECT INFORMATION: This project was added by the FDOT in collaboration with the CRTPA and its transportation partners. The project seeks to upgrade existing pedestrian features, ADA improvements, and the span wire signals at four intersections on SR 63 (Monroe Street).							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
4	3	Monroe Street (US 27)	Brevard Street	Construct SBRT* (*South Bound Right Turn lane)	June 2015	Estimated cost: \$950,440 (includes \$822,800 in r-o-w)	52 collisions in 5 -year analysis period (2010-2014); majority 'rear-end' crashes of which 13 occurred in southbound approach lanes.	Moderate Pedestrian Traffic Bus service Signalized intersection
	PROJECT INFORMATION: Signalized Intersection Study identifies that a southbound right turn lane is warranted at this location, and would include a sufficient radius to accommodate the heavy vehicles that are currently driving over the curb. Monroe Intersection Level of Service (LOS): AM LOS A&B; PM LOS C. Brevard eastbound left: AM/PM LOS D. Project studied based upon request by City of Tallahassee.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
5	4	Woodville Hwy/ Natural Bridge Rd (Intersection)		Roundabout (Leon County)		\$828,900 (source: RMP)	Study not performed	school/sidewalk located on northwest No Bus Service Non signalized intersection
	PROJECT INFORMATION: This project was identified in the CRTPA's Regional Mobility Plan and proposes the construction of a roundabout at this intersection. The potential project was previously included on the RMP Roadway PPL.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
6	5	Old Lloyd Rd/ Gamble Rd (Intersection)		Roundabout (Jefferson County)		\$216,128 (source: RMP)	Study not performed	Minimal Pedestrian Traffic No bus service Non signalized intersection
	PROJECT INFORMATION: This project was identified in the CRTPA's Regional Mobility Plan and proposes the construction of a roundabout at this intersection. The potential project was previously included on the RMP Roadway PPL.							

June 18, 2018



AGENDA ITEM 4 B 2

**FISCAL YEAR 2020 – FY 2024
TRANSPORTATION SYSTEMS MANAGEMENT
PRIORITY PROJECT LIST
ADOPTION**

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

At the May 15 CRTPA meeting, a discussion of the agency's scheduled June adoption of the Fiscal Year 2020 – FY 2024 Priority Project Lists (PPLs) occurred. This item seeks approval of the CRTPA Fiscal Year 2020 – FY 2024 CRTPA Transportation Systems Management (TSM) Priority Project List (PPL).

CRTPA COMMITTEE ACTIONS

On June 5, the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended CRTPA approval of the TSM PPL.

RECOMMENDED ACTION

Option 1: Adopt the FY 2020 – FY 2024 CRTPA TSM Priority Project List.

BACKGROUND

The Transportation Systems Management (Priority Project List identifies improvements to the existing transportation system that can be constructed in less than two years.

The Latest

The Draft CRTPA Fiscal Year 2020 – FY 2024 TSM PPL proposes maintaining the ranked order of the three (3) projects currently adopted (FY 2019 – FY 2023) TSM PPL. In addition, two new projects (discussed below) were placed on the list that were previously included on the agency's RMP Roadway PPL. As a result, the draft TSM PPL contains the following five (5) projects (presented in proposed ranked order from 1 to 5):

- Thomasville Road (Midtown) Pedestrian Safety (Monroe Street to Seventh Avenue)
This project proposes increasing pedestrian safety along the Midtown portion of Thomasville Road through the construction of pedestrian islands and the installation of rectangular rapid flashing beacon (RRFB) near Beard Street. The project originally included the reconfiguration of the Thomasville Rd/Monroe intersection to add crosswalks. However, that portion of the project is to be incorporated in upcoming resurfacing of Monroe Street scheduled to occur in FY 2018. The project has also identified the addition of enhanced lighting; however, due to ongoing proposals in the Midtown area, the lighting portion is not being pursued at this time. This project was ranked #1 last year and is proposed to be ranked #1 on this year's TSM PPL. The project was requested by the CRTPA.
- Monroe Street (Third Avenue to Seventh Avenue)
This project on the TSM PPL and proposes the following corridor improvements: (1) upgrade signals & ITS hardware, (2) add ADA features for sidewalks and (3) examine corridor lighting. The project is proposed to be ranked #2, consistent with last year's ranking. The project was identified through coordination efforts between the FDOT, CRTPA and its transportation partners.
- Monroe Street (US 27/SR 63) @ Brevard Street
The project proposes the construction of a southbound right turn lane on Brevard Street. The project was originally requested for FDOT study by the City of Tallahassee. This project was ranked #3 on last year's list and is proposed to be ranked #3 on this year's list.
- **PROJECT ADDITION: Woodville Highway/Natural Bridge Road Intersection**
This new project to the TSM PPL proposes the construction of roundabout at this intersection. The project was identified in the CRTPA's Regional Mobility Plan and was previously included on the agency's Roadway PPL.
- **PROJECT ADDITION: Old Lloyd Road/Gamble Road Intersection**
This new project to the TSM PPL proposes the construction of roundabout at this intersection. The project was identified in the CRTPA's Regional Mobility Plan and was previously included on the agency's Roadway PPL.

CRTPA TSM Process

Development of the CRTPA TSM PPL begins with the receipt of the FDOT District 3 TSM Candidate List. This list provides those TSM projects within the CRTPA region that have identified by the FDOT as eligible for TSM funding. Associated with the FDOT Candidate List is a TSM project process developed by the FDOT.

The Draft FY 2020 – FY 2024 TSM PPL was developed in coordination with the FDOT District 3 T. Guidance related to the prioritization of projects on the TSM PPL was most recently formalized in 2013 by the TSM Subcommittee, discussed below.

TSM Subcommittee

The CRTPA TSM Subcommittee was formed in May 2013 to review the agency's TSM prioritization process and develop recommendations for ranking the TSM PPL. The subcommittee was comprised of members from the CRTPA's two committees (Technical Advisory Committee and Citizens Multimodal Advisory Committee) and developed (and approved) the following criteria for use in evaluating projects on the CRTPA's TSM PPL:

Safety/Crash Data - Ensure that the latest information is available

Mobility Impact – Examine impact of proposed improvement to overall mobility

Existing Priority – Generally seek to maintain project ranking consistency

Level of Service information – Information from traffic study

Project Consistency with local government plans and initiatives – Seek to document project confirmation with local staff such as public works director/planning)

Where available, the above information has been provided alongside each of the projects on the Draft TSM PPL.

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2020 – FY 2024 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program(TIP) at this meeting) were held throughout the CRTPA region on May 23 & 24.

NEXT STEPS

Subsequent to Board adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2020 – FY 2024 Annual State Work Program, scheduled to be presented to the CRTPA in the fall of 2018.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2020 – FY 2024 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2020 – FY 2024 TSM Priority Project List

ATTACHMENT 2

ATTACHMENT 1

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
1	1	Thomasville Road (Midtown) (SR 63)	Monroe St to Seventh Ave	Install pedestrian refuge islands and a rectangular rapid flash beacon (RRFB) near Beard Street	March 2016	\$170,000	5 bicyclist and 3 pedestrian crashes in the 6-year analysis period (2009-2014)	Heavy Pedestrian Traffic Bus Service
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
2	2	Monroe Street (SR 61/US 27)	3rd Avenue to Seventh Avenue	Upgrade signals and ITS hardware; add ADA features to sidewalks; examine corridor lighting	10/01/17	\$1.5M	N/A	Heavy Pedestrian Traffic Bus Service
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
3	3	Monroe Street (SR 61/US 27)	Brevard Street	Construct SBRT* (*South Bound Right Turn lane)	June 2015	Estimated cost: \$950,440 (includes \$822,800 in r-o-w)	52 collisions in 5 -year analysis period (2010-2014); majority 'rear-end' crashes of which 13 occurred in southbound approach lanes.	Moderate Pedestrian Traffic Bus service Signalized intersection
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
4	N/A	Woodville Hwy/ Natural Bridge Rd (Intersection)		Roundabout (Lee County)		\$828,900 (source: RMP)	Study not performed	Minimal Pedestrian Traffic; however, school/sidewalk located on northwest quadrant of intersection. No Bus Service Non signalized intersection
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
5	N/A	Old Lloyd Rd/ Gamble Rd (Intersection)		Roundabout (Jefferson County)		\$216,128 (source: RMP)	Study not performed	Minimal Pedestrian Traffic No bus service Non signalized intersection



September 18, 2018

AGENDA ITEM 7 B

CRTPA PERFORMANCE MEASURES

TYPE OF ITEM: Action

STATEMENT OF ISSUE

The purpose of this item is to adopt Performance Targets for the Capital Region Transportation Planning Area (CRTPA) for the following two Performance Measure Categories adopted by the Federal Highway Administration (FHWA) in 2017 for all public roads:

1. Bridge & Pavement Performance Measures;
2. National Highway System (NHS) Performance & Freight, & Congestion Mitigation & Air Quality (CMAQ) Improvement Program Measures

The Federal Performance Measures and Targets related to the Bridge & Pavement Condition, and Performance of the NHS, Freight and CMAQ will be discussed with the committee along with the proposed performance measures and Targets which are proposed for adoption by the CRTPA.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) met on September 4 and recommended approval for the CRTPA to adopt the performance measures and targets adopted by the Florida Department of Transportation (FDOT) for the Pavement and Bridge Conditions Performance Measures, and for the System and Freight Performance Measures.

RECOMMENDED ACTION

- Option 1: Recommend adoption of the FDOT established targets for the Pavement and Bridge Conditions Performance Measures, and for the System and Freight Performance Measures as shown in Tables 3 and 6 of this agenda item.

HISTORY AND ANALYSIS

National, state-specific, and local transportation plans exist to enhance the safe, efficient, and effective movement of people and goods on the transportation system. To enhance the coordinated effectiveness of these plans, Performance Measures were developed by the Federal Highway Administration (FHWA) for which targets were then to be established by state departments of transportation and the metropolitan planning organizations (MPO's) within them. MPO's were granted the option of either adopting/supporting the State target, or establishing a specific target number or rate for each performance measure. The following pages outline the performance measures and targets which were adopted by the Florida Department of Transportation (FDOT) as well as the proposed performance measures and targets to be adopted by the CRTPA in support thereof.

➤ PERFORMANCE MEASURES: PAVEMENT AND BRIDGE CONDITION (PM2)

The United States Department of Transportation (USDOT) published the Pavement and Bridge Condition Performance Measures Final Rule in January of 2017, which is also referred to as the PM2 Rule. This rule establishes the following six performance measures:

- 1) Percent of Interstate pavements in good condition;
- 2) Percent of Interstate pavements in poor condition;
- 3) Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- 4) Percent of non-Interstate NHS pavements in poor condition;
- 5) Percent of NHS bridges by deck area classified as in good condition; and
- 6) Percent of NHS bridges by deck area classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition: International Roughness Index (IRI); Cracking Percent; Rutting; Faulting; and a Present Serviceability Rating (PSR) for lower speed roads. The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. ***Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed.***

Statewide System Conditions

The Pavement and Bridge Conditions Performance Measures are included in **Table 1**, on the following page, along with 2017 baseline system conditions statewide.

Table 1. Pavement and Bridge/PM1, System Conditions and Performance

Performance Measures	Florida Baseline (2017)
PAVEMENT	
Percent of Interstate pavements in good condition	66%
Percent of Interstate pavements in poor condition	0.1%
Percent of non-Interstate NHS pavements in good condition	45%
Percent of non-Interstate NHS pavements in poor condition	0.4%
BRIDGES	
Percent of NHS bridges by deck area in good condition	72%
Percent of NHS bridges by deck area in poor condition	1%

FDOT Performance Measure Targets for Pavement and Bridge Condition

On May 18, 2018, the FDOT adopted 2 and 4-year targets for the full extent of the National Highway System (NHS) in Florida. The FDOT's Goal and Targets are shown in **Table 2** below.

Table 2. FDOT Pavement and Bridges/ Targets

FDOT Adopted Measures	GOAL	2-Year Target	4-Year Target
PAVEMENT			
% of Interstate pavements in GOOD condition	≥ 80 %	Not Required	≥ 60 %
% of Interstate pavements in POOR condition		Not Required	≤ 5%
% of non-Interstate NHS pavements in GOOD condition		≥ 40 %	≥ 40 %
% of non-Interstate NHS pavements in POOR condition		≤ 5 %	≤ 5%
BRIDGES			
% of NHS bridges by deck area in GOOD condition	≥ 90 %	≥ 50 %	≥ 50 %
% of NHS bridges by deck area in POOR condition		≤ 10 %	≤ 10%

What This Means for the CRTPA

MPOs are required to set four-year targets for all six performance measures for Bridge and Pavement Conditions no later than November 14, 2018. MPO's may either agree to adopt the statewide targets, or set their own quantifiable targets for the MPO's planning area. CRTPA staff proposes to accept the statewide targets as adopted by FDOT and as indicated in **Table 3** below.

Table 3. CRTPA Pavement and Bridges/ Targets

CRTPA Adopted Measures	GOAL	2-Year Target	4-Year Target
PAVEMENT			
% of Interstate pavements in GOOD condition	≥ 80 %	Not Required	≥ 60 %
% of Interstate pavements in POOR condition		Not Required	≤ 5%
% of non-Interstate NHS pavements in GOOD condition		≥ 40 %	≥ 40 %
% of non-Interstate NHS pavements in POOR condition		≤ 5%	≤ 5%
BRIDGES			
Percent of NHS bridges by deck area in GOOD condition	≥ 90 %	≥ 50 %	≥ 50 %
Percent of NHS bridges by deck area in POOR condition		≤ 10%	≤ 10%

➤ SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES

The United States Department of Transportation (USDOT) published the System Performance/Freight/CMAQ Performance Measures Final Rule in January of 2017 to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), as well as traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). ***This rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures, however, because Florida currently meets NAAQs, targets are only required for the first three (3) performance measures:***

- 1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);**
- 2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);**
- 3. Truck Travel Time Reliability index (TTTR);**
4. Annual hours of peak hour excessive delay per capita;
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Total emissions reduction of on-road mobile source emissions.

Statewide System Conditions

Each of the first three System Performance and Freight Performance Measures are included in **Table 4**, below, along with 2017 statewide baseline system conditions.

Table 4. System Performance/PM3, System Conditions and Performance

Performance Measures	Florida Statewide Baseline Performance (2017)
% of person-miles on the Interstate system that are reliable (Interstate LOTTR)	82%
% of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84%
Truck travel time reliability (TTTR)	1.43

FDOT Performance Measure Targets for System and Freight Performance

On May 18, 2018, the FDOT adopted 2 and 4-year targets for the full extent of the National Highway System (NHS) in Florida. The FDOT's targets are shown in **Table 5** below.

Table 5. System & Freight Performance

Performance Measures	Florida Statewide Baseline Performance (2017)	2-year Florida Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)	4-year Florida Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)
% of person-miles on the Interstate system that are reliable (Interstate LOTTR)	82%	75%	70%
% of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84%	Not Required	50%
Truck travel time reliability (TTTR)	1.43	1.75	2.0

What This Means for the CRTPA

The CRTPA is required to set four-year targets for all three performance measures for LOTTR and TTTR no later than November 14, 2018. MPO's may either agree to adopt the statewide targets, or set their own quantifiable targets for the MPO's planning area. CRTPA staff proposes to accept the statewide targets as adopted by FDOT and as indicated in **Table 6** below.

Table 6. CRTPA System Performance Targets

CRTPA Adopted System Performance Measures	2-Year Target	4-Year Target
LOTTR		
% of person-miles on the Interstate system that are reliable (Interstate LOTTR)	75%	70%
% of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	50%
TTTR		
Truck travel time reliability (TTTR)	1.75%	2.0

RECOMMENDATION FOR PERFORMANCE MEASURES AND TARGETS

The CRTPA recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, CRTPA staff recommends adopting the same performance measures and targets as FDOT for pavement and bridge conditions and for system and freight performance. In addition, CRTPA staff recommends that the LRTP update reflect the goals, and targets for these performance measures and that the scheduling of project investments in the Transportation Improvement Program (TIP) further support the achievement of these goals and targets.

NEXT STEPS

Upon adoption, the proposed targets and performance measures for the will be forwarded to FDOT and FHWA.

OPTIONS

- Option 1: Recommend adoption of the FDOT established targets for the Pavement and Bridge Conditions Performance Measures, and for the System and Freight Performance Measures as shown in Tables 3 and 6 of this agenda item.
- Option 2: CRTPA Board Discretion.



September 18, 2018

AGENDA ITEM 7 C

STARMETRO TRANSIT ASSET MANAGEMENT PLAN (TAMP)

TYPE OF ITEM: Action

STATEMENT OF ISSUE

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

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

RECOMMENDED ACTION

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

HISTORY AND ANALYSIS

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

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

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

What This Means for the C RTPA

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

TAMP Elements

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

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

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

NEXT STEPS

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

OPTIONS

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

Option 2: CRTPA Board Discretion.

ATTACHMENT

Attachment 1: Transit Asset Management Plan

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



555 Appleyard Drive
Tallahassee, FL 32304

August 29, 2018

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Revision History

Agency Name StarMetro

Accountable Executive Angela Baldwin, Chief Transit Officer

Initial StarMetro Adoption Date April 18, 2018

Original Effective Date October 1, 2018

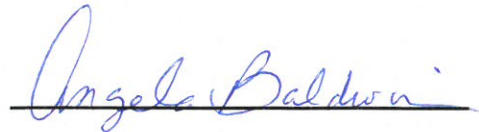
Last Modified By (Name)		Last Modified (Date)
Walter Kirkland		June 10, 2018
Walter Kirkland		August 29, 2018

Document reviewed and approved by
Accountable Executive

Chief Transit Officer

Angela Baldwin

Signature



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TRANSIT ASSET MANAGEMENT PLAN (TAMP)

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

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

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Executive Summary

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

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

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

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

About StarMetro

History

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

What we do

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

Transit Asset Management Plan (TAMP) Policy:

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

Agency Overview:

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

SECTION 1: INTRODUCTION & APPLICABILITY

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

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

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

The Accountable Executive:

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

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

TAMP Elements:

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

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

Definitions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

State of Good Repair (SGR) Standards Policy:

StarMetro's SGR policy is as follows:

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

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

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

Useful Life Benchmark:

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

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

Table 1: NTD Abbreviation and ULB Chart

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

Condition Assessment:

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

SGR Performance Measures & Targets:

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

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

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

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

StarMetro Performance Measures

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

Table 2: Performance Measures & Targets

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

SECTION 2: ASSET INVENTORY PORTFOLIO

Table 3: Asset Inventory Portfolio

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

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

SECTION 3: ASSET CONDITION ASSESSMENT

Table 4: Asset condition assessment

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

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

SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH

Table 5: Decision Support Tools & Management Approach

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

SECTION 5: PRIORITIZED LIST of INVESTMENTS

Investment Prioritization:

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

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

SECTION 6: MAINTENANCE STRATEGY

Table 6: Maintenance Strategy

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

SECTION 7: CONCLUSION

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

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

References and Resources

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

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

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

SECTION 8: APPENDIX

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

Appendix A - Asset Register

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

Appendix A - Asset Register

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

Appendix A - Asset Register

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

Appendix A - Asset Register

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

Appendix B - Asset Condition Register

B1: Revenue Vehicle Assets

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

Appendix B - Asset Condition Register

B.1: Revenue Vehicle Assets

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

Appendix B - Asset Condition Register

B.1: Revenue Vehicle Assets

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

Appendix B - Asset Condition Register

B.1: Revenue Vehicle Assets

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

Appendix B - Asset Condition Register
B2: Equipment Assets

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

Appendix A - Asset Condition Register
B2: Equipment Assets

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

Appendix B - Asset Condition Register
B3: Facilities Assets

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

Appendix C - Proposed Investment Project List

Project year is year StarMetro wishes to implement or start project

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

* - Estimated Cost

Appendix D - Condition Rating Scales

REVENUE VEHICLE CONDITION RATING SCALE

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

NON-REVENUE VEHICLE CONDITION RATING SCALE

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

ELECTRIC BUS CHARGER CONDITION RATING SCALE

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

FTA TERM Condition Assessment Scale

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

September 18, 2018



AGENDA ITEM 7 D

RAILROAD DISCUSSION

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

Commissioner Barfield has requested that the recurring issue of trains blocking local roads be discussed.

September 18, 2018



AGENDA ITEM 8

FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

TYPE OF ITEM: Information

A status report on the activities of the Florida Department of Transportation will be discussed.

September 18, 2018



AGENDA ITEM 9

EXECUTIVE DIRECTOR'S REPORT

TYPE OF ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) will be provided.

September 18, 2018



AGENDA ITEM 10 A

**FISCAL YEAR 2018 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ADMINISTRATIVE AMENDMENTS**

TYPE OF ITEM: Information

The purpose of this item is to inform members of administrative amendments made to the FY 2018 – FY 2022 Transportation Improvement Program (TIP) that occurred subsequent to the June 18, 2018 CRTPA Board Meeting.

Specifically, the following projects were added to the FY 2018 – FY 2022 TIP*:

- **Gadsden Co Safe Routes to School – Multiple Locations (Project #4413471):** Project provides funding for construction of safe routes near schools and was administratively amended into the TIP in June 2018.
- **SR 10 (US 90) From SR 20 Blountstown Hwy to N Duval St (Project #4395742):** Project provides funding for enhanced pedestrian lighting and was administratively amended into the TIP in June 2018.
- **CRTPA Safety Performance Management:** Information related to CRTPA Safety Performance Management, included within the adopted FY 2019 – FY 2023 Transportation Improvement Program, was added to the document at the end of the document's Executive Summary section in June 2018.

***NOTE:** The above projects are included in the FY 2019 – FY 2023 TIP (which was adopted at the June 18 CRTPA meeting).



September 18, 2018

AGENDA ITEM 10 B

FUTURE MEETINGS

TYPE OF ITEM: Information

The Capital Region Transportation Planning Agency will meet on the following remaining dates, times and locations in 2018:

Meeting Date	Meeting Type	Location
October 16**	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm
November 26* **	Retreat/Workshop	TBA 9:00 AM – 1 PM
December 18	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm

* *Indicates Monday Meeting*

** *Pursuant to approval of Item 4C ("2018 CRTPA Calendar Revision")*



AGENDA ITEM 10 C
COMMITTEE ACTIONS
(CITIZEN'S MULTIMODAL ADVISORY COMMITTEE & TECHNICAL ADVISORY COMMITTEE)

TYPE OF ITEM: Information

STATEMENT OF ISSUE

This item provides information to the Capital Region Transportation Planning Agency (CRTPA) on the activities of the Citizens Multimodal Advisory Committee (CMAC) and the Technical Advisory Committee (TAC).

TAC and CMAC: The CMAC and TAC each met on Tuesday, September 4, 2018, and took the following actions, each with a quorum present:

- ***Committee Meeting Minutes***
 - **TAC Action:** Unanimous approval of the June 18, 2018 TAC Meeting Minutes.
 - **CMAC Action:** Unanimous approval of the June 18, 2018, and May 1, 2018 CMAC Meeting Minutes.
- ***Congestion Management Process Plan (CMPP) Categorized Project List***
 - **TAC Action:** Unanimous approval.
 - **CMAC Action:** unanimous approval.
- ***Fiscal Year (FY) 2019 - FY 2023 Transportation Improvement Program (TIP) Amendments as follows:***
 - ✓ SR 10 (US 90) (from US 27 to Buck Lake Road) (Project #4395712): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety at signalized intersection locations (Leon County).
 - ✓ SR 363/SR 61 Woodville/Monroe Street (from Ross Road to Call Street) (Project #4395752): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety at signalized intersection locations (Leon County).
- **TAC Action:** Recommended approval unanimously with a quorum present.
- **CMAC Action:** Recommended approval unanimously with a quorum present.

- ***Performance Measures Adoption related to Pavement Condition, Bridge Condition, and System Performance of the National Highway System (NHS) and Freight***
 - ***TAC Action:*** Unanimous approval of adopting the same goals, targets, and interim targets as previously adopted by the Florida Department of Transportation (FDOT)
 - ***CMAC Action:*** Unanimous approval of adopting the same goals, targets, and interim targets as previously adopted by the FDOT.



September 18, 2018

AGENDA ITEM 11

ITEMS FROM MEMBERS