North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

June 14, 2000

The Honorable Paula DeLaney, Mayor
Gainesville City Commission
P.O. Box 490
Gainesville, FL 32602

RE: Regional Transit Center Project

Dear Mayor ~~DeLaney~~ Paula:

At its meeting on June 8, the Metropolitan Transportation Planning Organization (MTPO) discussed the recent referral from the Gainesville City Commission concerning the proposed Regional Transit Center Project. During discussion of this agenda item, the MTPO approved a motion to forward the following comments to the City of Gainesville:

1. use the Federal Transit Administration grant money to purchase new buses, rather than construct the proposed transit center;

2. have the suitability of the transit center studied as part of a Regional Transit System (RTS) Comprehensive Operational Analysis; and

3. keep the property that was purchased for the transit center and continue to designate it for use as a transit center."

If you have any questions, or would like additional information, please feel free to contact Mr. Marlie Sanderson, MTPO Director of Transportation Planning, at extension 103.

Sincerely,

Chuck Clemons

Chuck Clemons, Chair
Metropolitan Transportation Planning Organization

xc: Mr. Wayne Bowers, City of Gainesville Manager
Ms. Teresa Scott, City of Gainesville Public Works Department Director
Mr. Jeff Logan, RTS Director

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RTS Transportation Center Project
Discussion Points

Short–term Concerns:

⇒ Loss of FTA funds due to inaction on project.
- ⇒ Usual three to four year period to accomplish project.
- ⇒ FTA could rescind funding at any time for grants over that age.

⇒ Is what was proposed still appropriate to the RTS operations now and in the future?
- ⇒ Current operations will still need to access City Plaza due to its status as a major origin and destination point.
- ⇒ Is this location and related development more suited to a smaller transit hub given growth patterns and changes in the RTS routes?

⇒ Current cost estimates indicate construction of concept facility to be over $3 million.
- ⇒ How much more time will pass before the remaining $2 million is raised?
- ⇒ The $1 million will most likely be forfeited before remaining funds developed.
- ⇒ Even if project reverts to one of the original alternatives, $1 million is most likely not sufficient to construct.

⇒ Fleet replacement requirements.
- ⇒ Existing fleet average age is 11.5 years, FTA life expectancy for a transit vehicle is 12 years or 500,000 miles.
- ⇒ ADA issues and accessibility must be addressed by the City and RTS.
- ⇒ Cost of new vehicles is over $260,000 each; current plans are to purchase 25 new vehicles but funds are available for only 22.

⇒ Current RTS facility is inadequate for existing and future use; some staff members are located in a trailer on site.

Long-term Issues

⇒ RTS operations planning should consider growth patterns of the metropolitan and rural areas.
- ⇒ Where are the jobs and residential areas?
- ⇒ Downtown will require a continued transit presence.

⇒ Is there potential for a 100 bus system in Gainesville?
- ⇒ What will that system look like?
- ⇒ Possible hubs at the activity centers.
- ⇒ Central location of intermodal facility, possibly at 6th and University or 2nd and 6th.

⇒ Study needed of system operations
- ⇒ Future growth will require a fundamental change in RTS operations.
- ⇒ Switch from pulse system to a line haul and feeder system.

⇒ Proposed lane reductions for Main St. and University Ave. would increase vehicular traffic on Depot Ave. to levels incompatible with pedestrian use.

(coordinated Services) 1) Building – Multimodal/or Ped-Bikes – Transit
One stop 2) Stormwater – Onsite
Transit Hub 3) Traffic Circulation – off of Depot

BUILDING PROGRAM

REGIONAL TRANSIT SYSTEM
Office Building & Transfer Station

Gainesville, Florida

prepared by Brame Poole Architects

Revised November 25, 1996

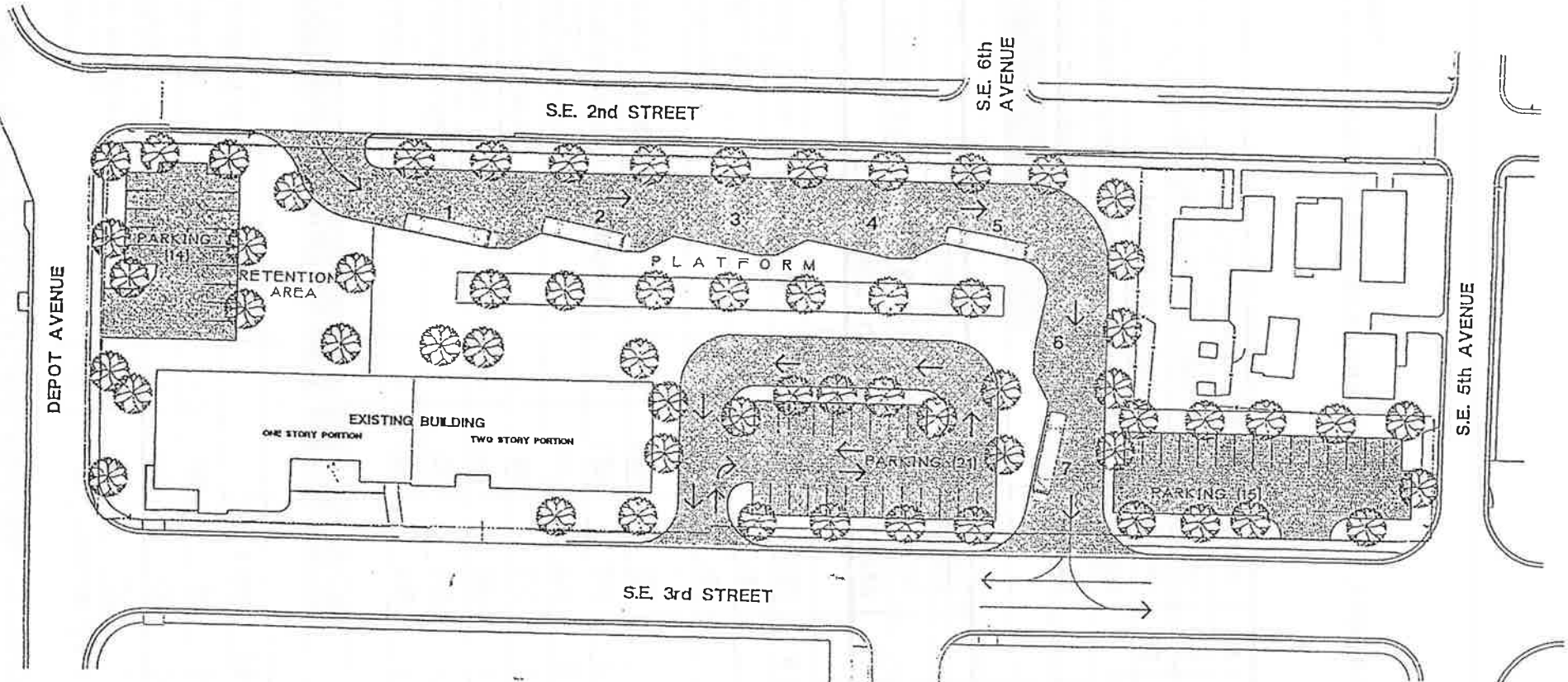
No	SPACE	QT	SF	TOTAL SF	EMP	COMMENTS, FURNISHINGS,
1	PUBLIC AREAS					
2	Ticket Sales	1	50	50	2	Could be kiosk type facility with que space under bus canopy; perhaps incorporate with Bus Pass/Lobby sales area if practical
3	Lobby	1	120	120	0	To provide access to Meeting Room, Conference, Administration & Coord. Trans.
4	Meeting Room	1	100	100	0	Space for 6 to 8 people
5	Conference Room	1	240	240	0	Space for 10 to 12 people; also to be accessible from Administrative area
6	Special Needs Waiting Area	1	120	120	0	Air conditioned space for 5 to 6 wheelchairs; view to platform; buzzer access (controlled from Ticket Sales);
7	Bicycle Riders Changing Facilities	2	210	420	0	Area for bicyclists to shower & store clothes; 3 showers, one toilet, 25 lockers. Separate facilities for men & women
8	Bicycle parking & bicycle storage lockers			0	0	Conventional parking as well as enclosed security lockers for bicycle. Total of approximately 15 regular & 10 enclosed spaces.
9	Public toilets at Loading Platform	2	34	68	0	Buzzer access (controlled from Ticket Sales); floor mounted water closets for durability
10	Bus loading shelter Platform Supervisor to use Drivers Lounge as a base.; provide closed circuit TV cameras with monitors at Drivers Lounge, with possibility of remote monitors at RTS Operations Center.	1	-	-	1	Accommodate up to 10 buses; electronic information kiosk (RTS will provide information); signage very important; monitors or electric sign at each loading platform; P/A system; ADA/braille, etc.; bicycle racks for 10; consider fans at shelter;
11	**Public Areas Subtotal** (Net)			1,118	3	

No	SPACE	QT	SF	TOTAL SF	EMP	COMMENTS, FURNISHINGS,
12						
13	DRIVER FACILITIES					
14	Lounge	1	250	250	0	Chairs/table for 8 people; microwave, coffee; view to loading platforms; monitor showing platform located here.
15	Men's toilet	1	50	50	0	W.C. and urinal
16	Women's toilet	1	34	34	0	
17	Cleaning Equipment	1	120	120	0	Double doors for large vacuum (similar to lawn mower); janitor sink, hose bib
18	General Storage	1	80	80		
19	**Driver Facilities Subtotal** (Net)			**534**	**0**	
20						
21	ADMINISTRATION					
22	Bus Pass Sales Lobby	1	150	150	0	Queing area, photo I.D. area; possibly incorporate with Loading Platform Ticket Sales
23	Bus Pass Sales Clerk	1	100	100	1	Adjacent to Sales Lobby
24	Admin. Waiting Area	1	100	100	0	
25	Transit Director	1	190	190	1	
26	Executive Assistant	1	120	120	1	Could be an open area
27	Program Manager	1	120	120	1	
28	Staff Assistant	1	120	120	1	Could be an open area
29	Future Planner	1	120	120	1	
30	Future Flex Office	2	120	240	2	
31	Future Staff Assistant	1	120	120	1	Could be an open area
32	Coordinated Transportation System	2	120	240	2	
33	Coffee Bar	1	120	120	0	
34	Storage	1	100	100	0	
35	Accounting Supervisor	1	120	120	1	
36	Accounting Clerks	4	65	260	4	Share one space (open office type furniture)
37	Secured Storage	1	100	100	0	Fire proof with fire vault type door
38	Files Storage	1	150	150	0	
39	Workroom	1	110	110	0	Copier, cutter, etc.
40	Telephone Customer Service Rep	4	65	260	4	Share one space

No	SPACE	QT	SF	TOTAL SF	EMP	COMMENTS, FURNISHINGS,
41	General Storage	1	120	120	0	
42	Toilets	2	150	300	0	Serves Admin & Coord. Trans.
43	Custodial	1	60	60	0	Share w/ Coord. Trans. Sys.
44	**Administration Subtotal** (Net)			3,320	20	
45						
46	COORDINATED TRANSPORTATION SYSTEM					
47						
48	Director	1	180	180	1	
49	Associate Director	1	120	120	1	
50	Receptionist / Waiting	1	160	160	1	
51	Account Clerks	2	65	130	2	
52	Billing Specialists	2	100	200	2	
53	Transportation II / Dispatchers	2	120	240	2	
54	General Storage	1	100	100		
55	Workroom	1	100	100		Copier, etc.
56	Coffee Bar	1	120	120		
57	**Coord. Trans. Subtotal** (Net)			1,350	9	
58						
59	TOTAL NET SQUARE FEET			6,322	32	
60	CIRCULATION, WALLS, MECHANICAL, ETC. (40%)					2,529
61	TOTAL GROSS SQUARE FEET					8,851
62						
63	PARKING					
64	Number of employees			32		
65	Percentage of spaces provided per employee			100%		
66	Number of employee parking spaces				32	
67	Number of visitors/ patrons parking spaces				10	
68	Total number of parking spaces				42	

Features:

69 Facility will not be fenced; benches will have arms to create "seats" and discourage use as a place to lie down.



CONCEPT
SITE LAYOUT
scheme 1

0 10 20 30 40 50
1" = 50'

N

USE EXISTING BUILDING

PARKING: 50 SPACES*
BUS LOADING: 7 POSITIONS

* NEED APPROX. 65 SPACES TO SERVE FULL EXISTING BUILDING

RTS REGIONAL TRANSIT SYSTEM

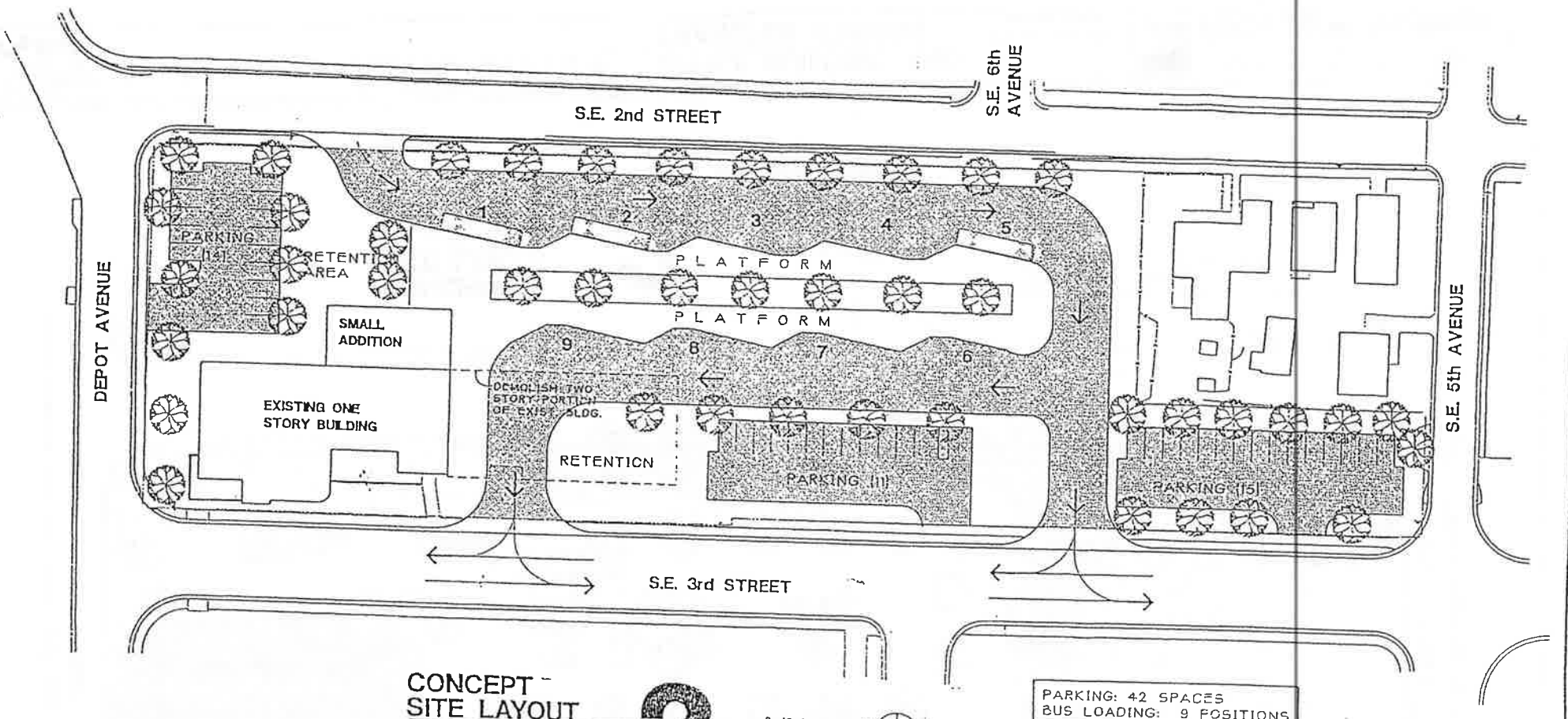
OFFICE BUILDING AND TRANSFER STATION

City of Gainesville
Gainesville, Florida

Brame Poole Architects

DATE 2/4/97 | FILE 4139.G1D-97 | CAD RTS-CON.DWG | Drawing 1

122



CONCEPT SITE LAYOUT scheme 2

USE ONE STORY PORTION OF EXISTING BUILDING WITH SMALL ADDITION

REGIONAL TRANSIT SYSTEM

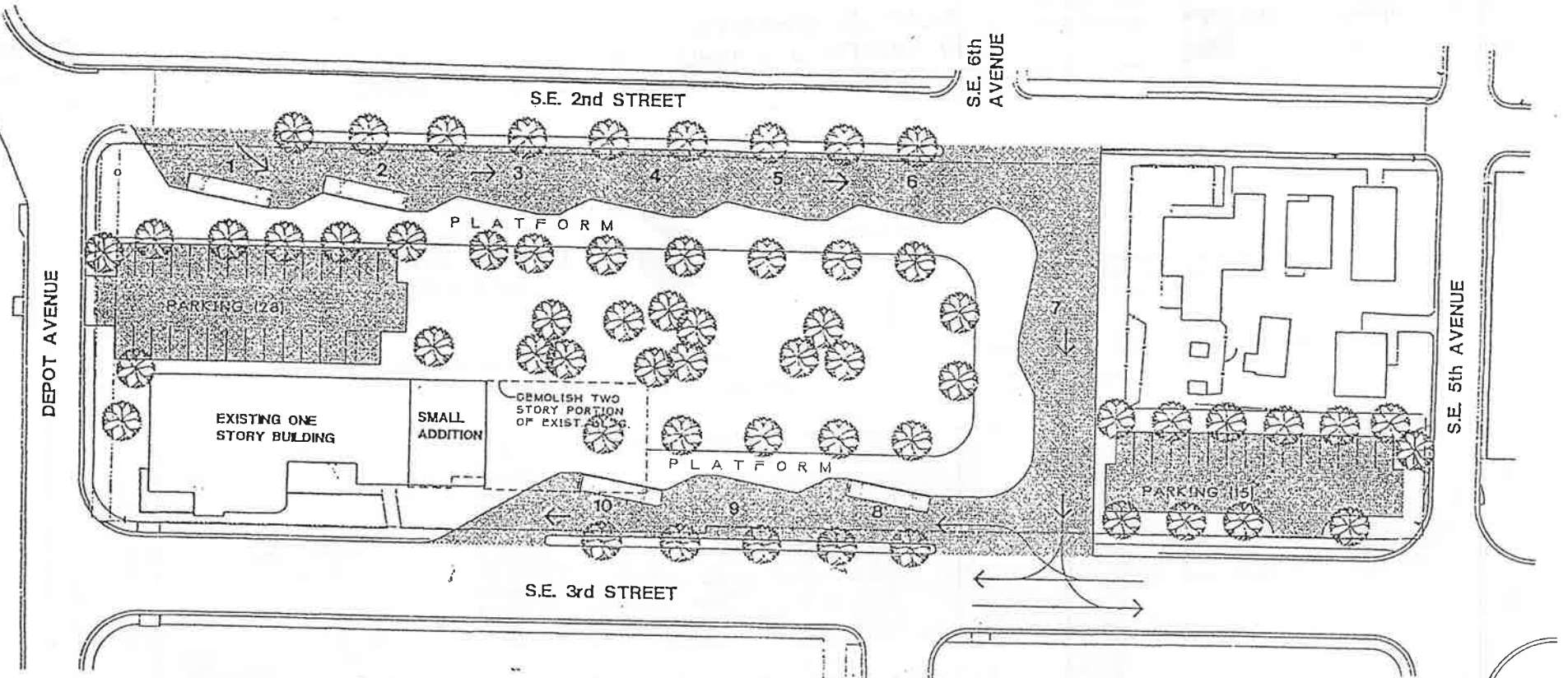
OFFICE BUILDING AND TRANSFER STATION

City of Gainesville
Gainesville, Florida

DATE 2/4/97 | FILE 4139.010-97 | CAD RTS-CON.DWG | 2

Brame Poole Architects

324 N.E. First St. Gainesville, FL 32601 (352) 372-0435 Fax (352) 372-0437 EB 0000279



CONCEPT
SITE LAYOUT
scheme 3

0 10 20 30 40 50
1" = 50'

N

USE ONE STORY
PORTION OF EXISTING BUILDING
WITH SMALL ADDITION

RTS REGIONAL TRANSIT SYSTEM

OFFICE BUILDING AND
TRANSFER STATION

City of Gainesville
Gainesville, Florida

DATE 2/4/97 | FILE 4139.010-97 | ENG RTS-CON.DWG | DRAWING 3

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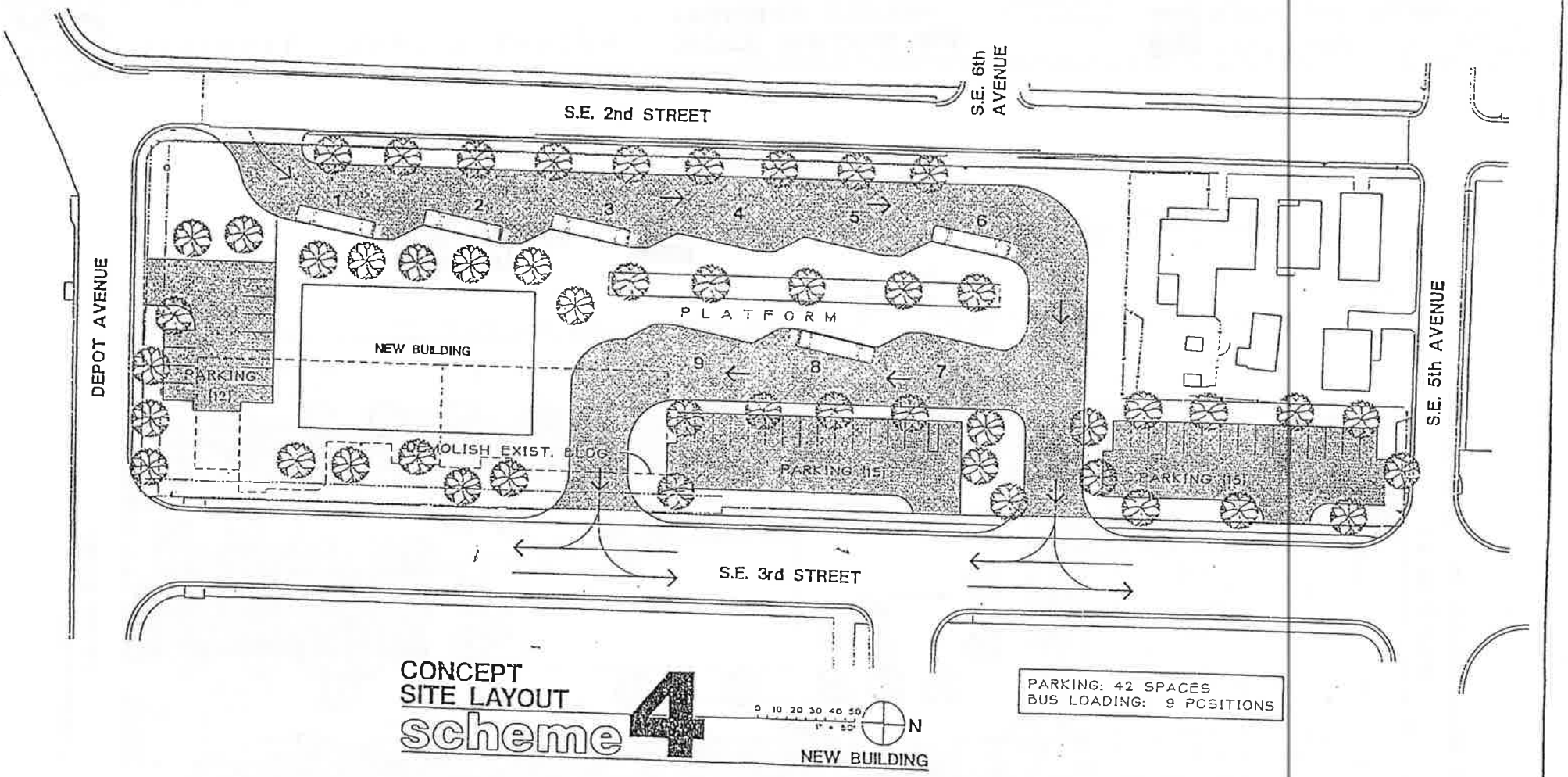


REGIONAL TRANSIT SYSTEM

OFFICE BUILDING AND TRANSFER STATION

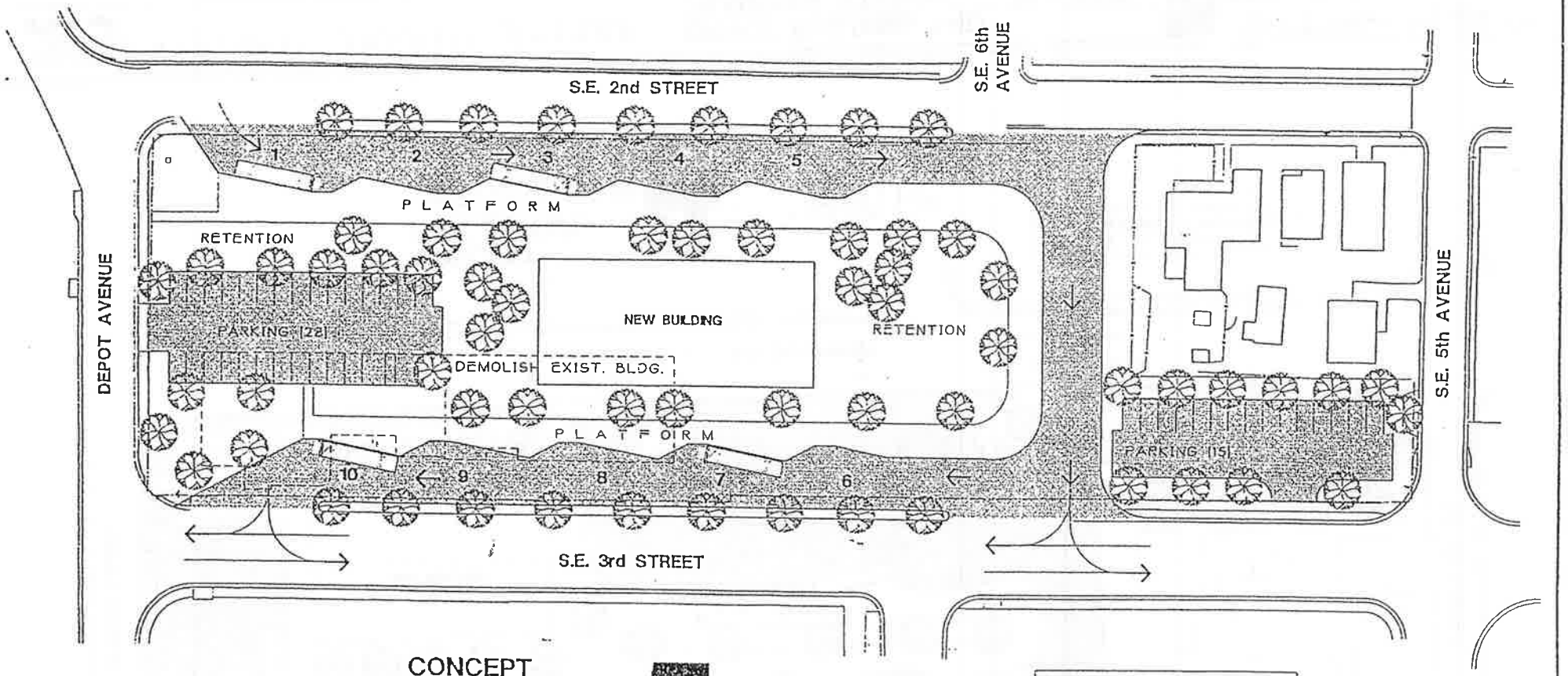
City of Gainesville
Gainesville, Florida

DATE 2/4/97 | FILE 4139.010-97 | CAD RTS-CON.DWG | DRAWING 4

Brame Poole Architects

BPA 102 NW 2nd St., Gainesville, FL 32601 (352) 372-1432 FAX (352) 372-6439 GENE, NO. AA C000

22



CONCEPT
SITE LAYOUT
scheme 5

0 10 30 30 40 50
1" = 50'
N

NEW BUILDING
ON-STREET BUS PARKING

PARKING: 43 SPACES
BUS LOADING: 10 POSITIONS

RTS REGIONAL TRANSIT SYSTEM

OFFICE BUILDING AND
TRANSFER STATION

City of Gainesville
Gainesville, Florida

DATE 2/4/97 | FILE 4139.010-97 | CAD RTS-CON.DWG

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SHEET 5

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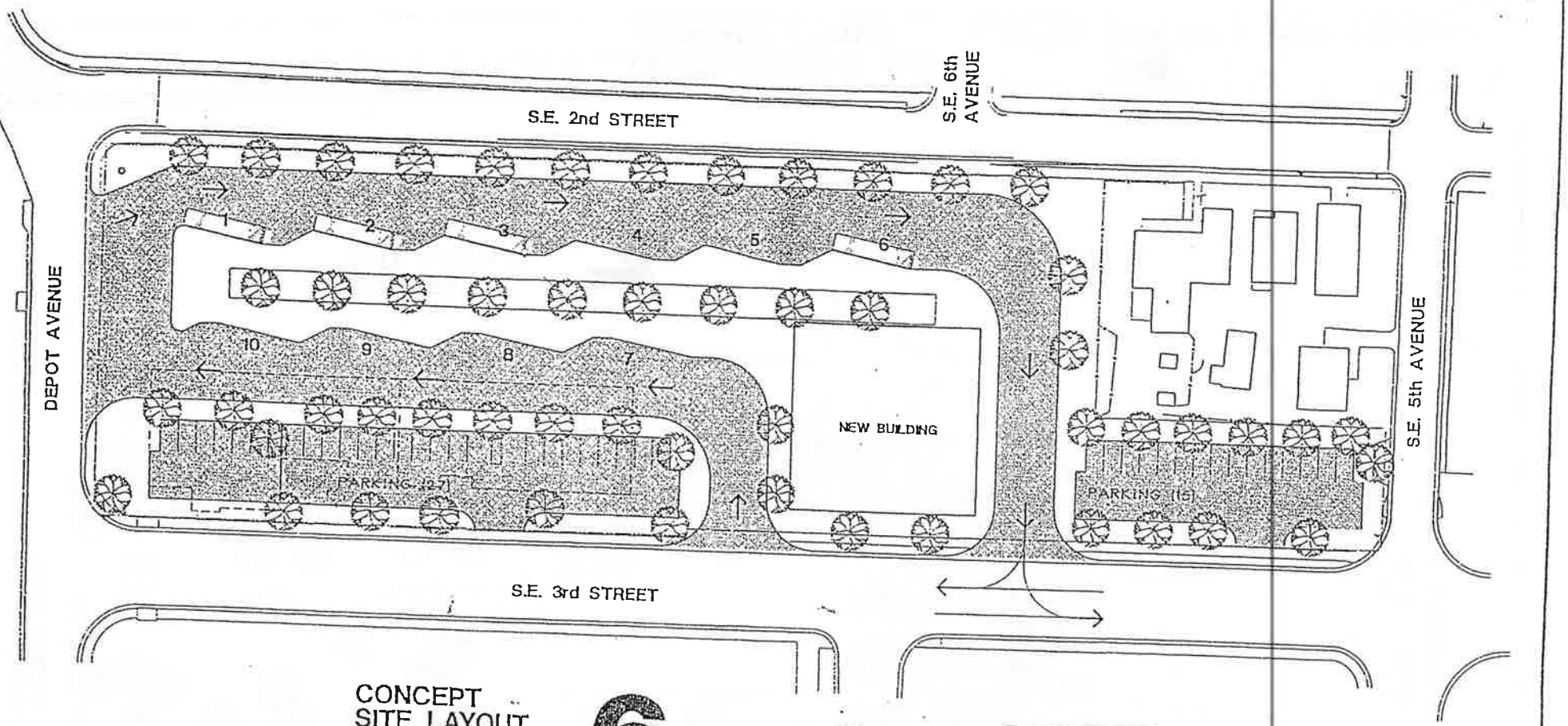

CONCEPT SITE LAYOUT scheme 6

0 10 20 30 40 50
1" = 50'

N

NEW BUILDING

PARKING: 42 SPACES
BUS LOADING: 10 POSITIONS

RTS REGIONAL TRANSIT SYSTEM

OFFICE BUILDING AND TRANSFER STATION

City of Gainesville
Gainesville, Florida

DATE 2/4/97 | FILE 4139.010-97 | CAD RTS-CON.DWG | DRAWING 6

BPA Brame Poole Architects

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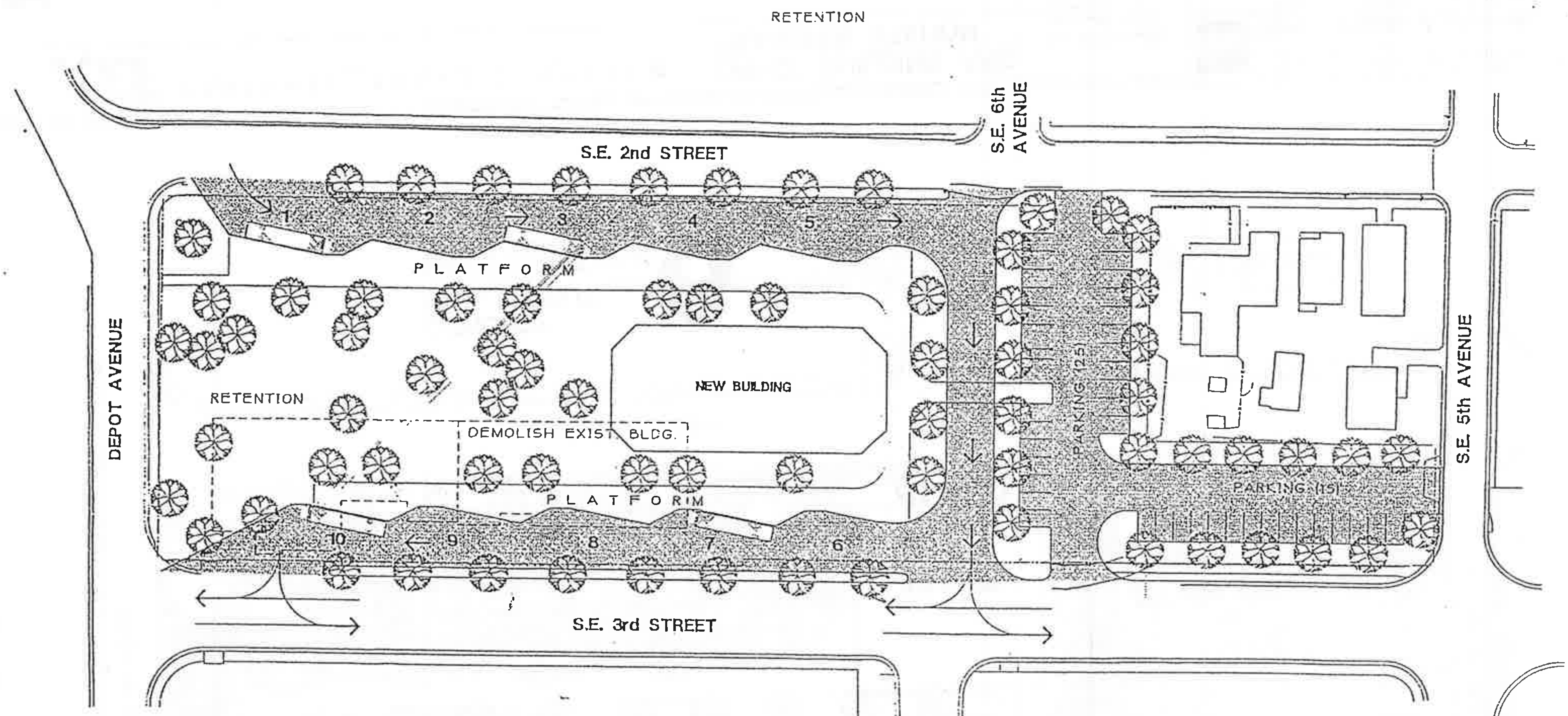

CONCEPT SITE LAYOUT scheme 7

0 10 20 30 40 50
1" = 50'
N

NEW BUILDING
ON-STREET BUS PARKING

PARKING: 40 SPACES
BUS LOADING: 10 POSITIONS

RTS REGIONAL TRANSIT SYSTEM

OFFICE BUILDING AND TRANSFER STATION

City of Gainesville
Gainesville, Florida

BPA Brame Poole Architects

DATE	FILE	CAD	DRAWING
2/4/97	4139.010-97	RTS-CON.DWG	7

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ALTERNATIVE SITE LAYOUTS

The Building Program sets forth the requirements for site improvements (bus loading and vehicle parking) and the enclosed building areas. The challenge is to meet those needs in an efficient and effective manner.

Seven schemes have been developed. In some cases, features of one or more schemes could be combined to yield yet another option(s). The goal in exploring such a variety was to assure that no option is left unexplored. Schemes involving the use the out parcel at the northwest corner of the site were not explored.

All of the schemes, except for No. 7, have some space problems with accommodating the required stormwater retention. Additionally, Scheme 1 does not have sufficient area to meet the parking needs for the surplus office area contained within the existing building.

Descriptions of each scheme are provided in the following pages. Plans of each scheme are located in the fold out pages at the end of this report. The "Drawing" number at the lower right corner of those sheets denotes the Scheme number.

SCHEME 1

Use entire existing building

To maximize the use of available resources, this scheme explores leaving the entire existing building. The RTS program only sets forth a requirement for about 8,850 square feet. That leaves about 10,500 square feet of office space without a designated use. Accessibility modifications would include an elevator. To bring that space up to current day codes and standards would increase the overall project budget. And, any exterior remodeling would further increase the cost.

There would be a significant shortage of parking. The RTS program requires 42 spaces. The City code requirement for the 10,500 undesignated office space would be 43 spaces, for a total of 85 spaces. This Concept Plan only provides about 50 spaces, and very little area for stormwater retention. Additional parking would need to be provided to make this scheme practical. Additionally, there are only 7 full size bus parking spaces, versus the 10 called for in the Program.

PRO

1 conceivably can provide extra office space (but with no designated user)
2 seeks to maintain resource (building)

CON

1 surplus office space renovations will increase budget
2 shortage of about 35 parking spaces
3 site area falls short of providing programmed bus loading positions (7 versus 10)
4 tight site area limits space for stormwater retention
5 limitations in getting existing building to meet program requirements
6 scattered parking lots; two are dead-end lots

Conclusion: *This approach is asking too much of the limited site area. Attempting to retain the full existing building is not reasonable without increasing the site size .*

SCHEME 2

Use one story portion of existing building and construct a small addition

Only the one story portion is retained, supplemented by a small new addition to meet the overall programmed square footage requirements. Accessibility modifications will be required, but are somewhat reduced by the one story feature of the building. Bus loading is combination of perimeter and internal.

PRO
1 maintains portion of resource (building)

CON
1 missing one bus loading position
2 tight site area limits space for stormwater retention
3 limitations in getting existing building to meet program requirements
4 scattered parking lots; all three are dead-end lots

Conclusion
A workable plan, but there are stormwater concerns.

SCHEME 3

Use one story portion of existing building and construct a small addition.

Only the one story portion is retained, supplemented by a small new addition to meet the overall programmed square footage requirements. Accessibility modifications will be required, but are somewhat reduced by the one story feature of the building. Bus loading is at street perimeter.

PRO
1 maintains portion of resource (building)
2 Large central landscaped area

CON
1 some concern for stormwater retention area
2 limitations in getting existing building to meet program requirements
3 scattered parking lots; both are dead-end lots

Conclusion
A workable plan, but will require displacement of already minimal stormwater areas to bring parking up to programmed amount.

SCHEME 4

New building

New one story building, with bus loading in a combination of perimeter and internal arrangement.

PRO
1 New building offers freedom and flexibility in design solutions

CON
1 tight site area limits space for stormwater retention
2 missing one bus loading position
3 scattered parking lots; all three are dead-end lots

Conclusion
Freedom to explore and achieve good design solution in building.

SCHEME 5

New building

New one story building, with bus loading at perimeter.

PRO
1 New building offers freedom and flexibility in design solutions

CON
1 tight site area limits space for stormwater retention
2 scattered parking lots; both are dead-end lots

Conclusion
Freedom to explore and achieve good design solution in building.

SCHEME 6

New building

New one story building, with central bus loading arrangement.

PRO

1 New building offers freedom and flexibility in design solutions
2 Compact bus loading area minimizes walking distances

CON

1 no area for on site stormwater retention
2 tight site area limits space for stormwater retention
3 building location requires expensive relocation of existing electrical and gas lines (to Kelly Power Plant)
4 scattered parking lots; both are dead-end lots

Conclusion

Freedom to explore and achieve good design solution in building, however moving of utility lines will be costly.

SCHEME 7

New building

New one story building, with perimeter bus loading arrangement.

PRO

1 New building offers freedom and flexibility in design solutions
2 Parking area consolidated at north end, and provides through access
3 Large central landscaped area
4 Avoids parking lot driveway on Depot Avenue
5 good location for stormwater retention

CON

Conclusion

Freedom to explore and achieve good design solution in building. Good zoning of parking to provide a sense of entry for visitors.

This Scheme is recommended for further study.

OFFICE BUILDING AND TRANSFER STATION

RTS REGIONAL TRANSIT SYSTEM

City of Gainesville, Florida

Gainesville, Florida

Frame Poole Architect

SCHEMATIC DESIGN

SITE PLAN

SCHEMATIC DESIGN

SITE PLAN

282

OFFICE BUILDING AND TRANSFER STATION

REGIONAL TRANSIT SYSTEM

City of Gainesville, Florida

Brame Poole Architects

SCHEMATIC DESIGN

FIRST FLOOR PLAN

2

FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

N

OFFICE BUILDING AND TRANSFER STATION

RTS REGIONAL TRANSIT SYSTEM

City of Gainesville, Florida

Bramme Poole Architects

SCHEMATIC DESIGN

SECOND FLOOR PLAN & SECTION

Sheet 3

OFFICE BUILDING AND TRANSFER STATION

RTS REGIONAL TRANSIT SYSTEM

City of Gainesville, Florida

Brame Poole Architects

SCHEMATIC DESIGN

BUILDING ELEVATIONS

4

EAST ELEVATION (WEST SIMILAR)

SCALE: 1/8" = 1'-0"

NORTH ELEVATION (SOUTH SIMILAR)

SCALE: 1/8" = 1'-0"

METAL ROOF

STUCCO

BRICK

785

RTS Fleet Report and Condition

VEH #	WC Lift	AGE	SIZE	MILEAGE	CONDITION	REPAINT	RADIO	AC	POWERTRAIN	BODY
BLUE BIRDS				PURCHASED NEW (12 Year buses)						
203	NO	87	30	355650	FAIR	STRIPE	OK	OK	FAIR	OK
208	NO	87	30	348890	FAIR	WHITE	INOP	OK	FAIR	OK
211	NO	87	30	328535	FAIR	STRIPE	OK	OK	FAIR	OK
213	NO	87	30	291372	FAIR	WHITE	OK	INOP.	FAIR	OK
215	NO	87	30	183649	FAIR	WHITE	OK	OK	FAIR	OK
216	NO	87	30	326056	FAIR	WHITE	OK	INOP.	FAIR	OK
217	NO	87	30	341604	FAIR	WHITE	OK	OK	FAIR	OK
ORIONS				PURCHASED NEW (12 Year buses, 14 scheduled for WC lift retrofit)						
225	NO	89	30	474150	GOOD	WRAP	OK	OK	NEWTRANS	OK
226	NO	89	30	446736	GOOD	STRIPE	OK	OK	GOOD	OK
227	NO	89	30	403804	GOOD	WHITE	OK	OK	GOOD	OK
228	NO	89	30	376335	GOOD	WHITE	OK	OK	GOOD	OK
229	NO	89	30	453772	GOOD	STRIPE	OK	OK	GOOD	OK
230	NO	89	30	427328	GOOD	WHITE	OK	OK	NEW TRANS	OK
231	NO	89	30	472173	GOOD	STRIPE	OK	OK	GOOD	OK
232	NO	89	30	412948	GOOD	STRIPE	OK	OK	GOOD	OK
233	NO	89	30	434311	GOOD	WHITE	OK	INOP.	GOOD	OK
234	NO	89	35	254564	GOOD	STRIPE	OK	OK	GOOD	OK
235	NO	89	35	359863	GOOD	WRAP	OK	INOP.	NEW TRANS	OK
236	NO	89	35	333332	GOOD	WHITE	OK	OK	GOOD	OK
237	NO	89	35	309285	GOOD	WHITE	OK	OK	NEEDS ENG WK	OK
238	NO	89	35	305401	GOOD	WHITE	OK	OK	GOOD	OK
239	NO	89	35	306003	GOOD	WRAP	INOP	OK	GOOD	OK
240	NO	89	35	453967	GOOD	WRAP	OK	OK	GOOD	OK
241	NO	89	35	367158	GOOD	WHITE	OK	INOP.	GOOD	OK
242	NO	89	35	453119	GOOD	WRAP	OK	OK	NEW TRANS	OK
243	NO	89	35	366518	GOOD	WRAP	OK	OK	GOOD	OK

282

VEH #	WC Lift	AGE	SIZE	MILEAGE	CONDITION	REPAINT	RADIO	AC	POWERTRAIN	BODY
GILLIG				PURCHASED NEW (12 Year buses)						
244	OK	95	40	214509	GOOD	WRAP	OK	INOP.	TRANS FAIR	GOOD
245	OK	95	40	201277	GOOD	STRIPE	OK	OK	NEW TRANS	GOOD
246	OK	95	40	186997	GOOD	WRAP	OK	OK	TRANS FAIR	GOOD
247	OK	95	40	202715	GOOD	WRAP	OK	INOP.	TRANS FAIR	GOOD
248	OK	95	40	216950	GOOD	STRIPE	INOP.	OK	NEW TRANS	GOOD
249	OK	95	40	194438	GOOD	WRAP	OK	OK	TRANS FAIR	GOOD
250	OK	95	40	195658	GOOD	STRIPE	INOP.	INOP.	TRANS FAIR	GOOD
251	OK	95	40	223896	GOOD	WRAP	OK	OK	TRANS FAIR	GOOD
252	OK	95	40	183934	GOOD	WRAP	INOP.	OK	NEW TRANS	GOOD
253	OK	95	40	187715	GOOD	WRAP	OK	OK	TRANS FAIR	GOOD
254	OK	95	40	200796	GOOD	STRIPE	OK	OK	NEW TRANS	GOOD
255	OK	95	40	196728	GOOD	WHITE	OK	OK	NEW TRANS	GOOD
BLUE BIRDS CS SERIES				PURCHASED NEW (7 Year buses)						
2096	OK	96	27	119360	GOOD	STRIPE	NEW	OK	GOOD	GOOD
2097	OK	96	27	117823	GOOD	STRIPE	NEW	INOP	GOOD	GOOD
2098	OK	96	27	96717	GOOD	STRIPE	NEW	INOP	GOOD	GOOD
2099	OK	96	27	118342	GOOD	STRIPE	NEW	OK	GOOD	GOOD
2100	OK	96	27	119768	GOOD	STRIPE	NEW	OK	GOOD	GOOD
2101	OK	96	27	90476	GOOD	WHITE	NEW	OK	GOOD	GOOD
GMC/RTS				PURCHAED FROM PSTA (Mileage is RTS only)						
2195	NO	82	35	109012	FAIR	WHITE	NEW	OK	FAIR	FLOORS
2196	NO	82	35	43373	FAIR	WHITE	NEW	OK	FAIR	FLOORS
2197	NO	82	40	37982	FAIR	WHITE	NEW	OK	FAIR	FLOORS
2242	NO	83	35	79527	FAIR	WHITE	NEW	OK	GOOD	FLOORS
2243	NO	83	35	188652	FAIR	WHITE	NEW	OK	FAIR	FRONTEND
2244	NO	83	35	71846	FAIR	WHITE	NEW	OK	FAIR	FLOORS
2245	NO	83	35	85002	FAIR	GREEN	NEW	OK	ENGINE IP	FLOORS
2246	NO	83	35	35846	FAIR	WHITE	NEW	OK	FAIR	FLOORS

VEH #	WC Lift	AGE	SIZE	MILEAGE	CONDITION	REPAINT	RADIO	AC	POWERTRAIN	BODY
FLXIBLE					PURCHASED FROM LINX					
621	NO	87	40	710784	FAIR	ROUGH	NEW	OK	FAIR	FLOORS
623	NO	87	40	671415	FAIR	ROUGH	NEW	INOP	NEEDS ENGINE	FLOORS
624	NO	87	40	677232	FAIR	ROUGH	NEW	OK	FAIR	FLOORS
626	NO	87	40	632504	FAIR	ROUGH	NEW	OK	GOOD	FLOORS
628	NO	87	40	714798	FAIR	ROUGH	NEW	OK	FAIR	FLOORS
630	NO	87	40	704403	FAIR	ROUGH	NEW	OK	FAIR	FLOORS
729	NO	87	35	661738	FAIR	ROUGH	MISSING	OK	FAIR	NEW FLOOR
738	NO	87	35	708754	FAIR	ROUGH	NEW	INOP	FAIR	FLOORS
742	NO	87	35	694931	FAIR	ROUGH	NEW	OK	FAIR	FLOORS
745	NO	87	35	605104	FAIR	ROUGH	NEW	OK	NEW TRANS	FLOORS
RTS					PURCHASED FROM MID WEST BUS					
4501	OK	81	40	47312	FAIR	WHITE	NEW	OK	FAIR	GOOD
4502	INOP	81	40	34028	FAIR	WHITE	NEW	OK	FAIR	GOOD
4503	OK	81	40	462345	FAIR	WHITE	NEW	INOP	FAIR	GOOD
4504	INOP	81	40	432107	FAIR	WHITE	NEW	OK	FAIR	GOOD
4505	OK	81	40	417825	FAIR	WHITE	NEW	OK	FAIR	GOOD
4506	OK	81	40	37065	FAIR	WHITE	NEW	OK	FAIR	GOOD
4507	OK	81	40	68905	FAIR	WHITE	MISSING	OK	FAIR	GOOD
4508	OK	81	40	27723	FAIR	WHITE	NEW	INOP	NEW TRANS	GOOD
4509	OK	81	40	33156	FAIR	WHITE	NEW	OK	NEW TRANS	GOOD
4510	OK	81	40	161894	FAIR	WHITE	NEW	OK	FAIR	GOOD

..Title
Resolution Authorizing State Infrastructure Bank Loan

..Explanation
The Florida Department of Transportation (FDOT) established a State Infrastructure Bank for purposes of enhancing transportation infrastructure by offering zero percent interest loans. On July 26, 1999, the City Commission authorized the filing of a $6.25 million loan to purchase 25 buses. Due to short fall in funds available for repayment, staff filed an application for a $4,750,000 loan to purchase 19 replacement buses. The FDOT has agreed to a $4,000,000 loan, which will allow the purchase of 16 buses.

..Fiscal Note
A combination of state and local funding in 2002 and 2003 and with federal Surface Transportation Program funds in 2004 and 2005 will be used to pay the $4,000,000.00 loan. Local Option Gas Tax funds in the amount of $500,000 will be used to match $500,000 of state urban capital funds for repayment in 2002 and 2003.

..Recommendation
The City Commission: 1) approve the resolution authorizing execution of a State Infrastructure Bank loan agreement with the Florida Department of Transportation; and 2) authorize the Mayor and Clerk of the Commission to execute the Resolution, subject to approval by the City Attorney as to form and legality.

Resolution No. _____
Passed: _____

A resolution authorizing the City Manager to execute a zero percent (0%) interest State Infrastructure Bank Laon from the Florida Department of Transportation in the amount of $4,000,000 for the purpose of financing sixteen (16) replacement buses for Regional Transit System.

WHEREAS, the Transportation Equity Act for the 21st Century (TEA-21) established a pilot program, wherein four states including Florida, were selected to establish a State Infrastructure Bank (SIB) for the purpose of enhancing transportation infrastructure capital costs, including the purchase of buses; and,

WHEREAS, the Florida Department of Transportation (FDOT) is authorized to provide funding through loans from the established State Infrastructure Bank for mass transportation related purposes; and,

WHEREAS, the City of Gainesville is in need of acquiring replacement buses in order to meet the growing ridership demands of the community;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF GAINESVILLE, FLORIDA:

1. The City Commission has the authority to accept a loan from the SIB.

2. The City Manager or his designee is authorized to execute a loan agreement on behalf of the City Commission, City of Gainesville, with the Florida Department of Transportation for a total amount of $4,000,000.00 of state funds from the State Infrastructure Bank at zero percent interest for four years upon approval by the City Attorney as to form and legality.

3. This resolution shall become effective immediately upon adoption.

Adopted the _____ day of _____ A.D. 2000

_____
Paula M. DeLaney, Mayor

ATTEST:

_____
Clerk of the Commission
Kurt M. Lannon

CHAPTER II

MANAGEMENT OF REAL PROPERTY, EQUIPMENT AND SUPPLIES

1. DEFINITIONS. The following definitions apply to FTA property management standards.

   a. Acquisition Cost of Purchased Equipment means the purchase price of equipment. This is the net invoice unit price, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment usable for the intended purpose. Other charges such as the cost of inspection, installation, transportation, taxes, duty or protective in-transit insurance should be treated in accordance with the grantee's regular accounting practices, as separate line items. The cost of items separately installed and removable from rolling stock, such as fare boxes and radios, is treated as a separate acquisition and not as part of the cost of the vehicle.
   b. Air Rights . That space located above, at, or below (subterranean) the surface of the ground, lying within a project's property limits, is defined as "air rights."
   c. Brownfields. The U.S. Environmental Protection Agency (EPA) defines "brownfields" (one type of contaminated property), as abandoned, idled, or under-used industrial and commercial land, often found in urban areas, where redevelopment is complicated by real or perceived hazardous contamination. These properties have lower levels of contamination than Superfund sites, but they are a health risk and economic detriment to the communities where they are located.
   d. Equipment Inventory means a physical inventory of property taken and results reconciled with the property records.
   e. Equipment means all tangible, nonexpendable, personal property that has a useful life of more than one year and an acquisition cost that exceeds $5,000 per unit. Includes rolling stock and all other such property used in the provision of public transit service. A grantee may use its own definition of equipment provided that such definition would at least include all equipment.
   f. Excess Property means property which the grantee determines is no longer required for its needs or fulfillment of its responsibilities under an FTA assisted grant.
   g. Excess Real Property Inventory and Utilization Plan means the document which lists each real estate parcel acquired with participation of Federal funds that is no longer needed for approved FTA project purposes and which states how the grantee plans to use or dispose of the excess real property.
   h. Incidental Use of Project Property and Equipment means the authorized use of real property and equipment acquired with FTA funds for purposes other than provision of transit service. Such use must be compatible with the approved purposes of the project and not interfere with intended mass transportation uses of project assets. Air rights licenses and leases are treated as incidental uses and not as disposition of excess property.
   i. Market Value means the most probable price which equipment should bring in a

competitive and open market.

j. Net Proceeds from the Sale of Project Equipment and Real Property means the amount realized from the sale of property no longer needed for transit purposes less the expense of any actual and reasonable selling and fixing-up expenses. Net proceeds from equipment means that selling expenses of $100 or 10 percent of the sale price, which ever is greater, can be deducted to achieve net proceeds, in lieu of actual selling costs.

k. Real Property means land, including affixed land improvements, structures and appurtenances. It does not include movable machinery and equipment.

l. Service Life (Useful Life). Service life of revenue rolling stock begins on the date the vehicle is placed in revenue service and continues until it is removed from service. See Chapter I; and C 9030.1C, Urbanized Area Formula Program: Grant Applications Instructions; and C 9300.1A Capital Program: Grant Application Instructions.

m. Straight Line Depreciation. The value of a revenue passenger vehicle is depreciated on a straight-line basis over the service life as a percentage of cost. The Federal interest in rolling stock is determined on the basis of straight line depreciation over the service life of the asset. That is, a 12 year minimum service life depreciates 1/12 of its original purchase price each year. The FTA interest in that vehicle therefore decreases each year by 1/12 of the amount of the Federal grant that was awarded for its purchase.

n. Supplies mean all tangible personal property other than equipment.

2. REAL PROPERTY. The following requirements govern the acquisition, use or disposition of real property purchased with federally participating funds.

a. Acquisition of Real Property and Relocation of Persons and Their Personal Property. Acquisition of real property and relocation activities necessary to secure property for a project in which there will be Federal funds must be carried out pursuant to the requirements in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (the Uniform Act), as amended. The Uniform Act is implemented by regulation (49 CFR part 24).

The objective of the Uniform Act is that owners of real property to be acquired for Federal and federally assisted projects be treated fairly and consistently; that persons displaced be treated fairly, consistently and equitably; and that acquiring agencies implement the regulations in a manner that is efficient and cost effective. The regulations implemmenting the Uniform Act are very specific in naming the means to achieve those legislated objectives.

1. Summary.

Following are examples of acquisition and relocation actions required in 49 CFR Part 24:

a. Acquisition:

1. Before making an offer to the property owner, the grantee must first establish market value of the parcel to be purchased. Market value is to be established through a current appraisal and appraisal-review. The owner has a right to accompany the appraiser during examination of the property.
2. No owner shall be required to surrender possession of real property without either payment of the agreed purchase price to the owners or deposit of the established just compensation in condemnation court

and available to the owner. The grantee must expeditiously reimburse property owners for actual, reasonable, and necessary expenses incidental to transfer of title.

3. If the acquisition leaves the owner with an uneconomical remnant, the grantee must offer to acquire that remnant. An uneconomical remnant is defined as a parcel of real property in which the owner is left with an interest after the partial acquisition of the owner's property, and which the acquiring agency has determined has little or no value or utility to the owner.
4. Any decrease or increase in market value caused by the project or caused by the likelihood that a particular property is to be acquired for the project will be disregarded in determining just compensation for the property.

b. Relocation:

1. Early provision of written explanations of acquisition and relocation programs.
2. No individual, family, partnership, corporation or association will be required to move without at least 90 days advance notice.
3. In the case of residential displaces, the 90-day notice must also include the availability of at least one comparable replacement dwelling. Rental assistance and replacement housing payments are provided to make the dwellings affordable
4. All displacees--both business and residential--are reimbursed for certain moving expenses.
5. There must be as many residential dwellings available as there are families who will be displaced. The dwellings must be comparable to the ones from which the persons are displaced. In addition, the comparable replacement dwellings must be decent, safe and sanitary; located in the same area or in areas generally not less desirable in regard to public utilities and public and commercial facilities; reasonably accessible to the displacees' places of employment and within the financial means of the displaced families; and adequate in size to accommodate the occupants.
6. Replacement housing must be open to all persons regardless of race, color, religion, sex, or national origin.

In addition, the grantee should inform itself of State laws regarding compensation for real property and requirements for relocation of persons and personal property.

2. Contaminated Property (including Brownfields). Appraisals should consider the effect, if any, the contamination has on the market value of the property being valued. Appropriate due diligence for contamination should have been conducted as a part of the NEPA process and discussed in the NEPA document before selection of a brownfield site in a capital project. The results of the due diligence should be given tothe appraiser since the information should prove useful in estimating market value. Federal and local environmental regulatory programs originate from statutory laws and regulations, therefore words and terms often possess specific legal definitions. For convenience we use only the terms,

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"contamination" and "hazardous material." These terms should be interpreted broadly to include all contaminants that can affect property value.

The legal responsibility for hazardous material clean-up and disposal rests with parties within the property title chain and with parties responsible for the placement of the material on the property. Grantees must attempt to identify and seek legal recourse from those potentially responsible parties or substantiate the basis for not seeking reimbursement.

During the NEPA process, the grant applicant will have considered not only the estimated project cost of appropriate remediation (remediation being any action, developed in consultation with appropriate regulatory agencies, to reduce, remove or contain contamination), the applicant will also have considered and taken action regarding the short and long-term liabilities associated with brownfields.

To encourage the complete assessment of contamination prior to project decision-making, FTA generally will not participate in the remediation of contamination discovered during construction whose encounter was not anticipated.

The grantee should contact FTA for technical assistance regarding contaminated property.

3. Appraisals.
   a. General. Except as discussed below, an offer of just compensation will be established on the basis of a recent independently prepared appraisal that estimates a fair market value. Appraisers who are not staff employees must be certified appraisers. It is recommended that appraisals and review appraisals be completed by appraisers experienced with State and Federal laws for valuing properties for public acquisitions. Appraisers, and grantees making appraisal assignments should be familiar with the implementing regulations of the Uniform Act (49 C.F.R. 24), especially subpart B. Depending on the individual State Appraisal Board, certified appraisers may need to utilize the jurisdictional exception provisions of Uniform Standards of Professional Appraisal Practice (USPAP) in order to complete the assignment for a public agency. When valuing properties that contain contamination or hazardous material, the appraiser must consider the effect, if any, the contamination's or material's presence has on the market value.
   b. Exceptions. Full appraisal and/or negotiation procedures are not necessary in certain instances. FTA should be contacted for further guidance when any one of the following situations occurs:
      1. The owner is donating the property.
      2. The grantee does not have authority to acquire property by eminent domain.
      3. The property qualifies as a voluntary acquisition as defined in 49 CFR 24.101(a).
      4. The valuation problem is uncomplicated and the fair market value is estimated at $2,500 or less, based on a review of available data.
      5. State subrecipients may use the state's staff appraisers to prepare required independent appraisals.

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c. Review Appraisals. All appraisals for acquisition of real property are to be reviewed in accordance with the Uniform Act. The review appraisal should determine the soundness of the report's value estimate. The review appraiser is often expected to determine if the value conclusion is consistent with State laws for public acquisitions and with the the Uniform Act. The review appraiser often is also responsible for assuring that value estimates are consistent when multiple parcels of property are needed for the project. The review appraisal cannot determine the soundness of a report's value estimate without the review appraiser possessing familiarity with the subject, its comparables and other market factors; rarely will a mere desk review be sufficient.

The Uniform Act contains options for the grantee when its review appraiser is unable to recommend approval of an appraisal. Review appraisers who are not staff employees must be certified appraisers.

4. FTA Oversight of Property Acquisition

a. Prior FTA concurrence is required when the grantee's recommended offer of just compensation exceeds $250,000, or when a property appraised at $250,000 or more must be condemned.

Instead of using its power of eminent domain, when a property cannot be purchased at appraised value, a grantee may propose acquisition through negotiated settlement. The grantee must document that reasonable efforts to purchase the property at the appraised amount have failed and prepare written justification supporting why the settlement is reasonable, prudent and in the public interest. A litigation attorney must provide the justification when the settlement purchase represents a significant increase. The attorney should evaluate the risks of settling for the proposed amount versus the risks of trying the condemnation in court. Prior FTA concurrence is needed when the settlement is $50,000 higher than the offer.

b. Alternative Procedure. A grantee,conducting a major capital project or one with a fully staffed real estate department, may prefer an alternative process, which permits higher dollar thresholds before FTA prior concurrence is needed. To do this, an FTA real estate specialist must review and approve the processes used in acquiring and clearing real estate. Grantees may request a review through the FTA Regional Office.

5. In-Kind Contributions. Grantees may use in-kind contributions of real property as part of the local matching share are eligible for a grant if the property to be donated is needed to carry out the scope of the approved project. The property can be owned and donated by the grantee or by a third party. The in-kind contribution allowance will be based on the current market value as independently appraised.

Credit can only be allowed for the value of the portion of real property used or consumed by the project. The request must include a statement that Federal funds were not used to purchase the property. Only the non-federal share of the property

may be counted as local share.

6. Functional Replacement. Functional replacement provides a method of paying the cost necessary to replace a publicly owned facility (i.e., a fire station or school) being acquired with a similar needed facility that offers the same utility, including requirements of current local laws, codes, and reasonable prevailing standards in the area for similar facilities. The property to be functionally replaced must be in public ownership (State, County, City or other public jurisdiction), and State law must permit the grantee to incur functional replacement costs. The grantee must demonstrate and FTA must concur that functional replacement is in the public interest. FTA must concur in the agreement between the grantee and the other owner.

b. Use. Title to real property is vested in the grantees or other public bodies. It is FTA's policy to permit grantees maximum flexibility in determining the best and most cost-effective use of FTA-funded property. To this end, FTA encourages incidental uses of real property that can raise additional revenues for the transit system or, at a reasonable cost, enhance system ridership. For example, grantees may be able to encourage incidental use of air rights at and over transit facilities and project areas. FTA approval is required for these incidental uses of real property which must be compatible with the original purposes of the grant.

Incidental use of project real property is subject to the following considerations.

1. Needed Property. This policy applies only to property that continues to be needed and used for an FTA project or program. It is FTA's intention to assist only in the purchase of property that is needed for an FTA project.
2. Purpose & Activity. The incidental use must not compromise the safe conduct of the intended purpose and activity of the initial mass transit project activity.
3. Continuing Control. Incidental use must not in any way interfere with the grantee's continuing control over the use of the property or its continued ability to carry out the project or program.
4. Non-Profit Use. While FTA is particularly interested in encouraging incidental use as a means of supplementing transit revenues, non-profit uses are also permitted.
5. Air Rights Income. Proceeds from licensing and leasing of air rights should reflect appraised fair market value. Income received from the authorized use of air rights may be retained by the grantees (without returning the Federal share) if the income is used for eligible transit planning, capital and operating expenses. This income cannot be used as part of the local share of the grant from which it was derived. However, it may be used as part of the local share of another FTA grant.

c. Disposition.

1. Excess Real Property Inventory and Utilization Plan. The grantee should prepare and keep up to date an excess property utilization plan for all property that is no longer needed to carry out the originally intended purpose. Grantees are also required to notify FTA when property is removed from the service originally intended at grant approval and put to additional or substitute uses.

The grantee's plan should identify and explain the reason for excess property. Such reasons may include one or more of the following.

a. The parcel, when purchased, exceeded the grantee's need (uneconomic remnant, purchased to logical boundary, part of administrative settlement,

etc.);

b. The property was purchased for construction staging purposes such as access, storage or underpinning, and construction is completed;
c. The intended use of the parcel is no longer possible because of system changes, such as alignment, or amendments to the project grant agreement;
d. Improvements to real property were damaged or destroyed, and therefore the property is not being used for project purposes, but it is still be needed for the project. If so, the improvements may be renovated or replaced. In this case, applicable cost principles must be observed; or
e. A portion of the parcel remains unused, will not be used for project purposes in the foreseeable future, and can be sold or otherwise disposed.

The inventory list should include such things as property location; summary of any conditions on the title, original acquisition cost and the Federal participation ratio; FTA grant number, appraised value and date; a brief description of improvements; current use of the property; and the anticipated disposition or action proposed.

Unless FTA and the grantee agree otherwise, the excess real property inventory and updated excess property utilization plan is to be retained by the grantee, available upon FTA request and during the Triennial Review process.

2. Disposition Alternatives. If the grantee determines that real property is no longer needed for the approved project, FTA may approve use of the property for other purposes. This may include use in other Federal grant programs or in non-Federal programs that have consistent purposes with those authorized for support by FTA.

In those situations where a grantee or subgrantee is disposing of real property acquired with grant funds and acquiring replacement real property under the same program, FTA may permit the net proceeds from the disposition to be used as an offset to the cost of the replacement property.

When real property is no longer needed for the originally authorized purpose, the grantee will request disposition instructions from FTA. Following are the allowable alternative disposition methods.

a. Sell and Reimburse FTA. Competitively market and sell the property and pay FTA its share of the fair market value of the property. This is the percentage of FTA participation in the original grant times the best obtainable price, net of reasonable sales costs.
b. Offset. Sell property and apply the net proceeds from the sale to the cost of replacement property under the same program. Return any excess proceeds to FTA. [Common Rule CFR49 part 18.31]
c. Sell and Use Proceeds for Other Capital Projects. Sell property and use the proceeds to reduce the gross project cost of another FTA eligible capital transit project. [49 U.S.C., 5334(g)(4)]. The grantee is expected to record the receipt of the proceeds in the grantee's accounting system, showing that the funds are restricted for use in a subsequent capital project, and reduce the liabilitiy as the proceeds are applied to one or more FTA approved capital projects. The subsequent capital grant application should contain information showing FTA that the gross project cost has been reduced with

proceeds from the earlier transaction.

d. Sell and Keep Proceeds in Open Project. If the grant is still open, the grantee may sell excess property and apply the proceeds to the original cost of the total real property purchased for that project.

e. Transfer to Public Agency for Non-Transit Use. Follow procedures for publication in Federal Register to transfer property (land or equipment) to public agency with no repayment to FTA. This is a competitive process and there is no guarantee that a particular public agency will be awarded the excess property. [49 U.S.C., 5334(g)(1)]

f. Transfer to Other Project. Transfer property to another FTA eligible project. The Federal interest continues.

g. Retain Title With Buyout. Compensate FTA by computing percentage of FTA participation in the original cost. Multiply the current fair market value of the property by this percentage. The grantee must document the basis for value determination; typically this is an appraisal or market survey.

Sales procedures shall be followed that provide for competition to the extent practicable and result in the highest possible return or at least payment of appraised fair market value.

h. Joint Development. A transfer meeting the three tests for joint development is not a disposition and the proceeds are deemed program income.

[See Joint Development Appendix at end of this circular for more detailed information. Also see FTA Circular 9300.1A, Capital Program: Grant Application Instructions, Appendix B]

3. EQUIPMENT. Certain equipment management standards apply to equipment purchased with Federal funds. Following are guidelines for the acquisition, use and disposition of equipment.

a. State recipients. A State will use, manage, and dispose of equipment acquired under a grant by the State in accordance with State laws and procedures. [49 CFR, part 18.32(b)]

b. Title. Subject to the obligations and conditions set forth in this section, title to equipment acquired under a grant or subgrant will vest upon acquisition in the grantee, subgrantee or another participating public body.

c. Use of Equipment.

1. Equipment is to be used by the grantee in the programs or project for which it was acquired as long as needed, whether or not the program or project continues to be supported by Federal funds. When need no longer exists, see disposition guidelines.
2. The grantee may make equipment available for use on other projects or programs currently or previously supported by the Federal Government, providing such use will not interfere with the work on the project or program for which it was originally acquired. FTA reserves the right in the grant agreement to require the grantee,with FTA approval,to transfer title to equipment no longer needed or used for the purposes of the grant (or program) to the Federal Government or an otherwise eligible grantee. (49 CFR.18.32)
3. The grantee must not use equipment acquired with grant funds to provide services

to compete unfairly with private companies that provide equivalent services. Non-transit use of FTA financially assisted equipment is acceptable so long as it is incidental, does not interfere with transit use (i.e., transit has priority), and income generated is retained by the grantee for transit use.

d. Leasing Agreement. The grantee may enter into a contract for leasing its project equipment and facilities to a private operator (the lessee). Under this arrangement the grantee (the lessor) should include the following provisions in the proposed lease agreement:

1. The project equipment shall be operated by the lessee to serve the best interest and welfare of the project sponsor lessor and the public. The terms and conditions for operation of service imposed by the grantee shall be evidenced in a service agreement.
2. The lessee shall maintain project equipment at a high level of cleanliness, safety, and mechanical soundness under maintenance procedures outlined by the project sponsor. The project sponsor lessor and/or FTA shall have the right to conduct periodic maintenance inspections for the purpose of confirming the existence, condition, and the proper maintenance of the project equipment.
3. The lease needs to cross reference a service agreement. A default under the lease is a default under the service agreement and vice versa.

e. Management. Equipment management procedures include the following minimum requirements:

1. Rail systems are required to submit a fleet management plan that addresses operating policies (level of service requirements, train failure definitions and actions); peak vehicle requirements (service period and make-up, e.g. standby trains); maintenance and overhaul program (scheduled, unscheduled, and overhaul); system and service expansions; rail car procurements and related schedules; and spare ratio justification.
2. Property records must be maintained by the grantee. Records must include a description, identification number, procurement source, acquisition date, cost, percentage of Federal participation in the cost, the grant project under which it was procured, location, use and condition, and any disposition data , including the date of disposal and sale price, or, where applicable, the method used to determine its fair market value. The grantee should also state who holds title to the equipment.
3. A physical inventory of equipment must be taken and the results reconciled with equipment records at least once every two years. Any differences must be investigated to determine the cause of the difference.
4. A control system must be developed to ensure adequate safeguards to prevent loss, damage, or theft of property. Any loss, damage, or theft must be investigated and documented by the grantee.
5. Adequate maintenance procedures must be developed and implemented to keep the property in good condition. These procedures should be consistent with the maintenance plan required of grantees for equipment funded under 49 U.S.C. 5309 and 5307 and should be documented and available for audit or triennial review.
6. Warranty standards, when part of equipment contracts, should provide for correction of defective or unacceptable materials or workmanship. These should

specify coverage and duration and meet currently available industry standards. Grantees are responsible for :

a. Establishing and maintaining a system for recording warranty claims. This system should provide information needed by the grantee on the extent and provisions of coverage and on claims processing procedures;
b. Identifying and diligently enforcing warranty system for recording warranty claims; and
c. Tagging or otherwise identifying property as Government property.

f. Disposition.

1. Disposition Before End of Service Life: Any disposition of rolling stock before the end of its service life requires prior FTA approval. FTA is reimbursed its share of the proceeds from disposition. If revenue rolling stock is being removed from service before the end of its useful life, the return to FTA is the greater of the FTA share of the unamortized value of the remaining service life per unit, based on straight line depreciation of the original purchase price, or the Federal share of the sales price (even though the unamortized value is $5,000 or less).
2. Retain and Use Elsewhere. When original or replacement equipment is no longer needed for the original project or program, it may be used by the grantee for other projects or programs. FTA prior approval of this alternative is required. FTA retains its interest.
3. Value Over $5,000: After the service life of equipment is reached, equipment with a current market value exceeding $5,000 per unit, or unused supplies with a total aggregate fair market value of more than $5,000, may be retained or sold, with reimbursement to FTA of an amount calculated by multiplying the total aggregate fair market value at the time of disposition, or the net sale proceeds, by the percentage of FTA's participation in the original grant. The grantee's transmittal letter should state whether the equipment will be retained or sold. Use of sales proceeds are discussed elsewhere in this chapter.
4. Less than $5,000 value: Equipment with a unit market value of $5,000 or less, or supplies with a total aggregate market value of $5,000 or less, may be retained, sold or otherwise disposed of with no obligation to reimburse FTA, providing useful service life requirements have been met. Records of this action must be retained.
5. Like-Kind Trade-In or Offset Exchange. With prior FTA approval, the grantee may elect to use the trade-in value or the sales proceeds to offset the cost of a replacement bus or rail transit vehicle to acquire a replacement vehicle, applying 100 percent of the net proceeds to acquisition of the replacement vehicle/s. (See 49 CFR, Part 18.32; and Federal Register pp. 39328/39329, dated August 28, 1992). Remaining cost differences, if more than the proceeds, are to be met by the grantee. Excess proceeds, if any, are returned to FTA minus a deduction for prorata local share.
6. Transfer to Public Agency for Non-Transit Use. With prior FTA approval, the grantee may follow procedures for publication in the Federal Register to transfer property (including land or equipment) to a public agency with no repayment to FTA. These procedures are available from the appropriate FTA regional office. [49 U.S.C. 5334(g)(1)].
7. Sell and Use Proceeds for Other Capital Projects. With prior FTA approval, the grantee may sell equipment or supplies and use the proceeds to reduce the gross

project cost of other FTA eligible capital transit projects. [49 U.S.C., 5334(g)(4)] The grantee is expected to record the receipt of the proceeds in the grantee's accounting system, showing that the funds are restricted for use in a subsequent capital project, and reduce the liabilitiy as the proceeds are applied to one or more FTA approved, capital projects. The subsequent capital grant application should contain information showing FTA that the gross project cost has been reduced with proceeds from the earlier transaction.

8. Unused Supplies. Disposition of unused supplies before the end of the industry standard life expectancy is determined in total aggregate fair market value and if found to exceed $5,000, the grantee or subgrantee shall compensate FTA for its share; or transfer the sales proceeds to reduce gross project cost of other capital project/s. [49 U.S.C. 5334(g)(4)].

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