

Grayson County Metropolitan Planning Organization (MPO)
TECHNICAL ADVISORY COMMITTEE
AGENDA

Wednesday, November 17, 2021 @ 9:00 am
Texas Department of Transportation
3904 US 75, Sherman, Texas

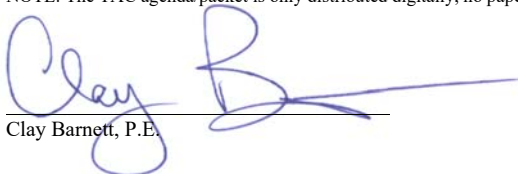
Please visit our MPO website www.sdmpo.org for background materials under the “Committees/Meetings” link or under “News and Announcements” at our home page.

- I. Call to order
- II. Acknowledgment of Quorum by Chairman
- III. Public Comment Period
- IV. [Consider approval of the minutes of the MPO TAC meeting of September 15, 2021](#)
 Action Information
- V. [Review of a Transit Asset Management \(TAM\) Plan for the Texoma Area Paratransit System \(TAPS\) and Recommend Approval of a Resolution Adopting the TAM Plan to the Policy Board](#)
 Action Information
- VI. **EXECUTIVE SESSION:** Review, Discuss, and Rank Proposals Received for the Grayson County Safety and Operations Strategic Plan
 Action Information
- VII. [Recommend Entering into a Contract with the Highest Ranked Consulting Team for the Grayson County Safety and Operations Strategic Plan](#)
 Action Information
- VIII. Announcements
(*Informal Announcements, Future Agenda Items, and Next Meeting Date*)
 - MPO Policy Board Next meeting December 1, 2021
 - TAC Next meeting January 19, 2021
 - Freight Advisory Committee Next meeting TBD
- IX. Adjournment

All meetings of the Grayson County Metropolitan Planning Organization (MPO) and Technical Advisory Committee (TAC) are open to the public. The MPO is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact Tera Norris at the County Judge’s Office at 903.813.4228 at least 24 hours in advance if accommodation is needed.

The above notice was posted at the Grayson County Courthouse in a place readily accessible to the public and made available to the Grayson County Clerk on or before November 12, 2021.

NOTE: The TAC agenda/packet is only distributed digitally, no paper copies will be sent. If you need a printed copy, please contact MPO staff.



Clay Barnett, P.E.

1 Sherman-Denison Metropolitan Planning Organization (MPO)
2 TECHNICAL ADVISORY COMMITTEE
3 SHERMAN-DENISON MPO
4 Wednesday, September 15, 2021 9:00 a.m.
5

6 **Committee Members Present:**

7 Clay Barnett, P.E., Chairman	Sherman-Denison MPO
8 Rob Rae, AICP	City of Sherman
9 John Webb, AICP	City of Denison
10 Aaron Bloom, P.E.	TxDOT Sherman Area Engineer
11 Bill Benton	Grayson County
12 Len McManus, P.E.	City of Van Alstyne

13
14 **Committee Members Absent:**

15 None

16
17 **Non-Voting Members Present:**

18 Barbara Maley	Federal Highway Administration (FHWA)
19 Shellie White	Texoma Area Paratransit System (TAPS)

20
21 **Non-Voting Members Absent:**

22 Nick Page	TxDOT TPP Division
23 Lynn Hayes	Federal Transit Administration (FTA)

24
25 **Guests Present:**

26 Jill Van Hoewyk	Lamb-Star Engineering
27 Kirk Lee	Lamb-Star Engineering
28 Ben Munson	
29 JD Allen	Alliance Transportation Group
30 Jory Dille	Alliance Transportation Group

31
32 **I. Call to Order**

33
34 Mr. Barnett called the meeting to order at 9:00 a.m.

35
36 **II. Acknowledgement of Quorum by Chairman**

37
38 Mr. Barnett declared a quorum of the Technical Advisory Committee present.

39
40 **III. Public Comment Period**

41
42 No public comment.
43
44
45

1 **IV. Consider approval of the minutes of the MPO TAC meeting of May 19, 2021**

2
3 Motion to approve the minutes was made by Mr. Webb, seconded by Mr. Rae. Motion carried.

4
5 **V. Review the Amendment to the 2022-2023 Unified Planning Work Program (UPWP)**
6 **and Recommend Approval to the Policy Board**

7
8 Mr. Barnett stated that the Unified Planning Work Program (UPWP) is the two-year budget for
9 the MPO. The amendment includes the allocation of the State Planning and Research Grant
10 Funds to Task 5.3 – Grayson County Safety and Operations Strategic Plan.

11
12 Recommend approval of the Amendment to the 2022-2023 Unified Planning Work Program
13 (UPWP) to the Policy Board was made by Mr. Benton, seconded by Mr. Webb. Motion carried.

14
15 **VI. Presentation on the Project Prioritization Improvement Project**

16
17 Mr. Barnett stated this is a project that was awarded to Alliance Transportation Group (ATG) in
18 February 2021 and was ready to be presented to the TAC. JD Allen and Jory Dille with Alliance
19 Transportation Group (ATG) gave a presentation on the Project Prioritization Improvement
20 Project, which is attached hereto and incorporated within.

21
22 **VII. Review Project Selection Criteria and Recommend Approval of a Resolution**
23 **Adopting the Project Ranking Criteria for Use in Selecting Projects Submitted for Funding**
24 **Within the Metropolitan Planning Area to Policy Board**

25
26 Mr. Barnett stated the information from the spreadsheet containing the project ranking criteria
27 was sent to TAC on December 21, 2017 and along with a request that they complete and return
28 their thoughts on how projects should be ranked by January 24, 2018. Given the results on the
29 Project Prioritization Improvement Project, staff would like to discuss a couple of minor
30 revisions to the criteria. Mr. Rae voiced a concern that the more project criteria the more
31 projects all “blend” together. Mr. Allen stated the process is all about allowing the members to
32 analyze the process and not letting the most important “sink to the bottom.” DecisionLens helps
33 proportion and submit projects that are going to score well.

34
35 Recommend Approval of a Resolution Adopting the Project Ranking Criteria for Use in
36 Selecting Projects Submitted for Funding within the Metropolitan Planning Area to the Policy
37 Board was made by Mr. Rae, seconded by Mr. Benton. Motion carried.

38
39 **VIII. Announcements**

40
41 The next MPO Policy Board meeting is September 29, 2021. The next TAC meeting is
42 scheduled for November 17, 2021 and will be in person. The TAC meeting will also have an
43 executive session. A freight advisory meeting will be set up, however, the date I still TBD.

1 **XI. Adjournment**

2

3 Having no further business, Mr. Barnett adjourned the meeting at 10:42AM.

4

5

6

7 _____
Clay Barnett, P.E., Chairman, SDMPO Technical Advisory Committee

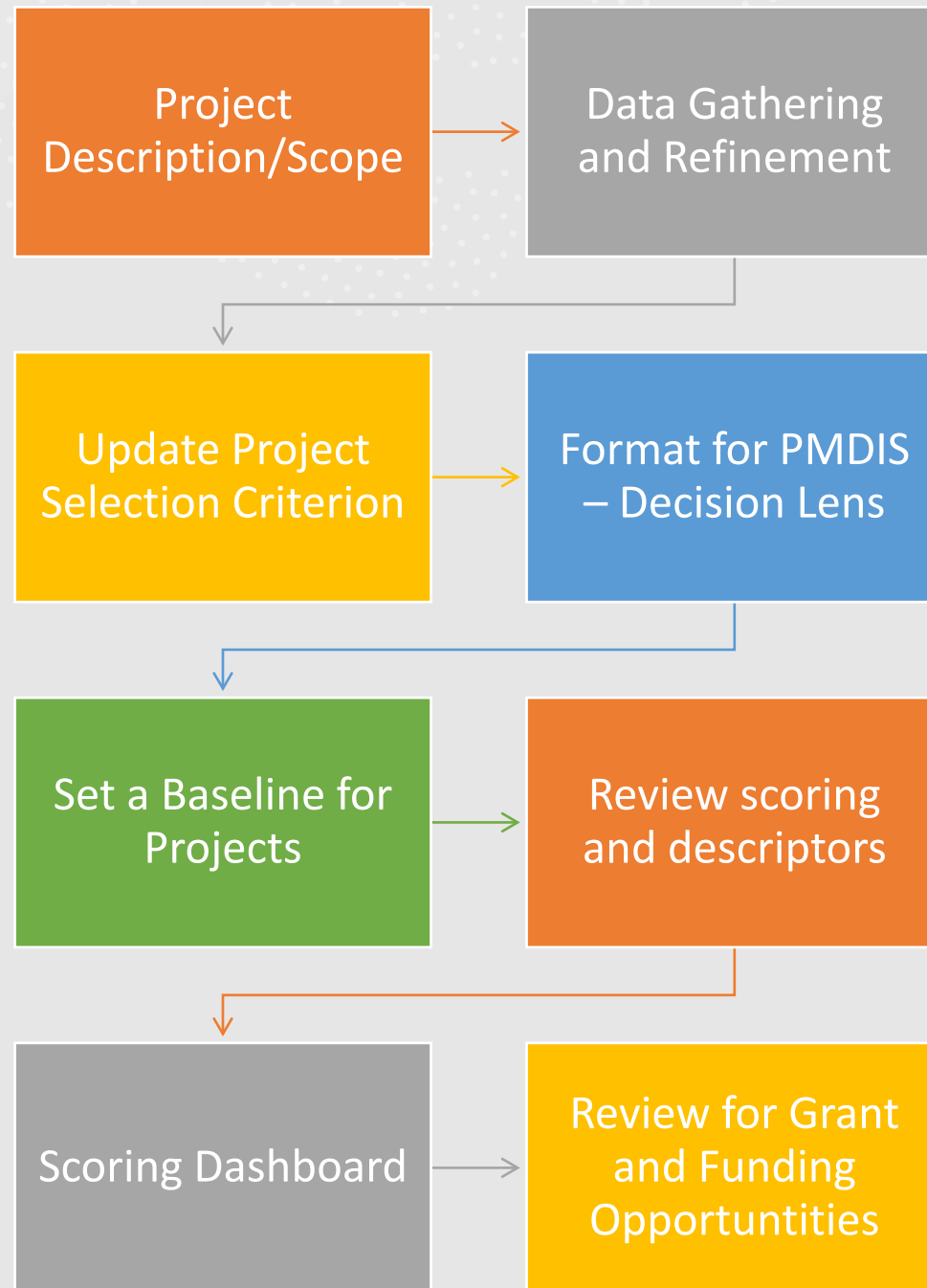
SDMPO Project Prioritization Improvements

Transportation Advisory Committee

September 15, 2021



Agenda



Project Description

Improving the project
prioritization of the
Sherman-Denison
MPO.

OBJECTIVES: These improvements to the project prioritization for the Sherman-Denison MPO will:

- Identify projects that account for and properly describe regional benefits;
- Define and execute the steps necessary to ensure that SDMPO projects compete for statewide funding opportunities; and
- Ensure that project descriptions and inputs are consistent with state/federal priorities and performance measures.

TxDOT Roadway Inventory OnSystem



Private Member i
Texas Department of Transportation

162,944 records

[View Table](#)

Summary

Statewide polyline feature class of on-system (state maintained highways) roadways, used for asset inventory and planning purposes, as well as for visualization and general mapping. End of Year (EOY) 2020 Version.

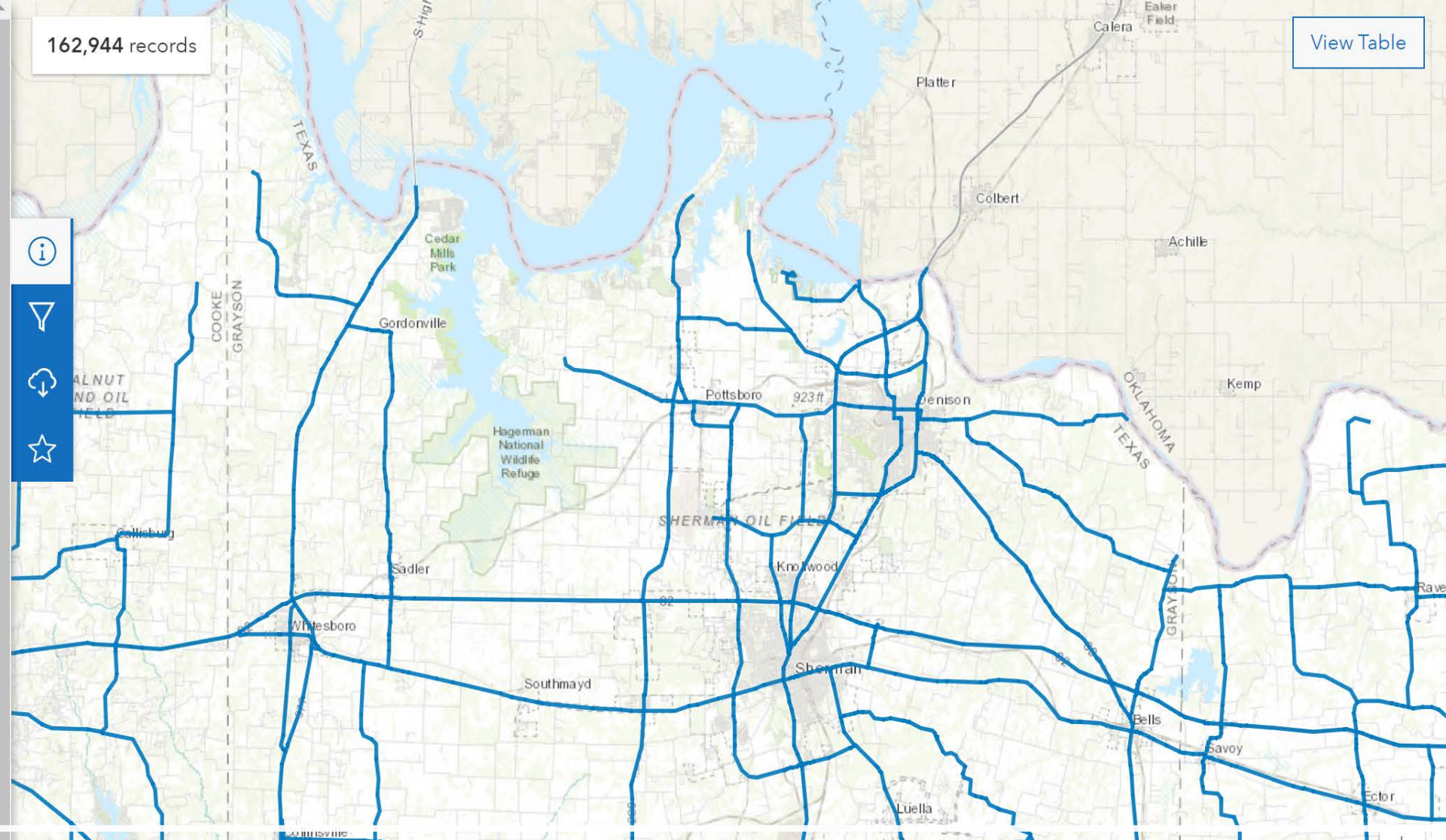
[View Full Details](#)

Dataset
Feature Layer

August 9, 2021
Info Updated

August 9, 2021
Data Updated

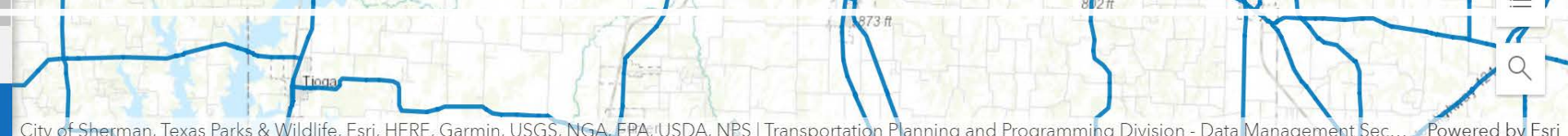
September 21, 2016
Published Date



Data Gathering and Refinement

Public
Anyone can see this content

I want to use this >



Project Selection Chart – Criterion %











SDMPO Criterion

- Safety – 28%
- Preservation – 18.58%
- Congestion – 17.12%
- Connectivity – 12.02%
- Economic – 8.74%
- Environmental – 4.64%
- Transportation Choices – 3.90%
- Community Support – 7.00%

TxDOT Criterion

- Safety – 31.42%
- Preservation – 20.85%
- Congestion – 19.21%
- Connectivity – 13.49%
- Economic – 9.82%
- Environmental – 5.21%

TxDOT Scoring Criteria

CRITERIA	CRITERION %	SUB-CRITERIA		% OF TOTAL		
SAFETY 	31.42%	Crash Count 25% 	Estimated Impact on Fatal and Serious Injury Crashes 50%	3.928%		
			Estimated Impact on Total Crashes 50%	3.928%		
		Crash Rate 25% 	Estimated Impact on Fatal and Serious Injury Crash Rate 50%	3.928%		
			Estimated Impact on Total Crash Rate 50%	3.928%		
		Societal Cost Savings 25% 			7.855%	
		Safety Importance 25% 	Safety Project Classification Y/N 50%	3.928%		
			Evacuation Route Y/N 50%	3.928%		
		PRESERVATION 	20.85%	Bridge Condition 50% 	Reduction in Structurally Deficient Deck Area 50%	5.213%
Deck Area Receiving Preventive Maintenance 50%	5.213%					
Pavement Condition 50% 	Reduction in Poor Lane Miles (by Ride Score) 25%			2.606%		
	Lane Mile Receiving Preventive Maintenance (by Ride Score) 25%			2.606%		
	Reduction in Poor Lane Miles (by Distress Score) 25%			2.606%		
	Lane Miles Receiving Preventive Maintenance (by Distress Score) 25%			2.606%		
CONGESTION 	19.21%			Congestion Reduction 100% 	Benefit Congestion Index - Auto 50%	9.605%
					Benefit Congestion Index - Truck 50%	9.605%

SDMPO Scoring Criteria

CRITERIA	CRITERION %	SUBCRITERIA		% OF TOTAL	
SAFETY	28.00%	Crash Count 25%	Estimated Impact on Fatal and Serious Injury Crashes 50%	3.5000%	
			Estimated Impact on Total Crashes 50%	3.5000%	
		Crash Rate 25%	Estimated Impact on Fatal and Serious Injury Crash Rate 50%	3.5000%	
			Estimated Impact on Total Crash Rate 50%	3.5000%	
		Societal Cost Savings 25%			7.0000%
		Safety Importance 25%	Safety Project Classification Y/N 50%		3.5000%
			Evacuation Route Y/N 50%		3.5000%
		PRESERVATION	18.58%	Bridge Condition 50%	Reduction in Structurally Deficient Deck Area 50%
Deck Area Receiving Preventive Maintenance 50%	4.6450%				
Pavement Condition 50%	Reduction in Poor Lane Miles (by Ride Score) 25%			2.3225%	
	Lane Mile Receiving Preventive Maintenance (by Ride Score) 25%			2.3225%	
	Reduction in Poor Lane Miles (by Distress Score) 25%			2.3225%	
	Lane Miles Receiving Preventive Maintenance (by Distress Score) 25%			2.3225%	
CONGESTION	17.12%	Congestion Reduction 100%	Benefit Congestion Index - Auto 50%	8.5600%	
			Benefit Congestion Index - Truck 50%	8.5600%	

PERFORMANCE MEASURES

IN THE PERFORMANCE METRICS: DATA INTEGRATION

1	TxDOTCONNECT Project ID
2	CSJ
3	Project Identifier

On-System Projects: these will be matched geospatially to subsystem data. The control-section in [CSJ] must exist, and [BEG_MILE_POINT] and [END_MILE_POINT] must be within the control-section.

TxDOTC	CSJ	Project Identifier	CONTRACT_CSJ	District	County	MPO	Highway Number	Limits From	Limits To	Description
		US 75		PARIS	GRAYSON	Sherman-Denison		FM 1417	SH 91	US 75 from FM 1417 to SH 91 (Called "The Gap") and
		FM 121/FM 814 Realignment		PARIS	GRAYSON	Sherman-Denison		FM 121	Grayson County Line	Construct new 2 lane highway
		FM 691		PARIS	GRAYSON	Sherman-Denison		SH 91	TheresaDrive	Reconstruct and widen from 2 lane to 4 lane
		FM 131		PARIS	GRAYSON	Sherman-Denison		FM 691	SeymoreBradley	Reconstruct and widen from 2 lane to 4 lane
		SH 289		PARIS	GRAYSON	Sherman-Denison		FM 120	Spur 316	Reconstruct and widen from 2 lane to 4 lane
		FM 121		PARIS	GRAYSON	Sherman-Denison		Block Road	SH 289	Construct 2 lane segment of FM 121 Bypass
		FM 902 Bypass		PARIS	GRAYSON	Sherman-Denison		US 75	Bennett Road	Construct 2 lane segment of FM 902 Bypass
		FM 902 Bypass		PARIS	GRAYSON	Sherman-Denison		Joe Bob Ln	SH 11	Construct 2 lane segment of FM902 Bypass around
		US 82		PARIS	GRAYSON	Sherman-Denison		Shawnee Trail	US 377	Construct Frontage Road from ShawneeTrail to US 3
		US 75		PARIS	GRAYSON	Sherman-Denison		Collin CountyLine	FM 902	Reconstruct and widen from 4 lane to 6 lane
		US 75		PARIS	GRAYSON	Sherman-Denison		SH 91	Loy Lake Rd(Denison)	Reconstruct and widen from 4 lane to 6 lane (Spure 5
		US 75		PARIS	GRAYSON	Sherman-Denison		FM 902	FM 1417	Reconstruct and widen from 4 lane to 6 lane
		FM 1417		PARIS	GRAYSON	Sherman-Denison		SH 56	Travis/OBGroner	Reconstruct and widen from 2 lane to 4 lane
		FM 3133 Bypass		PARIS	GRAYSON	Sherman-Denison		Chapman Rd	US 75	Construct 2 lane segment of FM 3133Bypass along C
		US 75		PARIS	GRAYSON	Sherman-Denison		SH 91	Fallon Dr	Reconstruct and widen from 4 lane to 6 lane
		US 75		PARIS	GRAYSON	Sherman-Denison		Loy Lake Rd	FM 120	Reconstruct and widen from 4 lane to 6 lane
		FM 1417		PARIS	GRAYSON	Sherman-Denison		Travis/OBGroner	US 75	Reconstruct and widen from 2 lane to 4 lane
		Spur 503		PARIS	GRAYSON	Sherman-Denison		US 75	SH 91	Reconstruct and widen from 4 laneto 6 lane; remove
		US 82 Frontage Roads		PARIS	GRAYSON	Sherman-Denison		FM 1417	SH 289	Construct Frontage Road and reverse ramps
		Spur 503		PARIS	GRAYSON	Sherman-Denison		SH 91	Acheson	Reconstruct and widen from 4 laneto 6 lane; remove
		SH 289		PARIS	GRAYSON	Sherman-Denison		Spur 316	FM 406	Reconstruct and widen from 2 lane to 4 lane
		US 82 Frontage Roads		PARIS	GRAYSON	Sherman-Denison		US 377	SH 56	Construct Frontage Road and reverse ramps
		SH 56		PARIS	GRAYSON	Sherman-Denison		Friendship	Case	Reconstruct and widen from 2 lane to 4 lane
		FM 121 Van AlstyneNorth Bypass		PARIS	GRAYSON	Sherman-Denison		US 75	Hinton Ln	Construct 2 lane segment of FM 121 Bypass
		FM 2729		PARIS	GRAYSON	Sherman-Denison		SH 11		Construct 2 lane segment
		FM 121 GunterWest Bypass		PARIS	GRAYSON	Sherman-Denison		SH 289	FM 121	Construct 2 lane segment of FM 121 Bypass
		FM 902 Bypass		PARIS	GRAYSON	Sherman-Denison		Batey Rd	Jordan Creek	Construct 2 lane segment of FM902 Bypass around C
		FM 121 Bypass(Tioga)		PARIS	GRAYSON	Sherman-Denison		Kardum Ln	FM 922	Construct 2 lane segment of FM 121Bypass Along Ai
		GCT		PARIS	GRAYSON	Sherman-Denison		Preston Road	US 75	Construct 2 lane segment of Dallas North Tollway
		GCT		PARIS	GRAYSON	Sherman-Denison		SH 289	Preston Road	Construct 2 lane segment of Dallas North Tollway
		GCT		PARIS	GRAYSON	Sherman-Denison		FM 902	US 82	Construct 2 lane segment of Dallas North Tollway
		GCT		PARIS	GRAYSON	Sherman-Denison		FM 121	FM 902	Construct 2 lane segment of Dallas North Tollway
		GCT		PARIS	GRAYSON	Sherman-Denison		US 82	SH 289	Construct 2 lane segment of Dallas North Tollway
		US 75		PARIS	GRAYSON	Sherman-Denison		at Farmington Road		Construct 4 lane interchange
		US 75		PARIS	GRAYSON	Sherman-Denison		at Hodgin Road		Construct 6 lane interchange
		US 75		PARIS	GRAYSON	Sherman-Denison		at Hall Cemetery/LB Kirby		Construct new interchange
		US 75		PARIS	GRAYSON	Sherman-Denison		at Spence Road		Construct 6 lane interchange
		FM 131		PARIS	GRAYSON	Sherman-Denison		Taylor Street	College Street	Reconstruct and widen from 2 lane to 4 lane
		FM 131		PARIS	GRAYSON	Sherman-Denison		North Creek	FM 691	Reconstruct and widen from 2 lane to 4 lane
		FM 120		PARIS	GRAYSON	Sherman-Denison		Juanita Drive	Tone Avenue	Reconstruct and widen from 2 lane to 4 lane
		US 75		PARIS	GRAYSON	Sherman-Denison		FM 1417	W. Travis St	Construct North B Exit Ramp

On-System Off-System +

ENVIRONMENT

30	TOTAL_COST_AMT
31	BEG_MILE_POINT

TxDOT Control Sections

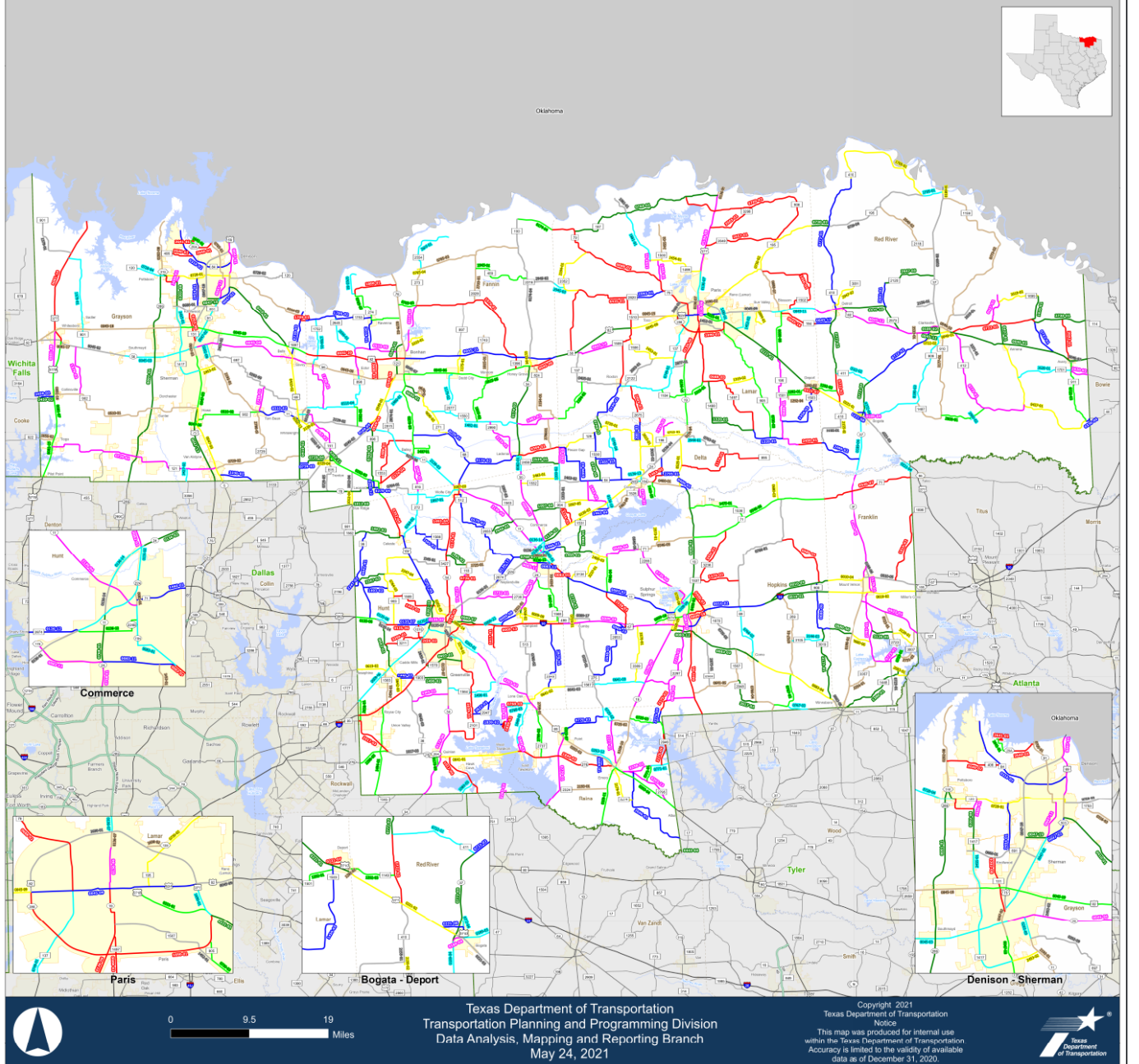
Control sections provide a convenient and reliable linear referencing method for locating features along a roadway. Control sections generally do not move or change, regardless of changes to the route name or number.

Reading Control Section Numbers

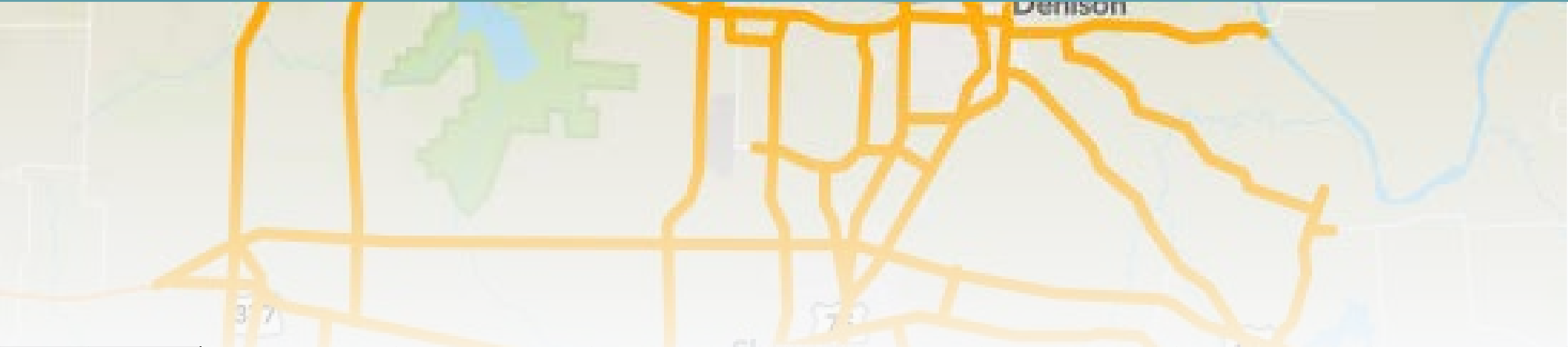
- A control section number consists of six digits (e.g. 0115-02).
- The first four digits are the control number and can range from 0001-9999.
- The last two digits are the section number and can range from 01-99.

Control Sections

Paris District

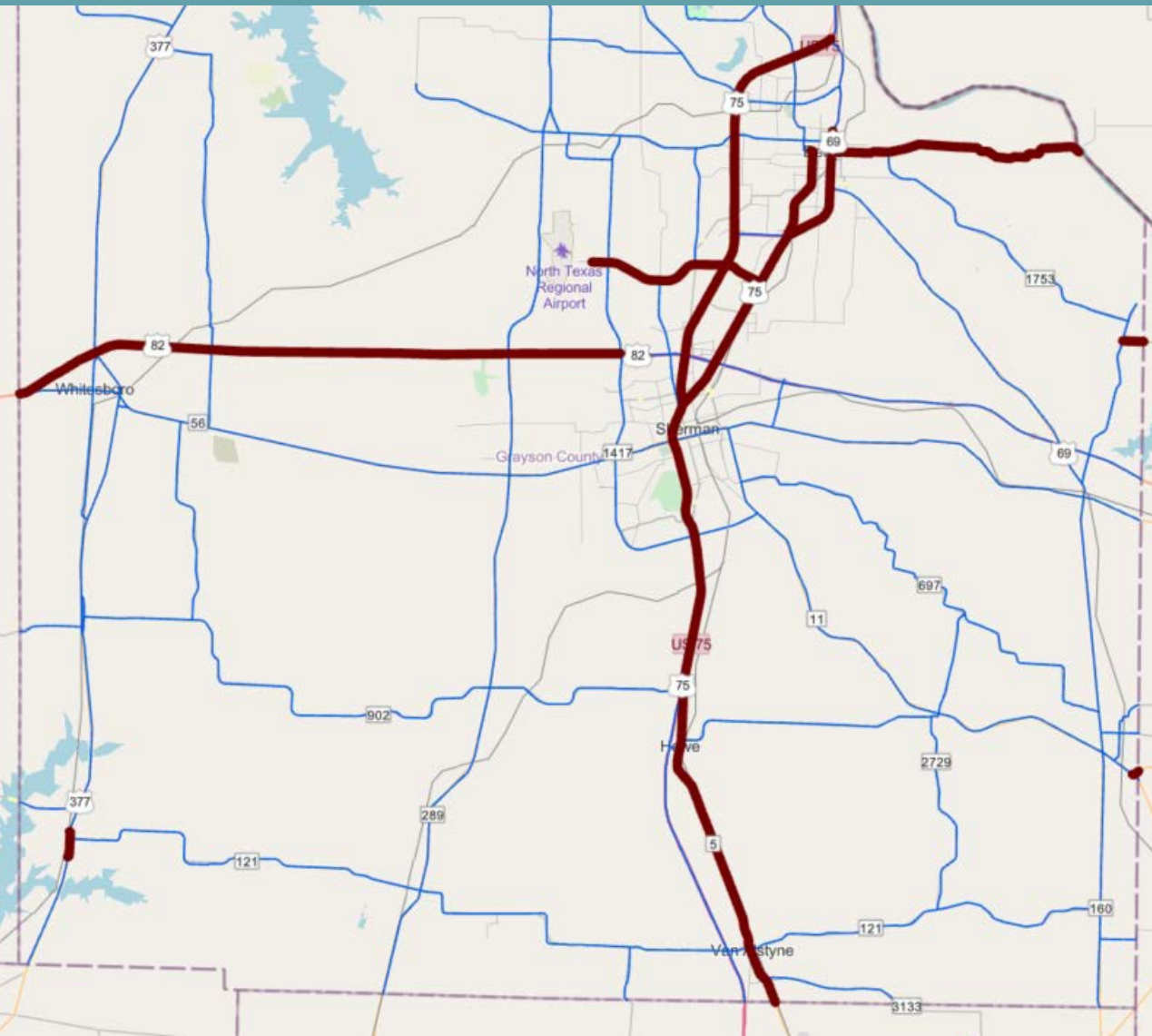


Setting a Baseline for all Roadways



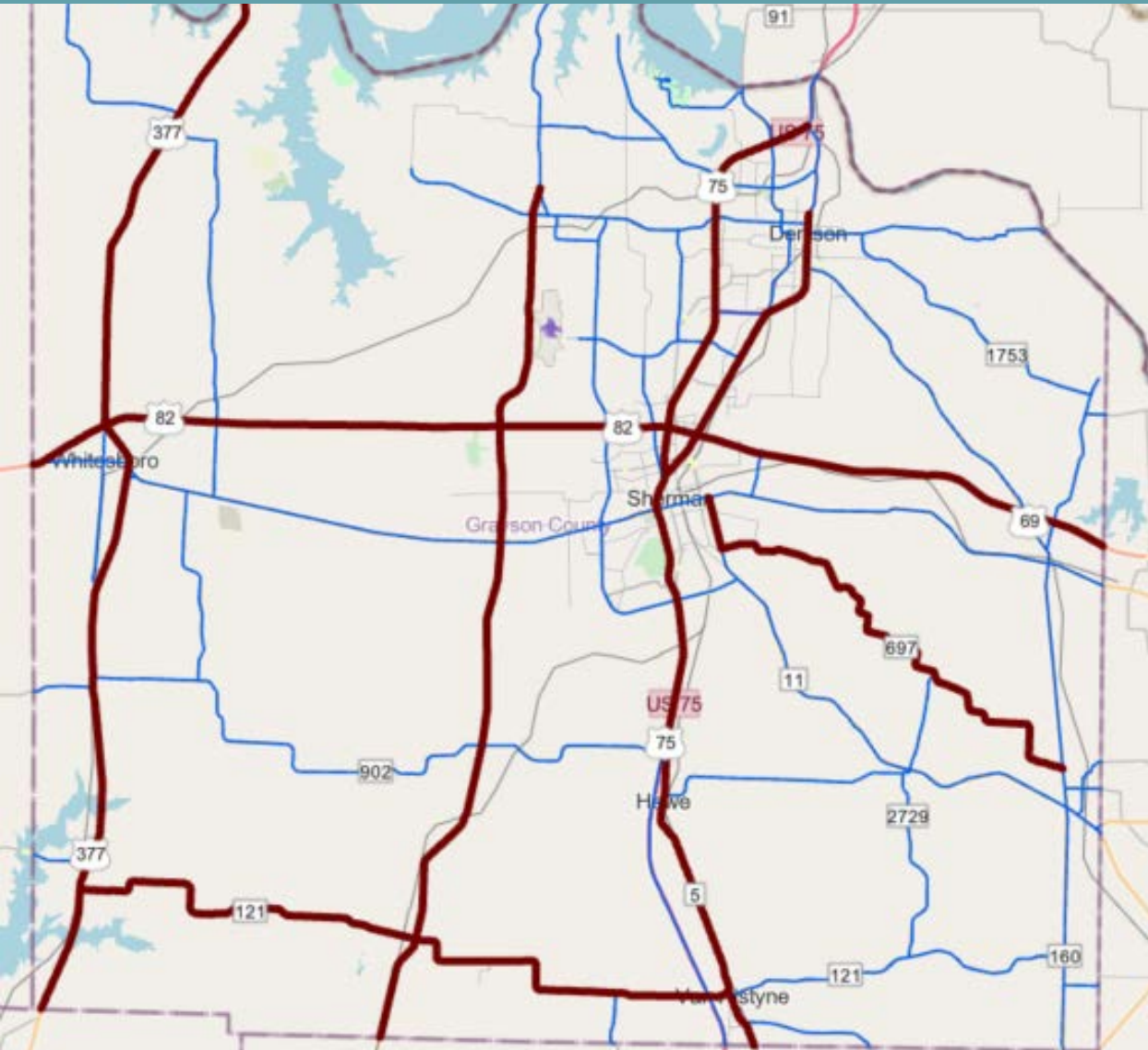
		Safety						
		Crash Count		Crash Rate		Societal Cost Savings	Safety Importance	
corridor	Total Score	Fatal and Incapacitating Injury Crashes	Estimated Impact on Total Crashes	Fatal and Serious Injury Crash Rate	Estimated Impact on Total Crash Rate	Societal Cost Savings	Safety Project Classification Y/N	Hurricane Evacuation Route Y/N
0047-18	36.245%	100.000%	84.906%	1.890%	8.321%	100.000%	0.000%	0.000%
0047-02	29.814%	83.662%	100.000%	0.921%	5.708%	68.835%	0.000%	0.000%
2455-01	29.802%	37.546%	28.203%	3.527%	13.740%	28.055%	0.000%	0.000%
0045-18	25.844%	74.511%	73.456%	1.994%	10.196%	57.530%	0.000%	0.000%
0045-19	24.794%	39.870%	41.425%	1.206%	6.501%	34.744%	0.000%	0.000%
0081-10	22.568%	41.256%	24.982%	2.422%	10.777%	26.902%	0.000%	0.000%

Results – Top Safety Control Sections



HWY	From	To
US 75	TX 91 Split	US 69
SH 91	W Hester St. (Sherman)	MLK St. (Denison)
US 82	Cooke Co.	FM 1417
SH 11	US 69	Fannin Co.
BU 377D	Through Tioga	
SH 91	Spur 503	N Scullin Ave
SH 5/US 75	Collin Co.	W. Hester St.
FM 1753	FM 1897	Fannin Co.
FM 691	N TX Regional Airport	US 75
FM 120	N Houston Ave	River Road

Results – Preservation Control Sections



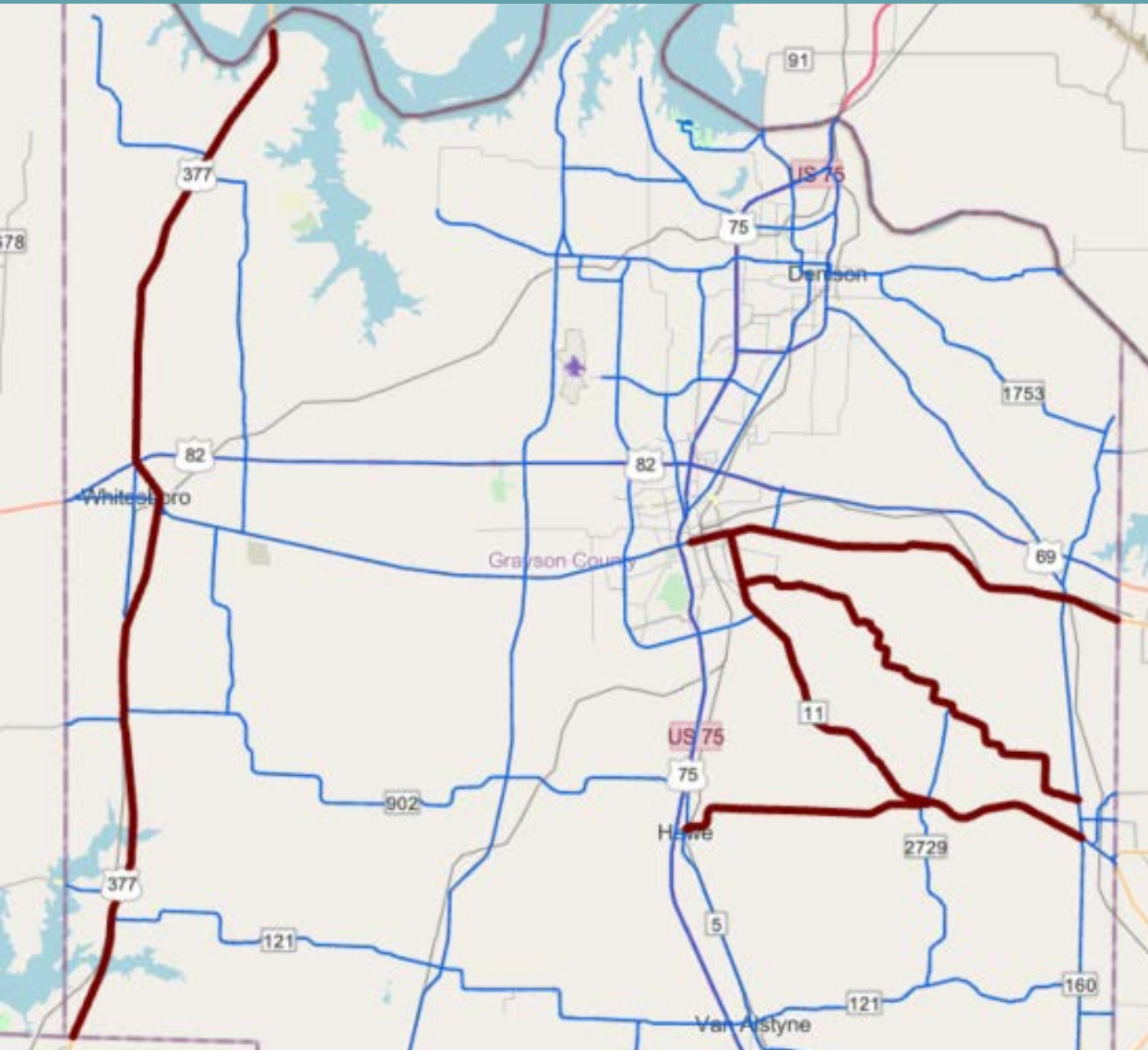
HWY	From	To
US 377	TX 56	Red River
US 82	FM 1417	Fannin Co.
US 75	TX 91 Split	US 69
SH 91	W Hester St. (Sherman)	MLK St. (Denison)
US 82	Cooke Co.	FM 1417
FM 697	TX 56	US 69
SH 289	Collin Co.	Spur 316
SH 5/US 75	Collin Co.	W. Hester St.
US 377	Denton Co.	TX 56
FM 121	US 377	TX 5

Results – Congestion Control Sections



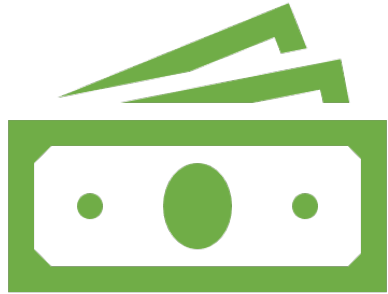
HWY	From	To
FM1417	US 75	FM 691
US 75	TX 91 Split	US 69
FM 120	FM 996	W Main St.
US 82	FM 1417	Fannin Co.
US 75	Collin Co.	FM 902
US 82	Cooke Co.	FM 1417
SH 5/US 75	Collin Co.	W. Hester St.
US 377	Dentin Co.	TX 56
SH 91	W Hester St. (Sherman)	MLK St. (Denison)

Results – Connectivity Control Sections



HWY	From	To
US 377	Dentin Co.	TX 56
FM 697	TX 11	US 69
US 377	TX 56	Red River
FM 902	Howe	US 69
SH 56	S. Travis St.	Fannin Co.
SH 11	FM 902	FM 697

Additional Scoring Areas



Economic scores based on

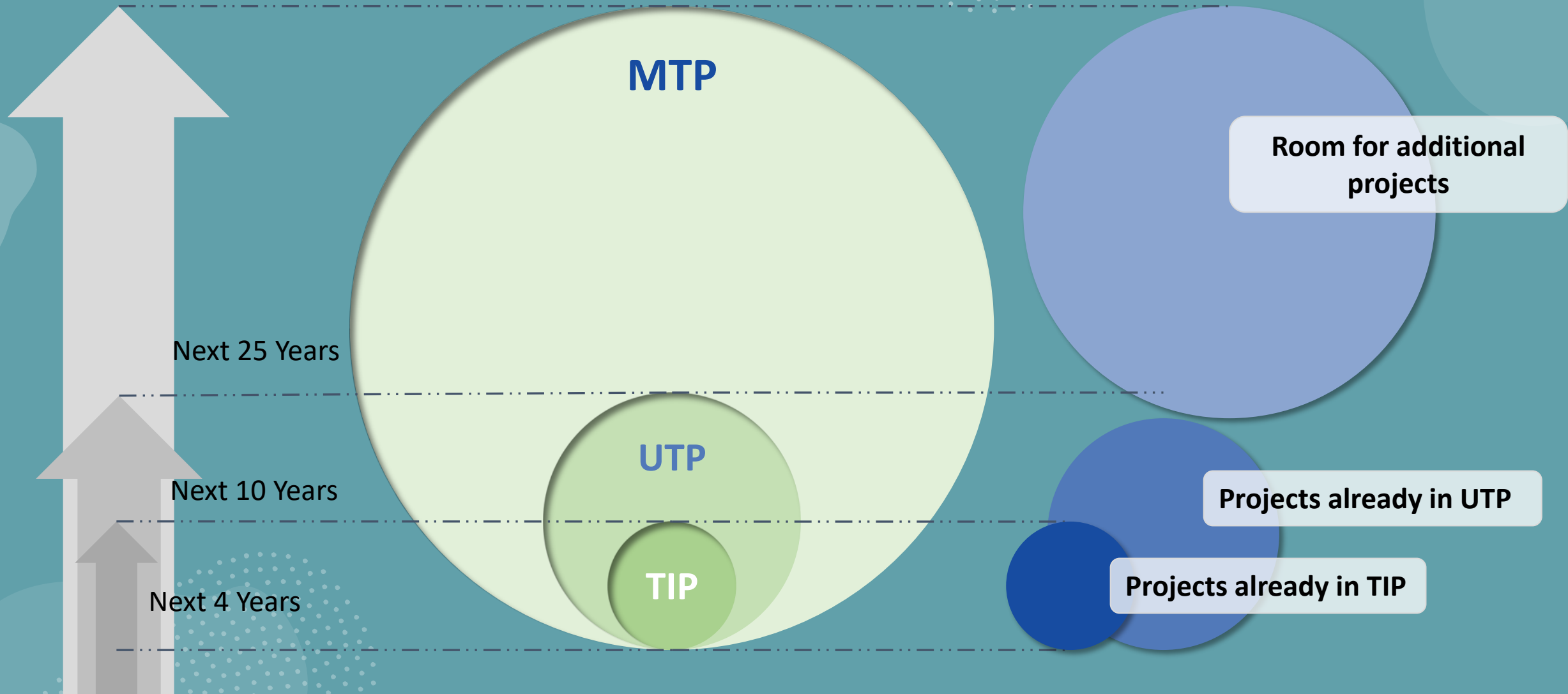
- Economic Keywords in Project Description
- National Highway System (NHS) Route Y(Interstate)/Y/N
- National Highway Freight Network Y/N
- Energy Sector Route Y/N
- Base Average Daily Traffic (ADT)
- Base Average Daily Truck Traffic (ADTT)



Environment scores based on

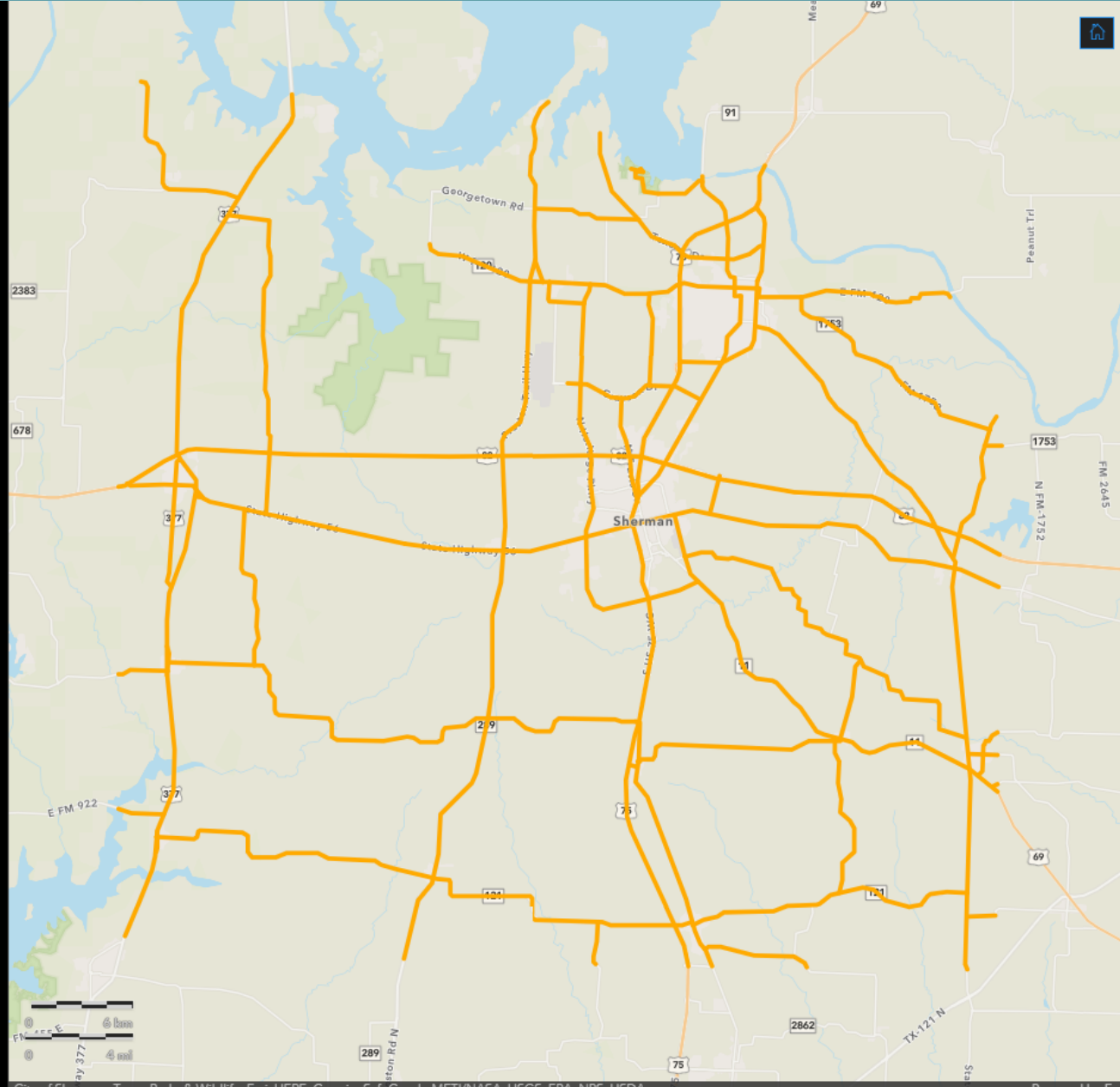
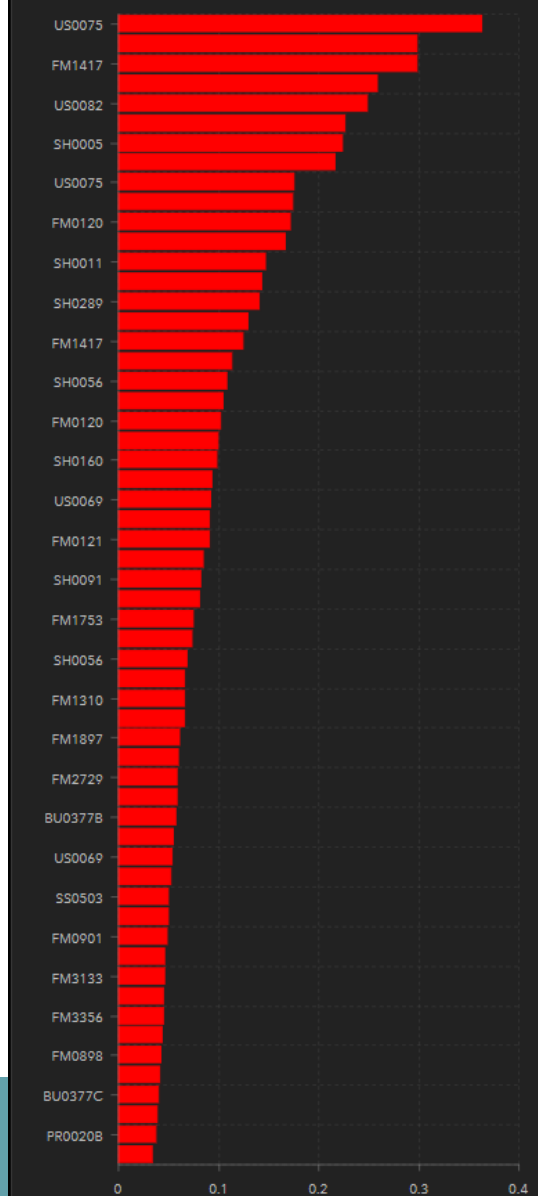
- Environmental Related Program Y/N
- Mitigation Cost

Review Projects for Grants and Funding Opportunities

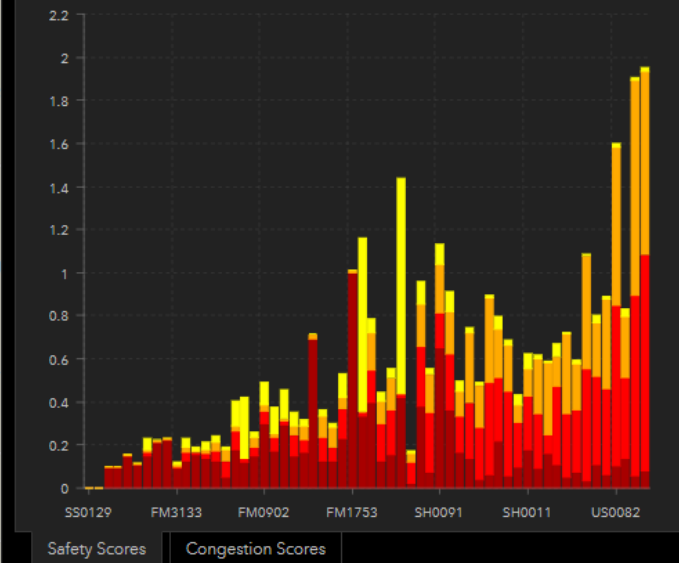


Results – Scoring Dashboard Demo

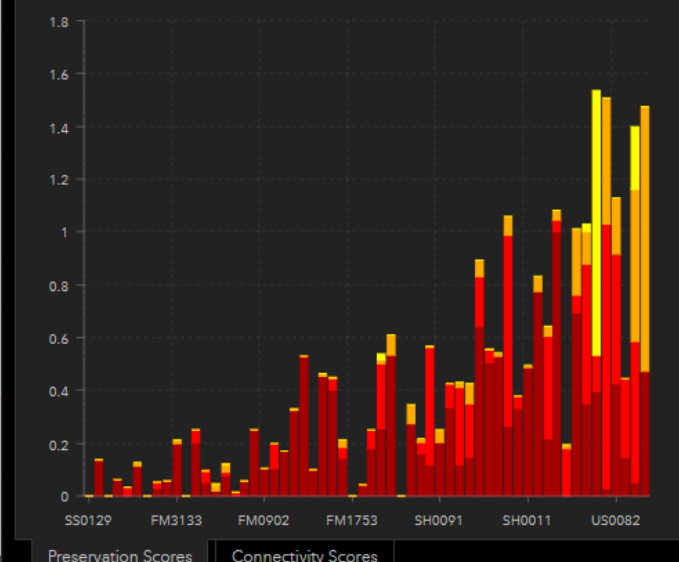
Corridor Total PMDIS Scores



Safety Scores



Preservation Scores



Contact Information

Jory Dille, PMP

jdille@emailatg.com

512.821.2081



GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA ITEM V
ACTION ITEM

November 17, 2021

Review of a Transit Asset Management (TAM) Plan for the Texoma Area Paratransit System (TAPS) and Recommend Approval of a Resolution Adopting the TAM Plan to the Policy Board

BACKGROUND:

The Federal Transit Administration (FTA) published a Final Rule on July 26, 2016 that became effective October 1, 2016, that defined “state of good repair (SGR)” and established minimum Federal requirements for transit asset management that applies to all recipients and sub-recipients of Chapter 53 funds that own, operate, or manage public transportation capital assets. This final rule also established SGR standards and four SGR performance measures. In addition, transit providers were required to set performance targets for their capital assets based on the SGR measures and report their targets, as well as information related to the condition of their capital assets, to the National Transit Database.

Transit providers were required to set targets by January 1, 2017 (90 days after October 1, 2016 – effective date of final rule). Metropolitan Planning Organizations were required to adopt the targets by June 30, 2017 (180 days after January 1, 2017) for the Metropolitan Area. We are in the fifth year of this program.

Texoma Area Paratransit System (TAPS) has forwarded their TAM Plan for consideration by the Policy Board. The TAM Plan is draft and is subject to change prior to final approval by the Policy Board.

ACTION REQUESTED:

Recommend Approval of a Resolution Adopting the TAM Plan to the Policy Board

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2021-08](#)

RESOLUTION NO. 2021-08

A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, APPROVING THE TRANSIT ASSET MANAGEMENT (TAM) PLAN BY THE TEXOMA AREA PARATRANSIT SYSTEM (TAPS), AND CONCURRING IN PERFORMANCE TARGETS APPLICABLE THERETO

WHEREAS, the Grayson County Metropolitan Planning Organization, which is the metropolitan planning organization (MPO) for the Sherman-Denison Metropolitan Area, has the responsibility under the provisions of Fixing America’s Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, pursuant to the Fixing America’s Surface Transportation (FAST) Act, the Federal Transit Administration (FTA) has promulgated rules to establish a system to monitor and manage public transportation assets through a Transit Asset Management (TAM) Plan; and

WHEREAS, pursuant to its responsibilities as the Metropolitan Planning Organization (MPO) for the region and must agree with such TAM plan, concur in the performance targets, and accept such targets as being applicable to the Texoma Area Paratransit System (TAPS) in the Sherman-Denison Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, concurs in adoption of performance targets resulting from said TAM Plan in accordance with Exhibit “A” attached hereto and incorporated herein, and accepts such targets as being applicable to public transit providers in the Sherman-Denison Metropolitan Area.

ADOPTED in Regular Session on this the 1st day of December, 2021.

GRAYSON COUNTY MPO

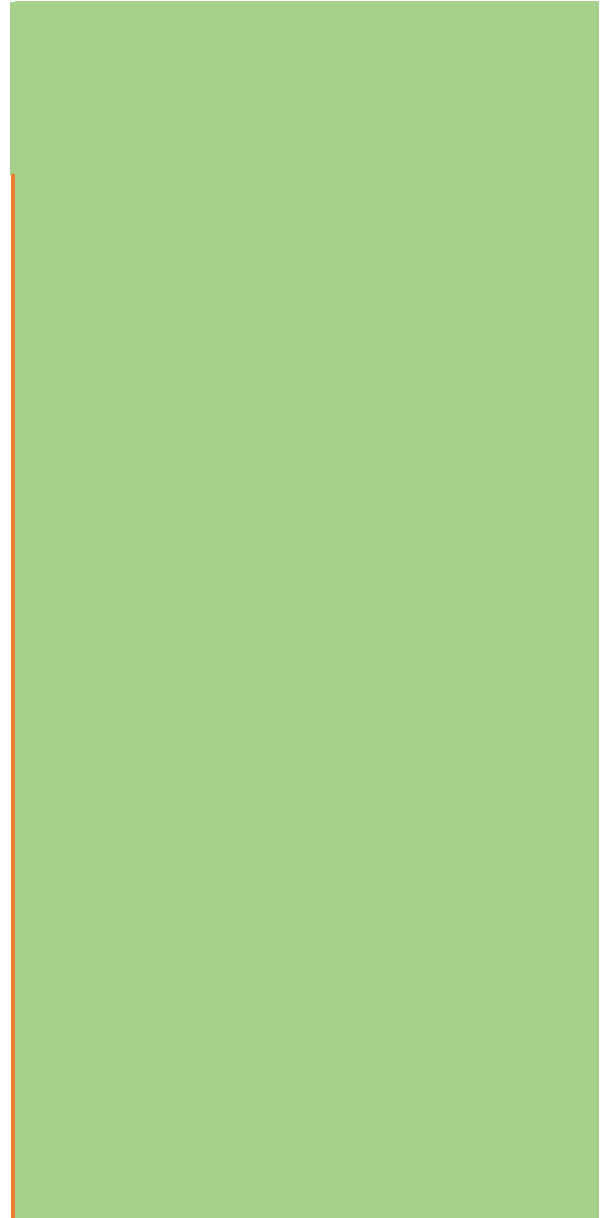
BY: _____
BILL MAGERS, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on December 1, 2021.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR



2022 TRANSIT ASSET MANAGEMENT PLAN



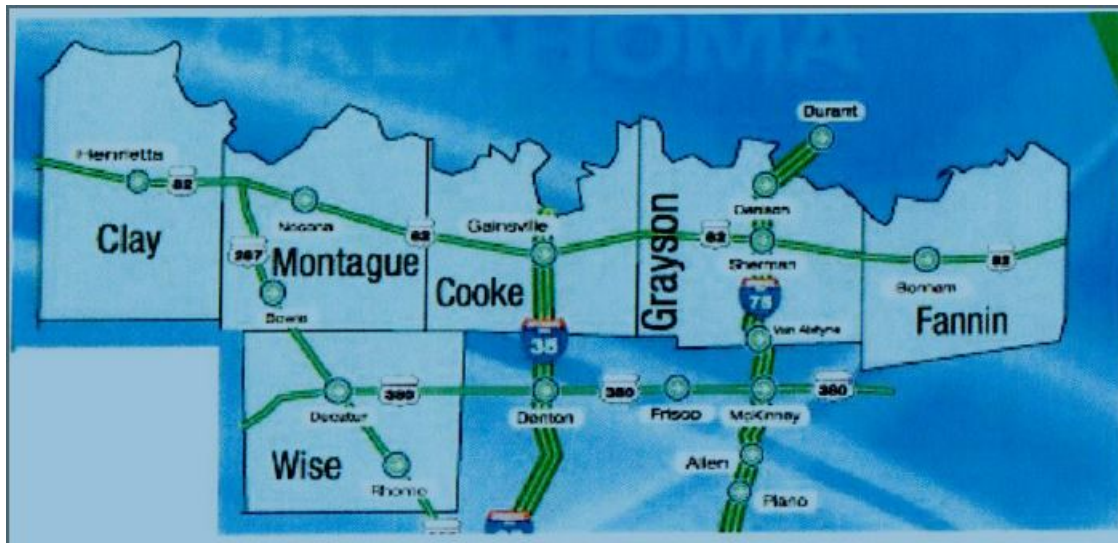
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Section 1 - Introduction

Overview

Texoma Area Paratransit System (TAPS) provides demand responsive public transportation in rural Clay, Cooke, Fannin, Grayson, Montague and Wise counties located in North Central Texas. TAPS also provides demand responsive service for the Sherman/Denison Urbanized Area (see Figure 1). Service hours are Monday-Friday 6 am to 6 pm and are open to the public. Service is not exclusive of any population. The fleet is made up of small MV-1 vehicles and 26 foot Cutaway paratransit type vehicles. All vehicles are ADA accessible. The agency has Facilities to maintain the fleet of vehicles as well as equipment to clean and maintain the vehicles.

Figure 1: TAPS Service Area



The purpose of this TAM Plan is to document the condition of the various assets and prepare for replacement based on each asset type's useful life. The TAM Plan also provides a framework for effective decision-making with respect to the capital assets. TAPS TAM Plan is comprised of tables derived from the FTA's TAM Guide for Small Providers Worksheet.

About the TAM Plan

As part of MAP-21 and the subsequent Fixing America's Surface Transportation (FAST) ACT, the FTA enacted regulations for transit asset management that require transit service providers to establish asset management performance measures and targets, and to develop a TAM Plan. The final TAM rule was published on July 26, 2016 and went into effect on October 1, 2016.

The rule distinguishes requirements between larger and smaller transit agencies. TAPS is a Tier II provider, which the FTA describes as:

A Federal grant recipient that owns, operates, or manages: 1) one hundred (100) or fewer vehicles in fixed-route revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, or has one hundred (100) or fewer vehicles in general demand response service during peak regular service hours; 2) a subrecipient under the Section 5311 Rural Area Formula Program; or 3) any American Indian tribe.

The TAM Rule requires that transit agencies establish state of good repair (SGR) performance measures and targets for each asset class. TAPS reports on the following asset performance measures and categories:

- Rolling Stock (Revenue Vehicles): Percent of vehicles that have either met or exceeded their Useful Life Benchmark (ULB).
- Equipment (Equipment and Service Vehicles): Percent of equipment that have either met or exceeded their ULB.
- Facilities: Percent of Facilities rated below condition 3 on the FTA TERM scale.

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. The ULB takes into account a provider's unique operating environment such as geography, service frequency, and other factors. TAPS uses the service life for rolling stock as suggested in the Altoona Report for each individual vehicle; the IRS life of 5 years for Non Revenue Service Vehicles; and the IRS life of 3 years for automobiles.

This TAM Plan covers 12 transit operators in North Texas. The Plan follows the structure provided in the FTA TAM Plan Template for Small Providers¹, which includes the following elements:

- Define TAM and SGR policy, TAM goals, and performance targets and measures
- Capital asset inventory summary
- Capital asset condition assessment summary
- Investment prioritization and decision support tool description
- Maintenance, overhaul, disposal, and acquisition and renewal strategies
- Proposed investment and capital investment activity schedules.

This plan covers a timeframe through the end of FY 22 and can be easily added to include more long term goals. This plan includes expected useful life timelines for equipment, includes steps that are performed to maintain equipment for state of good repair and allows the agency a document to fall back on to monitor progress.

Performance Targets & Measures

The goal of this plan is to assist in maintaining assets to ensure that the agency obtains the maximum amount of use for an asset without sacrificing safety to the public. This assists the agency in planning for replacement of assets. The agency also can assess progress toward goals and objects.

Asset Category	Performance Measure	Target
Rolling Stock <i>All revenue vehicles</i>	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	20%
Equipment <i>Non-revenue vehicles</i>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	20%
Facilities <i>All buildings or structures</i>	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	0.01%

Transit Asset Management: Vision

The goal of this plan is to assist in maintaining assets to ensure that the agency obtains the maximum amount of use for an asset without sacrificing safety to the public. This assists the agency in planning for replacement of assets. The agency also can assess progress toward goals and objects.

Beyond compliance with legislation, regulations, and statutory requirements, TAPS aims to improve asset management awareness, and ensure staff have the knowledge and skills necessary to successfully carry out their roles.

TAM and SGR Policy

TAPS will establish and maintain investment strategies in order to ensure its capital assets are kept in a state of good repair. State of good repair is defined as the condition in which a capital asset is able to operate at a full level of performance throughout its useful life.

To do this, TAPS will:

- Maintain an inventory of all capital assets, including vehicles, facilities, equipment and infrastructure;

- Consistently monitor the condition and measure the performance of assets over time and report performance of assets each year to the Nation Transit Database;
- Project the future performance of assets consistent with FTA guidelines;
- Establish and adhere to plans for maintenance, risk management, disposal, acquisition, and renewal of capital assets;
- Document policies, procedures, investment priorities, and other elements of TAPS' asset management program in a Transit Asset Management Plan, which will be updated annually

TAM Goals and Objectives

Following the TAM Vision and SGR Policy, the table below provides a list of goals and objectives that this TAM Plan is designed to achieve. Measuring each of these objectives will allow TAPS to track progress towards its goals, policies and vision for Transit Asset Management.

Goals	Objectives
Increase customer satisfaction score by 20 percent in fiscal year.	Respond to customer feedback from past survey by mid-fiscal year.
	Respond to customer complaints (through 511) within one week of complaint.
Fleet Replacement	Follow through with Fleet Replacement Plan target set for end FY 22
	Continue to monitor fleet maintenance activity to ensure timely and cost effective delivery of maintenance activities.
Assess TAM	Assess this plan annually to ensure state of good repair.
	This plan will be assessed in the beginning of each FY following the closeout inventory of each FY.

Roles and Responsibilities

Implementing the TAM Plan requires the shared work and responsibility of many people within the agency. These specific people are listed below. The responsibilities include implementing, monitoring and updating this TAM Plan. TAPS must designate an Accountable Executive to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan. TAPS' Accountable Executive shall be the General Manager. The General Manager,

is 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.

Department/Individual	Role (Title and/or Description)	
Shellie White	General Manager, Accountable Executive, reports to Board and Oversees all aspects of TAPS	TAPS
Melissa Frank	Finance Assistant, support in financial planning and annual inventory	TAPS
Joe Penson	Maintenance Manager, maintaining fleet, equipment and property	TAPS

Section 2 - Asset Portfolio

Asset Inventory Listing

The table below presents a summary of the asset inventory. This plan includes a total of 36 vehicles with an average age of 4.5 years. The equipment inventory includes 7 support vehicles and maintenance equipment. Also included is a maintenance facility, wash bay and land. Please see inventory table for the complete asset inventory listing.

Asset Category	Total Number	Avg Age	Avg Value
Equipment	15	5.62	\$17,448.00
Facilities	3	16.6667	\$145,000.00
Rolling Stock	36	2.74	\$78,042.00

Inventory Table

Asset Category	Asset Class	Asset #	Make	Model	ID/Serial No.	Asset Owner	Age (Yrs)	Purchase Price
Rolling Stock	Vehicle	206	FORD	Glaval Concorde II	3FRNF6FLXBV433864	TAPS/TX DOT	10	\$80,000.00
Rolling Stock	Vehicle	207	FORD	Glaval Concorde II	3FRNF6FL8BV433863	TAPS/TX DOT	10	\$80,000.00
Rolling Stock	Vehicle	218	Ford	Universal	1FDXE4FS4BDA97212	TAPS/TX DOT	10	\$80,000.00
Rolling Stock	Vehicle	246	VPG	MV-1	523MF1A67CM101309	TAPS/TX DOT	8	\$45,000.00
Rolling Stock	Vehicle	259	Glaval	Titan II LF	1GB6G5BG7C1185132	TAPS/TX DOT	8	\$80,000.00
Rolling Stock	Vehicle	320	Glaval	Universal	1FDXE4FS5FDA07202	TAPS/TX DOT	6	\$80,000.00
Rolling Stock	Vehicle	323	Glaval	Universal	1FDXE4FS2FDA07206	TAPS/TX DOT	6	\$80,000.00
Rolling Stock	Vehicle	324	Glaval	Universal	1FDXE4FS0FDA07205	TAPS/TX DOT	6	\$80,000.00
Rolling Stock	Vehicle	325	Glaval	Universal	1FDXE4FS7FDA07203	TAPS/TX DOT	6	\$80,000.00
Rolling Stock	Vehicle	327	Glaval	Universal	1FDXE4FS9FDA07204	TAPS/TX DOT	6	\$80,000.00
Rolling Stock	Vehicle	328	Glaval	Universal	1FDXE4FS3FDA07201	TAPS/TX DOT	6	\$80,000.00
Rolling Stock	Vehicle	341	Glaval	Universal	1FDXE4FS8JDC36336	TAPS/TX DOT	3	\$80,000.00
Rolling Stock	Vehicle	342	Glaval	Universal	1FDXE4FS3JDC36325	TAPS/TX DOT	2	\$80,000.00
Rolling Stock	Vehicle	343	Glaval	Commute	1FDES8PM1JKB25758	TAPS/TX DOT	3	\$70,000.00
Rolling Stock	Vehicle	344	Glaval	Commute	1FDES8PM6JKB25755	TAPS/TX DOT	3	\$70,000.00
Rolling Stock	Vehicle	345	Glaval	Commute	1FDES8PMXJKB25757	TAPS/TX DOT	3	\$70,000.00
Rolling Stock	Vehicle	346	Glaval	Commute	1FDES8PM7JKB23318	TAPS/TX DOT	3	\$70,000.00
Rolling Stock	Vehicle	347	Glaval	Commute	1FDES8PM9JKB23319	TAPS/TX DOT	3	\$70,000.00
Rolling Stock	Vehicle	348	Glaval	Commute	1FDES8PM5JKB23317	TAPS/TX DOT	3	\$70,000.00
Rolling Stock	Vehicle	349	Glaval	Commute	1FDES8PM8JKB36451	TAPS/TX DOT	3	\$70,000.00
Rolling Stock	Vehicle	350	Glaval	Commute	1FDES8PM8JKB25756	TAPS/TX DOT	2	\$70,000.00

Rolling Stock	Vehicle	351	Glaval	Cutaway	1FDXE4FS2KDC5 5630	TAPS/TX DOT	1	\$70,000.00
Rolling Stock	Vehicle	352	Lone Star	Promaster	3C6TRVAG0KE53 9022	TAPS/TX DOT	1	\$75,000.00
Rolling Stock	Vehicle	353	Lone Star	Promaster	3C6TRVAG9KE53 9021	TAPS/TX DOT	1	\$75,000.00
Rolling Stock	Vehicle	354	Ford	Glaval	1FDES6PG6LKB1 8595	TAPS/TX DOT	0	\$75,000.00
Rolling Stock	Vehicle	355	Ford	Glaval	1FDES6PG6LKB1 8600	TAPS/TX DOT	0	\$75,000.00
Rolling Stock	Vehicle	356	Ford	Glaval	1FDES6PG0LKB3 1830	TAPS/TX DOT	0	\$75,000.00
Rolling Stock	Vehicle	357	Ford	Glaval	1FDES6PG0LKB1 8592	TAPS/TX DOT	0	\$75,000.00
Rolling Stock	Vehicle	358	Ford	Glaval	1FDES6PG6LKB3 1833	TAPS/TX DOT	0	\$75,000.00
Rolling Stock	Vehicle	359	Ford	Glaval	1FDES6PG0LKB1 8611	TAPS/TX DOT	0	\$75,000.00
Rolling Stock	Vehicle	360	Ford	Glaval	1FDES6PG4LKB1 8613	TAPS/TX DOT	0	\$75,000.00
Rolling Stock	Vehicle	361	Ford	Glaval	1FDES6PG9LKB1 8591	TAPS/TX DOT	0	\$75,000.00
Rolling Stock	Vehicle	362	Ford	Glaval	1FDXE4FN8NDC1 3137	TAPS/TX DOT	0	\$78,000.00
Rolling Stock	Vehicle	363	Ford	Glaval	1FDXE4FN8NDC1 3140	TAPS/TX DOT	0	\$78,000.00
Rolling Stock	Vehicle	364	Ford	Glaval	1FDXE4FN1NDC1 3139	TAPS/TX DOT	0	\$78,000.00
Rolling Stock	Vehicle	365	Ford	Glaval	1FDXE4FNXNDC 13138	TAPS/TX DOT	0	\$78,000.00
Equipment	Vehicle	S3	Ford	F-150	1FTFX1CF0FA276 52	TAPS/TX DOT	7	\$30,000.00
Equipment	Vehicle	S4	Chevy	350	1GC4CVCG7KF17 1780	TAPS/TX DOT	4	\$48,000.00
Equipment	Vehicle	S5	Ford	350	1FDRF3G62LEE2 7054	TAPS/TX DOT	1	\$44,000.00
Equipment	Vehicle	C1	Chevy	Equinox	2GNALDEK3E612 1494	TAPS/TX DOT	7	\$32,000.00

Equipment	Vehicle	C2	Chevy	Impala	1G1125S39EU143136	TAPS/TX DOT	7	\$34,000.00
Equipment	Vehicle	C4	Chevy	Equinox	3GNAXKEV7LL311990	TAPS/TX DOT	0	\$25,000.00
Equipment	Vehicle Lift	14225	Rotary	SP015N310	CQK14I0025	TAPS/FTA	6	\$11,000.00
Equipment	Vehicle Lift	14224	Rotary	SP012N7T0	DAU14I0090	TAPS/FTA	6	\$11,000.00
Equipment	Alignment Rack	14223	Hunter	L441	JYB1634	TAPS/FTA	6	\$73,000.00
Equipment	Hydraulic Lift System	14283	Koni	ST-1082FSF US	211H-601201	TAPS/FTA	7	\$30,000.00
Equipment	Fall Protection System					TAPS/FTA	2	\$15,535.00
Equipment	Tire Changing Machine					TAPS/FTA	0	\$20,000.00
Equipment	Trans fluid Machine					TAPS/FTA	0	\$6,700.00
Equipment	Decontamination System					TAPS/FTA	0	\$17,000.00
Facilities	Maintenance Facility	Maintenance Facility	Building	Custom	6104 Texoma Pkwy Sherman, TX	TAPS	14	\$200,000.00
Facilities	Wash Bay	Wash Bay	Building	Custom	6104 Texoma Pkwy Sherman, TX	TAPS	10	\$85,000.00
Facilities	Land	Land	Land	N/A	6104 Texoma Pkwy Sherman, TX	TAPS	26	\$150,000.00

Section 3 - Condition Assessment

Asset Condition Summary

Fourteen percent of rolling stock is currently at or past its ULB. All other assets are within their useful life benchmarks. A detailed list is presented below.

Asset Category	Count	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Equipment	15	5.62		N/A	\$17,448.00	1.00%
Facilities	3	15.6667		4.333333333	\$145,000.00	0.00%
Rolling Stock	36	2.74		N/A	\$78,042.00	14.00%

Rolling Stock Condition Table

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Rolling Stock	Vehicle	206	3FRNF6FLXBV433864	10	\$80,000.00	7	Yes
Rolling Stock	Vehicle	207	3FRNF6FL8BV433863	10	\$80,000.00	7	Yes
Rolling Stock	Vehicle	218	1FDXE4FS4BDA97212	10	\$80,000.00	5	Yes
Rolling Stock	Vehicle	246	523MF1A67CM101309	8	\$45,000.00	4	Yes
Rolling Stock	Vehicle	259	1GB6G5BG7C1185132	8	\$80,000.00	5	Yes
Rolling Stock	Vehicle	320	1FDXE4FS5FDA07202	6	\$80,000.00	5	Yes
Rolling Stock	Vehicle	323	1FDXE4FS2FDA07206	6	\$80,000.00	5	Yes
Rolling Stock	Vehicle	324	1FDXE4FS0FDA07205	6	\$80,000.00	5	Yes
Rolling Stock	Vehicle	325	1FDXE4FS7FDA07203	6	\$80,000.00	5	Yes
Rolling Stock	Vehicle	327	1FDXE4FS9FDA07204	6	\$80,000.00	5	Yes
Rolling Stock	Vehicle	328	1FDXE4FS3FDA07201	6	\$80,000.00	5	Yes
Rolling Stock	Vehicle	341	1FDXE4FS8JDC36336	3	\$80,000.00	7	No

Rolling Stock	Vehicle	342	1FDXE4FS3JDC36325	2	\$80,000.00	7	No
Rolling Stock	Vehicle	343	1FDES8PM1JKB25758	3	\$70,000.00	5	No
Rolling Stock	Vehicle	344	1FDES8PM6JKB25755	3	\$70,000.00	5	No
Rolling Stock	Vehicle	345	1FDES8PMXJKB25757	3	\$70,000.00	5	No
Rolling Stock	Vehicle	346	1FDES8PM7JKB23318	3	\$70,000.00	5	No
Rolling Stock	Vehicle	347	1FDES8PM9JKB23319	3	\$70,000.00	5	No
Rolling Stock	Vehicle	348	1FDES8PM5JKB23317	3	\$70,000.00	5	No
Rolling Stock	Vehicle	349	1FDES8PM8JKB36451	3	\$70,000.00	5	No
Rolling Stock	Vehicle	350	1FDES8PM8JKB25756	2	\$70,000.00	5	No
Rolling Stock	Vehicle	351	1FDXE4FS2KDC55630	1	\$70,000.00	5	No
Rolling Stock	Vehicle	352	3C6TRVAG0KE539022	1	\$75,000.00	5	No
Rolling Stock	Vehicle	353	3C6TRVAG9KE539021	1	\$75,000.00	5	No
Rolling Stock	Vehicle	354	1FDES6PG6LKB18595	0	\$75,000.00	7	No
Rolling Stock	Vehicle	355	1FDES6PG6LKB18600	0	\$75,000.00	7	No
Rolling Stock	Vehicle	356	1FDES6PG0LKB31830	0	\$75,000.00	7	No
Rolling Stock	Vehicle	357	1FDES6PG0LKB18592	0	\$75,000.00	7	No

Rolling Stock	Vehicle	358	1FDES6PG6LKB31833	0	\$75,000.00	7	No
Rolling Stock	Vehicle	359	1FDES6PG0LKB18611	0	\$75,000.00	7	No
Rolling Stock	Vehicle	360	1FDES6PG4LKB18613	0	\$75,000.00	7	No
Rolling Stock	Vehicle	361	1FDES6PG9LKB18591	0	\$75,000.00	7	No
Rolling Stock	Vehicle	362	1FDXE4FN8NDC13137	0	\$78,000.00	7	No
Rolling Stock	Vehicle	363	1FDXE4FN8NDC13140	0	\$78,000.00	7	No
Rolling Stock	Vehicle	364	1FDXE4FN1NDC13139	0	\$78,000.00	7	No
Rolling Stock	Vehicle	365	1FDXE4FNXNDC13138	0	\$78,000.00	7	No

Facilities Condition Table

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Facilities	Maintenance Facility	Maintenance Facility	6104 Texoma Pkwy Sherman, TX	14	\$200,000.00	50	No
Facilities	Wash Bay	Wash Bay	6104 Texoma Pkwy Sherman, TX	10	\$85,000.00	25	No
Facilities	Land	Land	6104 Texoma Pkwy Sherman, TX	26	\$150,000.00	99	No

Equipment Condition Table

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Vehicle	S3	1FTFX1CF0FA27652	6	\$30,000.00	5	Yes
Equipment	Vehicle	S4	1GC4CVCG7KF171780	3	\$48,000.00	5	No
Equipment	Vehicle	S5	1FDRF3G62LEE27054	1	\$44,000.00	5	No
Equipment	Vehicle	C1	2GNALDEK3E6121494	7	\$32,000.00	5	Yes
Equipment	Vehicle	C2	1G1125S39EU143136	6	\$34,000.00	5	Yes
Equipment	Vehicle	C4	3GNAXKEV7LL311990	0	\$25,000.00	5	No
Equipment	Vehicle Lift	14225	CQK14I0025	6	\$11,000.00	8	No
Equipment	Vehicle Lift	14224	DAU14I0090	6	\$11,000.00	8	No
Equipment	Alignment Rack	14223	JYB1634	6	\$73,000.00	8	No
Equipment	Hydraulic Lift System	14283	211H-601201	7	\$30,000.00	8	No
Equipment	Tire Changing Machine			0	\$20,000.00	8	No
Equipment	Trans Fluid Machine			0	\$6,700.00	5	No
Equipment	Decontamination System			0	\$17,000.00	5	No

Section 4 - Management Approach

Decision Support

TAPS performs annual inventory of assets and keeps excel spreadsheets to track use and condition. For this TAM plan, the FTA-developed excel template for TAM Plans for Small Providers was used to guide parts of the analysis.

Process/Tool	Brief Description
Annual inventory	Annual inventory allows staff to determine annual use and condition of assets. Staff can then compare annual usage to ensure that the fleet replacement plan is in line with projections.
Revenue Vehicle Fluid sampling analysis	This is critical in identifying issues as a vehicle ages and can also reinforce the need to replace a vehicle based on results over time.
Regular inspection of Facilities and Equipment	This allows staff to monitor items over time to ensure that mission critical components/assets are maintained. It also allows staff in early detection of those assets that may need to be replaced so that the agency can plan accordingly.

Investment Prioritization

Investment prioritization is made based on funding available. The agency seeks to set short term, mid-term and long range goals to ensure that assets are maintained in a state of good repair. The agency's short term goal is to continue down-sizing the fleet to be in line with current service levels. The agency does not foresee major growth or expansion. Based on funding available, the agency perceives that sufficient funding exists to replace fleet as it ages out through the end of FY 22.

Risk Management

Risk	Mitigation Strategy
Major Vehicle Breakdowns	Maintain increased vigilance focused on identifying issues in the PM process in order to prevent major damage from occurring (i.e. early detection).
Loss or interruption of federal funds	Increase the amount of local funding/revenues to decrease dependence upon federal stream(s).

Maintenance Strategy

Asset Category/Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
CUT-AWAY BUS	PM-A includes oil sample analysis	5,000 Miles	1.5 Hours	\$100
CUT-AWAY BUS	PM-B includes oil sample analysis	10,000 Miles	2 Hours	\$160

CUT-AWAY BUS	PM-C includes oil sample analysis	30,000 Miles	4 Hours	\$370
MV-1	PM-A includes oil sample analysis	5,000 Miles	1.5 Hours	\$100
MV-1	PM-B includes oil sample analysis	10,000 Miles	2 Hours	\$160
MV-1	PM-C includes oil sample analysis	30,000 Miles	4 Hours	\$370
Facility	Routine Inspections conducted	Daily, Weekly, Monthly	1 -2 Hours	Included in Salaries

In order to mitigate unplanned maintenance needs, oil sample analyses are conducted to ensure early detection of major component breakdown. This causes a reduced cost to correct these unexpected maintenance needs. The agency is also working on creating a fund to use in such cases that would not adversely affect the agency's ability to cash flow such repairs.

Overhaul Strategy

Asset Category/Class	Overhaul Strategy
CUT-AWAY BUS	Major overhaul - rebuild of bus engine, drivetrain as needed based on performances and items detected from regular PM service. Fluid analysis is performed periodically to assist in early detection of major component problems.
MV-1	Major overhaul - rebuild of bus engine, drivetrain as needed based on performances and items detected from regular PM service. Fluid analysis is performed periodically to assist in early detection of major component problems.

Disposal Strategy

Revenue vehicles at the end of their useful life are disposed of via public auction or salvage.

Acquisition and Renewal Strategy

Asset Category/Class	Acquisition and Renewal Strategy
Revenue Vehicles	Assets are inventoried annually and condition assessed. Agency has a fleet replacement based on projected asset usage.
Support Vehicles	Assets are inventoried annually and condition assessed. Agency has a fleet replacement based on projected asset usage.

Facilities	Facilities are inspected monthly, weekly, and quarterly to identify areas that are in need of maintenance. This assists agency in early detection of major issues to ensure the agency can have time to locate funding source in event a major unforeseen issue arises.
Equipment	Equipment is inspected regularly and maintained to ensure safe and lasting use of equipment. Equipment is only used properly and for its intended purpose.

Section 5 - Work Plans & Schedules

Proposed Investments

Project Year	Project Name	Asset/Asset Class	Cost	Priority
FY 2022	Maintenance Facility Pavement Project	Facility	\$200,000.00	Medium
FY 2022	Maintenance Covered Parking	Facility	\$275,000.00	Medium

Capital Investment Activity Schedules

TAPS has replaced the pavement in the front of the maintenance facility and installed covered parking. This FY the pavement in the back of the building will be replaced and covered parking installed.

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA ITEM VII
ACTION ITEM

November 17, 2021

Recommend Entering into a Contract with the Highest Ranked Consulting Team for the Grayson County Safety and Operations Strategic Plan to the Policy Board

BACKGROUND:

The purpose of the Grayson County Safety and Operations Strategic Plan is to identify and prioritize potential improvements to the transportation system that can:

- Increase safety;
- Reduce congestion;
- Improve travel time reliability; and
- Support increased reliance on renewable energy for transportation in the region.

An RFP for the Grayson County Safety and Operations Strategic Plan was issued on September 29, 2021 with a closing date of November 2, 2021 when we received four (4) proposals.

ACTION REQUESTED:

Recommend Entering into a Contract with the Highest Ranked Consulting Team for the Grayson County Safety and Operations Strategic Plan to the Policy Board

ATTACHMENTS: *click underlined items for attachment*

None