

2022

StarTran Transit Asset Management Plan

**Elizabeth Elliott, Director of
Lincoln Transportation and
Utilities**

StarTran

710 J Street

Lincoln, NE 68508

12/6/2022

Mission Statement

To provide a customer focused, forward thinking public transportation system for the good of the Lincoln community.

About StarTran

StarTran is the only mass transit carrier in the City of Lincoln. StarTran is fully owned and operated by the City as a municipal service through the administration of the Lincoln Transportation & Utilities Department. Fixed route and ADA services provided within city limits. StarTran operates 18 fixed routes on weekdays and 14 routes on Saturdays. Weekday service currently runs between 5:40 a.m. and 7:00 p.m. for most routes. Saturday service runs between 6:40 a.m. and 6:30 p.m. ADA service is called the Paratransit Program and is available to ADA eligible riders.

StarTran Administrative Staff

Elizabeth Elliott, Director of Lincoln Transportation & Utilities

Carla Cosier, Assistant Transit Manager

Mark Stevens, Garage Supervisor

Tyler Ferguson, Garage Supervisor

Annette Walton, Purchasing Agent

Brian Praeuner, Planner

Diane Semrad, Office Assistant

Kayla Kruske, StarTran Analyst

Janae Hood, Administrative Aide

Colin Clark, Safety Training Specialist

AnDee Harris, Account Clerk

Raymond Grauf, Accountant

December 6, 2022

As Accountable Executive for StarTran I have responsibility for carrying out the safety management system; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both StarTran's safety plan, in accordance with 49 U.S.C. 5329(d), and StarTran's transit asset management plan in accordance with 49 U.S.C. 5326.

I hereby approve the 2022 StarTran Transit Asset Management Plan and the annual performance targets as outlined in this plan.

Elizabeth Elliott Digitally signed by Elizabeth Elliott
Date: 2022.12.06 17:14:29 -06'00'

Elizabeth Elliott
Director
Lincoln Transportation and Utilities

Content

- EXECUTIVE SUMMARY 3
- SECTION 1: INTRODUCTION & APPLICABILITY 4
- SECTION 2: INVENTORY OF ASSETS 10
- SECTION 3: ASSET CONDITION ASSESSMENT 12
- SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH..... 14
- SECTION 5: PRIORITIZED LIST OF INVESTMENTS 15
- SECTION 6: ANNUAL PERFORMANCE TARGETS & MEASURES 15
- SECTION 7: RECORDKEEPING & NTD REPORTING 16
- SECTION 8: UPDATES & CONTINUOUS IMPROVEMENT 16
- SECTION 9: CONCLUSION..... 17

Tables

Table 1.1: Annual TAM Goals.....	18
Table 1.2: Asset Useful Life Benchmarks	19
Table 2.1: TAMP Asset Inventory Summary	20
Table 2.2: Fixed Route Bus Rolling Stock Fleet Inventory	21
Table 2.3: Paratransit Rolling Stock Fleet Inventory.....	23
Table 2.4: Equipment Inventory (Non-Revenue Service Vehicle).....	24
Table 2.5: Non-Vehicle Equipment Inventory (Non-Vehicle)	25
Table 2.6: Facility Inventory.....	26
Table 3.1: FTA TERM Rating Scale.....	27
Table 3.2: Fixed Route Bus Rolling Stock Fleet Condition Ratings	28
Table 3.3: Paratransit Rolling Stock Fleet Condition Ratings	30
Table 3.4: Equipment Condition Ratings (Non-Revenue Service Vehicle).....	31
Table 3.5: Equipment Condition Ratings (Non-Vehicle)	32
Table 3.6: Facility Condition Ratings	33
Table 4.1: TAMP Decision Support & Capital Asset Investment Planning Process.....	34
Table 4.2: TAMP Decision Support Tools	35
Table 4.3.1: Asset Management Approach: Acquisition & Renewal Strategy	36
Table 4.3.2: Asset Management Approach: Maintenance Strategy	37
Table 4.3.3: Asset Management Approach: Overhaul Strategy	38
Table 4.3.4: Asset Management Approach: Disposal Strategy.....	39
Table 4.3.5: Asset Management Approach: Risk Management Strategy	40
Table 5.1: TAMP Investment Prioritization Project List	41
Table 6.1: FTA TAM Asset Category Performance Measures	42
Table 6.2: Annual SGR Asset Performance Targets: Fixed Route	43
Table 6.3: Annual SGR Asset Performance Targets: Paratransit.....	44
Table 6.4: Annual SGR Asset Performance Targets: Equipment (Non-Revenue Service Vehicles).....	45
Table 6.5: Annual SGR Asset Performance Targets: Facilities.....	46
Table 8.1: TAMP Key Dates	47

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 an 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:

StarTran has developed this TAMP to aid 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:

StarTran provides both fixed route bus and shared ride paratransit public transportation services to approximately 1.8 million passenger trips annually within the City of Lincoln limits. StarTran is fully owned and operated by the City as a municipal service through the administration of the Lincoln Transportation and & Utilities Department. StarTran maintains a fleet of 67 fixed route buses and 24 paratransit vehicles.

Administrative, Maintenance and bus storage are all located at a four acre site at 710 J Street that houses all full size buses, paratransit vehicles and staff vehicles. Current facility was constructed in 1930 with additions built in 1980 and a bus maintenance expansion and garage built in 2001. In April 2017 StarTran initiated a facility relocation feasibility study to determine a new site for StarTran facility.

In 2021, StarTran launched the Transit Development Plan (TDP) effort to determine the best approach for improving and expanding transit service in Lincoln. The TDP also includes a Service Expansion Plan based increases in revenue hours and increase in number of vehicles.

SECTION 1: INTRODUCTION & APPLICABILITY

StarTran 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).

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

This TAMP provides an outlay of how StarTran will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. StarTran'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 (10/1/2022 to 9/30/2025) beginning with the completion of the initial TAM plan in 2022, continuing with full implementation in 2023, and ending four years later on FFY 2025. 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 StarTran.

The Accountable Executive:

Per FTA TAM requirements, each transit operator receiving FTA funding shall designate an "Accountable Executive" to implement the TAM Plan. StarTran's Accountable Executive is the Director of Lincoln Transportation and Utilities. StarTran'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 Accountable Executive 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 Accountable Executive via the annual FTA Certifications and Assurances forms in TrAMS.

TAMP Elements:

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

StarTran'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 asset's life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation and replacements (ULB).

The TAM allows StarTran 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.

StarTran shall establish annual TAM goals, which are separate from annual SGR performance goals, based upon tangible criteria related to asset performance and investment prioritization. TAM goals include monitoring the following criteria (see Table 1.1):

- Sustainability (transition transit fleet 100% to electric/renewable/alternative fuels by 2040);
- Sustainability (replace all transit vehicles with AFVs as they exceed their ULBs)
- Age of transit vehicles (reduce number of transit vehicles that are 12+ years old);
- System reliability (On-time performance, 85% goal);
- System performance (Miles between mechanical breakdowns: No more than 5,000)

It is the belief of StarTran 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. StarTran 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 StarTran 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 and takes into account a provider's unique operating environment (service frequency, weather, geography). When developing Useful Life Benchmarks (ULB), StarTran 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, StarTran utilized a customized ULB for fixed route and paratransit rolling stock and service vehicles. Facility assets were assessed by using the FTA default ULB metrics (see Table 1.2). All assets cited in this document are financed with FTA funding.

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, StarTran requires each vehicular asset and facility meeting FTA TAMP criteria to have a physical condition assessment conducted on an annual basis, where applicable. The condition assessments use a rating scale to rate the current physical appearance, maintenance requirements, safety and accessibility of an asset, "as it currently sits". 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 TERM Scale.

SECTION 2: INVENTORY OF ASSETS

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

StarTran uses RTA Fleet Management Software that maintains fleet, equipment and facility inventory, schedules maintenance of buses and vehicles, tracks repair and warranty history.

Rolling Stock

All rolling stock is StarTran owned and operated revenue service vehicle used in the provision of providing public transportation, and includes vehicles used to primarily transport passengers. StarTran does not utilize or operate any third-party rolling stock assets. The fixed route bus service fleet inventory consists of 30’ and 35’ Gillig diesel, New Flyer Electric, New Flyer CNG, and Hometown Trolley CNG buses. The paratransit fleet inventory consists of Glaval, Star Craft, Dodge Ram Promaster 3500 and Ford Goshen cutaway vans. Four Dodge minivans are also used for the paratransit fleet (see Table 2.3). In addition to the TAMP, data for rolling stock assets is maintained and updated RTA Fleet Management Software. The following required data fields are maintained for each rolling stock asset (public transit vehicle):

External Vehicle ID	Gross Vehicle Weight	Last Maintenance Performed
Asset Description	Purchase Cost	Make/Model
Vehicle Type	Purchase Date	VIN Number
Vehicle Title Ownership	Purchase Status (New/Used)	Anticipated Replacement or Rehab Year
Mileage	Purchase Source (Dealer/Vendor)	License Plate
Manufacturer	Fuel Type	Capacity: Seating/Standing/Wheelchair
Year Built/In Service Date/Age	Classification	Storage location
Length of Vehicle	Current Status of Vehicle	

Equipment:

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

Equipment: Non-Revenue Service Vehicles

StarTran operates six non-revenue service vehicles in its daily operations (see Table 2.4). Two vehicles are Ford Explorer SUV's that are primarily used for supervisor and administrative purposes. StarTran operates one Ford F-350 truck that is used for facility winter maintenance, removing stuck vehicles, and plowing snow on bus routes. Lastly, StarTran operates two Ford F-250 service trucks that are 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 maintained and updated in the RTA Fleet Management Software. The following required data fields are maintained for each non-revenue service vehicle equipment asset:

External Vehicle ID	Gross Vehicle Weight	Last Maintenance Performed
Asset Description	Purchase Cost	Make/Model
Vehicle Type	Purchase Date	Disposition Date, Cost & Buyer
Vehicle Title Ownership	Purchase Status (New/Used)	VIN Number
Mileage	Purchase Source (Dealer/Vendor)	Anticipated Replacement or Rehab Year
Manufacturer	Fuel Type	License Plate
Year Built/In Service Date/Age	Classification	Capacity: Seating/Standing/Wheelchair
Length of Vehicle	Current Status of Vehicle	Storage location

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

Equipment is any StarTran-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. StarTran does not utilize or operate any third-party equipment assets. All equipment assets are owned and operated by StarTran.

In addition to the TAMP, data for non-vehicle equipment assets is maintained and updated in the RTA Fleet Management Software. The following required data fields are maintained for each non-vehicle equipment asset with an acquisition value of \$50,000 or more:

Type	Vendor	Item Serial Number
Rehabilitation Year	Quantity	Model
Description	Units	Purchase Source
Status	Book Value	Cost
Age	Location	
Condition	Acquisition Date	

Facilities

Facilities are any structure used in providing public transportation where StarTran owns and has a direct capital responsibility. StarTran has one location at 710 J Street for operations, administration, maintenance, storage, and diesel refueling. Fueling of Compressed Natural Gas vehicles occurs off-site at 5900 Cornhusker Highway. The main passenger transfer hub is located downtown at 11th & N Street which comprises of 2 large bus shelters on public right of way.

StarTran does not utilize or operate any third-party-owned facility locations. For storage StarTran shares a facility at 6th & G Street with other City of Lincoln departments.

In addition to the TAMP, data for facility assets is maintained and updated in the City of Lincoln Master List of General Fixed Assets. The following required data fields are maintained for each facility asset:

Asset Description/Name	Useful Life
Physical Location/Address	Asset Cost
Item #	Tag #
Building ID	Condition
Serial #	Purchase Date

SECTION 3: ASSET CONDITION ASSESSMENT

StarTran assesses the condition of its assets on an annual basis by utilizing the FTA TERM (Transit Economic Requirements Model) condition rating assessment scale (see 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.

Rolling Stock

The TAMP Rolling Stock condition assessment consists of assigning a condition rating to all rolling stock assets for which StarTran owns and has a direct capital responsibility. The fixed route bus rolling stock condition assessment can be found on Table 3.2. The Paratransit rolling stock condition assessment can be found on Table 3.3.

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 StarTran owns and has a direct capital responsibility.

For the purposes of NTD reporting (Inventory & Condition Submittal), all StarTran owned equipment (with direct capital responsibility) that is a non-revenue service vehicle is reported. StarTran 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 3.4. The non-vehicle equipment condition assessment can be found on Table 3.5.

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

The non-vehicle equipment condition assessment can be found on Table 3.5.

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 StarTran owns and has a direct capital responsibility. Only StarTran owned facility assets with a direct capital responsibility are assigned a facility asset condition rating (Table 2.6).

Each condition assessment inspections done on annual basis. The inspection of major facility components and subcomponents will be conducted by the Garage Supervisor, with results and data reported to the StarTran Accountant and Planner. Facility equipment assets that have an acquisition value of \$50,000 or greater will also be included in the facility condition assessment inspection.

The process developed to assess the condition of the facilities where StarTran 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 TERM Scale;
3. Conduct the assessment on an annual basis, to be conducted in August of each year;
4. Calculate the overall condition by using the *Mean Value Method*; and
5. Document and report the assessed condition.

In addition, StarTran facility inspector(s) will gather and review the following elements before conducting a condition assessment inspection:

- 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.

The 2022 facility condition assessment rating data can be found on Table 3.6. The 2022 facility inspection data showed that all five StarTran facilities had an overall condition rating of 3.8.

SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH

Sections 4 and 5 of these documents are interrelated and detail the process and tools used to manage the lifecycle planning of capital public transportation assets. StarTran staff within the maintenance, finance/grants, 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 (see Table 4.1). The decision support tools that StarTran utilizes for asset lifecycle management and investment planning, include both electronic software and written policy manuals. Each written policy manual and software program complements each other as they contribute to asset management throughout the lifecycle, from planning and procurement to disposal. An explanation of the decision support tools can be found in Table 4.2.

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, StarTran 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 StarTran encounters and identifies as unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable. Policies and procedures to mitigate risk are included in the documents presented in Tables 4.3.1 to 4.3.5.

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

- Table 4.3.1: Acquisition & Renewal Strategy (Design/Procurement)
- Table 4.3.2: Maintenance Strategy (Operate/Maintain/Monitor)
- Table 4.3.3: Overhaul & Rehabilitation Strategy (Rebuild)
- Table 4.3.4: Disposal Strategy (Disposal)

- Table 4.3.5: Risk Management Strategy (Mitigation)

SECTION 5: PRIORITIZED LIST OF INVESTMENTS

Investment Prioritization Process:

StarTran shall perform an investment prioritization analysis on an annual basis, in order to:

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

The investment prioritization analysis aids StarTran 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 StarTran 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.

StarTran will rank selected projects and programs to improve or manage the SGR of capital assets for which StarTran 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, StarTran 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 StarTran 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. StarTran's list of prioritized investments can be found on Table 5.1.

SECTION 6: ANNUAL PERFORMANCE TARGETS & MEASURES

This section lists the process, data sources, and methodology used in the development of the FTA requirement of StarTran 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 (ULB).

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

StarTran 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, 2022, StarTran shall set performance targets for the next fiscal year for each asset class included in this TAM Plan.

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 StarTran 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.

The StarTran's annual SGR performance targets for FFY 2022 - 2023 can be found on Tables 6.2 through 6.5.

SECTION 7: RECORDKEEPING & NTD REPORTING

StarTran shall maintain all supporting TAM Plan records and documents. StarTran shall make TAMP records available to Federal (FTA), State (NDOT) and Lincoln MPO entities and to aid in the planning process. StarTran 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 StarTran's 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 the StarTran's fiscal year ends on 8/31/2022, annual TAM data reporting to NTD shall be completed by StarTran by the last business day of October of each calendar year. If an NTD filing extension is required for any reason, an extension letter must be filed with NTD by October 31st.

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 the StarTran's capital and budget planning, and reporting processes. The 2018 TAMP data served as a "baseline" measure of asset performance management; as more data was collected, additional monitoring categories and goals were included to support condition and reliability-based decision-making. This process will continue to be used to adjust tracking of relevant categories and goals as time goes on.

This document shall cover a “horizon period” of time (10/1/2022 to 9/30/2025) beginning with the completion of this TAM plan in 2022, continuing with full implementation in FFY 2023, and ending four years later on FFY 2025. Table 8.1 details the key data and action items for FTA TAMP compliance. This TAMP shall be amended during the four-year horizon period when there is a significant change to staff, assets, maintenance plans, and/or operations occurring at StarTran.

SECTION 9: CONCLUSION

The City of Lincoln/StarTran 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 City of Lincoln. In addition, StarTran 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.

Table 1.1: Annual TAM Goals

StarTran Annual TAM Goals FFY 2022-2023			
Criteria	Measure	Goal	Actual
Sustainability	Transition transit fleet 100% to electric/renewable/alternative fuels by 2040	100% by 2040	76%
Sustainability	Replace all transit vehicles with AFVs as they exceed their ULBS	NA	NA
Age of transit	Reduce the number of transit vehicles that are 12+ years old	Promptly replace	4.5% exceeding
System Reliability	On-time performance for fixed route	85%	77.2 (FY 2021)
System Reliability	On-time performance for Paratransit: Between 80-95% within a 30-minute window	80-95%	91% (FY 2021)
System Performance	No less than 5,000 miles between mechanical breakdowns	5,000	5,764 (FY 2021)

Table 1.2: Asset Useful Life Benchmarks

StarTran Asset Useful Life Benchmarks: FFY 2022-2023		
Asset Classification (NTD/CPT)	Asset Item	ULB (Years)
Rolling Stock: Revenue Vehicle, Paratransit	Paratransit Van, 30 FT Cutaway Ford Goshen	6
Rolling Stock: Revenue Vehicle, Paratransit	Paratransit Van, 30 FT Cutaway Dodge Ram	6
Rolling Stock: Revenue Vehicle, Paratransit	Paratransit Van, 30 FT Cutaway Ford Star Craft	6
Rolling Stock: Revenue Vehicle, Paratransit	Paratransit Van, 30 FT Cutaway Ford Startrans	6
Rolling Stock: Revenue Vehicle, Fixed Route	Bus STD 30 FT/Fixed Route Motor bus, Gillig Low Floor	15
Rolling Stock: Revenue Vehicle, Fixed Route	Bus STD 35 FT/Fixed Route Motor bus, Gillig Low Floor	15
Rolling Stock: Revenue Vehicle, Fixed Route	Bus STD 35 FT/Fixed Route Motor bus, New Flyer	15
Rolling Stock: Revenue Vehicle, Fixed Route	Bus STD 35 FT/Fixed Route Motor bus, Hometown Trolley	15
Facility: Administrative, bus storage and Maintenance	Maintenance bays, bus storage, parts room, wash bay, maintenance offices and	40
Facility: Maintenance	Bus storage – Middle garage	40
Facility: Maintenance	Maintenance – East Maintenance Bays	40
Facility: Maintenance	Bus storage – North Garage	40
Facility: Maintenance	Parts storage (G Street)	40
Equipment: Non-Revenue Service Vehicle	SUV (Supervisor Car) – Ford Explorer	10
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle – Ford F350 SD	20
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle – Freightliner M2 106V	15
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle – Ford F250 SD	20
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle – Chevy K3500 4 WD	20

Table 2.1: TAMP Asset Inventory Summary

StarTran TAMP Asset Inventory Summary: FFY 2022-2023				
Asset Category	Total number	Avg. Age	Avg. TERM Condition	Total Value
Rolling Stock: FR	67*	7.0	3.9	\$35,520,672
Rolling Stock: Paratransit	24	5.7	3.77	\$1,350,565
Facility	5	40.8	3.8	\$5,686,096
Equipment (Service Vehicles)	7	10.6	3.5	\$245,918
Equipment (> \$50K)	7	7.4	4.71	\$1,057,240

*StarTran is currently retiring 11 diesel buses while acquiring 11 new New Flyer CNG buses. All relevant diesel buses have been removed from this plan, while only 6 of the 11 total CNG buses are in operation and the remainder buses to arrive mid-December 2022.

Table 2.2: Fixed Route Bus Rolling Stock Fleet Inventory

StarTran Fixed Route Bus Rolling Stock Fleet Inventory: 2022									
All fixed route buses have a ULB of 15 years.									
Bus #	Make	Model	Year	Age	Mileage	Length	ULB Met	Fuel type	Replacement cost
681	Gillig	G29B102N4	2006	16	490,223	35'	Y	Diesel	\$110,601
687	Gillig	Low floor	2006	16	483,426	35'	Y	Diesel	\$110,601
688	Gillig	Low floor	2006	16	512,676	35'	Y	Diesel	\$110,601
200	Gillig	Low floor	2011	11	325,047	30'	N	Diesel	\$235,586
201	Gillig	Low floor	2011	11	293,722	30'	N	Diesel	\$235,586
202	Gillig	Low floor	2011	11	311,558	30'	N	Diesel	\$235,586
203	Gillig	Low floor	2011	11	306,662	30'	N	Diesel	\$235,586
204	Gillig	Low floor	2011	11	312,628	30'	N	Diesel	\$235,586
205	Gillig	Low floor	2011	11	304,969	30'	N	Diesel	\$235,586
206	Gillig	Low floor	2011	11	306,121	30'	N	Diesel	\$235,586
207	Gillig	Low floor	2011	11	318,118	30'	N	Diesel	\$257,258
208	Gillig	Low floor	2011	11	303,058	30'	N	Diesel	\$257,258
209	Gillig	Low floor	2011	11	290,356	30'	N	Diesel	\$257,258
210	Gillig	Low floor	2011	11	292,401	30'	N	Diesel	\$257,258
211	Gillig	Low floor	2011	11	297,578	30'	N	Diesel	\$257,258
212	Gillig	Low floor	2011	11	320,794	30'	N	Diesel	\$257,258
300	New Flyer	XN35	2014	8	175,414	35'	N	CNG	\$414,461
301	New Flyer	XN35	2014	8	177,919	35'	N	CNG	\$414,461
302	New Flyer	XN35	2014	8	195,687	35'	N	CNG	\$414,461
303	New Flyer	XN35	2014	8	189,468	35'	N	CNG	\$414,461
304	New Flyer	XN35	2014	8	186,020	35'	N	CNG	\$414,461
305	New Flyer	XN35	2014	8	169,571	35'	N	CNG	\$435,086
306	New Flyer	XN35	2014	8	176,743	35'	N	CNG	\$435,086
307	New Flyer	XN35	2014	8	182,445	35'	N	CNG	\$435,086
308	New Flyer	XN35	2014	8	177,873	35'	N	CNG	\$435,086
309	New Flyer	XN35	2014	8	176,584	35'	N	CNG	\$447,977
310	New Flyer	XN35	2014	8	151,315	35'	N	CNG	\$447,977
311	New Flyer	XN35	2014	8	160,522	35'	N	CNG	\$447,977
312	New Flyer	XN35	2014	8	178,137	35'	N	CNG	\$447,977
313	New Flyer	XN35	2018	4	95,829	35'	N	CNG	\$484,072
314	New Flyer	XN35	2018	4	113,131	35'	N	CNG	\$484,072
315	New Flyer	XN35	2018	4	66,164	35'	N	CNG	\$484,072
316	New Flyer	XN35	2018	4	101,272	35'	N	CNG	\$484,072
317	New Flyer	XN35	2018	4	97,705	35'	N	CNG	\$484,072
318	New Flyer	XN35	2018	4	109,878	35'	N	CNG	\$484,072

319	New Flyer	XN35	2018	4	84,757	35'	N	CNG	\$484,072
320	New Flyer	XN35	2018	4	106,570	35'	N	CNG	\$484,072
321	New Flyer	XN35	2018	4	110,764	35'	N	CNG	\$484,072
322	New Flyer	XN35	2018	4	102,561	35'	N	CNG	\$484,072
323	New Flyer	XN35	2018	4	90,539	35'	N	CNG	\$484,072
500	Hometown Trolley	Streetcar	2018	4	32,463	35'	N	CNG	\$431,124
501	Hometown Trolley	Streetcar	2018	4	31,666	35'	N	CNG	\$431,124
324	New Flyer	XN35	2019	3	57,994	35'	N	CNG	\$357,126
400	New Flyer	XE35	2019	3	34,998	35'	N	Ele.	\$873,071
401	New Flyer	XE35	2019	3	23,040	35'	N	Ele.	\$873,071
402	New Flyer	XE35	2019	3	24,472	35'	N	Ele.	\$873,071
403	New Flyer	XE35	2019	3	29,762	35'	N	Ele.	\$873,071
404	New Flyer	XE35	2020	2	20,974	35'	N	Ele.	\$873,071
405	New Flyer	XE35	2020	2	16,854	35'	N	Ele.	\$873,071
406	New Flyer	XE35	2020	2	23,745	35'	N	Ele.	\$873,071
407	New Flyer	XE35	2020	2	19,761	35'	N	Ele.	\$873,071
408	New Flyer	XE35	2020	2	23,442	35'	N	Ele.	\$873,071
409	New Flyer	XE35	2020	2	19,676	35'	N	Ele.	\$873,071
325	New Flyer	XN35	2021	1	N/A	35'	N	CNG	\$484,072
326	New Flyer	XN35	2021	1	N/A	35'	N	CNG	\$484,072
327	New Flyer	XN35	2021	1	N/A	35'	N	CNG	\$484,072
328	New Flyer	XN35	2022	0	N/A	35'	N	CNG	\$863,609
332	New Flyer	XN35	2022	0	N/A	35'	N	CNG	\$863,609
333	New Flyer	XN35	2022	0	N/A	35'	N	CNG	\$863,609
334	New Flyer	XN35	2022	0	N/A	35'	N	CNG	\$863,609
335	New Flyer	XN35	2022	0	N/A	35'	N	CNG	\$863,609
337	New Flyer	XN35	2022	0	N/A	35'	N	CNG	\$863,609

*Note: StarTran is in the process of acquiring 5 additional New Flyer XN35 CNG buses.

Table 2.3: Paratransit Rolling Stock Fleet Inventory

StarTran Paratransit Rolling Stock Fleet Inventory: 2022										
All paratransit rolling stock vehicles are a Classification Type of Paratransit Van Bus <30FT Cutaway; StarTran owns all with 100% capital responsibility.										
Van #	Make	Model	Year	Age	ULB	ULB Met	Fuel	Mileage	Primary funding mechanism	Replacement cost
100	Dodge	Grand Caravan	2019	3	6	N	Gas	33,320	FTA	\$43,161
101	Dodge	Grand Caravan	2019	3	6	N	Gas	47,543	FTA	\$43,161
102	Dodge	Grand Caravan	2019	3	6	N	Gas	29,330	FTA	\$43,161
103	Dodge	Grand Caravan	2019	3	6	N	Gas	43,097	FTA	\$43,161
125	Ford Goshen	E-450	2017	5	6	N	CNG	126,030	FTA	\$70,492
126	Ford Goshen	E-450	2017	5	6	N	CNG	145,148	FTA	\$70,492
127	Ford Goshen	E-450	2017	5	6	N	CNG	143,363	FTA	\$70,492
128	Ford Goshen	E-450	2017	5	6	N	CNG	106,590	FTA	\$70,492
129	Ford Goshen	E-450	2017	5	6	N	CNG	115,858	FTA	\$70,492
130	Ford Goshen	E-450	2017	5	6	N	CNG	128,680	FTA	\$70,492
131	Ford Goshen	E-450	2017	5	6	N	CNG	130,075	FTA	\$70,492
132	Ford Goshen	E-450	2017	5	6	N	CNG	131,643	FTA	\$70,492
133	Ford Goshen	E-450	2017	5	6	N	CNG	108,071	FTA	\$70,492
134	Ford Goshen	E-450	2017	5	6	N	CNG	106,504	FTA	\$70,492
135	Ford Goshen	E-450	2017	5	6	N	CNG	99,410	FTA	\$70,492
124	StarTran	E-450	2013	9	6	Y	Gas	201,521	FTA	\$54,391
123	StarCraft	E-450	2012	10	6	Y	Gas	231,011	FTA	\$70,492
116	Glaval	E-450	2010	12	6	Y	Gas	224,722	FTZ	\$3,000
117	Glaval	E-450	2010	12	6	Y	Gas	216,052	FTZ	\$3,000
119	Glaval	E-450	2010	12	6	Y	Gas	209,199	FTZ	\$3,000
122	Glaval	E-450	2010	12	6	Y	Gas	207,661	FTZ	\$3,000
144	Dodge Ram	Promaster 3500	2021	1	6	N	Gas	11,777	FTA	\$88,542
145	Dodge Ram	Promaster 3500	2021	1	6	N	Gas	7,659	FTA	\$88,542
146	Dodge Ram	Promaster 3500	2021	1	6	N	Gas	5,774	FTA	\$88,542

Table 2.4: Equipment Inventory (Non-Revenue Service Vehicle)

StarTran Equipment (Non-Revenue Service Vehicle) Inventory: 2022									
All non-revenue service vehicle equipment is owned by StarTran with 100% capital responsibility, with a primary funding mechanism of the FTA.									
Item #	Classification Type	Make/ Model	Year	Age	Mileage	ULB	ULB Met	In-service	Replacement cost
3	Equipment (Non-Revenue Vehicle): Sport Utility Vehicle (AO)	Ford Explorer	2017	5	62,923	10	N	Y	\$27,135
4	Equipment (Non-Revenue Vehicle): Sport Utility Vehicle (AO)	Ford Explorer	2017	5	22,360	10	N	Y	\$27,135
512	Equipment (Non-Revenue Vehicle): Other Support Vehicle	Chevy K3500 4WD	2017	5	1,114	20	N	Y	\$38,562
511	Equipment (Non-Revenue Vehicle): Other Support Vehicle	Ford F250 SD	2012	10	38,132	20	Y	Y	\$32,000
510	Equipment (Non-Revenue Vehicle): Other Support Vehicle	Freightliner M2 106V	2006	16	8,878	15	Y	Y	\$53,163
509	Equipment (Non-Revenue Vehicle): Other Support Vehicle	Ford F350 SD	2001	21	38,132	20	Y	Y	\$45,000

Table: 2.5: Non-Vehicle Equipment Inventory (Non-Vehicle)

StarTran Non-Vehicle Equipment Inventory (> \$50K): 2022							
All non-vehicle equipment is in-service.							
Item #	Classification	Item	In-Service Year	Age	Qty.	Replacement Cost	Status
57672	Equipment: Admin/Maintenance Facility	Fuel Station	1995	23	1	\$281,718	In-service
T20	Equipment: Tennant T20 Scrubber	Scrubber	2020	2	1	\$54,552	In-service
	Equipment: New Flyer EV Charger	Charger	2019	3	2	\$144,194	In-service
	Equipment: New Flyer EV Charger	Charger	2020	2	3	\$144,194	In-service

Table 2.6: Facility Inventory

StarTran Facility Inventory: 2022								
Location: Lincoln, NE								
All facilities are in-service with a ULB of 40 years and a primary funding mechanism of the FTA.								
Facility Description	Asset Classification	Year Built	Lot Size (Acres)	Building Size (SF)	Primary Mode Serviced	Owner/ Capital/ Budget Responsibility	ULB Met	Replacement Cost
StarTran Administration, Bus storage and Maintenance	Administrative / Maintenance Facility (DO)	1930	1.3	33,339	Bus & Paratransit	StarTran 100%	Yes	\$2,708,312
StarTran Bus Storage – Middle Garage	Maintenance (DO)	1981	1.3	13,800	Bus & Paratransit	StarTran 100%	Yes	\$514,920
StarTran East Maintenance High Bus Bays	Maintenance (DO)	2002	1.3	4,045	Bus	StarTran 100%	No	\$1,697,754
StarTran North Garage	Maintenance (DO)	2002	.91	9,600	Bus & Paratransit	StarTran 100%	No	\$442,810
StarTran Parts storage (G Street)	Maintenance (DO)	1950	.63	27,499	Bus & Paratransit	StarTran 70% City of Lincoln 30%	Yes	\$322,300

Table 3.1: FTA TERM Rating Scale

FTA TERM Rating Scale		
Rank	Category	Description
1	New/Excellent	New asset; no visible defects.
2	Good	Some slightly defective/deteriorated component(s).
3	Adequate	Some moderately defective/deteriorated component(s).
4	Marginal	Increasing number of defective/deteriorated component(s) and maintenance needs.
5	Poor	In need of immediate repair or replacement; item is a safety hazard, and may have critically damaged components.

Table 3.2: Fixed Route Bus Rolling Stock Fleet Condition Ratings

StarTran Fixed Route Bus Rolling Stock Fleet Condition Ratings: 2022									
All fixed route bus rolling stock has a ULB of 15 years.									
Bus #	Make	Model	Year	Age	Mileage	Length	ULB Met	Fuel type	Rating
681	Gillig	G29B102N4	2006	16	490,223	35'	Y	Diesel	2.5
687	Gillig	Low floor	2006	16	483,426	35'	Y	Diesel	2.5
688	Gillig	Low floor	2006	16	512,676	35'	Y	Diesel	2.5
200	Gillig	Low floor	2011	11	325,047	30'	N	Diesel	3
201	Gillig	Low floor	2011	11	293,722	30'	N	Diesel	3
202	Gillig	Low floor	2011	11	311,558	30'	N	Diesel	3
203	Gillig	Low floor	2011	11	306,662	30'	N	Diesel	3
204	Gillig	Low floor	2011	11	312,628	30'	N	Diesel	3
205	Gillig	Low floor	2011	11	304,969	30'	N	Diesel	3
206	Gillig	Low floor	2011	11	306,121	30'	N	Diesel	3
207	Gillig	Low floor	2011	11	318,118	30'	N	Diesel	3
208	Gillig	Low floor	2011	11	303,058	30'	N	Diesel	3
209	Gillig	Low floor	2011	11	290,356	30'	N	Diesel	3
210	Gillig	Low floor	2011	11	292,401	30'	N	Diesel	3
211	Gillig	Low floor	2011	11	297,578	30'	N	Diesel	3
212	Gillig	Low floor	2011	11	320,794	30'	N	Diesel	3
300	New Flyer	XN35	2014	8	175,414	35'	N	CNG	3.5
301	New Flyer	XN35	2014	8	177,919	35'	N	CNG	3.5
302	New Flyer	XN35	2014	8	195,687	35'	N	CNG	3.5
303	New Flyer	XN35	2014	8	189,468	35'	N	CNG	3.5
304	New Flyer	XN35	2014	8	186,020	35'	N	CNG	3.5
305	New Flyer	XN35	2014	8	169,571	35'	N	CNG	3.5
306	New Flyer	XN35	2014	8	176,743	35'	N	CNG	3.5
307	New Flyer	XN35	2014	8	182,445	35'	N	CNG	3.5
308	New Flyer	XN35	2014	8	177,873	35'	N	CNG	3.5
309	New Flyer	XN35	2014	8	176,584	35'	N	CNG	3.5
310	New Flyer	XN35	2014	8	151,315	35'	N	CNG	3.5
311	New Flyer	XN35	2014	8	160,522	35'	N	CNG	3.5
312	New Flyer	XN35	2014	8	178,137	35'	N	CNG	3.5
313	New Flyer	XN35	2018	4	95,829	35'	N	CNG	4
314	New Flyer	XN35	2018	4	113,131	35'	N	CNG	4
315	New Flyer	XN35	2018	4	66,164	35'	N	CNG	4
316	New Flyer	XN35	2018	4	101,272	35'	N	CNG	4
317	New Flyer	XN35	2018	4	97,705	35'	N	CNG	4
318	New Flyer	XN35	2018	4	109,878	35'	N	CNG	4
319	New Flyer	XN35	2018	4	84,757	35'	N	CNG	4

320	New Flyer	XN35	2018	4	106,570	35'	N	CNG	4
321	New Flyer	XN35	2018	4	110,764	35'	N	CNG	4
322	New Flyer	XN35	2018	4	102,561	35'	N	CNG	4
323	New Flyer	XN35	2018	4	90,539	35'	N	CNG	4
500	Hometown Trolley	Streetcar	2018	4	32,463	35'	N	CNG	5
501	Hometown Trolley	Streetcar	2018	4	31,666	35'	N	CNG	5
324	New Flyer	XN35	2019	3	57,994	35'	N	CNG	4.5
400	New Flyer	XE35	2019	3	34,998	35'	N	Ele.	5
401	New Flyer	XE35	2019	3	23,040	35'	N	Ele.	5
402	New Flyer	XE35	2019	3	24,472	35'	N	Ele.	5
403	New Flyer	XE35	2019	3	29,762	35'	N	Ele.	5
404	New Flyer	XE35	2020	2	20,974	35'	N	Ele.	5
405	New Flyer	XE35	2020	2	16,854	35'	N	Ele.	5
406	New Flyer	XE35	2020	2	23,745	35'	N	Ele.	5
407	New Flyer	XE35	2020	2	19,761	35'	N	Ele.	5
408	New Flyer	XE35	2020	2	23,442	35'	N	Ele.	5
409	New Flyer	XE35	2020	2	19,676	35'	N	Ele.	5
325	New Flyer	XN35	2021	1	N/A	35'	N	CNG	4.5
326	New Flyer	XN35	2021	1	N/A	35'	N	CNG	4.5
327	New Flyer	XN35	2021	1	N/A	35'	N	CNG	4.5
328	New Flyer	XN35	2022	0	N/A	35'	N	CNG	5
332	New Flyer	XN35	2022	0	N/A	35'	N	CNG	5
333	New Flyer	XN35	2022	0	N/A	35'	N	CNG	5
334	New Flyer	XN35	2022	0	N/A	35'	N	CNG	5
335	New Flyer	XN35	2022	0	N/A	35'	N	CNG	5
337	New Flyer	XN35	2022	0	N/A	35'	N	CNG	5

*Note: StarTran is in the process of acquiring 5 additional New Flyer XN35 CNG buses. These buses are expected to begin with a condition rating of 5.0.

Table 3.3: Paratransit Rolling Stock Fleet Condition Ratings

StarTran Paratransit Rolling Stock Fleet Condition Ratings: 2022								
All paratransit rolling stock vehicles are a Classification Type of Paratransit Van Bus <30FT Cutaway.								
Van #	Make	Model	Year	Age	ULB	ULB Met	Mileage	Condition Rating
100	Dodge	Grand Caravan	2019	3	6	N	33,320	4.5
101	Dodge	Grand Caravan	2019	3	6	N	47,543	4.5
102	Dodge	Grand Caravan	2019	3	6	N	29,330	4.5
103	Dodge	Grand Caravan	2019	3	6	N	43,097	4.5
125	Ford Goshen	E-450	2017	5	6	N	126,030	4
126	Ford Goshen	E-450	2017	5	6	N	145,148	4
127	Ford Goshen	E-450	2017	5	6	N	143,363	4
128	Ford Goshen	E-450	2017	5	6	N	106,590	4
129	Ford Goshen	E-450	2017	5	6	N	115,858	4
130	Ford Goshen	E-450	2017	5	6	N	128,680	4
131	Ford Goshen	E-450	2017	5	6	N	130,075	4
132	Ford Goshen	E-450	2017	5	6	N	131,643	4
133	Ford Goshen	E-450	2017	5	6	N	108,071	4
134	Ford Goshen	E-450	2017	5	6	N	106,504	4
135	Ford Goshen	E-450	2017	5	6	N	99,410	4
124	StarCraft	E-450	2013	9	6	Y	201,521	3
123	StarCraft	E-450	2012	10	6	Y	231,011	2.5
116	Glaval	E-450	2010	12	6	Y	224,722	2
117	Glaval	E-450	2010	12	6	Y	216,052	2
119	Glaval	E-450	2010	12	6	Y	209,199	2
122	Glaval	E-450	2010	12	6	Y	207,661	2
144	Dodge Ram	Promaster 3500	2021	1	6	N	11,777	5
145	Dodge Ram	Promaster 3500	2021	1	6	N	7,659	5
146	Dodge Ram	Promaster 3500	2021	1	6	N	5,774	5

Table 3.4: Equipment Condition Ratings (Non-Revenue Service Vehicle)

StarTran Equipment (Non-Revenue Service Vehicle) Condition Ratings: 2022									
Item #	Classification Type	Make/Model	In-service	Year	Age	Mileage	ULB	ULB Met	Cond. Rating
3	Equipment (Non-Revenue Vehicle): Sport Utility Vehicle (AO)	Ford Explorer	In-service	2017	5	62,923	10	N	4
4	Equipment (Non-Revenue Vehicle): Sport Utility Vehicle (AO)	Ford Explorer	In-service	2017	5	22,360	10	N	4
512	Equipment (Non-Revenue Vehicle): Other Support Vehicle	Chevy K3500 4WD	In-service	2017	5	1,114	20	N	4
511	Equipment (Non-Revenue Vehicle): Other Support Vehicle	Ford F250 SD	In-service	2012	10	38,132	20	N	4
510	Equipment (Non-Revenue Vehicle): Other Support Vehicle	Freightliner M2 106V	In-service	2006	16	8,878	15	Y	3.5
509	Equipment (Non-Revenue Vehicle): Other Support Vehicle	Ford F350 SD	In-service	2001	21	38,132	20	Y	3

Table 3.5: Equipment Condition Ratings (Non-Vehicle)

StarTran Non-Vehicle Equipment Condition Ratings (> \$50K): 2022							
All non-vehicle equipment is in-service.							
Item #	Classification	Item	In-Service Year	Age	Qty.	Replacement Cost	Cond. Rating
57672	Equipment: Admin/Maintenance Facility	Fuel Station	1995	23	1	\$281,718	3
T20	Equipment: T20 Scrubber	Scrubber	2020	2	1	\$54,552	5
	Equipment: New Flyer EV Charger	Charger	2019	3	2	\$144,194	5
	Equipment: New Flyer EV Charger	Charger	2020	2	3	\$144,194	5

Table 3.6: Facility Condition Ratings

StarTran Facility Condition Rating Assessment: 2022								
Location: Lincoln, NE								
All facilities are in-service with a ULB of 40 years and a primary funding mechanism of the FTA.								
Facility Description	Asset Classification	Year Built	Lot Size (Acres)	Building Size (SF)	Primary Mode Serviced	Owner/ Capital/ Budget Responsibility	ULB Met	Condition Rating
StarTran Administration, Bus storage and Maintenance	Administrative/ Maintenance Facility (DO)	1930	1.3	33,339	Bus & Paratransit	StarTran 100%	Yes	4.0
StarTran Bus Storage – Middle Garage	Maintenance (DO)	1981	1.3	13,800	Bus & Paratransit	StarTran 100%	Yes	4.0
StarTran East Maintenance High Bus Bays	Maintenance (DO)	2002	1.3	4,045	Bus	StarTran 100%	No	2.0
StarTran North Garage	Maintenance (DO)	2002	.91	9,600	Bus & Paratransit	StarTran 100%	No	2.0
StarTran Parts storage (G Street)	Maintenance (DO)	1950	.63	27,499	Bus & Paratransit	StarTran 70% City of Lincoln 30%	Yes	4.0

Table 4.1: TAMP Decision Support & Capital Asset Investment Planning Process

StarTran TAMP Decision Support & Capital Asset Investment Planning Process	
Step	Process Description
1	Annual management meeting to review asset performance and establish goals (Maintenance, Operations, Grants, Procurement, Management)
2	Development of or update to department policies, procedures, and SOPs.
3	Update of: Maintenance Plan, Procurement Plan, Fleet Management Plan, TAMP and Transportation Improvement Program
4	Data collection, analysis, and review
5	Update, Record and Report Data: NTD & TAMP
6	Management meetings: Assess asset and transit system capital investment needs, based on: Safety deficiencies, ADA Accessibility, agency capacity, consumer demand, maintenance needs, data, and available funding. Compare to goals.
7	Include projects in TIP
8	Initiate RFP/Bid process and Award
9	Project/Program Implementation & Monitoring

Table 4.2: TAMP Decision Support Tools

StarTran TAMP Decision Support Tools	
Document/ Software Tool	Description
StarTran Maintenance Plan	The StarTran Maintenance Plan details policies and procedures related to StarTran owned facilities and equipment. It includes: Facility maintenance standards; facility inspection process, PM schedules, work order process, inventory of facility components, and inspection checklists.
StarTran Fleet Management Plan	The StarTran Fleet Management Plan describes procedures for replacement of StarTran owned vehicles, fleet size projections, fleet descriptions, policies and procedures, and replacement plan.
StarTran Procurement Manual	The StarTran Procurement Manual lists all FTA and City of Lincoln purchasing policies, contract/bidding requirements and regulations, and disposal procedures.
StarTran TAM Plan	The StarTran Transit Asset Management Plan (TAM) 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 guide the optimal prioritization of funding in order to keep StarTran in a State of Good Repair (SGR). In addition, the TAMP contains information related to data collection and reporting requirements for the following elements: Asset Inventory Portfolio; Asset Condition Assessment; Decision Support Tools & Management Approach; Investment Prioritization List of Projects and Program; and NTD Reporting.
RTA Fleet Management Software	RTA Fleet Management Software maintains fleet, equipment and facility inventory, schedules maintenance of buses and vehicles, tracks repair and warranty history.
Transportation Improvement Program (TIP)	The Transportation Improvement Program is an intermediate range planning document that reflects the transportation expenditures that are planned to be spent over the next four years. Project details are provided, such as project description, cost, funding source, and funding year. The TIP is developed in cooperation with the Lincoln Metropolitan Planning Organization. The TIP includes all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required.

Table 4.3.1: Asset Management Approach: Acquisition & Renewal Strategy

Asset Management Approach: Acquisition & Renewal Strategy		
<p>Acquisition & Renewal Strategy: Determine when to initiate acquisition activities for assets. Describe StarTran’s long-term replacement strategy, and how long term improvement activities are assessed based on the asset’s life cycle. As applicable, describe any planned changes or improvements to these processes, describing the strategies below.</p>		
Asset Category	Asset Class	Acquisition & Renewal Strategy
Rolling Stock	BU - Bus	Per Fleet Management Plan, transition to a 100% fixed route bus fleet powered by Compressed Natural Gas and Electric.
Rolling Stock	CU – Paratransit Van	Per StarTran useful life guidelines, the replacement of Paratransit vans is 6 years
Equipment	SV – SUV	Per StarTran useful life guidelines, the replacement of SUV’s is 10 years
Equipment	AO – Truck/Van	Per StarTran useful life guidelines, the replacement of Truck/Van is 15 or 20 years.
Facility	Admin & Maintenance	Per Facility Feasibility Study plans to relocate to new administration and maintenance facility. Transition will occur over a period of four years, dependent upon federal funding.

Table 4.3.2: Asset Management Approach: Maintenance Strategy

Asset Management Approach: Maintenance Strategy			
Maintenance Strategy: List of regularly planned maintenance activities.			
Asset Category	Asset Class	Maintenance Activity	Frequency
Rolling Stock	BU - Bus	Clean, Wash & Vacuum	2X/Month
		Pre-Trip Inspection	Daily
		Level "A" PM Service	3,000 Miles
		Transmission Inspection	24,000 Miles
		Rear End Inspection	24,000 Miles
		Air Dryer Inspection	24,000 Miles
		Engine Breather Inspection	24,000 Miles
		A/C Inspection	Annual
		Camera System Inspection	Daily
		Farebox Inspection	Quarterly
		Tire Inspection	Daily
		ADA Systems Inspection	Daily
Rolling Stock	CU – Paratransit Van	Pre-Trip Inspection	Daily
		Post-Trip Inspection	Daily
		Clean, Wash & Vacuum	2X/Month
		PM Service	3,000 Miles
		SGR Vehicle Inspection	Annual
Equipment	SV - SUV	Clean, Wash & Vacuum	As needed
		PM Service	3,000 Miles
		SGR Vehicle Inspection	Annual
Equipment	AO – Truck/Van	Clean, Wash & Vacuum	As needed
		PM Service	3,000 Miles
		SGR Vehicle Inspection	Annual
Facility	Admin & Maintenance	Facility & Equipment Inspection: Mission Critical	Monthly
		Facility & Equipment Inspection: HVAC, Elevator, Fire Suppression	Quarterly
		SGR Facility Inspection	Annual

Reference: StarTran Maintenance Plan

Table 4.3.3: Asset Management Approach: Overhaul Strategy

Asset Management Approach: Overhaul Strategy		
Overhaul Strategy: Determine how and when assets get overhauled or replaced. Describe what activities take place during an overhaul.		
Asset Category	Asset Class	Acquisition & Renewal Strategy
Rolling Stock	BU - Bus	It is the policy of StarTran to repair damaged or non-functional assets and components on an “as needed basis”, only, including overhauling assets. Assets are replaced once the following three conditions are met: (1) The asset’s ULB is met; (2) an asset is considered a total loss by covering insurance; and (3) when replacement is approved by both FTA and City of Lincoln.
Rolling Stock	CU – Paratransit Van	
Equipment	SV – SUV	
Equipment	AO – Truck/Van	
Facility	Admin & Maintenance	

Table 4.3.4: Asset Management Approach: Disposal Strategy

Asset Management Approach: Disposal Strategy		
Disposal Strategy: Describe StarTran’s strategy for disposing of assets that are being renewed or replaced. Describe the approval process and detail, including procedures for physically removing the asset from the property. If applicable, describe any planned changes or improvements to these processes, describing the strategies below.		
Asset Category	Asset Class	Disposal Strategy
Rolling Stock	BU - Bus	Buses, once ULB is met or exceeded, are disposed of using the following method: 1) Approval from FTA to initiate disposal procedures 2) Vehicles are inspected, and a vehicle condition form is completed by StarTran Maintenance; 3) Vehicles are put out to bid via city website and on-line auction 4) Vehicles sold to highest bidder 5) The asset is written off the books by StarTran Accounting and removed from TAMP tracking and 6) The highest bidder receives title.
Rolling Stock	CU – Paratransit Van	Paratransit Vans, once ULB is met or exceeded, are disposed of using the following method: 1) Approval from FTA to initiate disposal procedures 2) Vehicles are inspected, and a vehicle condition form is completed by StarTran Maintenance; 3) Vehicles are put out to bid via city website and on-line auction 4) Vehicles sold to highest bidder 5) The asset is written off the books by StarTran Accounting and removed from TAMP tracking and 6) The highest bidder receives title.
Equipment	SV – SUV	Non-revenue vehicles, once ULB is met or exceeded, are disposed of using the following method: 1) Approval from FTA to initiate disposal procedures 2) Vehicles are inspected, and a vehicle condition form is completed by StarTran Maintenance; 3) Vehicles are put out to bid via city website and on-line auction 4) Vehicles sold to highest bidder 5) The asset is written off the books by StarTran Accounting and removed from TAMP tracking and 6) The highest bidder receives title.
Equipment	AO – Truck/Van	
Facility	Admin & Maintenance	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 City of Lincoln and FTA to initiate disposal procedures; 2) The facility is inspected and appraised by a 3 rd 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 City of Lincoln and FTA; 5) StarTran removes all property and vacates the location; 6) The asset is written off the books by StarTran and removed from TAMP tracking; and 7) The highest bidder receives title, and takes ownership of the property.

Table 4.3.5: Asset Management Approach: Risk Management Strategy

Asset Management Approach: Risk Management Strategy	
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 funding	Decrease dependence on federal funding for capital improvements. Utilize reserve City funding. Cut back on maintenance and service activities and delay expenditures if necessary. Request City Finance to make up the difference. Extend asset ULB, if possible.
Loss of significant amounts of state/local funding	Decrease dependence on local/state funding for capital improvements. Utilize reserve fund. Request additional FTA funding to make up the difference. Extend asset ULB, if possible
Fuel supply chain distribution	Fuel offsite in partnership with another transit agency, NDOT, municipality, and/or private sector organization.
Parts supply chain distribution	Partner with regional transit agencies to retain parts supply chain.
Catastrophic loss of asset(s) due to natural or man-made disasters or hazards.	Enact SEPP and Catastrophic Loss Plans. Use backup facilities, and reserve vehicles from other local agencies and partner transit agencies.

Table 5.1: TAMP Investment Prioritization Project List

StarTran TAMP Investment Prioritization Project List (FFY 2023 – 2026)								
The primary funding source for all StarTran TAMP investment prioritization projects is the FTA.								
Rank	Priority	Asset Category	Asset Class/ Type	Project/ Program Description	Investment Justification	Anticipated Project Year*	Qty	Total Estimated Cost
1	High	Rolling Stock	Bus STD 35 FT	Fixed Route Bus Replacement - 2006	ULB Met/ Exceed, Wear & Tear	2022	14	\$7,000,000
2	High	Rolling Stock	Bus STD 35 FT	Fixed Route Bus Replacement – 2011 Year	ULB Met/ Exceed, Wear & Tear	2026	11	\$5,500,000
3	High	Rolling Stock	Paratransit Van Bus <30 FT (Cutaway)	Paratransit Van Replacement (CNG) - 2010	ULB Exceed, Wear & Tear	2023	4	\$400,000
5	Medium	Facility	Admin & Maintenance	Relocate Admin & Maintenance Facility	ULB Met, Wear & Tear	2024	1	\$56,103,900

*Anticipated Project Year = Delivery/completion year

Table 6.1: FTA TAM Asset Category Performance Measures

FTA TAM Asset Category Performance Measures		
Asset Class	Performance Measure	Definition
Rolling Stock (All Revenue vehicles)	Age	The % of revenue vehicles (fixed route & paratransit) within a particular asset class that have either met or exceeded their ULB.
Equipment (Maintenance equipment or non-revenue vehicles)	Age	The % of vehicles that have either met or exceeded their ULB.
Facilities	Condition	The % of facilities with a condition rating below 3.0 on the FTA's TERM Scale.

Table 6.2: Annual SGR Asset Performance Targets: Fixed Route

StarTran Annual SGR Asset Performance Targets: Fixed Route Rolling Stock (FY 2022-23)						
Asset Category	Asset Class	Fleet Size	Vehicle Age (Years)	StarTran ULB	FY 22 Performance Metric (% Exceeding ULB)	SGR Target FY 23
	BUS STD 35 FT: New Flyer (2021)	11	0	15	0%	4.5% of fleet exceeds ULB of 15 years
Rolling Stock: FR Bus	BUS STD 35 FT: New Flyer (2021)	3	1	15	0%	
	BUS STD 35 FT: New Flyer (2020)	6	2	15	0%	
	BUS STD 35 FT: New Flyer (2019)	5	3	15	0%	
	Hometown Trolley (2018)	2	4	15	0%	
	BUS STD 35 FT: New Flyer (2018)	13	4	15	0%	
	Bus STD 35 FT: New Flyer (2014)	13	8	15	0%	
	Bus STD 30 FT: Gillig (2011)	13	11	15	0%	
	Bus STD 35 FT: Gillig (2006)	3	16	15	4.5%	

Table 6.3: Annual SGR Asset Performance Targets: Paratransit

StarTran Annual SGR Asset Performance Targets: Paratransit Rolling Stock (FY 2022-23)						
Asset Category	Asset Class	Fleet Size	Vehicle Age (Years)	StarTran ULB	FY 22 Performance Metric (% Exceeding ULB)	SGR Target FY 23
Rolling Stock: SR Paratransit	Paratransit Van < 30 FT (2021)	3	1	6	0%	25% of fleet exceeds ULB of 6 years
	Paratransit Van < 30 FT (2019)	4	3	6	0%	
	Paratransit Van < 30 FT (2017)	11	5	6	0%	
	Paratransit Van < 30 FT (2013)	1	9	6	4%	
	Paratransit Van < 30 FT (2012)	1	10	6	4%	
	Paratransiti Van < 30 FT (2010)	4	12	6	17%	

Table 6.4: Annual SGR Asset Performance Targets: Equipment (Non-Revenue Service Vehicles)

StarTran Annual SGR Asset Performance Targets: Non-Revenue Service Vehicles "Equipment" (FY 2022-23)						
Asset Category	Asset Class	Fleet Size	Vehicle Age (Years)	StarTran ULB	FY 22 Performance Metric (% Exceeding ULB)	SGR Target FY 23
Equipment: Non-Revenue Service Vehicle	Automobile: SUV (2017 Ford)	2	5	10	0%	33% of non-revenue vehicles exceed default ULB of 10 Years
	Other Support Vehicle (2001 Ford 350 SD)	1	21	20	25%	
	Other Support Vehicle (2006 Freightliner)	1	16	15	25%	50% of non-revenue service trucks exceed default ULB of 15-20 years
	Other Support Vehicle (2012 Ford F 250 SD)	1	10	20	0%	
	Other Support Vehicle (2017 Chevy K3500)	1	5	20	0%	

Table 6.5: Annual SGR Asset Performance Targets: Facilities

StarTran Annual SGR Asset Performance Targets: Facilities (FY 2022-23)					
Asset Category	Asset Class	2022 TERM Condition Rating	FY 22 Performance Metric	SGR Target FY 23	FTA (Default) Performance Metric
Facility: StarTran Administration, Bus storage and Maintenance	Administration & Maintenance	3.8	0%	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM Scale	The % of facilities (by group) that are rated less than 3.0 on the FTA TERM Scale
Facility: Parking Facilities	Administration & Maintenance	4.0	0%	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM Scale	The % of facilities (by group) that are rated less than 3.0 on the FTA TERM Scale

Table 8.1: TAMP Key Dates

TAMP Key Dates	
StarTran FY: September – August Federal (FFY) October - September	
Action Item	Date
Share initial performance targets with planning partners	January 2022
Report FY 22 Asset Inventory Module (AIM) data to NTD	January 2023
Complete compliant TAMP Share TAMP with planning partners	October 2022
Report FY 23 Asset Inventory Module (AIM) data to NTD Submit targets for FY 23 to NTD	October 2022
Report FY 23 AIM data to NTD Submit targets for FY 24 to NTD Submit narrative report to NTD	October 2023
Report FY 24 AIM data to NTD Submit targets for FY 25 to NTD Submit narrative report to NTD	October 2025
Complete updated TAMP Share TAMP with planning partners	October 2026