

FEDERAL TRANSIT ADMINISTRATION

2021 Virtual Transit Asset Management Roundtable

Day 2:TAM Plan Updates

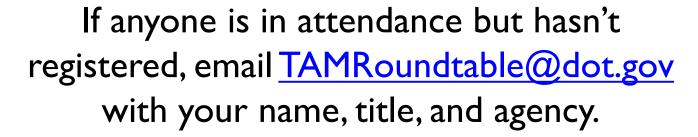
June 23, 2021



Teams Logistics



- There is no private chat pod.
- Keep yourself muted unless you're speaking.
- Use the "raise hand" feature to speak during the Q&A.







Dan Currier

VTrans



Chi ChowGolden Gate Transit



Si McMurray

Knoxville Area Transit



Vermont Public Transit TAM Plan Update

DAN CURRIER
JUNE 2021





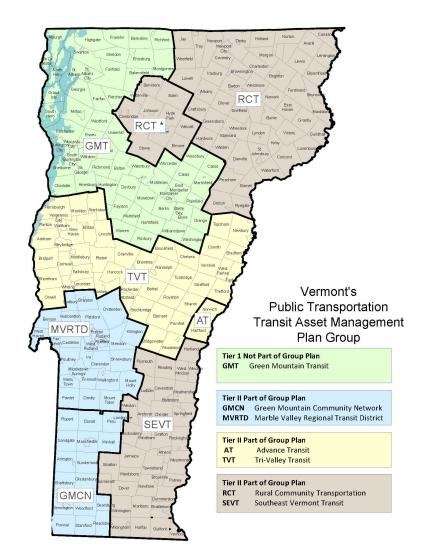
Group Plan

6 Tier II Transit Operators

247 Vehicles

63 Routes

8 Facilities



Map Produced by the Vermont Agency of Transportation Mapping Section - 6/29/2020



Group Plan

Element	Sponsor	Participant
Overarching	Write plan	Support plan Accountable Executive approves plan
1. Asset Inventory	 Coordinate consolidation Develop/modify database or software Define data collection elements and formats 	Collect asset data Submit data in format required on schedule
2. Condition Assessment*	 Define data collection methodology and schedule Manage data (i.e. database/software) Submit data to NTD** 	Support/conduct condition assessment Submit data to sponsor in format required on schedule
3. Decision Support Tools	 Share guiding policies including weighting or ranking priorities Develop tools Analyze and interpret data 	Communicate goals and needs Provide information to support tool
4. Investment Prioritization	 Gather additional data Prioritize projects (iterative step) Generate ranked list of projects 	 Share info on all funding sources with sponsor Share existing Capital Investment Plans Coordinate with sponsor



Transit Plan Target

Age and Condition

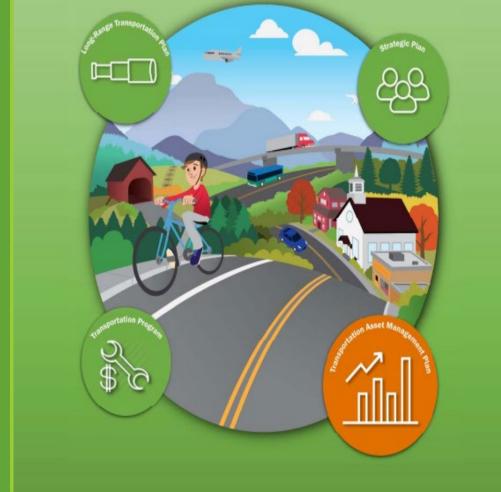
Asset Category	Performance Measure	Target		
Rolling Stock All revenue vehicles	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	No more than 20% of vehicles beyond their useful life and in less than good condition.		
Equipment Non-revenue vehicles	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	No more than 20% of equipment beyond its useful life and in less than good condition.		
Facilities All buildings or structures	Condition - % of facilities with a condition rating below 3.0 on a the FTA Transit Economic Requirements Model (TERM) Scale	No more than 20% of facilities beyond their useful life and in less than good condition.		



Transportation

Bridges

Roadways



TRANSPORTATION ASSET MANAGEMENT PLAN

Right Investment, Right Asset, Right Time





Transportation

How Does Transportation Asset Management Help Vermont?

- Ensures that VTrans is making the right level of investment in the right asset at the right time.
- Makes preventive maintenance a priority.
- Integrates efforts throughout the Vermont Agency of Transportation (VTrans), including communication, business practices, and projects—from development through maintenance.
- · Focuses investment on an efficient, cost-effective, sustainable transportation system.

How Does Asset Management Help Me?

Asset management helps VTrans maintain its roads, bridges, sidewalks, bike paths, and other transportation facilities in a cost-effective way. This is coordinated with efforts to support mobility, connectivity, safety, economic access, resiliency, communities, environment, and health access.



Figure 1: Why are Roads and Bridges Important to Me?

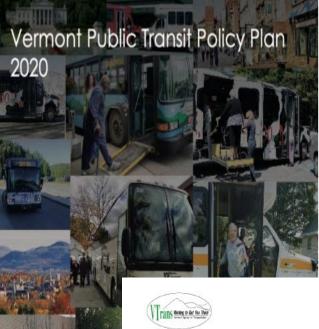


Other Agency Plans to Consider









VTrans Battery-Electric Bus Transition Plan

DRAFT Technical Memorandum #1:

State of the Industry

Vermont I

Vermont Agency of Transportation Division of Policy, Planning, and Intermodal D

February 28, 2020

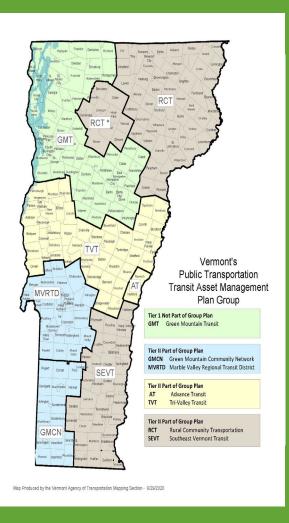
Transportation Plan

PREPARED BY VERMONT AGENCY OF TRANSPORTATION - 2018









Agency Team:

- Public Transit
- Planning and
- Asset Management

Consultant Assistance

Vermont Public Transit Agencies



Considerations

Resiliency

Electrification Transition

- Fleet Conversion
- Facility Upgrades

Public Transit Policy Plan

- Addressing aging Vermont
- Expansion of transit access
- Outreach and raising awareness
- Using technology to move to next generation of ride scheduling
- Land use planning and investments

Statewide Transportation Improvement Plan



Asset Management System

VAMIS

April- 2021

Vermont Asset Management Information System

Now that we have loaded several of our asset inventories into VAMIS, we are excited to discuss many of the first steps we are taking to roll out this tool around the agency. While our pavement management system has utilized this system for years and continues to refine the process for project selection, many other assets have begun to use the tools within the system.



First steps -

A bridge washing treatment has been added to VAMIS and will be able to generate a program on a two-year cycle allowing us to track district performance.

A small culvert inspection list and treatments will also come from VAMIS based on the outstanding work completed by the districts over the last 5 years. This has given us the opportunity to QC the data to improve both reporting on inspections, but will also allow for crediting work completed by the districts on the road network to reductions in phosphorus for stormwater. We also anticipate using this data to track culvert washing and the necessary budgeting required to plan for culvert replacement.

Signals and Stormwater are also moving forward with developing an OM inspection work program that will capture condition data for their inventory, develop work orders, track work completed and tie it back to the individual assets.

ASSETS BY SPRINT

CURRENT ASSETS IN TRANSITION

- Rail
- Aviation
- ITS Equipment

NEXT UP

- BGS Buildings
- AOT Buildings

8 MONTHS Vamis Phase II

- Operations & Management
- Stockpiles & Inventory
- CG Fleet Management
- Rail #2
- Aviation #2
- Transit
- Shoulder Width
- Unstable Slopes





Opportunity:

Policies

Goals

Strategies

Objectives

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Transit Goal

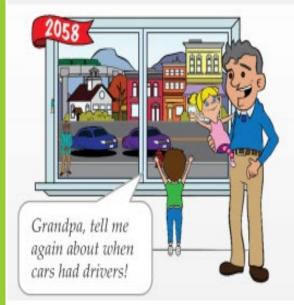
To have a safe and marketable fleet that meets the varying mobility needs that can be met by transit.



Now

Transportation asset management helps VTrans invest efficiently in a mix of maintenance and other projects.

This focus provides choices that improve mobility and connectivity, safety, economic access, resiliency, communities, environment, and health access.



Future

Transportation asset management helps Vermont be prepared to meet transportation goals and needs in a rapidly changing world.

This focus will help VTrans engage even more with you and your community's needs and vision.



THANK YOU

PUBLIC TRANSIT COORDINATOR AND GO!VERMONT MANAGER DAN.J.CURRIER@VERMONT.GOV
802-279-5236





Transit Asset Management Plan 2022 Update



Transit Asset Management Round Table

June 23, 2021

Overview of Presentation

- History of District
- □ Who do we serve
- TAM Plan and Five Initiatives
- □ Highlights of the Plan Modules
- Evaluation of Performance and Targets
- Next steps



District Transit Services

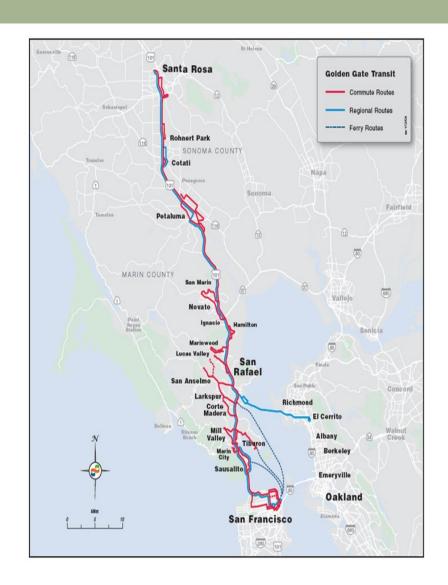
Population: 903,524

Service area: 145 square miles

□ Reduce morning commute: 23%

 29 bus commuter and regional routes from Sonoma to San Francisco.

- On-demand paratransit service.
- Four ferry routes between San Francisco and Marin.



District TAM Plan and Five Initiatives

- □ Inventory (Expanded)
- □ Condition Assessment (Expanded)
- □ Decision Support Tools (Expanded)
- □ Prioritization Investments (Expanded)
- □ TAM and SGR Policy (Compliance)
- Implementation Strategy (Compliance)
- □ Key Activities (Expanded)
- Resources (Expanded)
- □ Evaluation Plan (Compliance)

- One set of data
- □ An integrated system of record
- TERM Lite lifecycle management and scenarios
- □ Business Metrics Targets
- Communication integration of plans.

Inventory

Bus

Locations:
D1-SanRafael
D2-Novato
D3-SantaRosa
D4-San Francisco
San Rafael Transit Center
Santa Rosa Transit Mall

Ferry

Locations:
Larkspur Ferry Terminal
San Francisco Ferry Terminal
Sausalito Ferry Landing
Tiburon Ferry Landing
– Event only –
Chase Center or Oracle Park Ferry Landing

Equipment

Maintenance skiffs

Lifts, Trailers, Maintenance Equipment

Facility	Rolling Stock	Equipment	Facility	Rolling Stock
Bus Transfer Center	Over-the-Road- Coach (80)	Bus Stop Signs	Ferry Terminals	Spauldings (3)
Passenger Parking Lots	Buses (67)	Bus Shelters	Passenger Parking Lots	Catamarans (4)
Maintenance Service Buldings	Cutaway (18)	Lifts, Trailers, Maintenance Equipment	Maintenance Service Facilities	
Bus Yards	Communication	n Infrastructure	Ferry Admin	
Bus Admin		Service Ve	hicle Pool (112)	

Condition Assessment (maintenance history)

					Vehic	les		Poor	Marginal	Adequate	Good	Excellent	Total
A					Ferry	Vessels			2	2	1	2	7
GOLDEN GATE BR	ixge				Over	Road Coac	hes			23	57		80
MCI5 PREVENTATIVE MAINTENANCE			NANCE	Buses	s						67	67	
			MINUL	Cutav	ways		·		1		17	18	
	Asset: 13194				Servi	ce Automo	biles	18		5	1	10	34
Work Order	Description	Job Plan	Owner Group	Crew	Servi	ce Trucks		37	3	11	5	8	64
449223 446637	A / B / C / D INSPECTION A / B / C / D INSPECTIO	A MCIS	RHSMATN	1	Servi	ce Vans		6	1	3		4	14
444770	A / B / C / D INSPECTION	A MCI5	BUSMAIN	2	C	J T-4-1		C1	_	45	CA	100	204
441525	A / B / C / D INSPECTION	B MCI5	BUSMAIN	2	Grand	d Total		61	6	45	64	108	284
	Asset: 13195												
Work Order	Description	Job Plan	Owner Group	Crew	Lead	PM Due milesminus the current asset read	Status	Reported Date	Actual Finish W	GGB Current fork Type Mileage of Asset			
448289	A / B / C / D INSPECTION	A MCI5	BUSMAIN	2	E12565	117.00	COMP	12/7/19 5:02:28 AM	12/9/19 10:14:25 PM	PM	-		
445864	A / B / C / D INSPECTION	B MCI5	BUSMAIN	2	E05251	-16.00	COMP	11/12/19 5:03:14 AM	11/13/19 10:49:04 PM	PM 208,353			
442987	A / B / C / D INSPECTION	A MCI5	BUSMAIN	2	E04268	196.00	COMP	10/18/19 5:02:45 AM	10/18/19 8:29:46 PM	PM 206,837			

9/24/19 5:02:31 AM

Reported Date

10/3/19 5:01:32 AM 10/10/19 5:02:06 AM

11/21/19 5:01:28 AM

10/30/19 5:01:48 AM

9/28/19 6:24:47 AM

11/26/19 10:41:15 PM

205,533

210,211

208,700

Actual Finish Work Type Mileage of Asset

A / B / C / D INSPECTION

Description

Work Order

C MCI5 BUSMAIN

Job Plan

Owner

Group

Crew

E05261

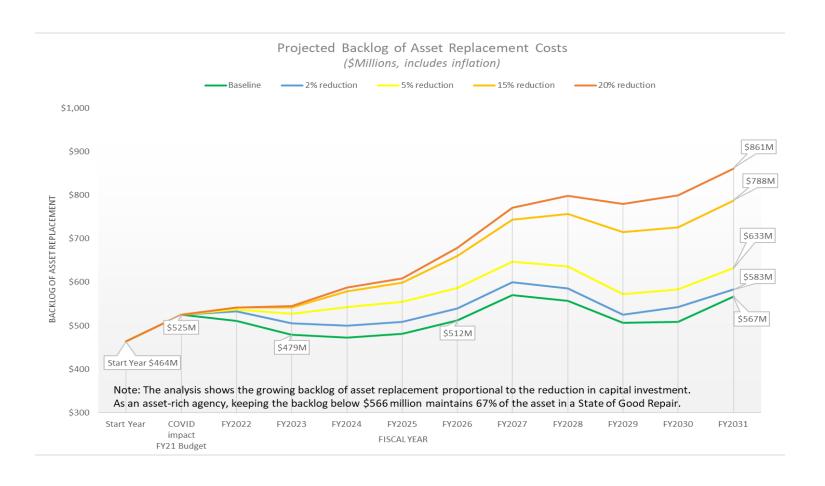
PM Due milesminus the

-345.00

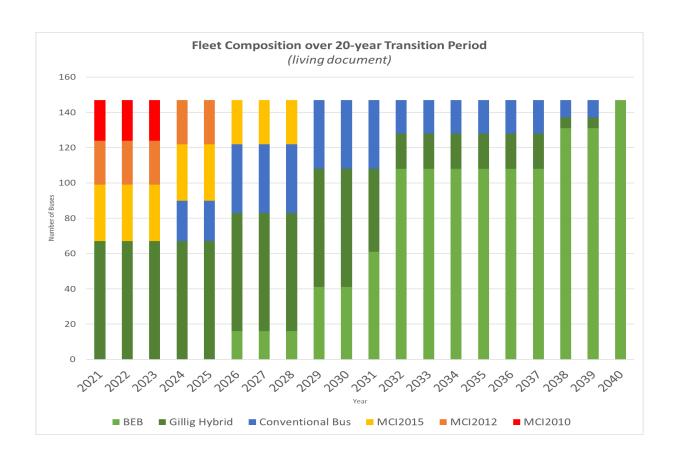
Status

current asset

Decision Support Tools



Bus Investment Priorities



Invest in service

1) 100% BEB fleet in 2040

Invest in people

- Extensive Training on BEB technology
- 2) Safety culture

Invest in facilities

- 1) Charging infrastructure
- Facilities improvements for a better employee work environment

TAM and SGR Policy

Mission

"The mission of the Golden Gate Bridge, Highway and Transportation District (District) is to provide safe and reliable operation, maintenance and enhancement of the Golden Gate Bridge and to provide transportation services, as resources allow, for customers within the U.S. Highway 101 Golden Gate Corridor."

Draft TAM Policy

The District is committed to implementing a strategic and systematic process for operating, maintaining transit service in the Highway 101 corridor. This policy formalizes the support and the implementation of a district-wide Transit Asset Management practice and maintains assets in a State of Good Repair (SGR).



Implementation Strategy

Initiatives 2019 to present

- □ One set of data
 - 1) National Transit Database
 - 2) Regional Transit Capitalization Inventory
 - 3) NTD data in the District's systems
- An integrated system of record
 - Maximo asset location, condition, and maintenance
 - 2) Financial Enterprise asset value, addition/disposal
- TERM Lite Analysis and Investment Priorities
 - 1) Capital program for different COVID recovery scenarios
 - 2) Investment prioritization for zero-emission buses and ferries



Evaluation – Assets in State of Good Repair

Percentage of assets exceeding useful life or below adequate condition

	RY2018 Performance	RY2019 Performance	RY2020 Performance	RY2021 Target
Ferry Vessels-FB	43%	43%	33%	33%*
Over the Road Coach-BR	SGR	SGR	SGR	SGR
Bus-BU	55%	73%	SGR	SGR
Cutaway	22%	SGR	SGR	SGR
Automobile	52%	81%	62%	75%**
Trucks and Vans	52%	49%	38%	40%
Passenger Stations and Parking	32%	44%	38%	40%
Admin and Maintenance Facilities	40%	30%	21%	30%

Note*: Ferry 2021 target shows a possible increase due to CARB requirements.

Note**: Reduced automobile fleet with leased vehicles; 2021 targets include only owned vehicles.



Lessons Learned

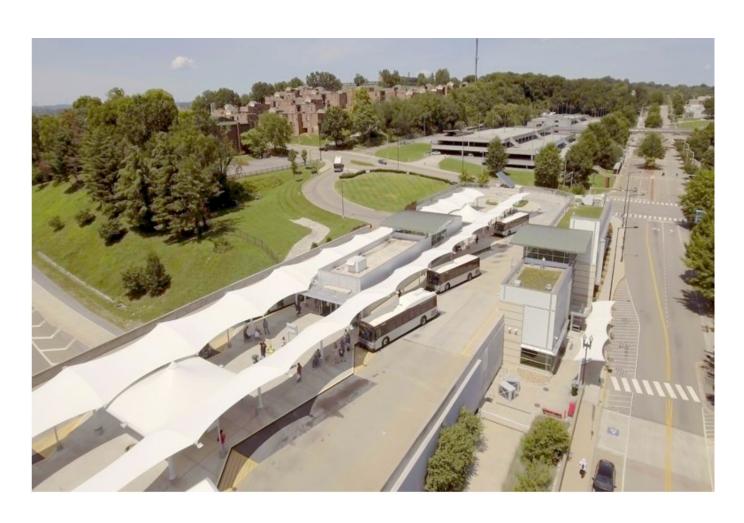
- Inventory requires time and discovery
- Condition assessment and data confidence improves over time
- TAM tools allowed District to focus on critical assets and develop budget scenarios
- TAM Plan initiatives improved tools and processes throughout the District
- Incremental improvements can lead to meaningful change for people and policy



Thank you!



Transit Asset Management Plan "EVOLUTION"





Transit Asset Management Plan

"Home Grown" Excel Spreadsheet Format
TAM Asset Listing <u>AND</u> Property Inventory Requirements (FTA Cir 5010.1e)
Designed to: ☐ Record Condition Assessment of Current Assets ☐ Identify Lifecycle Investment Requirements ☐ Forecast Asset Replacement Funding Requirements ☐ Forecast Funding Requirements for New Assets
"Living Document"; frequent asset/financial record updates



Active Use by Staff Drove the Need for Updates

- ☐ Financial Management Staff
- Maintenance Staff
- ☐ State DOT & Regional TPO
- ☐ Up to TAM Version 2.5.2

Prioritized List of Investments by Functional Area



			Prioritized Asset Projects for Funding										
Funding Code	Asset ID	Asset Tag #	Project Description	Justification	ICE	Priority	Project Year	Grant Application					
63186	62106	3011	<30' Heavy-Duty Bus or 35' Electric Bus???	2011 Eunstianulity Broblem	\$753,000.00	Medium	FY-2023	FY-2020 LSTBG / FY-2021 LSTB0					
63187	63187	3012	<30 Heavy-Duty Bus or 35 Electric Bus???	3011 Functionality Problem 3012 Functionality Problem	\$753,000.00	Medium	FY-2023	FY-2021 LSTBG					
63142	63142	1005	Para-Transit Cutaway Lift Van	1005 eligible for replacement FY-22	\$75,371.00	Medium	FY-2023	FY-21 5339					
63143 63144	63143 63144	1006 1007	Para-Transit Cutaway Lift Van Para-Transit Cutaway Lift Van	1006 eligible for replacement FY-22 1007 eligible for replacement FY-22	\$75,371.00 \$75,371.00	Medium Medium	FY-2023 FY-2023	FY-21 5339 FY-21 5339					
51225	51225	T-31	35' Heavy-Duty Trolley Bus	T-31 eligible for replacement FY-24	\$920 000 00	Low	FY-2024	FY-23 LSTBG Request					
51226	51226	T-32	35' Heavy-Duty Trolley Bus 35' Heavy-Duty Trolley Bus	T-32 eligible for replacement FY-24	\$920,000.00	Low	FY-2024	FY-23 LSTBG Request FY-23 LSTBG Request					
51229 51228	<u>51229</u> <u>51228</u>	T-33 T-34	35' Heavy-Duty Trolley Bus 35' Heavy-Duty Trolley Bus	T-33 eligible for replacement FY-24 T-34 eligible for replacement FY-24	\$920,000.00 \$920,000.00	Low Low	FY-2024 FY-2024	FY-23 LSTBG Request FY-23 LSTBG Request					
NB003	N/A	N/A	Para-Transit Cutaway Lift Van	Growth Lift Van	\$75,371.00	High	FY-2022	FY-21 5339					
NB004	N/A	N/A	Para-Transit Cutaway Lift Van	Growth Lift Van	\$75,371.00	High	FY-2022	FY-21 5339					
58513 58790	58513 58790	4012 4019	New Bus Ty New Bus Tv					Projects for Procu					

58513	<u>58513</u>	4012	New Bus Ty	
58790	<u>58790</u>	4019	New Bus Ty	
				_
NE004	N/A	N/A	Ele	
				•
45827	<u>45827</u>	213		
46924	<u>46924</u>	216	Market	
48770	<u>48770</u>	224	Ford 4X4 Explore	
83797	83797	227	Ford 4X4 Explore	
83798	83798	228	Ford 4X4 Explore	
83800	<u>83800</u>	230	Ford 4X4 Explore	
666003	<u>666003</u>	N/A		
NE007	N/A	N/A	He	
← →	Facility Property	List Page 2	Funding Requir	

Funding Code	Asset ID	Asset Tag #	Investment Project Description	Justification	Priority	ICE	Contract Price	Project Acquisition Fiscal Year	Grant ID
					,				
52433	52433	4002	35' Heavy-Duty Electric Lowfloor Bus	4002 has met or is near service life	Medium		\$887,247.72	FY-2021	507054
52434	52434	4003	35' Heavy-Duty Electric Lowfloor Bus	4003 has met or is near service life	Medium		\$887,247.72	FY-2021	507054/507076
57129	57129	4009	35' Heavy-Duty Electric Lowfloor Bus	4009 has met or is near service life	Medium		\$887,247.72	FY-2021	507076
52431	52431	5006	35' Heavy-Duty Electric Lowfloor Bus	5006 has met or is near service life	Medium		\$887,247.72	FY-2021	507076
58507	58507	3001	35' Heavy-Duty Electric Lowfloor Bus	3001 in SGR Backlog	High		\$887,247.72	FY-2021	507076/507081
58505	58505	3002	35' Heavy-Duty Electric Lowfloor Bus	3002 in SGR Backlog	High		\$887,247.72	FY-2021	507081
58508	58508	3004	35' Heavy-Duty Electric Lowfloor Bus	3004 in SGR Backlog	High		\$887,247.72	FY-2021	507081
52435	52435	4001	35' Heavy-Duty Electric Lowfloor Bus	4001 has met or is near service life	Medium		\$887,247.72	FY-2021	507081
57125	57125	4005	35' Heavy-Duty Electric Lowfloor Bus	4005 has met or is near service life	Medium		\$887,247.72	FY-2021	507081
58512	58512	4011	35' Heavy-Duty Electric Lowfloor Bus	4011 has met or is near service life	Medium		\$887,247.72	FY-2021	507081
57126	57126	4006	35' Heavy-Duty Electric Lowfloor Bus	4006 has met or is near service life	Medium		\$887,247.72	FY-2021	507081
59861	59861	4025	35' Heavy-Duty Electric Lowfloor Bus	4025 has met or is near service life	Medium		\$887,247.72	FY-2021	507081
NE003	N/A	N/A	Electric Bus Charging Infrastructure	Electric Bus Support	High		\$2,021,285.00	FY-2021	507076/507081
NE005	N/A	N/A	Electric Bus Support Equipment - Mobile Charger & Tow Ba		Medium		\$306,234.95	FY-2021	507081
NE006	N/A	N/A	Electric Bus Employee Training	Required for electric bus deployment	High		\$261,546.30	FY-2021	507081
NE009	N/A	N/A	Electric Bus Start-up Parts	Required for maint support of new vehicle	Medium		\$197,979.11	FY-2021	507081
					ļ				
58506	58506	3003	<30' Heavy-Duty Hybrid Bus	3003 in SGR Backlog	High		\$741,589.00	FY-2022	507083
63182	63182	3007	<30' Heavy-Duty Hybrid Bus	3007 near svc life; Functionality problem	Medium		\$741,589.00	FY-2022	507083
63184	63184	3009	<30' Heavy-Duty Hybrid Bus	3009 near svc life; Functionality problem	Medium		\$741,589.00	FY-2022	507084
63185	63185	3010	<30' Heavy-Duty Hybrid Bus	3010 Functionality Problem	Medium		\$741,589.00	FY-2022	507084
58511	58511	4010	<30' Heavy-Duty Hybrid Bus	4010 near service life	Medium		\$741,589.00	FY-2022	
56693	56693	1507	DRW Ford Transit Lift Van	1507 in SGR Backlog	High		\$71,389.80	FY-2022	507083
56687	56687	1509	DRW Ford Transit Lift Van	1509 in SGR Backlog	High		\$71,389.80	FY-2022	507083
NE002	N/A	N/A	Freon Recovery Machine	Required for ebus future HVAC servicing	Low	\$8,000.00		FY-2021	507078
59221	59221	N/A	Advanced Transit Intelligent Technology System (AVL+)	AVL no longer supported	High	\$3,435,376.00		FY-2021	507067; 507064; 507065; 507074
					ļ				
		1			<u> </u>	<u> </u>		ļ	
·	Facility Property Li	st Page 2 Fu	unding Requirements Investment Priority - Funding Inves	tment Priority-Procurement Grant Planning	Manag	(+) : [4]			

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63143	<u>63143</u>	1006	Para-Transit Cutaway Lift Van Para-Transit Cutaway Lift Van	1005 eligible for replacement FY-22 1006 eligible for replacement FY-22	\$75,371.00	Medium	FY-2023	FY-21 5339		
63144	63144	1007	Para-Transit Cutaway Lift Van	1007 eligible for replacement FY-22	\$75,371.00	Medium	FY-2023	FY-21 5339		
51225	51225	T-31	35' Heavy-Duty Trolley Bus	T-31 eligible for replacement FY-24	\$920,000.00	Low	FY-2024	FV-23 I STBG Partiest		
51225 51226	51226	T-32	35' Heavy-Duty Trolley Bus	T-32 eligible for replacement FY-24	\$920,000.00	low	FY-2024	FY-23 LSTBG Request FY-23 LSTBG Request		
51229	51229	T-33	35' Heavy-Duty Trolley Bus	T-33 eligible for replacement FY-24	\$920,000,00	Low	FY-2024	FY-23 LSTBG Request		
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NB003	NI/A	NI/A	Door Toronia Codemon Life Von	Growth Lift Van	\$75.371.00		FY-2022	FY-21 5339		
NB003 NB004	N/A N/A	N/A N/A	Para-Transit Cutaway Lift Van Para-Transit Cutaway Lift Van	Growth Lift Van	\$75,371.00	High	FY-2022	FY-21 5339 FY-21 5339		
	IN/A	I N/A	rara-mansii Gutaway Lift Van	Growth Lift Van	\$15,311.00	High	F 1-2022	F1-21 5339		
58513	<u>58513</u>	4012	New Bus Ty New Bus Ty					I D: 4 6 D		
58790	58790	4019	New Bus Ty			- P	rioritized	d Proiects for Procure		



\$3,435,376.00

20130	20/30	4019	IVEW DUS TY					i nontized i rojects for i rocurement						
NE004	N/A	N/A	Ele	Funding	4	A 4 T #	lance of the set Decision & Decis	14151 - 41	Dail a mide.	105	Company Daire	Project Acquisition	Oment ID	
45827	<u>45827</u>	213		Code	Asset ID	Asset Tag #	Investment Project Description	Justification	Priority	ICE	Contract Price	Fiscal Year	Grant ID	Щ
46924	<u>46924</u>	216	Market											
48770	<u>48770</u>	224	Ford 4X4 Explore											,
83797	<u>83797</u>	227	Ford 4X4 Explore											
83798	<u>83798</u>	228	Ford 4X4 Explore											
83800	<u>83800</u>	230	Ford 4X4 Explore											
				52433	52433	4002	35' Heavy-Duty Electric Lowfloor Bus	4002 has met or is near service life	Medium		\$887,247.72	FY-2021	507054	
				52434	52434	4003	35' Heavy-Duty Electric Lowfloor Bus	4003 has met or is near service life	Medium		\$887,247.72	FY-2021	507054/507076	
				57129	<u>57129</u>	4009	35' Heavy-Duty Electric Lowfloor Bus	4009 has met or is near service life	Medium		\$887,247.72	FY-2021	507076	
666003	000000			52431	52431	5006	35' Heavy-Duty Electric Lowfloor Bus	5006 has met or is near service life	Medium		\$887,247.72	FY-2021	507076	
NE007	666003 N/A	N/A N/A		58507	58507	3001	35' Heavy-Duty Electric Lowfloor Bus	3001 in SGR Backlog	High		\$887,247.72	FY-2021	507076/507081	
INEUU1	IVA	IN/A	пе	58505	<u>58505</u>	3002	35' Heavy-Duty Electric Lowfloor Bus	3002 in SGR Backlog	High		\$887,247.72	FY-2021	507081	
← →	Facility Property	List Page 2	Funding Requir	58508	58508	3004	35' Heavy-Duty Electric Lowfloor Bus	3004 in SGR Backlog	High		\$887,247.72	FY-2021	507081	
				52435	52435	4001	35' Heavy-Duty Electric Lowfloor Bus	4001 has met or is near service life	Medium		\$887,247.72	FY-2021	507081	
				57125	57125	4005	35' Heavy-Duty Electric Lowfloor Bus	4005 has met or is near service life	Medium		\$887,247.72	FY-2021	507081	
				58512	58512	4011	35' Heavy-Duty Electric Lowfloor Bus	4011 has met or is near service life	Medium		\$887,247.72	FY-2021	507081	
				57126	<u>57126</u>	4006	35' Heavy-Duty Electric Lowfloor Bus	4006 has met or is near service life	Medium		\$887,247.72	FY-2021	507081	
				59861	59861	4025	35' Heavy-Duty Electric Lowfloor Bus	4025 has met or is near service life	Medium		\$887,247.72	FY-2021	507081	
				NE003	N/A	N/A	Electric Bus Charging Infrastructure	Electric Bus Support	High		\$2,021,285.00	FY-2021	507076/507081	
				NE005	N/A	N/A	Electric Bus Support Equipment - Mobile Charger & Tow Bar	Electric Bus Support	Medium		\$306,234.95	FY-2021	507081	
				NE006	N/A	N/A	Electric Bus Employee Training	Required for electric bus deployment	High		\$261,546.30	FY-2021	507081	
				NE009	N/A	N/A	Electric Bus Start-up Parts	Required for maint support of new vehicle	Medium		\$197,979.11	FY-2021	507081	
				58506	<u>58506</u>	3003	<30' Heavy-Duty Hybrid Bus	3003 in SGR Backlog	High		\$741,589.00	FY-2022	507083	
			_	63182	63182	3007	<30' Heavy-Duty Hybrid Bus	3007 near svc life; Functionality problem	Medium		\$741,589.00	FY-2022	507083	
D	KO 011KO	m - m+	_	63184	63184	3009	<30' Heavy-Duty Hybrid Bus	3009 near svc life; Functionality problem	Medium		\$741,589.00	FY-2022	507084	
P	rocure	mem		63185	63185	3010	<30' Heavy-Duty Hybrid Bus	3010 Functionality Problem	Medium		\$741,589.00	FY-2022	507084	
				58511	58511	4010	<30' Heavy-Duty Hybrid Bus	4010 near service life	Medium		\$741,589.00	FY-2022		
				56693	56693	1507	DRW Ford Transit Lift Van	1507 in SGR Backlog	High		\$71,389.80	FY-2022	507083	
				56687	<u>56687</u>	1509	DRW Ford Transit Lift Van	1509 in SGR Backlog	High		\$71,389.80	FY-2022	507083	
										[-		
				NE002	N/A	N/A	Freon Recovery Machine	Required for ebus future HVAC servicing	Low	\$8,000.00		FY-2021	507078	
						1				1	1		1	

Prioritized List of Investments by Functional Area



				Prioritize	d Asset Proj	ects for	Funding	3
Funding Code	Asset ID	Asset Tag #	Project Description	Justification	ICE (Priority	Project Year	Grant Application
						acksquare	/	
				-				
63186	63186	3011	<30' Heavy-Duty Bus or 35' Electric Bus???	3011 Functionality Problem	\$753,000.00	Medium	FY-2023	FY-2020 LSTBG / FY-2021 LSTBG
63186 63187	<u>63187</u>	3012	<30' Heavy-Duty Bus or 35' Electric Bus???	3012 Functionality Problem	\$753,000.00	Medium	FY-2023	FY-2021 LSTBG
63142	<u>63142</u>	1005	Para-Transit Cutaway Lift Van Para-Transit Cutaway Lift Van	1005 eligible for replacement FY-22	\$75,371.00	Medium	FY-2023	FY-21 5339
63143	<u>63143</u>	1006	Para-Transit Cutaway Lift Van	1006 eligible for replacement FY-22	\$75,371.00	Medium	FY-2023	FY-21 5339
63144	<u>63144</u>	1007	Para-Transit Cutaway Lift Van	1007 eligible for replacement FY-22	\$75,371.00	Medium	FY-2023	FY-21 5339
61226	E422E	T 34	36' Home Duty Trolloy Bus	T 31 aliaible for replacement EV 24	\$920,000,00	Low	FY-2024	EV 23 I STBG Paguage
51225 51226	<u>51225</u>	T-32	35' Heavy-Duty Trolley Bus 35' Heavy-Duty Trolley Bus	T-31 eligible for replacement FY-24 T-32 eligible for replacement FY-24	\$920,000.00	Low	FY-2024	FY-23 LSTBG Request FY-23 LSTBG Request
51229	51220	T-33			5920,000.00	Low	FY-2024	EV 23 LSTBG Poguart
51228	51223 E1220	T-34	35' Heavy-Duty Trolley Bus 35' Heavy-Duty Trolley Bus	T-33 eligible for replacement FY-24 T-34 eligible for replacement FY-24	\$920,000.00 \$920,000.00	Low	FY-2024	FY-23 LSTBG Request FY-23 LSTBG Request
01220	51220	1-34	35 Treavy-Duty Trolley Dus	1-34 engine for replacement F1-24	9320,000.00	LOW	1 1-2024	1 1-23 LSTBG Request
NB003	N/A	N/A	Para-Transit Cutaway Lift Van	Growth Lift Van	\$75,371.00	High	FY-2022	FY-21 5339
NB004	N/A	N/A	Para-Transit Cutaway Lift Van	Growth Lift Van	\$75,371.00	High	FY-2022	FY-21 5339
				1	I	1	1 1	I
58513	58513	4012	New Bus Tv			_		

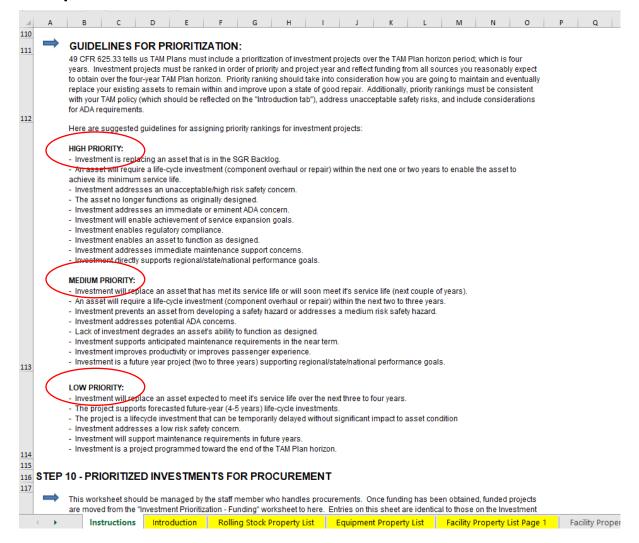


58513 58790	58513 58790	4012 4019	New Bus Ty New Bus Ty					Prioritized Projects fo	or Pro	curement				Г
NE004	N/A	N/A	Ele	Funding Code	Asset ID	Asset Tag #	Investment Project Description	Justification	Priority	ICE	Contract Price	Project Acquisition Fiscal Year	Grant ID	Ī
45827	45827 46924	213	Market		1.0001.0	Acces in a similar	mrecument reject becompact	0201110211011	· ······) 			- Cruntis	Н
46924 48770	48770	224	Ford 4X4 Explor											···
83797	83797	227	Ford 4X4 Explore											ł
	83798	228	Ford 4X4 Explore											ł
83798 83800	83800	230	Ford 4X4 Explore											···
00000	93000	250	T Old 4714 Exploit	52433	52433	4002	35' Heavy-Duty Electric Lowfloor Bus	4002 has met or is near service life	Medium		\$887.247.72	FY-2021	507054	···
				52434	52434	4003	35' Heavy-Duty Electric Lowfloor Bus	4003 has met or is near service life	Medium		\$887,247.72	FY-2021	507054/507076	ł
		1		57129	57129	4009	35' Heavy-Duty Electric Lowfloor Bus	4009 has met or is near service life	Medium		\$887,247.72	FY-2021	507076	ł
				52431	52431	5006	35' Heavy-Duty Electric Lowfloor Bus	5006 has met or is near service life	Medium		\$887,247.72	FY-2021	507076	ļ
666003	<u>666003</u>	N/A		58507	58507	3001	35' Heavy-Duty Electric Lowfloor Bus	3001 in SGR Backlog	High		\$887.247.72	FY-2021	507076/507081	···
NE007	N/A	N/A	He	58505	58505	3002	35' Heavy-Duty Electric Lowfloor Bus	3002 in SGR Backlog	High		\$887,247.72	FY-2021	507081	ł
← →	Facility Propert	v List Bage 2	Funding Requir	58508	58508	3004	35' Heavy-Duty Electric Lowfloor Bus	3004 in SGR Backlog	High		\$887,247.72	FY-2021	507081	ł
1 /	racility Propert	y List rage 2	runding Requir	52435	52435	4001	35' Heavy-Duty Electric Lowfloor Bus	4001 has met or is near service life	Medium		\$887,247.72	FY-2021	507081	ļ
				57125	57125	4005	35' Heavy-Duty Electric Lowfloor Bus	4005 has met or is near service life	Medium		\$887.247.72	FY-2021	507081	···
				58512	58512	4011	35' Heavy-Duty Electric Lowfloor Bus	4011 has met or is near service life	Medium		\$887,247.72	FY-2021	507081	ł
				57126	57126	4006	35' Heavy-Duty Electric Lowfloor Bus	4006 has met or is near service life	Medium		\$887,247.72	FY-2021	507081	ł
				59861	59861	4025	35' Heavy-Duty Electric Lowfloor Bus	4025 has met or is near service life	Medium		\$887,247,72	FY-2021	507081	1
				03001	93001	4020	35 Ticavy-Daty Licetile Lowillooi Das	4020 flas flet of is flear service file	wealam		3001,241.12	11-2021	307001	1
				NE003	N/A	N/A	Electric Bus Charging Infrastructure	Electric Bus Support	High		\$2,021,285.00	FY-2021	507076/507081	ļ
				NE005	N/A	N/A	Electric Bus Support Equipment - Mobile Charger & Tow Bar	Electric Bus Support	Medium		\$306.234.95	FY-2021	507081	ļ
				NE006	N/A	N/A	Electric Bus Employee Training	Required for electric bus deployment	High		\$261,546.30	FY-2021	507081	ļ
				NE009	N/A	N/A	Electric Bus Start-up Parts	Required for maint support of new vehicle			\$197,979.11	FY-2021	507081	1
							Licettic Day otalt ap i arto	required for maint support of flew verifice			4101,010.11			ļ
			"	58506	58506	3003	<30' Heavy-Duty Hybrid Bus	3003 in SGR Backlog	High		\$741,589.00	FY-2022	507083	ļ
				63182	63182	3007	<30' Heavy-Duty Hybrid Bus	3007 near svc life: Functionality problem	Medium		\$741.589.00	FY-2022	507083	
			_ `	63184	63184	3009	<30' Heavy-Duty Hybrid Bus	3009 near svc life; Functionality problem	Medium		\$741.589.00	FY-2022	507084	
Р	rocure	emen		63185	63185	3010	<30' Heavy-Duty Hybrid Bus	3010 Functionality Problem	Medium		\$741,589.00	FY-2022	507084	ļ
			/ "	58511	58511	4010	<30' Heavy-Duty Hybrid Bus	4010 near service life	Medium		\$741.589.00	FY-2022		Ι
			一 / 「											
				56693	56693	1507	DRW Ford Transit Lift Van	1507 in SGR Backlog	High		\$71,389,80	FY-2022	507083	Γ.
				56687	56687	1509	DRW Ford Transit Lift Van	1509 in SGR Backlog	High		\$71,389.80	FY-2022	507083	Ī
														ļ
				NE002	N/A	N/A	Freon Recovery Machine	Required for ebus future HVAC servicing	Low	\$8,000.00		FY-2021	507078	Γ.
			•			1					1			[
				59221	59221	N/A	Advanced Transit Intelligent Technology System (AVL+)	AVL no longer supported	High	\$3,435,376,00		FY-2021	507067; 507064; 507065; 507074	ſ
							,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					1	[
						1					1		1	Γ.

Investment Priority - Funding Investment Priority-Procurement Grant Planning Manag ... 🕂 :



Leadership Team's Refinements to Prioritization Guidelines





Financial Planning of Bus Midlife Overhaul Forecasts (and Other Lifecycle Investments)

N	0	P	Q	R	S	Т	U	V W	X
		Life C	ycle Invest	ment Requ	irements (Midlif	e Overhauls)			
unding Code	Component Category		fe Cycle Investment P		Projected Cost (Investment Priority - Funding)	Amount Requested (Grant Submitted IP - Funding)	Amount Funded (Investment Priority-Procurement)	Remarks	INVESTMI PRIORIT SHEET
N-FY20	System Overhauls		FY-2020		\$441,768.23	\$390,229.00	\$390,229.00	FY 2020 LSTBG	Funding & Procu
N-FY21	System Overhauls		FY-2021		\$1,066,203.49	\$872,833.00	-	FY 2021 LSTBG	Fundin
N-FY22	System Overhauls		FY-2022		\$638,529.94	\$877,539.00	-	FY 2022 LSTBG	Fundin
N-FY23	System Overhauls		FY-2023		\$916,794.42	\$460,001.00	-	FY 2023 LSTBG	Fundir
N-FY24	System Overhauls		FY-2024		\$514,677.68		-		Fundir
N-FY25	System Overhauls		FY-2025		\$624,111.08		-		Fundir
N-FY26	System Overhauls		FY-2026		\$672,626.48				Fundir
	·····								
	·····								
						1			
unding Code	Asset ID	Equipment Asset Des	cription (Life Cycle In	vestments)	Projected Cost (Equipment Page)	Amount Requested (Grant Submitted IP - Funding)	Amount Funded (Investment Priority-Procurement)	Remarks	INVESTN PRIORI SHEE
LC-E1	60587	Tran	sitFleet Software		\$7,000.00	-	-	Annual Service Fee	Fundi
LC-E2	47128	USTI	Monitoring System		\$34,500.00	\$34,500.00	-	Spill bucket upgrades	Fundir
LC-E3	666008	FleetWatch F	uel Management Syste	m	\$15,106.46	-	-	Annual Service Fee	Fundir
LC-E4	63377	Ec	olane Software		\$40,795.00	-	-	Annual Service Fee	Fundi
LC-E5	666006	P25 FM C	ommunications System		\$48,720.00	-	-	E911 Annual Service Fee	Fundi



Financial Planning of Bus Midlife Overhaul Forecasts (and Other Lifecycle Investments)

N	0	P	Q	R	S	Т	U	V W	X
		l ifa	Cycle Investme	nt Requirem	nants (Midlif	e Overhauls)			
Funding Code	Component Category		Life Cycle Investment Period		Projected Cost	Amount Requested (Grant Submitted IP - Funding)	Amount Funded (Investment Priority-Procurement)	Remarks	INVESTME PRIORITY SHEET
EN-FY29. EN-FY21 EN-FY22 EN-FY23 EN-FY23 EN-FY24 EN-FY25	System Overhauls		FY-2020 FY-2021 FY-2022 FY-2023 FY-2024 FY-2025 FY-2026		\$441,768.23 \$1,065.203.49 \$638.529.94 \$916.794.42 \$514.677.68 \$624,111.08 \$672.626.48	\$390,229,00 \$572,833,00 \$677,639,00 \$460,001,00	\$390,229,00	FY 2020 LSTBG FY 2021 LSTBG FY 2022 LSTBG FY 2023 LSTBG	Greek Branding Funding Funding Funding Funding Funding Funding Funding
Funding Code	Asset ID	Equipment Asset D	escription (Life Cycle Investn	nents)	Projected Cost (Equipment Page)	Amount Requested (Grant Submitted IP - Funding)	Amount Funded (Investment Priority-Procurement)	Remarks	INVESTME PRIORIT SHEET
LC-E1 LC-E2 LC-E3 LC-E4 LC-E5	60587 47128 666008 63377 666006	US FleetWate	ransitFleet Software ET Monitoring System In Fuel Management System Ecolane Software I Communications System		\$7,000,00 \$34,500,00 \$15,106,46 \$40,795,00 \$48,720,00	\$34,500.00		Annual Service Fee Spill bucket upgrades Annual Service Fee Annual Service Fee E911 Annual Service Fee	Funding Funding Funding Funding Funding





1	A	В	C D	E	F	G	Н
2	EXPORT NTD	Condition A	ssessme	nt & Per	formance	e Target	s
3	Date you en	stered of 06/30/2021 i	being used >>			6/30	/2021
4		Rolling Stock St	tate of Good Re	epair			
5		NTD REPO	ORTING YEAR F	Y- 2021	PERFORMAN	ICE TARGET	YEAR FY- 2022
6	Asset Class	Number of Assets in State of Good Repair (Current Year)	Number of Assets	Good Repair Backlog (2 in Backlog)	Assets in State of Good Repair (Target Year)	Assets in SGR Backlog (Target Year)	Performance Target (% in Backlog)
	BU Bus	64	0	0.00%	64	0	0.00%
8	CU Cutaway	21	3	12.50%	26	0	0.00%
9	VN Van	8	0	0.00%	8	0	0.00%
10							
12							
13							
14							
16							
17		Equipment S	tate of Good Re	epair (Suppor	t Vehicles Onl	ly)	
18		NTD REPO	ORTING YEAR F	Y- 2021	PERFORMAN	ICE TARGET	YEAR FY- 2022
		Number of Assets in	Number of Assets in State of Good	Good Repair Backlog	Assets in State of Good Repair	Assets in SGR Backlog	Performance Target
19	Asset Class AO Automobile	State of Good Repair 6	Repair Backlog 5	(₹ in Backlog) 45,45%	(Target Year)	(Target Year)	(₹ in Backlog) 18.18%
21	Other rubber tired vehicle	6	0	0.00%	5	1	16.67%
22							
23							
24 25							
26							
27							
28 29							
30			Facilities State	of Good Rep	air		
31				Carreal PT	CORREST I « TERM S	Beat PT Performance Target	TARGET I «TERHS
32	Facility Type	Asset Des	cription	Pacifily Accord (TERH Ration)	0.00%	[TERH Raling]	0.00%
33		5.4 E.	Facility	3		4	
	Administrative Facility					4	
34	Administrative Facility Passenger Facility	Transit (4		7	
34 35				4		7	
34				4		<u> </u>	
34 35 36 37 38				4		*	
34 35 36 37 38 39				4		*	
34 35 36 37 38				4		1	



Communicating & Reporting the TAM

Asset Class SGR Backleg SBackleg SGR Backleg SGR Backleg SUBUS 60 4 6.25%; 51 13 20.31%; VN Van 8 0 0.00%; 18 8 30.77%; VN Van 8 0 0.00%; 18 8 0 0.00%; 18 8 0.00%; VN Van 8 0 0.00%; 18 8 0 0.00%; 18 8 0 0.00%; VN Van 8 0 0.00%; 18 8 0 0.00%; VN Van 8 0 0.00%; 18 8 0 0.00%; VN Van 8 0 0.00%; 18 8 0 0.00%; VN Van 8 0 0.00%; 18 8 0 0.00%; VN Van 8 0 0.00%; 18 8 0 0.00%; VN Van 8 0 0.00%; 18 8 0 0.00%; VN Van 8 0 0.00%; 18 8 0 0.00%; VN Van 8 0 0.00%; 18 8 0 0.00%; VN Van 9 0.0		Fu	ture Years Proje	ction - Rolling S	Stock		
BU Bus 60 4 6.25% 51 13 20.31%. CU Cutavay 26 0 0.00% 18 8 9.30,77%. VN Van 8 0 0.000% 8 0 0.00% Fruture Years Projection - Equipment FY-2024 Asset Class SGR Backlog TFY-2023 FY-2023 FY-2024 Asset Class SGR Backlog & Backlog SGR Backlog & Ba	1					FY- 2024	
Supplied and serve mission electric buses by peringearly summer 2021. Currently three Gillig hybrid abuses are scholar for production in FY-2021 through anticipated do of bytrid and serve mission electric buses by peringearly summer 2021. Currently three Gillig hybrid buses are scholar for production in FY-2021 through anticipated do of bytrid and serve mission electric buses by peringearly summer 2021. Currently three Gillig hybrid buses are scholar for production in February 2021. Contract regolations with the summer scholar forms for mission electric buses by peringearly summer 2021. Currently three Gillig hybrid buses are scholar for production in February 2021. Currently three Gillig hybrid buses are scholar for production in February 2021. Currently three Gillig hybrid buses are scholar for production in February 2021. Currently three Gillig hybrid buses are scholar for methods from scholar flowers. Regardless, expect New Piger contact execution between the production of the scholar forms and three fire-route cutways. These replacements resulted in an act SGR backlog from \$4.5% to 25%. Anticipated cutways replacements in FY-2021 are expected to achieve the FY-2021 Ox backlog target. Equipment FY-2020 cutway target partially met from replacements of eighteen para-transit vans and three fire-route cutways. These replacements resulted in an act SGR backlog from \$4.5% to 25%. Anticipated cutways replacements in FY-2021 are expected to achieve the FY-2021 OX backlog target. Equipment FY-2020 cutway target partially met from replacements of eighteen para-transit vans and three fire-route cutways. These replacements resulted in an act SGR backlog from \$4.5% to 25%. Anticipated cutways replacements in FY-2021 are expected to achieve the FY-2021 OX backlog target. Equipment FY-2020 cutway target partially met from replacement of eighteen para-transit vans and three fire-route cutways. These replacements resulted in an act SGR backlog target. Equipment FY-2020 cutway target partially met from	Asset Class	SGR	Backlog	≵ Backlog	SGR	Backlog	≵ Backlog
Future Years Projection - Equipment Fy-2023 FY-2024 Asset Class SGR Backlog AD Automobile 9 2 18.18½ 9 2 18.18½ 9 2 18.18½ 9 2 18.18½ 18.67½ 5 1 18.67½ 5 1 18.67½ 5 1 18.67½ 6 NTD Marrative Report No improvement in BU Bus SGR backlog in FY-2021 through anticipated do of hybrid and are omission electric buses by spring/roally summer 2021. Currently three Callilly hybrid buses are scheduled for production in Fabruary 2021. Contract negotiations with Plyer for electric buses has experienced delays due to pandenic and a birt-down of certain City processes from network nameway attack. Regardlese, expect New Piper contact executive taces have expected end below the pandenic and a birt-down of certain City processes from network nameway attack. Regardlese, expect New Piper contact executive taces have been subjected and procurement in FY-2021 of backlog target. Equipment FY-2020 equipment target not achieved. Purchase order for two service vehicles not fulfilled due to manufacturer shut-down to protect employees from pandemic. Facilities Both facilities TERM ratings remain above TERM 3 though current secondary level asset remains at TERM 1. Project is funded and procurement action is expected to occur early fall with project completion early FY-2021. Other	BU Bus	60	4	6.25%	51	13	20.31%
Fruture Years Projection - Equipment Fy-2023 Fy-2024 Asset Class SGR Backlog & Backlog & GR Backlog & Fy-2021 through anticipated do of lybrid and sero emiscion electric buses by spring/scarly summer 2021. Currently three Cillig lybrid buses are scholded for production in February 2021. Contract negotistions wit Piper for electric buses be screpticed delay and but-down of certain Cillig processer from network molwars statck. Regardlesc, expect New Piper contact executive buses have springed delay and but-down of certain Cillig processer from network molwars statck. Regardlesc, expect New Piper contact executive buses have springed and but-down of certain Cillig processer from network molwars statck. Regardlesc, expect New Piper contact executive buses have springed and but-down of certain Cillig processer from network molwars statck. Regardlesc, expect New Piper contact executive buses are schooled for production in February 2021. Current secondary level asset remains and three fix-route cutways. These replacements resulted in an act SGR backlog target. Equipment and the processer of	CU Cutaway	26	0	0.00%	18	8	30.77%
Future Years Projection - Equipment FY-2023 Asset Class SGR Backlog 2 Backlog SGR Backlog 3 2 18.18½ 3 2 18.18½ 3 2 18.18½ Dither rubber tired wehicle 5 1 18.67½ 5 1 18.67½ MTD Narrative Report Rolling Stock No improvement in BU Bus SGR backlog for FY-20 which was expected. Still expecting improvement and obtainment of 0½ buses in SGR backlog in FY-2021 through anticipated do of hybrid and sero emission electric buses by spring/scrly summer 2021. Currently three Cilling hybrid buses are scheduled for production in February 2021. Contract negotiations with Player for electric buses has experienced delays due to pandenic and abut-down of certain City processes from network nature attack. Regardlesc, groeet New Piper contact executive titles assumer/script fail 2020. FY-2020 outways target partially make from replacement of eighteen para-transit vains and three fire-route cutways. These replacements resulted in an act SGR backlog from 54.59% to 25%. Anticipated cutways replacements in FY-2021 are expected to achieve the FY-2021 0% backlog target. Equipment FY-2020 equipment target not achieved. Purchase order for two service vehicles not fulfilled due to manufacturer shut-down to protect employees from pandemic. Facilities Both facilities TERM ratings remain above TERM 3 though current secondary level asset remains at TERM 1. Project is funded and procurement action is expected to occur early fall with project completion early FY-2021.	VN Van	8	0	0.00%	8	0	0.00%
Fruture Years Projection - Equipment FY-2023 FY-2024 Asset Class SGR Backlog \$ Bac	9						
Friture Years Projection - Equipment FY-2023 FY-2024 SGR Backlog & Backlog & SGR Back							
Future Years Projection - Equipment FY-2023 FY-2024 Asset Class SGR Backlog \$ Back							
Future Years Projection - Equipment FY- 2023 FY- 2024 Asset Class SGR Backlog & Backlog & SGR Backlog &	2						
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	secondary level asset remains at 1 B B						ng system. This
	0 Other						





Condition Assessment Detail and Life-Cycle Requirements

86				
87		Maintenance Sta	tes	
88	Asset Description	TERM C		TERM Quantities
89	Bus Fleet Condition	Excellent	ITERH-SI	17
90		Good	ITERH-41	
91		Adequate	ITERH-SI	
92		Marginal	JTERH-2J	0
93		Poor	JTERM-1	0
94		TERM Scor	e Average:	3.80
95				
96	Cutaway Fleet Condition	Excellent	JTERH-SJ	10
97		Good	TERH-4	0
98		Adequate	[TERH-5]	5
99		Marginal	JTERM-2J	7
100		Poor	[TERH-1]	2
101		TERM Scor	e Average:	3.38
102				
103	Van Fleet Condition	Excellent	[TERH-S]	8
104		Good	TERM-4	0
105		Adequate	[TERH-5]	0
106		Marginal	[TERH-2]	0
107		Poor	JTERH-1J	
108		TERM Scor	e Average:	5.00
109				
110	Mini-Van Fleet Condition	Excellent	JTERH-SJ	0
111		Good	TERH-4	0
112		Adequate	[TERH-3]	0
113		Marginal	JTERH-2J	0
114		Poor	JTERH-1J	0
115		TERM Scor	e Average:	N/A
116				
117	Support Vehicle Condition	Excellent	[TERH-S]	8
118	T .	Good	TERH-4	3
119		Adequate	[TERH-3]	2
120		Marginal	ITERH-21	1
121		Poor	ITERH-1	4
122		TERM Scor		3.56
123				
124	Other Equipment Condition	Excellent	TERH-S	9
125	Other Equipment Condition	Good	ITERH-4I	15
126		Adequate	ITERH-SI	1
126		Marginal	ITERM-21	5
	l	Poor	TERM-2 TERM-1	
128	<u> </u>			2
129	I	TERM Scor	e Average:	3.75

	Projecte	d Life-Cycle Inv	estments	
Arret Category	Fircal Tear	Projected Cortr	Amount Requested	Amount Funded
Rolling Stock	FY-2020	\$441,768.23	\$390,229.00	\$390,229.00
	FY-2021	\$1,066,203.49	\$872,833.00	
	FY-2022	\$638,529.94	\$877,539.00	
	FY-2023	\$916,794.42	\$460,001.00	
	FY-2024	\$514,677.68	-	
	FY-2025	\$624,111.08	-	
	FY-2026	\$672,626.48	-	
Equipment	FY-2021	\$ 34,500.00	\$34,500.00	
Equipment	FY-2022	\$111,621.46	\$04,500.00	-
	11-2022	\$111,021.40	-	-
Facilit	y Life-Cycle Inve:	stments (Secon	dary Assets TERM	1 < 3)
Admin & Heint	Humber of Projects	Projected Cartr	Amount Requested	Amount Funded
Magnolia Facility	6	\$397,081.00		\$331,425.00
Parsonger & Parking	Quantity	Projected Cortr	Amount Requested	Amount Funded
Transit Center	9	\$ 537,300.00	\$187,000.00	\$153,150.00
. renow wenter	Ť	4201,000.00	#101,000.00	4100,100.00

Additional Remarks

- Rolling stock life cycle funding requests reflects amounts listed in TIP #20-2020-210.
- Equipment life-cycle fund request in the amount of \$34,500.00 is included within the Program of Projects for FY-2020 5339.
- Magnolia and Transit Center life cycle investment involve a combination of projects planned for FY-2020 5339
 and unfunded projects recently identified by the Public Building Authority facilities annual condition assessment.
- Delays in TDOT match contract for FY-2020 5339 and 2020 LSTBG is negatively effecting our ability to address concerns related to State of Good Repair asset replacements and life cycle investments.





Condition Assessment Detail and Life-Cycle Requirements

86				
87		Maintenance Sta	tec	
88	Asset Description	TERM C		TERM Quantities
89	Bus Fleet Condition	Excellent	ITERH-SI	17
90	Bas i rect condition	Good	ITERH-4	17
91		Adequate	ITERH-SI	
92		Marginal	ITERH-SI	
93		Poor	[TERH-1]	
94		TERM Scor	e Average:	3.80
95				
96	Cutaway Fleet Condition	Excellent	JTERH-SJ	10
97		Good	TERH-4	0
98		Adequate	TERH-3	5
99		Marginal	[TERH-2]	7
100		Poor	[TERH-1]	2
101		TERM Scor	e Average:	3.38
102				
103	Van Fleet Condition	Excellent	[TERH-S]	8
104		Good	TERH-4	0
105		Adequate	[TERH-3]	0
106		Marginal	[TERH-2]	0
107		Poor	[TERH-1]	0
108		TERM Scor	e Average:	5.00
109				
110	Mini-Van Fleet Condition	Excellent	[TERH-S]	0
111		Good	[TERH-4]	0
112		Adequate	[TERH-3]	0
113		Marginal	[TERH-2]	0
114		Poor	[TERH-1]	0
115		TERM Scor	e Average:	N/A
116				
117	Support Vehicle Condition	Excellent	[TERH-S]	8
118		Good	TERH-4	3
119		Adequate	[TERH-3]	2
120		Marginal	ITERH-21	1
121		Poor	TERH-1	4
122		TERM Scor		3.56
123				
124	Other Equipment Condition	Excellent	ITERH-SI	3
125	Cara Equipment Condition	Good	ITERH-4I	15
126		Adequate	ITERH-SI	1
127		Marginal	[TERH-2]	5
121 128		Poor	TERH-1	2
120 129				3.75
123		TERM Scor	e Average:	3.13

	Projecte	d Life-Cycle lav	estments	
Arret Category	Fircal Tear	Projected Cartr	Amount Requested	Amount Funded
Rolling Stock	FY-2020	\$441,768.23	\$390,229.00	\$390,229.00
	FY-2021	\$1,066,203.49	\$872,833.00	
	FY-2022	\$638,529.94	\$877,539.00	
	FY-2023	\$916,794.42	\$460,001.00	
	FY-2024	\$514,677.68	-	
	FY-2025	\$624,111.08	-	
	FY-2026	\$672,626.48	-	
Equipment	FY-2021	\$ 34,500.00	\$34,500.00	
Equipment	FY-2022	\$111,621.46	-	
			dary Assets TERN	
Admin & Heint	Humber of Projects		Amount Requested	Amount Funda-
Magnolia Facility	6	\$ 397,081.00		\$331,425.00
'arsonger & Parking	Quantity	Projected Curtr	Amount Requested	Amount Funded
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QUESTIONS?

Si McMurray
Director of Procurement
Knoxville Area Transit
865.215.7803
smcmurray@katbus.com



Q&A



Information for Tomorrow

- Day 3 begins at 1:00 PM ET.
- Use the MS Teams link in the calendar invite for tomorrow.
- Email <u>TAMRoundtable@dot.gov</u> if you have issues connecting.

