



TRANSIT ASSET MANAGEMENT PLAN

**Administrative, Maintenance and Bus Garage
1600 Gateway Blvd SE
Canton, OH 44707**

The Stark Area Regional Transit Authority (SARTA), through the operation of fixed route and on demand services, seeks to provide high quality affordable public transportation services that are safe, reliable, useful, accessible and efficient. To this end, members of the Board of Directors and all employees shall conduct themselves in a professional manner; work to ensure the safety and security of passengers; seek new opportunities to improve and/or expand services; and coordinate public transit services with other agencies, organizations, and transit providers.

About SARTA

Stark Area Regional Transit Authority (“SARTA”) or (the “Authority”) started services December 1, 1997 pursuant to Section 306.30 through 306.71 of the Ohio Revised Code for the purpose of providing public transportation in the Stark County, Ohio area. As a political subdivision, it is distinct from and not an agency of the State of Ohio or any other local governmental unit. The Authority is not subject to federal or state income taxes.

The Authority is managed by a nine-member Board of Trustees and provides virtually all mass-transportation within the Stark County area. The SARTA is an independent local governmental unit, which is responsible for providing both fixed route bus and paratransit public transportation service in the 576 square mile Stark County, Ohio area.

SARTA has four transit centers; Cornerstone, Beldon Village, Massillon and Alliance with bus fleet operations out of the Gateway Garage/ Maintenance and Administration facility in Canton, Ohio. It has Diesel, CNG and Hydrogen fueling stations with CNG available to the public on 34 fixed routes serving Stark County within the urbanized area, so that approximately 88% of the population resides within one-quarter of a mile of a bus route. Route frequency of the various routes averages out to about every forty-five minutes, with some routes operating every half-hour. Our current service hours are between 5:10 am and 1:40 am, Monday thru Saturday and operates an average of 309 days a year. Stark Area Regional Transit Authority also assists persons with disabilities in fulfilling their transportation needs and to meet requirements of the Americans with Disabilities Act of 1990 through a number of specialized services.

Stark Area Regional Transit Authority is involved with the use of hydrogen as a transportation fuel and rapidly becoming a strong force for encouraging and demonstrating the adoption of hydrogen as a transportation fuel. SARTA will continue to be a transit leader of low and zero emission vehicles with future bus replacements. Partnering with The Ohio State University’s Center for Automotive Research (CAR), SARTA’s CEO established the Midwestern Hydrogen Center of Excellence (MHCOE) and Regional Hydrogen Fuel Cell Coalition (RH FCC) to make Ohio a US and global leader in the adoption of renewable hydrogen in the transit sector of transportation. The Centers are devoted to accelerating the deployment of transit related hydrogen fuel cell vehicles and infrastructure through training and education. Grant research funding is being supplied for these projects.

SARTA acquired a 40’ hydrogen bus from the University of Alabama to use as a hydrogen touring classroom. This bus will be used to show students and future hydrogen users of the benefits to being environmentally good stewards. Grant research funding is being supplied for this project.

Acknowledgements

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Revision History

Agency Name: Stark Area Regional Transit Authority, FTA Recipient ID: 1226

Accountable Executive: Mark Finnicum, Chief Operating Officer

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Last Modified By (Name):	Last Modified (Date):
Debbie Swickard	3/17/2018

STARK AREA REGIONAL TRANSIT AUTHORITY

RESOLUTION # 12, 2018

A RESOLUTION ACCEPTING THE TRANSIT ASSET MANAGEMENT PLAN

WHEREAS, SARTA has completed Federal Transit Administration required Transit Asset Management Plan (TAMP) for all agency assets over \$50,000; and

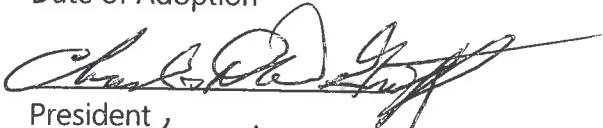
WHEREAS, SARTA desires to establish clearly defined guidelines for all staff including the Executive Director/ CEO; and

WHEREAS, this action is consistent with two of the Board approved Five Bold Steps of "Operating within Budget" and "Maximize Financial Flexibility" by establishing Procedures required by the FTA for measuring, projecting and reporting the State of Good Repair of said assets;

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director/CEO be authorized to implement the attached Transit Asset Management Plan effective immediately.

28 Mar 18

Date of Adoption



President



Secretary-Treasurer

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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).

Transit Asset Management Plan (TAMP) Policy:

Stark Area Regional Transit Authority has developed 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:

Stark Area Regional Transit Authority provides both fixed route bus and on demand and paratransit public transportation services to approximately 2.1 million passengers annually in Stark County area. SARTA has an extensive core inventory of vehicles and capital assets, including the following:

- 46 Fixed route buses;
- 51 Paratransit vehicles; and
- A centrally-located administration/operations/vehicle storage/refueling & maintenance facility.
- 4 Transit Stations

Local operating conditions of the transit system consist of Monday through Saturday service from 5AM to 2AM. The operating climate conditions in the service area consist of cold and snowy winter weather for four to six months out of the year. Winter weather conditions account for the large-scale use of road salt and liquid “brine”, which historically has caused the bodywork and undercarriage/ frame structure of some revenue and service vehicles to severely rust and to no longer be usable in a state of good repair. Additionally, warm weather conditions characterizes on average four to five months out of the year. Warmer weather conditions place a strain on the A/C and climate controls of revenue service vehicles during the varying four seasons experienced in the service area.

SARTA has maintained an asset management approach for fleet replacement & facility maintenance. As funding has been available vehicle replacement and building maintenance and upgrades have been completed. The TAMP is further aiding SARTA to assess the condition of its existing assets and determine its needs over time for keeping the now expanding system in a state of good repair.

SECTION 1: INTRODUCTION & APPLICABILITY

Stark Area Regional Transit Authority is committed to operating a public transportation system that offers reliable, accessible and convenient service with safe vehicles and facilities. 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).

The Authority 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 SARTA will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. The Authority’s approach to accomplish a SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic 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 9/30/2021) beginning with the completion of the initial TAM plan in 2017, continuing with full implementation in 2018, and ending four years later on FFY 2021. This TAMP shall be amended during the four-year horizon period when there is a significant change to staff, assets, and/or operations occurring at the Authority.

The Accountable Executive:

Per FTA TAM requirements, each transit operator receiving FTA funding shall designate an “Accountable Executive” to implement the TAM Plan. The Authority’s Accountable Executive shall be the Chief Operating Officer. The Authority’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*). Additionally, the Compliance & TAM Program Coordinator shall be responsible 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 Executive Director/CEO via the annual FTA Certifications and Assurances forms in TrAMS.

TAMP Elements:

As a Tier II public transportation provider, the Authority 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 Authority has direct ownership and capital responsibility.
- (3) Decision Support Tools & Management Approach: A description of the analytical processes and decision-support tools that the Authority uses to estimate capital investment needs over time, and develop its investment prioritization.
- (4) Investment Prioritization: The Authority’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.

Participant: Means a tier II provider that participates in a group TAM plan.

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 a 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:

SARTA'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 SARTA 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.

SARTA shall establish annual TAM goals, which are separate from annual SGR performance goals, based upon tangible criteria related to asset performance. For FY 18-19, SARTA shall use this time period to gather data in order to establish baseline measures. TAM goals include monitoring the following criteria (Table 1.1):

- Safety risks (Measure of accidents per 100,000 revenue miles by mode, no more than 1);
- System reliability (On-time performance by mode, 90% goal);
- Maintenance Resources (Number of vehicles out of service for 30 or more days, by mode) ; and
- System performance (Missed runs due to major breakdown as a percentage of total runs by mode, no more than 10 in a 30 day period).

Table 1.1

SARTA Annual TAM Goals

Criteria		Measure		FY 2018	
				Goal	Actual
Safety Risks	Number of accidents per 100,000 revenue miles by mode (MB)			1	TBD
Safety Risks	Number of accidents per 100,000 revenue miles by mode (DR)			1	TBD
Safety Risks	Number of facility-accident related accidents to employees or customers			0	TBD
System Reliability	On-time performance (MB)			90%	TBD
System Reliability	On-time performance (MB)			90%	TBD
Maintenance Resources	Number of Vehicles out of service for 30 or more days by mode (MB)			1	TBD
Maintenance Resources	Number of Vehicles out of service for 30 or more days by mode (DR)			1	TBD
System Performance	Missed run due to major breakdown, as a percentage of total runs by mode (MB)			<120	TBD
System Performance	Missed run due to major breakdown, as a percentage of total runs by mode (DR)			<120	TBD

It is the belief of Stark Area Regional Transit Authority that TAMP implementation and monitoring provides a framework for maintaining a SGR by considering the condition of its assets in relation to the local operating environment. SARTA has developed its SGR policies to account for the prevention, preservation, maintenance, inspection, rehabilitation, disposal, and replacement of capital assets. The goal of these policies is to allow SARTA to determine and predict the cost to improve asset condition(s) at various stages of the asset life cycle, while balancing prioritization of capital, operating and expansion needs. The two foundational criteria of SGR performance measures are *Useful Life Benchmark* (ULB) and *Condition*.

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 Authority 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.

For the purposes of this TAMP, SARTA utilized FTA ULB measure for transit assets and rolling stock. (Table 1.2 through Table 1.4).

Assets cited in this document are financed with federal funding. The FTA vehicle replacement and facilities lifecycles specifically those standards found in FTA Circular 5010.1E, IV-24:

Recipients of federal assistance must specify the expected minimum useful life in invitations for bids when acquiring new or replacement vehicles. FTA guidelines for Minimum Useful Life are as follows:

Table 1.2

Minimum Service-life categories for Buses and Vans

Category	Typical Characteristics				Minimum Life	
	Length	Approx. GVW	Seats	Average Cost	(Whichever comes first)	
					Years	Miles
Heavy-Duty Large Bus	35 to 48 ft and 60 ft artic.	33,000 to 40,000	27 to 40	\$325,000 to over \$600,000	12	500,000
Heavy-Duty Small Bus	30 ft	26,000 to 33,000	26 to 35	\$200,000 to \$325,000	10	350,000
Medium-Duty and Purpose-Built Bus	30 ft	16,000 to 26,000	22 to 30	\$75,000 to \$175,000	7	200,000
Light-Duty Mid-Sized Bus	25 to 35 ft	10,000 to 16,000	16 to 25	\$50,000 to \$65,000	5	150,000
Light-Duty Small Bus, Cutaways, and Modified Van	16 to 28 ft	6,000 to 14,000	10 to 22	\$30,000 to \$40,000	4	100,000

NTD Maximum useful life is determined by years of service or accumulation of miles whichever comes first, by asset type as follows (Table 1.3):

Table 1.3

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



STARK AREA REGIONAL TRANSIT AUTHORITY

SARTA Asset Useful Life Benchmarks

Table 1.4

Asset Classification	Asset Item	NTD Max ULB* Years	FTA Min ULB* Years
Rolling Stock: Revenue Vehicles, Paratransit (DR)	Ford, GCII, CNG	14	7
Rolling Stock: Revenue Vehicles, Paratransit (DR)	Chevy, GCII, Diesel	14	7
Rolling Stock: Revenue Vehicles, Paratransit (DR)	Ford, Eldorado <30 ft, Diesel	10	5
Rolling Stock: Revenue Vehicles, Paratransit (DR) - Van	MV1, CNG	8	4
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 40ft	Gillig, Phantom	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 40ft	Gillig, CNG	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 40ft	Gillig, Hybrid, Diesel/Electric	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 40ft	Eldorado, Hydrogen	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 35ft	Gillig, Low Floor Diesel	14	12
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 29ft	Gillig, Low Floor, Diesel	14	7
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 29ft	Gillig, Hybrid, Diesel	14	7
Rolling Stock: Revenue Vehicles, Fixed-Route (MB) 29ft	Trolley	13	12
Facility: Administraion, Maintenance, Garage	Gateway	40	40
Facility: Transit Station	Cornerstone	40	40
Facility: Transit Station	Belden Village	40	40
Facility: Transit Station	Alliance	40	40
Facility: Fueing Station	Gateway - Diesel Fueling	40	40
Facility: Fueing Station	Gateway - CNG Fueling	40	40
Facility: Fueing Station	Gateway - Hydrogen Fueling	40	40
Equipment: Non-Revenue Service Vehicle	Honda Civic	8	4
Equipment: Non-Revenue Service Vehicle	Dodge Caravan	8	4
Equipment: Non-Revenue Service Vehicle	Chevy Uplander	8	4
Equipment: Non-Revenue Service Vehicle	Dodge Ram	8	4
Equipment: Non-Revenue Service Vehicle	International	8	4
Equipment: Non-Revenue Service Vehicle	Chevy C70	8	4
Equipment: Non-Revenue Service Vehicle	Ford F250	8	4

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 Authority 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 uses a rating scale to rate the current physical appearance, maintenance requirements, safety and accessibility of an asset, “as it currently sits”. See Section 3 for more information on condition assessments.

SGR Performance Measures & Targets:

SGR performance measures combine the measures of ULB and physical condition to create a 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. Further information related to annual SGR targets can be found in Section 6. FTA-defined SGR performance measures include:

- **Rolling Stock: (Age)** The SGR performance measure for rolling stock 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.

SECTION 2: ASSET INVENTORY PORTFOLIO

The following capital asset items that SARTA owns, operates and has a direct capital responsibility, included in the TAMP asset inventory, are comprised of: Rolling Stock, Equipment, and Facilities (Table 2.1). At the time of this writing, SARTA is not a grantee that operates passenger rail service. Therefore, SARTA does not have any associated rail infrastructure in its asset portfolio.

SARTA utilizes internal spreadsheet reports, Trapeze fleet & facility management software, and to maintain inventory, schedule maintenance, and track the condition of assets. Assets are inventoried and tracked by entering into Great Plains Accounting Software. The Authority maintenance department utilizes the Trapeze EAM software system to track and schedule fleet and facility maintenance.

Table 2.1

Asset Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	107	6.0	193,647	\$317,778.43
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	51	7.3	293,512	\$525,044.93
<i>CU - Cutaway Bus</i>	56	4.9	102,700	\$129,017.86
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	0	-	-	-
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	-
<i>SB - School Bus</i>	0	-	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	-
<i>TB - Trolleybus</i>	0	-	-	-
<i>VN - Van</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Equipment	37	8.7	78,467	\$386,424.69
<i>Non Revenue/Service Automobile</i>	13	6.8	82,838	\$35,384.62
<i>Steel Wheel Vehicles</i>	0	-	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	2	25.5	50,056	\$116,429.50
<i>Computer Software/Equipment</i>	13	6.8	N/A	\$390,747.69
<i>Maintenance Equipment</i>	9	10.6	N/A	\$947,237.18
<i>Custom 3</i>	0	-	-	-
Facilities	12	11.7	N/A	\$2,512,650.74
<i>Administration</i>	2	14.0	N/A	\$8,177,236.13
<i>Maintenance</i>	1	7.0	N/A	\$1,855,333.53
<i>Parking Structures</i>	0	-	N/A	-
<i>Passenger Facilities</i>	8	12.4	N/A	\$1,329,691.95
<i>Lifts</i>	1	7.0	N/A	\$121,508.69
<i>Custom 2</i>	0	-	N/A	-
<i>Custom 3</i>	0	-	N/A	-

Rolling Stock

Rolling stock is a SARTA-owned and operated revenue service vehicle used in the provision of providing public transportation, and includes vehicles used to primarily transport passengers. SARTA does not utilize or operate any third-party rolling stock assets. In addition to the TAMP, data for rolling stock assets is maintained and updated in our Great Plains accounting system by Finance and Inventory control by the Maintenance Supervisor. The following required data fields are maintained for each rolling stock asset (public transit vehicle):

External Vehicle ID
 Asset Description
 Vehicle Type
 Vehicle Title Ownership
 Mileage
 VIN Number
 Manufacturer
 Rehab Year
 License Plate
 Reported Condition Assessment
 Purchase Cost

Asset Tag #
 Classification
 Last Maintenance Performed
 Expected Useful Life
 Expected Useful Miles
 Useful Life Benchmark (UBL)
 Anticipated Replacement or
 Year Built/In Service Date/Age

 Gross Vehicle Weight
 Vehicle Features

Purchase Date	Capacity:
Purchase Status (New/Used)	Seating/Standing/Wheelchair
Purchase Source (Dealer/Vendor)	Length of Vehicle
Fuel Type	Current Status of Vehicle
Make/Model	Storage location
Grant Source Used for Purchase (State/Federal/ %)	Disposition Date, Cost & Buyer
SGR Status	Grant Number

SARTA operates two public transportation service divisions, Fixed Route and Paratransit. The fixed route bus service fleet inventory consists of 30', 35' and 40' Gillig diesel and CNG buses, 40' Eldorado Hydrogen Fuel Cell buses

The paratransit fleet inventory consists of VPG CNG MV-1's, Ford E-350 CNG cutaway vans, and Chevy diesel and CNG cutaway vans (Table 2.2).

Table 2.2

Fixed Route

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	BU - Bus	30' Bus	Gillig	Low Floor	1	467	SARTA	2004	577,191	\$77,291.51
RevenueVehicles	BU - Bus	30' Bus	Gillig	Low Floor	1	468	SARTA	2004	579,554	\$300,000.00
RevenueVehicles	BU - Bus	30' Bus	Gillig	Low Floor	1	469	SARTA	2004	594,484	\$300,000.00
RevenueVehicles	BU - Bus	30' Bus	Gillig	Low Floor	1	470	SARTA	2004	552,823	\$300,000.00
RevenueVehicles	BU - Bus	30' Bus	Gillig	Low Floor	1	471	SARTA	2004	609,423	\$300,000.00
RevenueVehicles	BU - Bus	30' Bus	Gillig	Low Floor	1	872	SARTA/FTA	2008	527,518	\$300,000.00
RevenueVehicles	BU - Bus	30' Bus	Gillig	Low Floor	1	873	SARTA/FTA	2008	435,028	\$350,000.00
RevenueVehicles	BU - Bus	30' Bus	Gillig	Low Floor	1	874	SARTA/FTA	2008	448,478	\$350,000.00
RevenueVehicles	BU - Bus	30' Bus	Gillig	Low Floor	1	875	SARTA/FTA	2008	436,985	\$350,000.00
RevenueVehicles	BU - Bus	30' Bus Hybrid	Gillig	Low Floor	1	978	SARTA/FTA	2009	347,330	\$600,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1080	SARTA/FTA	2010	405,489	\$600,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1081	SARTA/FTA	2010	377,070	\$350,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1082	SARTA/FTA	2010	430,636	\$350,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1083	SARTA/FTA	2010	371,485	\$350,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1084	SARTA/FTA	2010	404,745	\$350,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1085	SARTA/FTA	2010	400,082	\$350,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1186	SARTA/FTA	2011	348,537	\$350,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1187	SARTA/FTA	2011	324,650	\$375,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1188	SARTA/FTA	2011	305,391	\$375,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1189	SARTA/FTA	2011	362,529	\$375,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1190	SARTA/FTA	2011	340,296	\$375,000.00
RevenueVehicles	BU - Bus	35' Bus	Gillig	Low Floor	1	1191	SARTA/FTA	2011	334,124	\$375,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	Gillig	Low Floor	1	1292	SARTA/FTA	2012	265,306	\$375,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	Gillig	Low Floor	1	1293	SARTA/FTA	2012	268,893	\$425,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	Gillig	Low Floor	1	1294	SARTA/FTA	2012	261,956	\$425,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	Gillig	Low Floor	1	1295	SARTA/FTA	2012	264,597	\$425,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	Gillig	Low Floor	1	1296	SARTA/FTA	2012	255,401	\$425,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	Gillig	Low Floor	1	1297	SARTA/FTA	2012	277,063	\$425,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	Gillig	Low Floor	1	1298	SARTA/FTA	2012	262,468	\$425,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	Gillig	Low Floor	1	1299	SARTA/FTA	2012	253,288	\$425,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	Gillig	Low Floor	1	1200	SARTA/FTA	2012	260,250	\$425,000.00
RevenueVehicles	BU - Bus	40' Bus	NABI	Low Floor	1	2413	SARTA	2002	623,932	\$275,000.00
RevenueVehicles	BU - Bus	40' Bus	NABI	Low Floor	1	2484	SARTA	2002	606,243	\$275,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	1401	SARTA/FTA	2014	159,685	\$425,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	1402	SARTA/FTA	2014	155,447	\$450,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	1403	SARTA/FTA	2014	161,970	\$450,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	1404	SARTA/FTA	2014	133,866	\$450,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	1505	SARTA/FTA	2015	83,950	\$450,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	1606	SARTA/FTA	2016	14,631	\$450,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	1607	SARTA/FTA	2016	21,892	\$450,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	1608	SARTA/FTA	2016	30,818	\$450,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	1609	SARTA/FTA	2016	26,256	\$450,000.00
RevenueVehicles	BU - Bus	40' Bus Diesel	Gillig	Phantom	1	54	SARTA	2000	107,820	\$450,000.00
RevenueVehicles	BU - Bus	40' Bus Hybrid	Gillig	Low Floor	1	976	SARTA/FTA	2009	313,374	\$350,000.00
RevenueVehicles	BU - Bus	40' Bus Hybrid	Gillig	Low Floor	1	977	SARTA/FTA	2009	336,587	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus Hybrid	Gillig	Low Floor	1	1079	SARTA/FTA	2010	308,768	\$550,000.00
RevenueVehicles	BU - Bus	40' Bus Hydrogen								
RevenueVehicles	BU - Bus	Fuel Cell	Eldorado	Low Floor	1	1712	SARTA/FTA	2017	121	\$450,000.00
RevenueVehicles	BU - Bus	40' Bus Hydrogen								
RevenueVehicles	BU - Bus	Fuel Cell	Eldorado	Low Floor	1	1713	SARTA/FTA	2017	158	\$1,700,000.00
RevenueVehicles	BU - Bus	40' Bus Hydrogen								
RevenueVehicles	BU - Bus	Fuel Cell	Eldorado	Low Floor	1	1714	SARTA/FTA	2017	143	\$1,700,000.00
RevenueVehicles	BU - Bus	40' Bus Hydrogen								
RevenueVehicles	BU - Bus	Fuel Cell	Eldorado	Low Floor	1	1715	SARTA/FTA	2017	201	\$1,700,000.00
RevenueVehicles	BU - Bus	40' Bus Hydrogen								
RevenueVehicles	BU - Bus	Fuel Cell	Eldorado	Low Floor	1	1716	SARTA/FTA	2017	159	\$1,700,000.00

Paratransit					ID/Serial		Asset	Acquisition	Vehicle	Replacement
Asset Category	Asset Class	Asset Name	Make	Model	Count	No.	Owner	Year	Mileage	Cost/Value
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1450	SARTA/FTA	2014	93,891	\$70,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1451	SARTA/FTA	2014	84,970	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1452	SARTA/FTA	2014	80,159	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1453	SARTA/FTA	2014	86,972	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1454	SARTA/FTA	2014	69,271	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1455	SARTA/FTA	2014	74,254	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1456	SARTA/FTA	2014	74,828	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1457	SARTA/FTA	2014	91,216	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1458	SARTA/FTA	2014	87,941	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1459	SARTA/FTA	2014	73,747	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1560	SARTA/FTA	2015	45,787	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1561	SARTA/FTA	2015	40,807	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1562	SARTA/FTA	2015	45,232	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1563	SARTA/FTA	2015	47,530	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1564	SARTA/FTA	2015	39,689	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1565	SARTA/FTA	2015	29,638	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1566	SARTA/FTA	2015	46,566	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1567	SARTA/FTA	2015	48,374	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1668	SARTA/FTA	2016	25,008	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1669	SARTA/FTA	2016	25,164	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1670	SARTA/FTA	2016	22,455	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1671	SARTA/FTA	2016	24,266	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1672	SARTA/FTA	2016	24,526	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1673	SARTA/FTA	2016	23,911	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1674	SARTA/FTA	2016	18,675	\$140,000.00
RevenueVehicles	CU - Cutaway	12 Passenger	Goshen	Diesel	1	1675	SARTA/FTA	2016	22,060	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Eldorado	Diesel	1	1001	SARTA	2010	325,599	\$275,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Eldorado	Diesel	1	1002	SARTA	2010	328,032	\$120,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Eldorado	Diesel	1	1017	SARTA	2010	342,084	\$120,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Eldorado	Diesel	1	1024	SARTA	2010	254,417	\$120,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Ford Areo	Diesel	1	1001	SARTA/FTA	2010	118,734	\$150,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Ford Areo	Diesel	1	1002	SARTA/FTA	2010	116,733	\$150,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Ford Areo	Diesel	1	1017	SARTA/FTA	2010	118,643	\$150,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1226	SARTA/FTA	2012	149,419	\$120,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1227	SARTA/FTA	2012	140,207	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1228	SARTA/FTA	2012	128,991	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1229	SARTA/FTA	2012	151,771	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1230	SARTA/FTA	2012	137,579	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1231	SARTA/FTA	2012	135,473	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1232	SARTA/FTA	2012	150,739	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1233	SARTA/FTA	2012	142,317	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1234	SARTA/FTA	2012	143,006	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1235	SARTA/FTA	2012	137,258	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1236	SARTA/FTA	2012	139,326	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1237	SARTA/FTA	2012	144,409	\$140,000.00
RevenueVehicles	CU - Cutaway	16 Passenger	Goshen	CNG	1	1238	SARTA/FTA	2012	142,342	\$140,000.00
RevenueVehicles	CU - Cutaway	MV-1	MV-1	CNG	1	1239	SARTA/FTA	2012	119,681	\$140,000.00
RevenueVehicles	CU - Cutaway	MV-1	MV-1	CNG	1	1240	SARTA/FTA	2012	124,147	\$70,000.00
RevenueVehicles	CU - Cutaway	MV-1	MV-1	CNG	1	1241	SARTA/FTA	2012	88,396	\$70,000.00
RevenueVehicles	CU - Cutaway	MV-1	MV-1	CNG	1	1242	SARTA/FTA	2012	82,041	\$70,000.00
RevenueVehicles	CU - Cutaway	MV-1	MV-1	CNG	1	1243	SARTA/FTA	2012	94,354	\$70,000.00
RevenueVehicles	CU - Cutaway	MV-1	MV-1	CNG	1	1244	SARTA/FTA	2012	87,460	\$70,000.00

Equipment:

Equipment evaluated per FTA requirements in this TAMP, is all non-revenue service vehicles regardless of value, and any authority-owned equipment with a cost of \$50,000 or less in acquisition value.

Equipment includes non-revenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools. SARTA does not utilize or operate any third-party non-revenue service vehicle equipment assets. All non-revenue service vehicle equipment assets are owned and operated by SARTA.

Equipment: Non-Revenue Service Vehicles

SARTA operates six non-revenue service vehicles in its daily operations (Table 2.3). Two vehicles are primarily used for administrative purposes, Honda Civic and Dodge Caravan. SARTA also operates six passenger vans that are primarily used for Transportation supervisors, driver exchanges, Chevy Uplander and Dodge Caravans. Two Honda Civics are also used for Operations Supervisors. SARTA Maintenance operates three Ford F250 trucks that is used for facility winter maintenance and construction projects. Lastly, SARTA operates a Dodge Ram and International service truck that is used for responding to maintenance-related road calls and accidents involving revenue vehicles.

In addition to the TAMP, data for non-revenue service vehicle equipment assets is updated in Great Plains Accounting system by Finance, internal spreadsheet and maintained through Trapeze EAM by Maintenance Supervisor. The following required data fields are maintained for each non-revenue service vehicle equipment asset:

External Vehicle ID	Asset Tag #
Asset Description	Classification
Vehicle Type	Last Maintenance Performed
Vehicle Title Ownership	Expected Useful Life
Mileage	Expected Useful Miles
VIN Number	Useful Life Benchmark (UBL)
Manufacturer	Anticipated Replacement or
Rehab Year	Year Built/In Service Date/Age
License Plate	
Reported Condition Assessment	Gross Vehicle Weight
Purchase Cost	Vehicle Features
Purchase Date	Capacity: Seating
Purchase Status (New/Used)	Length of Vehicle
Purchase Source (Dealer/Vendor)	Current Status of Vehicle
Fuel Type	Storage location
Make/Model	Disposition Date, Cost & Buyer
Grant Source Used for Purchase (State/Federal %)	Grant Number
Book Value	SGR Status

Equipment: At or Over \$50,000 in Acquisition Value

Equipment is any authority-owned asset item (single line item or group) with a cost at or over \$50,000 in acquisition value. Equipment includes items that are utilized in the operations of providing public transportation service. SARTA does not utilize or operate any third-party equipment assets. All equipment assets are owned and operated by SARTA.

In the provision of operating a public transportation system, SARTA utilizes five key equipment elements that have an acquisition value of \$50,000 or more (Table 2.3). These five equipment elements are all part of the

Facility asset class, specifically, SARTA (HQ) Administration & Maintenance Facility, and Fuel Island Facilities.

In addition to the TAMP, data for non-vehicle equipment assets is maintained and updated in Great Plains Accounting system and internal spreadsheet on an annual basis by Finance and Maintenance Supervisor. The following required data fields are maintained for each non-vehicle equipment asset with an acquisition value of \$50,000 or more:

Type	Book Value
Asset Tag	Location
Description	Acquisition Date
Status	Purchase Source
Age	Cost
Condition	Item Serial Number
Rehabilitation Year	Model
Replacement Year	Grant Source Used for Purchase (State/Federal %)
Vendor	Grant Number
Quantity	Disposition Date, Cost & Buyer
Units	SGR Status

Table 2.3

Asset Category	Asset Class	Asset Name	Make	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Computer	Software/Equipment	12165	Web Page	1	12165 SARTA/FTA	2013		\$53,487.83
Equipment	Computer	Software/Equipment	Avail ITS System	Avail	1	SARTA/FTA	2014		\$110,523.78
Equipment	Computer	Software/Equipment	Bus Radios Fixed Route	Motorola	1	SARTA/FTA	2011		\$296,901.65
Equipment	Computer	Software/Equipment	Bus Radios Para	Motorola	1	SARTA/FTA	2011		\$100,513.53
Equipment	Computer	Software/Equipment	Camera System at Belden Village	Video Sys	1	SARTA	2011		\$155,689.15
Equipment	Computer	Software/Equipment	Great Plains Software	Microsoft	1	SARTA	2004		\$274,866.04
Equipment	Computer	Software/Equipment	Great Plains Software Upgrade	Microsoft	1	SARTA	2011		\$56,813.40
Equipment	Computer	Software/Equipment	Maximus Fleet Maintenance Software	Trapeze	1	SARTA	2004		\$662,497.59
Equipment	Computer	Software/Equipment	Network Upgrade	BPI Inform	1	SARTA	2011		\$202,606.52
Equipment	Computer	Software/Equipment	SEON DVR/Camera System	SEON	1	SARTA/FTA	2016		\$2,777,800.54
Equipment	Computer	Software/Equipment	SEON DVR/Camera System	SEON	1	SARTA/FTA	2016		\$250,364.00
Equipment	Computer	Software/Equipment	Shortel Phone System	Shortel	1	SARTA/FTA	2013		\$76,730.00
Equipment	Computer	Software/Equipment	Trapeze Communications	Trapeze	1	SARTA/FTA	2011		\$60,926.00
Equipment	Maintenance	Equipment	Avail ITS System 2016 Buses	Avail	1	SARTA/FTA	2016		\$3,257,873.31
Equipment	Maintenance	Equipment	Bus Washer	Interclear	1	BW001 SARTA/FTA	2010		\$1,037,300.00
Equipment	Maintenance	Equipment	Chassis Wash Lift	Omer Lift	1	SARTA/FTA	2006		\$69,745.76
Equipment	Maintenance	Equipment	CR-001	Mega Star	1	13248/25 SARTA	2005		\$30,000.00
Equipment	Maintenance	Equipment	Overhead Lubrication System		1	834071 SARTA/FTA	1981		\$235,542.35
Equipment	Maintenance	Equipment	UST Diesel Tank		1	64002 SARTA/FTA	2011		\$106,680.00
Equipment	Revenue/Service	Automobile	DC-1	Dodge	1	DC-1 SARTA/FTA	2013	96,058	\$30,000.00
Equipment	Revenue/Service	Automobile	DC-2	Dodge	1	DC-2 SARTA/FTA	2013	100,589	\$30,000.00
Equipment	Revenue/Service	Automobile	DC-3	Dodge	1	DC-3 SARTA/FTA	2013	93,112	\$30,000.00
Equipment	Revenue/Service	Automobile	DC-4	Dodge	1	DC-4 SARTA/FTA	2015	33,000	\$30,000.00
Equipment	Revenue/Service	Automobile	HC-1	Honda	1	HC-1 SARTA/FTA	2012	40,301	\$30,000.00
Equipment	Revenue/Service	Automobile	HC-2	Honda	1	HC-2 SARTA/FTA	2012	30,822	\$30,000.00
Equipment	Revenue/Service	Automobile	Unit 10	Ford	1	10 SARTA/FTA	2015	20,931	\$30,000.00
Equipment	Revenue/Service	Automobile	Unit 11	Ford	1	11 SARTA/FTA	2015	18,447	\$30,000.00
Equipment	Revenue/Service	Automobile	Unit 12	Ford	1	12 SARTA/FTA	2012	41,831	\$30,000.00

Asset Category	Asset Class	Asset Name	Make	ID/Serial Count No.	Asset Owner	Acquisition	Vehicle Mileage	Replacement Cost/Value
Equipment	Revenue/Service Automobile	Unit 8	Dodge	1	8 SARTA	2001	121,716	\$100,000.00
Equipment	Revenue/Service Automobile	UPL-1 Van	Chevy	1 UPL-1	SARTA	2008	177,885	\$30,000.00
Equipment	Revenue/Service Automobile	UPL-2 Van	Chevy	1 UPL-2	SARTA	2008	187,837	\$30,000.00
Equipment	Revenue/Service Automobile	UPL-3 Van	Chevy	1 UPL-3	SARTA	2008	114,365	\$30,000.00
Equipment	Trucks and other Rubber Tire Vehicles	Wrecker	Internatic	1	75 SARTA	1987	57,154	\$132,859.00
Equipment	Trucks and other Rubber Tire Vehicles	Wrecker	Chevy	1	13 SARTA	1998	42,958	\$100,000.00

Facilities

Facilities are any structure used in providing public transportation where SARTA owns and has a direct capital responsibility. Facilities utilized and owned or operated by SARTA Include: operations, maintenance and administrative buildings, and three passenger stations. One passenger station is on a life-time lease by the city of Massillon.

SARTA currently utilizes one location for operations, administration, maintenance, storage, and refueling. SARTA has four separate transit centers throughout Stark County area. Its main transfer station is located in downtown Canton, Ohio (Table 2.4).

SARTA does utilize one third-party-owned facility, Massillon Transit Station, locations for passenger boarding activities/parking which has a small direct capital responsibility.

In addition to the TAMP, data for facility assets is maintained and updated in Great Plain Accounting System, and an internal spreadsheet on an annual basis by Finance and the Maintenance Supervisor. The following required data fields are maintained for each facility asset:

Asset Ownership	Build Cost
Asset Description/Name	Purchase Date
Physical Location/Address	In-Service Date
Asset Tag #	Purchase Status (New/Used)
External ID	Expected Useful Life
Classification	Land Owner
Asset Type	Building Owner
Status	Facility Size
Age/Year Built	Section of Larger Facility
Reported Condition	Percent Operational
Last Maintenance	Number of Structures
Book Value	Number of Floors
Rehabilitation Year	Number of Elevators or Escalator

Replacement Year	Number of Parking Spaces (Public, Private, ADA)
Vendor/Builder	Line Number
FTA Facility Classification	Features & Amenities (ADA)
Interior (Sq. Ft.)	Disposition Date, Cost & Buyer
Lot Size	Grant Number
Grant Source Used for Purchase (State/Federal %)	
SGR Status	

Table 2.4

Asset Category	Asset Class	Asset Name	ID/Serial Count No.	Asset Owner	Acquisition	Replacement Cost/Value
Facilities	Administration	Gateway Facility	1 Gate001	SARTA/FTA	1992	\$16,237,660.25
Facilities	Administration	Gateway Renovations	1	SARTA/FTA	2016	\$116,812.00
Facilities	Lifts	Bus Lifts	1	SARTA/FTA	2011	\$121,508.69
Facilities	Maintenance	Gateway HVAC	1 HVAC	SARTA/FTA	2011	\$1,855,333.53
Facilities	Passenger Facilities	Alliance Transit Center	1 All001	SARTA/FTA	2008	\$2,358,897.03
Facilities	Passenger Facilities	Belden Village Transit Center	1 BV001	SARTA/FTA	2010	\$1,448,030.21
Facilities	Passenger Facilities	Cornerstone Shelters	1 CS001	SARTA/FTA	2001	\$2,900,000.00
Facilities	Passenger Facilities	Cornerstone Shelters End	2 CS001	SARTA/FTA	2001	\$102,830.00
Facilities	Passenger Facilities	Cornerstone Transit Center	1 CS001	SARTA/FTA	2001	\$2,026,153.36
Facilities	Passenger Facilities	Harmont Ave Pull Off	1	SARTA/FTA	2007	\$140,000.00
Widening 47th Street at BV Transit						
Facilities	Passenger Facilities	Center and Signalization	1	SARTA/FTA	2011	\$331,933.07

SECTION 3: ASSET CONDITION ASSESSMENT

SARTA assesses the condition of its assets on an annual basis by utilizing visual condition rating assessment scale (Table 3.1). This rating scale assigned a numerical value or rank based on the physical condition(s) presented by each individual asset throughout its life cycle. The rating scale is based on numbers 1 to 5, with five being new and one being poor. Assets with a rating of 2.5 or higher are considered to be in a SGR. All completed asset inspection forms are documented in the data set of the LCTA TAMP Data companion document.

The inspection process and documentation forms utilized to assess facility and vehicle assets are detailed in the following TAMP companion documents:

- SARTA Facility and Equipment Maintenance Plan
 - SGR Facility/Building/Equipment Inspection Procedures & Inspection Assessment Standards
- SARTA Maintenance Manual
 - SGR Revenue & Non-Revenue Vehicle Inspection Procedures & Inspection Assessment Standards

Rolling Stock

The TAMP Rolling Stock condition assessment consists of assigning a condition rating to all rolling stock assets for which the Authority owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAMP for rolling stock assets for which the Authority does not own the rolling stock asset, the rolling stock asset is owned by a 3rd party, and/or where the Authority does not have a direct capital responsibility for the rolling stock asset. However, for the purposes of NTD reporting (Inventory & Condition Submittal), all Authority owned and 3rd party owned rolling stock assets (regardless of direct capital responsibility) are assigned an asset condition rating. At the time of this writing, the Authority owns and operates all fixed route and Demand Response paratransit rolling stock (revenue vehicles) (Table 3.1).

The fixed route bus rolling stock condition assessment can be found on (Table 3.2). The Demand Response Paratransit rolling stock condition assessment can be found on (Table 3.2).

Table 3.1

Vehicle Rating Scale

A. Vehicle Condition

Score	Rating	Description
81-100	Excellent	New asset; no visible defects.
61-80	Good	Some slightly defective/ deteriorated component(s)
41-60	Moderate	Some moderately defective/ deteriorated component(s)
21-40	Poor	Requires frequent major repairs (less than 6 months between major repairs)
<20	Unsafe/Inoperable	In need of immediate repair or replacement; Item is a safety hazard, and may have critically damaged component(s)

	System	Description
1	Engine	Evaluate available compression tests, oil usage, oil analysis and noise
2	Drive-train	Evaluate transmission and rear-end based on fluid analysis, shift quality, fluid leaks and noises
3	Electrical	Evaluate lights, switches, gauges, and other electrical mechanisms relative to general working conditions. Evaluate wiring condition especially front to back wiring
4	Suspension/ Steering	Evaluate cooling and heating capability throughout the bus in order to maintain passenger and driver comfort
5	A/C, Heating	Evaluate cooling and heating capability throughout the bus in order to maintain passenger driver and comfort
6	Structure	Evaluate extent of crack and rust involvement in structure
7	Body Interior	Evaluate condition of floor, windows, seats, side and modesty panels and other interior items

Table 3.2

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark	Past Useful Life
RevenueVehicles	BU - Bus	30' Bus	1	467	14	577,191	\$77,291.51	10	Yes
RevenueVehicles	BU - Bus	30' Bus	1	468	14	579,554	\$300,000.00	10	Yes
RevenueVehicles	BU - Bus	30' Bus	1	469	14	594,484	\$300,000.00	10	Yes
RevenueVehicles	BU - Bus	30' Bus	1	470	14	552,823	\$300,000.00	10	Yes
RevenueVehicles	BU - Bus	30' Bus	1	471	14	609,423	\$300,000.00	10	Yes
RevenueVehicles	BU - Bus	30' Bus	1	872	10	527,518	\$300,000.00	10	Yes
RevenueVehicles	BU - Bus	30' Bus	1	873	10	435,028	\$350,000.00	10	Yes
RevenueVehicles	BU - Bus	30' Bus	1	874	10	448,478	\$350,000.00	10	Yes
RevenueVehicles	BU - Bus	30' Bus	1	875	10	436,985	\$350,000.00	10	Yes
RevenueVehicles	BU - Bus	30' Bus Hybrid	1	978	9	347,330	\$600,000.00	10	No
RevenueVehicles	BU - Bus	35' Bus	1	1080	8	405,489	\$600,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus	1	1081	8	377,070	\$350,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus	1	1082	8	430,636	\$350,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus	1	1083	8	371,485	\$350,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus	1	1084	8	404,745	\$350,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus	1	1085	8	400,082	\$350,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus	1	1186	7	348,537	\$350,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus	1	1187	7	324,650	\$375,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus	1	1188	7	305,391	\$375,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus	1	1189	7	362,529	\$375,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus	1	1190	7	340,296	\$375,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus	1	1191	7	334,124	\$375,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	1292	6	265,306	\$375,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	1293	6	268,893	\$425,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	1294	6	261,956	\$425,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	1295	6	264,597	\$425,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	1296	6	255,401	\$425,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	1297	6	277,063	\$425,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	1298	6	262,468	\$425,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	1299	6	253,288	\$425,000.00	12	No
RevenueVehicles	BU - Bus	35' Bus CNG	1	1200	6	260,250	\$425,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus	1	2413	16	623,932	\$1,700,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus	1	2484	16	606,243	\$275,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	1401	4	159,685	\$425,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	1402	4	155,447	\$450,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	1403	4	161,970	\$450,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	1404	4	133,866	\$450,000.00	12	No

RevenueVehicles	BU - Bus	40' Bus CNG	1	1505	3	83,950	\$450,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	1606	2	14,631	\$450,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	1607	2	21,892	\$450,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	1608	2	30,818	\$450,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	1609	2	26,256	\$450,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus Diesel	1	54	18	107,820	\$450,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus Hybrid	1	976	9	313,374	\$350,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus Hybrid	1	977	9	336,587	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus Hybrid	1	1079	8	308,768	\$550,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1	1712	1	121	\$450,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1	1713	1	158	\$1,700,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1	1714	1	143	\$1,700,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1	1715	1	201	\$1,750,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus Hydrogen Fuel Cell	1	1716	1	159	\$1,750,000.00	12	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1450	4	93,891	\$70,000.00	12	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1451	4	84,970	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1452	4	80,159	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1453	4	86,972	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1454	4	69,271	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1455	4	74,254	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1456	4	74,828	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1457	4	91,216	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1458	4	87,941	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1459	4	73,747	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1560	3	45,787	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1561	3	40,807	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1562	3	45,232	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1563	3	47,530	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1564	3	39,689	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1565	3	29,638	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1566	3	46,566	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1567	3	48,374	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1668	2	25,008	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1669	2	25,164	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1670	2	22,455	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1671	2	24,266	\$140,000.00	7	No

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	User Life Benchmark	Past User Life
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1672	2	24,526	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1673	2	23,911	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1674	2	18,675	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	12 Passenger	1	1675	2	22,060	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1001	8	325,599	\$275,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1002	8	328,032	\$120,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1017	8	342,084	\$120,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1024	8	254,417	\$120,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1001	8	118,734	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1002	8	116,733	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1017	8	118,643	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1226	6	149,419	\$120,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1227	6	140,207	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1228	6	128,991	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1229	6	151,771	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1230	6	137,579	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1231	6	135,473	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1232	6	150,739	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1233	6	142,317	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1234	6	143,006	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1235	6	137,258	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1236	6	139,326	\$140,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1237	6	144,409	\$140,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	16 Passenger	1	1238	6	142,342	\$140,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	MV-1	1	1239	6	119,681	\$140,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	MV-1	1	1240	6	124,147	\$70,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	MV-1	1	1241	6	88,396	\$70,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	MV-1	1	1242	6	82,041	\$70,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	MV-1	1	1243	6	94,354	\$70,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	MV-1	1	1244	6	87,460	\$70,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	MV-1	1	1245	6	88,054	\$70,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	MV-1	1	1246	6	98,941	\$70,000.00	5	Yes

Equipment: Non-Revenue Service Vehicles

The TAMP Equipment condition assessment consists of assigning a TERM physical condition rating to both all equipment that is either a non-revenue service vehicle or a non-vehicle equipment asset with an acquisition value of \$50,000 or more (individual line item or group). Furthermore, the equipment condition assessment contains only assets for which the Authority owns and has a direct capital responsibility (Table 3.1).

A condition assessment ranking is not conducted in the TAMP for equipment assets for which the Authority does not own, is owned by a 3rd party, the equipment has an acquisition cost below \$50,000 (individual line item or group), or where the Authority does not have a direct capital responsibility.

However, for the purposes of NTD reporting (Inventory & Condition Submittal), all Authority owned equipment (with direct capital responsibility) that is a non-revenue service vehicle is only reported. At the time of this writing, the Authority owns and operates all equipment that is either a non-revenue service vehicle or a non-vehicle equipment asset with an acquisition cost at or above \$50,000. The non-revenue service vehicle equipment condition assessment can be found on (Table 3.3).

Table 3.1

Equipment Rating Scale

C. Equipment Condition

The condition of all equipment costing over \$100,000 must be updated annually. The same definitions of Excellent, Good, Moderate, Poor and Unusable conditions as defined in the vehicles section should be used to rate equipment. Using the definition selected, rate the equipment based on the 0-100 scores listed below i.e. Equipment rated as excellent should receive a score between 81 - 100.

Score	Rating	Description
81-100	Excellent	Brand new, no major problems exist, only routine preventive maintenance
61-80	Good	Elements are in good working order, requiring only nominal or infrequent minor repairs (Greater than 6 months between minor repairs)
41-60	Moderate	Requires frequent minor repairs (less than 6 months between repairs) or infrequent major repairs (more than 6 months between major repairs)
21-40	Poor	Requires frequent major repairs (less than 6 months between major repairs)
0-20	-	Unusable/ Inoperable

Equipment: Over \$50,000 in Acquisition Value (Non-Vehicle)

The non-vehicle equipment condition assessment can be found on (Table 3.3).

Table 3.3

Asset Category	Asset Class	Asset Name	Count	ID/Serial No	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Y)	Past Useful Life Benchmark
Equipment	Computer Software/Equipment	12165	1	12165	5		\$53,487.83	3	Yes
Equipment	Computer Software/Equipment	Avail ITS System	1		4		\$110,523.78	3	Yes
Equipment	Computer Software/Equipment	Bus Radios Fixed Route	1		7		\$296,901.65	3	Yes
Equipment	Computer Software/Equipment	Bus Radios Paratransit	1		7		\$100,513.53	3	Yes
Equipment	Computer Software/Equipment	at Belden Village	1		7		\$155,689.15	3	Yes
Equipment	Computer Software/Equipment	Great Plains Software	1		14		\$274,866.04	3	Yes
Equipment	Computer Software/Equipment	Software Upgrade	1		7		\$56,813.40	3	Yes
Equipment	Computer Software/Equipment	Maximus Fleet Maintenance Software	1		14		\$662,497.59	3	Yes
Equipment	Computer Software/Equipment	Upgrade	1		7		\$202,606.52	3	Yes
Equipment	Computer Software/Equipment	SEON DVR/Camera System	1		2		\$2,777,800.54	3	No
Equipment	Computer Software/Equipment	SEON DVR/Camera System	1		2		\$250,364.00	3	No
Equipment	Computer Software/Equipment	Shortel Phone System	1		5		\$76,730.00	3	Yes
Equipment	Computer Software/Equipment	Communications	1		7		\$60,926.00	3	Yes
Equipment	Maintenance Equipment	Avail ITS System 2016 Buses	1		2		\$3,257,873.31	15	No
Equipment	Maintenance Equipment	Bus Washer	1	BW001	8		\$1,037,300.00	15	No
Equipment	Maintenance Equipment	Lift	1		12		\$69,745.76	20	No
Equipment	Maintenance Equipment	CNG Public Station	1		7		\$118,621.64	20	No
Equipment	Maintenance Equipment	Dual	1		7		\$808,625.85	15	No
Equipment	Maintenance Equipment	CR-001	1	13248/258/4835	13		\$30,000.00	20	No
Equipment	Maintenance Equipment	Station	1		2		\$2,860,745.75	20	No
Equipment	Maintenance Equipment	Overhead Lubrication System	1	834071	37		\$235,542.35	20	Yes
Equipment	Maintenance Equipment	UST Diesel Tank	1	64002	7		\$106,680.00	8	No
Equipment	Non Revenue/Service Automobile	DC-1	1	DC-1	5	96,058	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	DC-2	1	Dc-2	5	100,589	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	DC-3	1	DC-3	5	93,112	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	DC-4	1	DC-4	3	33,000	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	HC-1	1	HC-1	6	40,301	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	HC-2	1	HC-2	6	30,822	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Unit 10	1	10	3	20,931	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Unit 11	1	11	3	18,447	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Unit 12	1	12	6	41,831	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Unit 8	1	8	17	121,716	\$100,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	UPL-1 Van	1	UPL-1	10	177,885	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	UPL-2 Van	1	UPL-2	10	187,837	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	UPL-3 Van	1	UPL-3	10	114,365	\$30,000.00	8	Yes
Equipment	Trucks and other Rubber Tire Vehicles	Wrecker	1	75	31	57,154	\$132,859.00	8	Yes

Facilities

The TAM Plan Facilities condition assessment consists of assigning a physical condition rating, based on the FTA TERM Scale, to all facility assets for which SARTA owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which SARTA does not own the asset, the facility asset is owned by a 3rd party, and/or where SARTA does not have a direct capital responsibility for the facility asset (Table 3.1).

However, for the purposes of NTD reporting (Inventory & Condition Submittal), all SARTA owned and 3rd party owned facility assets (regardless of direct capital responsibility) are included in the Facility Asset Inventory (Table 3.4). Only SARTA owned facility assets with a direct capital responsibility are assigned a facility asset condition rating. At the time of this writing, SARTA only owns, operates, and has a direct capital responsibility for its administration, operations, and maintenance headquarters, fuel islands and three transit stations. However, each of these facility assets were inspected and assessed individually.

As detailed in SARTA's Facility & Equipment Maintenance Plan, each condition assessment inspection will take place around July/August of each calendar year. The inspection of major facility components and subcomponents will be conducted by the Maintenance Supervisor and a SARTA staff member, with results and data reported to the Chief Operating Officer. Facility equipment assets that have an acquisition value of \$50,000 or greater will also be included in the facility condition assessment inspection.

As detailed in SARTA's Facility and Equipment Maintenance Plan (SGR Facility/Building/Equipment Inspection Procedures & Inspection Assessment Standards), the process developed to assess the condition of the facilities where SARTA has direct capital responsibility and ownership is as follows:

1. Define the facility components and sub-components;
 2. Establish the condition assessment language based on the FTA Scale;
 3. Conduct the assessment on an annual basis, to be conducted around July/August of each year;
 4. Calculate the overall condition by using the *Median Value Method*; and
 5. Document and report the assessed condition.
- Agency inspection & maintenance procedures/schedules found in the Fleet and Facility Maintenance Plans;
 - Inspection schedule/alignment with reporting schedule;
 - Data needs;
 - Warranty status & age of components;
 - Third-party inspection records; and
 - Previous inspection records (CPT & internal tracking spreadsheet).

The components and sub-components that will be inspected for a condition assessment in an Administrative/Maintenance and/or Passenger facility can be found in the assessment guide in Section 10 - Appendix Inspection Procedures & Inspection Assessment Standards. The 2017 facility condition assessment rating data can be found on (Table 3.1). The 2017 facility inspection data showed that all SARTA facilities had an overall condition rating of 4.00.

Table 3.1

Facility Rating Scale

B. Facility Condition

Operations facilities, transfer facilities, electric substations, rail stations and intermodal facilities. Each transit agency facility will be evaluated to determine its function and structure and condition. Structural Condition (50 points) - Evaluate the overall condition of each facility, (i.e. walls, floors, roof, mechanical systems (HVAC), water, sewer, fueling storage systems, fare collection areas, conformity to federal/state mandates) using this scale:

Sub-Component Rating Summary

Component	Sub-components	1-5 Rating	Component	Sub-components	1-5 Rating
Substructure	Foundation		HVAC	Energy supply	
	Basement			Generation/distribution	
Shell	Superstructure			Controls	
	Roof			Chimneys/Vents	
	Exterior		Fire Protection	Sprinklers	
	Shell appurtenances			Standpipes	
Interiors	Partitions			Hydrants	
	Stairs		Electrical	Distribution	
	Finishes			Wiring	
Conveyance	Elevators			Communications	
	Escalators			Other	
	Lifts		Equipment		
Plumbing	Fixtures		Site	Roadways/Driveways	
	Water Distribution			Signage	
	Sanitary Waste			Parking lots	
	Rain water drainage			Pedestrian Areas	
HVAC	Energy supply			Fences/Walls	
	Generation/distribution			Landscaping	
	Controls			Site Utilities	
	Chimneys/Vents				

Score	Rating	Description
5	Excellent	New construction, no visible defects
4	Good	Minor improvements to superficial repairs needed to be addressed through routine maintenance. No significant visible damage such as cracking, spalling, sagging, rust or shifting.
3	Adequate	Needs some repair. There may be surface cracking, rust, shifting and spalling on components. Insulation or drainage may need maintenance. Substructure is cosmetically "fair" and functioning as designed within useful life.
2	Marginal	Components need extensive repair at a minimum. They show signs of significant cracking, sagging, rust, shifting, and spalling/ decay. Significant insulation or drainage issues may be present. There are no apparent safety issues. Components are functional but have exceeded their useful life.
0	Poor	Components show critical defects affecting function, health or safety. They are visibly in poor condition. They cannot be repaired. Must be replaced. They have exceeded their useful life and warrant structural review.

Table 3.4

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Administration	Gateway Facility	1	Gate001	26	4	\$16,237,660.25
Facilities	Administration	Gateway Renovations	1		2	4	\$116,812.00
Facilities	Lifts	Bus Lifts	1		7	4	\$121,508.69
Facilities	Maintenance	Gateway HVAC	1	HVAC	7	4	\$1,855,333.53
Facilities	Passenger Facilities	Alliance Transit Center	1	All001	10	4	\$2,358,897.03
Facilities	Passenger Facilities	Belden Village Transit Center	1	BV001	8	4	\$1,448,030.21
Facilities	Passenger Facilities	Cornerstone Shelters	1	CS001	17	4	\$2,900,000.00
Facilities	Passenger Facilities	Cornerstone Shelters End	2	CS001	17	4	\$102,830.00
Facilities	Passenger Facilities	Cornerstone Transit Center	1	CS001	17	4	\$2,026,153.36
Facilities	Passenger Facilities	Harmont Ave Pull Off	1		11	4	\$140,000.00
Facilities	Passenger Facilities	Widening 47th Street at BV Transit Center and Signalization	1		7	4	\$331,933.07
						4	

SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH

Sections 4 and 5 of this document are interrelated and detail the process and tools used to manage the lifecycle planning of capital public transportation assets. SARTA staff within the maintenance, finance/grants, compliance, operations & safety, and executive departments utilizes a variety of management practices, policies, and technology to manage, maintain, and plan throughout the life cycle of an asset.

Decision Support Tools:

The following analytical process is in place to support investment decision-making, including project selection and prioritization (Table 4.1). SARTA has electronic software, Trapeze EAM that shows the utilization for asset lifecycle management and investment planning, written policy manuals and Bus Replacement Schedule spreadsheets are also used. An explanation of the decision support tools can be found in (Table 4.2).

Table 4.1

- Semi-annual management meeting to asset performance and set goals.
- 1 (Maintenance, Operations, IT, Finance/Grants, Procurement, Executive)
 - Review needs based on safety deficiencies, asset ULB, agency capacity, customer demand, maintenance needs, IT security needs, and other data.
 - 3 Prioritize projects based on funding availability
 - 4 Development of Asset Investment priority list to report for Program of Projects.
 - 5 Contract advertising RFP and award process
 - 6 Board approval for approved RFP awards
 - 7 Placement on TIP/STIP
 - 8 Project/ Program Implementation and Monitoring

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2018	Hydrogen Fuel Cell Bus Acquisition	Revenue Vehicles	\$5,100,000.00	High
2019	Hydrogen Fuel Cell Bus Acquisition	Revenue Vehicles	\$3,400,000.00	Medium
2020	Hydrogen Fuel Cell Bus Acquisition	Revenue Vehicles	\$1,700,000.00	Low
2021	Hydrogen Fuel Cell Bus Acquisition	Revenue Vehicles	\$1,700,000.00	Low
2018	Cutaway Acquisition	Revenue Vehicles	\$700,000.00	High
2020	Cutaway Acquisition	Revenue Vehicles	\$1,400,000.00	Medium
2022	Cutaway Acquisition	Revenue Vehicles	\$1,400,000.00	Low
2018	Solar Array	Facilities	\$1,000,000.00	High
2018	Hydrogen Dispensers Acquisition	Equipment	\$400,000.00	High
2019	Hydrogen Dispensers Acquisition	Equipment	\$200,000.00	Low
2018	Update Electrical Service to Maintenance Facility	Facilities	\$300,000.00	High

Table 4.2

Documents	Description
Facility and Maintenance Plan	SARTA's Facility and Maintenance Plan details all policies and procedures related to the Authority-owned facilities and equipment. It includes: facility maintenance standards, facility inspection process, PM schedules, work order process, facility components, vendor contracts and inspection needs.
Fleet Management and Maintenance Manual	SARTA's Facility and Maintenance Plan details all policies and procedures related to the Authority-owned vehicles. It includes: maintenance department responsibilities, PM schedules, work order process, vendor contracts and inspection needs.
Procurement Manual	The Procurement Procedure Manual lists all FTA purchasing policies, contract/bidding requirements and regulations, asset purchasing procedures, and asset disposal procedures.
TAM Plan	SARTA's Transit Asset Plan is a document containing a business model that uses the condition of assets (facility, rolling stock and equipment) used in the provision of providing public transportation to help guide the optimal prioritization of funding in order to keep the agencies transit system in a State of Good Repair (SGR). The TAM Plan also contains information related to data collection and reporting requirements for the following: Asset Inventory portfolio, Asset Condition assessment (PTMS), Decision Support Tools and Management approach, Investment prioritization list for Program of Projects reporting, and NTD annual reporting.
Capital Plan/List of Priorization of Projects/Programs	The Capital plan lists projects in rank of order on the priority list of projects needed in order to maintain SGR of an asset.
Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP)	The Metropolitan Planning Organization Improvement Program is a list of upcoming transportation projects covering a period of at least four years. The TIP is developed SCATS SARTA's MPO. The TIP includes capital and non-capital surface transportation projects.

Management Approach to Asset Management:

The primary management approach utilized to maintain an SGR is risk mitigation. This management philosophy applies risk mitigation strategies (policies and procedures) throughout the assets life cycle, both from a maintenance perspective (breakdowns) and a safety & accessibility perspective (accidents/ADA requirements).

Throughout each asset's life cycle, SARTA shall monitor all assets for unsafe and inaccessible conditions. However, identifying an opportunity to improve the safety of an asset does not necessarily indicate an unsafe condition. When SARTA encounters and identifies as unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable. SARTA's risk management philosophy is the proactive approach of identifying future projects and ranking preventative projects with better return on investment higher in the investment prioritization risk. Policies and procedures to mitigate risk are included in the documents presented in (Tables 4.3 to 4.7).

Performing an analysis of the asset life cycle at the individual asset level is just one management approach SARTA uses to maintain a SGR. This analysis follows the asset from the time it is purchased, placed in operation, maintained, and ultimately disposed of. The analysis is a snap shot of each asset's current status. The asset lifecycle stages consist of the following strategies:

- TAM Plan -3: Acquisition & Renewal Strategy (Design/Procurement)
- TAM Plan -3: Maintenance Strategy (Operate/Maintain/Monitor)
- TAM Plan -3: Overhaul Strategy (Rebuild)
- TAM Plan -3: Replacement Strategy (Disposal)
- TAM Plan -3: Risk Management Strategy (Mitigation)

Table 4.3

Acquisition and Renewal Strategy: Determine when to initiate acquisition activities for assets. Describe SARTA's long-term replacement strategy, and how long-term renewal and improvement activities are assessed based on the asset's lifecycle. As applicable, describe any planned changes or improvements to these processes, describing the strategies.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Rolling Stock	BU - Bus	Transition to a 100% low to no emission vehicles. Projection for replacement start the day new vehicles are added as an asset.
Rolling Stock	CU - Paratransit Cutaway Van VN - Van	Paratransit Vans are 4-5 years/ 100,000/150,000. Projection for replacement start the day new vehicles are added as an asset.
Equipment - Non revenue vehicles	SUP - Support Vehicles	Replacement of support vehicles is based on ULB and funding availability.
Facility	Administration, Maintenance, Transit Stations, Fuel Stations	Facilities are maintained on an annual basis to extend ULB.

Table 4.4
Maintenance Strategy

Asset Category	Asset Class	Maintenance Activity	Frequency
Rolling Stock	BU - Bus	Clean, Wash & Vacuum	Daily
		Pre-trip inspection	Daily
		PM Service	Mileage
		SGR Inspection	Annually
		Transmission Inspection	Mileage
		Rear End Inspection	Mileage
		Air Dryer Inspection	Monthly
		Engine Breather Inspection	Monthly
		A/C Inspection	Monthly/Quarterly /Annually
		Camera System Inspection	Bi-Monthly
Rolling Stock	CU - Paratransit Cutaway VN - Van	Farebox inspection	Monthly
		Tire Inspection	Daily
		ADA Systems Inspection	Daily/ Monthly
		Clean, Wash & Vacuum	Daily
		Pre-trip inspection	Daily
		PM Service	Mileage
		SGR Inspection	Annually
		Transmission Inspection	Mileage
		Rear End Inspection	Mileage
		A/C Inspection	Monthly/Quarterly /Annually
Equipment	SUP - Support Vehicles	Camera System Inspection	Bi-Monthly
		Farebox inspection	Monthly
		Tire Inspection	Daily
		ADA Systems Inspection	Daily/ Monthly
		Clean, Wash & Vacuum	Weekly
Facilities	Administrative, Maintenance, Transit Stations	Pre-trip inspection	Daily
		Post-trip inspection	Daily
		PM Service	Mileage
		SGR Inspection	Annually
		Facility and Equipment Inspection: Mission Critical	Daily
		Facility and Equipment Inspection: Mission Critical	Monthly
		Facility and Equipment Inspection: Mission Critical	Annually
		SGR Facility and Equipment Inspection	Annual

Table 4.5

Overhaul Strategy: Determine how and when assets get overhauled or replaced. Describe what activities take place during an overhaul. As applicable, describe any planned changes or improvements to these processes.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Rolling Stock	BUS - Bus	It is SARTA's policy to repair damaged or non-functioning assets and components on an "as needed" basis. SARTA does not overhaul or rehabilitate its assets. Assets are replaced once the following conditions are met: (1) the asset's ULB has been met, or (2) the asset is considered a total loss by covering insurance.
Rolling Stock	CU - Paratransit Cutaway Van VN - Van	
Equipment - Non revenue vehicles	SUP - Support Vehicles	
Facilities	Administration, Maintenance, Transit Stations, Fuel Stations	

Table 4.6

Disposal Strategy: Describe strategy for disposing of assets to be replaced. Describe the approval process and detail, including procedures for physically removing the asset from the property. As applicable, describe any planned changes or improvements to these processes.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Rolling Stock	BUS - Bus	Buses, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and SARTA Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 6) The buyer/scrap dealer receives title, and removes the vehicle from the property. 7) If disposal is tied to an EPA grant, EPA disposal instructions are followed and submitted as grant requires.
Rolling Stock	CU - Paratransit Cutaway Van VN - Van	Paratransit vans and cutaway vans, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and SARTA Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 6) The buyer/scrap dealer receives title, and removes the vehicle from the property. 7) If disposal is tied to an EPA grant, EPA disposal instructions are followed and submitted as grant requires.
Equipment	Non-Revenue SUP - Support Vehicles Cars/Trucks/Vans	Non-revenue service vehicles, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and SARTA Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking.
Facilities	Administration, Maintenance, Transit Stations, Fuel Stations	Facilities and real-estate, once ULB is met or exceeded or conditions exist to permit a move, facility assets are disposed of using the following method: 1) Approval received from the Authority Board and the FTA to initiate disposal procedures; 2) The facility is inspected and appraised by the 3rd party; 3) Utilizing a real-estate company, the facility is placed up for sale and bid; 4) The facility is sold to the highest bidder, sale is approved by the Authority Board and FTA; 5) The Authority removes all property and vacates the location; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 7) The highest bidder receives title, and takes ownership of the property.

Table 4.7

Risk Management: ID any risks faced to your assets or organization as a whole, and describe the mitigation strategies for each one.

Risk	Mitigation Strategy
Loss of significant amounts of federal/ state/ local funding.	Decrease dependence on federal funding for capital improvements. Utilize reserve fund. Cut back on maintenance and service activities that are in balance with budget. Extend asset ULB, if possible. Decrease dependence on local/state funding for capital improvements. Local Sales Tax revenue makes up 80% of SARTA's operating funds. Loss of sales tax funding could result in the lose of public transportation services for Stark County, Oh. Utilize reserve fund. Cut back on maintenance and service activities that are in balance with budget.
Fuel supply chain disruption.	Fuel offsite in partnership with another transit agency, state DOT, municipality, and/or private sector organization.
Parts supply chain disruption.	Partner with regional transit agencies and OEMs to retain parts supply chain.
Catastrophic loss of asset(s) due to natural or man-made disasters and hazards.	Enact SARTA and Catastrophic Loss Plans. Use backup facilities, and reserve vehicles from partner transit agencies.

SECTION 5: PRIORITIZED LIST of INVESTMENTS

Investment Prioritization Process:

SARTA shall perform an investment prioritization analysis on a quarterly basis, in order to:

- (1) Determine what capital investments are needed, how much (and when), in order to maintain SGR (Table 5.1); and
- (2) Rate and rank SGR programs and projects in order of implementation priority (Table 4.1).

Table 5.1					
Asset Category	Asset Class	Condition	Performance	SGR Target FY 18	FTA Performance Metric
Revenue Vehicles					
	Asset Class	Fleet Size	Vehicle Age	FTA ULB (Years)	Performance Measures
BU - Bus	30' Bus	9	10	12	9
BU - Bus	30' Bus Hybrid	1	9	12	0
BU - Bus	35' Bus CNG	9	6	12	0
BU - Bus	35' Bus	6	8	12	0
BU - Bus	35' Bus	6	7	12	0
BU - Bus	40' Bus	2	16	12	2
BU - Bus	40' Bus CNG	4	4	12	0
BU - Bus	40' Bus CNG	1	3	12	0
BU - Bus	40' Bus CNG	4	2	12	0
BU - Bus	40' Bus Diesel	1	10	12	0
BU - Bus	40' Bus Hybrid	2	9	12	0
BU - Bus	40' Bus Hybrid	1	8	12	0
BU - Bus	40' Bus Hydrogen Fuel Cell	5	1	12	0
CU - Cutaway Bus	12 Passenger	10	4	7	0
CU - Cutaway Bus	12 Passenger	8	2	7	0
CU - Cutaway Bus	12 Passenger	8	2	7	0
CU - Cutaway Bus	16 Passenger	7	8	7	0
CU - Cutaway Bus	16 Passenger	13	6	7	0
CU - Cutaway Bus	MV-1	10	6	5	10

Facilities					
	Asset Class	Fleet Size	Vehicle Age	FTA ULB (Years)	Performance Measures
Facility: SARTA Operations/Administrative Offices/ Maintenance Garage - 1 Facility	Administration/ Operation/Maintenance	4	0%	No more than 0% of SARTA-owned facilities rated less than 3.0 on the FTA scale.	The % of facilities that are rated less than 3.0 on the FTA Scale.
Facility: (1) LCTA Fuel Island - CNG	Administration/ Operation/Maintenance	4	0%	No more than 0% of SARTA-owned facilities rated less than 3.0 on the FTA scale.	The % of facilities that are rated less than 3.0 on the FTA Scale.
Facility: (1) LCTA Fuel Island - CNG	Administration/ Operation/Maintenance	4	0%	No more than 0% of SARTA-owned facilities rated less than 3.0 on the FTA scale.	The % of facilities that are rated less than 3.0 on the FTA Scale.
Facility: (1) LCTA Fuel Island - Hydrogen	Administration/ Operation/Maintenance	4	0%	No more than 0% of SARTA-owned facilities rated less than 3.0 on the FTA scale.	The % of facilities that are rated less than 3.0 on the FTA Scale.
Facility: SARTA Transit Centers - 3 Facilities	Operation	4	0%	No more than 0% of SARTA-owned facilities rated less than 3.0 on the FTA scale.	The % of facilities that are rated less than 3.0 on the FTA Scale.
Equipment					
	Asset Class	Class Size	Age	FTA ULB (Years)	Performance Measures
Equipment	Computer Software/Equipment	1	5	5	1
Equipment	Computer Software/Equipment	2	2	5	0
Equipment	Computer Software/Equipment	1	4	5	0
Equipment	Computer Software/Equipment	2	5	5	2
Equipment	Computer Software/Equipment	6	7	5	6
Equipment	Computer Software/Equipment	2	14	5	2
Equipment	Maintenance Equipment	2	2	10	0
Equipment	Maintenance Equipment	3	7	10	0
Equipment	Maintenance Equipment	1	8	10	1
Equipment	Maintenance Equipment	1	12	10	1
Equipment	Maintenance Equipment	1	13	10	1
Equipment	Maintenance Equipment	1	37	10	1
Non Revenue/Service Automol	Dodge Caravan	4	5	8	0
Non Revenue/Service Automol	Honda Civic	26	5	8	0
Non Revenue/Service Automol	Chevy Uplander	3	10	8	3
Non Revenue/Service Automol	Dodge Ram	1	17	8	1
Non Revenue/Service Automol	Ford F250	1	3	8	1
Non Revenue/Service Automol	Ford F250	1	3	8	1
Non Revenue/Service Automol	Ford F250	1	6	8	1

The investment prioritization analysis aids SARTA in making more informed investment decisions to improve SGR of our capital assets, and define when an asset needs overhaul or replacement. The investment prioritization list, is a list containing the work plan(s) and schedule(s) of the proposed

projects and programs that SARTA estimates would achieve its SGR goals, and a ranking of projects and programs based on implementation priority over the TAMP horizon period of four (4) years.

SARTA will rank selected projects and programs to improve or manage the SGR of capital assets for which SARTA has a direct capital responsibility. The ranking criteria of projects and programs shall be consistent throughout the TAMP. Priority consideration will be given to local projects and programs that: (1) both improve SGR and correct an identified unacceptable safety risk; and (2) take into consideration ADA requirements (49 CFR Part 37) concerning maintenance of accessible features and the alteration of transit facilities. Furthermore, when developing an investment prioritization list, SARTA shall take into consideration its estimation of funding levels from all sources that it reasonably expects will be available in each fiscal year during the TAMP horizon period.

The ranking of investment prioritization programs and projects will be expressed as: *High Priority*, *Medium Priority*, or *Low Priority*. Each investment prioritization program or project ranked shall contain a year and/or date in which the Authority intends to carry out the program or project. This output process is a list of ranked projects and programs at the asset class level that identify assets from the asset inventory. SARTA's list of prioritized investments can be found on (Table 4.1).

Table 4.1

- Semi-annual management meeting to asset performance and set goals.
- 1 (Maintenance, Operations, IT, Finance/Grants, Procurement, Executive)
- Review needs based on safety deficiencies, asset ULB, agency capacity, customer demand, mainyenance
- 2 needs, IT security needs, and other data.
- 3 Prioritize projects based on funding availability
- 4 Development of Assett Investment priority list to report for Program of Projects.
- 5 Contract advertising RFP and award process
- 6 Board approval for approved RFP awards
- 7 Placement on TIP/STIP
- 8 Project/ Program Implementation and Monitoring

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2018	Hydrogen Fuel Cell Bus Acquisition	RevenueVehicles	\$5,100,000.00	High
2019	Hydrogen Fuel Cell Bus Acquisition	RevenueVehicles	\$3,400,000.00	Medium
2020	Hydrogen Fuel Cell Bus Acquisition	RevenueVehicles	\$1,700,000.00	Low
2021	Hydrogen Fuel Cell Bus Acquisition	RevenueVehicles	\$1,700,000.00	Low
2018	Cutaway Acquisition	RevenueVehicles	\$700,000.00	High
2020	Cutaway Acquisition	RevenueVehicles	\$1,400,000.00	Medium
2022	Cutaway Acquisition	RevenueVehicles	\$1,400,000.00	Low
2018	Solar Array	Facilities	\$1,000,000.00	High
2018	Hydrogen Dispensers Acquistion	Equipment	\$400,000.00	High
2019	Hydrogen Dispensers Acquistion	Equipment	\$200,000.00	Low
2018	Update Electrical Service to Maintenance Facility	Facilities	\$300,000.00	High

SECTION 6: ANNUAL PERFORMANCE TARGETS & MEASURES

This section lists the process, data sources, and methodology used in the development of the FTA requirement for SARTA to set annual SGR performance targets. As introduced in Section 1, a State of Good Repair (SGR) is a threshold that identifies the desired performance condition. Specifically, an asset is in an SGR when: The condition of a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function;
2. Does not pose a known and/or unacceptable safety risk (Condition); and
3. Its lifecycle investments have been met or recovered FTA (ULB).

The FTA has enlisted the use of the following asset performance measure criteria for use in the development of SARTA's SGR performance targets (Table 6.1).

SARTA shall establish one or more performance target(s) for each applicable asset class performance measure on an annual basis for the next fiscal year. The timeline for establishing SGR performance targets & measures are as follows:

Within three months before the effective date of October 1, 2018, SARTA shall set performance targets for the next fiscal year for each asset class included in this TAM Plan. These performance targets shall be established on or by no later than the date of the September meeting of the Authority Board of Directors. TAMP updates and adjusted targets shall be established with annual NTD reporting and approved by the Accountable Executive.

SGR performance targets are based on realistic expectations derived from both the most recent available data (ULB/condition), FTA performance measure criteria, and the financial resources from all sources SARTA reasonably expects will be available during the TAM Plan horizon period for capital planning purposes. SGR performance targets for the current fiscal year shall be monitored on a quarterly basis. The Accountable Executive is required to approve each annual performance target submission to FTA/NTD.

Table 6.1

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A				
	AO - Automobile	N/A				
	BR - Over-the-road Bus	N/A				
	BU - Bus	8%			6%	8%
	CU - Cutaway Bus	17%	15%	15%	15%	15%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	N/A				
	MV - Mini-van	N/A				
	RT - Rubber-tire Vintage Trolley	N/A				
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	N/A				
	VN - Van	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	6%		12%	19%	6%
	Steel Wheel Vehicles	N/A				
	Trucks and other Rubber Tire Vehicles	1%		1%		1%
	Computer Software/Equipment	7%	7%	7%	7%	7%
	Maintenance Equipment	10%	10%	10%	10%	10%
	Custom 3	N/A				
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	10%	10%	10%	10%	10%
	Maintenance	10%	10%	10%	10%	10%
	Parking Structures	N/A				
	Passenger Facilities	10%	10%	10%	10%	10%
	Lifts	5%	5%	5%	5%	5%
	Custom 2	N/A				
	Custom 3	N/A				

SECTION 7: RECORDKEEPING & NTD REPORTING

SARTA shall maintain all supporting TAM Plan records and documents. SARTA shall make TAMP records available to Federal (FTA), State (ODOT) and MPO's entities that provide(s) funding to the Authority, and to aid in the planning process. SARTA shall report, on an annual basis, to the FTA's National Transit Database (NTD):

- Inventory of assets;
- SGR performance targets for the next fiscal year;
- Condition inspection assessments and performance measures of capital assets; and
- An annual narrative shall also be included and reported to NTD that provides a description of any change in the condition of the Authority's transit system or operations from the previous year, and describe the progress made during the reporting year to meet the performance targets set in the previous reporting year.

Per NTD requirements, because SARTA's fiscal year ends on 31 December, annual TAM data reporting to NTD shall be completed by the Authority Grants department by the last business day of April of each calendar year.

SECTION 8: UPDATES & CONTINUOUS IMPROVEMENT

The TAM Plan can be considered a “living document” that shall be reviewed on at least a quarterly basis, updated, and incorporated into SARTA’s capital and budget planning, and reporting processes. Beginning in 2017, TAMP data shall serve as a “baseline” measure of asset performance management. As more data is collected, additional monitoring categories and goals will be included to support condition and reliability-based decision-making.

This document shall cover a “horizon period” of time (starting 10/1/2018 to 9/30/2023) beginning with the completion of the initial TAM plan in 2018, continuing with full implementation in FY 2018, and ending four years later on FY 2023. Projected Fleet Replacement will change annually as new data is entered into the TAM Plan Template. First projections from TAMP data can be seen in (Table 7.1). This TAMP shall be updated annually in conjunction with annual NTD reporting.

Table 7.1

Fleet Replacement Module										
Total in Current Year \$		\$6,121,737.12	\$593,666.67		\$6,614,666.67		\$2,613,333.33		\$3,605,714.29	
Total in Year of Expenditure \$		\$6,213,563.17	\$602,571.67		\$6,713,886.67		\$2,665,600.00		\$3,677,828.57	
	2019		2020		2021		2022		2023	
Fleet Type (Year/Make/Model)	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$
2004 Gillig Low Floor	2	\$510,916.60								
2008 Gillig Low Floor	4	\$1,350,000.00								
2009 Gillig Low Floor			1	\$516,666.67	2	\$1,033,333.33				
2010 Gillig Low Floor									6	\$2,485,714.29
2011 Gillig Low Floor										
2012 Gillig Low Floor										
2014 Gillig Low Floor										
2015 Gillig Low Floor										
2016 Gillig Low Floor										
2017 Eldorado Low Floor	2	\$2,566,666.67			4	\$5,133,333.33	1	\$1,283,333.33		
2002 NABI Low Floor										
2010 Eldorado Diesel										
2012 Goshen CNG	9	\$1,246,153.85								
2012 MV-1 CNG	4	\$308,000.00	1	\$77,000.00	4	\$308,000.00				
2014 Goshen Diesel							10	\$1,330,000.00		
2015 Goshen Diesel	1	\$140,000.00							8	\$1,120,000.00
2016 Goshen Diesel					1	\$140,000.00				

SECTION 9: CONCLUSION

The Board of Directors, management team, staff, and employees of the Stark Area Regional Transit Authority firmly believe that by implementing this *Transit Asset Management Program* (TAMP), that it will allow the transportation system to meet its mission and offer safe, efficient, reliable, and accessible public transportation options to the general public of the Stark County area. In addition, SARTA 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.

SECTION 10: Appendix - SARTA Transit Facility Field Assessment Guide

SARTA Transit Facility Field Assessment Guide

Created: April 2017

Updated: March 2018

Number of Facilities Assessed: _____

Accountable Executive: _____

Signature of Accountable Executive certifying this packet is filled out accurately and according to the instructions provided by SARTA: _____

This document was drafted based on recommendations from the FTA Facility Condition Assessment Guidebook¹.

Background

This form has been created to assist SARTA Transit develop a Transit Asset Management (TAM) plan for subgrantee transit providers in the state of Ohio. Part of the process of developing the TAM plan is completing required facility assessments of facilities that sub-recipients have direct capital responsibility for. These assessments are required by the FTA to be a part of the plan². Per the FTA direct capital responsibility is defined as:

“Direct capital responsibility means that you as a transit operator can influence the condition of the asset with your financial resources. You have financial responsibility for an asset if you have or will have financial resources that can influence the condition of the asset. For example, if the asset is part of a project that is part of your program of capital projects, then you have capital responsibility for that asset. If you are leasing an asset, you may have capital responsibility for that asset, depending on the terms of the lease.”³

To elaborate on and clarify the FTA definition, direct capital responsibility means that you are doing more than simply paying rent to use the facility. If you are helping to pay for improvements to the facility or are expected to pay for repairs if the facility becomes damaged or dilapidated then you have direct capital responsibility. **It is critical to note that you must complete a facility assessment using this form and the SARTA Transit Facility Assessment Spreadsheet for any facility you hold direct capital responsibility for.**

Instructions

There are 4 sections of this form: the Facility Assessment Master List, the Individual Facility Assessment: Administrative/Maintenance forms, the Individual Facility Assessment: Passenger forms, and the Facility Component Descriptions. Details on each section are as follows:

- *Facility Assessment Master List:* As you complete assessments of each facility please transfer all of the information/data from the assessment forms into this master list. It is recommend that prior to completing any assessments the list of facilities that need to be assessed is entered into this section and filling in the assessment information as it is completed. Doing this with help to ensure each facility gets assessed and no facilities are missed.
- *Individual Facility Forms:* There are 2 versions of this form, the Administrative/Maintenance form and the Passenger form. There are 2 versions because there is a slight difference in the facility components that are assessed between Administrative/Maintenance facilities and Passenger facilities. The difference is in component I), for Administrative/Maintenance facilities I) is equipment and for Passenger facilities I) is fare collection. Use the Administrative/Maintenance form for Administrative and Maintenance facilities and use the Passenger form for Passenger facilities. Within these forms there are 2 sections: one for basic information and one for the ratings of sub-components. The assessment process will be focused on rating facility sub-components on a 1-5 scale. The sub-components are broken out from 10 components that comprise the entire facility. Your job is to assign a 1-5 rating for each of these sub-components using the Facility Component Descriptions.

- *Facility Component Descriptions:* In this section there are descriptions of each component group and their sub-components and what constitutes each level of rating 1-5, pulled from the FTA Facility Condition Assessment Guidebook. You will use this section to help determine how to rate the subcomponents of your facilities.

The following is the process that should be used to complete the facility assessments:

1. Determine which facilities you have direct capital responsibility for using the FTA definition found in the background section of this document.
2. Determine if the facility is an Administrative, Maintenance, or Passenger facility. For Administrative and Maintenance facilities use the Individual Facility Assessment: Administrative/Maintenance form. For Passenger facilities use the Individual Facility Assessment: Passenger form.
3. List out the basic facility information on the chosen form: Facility Name, Facility Address, Facility Age. If the facility does not have a name use a combination of the street address and facility type to describe the facility. For example, a maintenance facility found at 1234 Peachtree St would be named as Peachtree St Maintenance if it does not already have a name.
4. Estimate the replacement cost of the facility. What it would take to build from scratch. Including all costs.
5. List the name of the person completing the assessment and the date in which they are completing the assessment.

Facility Assessment Master List

Facility Name	Facility Address	Facility Type	Date of Assessment	Assessor Name

Individual Facility Assessment: Administrative/Maintenance/Garage

Facility Name: _____

Facility Address: _____

Facility Age: _____

Estimated Replacement Cost: \$ _____

Assessment Date: _____

Signature certifying the information on this form is accurate: _____

Sub-Component Rating Summary

Component	Sub-components	1-5 Rating	Component	Sub-components	1-5 Rating
Substructure	Foundation		HVAC	Energy supply	
	Basement			Generation/distribution	
Shell	Superstructure			Controls	
	Roof			Chimneys/Vents	
	Exterior		Fire Protection	Sprinklers	
	Shell appurtenances			Standpipes	
Interiors	Partitions			Hydrants	
	Stairs		Electrical	Distribution	
	Finishes			Wiring	
Conveyance	Elevators			Communications	
	Escalators			Other	
	Lifts		Equipment		
Plumbing	Fixtures		Site	Roadways/Driveways	
	Water Distribution			Signage	
	Sanitary Waste			Parking lots	
	Rain water drainage			Pedestrian Areas	
HVAC	Energy supply			Fences/Walls	
	Generation/distribution			Landscaping	
	Controls			Site Utilities	
	Chimneys/Vents				

Does any portion of the facility pose an immediate safety risk?

If yes, please describe the risk and attach photos of the risk.

Write any additional comments about the facility here.

Individual Facility Assessment: Transit

Facility Name: _____

Facility Address: _____

Facility Age: _____

Estimated Replacement Cost: \$ _____

Assessment Date: _____

Signature certifying the information on this form is accurate: _____

Ratings Table

Component	Sub-components	1-5 Rating	Component	Sub-components	1-5 Rating
Substructure	Foundation		HVAC	Energy supply	
	Basement			Generation/distribution	
Shell	Superstructure			Controls	
	Roof			Chimneys/Vents	
	Exterior		Fire Protection	Sprinklers	
	Shell appurtenances			Standpipes	
Interiors	Partitions			Hydrants	
	Stairs		Electrical	Distribution	
	Finishes			Wiring	
Conveyance	Elevators			Communications	
	Escalators			Other	
	Lifts		Fare Collection		
Plumbing	Fixtures		Site	Roadways/Driveways	
	Water Distribution			Signage	
	Sanitary Waste			Parking lots	
	Rain water drainage			Pedestrian Areas	
HVAC	Energy supply			Fences/Walls	
	Generation/distribution			Landscaping	
	Controls			Site Utilities	
	Chimneys/Vents				



Does any portion of the facility pose an immediate safety risk?



If yes, please describe the risk and attach photos of the risk.


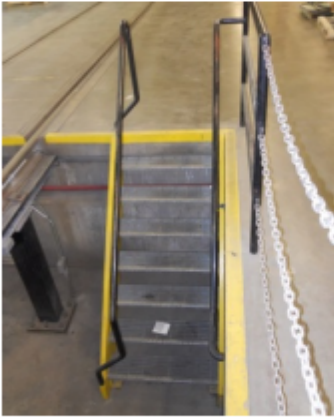
Write any additional comments about the facility here.



Facility Component Descriptions¹



Ensure that you rate each sub-component separately as listed on the Assessment forms. For example, f



Component	Rating	Description
A. Substructure <ul style="list-style-type: none"> Foundation Basement  	5: Excellent	New construction, no visible defects.
	4: Good	Minor improvement or superficial repairs needed, to be addressed through routine maintenance. No significant visible damage such as cracking, spalling, sagging, rust, or shifting.
	3: Adequate	Needs some repair. There may be surface cracking, rust, shifting, and spalling on components. Insulation or drainage may need maintenance. Substructure is cosmetically "fair", and functioning as designed; within useful life.
	2: Marginal	Components need extensive repair at a minimum. They show signs of significant cracking, sagging, rust, shifting, and spalling / decay. Significant insulation or drainage issues may be present. There are no apparent safety issues, however. Components are functional but have exceeded their useful lives.
	1: Poor	Components show critical defects affecting function, health, or safety. They are visibly in poor condition. They cannot be repaired; must be replaced. They have exceeded their useful life and warrant structural review.



Component	Rating	Description
B. Shell <ul style="list-style-type: none"> Superstructure / structural frame, including columns, pillars, and walls Roof: Roof surface, gutters, eaves, skylights, chimney surrounds Exterior: Windows, doors, and all finishes (paint, masonry) Shell appurtenances: Balconies, fire escapes, gutters, downspouts  	5: Excellent	New construction, no visible defects or damage
	4: Good	Minor improvement needed; sub-components are more than five years old but are functioning without issue under routine maintenance. Only minor superficial damage or defect. No sagging, corrosion, cracking, shifting, or leaks.
	3: Adequate	Repairs are needed. Component or sub-components show signs of minor cracking, drainage issues, sagging, corrosion, or shifting. They are cosmetically "fair", but functioning as designed.
	2: Marginal	Component or sub-components show signs of significant cracking, sagging, swelling, corrosion, leaks, or shifting. Significant repairs are needed, but there currently does not appear to be a safety issue on any single sub-component.
	1: Poor	Component or sub-components have critical defects affecting function, health, or safety. They are in visibly poor condition and must be replaced rather than repaired. They have exceeded their useful life and warrant structural review.



Component	Rating	Description
C. Interiors <ul style="list-style-type: none"> Partitions: Walls, interior doors, fittings, signage Stairs: Interior stairs and landings Finishes: Materials used on walls, floors, and ceilings  	5: Excellent	New construction, no visible defects or damage.
	4: Good	Minor improvement needed; only shows superficial damage or defect. Minimal signs of wear, no major problems, minimal signs of deterioration. Primarily cosmetic issues with no functional impact, which can be addressed through routine maintenance.
	3: Adequate	Repairs are needed. Component or sub-components show signs of cracking, drainage issues, sagging, corrosion, or shifting. They are cosmetically "fair", but functioning as designed.
	2: Marginal	Interior shows deterioration: cracking, sagging, swelling, corrosion, leaks, etc. Finishes are worn. Significant repairs or upgrades are needed, but there currently does not appear to be a safety issue.
	1: Poor	Component or sub-components have critical defects affecting function, health, or safety. They are in visible poor condition and must be replaced rather than repaired. They have exceeded their useful life and warrant structural review.

Component	Rating	Description
D. Conveyance <ul style="list-style-type: none"> Elevators Escalators Lifts: any other such fixed apparatuses for the movement of goods or people.  	5: Excellent	New construction, no visible defects or damage.
	4: Good	Minor improvement needed; only shows superficial damage or defect with no functional impact. Issues are addressed via routine maintenance.
	3: Adequate	Repairs are needed; components show signs of corrosion and damage. They are cosmetically "fair", but functioning as intended under maintenance schedule.
	2: Marginal	Component or sub-components need extensive repair at a minimum. More substantial part replacement and/or repair is frequent. There currently does not appear to be any safety issue. Maintenance schedule is interrupted by more frequent breakdowns.
	1: Poor	Component or sub-components have critical defects affecting function. They are in visibly poor condition and must be replaced rather than repaired. Maintenance schedule is reactive rather than proactive due to frequent malfunction. Apparatuses have exceeded their useful life and warrant detailed review.


Component	Rating	Description
E. Plumbing <ul style="list-style-type: none"> • Fixtures • Water distribution • Sanitary waste • Rain water drainage  	5: Excellent	New construction, no visible defects or damage.
	4: Good	Minor wear and tear or superficial deterioration or defect with no functional impact typically addressed through routine maintenance. No corrosion or leaks.
	3: Adequate	Repairs are needed; some deterioration exists, such as corrosion. Repairs are typical to more intensive routine maintenance and system is functioning as designed.
	2: Marginal	Plumbing system components need extensive repair at a minimum. Currently does not appear to be any safety issue.
	1: Poor	System has defects affecting function and necessitating frequent maintenance. Plumbing is in poor condition and must be replaced rather than repaired. The system has exceeded its useful life and warrants detailed review.

Component	Rating	Description
F. HVAC <ul style="list-style-type: none"> • Energy supply • Heating / cooling generation and distribution systems • Testing, balancing, controls and instrumentation • Chimneys and vents  	5: Excellent	New construction, no visible defects or damage. Meets efficiency and capacity goals and maintains desired temperature and air quality throughout the facility.
	4: Good	Minor improvements needed, may be slightly outdated and less efficient and consistent. Minor deterioration or defect with no functional impact typically addressed through routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are significant. With these, the system meets needs. Still within its useful life.
	2: Marginal	System has exceeded its useful life; fails to meet standards or needs. Components need extensive repair at a minimum. Currently does not appear to be any safety issue.
	1: Poor	System is well past its useful life and has critical defects affecting function; its issues are beyond repair and warrant detailed review.


Component	Rating	Description
G. Fire Protection <ul style="list-style-type: none"> • Sprinklers • Standpipes • Hydrants and other fire protection specialties  	5: Excellent	New system, no visible defects or damage. Meets facility needs.
	4: Good	Minor wear and tear; system may be slightly outdated but still meets needs of facility with routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are significant. With these, the system meets requirements. Still within its useful life.
	2: Marginal	System has exceeded its useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum. Currently does not appear to be any safety issue.
	1: Poor	System is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.


Component	Rating	Description
H. Electrical <ul style="list-style-type: none"> • Electrical service & distribution • Lighting & branch wiring (interior and exterior) • Communications & security • Other electrical system-related pieces such as lightning protection, generators, and emergency lighting  	5: Excellent	New system, no apparent defects. Meets facility needs.
	4: Good	Minor deterioration; system may be slightly outdated but still meets needs of facility with minimal routine maintenance. Limitation on system flexibility such as future expansion.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are significant. There is limited flexibility for improvement. However, the system meets requirements and is still within its useful life.
	2: Marginal	System has exceeded its useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum. Currently does not appear to be any safety issue.
	1: Poor	System is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.

Component I: Equipment for Administrative/Maintenance Facilities Only

Component	Rating	Description
I. Equipment <ul style="list-style-type: none"> Equipment related to the function of the facility Includes maintenance or vehicle service equipment 	5: Excellent	New equipment, no apparent defects, serving the needs of the facility.
	4: Good	Minor deterioration; equipment may be slightly outdated but still meets needs of facility with minimal routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are considerable. However, equipment meets needs and is still within its useful life.
	2: Marginal	Equipment has exceeded useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum.
	1: Poor	Equipment is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.

Component I: Fare Collection for Passenger Facilities Only

Component	Rating	Description
I. Fare Collection <ul style="list-style-type: none"> Equipment related fare collection May also include other major equipment related to the function of the facility 	5: Excellent	New equipment, no apparent defects, serving the needs of the facility.
	4: Good	Minor deterioration; equipment may be slightly outdated but still meets needs of facility with minimal routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, and maintenance needs are considerable. However, equipment meets needs and is still within its useful life.
	2: Marginal	Equipment has exceeded useful life; defects are critical and/or widespread; no longer meets needs or current standards and requires partial replacement at a minimum.
	1: Poor	Equipment is well past its useful life and has critical defects affecting function and ability to meet standards. Issues are beyond repair and warrant detailed review.

Component	Rating	Description
J. Site <ul style="list-style-type: none"> Roadways/driveways and associated signage, markings, and equipment Parking lots and associated signage, markings, and equipment Pedestrian areas and associated signage, markings, and equipment Site development such as fences, walls, and miscellaneous structures Landscaping and irrigation Site Utilities 	5: Excellent	New construction, no apparent defects, serving the needs of the facility.
	4: Good	Minor deterioration, primarily cosmetic defects such as damaged signage or small pavement cracks, landscaping updates. Still meets needs of facility with routine maintenance.
	3: Adequate	Repairs are needed; some deterioration exists, such as signs needing replacement and pavement cracks needing fill. More routine maintenance is needed. However, site is still functioning as designed.
	2: Marginal	Site sub-components are worn and need extensive repair at a minimum. Pavement may show damage beyond what can be fixed with crack filler (over 2" wide / potholes). Signage may be outdated, fences need replacement, irrigation no longer efficient, etc.
	1: Poor	Site has critical defects affecting function, health, or safety. Issues are beyond repair and warrant detailed review.

References and Resources

- 1- FTA Facility Condition Assessment Guidebook, <https://www.transit.dot.gov/regulations-and-guidance/asset-management/proposed-facility-condition-assessment-guidebook>
- 2- 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>
- 3- FTA Q&A TAM Final Rule and Small Systems Webinars; July/August 2016
<https://www.transit.dot.gov/TAM/rulemaking/QAFinalRuleAndSmallSystems>