Meeting Date: September 15, 2026
Consent Agenda: Transit Asset Management (TAM) Plan Update

BACKGROUND:

As a federally funded transit provider with more than 150 buses and nearly 100 paratransit vehicles, GRTC Transit System meets the requirements for a Tier 1 Transit Asset Management Plan (TAM Plan) as required by the Federal Transit Administration. To maintain compliance with these requirements, the TAM Plan must be revised every four years. Through this revised TAM Plan, GRTC has reviewed and updated the TAM Policy, detailed the current assets of the agency and their condition, outlined steps to improve the maturity of asset management throughout the agency, and committed to continually evaluating the agency's progress with the goal of improving performance over time.

HIGHLIGHTS:

- Key Annual TAM activities:
  - National Transit Database (NTD) – Asset Inventory and Narrative Report Update
  - Condition Assessment
    - Facilities
    - Fleet
  - Capital Programming
    - State of Good Repair (SGR) Needs Forecast
    - Investment Prioritization
  - Performance Target Update

- Identified actions, activities, and resources required to maintain and continue to improve our TAM Program

RECOMMENDATION:

Staff recommends that the Board of Directors authorize the CEO to approve the updated TAM Plan.

Ellen Robertson, Secretary
GRTC Board of Directors

Date

GRTC

TRANSIT ASSET MANAGEMENT

Contents

Executive Summary

Transit Asset Management is an essential tool that assists transit agencies with establishing an organization-wide culture of achieving a state of good repair, using a data-driven approach to maintaining, rehabilitating, enhancing, and/or replacing assets in an efficient, financially responsible, and sustainable way.

Since adoption of the previous Transit Asset Management Plan, GRTC has expanded its capital program and implemented a more comprehensive approach to asset management. This update strengthens the connection between transit asset management, capital planning, grant development, project delivery, and long-term capital programming through continuous asset inventory reconciliation, annual performance monitoring, and data-driven investment prioritization. The plan reflects GRTC's current asset management practices and integrates the Transit Asset Management program with the agency's Capital Improvement Program.

The Greater Richmond Transit Company (GRTC) provides fixed-route bus, Pulse Bus Rapid Transit (BRT), LINK microtransit, CARE paratransit, and CARE On-Demand services throughout the greater Richmond region. While portions of the Pulse BRT infrastructure are owned and maintained by the City of Richmond, GRTC maintains capital responsibility for specified transit assets associated with the system. Only those assets for which GRTC has direct capital responsibility are included within this Transit Asset Management (TAM) Plan.

This 2026 Transit Asset Management Plan updates GRTC's 2022 TAM Plan and documents the agency's current asset inventory, asset condition, State of Good Repair performance measures, capital replacement needs, investment priorities, and performance targets. Asset inventories and performance measures have been updated using GRTC's reconciled Transit Asset Management inventory and National Transit Database asset inventory.

GRTC developed this Transit Asset Management Plan in accordance with 49 Code of Federal Regulations (CFR) Part 625. As a Tier I provider, GRTC's TAM Plan includes all nine elements required by 49 CFR § 625.25(b). The Plan covers FY28–FY32, satisfying the minimum four-year horizon established by 49 CFR § 625.29 and aligning the TAM Plan with GRTC's current five-year Capital Budget Plan. GRTC's project-based prioritization of State of Good Repair investments is developed in accordance with 49 CFR § 625.33. GRTC establishes annual performance targets pursuant to 49 CFR § 625.45, maintains and makes TAM records available to applicable State and metropolitan planning partners pursuant to 49 CFR § 625.53, and completes annual National Transit Database reporting pursuant to 49 CFR § 625.55.

GRTC's active transit asset inventory includes revenue vehicles reported through the National Transit Database, facilities, passenger amenities, equipment, and non-revenue vehicles for which GRTC has direct capital responsibility. Revenue vehicle inventories are reconciled annually with the National Transit Database and the GRTC Transit Asset Management inventory. Only active revenue vehicles are included in Transit Asset Management performance calculations; planned, pending acceptance, contingency, inactive, training, and retired vehicles are excluded until placed into revenue service.

GRTC's facility inventory includes administrative, operations, maintenance, and passenger facilities for which the agency has direct capital responsibility. Facility assets are evaluated using the Federal Transit Administration's Transit Economic Requirements Model (TERM) condition assessment methodology and are included in the Transit Asset Management program in accordance with applicable FTA requirements. While Pulse stations are owned by the City of Richmond, GRTC maintains capital responsibility for specified station components, and only those components are included in this Transit Asset Management Plan. Based on the current facility inventory and available condition assessments, GRTC-managed facilities are generally maintained in a state of good repair. Annual condition assessments are used to identify facilities requiring rehabilitation or replacement, and any identified needs are incorporated into the agency's Capital Improvement Program and future Transit Asset Management updates.

To maintain a State of Good Repair (SGR), GRTC manages its capital assets to support safe operation, intended function, and lifecycle replacement needs. Asset management decisions are informed by asset inventories, condition assessments, performance targets, maintenance practices, and available funding. These factors are used to prioritize rehabilitation and replacement activities, supporting compliance with TAM requirements while maximizing the useful life and performance of GRTC's assets. State of Good Repair needs are identified through annual inventory reconciliation, condition assessments, maintenance information, Useful Life Benchmark

analysis, and coordination with asset owners. These needs are prioritized through the development of the FY28-FY32 Capital Improvement Program.

State of Good Repair investments are identified annually through GRTC's Capital Improvement Program. Capital projects are prioritized based on safety, regulatory compliance, operational need, asset condition, funding availability, and project readiness. Expansion projects are evaluated separately from State of Good Repair investments and are incorporated into the Capital Improvement Program as funding becomes available.Error! Reference source not found.

Given that GRTC must maintain assets within a constrained budget, investments are prioritized each year to determine inclusion in the capital plan. Capital projects are prioritized based on their category of need, with safety and SGR needs ranking highest, and then within each category based on their readiness to proceed.

To support continuous improvement in the TAM program, GRTC maintains a Capital Asset Management Committee to monitor progress against the calendar of annual activities and improvement actions. This committee meets quarterly to review progress against key milestones, provide guidance, and recommend resource allocation and elevate resource needs to the Accountable Executive. The Capital Asset Management Committee will review annual SGR performance measures and establish performance targets for reporting to the National Transit Database (NTD) in accordance with the Federal Transit Administration's (FTA) Transit Asset Management (TAM) requirements. Vehicle performance measures are based on GRTC's NTD asset inventory and the percentage of active vehicles that have met or exceeded their established Useful Life Benchmark (ULB), while facility performance measures are based on Transit Economic Requirements Model (TERM) condition assessments. The FY27 baseline performance measures and FY27 State of Good Repair performance targets presented below provide the basis for monitoring asset condition, prioritizing capital reinvestment, evaluating progress toward maintaining a State of Good Repair, and supporting annual National Transit Database reporting. Annual performance targets are developed using GRTC's current asset inventory and adjusted to reflect programmed asset replacements, rehabilitations, and planned asset additions identified in the agency's adopted Capital Improvement Program.

FY27 vehicle baselines reflect GRTC's reconciled 2026 asset inventory and may differ from 2025 NTD performance results due to vehicle aging, retirements, changes in service status, and annual inventory reconciliation.

Table ES-1: GRTC's SGR Performance Baseline and Targets

SGR Performance Measure	*Asset Type*	*FY27 Baseline*	*FY27 Target*	*Basis for FY27 Target*
Percent of facilities below a 3.0 TERM condition scale	Administrative/Maintenance	0.0%	0.0%	
	Passenger/Parking	0.0%	0.0%	
Percent of dedicated active vehicles that have met or exceeded useful life benchmark (ULB)	Buses (Fixed Route)	7.2%	7.2%	Replacement vehicles programmed but not expected in service during FY27 reporting period
	Vans, Cutaways & Minivans	37.1%	28.5%	Reflects programmed paratransit van replacements expected during FY27
Percent of non-revenue vehicles that have met or exceeded ULB	Automobiles	100%	11.1%	Eight programmed FY27 sedan replacements.
	Trucks or other rubber-tired vehicles	52.9%	47.1%	Reflects 2 programmed equipment replacements

Note: FY27 performance targets were established using GRTC's FY27 asset inventory and adjusted to reflect programmed asset replacements, rehabilitations, and planned asset additions in accordance with Federal Transit Administration Transit Asset Management guidance. Actual performance may vary based on procurement schedules, delivery timing, asset retirements, and changes to the adopted Capital Improvement Program.

The current vehicle inventory maintained for NTD reporting indicates that all active automobiles have met or exceeded their established ULB. Exceeding the ULB does not necessarily indicate that a vehicle is unsafe or unsuitable for service; rather, it identifies vehicles that have reached the lifecycle threshold established for transit asset management and should be prioritized for future capital replacement planning.

GRTC is committed to continuously improving its asset management practices to ensure the safety, reliability, and efficiency of transit service. Through implementation of its Transit Asset Management program, GRTC will continue to improve asset information, prioritize limited capital resources, and strategically invest in asset rehabilitation and replacement to address the most critical state of good repair and system expansion needs. The TAM Plan is reviewed annually and updated to reflect changes in asset inventory, capital investments, condition assessments, and State of Good Repair performance measures.

1. Introduction

1.1. Overview of GRTC

The Greater Richmond Transit Company (GRTC) operates a transit system throughout the Richmond area as the region's primary transit service provider. To provide quality service, GRTC must allocate resources to maintenance as well as to periodic reinvestments in rehabilitations and replacements of its assets. In addition, GRTC must keep up with safety and other regulatory requirements, changes in technology, and support of near-term system enhancements. Asset Management is a set of policies and business processes that help ensure GRTC and its customers achieve maximum value from the system's assets and ensures the ability to deliver safe and reliable service. This Transit Asset Management (TAM) Plan documents GRTC's current asset inventory, condition assessment process, State of Good Repair performance measures, investment priorities, and governance framework. It establishes the policies, procedures, and performance measures used to support data-driven capital investment decisions and maintain transit assets in a state of good repair.

1.1.1. History of GRTC

Founded in 1860, the public transit system known today as the **Greater Richmond Transit Company** (GRTC) has operated continuously, with one temporary suspension of service during the Civil War, for over *150* years. Its history of being a progressive transit system was established when it was the first public transit agency to implement the system wide use of electric streetcars.

That progressive attitude carries forth to today, with service improvements and additions such as expanded services for seniors and individuals with disabilities, welfare-to-work transportation, vanpool and carpool development, regional taxicab oversight, and expanded service to surrounding counties and cities.

GRTC has truly become a world class transportation system serving every sector of the Richmond region. It is one of the most efficient transit systems in the United States.

Jointly owned by the City of Richmond and Chesterfield County, the transit agency was purchased from private owners and incorporated as GRTC, on April 12, 1973, for the purpose of providing public transportation service in the Greater Richmond area.

1.1.2. GRTC's Services

Commented [GR1]: Need to add LINK and confirm fleet numbers

GRTC's network predominantly provides local fixed route bus service. In addition to local fixed route service, express routes provide direct service on a limited stop basis between downtown Richmond and residential and business areas in outlying jurisdictions. The CARE program is a demand responsive, origin-to-destination paratransit service provided to Americans with Disabilities Act (ADA) eligible persons within the City of Richmond, Henrico County, and parts of Chesterfield County. LINK is an on-demand microtransit service that provides flexible, shared rides within designated service zones and connections to the broader GRTC transit network.

GRTC operates a diverse fleet of revenue vehicles supporting fixed-route bus, Pulse Bus Rapid Transit (BRT), LINK microtransit, and CARE paratransit services throughout the region. The current revenue vehicle inventory is maintained within GRTC's Transit Asset Management inventory and NTD Database reporting system and is updated annually as vehicles are accepted into service, retired, or reassigned. Along with local and express fixed-route services, GRTC opened the Pulse bus rapid transit (BRT) service in the Broad Street corridor in June 2018. The Pulse serves 26 level-boarding bus stations along bus-exclusive lanes at high frequencies. While the City of

Richmond, Henrico County, and VDOT have ownership of the Pulse's right-of-way, stations, and transit-priority signals, GRTC does have a capital responsibility for Pulse stations, as well as the vehicles associated with the service.

GRTC provides its Transportation Mobility services for those individuals in the community who require additional assistance when commuting. The Transportation Mobility division supports CARE, CARE Plus and CARE On-Demand. CARE and CARE Plus provide origin-to-destination paratransit services to individuals with disabilities who may not be reasonably able to use GRTC fixed route bus service. CARE On-Demand enables CARE customers with the option to utilize a same-day, direct, non-stop trip.

GRTC also administers vanpool and transit demand management programs throughout the region through RideFinders. However, assets associated with these services are not included under this plan as transit assets. Transportation Mobility services are provided by contractors that manage and operate the program.

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Commented [AP3R2]: added "the program." thanks! -Ash

1.2. What is Transit Asset Management?

As required by the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Federal Transit Administration (FTA) published the TAM Final Rule on July 26, 2016 (49 CFR 625), which went into effect October 1, 2016. This rule establishes a national framework for managing transit capital assets and maintaining them in a state of good repair through performance-based asset management practices. FTA defines TAM as "a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the lifecycle of such assets (49 CFR 625)."

FTA's definition of SGR captures the TAM Final Rule's objective to help transit agencies improve safety, reliability, and performance.

A capital asset is in SGR when that asset:

- Can perform its designed function
- Does not pose a known unacceptable risk
- Has received appropriate lifecycle investments necessary to support continued safe and reliable operation

As a recipient of federal financial assistance under 49 U.S.C. Chapter 53, and owner and operator of "transit capital assets used in the provision of public transportation," GRTC is required to comply with FTA's MAP 21 TAM regulations. As a Tier I bus operator, GRTC is improving asset management best practices and will meet the MAP-21 TAM requirements to capture the benefits for their regional partners and customers.

1.3. The Transit Asset Management Plan

The 2026 TAM Plan updates GRTC's 2022 TAM Plan and documents the agency's current asset inventory, condition, performance targets, investment priorities, implementation activities, and governance. GRTC developed this Transit Asset Management Plan in accordance with 49 CFR Part 625. As a Tier I provider, GRTC's TAM Plan includes all nine elements required by 49 CFR § 625.25(b). The Plan covers FY28-32, satisfying the minimum four-year horizon established by 49 CFR § 625.29. It is an essential tool that assists the agency with establishing an organization-wide culture to achieve SGR with a data-driven approach to maintaining, rehabilitating, enhancing, and replacing assets in an efficient, financially responsible, and sustainable way. The plan also demonstrates compliance with the FTA's associated reporting requirements, including requirements set by the FTA Transit Asset Management Rule, 49 CFR Parts 625 and 630.

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While this Transit Asset Management Plan will be formally updated at least every four years in accordance with FTA requirements, GRTC will maintain a continuous Transit Asset Management Program through annual

inventory reviews, condition assessments, capital planning coordination, and performance monitoring. Annual updates will be documented through an Annual TAM Update Memorandum that summarizes inventory changes, condition assessments, performance measure updates, capital investments, and revisions to SGR priorities.

1.3.1.GRTC's TAM Plan Contents and Relationship with FTA TAM Requirements

As a Tier I service provider, GRTC maintains a comprehensive TAM Plan that supports compliance with FTA requirements while integrating asset management with capital planning, maintenance, grant development, and project delivery.

Table 1 outlines each required element and the associated section of this TAM Plan.

Table 1: TAM Plan Content

	TAM Plan Elements	Description	TAM Plan Section
1	Asset Inventory	A register of capital assets and information about those assets.	Section 3
2	Condition Assessment	A rating of the assets' physical state; to be completed for assets for which an agency has direct capital responsibility.	Section 3
3	Decision Support Tools	Analytic processes or tools that (1) assist in capital investment prioritization and/or (2) Supports capital investment prioritization through inventory reconciliation, condition assessments, asset performance monitoring, replacement planning, and capital programming.	Section 4
4	Investment Prioritization	Identify and prioritize SGR investments using asset conditions, regulatory requirements, operational needs, funding availability, and project readiness.	Section 4
5	TAM and SGR Policy	Executive-level direction regarding expectations for TAM; a TAM strategy consists of the actions that support the implementation of the TAM policy.	Section 2
6	Implementation Plan	A series of actions to obtain and maintain SGR. Addresses not only capital projects but also process and program capability improvements.	Section 5
7	List of Annual Activities	The actions needed to implement the TAM program for each year of the plan's horizon	Section 5
8	Resources	A summary or list of resources, including personnel, needed to develop and carry out the TAM Plan.	Section 5
9	Monitor, Evaluate, and Update	How GRTC will monitor, update, and evaluate. As needed, its TAM Plan and related business practices to ensure continuous improvement.	Section 6

2. Transit Asset Management Policy

This policy documents GRTC's commitment to achieving and maintaining its capital assets in SGR and establishes the agency's TAM framework. The TAM policy aligns closely with GRTC's overall strategic direction to provide clean, safe, and reliable transportation and improve mobility and access. The contents of this section address FTA TAM Element 5.

2.1. GRTC's Vision, Mission, Core Values, and Strategic Goals

The TAM Policy is driven by GRTC's overarching vision, mission, and core values which are shown below.

Vision	Mission
The transportation system that seamlessly connects the vibrant Richmond region.	*Connecting people to opportunities by providing safe, sustainable, and equitable transit.*

Core Values

- *Safety*
- *Respect*
- *Trust*
- *Reliability*
- Teamwork
- Integrity
- Innovation
- Intellectual Curiosity
- Transparency
- Adaptability

2.2. Roles and Responsibilities

All departments will support GRTC's TAM Policy with senior executives and additional representatives, as needed. Senior executives participate in the Capital Asset Management Committee which will receive and review progress on the TAM Plan actions through regular meetings.tr

Responsibilities for the Capital Asset Management Committee are defined below:

- Review annual asset inventories;
- Review annual condition assessments and inventory reconciliation results;
- Recommend annual State of Good Repair priorities;
- Review TAM performance measures;
- Recommend annual SGR performance targets to the Accountable Executive;
- Ensure asset information remains current; and
- Recommend updates to the TAM Plan.

Accountable Executive

The Chief Executive Officer (CEO), is the Accountable Executive for asset management and has the overall responsibility (in cooperation with the Lead Department and Capital Asset Management Committee) for overseeing the development of asset management plans and procedures, enforcing the TAM policy, and reporting to the agency's governing Board of Directors and regional partners on the status of asset management for the agency.

In addition, the Accountable Executive will review and approve the annual SGR performance targets reported to NTD for alignment with the current capital plan.

Lead Department

The Chief Development Officer (CDO) and the Director of the department of Capital Construction and Facility Improvement are responsible for overseeing TAM program implementation at GRTC, including coordination of the Capital Asset Management Committee as well as development, maintenance, and dissemination of the TAM Plan required by MAP-21. The TAM activities described in the TAM Plan will be coordinated through the Lead Department in consultation with GRTC's key "asset owners" and internal stakeholders. Asset owners include fleet maintenance, information technology (IT), and project managers for bus shelters and other essential transit infrastructure.

Capital Asset Management Committee

Asset management activities are inherently cross-functional and require input from multiple GRTC departments. To support ongoing coordination and improvement of the TAM program, each department at GRTC (including representatives from Maintenance, Planning and Scheduling, Capital Construction and Facility Improvement, Transportation, Human Resources, Safety, Procurement, and Finance) will participate in the Capital Asset Management Committee. This forum will support capital investment decision-making, SGR performance review and target setting, and continuous improvement efforts on an annual basis. In the near-term those efforts include overseeing the continued development and expanded use of enterprise asset management (EAM) software system and collaborating on the Facility Master Plan. The Capital Asset Management Committee will also support the annual inventory update and condition assessment processes established in this TAM Plan, and modify those processes as needed to adapt to future requirements.

Capital Programming Committee

Composed of the Chief Financial & Administrative Officer (CFAO), Chief Development Officer (CDO), Grants Administrator, the Director of Capital Construction and Facility Improvement and Capital Improvement Program (CIP) Manager, this committee is responsible for developing GRTC's annual operating budget, Capital Improvement Program, and multi-year capital investment strategy. With the guidance of the CIP Manager, this committee will ensure alignment between the Capital Plan, the needs identified, and progress against the SGR performance targets. The CFAO is responsible for ensuring funds are allocated in accordance with GRTC's strategic goals and this policy.

The following working groups and departments share the responsibility to carry out the TAM policy:

The **Chief Operating Officer**, **Directors of Procurement, Information Services, Maintenance, Capital Construction and Facility Improvement, and Safety/Risk Management** are responsible for overall delivery, construction, operation, supply, and maintenance of GRTC's assets. The Directors ensure that assets are maintained, and decisions are made to achieve full value realization, while collecting data and providing information which supports the development of the capital program and enables decisions throughout the asset lifecycle.

The **Department of Safety/Risk Management** is responsible for development, direction, implementation, and oversight of GRTC's system safety program. The **Director of Safety/Risk Management** is responsible for the management of system safety, occupational safety and health, accident and incident investigation, fire/life safety, and the continuous hazard management process in accordance with this policy. As part of the Capital Asset Management Committee, the Director of Safety/Risk Management will ensure that the TAM Plan and the PTASP are aligned regarding asset criticality, risks, priorities, and performance targets.

The **Director of Capital Construction and Facility Improvement** will provide facility capital planning and construction oversight, ensuring facility rehabilitation, replacement, and improvement activities are aligned with GRTC's asset management objectives and support implementation of this TAM Policy.

The **Department of Information Services** is responsible for providing asset information management solutions, which meet business requirements and enabling effective decision making throughout the lifecycle of GRTC's assets. This responsibility is inclusive of all data standards, models, applications, integrations, and reports required to maintain asset authoritative source records and associated maintenance/financial transactions that occur over the asset lifecycle.

Additionally, the **Director of Procurement** will provide asset acquisition support based on GRTC standards and align procurement strategies to ensure required assets, materials, and services are provided to support this TAM Policy.

The **Human Resources Department** is responsible for attracting and employing competent individuals capable of properly managing GRTC's assets. In addition, the Human Resource Office is accountable for supporting competency-based training programs.

3. Asset Inventory and Conditions

GRTC currently operates and maintains a large fleet of revenue vehicles across multiple modes with supporting facilities, equipment, and customer amenities. These assets represent significant investment made by the Richmond region in transit infrastructure.

This section of the document describes GRTC's capital assets which support transit services and for which GRTC has capital responsibility. It summarizes the agency's asset inventory, asset classifications, condition assessment methodologies, SGR performance measures, and the processes used to maintain accurate inventory and condition information. The asset inventory serves as the foundation for TAM reporting, capital planning, and investment prioritization.

A comprehensive understanding of assets is essential to facilitate long-term preservation and continued delivery of safe, reliable, and efficient services to the region's transit riders and supporters. The contents of this section also address FTA TAM Elements 1 and 2.

3.1. GRTC's Asset Inventory

GRTC's asset inventory provides a list of the existing asset holdings as of August 2026. GRTC maintains a comprehensive TAM inventory consisting of revenue vehicles, non-revenue vehicles, facilities, passenger facilities, equipment, and other capital assets for which the agency has direct capital responsibility. The inventory is maintained as a living document and is reviewed annually against applicable agency records, including NTD reporting, financial and ERP records, procurement documentation, and completed capital projects. For the 2026 TAM Plan, the revenue vehicle inventory is based on GRTC's 2025 NTD-reported inventory providing a consistent baseline using the agency's most recently completed federal vehicle reporting. As the ongoing vehicle reconciliation and ERP implementation progress, verified inventory updates will be incorporated through the annual TAM inventory review process. In compliance with FTA guidance to document and track all transit assets, these individual asset records meet or exceed the following minimum requirements that a capital asset must be either:

- A revenue vehicle
- A non-revenue or support vehicle
- Worth $50,000 or more in acquisition value
- A component of a facility
- A piece of facility equipment worth $10,000 or more or that is integral to the function of the facility or considered mission critical
- A component of a bus stop or transit center

GRTC owns additional assets that fall below the TAM inventory thresholds defined above but remain integral to agency operations. GRTC voluntarily inventories certain lower-value equipment and bus-stop components beyond the federal minimum. As an example, bus stop signage is included in the inventory while office furniture is excluded.

The asset information used for TAM reporting and capital planning serves a different purpose from information maintained for financial accounting and auditing; however, many of the underlying asset records overlap. Maintaining consistency among these records is important to support accurate financial, operational, regulatory, and capital planning activities.

GRTC is currently reconciling vehicle records maintained across its financial, operational, maintenance, and reporting systems in preparation for migration of the vehicle asset database to the Oracle ERP platform. As this effort progresses, GRTC intends to establish the centralized ERP vehicle inventory as an authoritative source for

vehicle asset information. Individual systems may continue to maintain additional information necessary for specific financial, maintenance, operational, or regulatory functions.

3.1.1. Asset Classification

GRTC's asset inventory is organized by Federal Transit Administration asset class to support Transit Asset Management reporting and investment planning. Assets are categorized into revenue vehicles, non-revenue vehicles, facilities, passenger facilities, equipment, and other capital assets for which GRTC has direct capital responsibility. Asset information used for TAM is maintained through GRTC's TAM inventory process and reviewed annually to support National Transit Database reporting and development of the Capital Improvement Program.

A complete inventory of assets included in this TAM Plan is provided in Appendix A.

3.1.2. Replacement Cycles of Key Assets

Table 2*Table 2* presents the useful life benchmark (ULB) used by GRTC to evaluate revenue vehicle condition and support TAM performance reporting. ULBs are established based on FTA guidance and GRTC's operating environment, maintenance practices, and historical vehicle performance. These benchmarks are used to evaluate vehicle condition, establish SGR repair performance measures, and support long-term replacement planning.

Table 22: Sample GRTC Key Vehicle Assets Lifecycle Inputs

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Asset Sub-Element	Useful Life Benchmark (ULB) in Years
BRT Vehicle – CNG	12
Bus (30ft) – CNG	12
Bus (40ft) – CNG	12
Bus (40ft) – Diesel	12
Heavy Duty Van	8
Light Duty Van	6
Maintenance Facility	50
CNG Fueling Station	30
Forklift	10

3.1.3. Asset Inventory Development and Improvement

GRTC's TAM inventory is developed using multiple agency data sources, including the National Transit Database asset inventory, financial and ERP records, EAM and maintenance records, procurement records, grant documentation, and capital project closeout documentation. These sources provide different information necessary to support asset management throughout the asset lifecycle. Data sources for assets included in the TAM inventory are documented within the inventory, as applicable.

GRTC is currently undertaking a reconciliation of vehicle records maintained across its financial, operational, maintenance, and reporting systems. This effort will support migration of the vehicle asset database to the Oracle ERP platform and establishment of a more centralized and consistent vehicle inventory. As the ERP asset inventory and associated business processes are implemented, the TAM program will incorporate the centralized vehicle inventory into its annual inventory review and reporting processes.

Going forward, the Capital Asset Management Committee will work with Finance, Maintenance, Information Services, Procurement, Capital Construction and Facility Improvement, and other asset-owning departments to support continued inventory reconciliation and data quality improvement. Changes resulting from asset

acquisition, acceptance into service, reassignment, rehabilitation, retirement, disposal, and completed capital projects will be incorporated into the TAM inventory through the annual review process.

Data for the Pulse system bus stations was gathered using pay applications submitted by the construction contractor in 2018. The applicable data sources for these assets are documented in the asset inventory.

3.1.4. Asset Inventory Management and Annual Updates

To support effective capital planning and maintain compliance with the FTA TAM Rule, GRTC will maintain a living asset inventory that is updated throughout the year as assets are added, rehabilitated, replaced, or retired. Rather than relying solely on the required four-year TAM Plan update, GRTC will perform annual reviews of its asset inventory to ensure asset information remains accurate, complete, and current.

The Capital Construction and Facility Improvement Department will coordinate the annual inventory review in collaboration with asset-owning departments, including Maintenance, Information Services, Planning and Scheduling, Procurement, Finance, and Safety. Each department is responsible for verifying the accuracy of the assets under its stewardship and providing notification of any changes resulting from capital projects, asset disposals, rehabilitation activities, or operational modifications.For revenue vehicles, the annual review will incorporate verified changes identified through the agency's vehicle reconciliation process and centralized ERP inventory. This process will support consistency among the vehicle information used for TAM, NTD, financial, operational, and other applicable reporting purposes.

The annual review will verify asset quantities, locations, ownership, installation dates, useful life benchmarks, condition information, replacement values, funding sources, and asset status. Inventory updates resulting from completed capital projects shall be incorporated into the asset inventory as part of the project closeout process to ensure newly installed assets are captured, and retired assets are removed in a timely manner.

The annual inventory review will support development of the Capital Improvement Program (CIP), State of Good Repair (SGR) performance measures, grant applications, and investment prioritization. An Annual TAM Update Memorandum will document significant inventory changes, completed capital investments, and updates to asset conditions, providing a continuous record of program progress between formal TAM Plan revisions.

3.2. Condition Assessment Methodologies

3.2.1. Facility Inspections Methodology

Facility condition assessments are performed at least once every four years in accordance with FTA Transit Asset Management requirements.

GRTC Facility Types

GRTC must submit overall facility condition ratings for each facility in its asset inventory for which it has capital responsibility, such as:

- Any facility that GRTC owns
- Any facility where GRTC has capital maintenance requirements
- Any facility that is currently included in the capital projects program or a facility that GRTC can reasonably anticipate will include in its program of capital projects over the next four years

A facility is defined as an individual "building" for the purposes of assessment, unless they are less than 100 square feet (e.g., security guard shack, stand-alone restroom, storage shelter in which no work is performed).

GRTC's facilities that meet the criteria for assessment are categorized by facility type in **Table 3**Table 3. Each of these facilities was visually inspected by GRTC staff using the FTA's guidebook for scoring components.

Table 33: GRTC Facilities for Inspection

Facility Type	*Facility Name*
Administrative/Maintenance	Maintenance Facility
	Admin Facility
	325 East Belt Boulevard (Formerly referenced to as "Church Annex")
	CNG Facility
Passenger/Parking	Willow Lawn - EB/WB
	Staples Mill Pulse Station - EB
	Staples Mill Pulse Station - WB
	Scott's Addition Pulse Station - EB
	Scott's Addition Pulse Station - WB
	Science Museum Pulse Station - EB
Passenger/Parking	Science Museum Pulse Station - WB
	Allison Street Pulse Station - EB
	Allison Street Pulse Station - WB
	VCU & VUU Pulse Station - EB
	VCU & VUU Pulse Station – WB
	Arts District Pulse Station - EB
	Arts District Pulse Station - WB
	Convention Center Pulse Station - EB
	Convention Center Pulse Station - WB
	Government Center Pulse Station - EB
	Government Center Pulse Station - WB
	VCU Medical Center Pulse Station - EB
	VCU Medical Center Pulse Station - WB
	Main Street Station Pulse Station - EB
	Main Street Station Pulse Station - WB
	Shockoe Bottom Pulse Station - EB
	Shockoe Bottom Pulse Station - WB
	East Riverfront Pulse Station - EB
	East Riverfront Pulse Station - WB
	Rocketts Landing Pulse Station - EB/WB
	Downtown Transfer Station

Asset Condition Rating Levels

Assets are considered as being in SGR if they receive a score of 3 or higher on FTA's TERM scale (1 to 5). The rating scale is described in **Figure 1**.

Figure 1: Ratings Scale - Asset Condition Ratings

A *Condition 2 indicates asset (or significant portion of an asset) is close to, or in need of, rehab/replacement and should be considered a pending investment need. While the majority of an asset may be in good condition, inspector should select condition 2 if a sufficient proportion of the asset is in condition 2 to indicate that a reinvestment/repair action is warranted.*

B *Some asset types may be expected to have a condition of 3.0 or higher as a minimum standard acceptable condition (conditions below a 3 are highlighted in data form for review).*

For facility inspections, assets are rated on the condition scale at the secondary level based on a visual inspection only. Facility inspection forms are used to ensure complete coverage of secondary level components (see **Appendix B** for an example form) and consistency in scoring across teams and sites. Completed forms are stored by GRTC for input into capital needs identification and records management.

Secondary level scores are aggregated to the primary level based on asset criticality scores (1 least critical to 5 most critical) for each building component or equipment type. Similarly, primary level scores are aggregated to represent the entire facility based on the criticality of each major system. Criticality is defined as the asset's importance to maintaining facility operations. Criticality-based scoring is built into the inspection forms to allow for future inspections to be completed on the same basis. **Figure 2** presents an example of the primary and secondary levels evaluated for the condition assessment. Primary levels are shaded and bolded and secondary levels are not.

Figure 2: Primary and Secondary Levels Used for Condition Assessment

Asset
10 – Substructure
Foundation
Basement
20 – Shell
Superstructure/Frame
Exterior Appurtenances
Exterior Windows/Doors/Finishes
Roofing Surface
Roof Drainage Systems
30 – Interiors
Partitions
Floors
Ceilings
Doors

Furnishings
40 – Conveyance
Elevators
Stairs/Escalators
50 – Plumbing
Fixtures/Drains
Pipes/Valves
Rain Water Drainage

3.2.2. Useful Life Benchmark for Vehicles

While facilities are assessed using the FTA Transit Economic Requirements Model (TERM) condition rating methodology, revenue vehicle condition is evaluated using the vehicle's age relative to its established ULB. The ULB represents the expected service life of a vehicle within GRTC's operating environment and forms the basis for the agency's revenue SGR performance measures.

Useful Life Benchmark (from FTA): The expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment. ULB is distinct from the minimum useful life definition used in FTA's grant programs.

The appropriate ULB for an agency's fleet should consider:

- Operating environment and service conditions
- Vehicle make, model, and manufacturer performance
- Maintenance practices and lifecycle management
- Historical operating performance and reliability

GRTC has established Useful Life Benchmarks for each vehicle class based on FTA guidance and the agency's operating environment, maintenance practices, and historical vehicle performance.

3.2.3. Condition Results and SGR Performance Measures

Facility condition assessments completed as part of this TAM Plan are summarized in **Table 4**. Facilities are considered to be in SGR when the overall TERM condition rating is 3.0 or greater. The results of the condition assessments are used to establish facility performance measures, identify rehabilitation and replacement need, and support development of the Capital Improvement Program.

Individual facility components may require rehabilitation or replacement even when the overall facility remains in SGR. Asset level deficiencies identified during condition assessments are incorporated into capital planning and future investment prioritization.Table 4

Table 44: GRTC Facilities Condition Assessment Results

Asset Number	Asset Name	Facility Score	Rounded Score
B1	Maintenance Facility	3.50	4
B2	Admin Facility	3.50	4
B3	325 East Belt Boulevard	3.50	4
B4	CNG Facility	3.80	4
Administrative/Maintenance Facilities		**0% below 3.0**	
B1	Willow Lawn - EB/WB	3.97	4
B2	Staples Mill Pulse Station - EB	3.85	4

B3	Staples Mill Pulse Station - WB	3.96	4
B4	Scott's Addition Pulse Station - EB	4.00	4
B5	Scott's Addition Pulse Station - WB	4.00	4
B6	Science Museum Pulse Station - EB	4.00	4
B7	Science Museum Pulse Station - WB	4.00	4
B8	Allison Street Pulse Station - EB	4.00	4
B9	Allison Street Pulse Station - WB	4.00	4
B10	VCU & VUU Pulse Station - EB	4.00	4
B11	VCU & VUU Pulse Station – WB	3.97	4
B12	Arts District Pulse Station - EB	4.00	4
B13	Arts District Pulse Station - WB	4.00	4
B14	Convention Center Pulse Station - EB	3.97	4
B15	Convention Center Pulse Station - WB	4.00	4
B16	Government Center Pulse Station - EB	4.00	4
B17	Government Center Pulse Station - WB	4.00	4
B18	VCU Medical Center Pulse Station - EB	4.00	4
B19	VCU Medical Center Pulse Station - WB	3.74	4
B20	Main Street Station Pulse Station - EB	3.97	4
B21	Main Street Station Pulse Station - WB	3.77	4
B22	Shockoe Bottom Pulse Station - EB	4.00	4
B23	Shockoe Bottom Pulse Station - WB	3.77	4
B24	East Riverfront Pulse Station - EB	4.00	4
B25	East Riverfront Pulse Station - WB	4.00	4
B26	Rocketts Landing Pulse Station - EB/WB	4.00	4
B27	Downtown Transfer Station	3.50	4
Passenger/Parking Facilities			**0% below 3.0**

An overall facility score above a 3.0 does not mean that all underlying components and equipment are in good condition, as individual assets at a facility can require reinvestment while the overall facility is still in SGR. The individual assets requiring rehabilitation or replacement at facilities are included in **Section 4** as SGR needs.

For vehicles, performance measures are based on their ULB. Revenue vehicle performance measures are based on the percentage of active vehicles that have met or exceeded their applicable Useful Life Benchmark. Vehicles that have met or exceeded their ULB are considered beyond the lifecycle threshold established for Transit Asset Management reporting and are prioritized for future replacement planning. Exceeding the ULB does not necessarily indicate that a vehicle is unsafe or unsuitable for service.

GRTC's revenue and non-revenue vehicles performance based on the NTD asset inventory from 2025 are shown in **Table 5**Table 5**.**

Table 55: GRTC Vehicles SGR Performance Measure

			2025 NTD Reporting	
Performance Measurement	*Asset Type*	*Active Vehicles*	*Vehicles at or Beyond ULB*	*% at/Beyond ULB*
Percent of dedicated active vehicles at or beyond ULB				
	Buses	155	11	7.1%
	Vans, Cutaways & Minivans	212	54	25.5%
Percent of Non-Revenue Vehicles at or beyond ULB				
	Automobiles	9	9	100%
	Trucks or Other Rubber-Tired Vehicles	34	18	52.9%

4. State of Good Repair Decision Support and Investment Prioritization

This section describes GRTC's process for identifying SGR needs and prioritizing capital investments. GRTC uses annual asset inventory reconciliation, condition assessments, ULB analysis, maintenance records, and capital planning to identify rehabilitation and replacement needs. These activities support TAM decision-making and development of the agency's FY28–FY32 Capital Improvement Program. The contents of this section address FTA TAM Elements 3 and 4.

4.1. State of Good Repair Needs Identification

GRTC identifies SGR needs through an annual review of its TAM inventory and coordination with asset-owning departments. Rather than relying on a lifecycle backlog model, GRTC uses current inventory information, condition assessments, maintenance history, and replacement planning to identify assets requiring rehabilitation or replacement.

The annual review includes:

- Reconciliation of the TAM inventory with the NTD inventory
- Revenue vehicle ULB analysis
- Facility condition assessments using the Transit Economic Requirements Model (TERM) methodology
- Review of maintenance history and asset reliability
- Evaluation of manufacturer support and parts availability
- Coordination with Fleet Maintenance, Facilities, Information Technology, and Capital Construction staff
- Review of programmed capital replacements and available funding

State of Good Repair needs identified through this process are incorporated into GRTC's Capital Improvement Program and updated annually through the Transit Asset Management program.

4.2. Decision Support Tools

GRTC uses multiple decision-support tools to support capital investment planning and Transit Asset Management activities. Rather than relying on a single analytical model, the agency integrates asset inventory information, condition assessments, maintenance records, Enterprise Asset Management (EAM) data, NTD reporting, and capital planning information to support investment decisions.

Primary decision support tools include:

- Transit Asset Management Master Inventory
- National Transit Database asset inventory
- EAM system
- Facility condition assessments
- Useful Life Benchmark analysis
- Capital Improvement Program
- Annual asset inventory reconciliation process

4.3. State of Good Repair Prioritization

State of Good Repair investments are prioritized using a risk-based approach that considers:

- Safety and regulatory compliance
- Asset condition
- Useful Life Benchmark status
- Operational impacts
- Maintenance history and reliability
- Manufacturer support
- Funding eligibility and availability
- Project readiness

Assets requiring immediate replacement are prioritized within the Capital Improvement Program based on these factors rather than solely on asset age.

4.4. 11Prioritization Results

Error! Reference source not found.The capital investment prioritization process results in a coordinated, multi-year Capital Improvement Program (CIP) that identifies projects necessary to maintain assets in SGR, address safety and regulatory requirements, improve business operations, enhance transit service, and support future system expansion. The Capital Improvement Program is updated annually through GRTC's capital budgeting process and serves as the implementation mechanism for the priorities identified through the TAM Program.

Projects are programmed based on the results of the annual asset inventory reconciliation, condition assessments, ULB analysis, maintenance and reliability information, operational needs, funding eligibility, project readiness, and available financial resources. This process ensures that capital investments are directed toward the assets and projects that provide the greatest benefit to system safety, reliability, operational performance, and long-term asset sustainability.

Project readiness is evaluated prior to programming and considers factors such as planning completion, environmental review, permitting, right-of-way acquisition, stakeholder coordination, design status, procurement strategy, funding availability, and implementation schedule, as applicable to the scope of the project. Projects that are not programmed during a given budget cycle remain within the capital planning pipeline and are re-evaluated during subsequent annual updates as conditions, funding opportunities, and agency priorities evolve.

The Transit Asset Management Program provides the technical foundation for capital investment decisions by maintaining current asset inventories, conducting condition assessments, monitoring State of Good Repair performance measures, and identifying rehabilitation and replacement needs. The Capital Improvement Program translates these identified needs into funded capital projects through GRTC's annual budgeting and capital programming process.

The adopted FY28–FY32 Capital Improvement Program is maintained as a separate planning document and is updated annually to reflect changing asset conditions, funding availability, project readiness, and strategic priorities. The current Capital Improvement Program serves as the agency's implementation plan for State of Good Repair investments and other capital initiatives identified through the Transit Asset Management Program.

5. Implementation Plan

This section describes the annual activities, organizational responsibilities, and continuous improvement actions that support implementation and ongoing management of GRTC's TAM Program. These activities ensure compliance with FTA requirements while supporting data-driven capital planning, SGR performance monitoring, and continuous improvement of asset management practices. The contents of this section address FTA TAM Elements 6, 7, and 8.

5.1. Implementation Approach

GRTC implements its Transit Asset Management Program through an annual cycle of inventory management, condition assessment, capital planning, performance monitoring, and NTD reporting. These activities are coordinated across asset-owning departments through the Capital Asset Management Committee and integrated with development of the Capital Improvement Program.

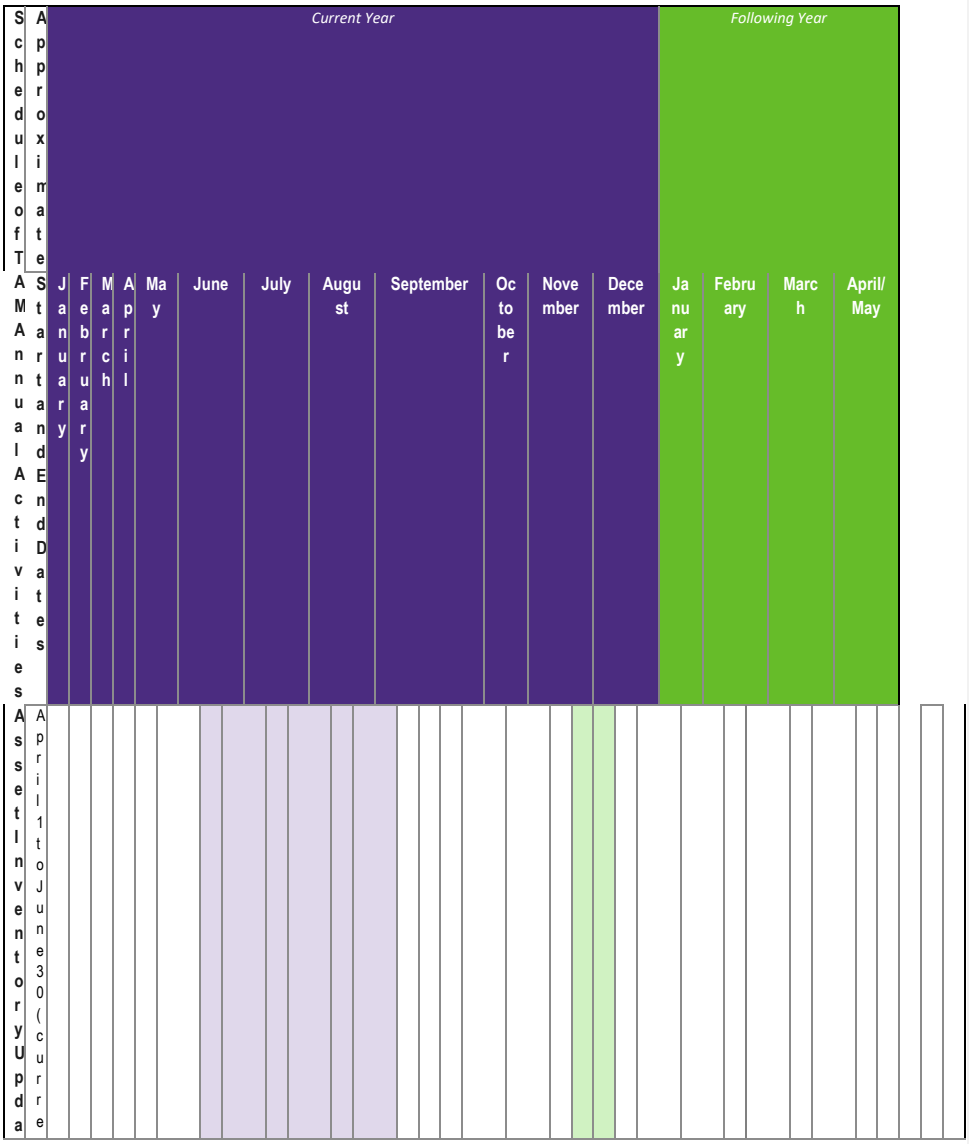
The TAM Program is reviewed annually to ensure asset inventories remain current; performance measures accurately reflect asset condition, and capital investment priorities align with agency needs, available funding, and strategic objectives. Continuous improvement activities are incorporated into annual program updates as business processes, technology, and regulatory requirements evolve.

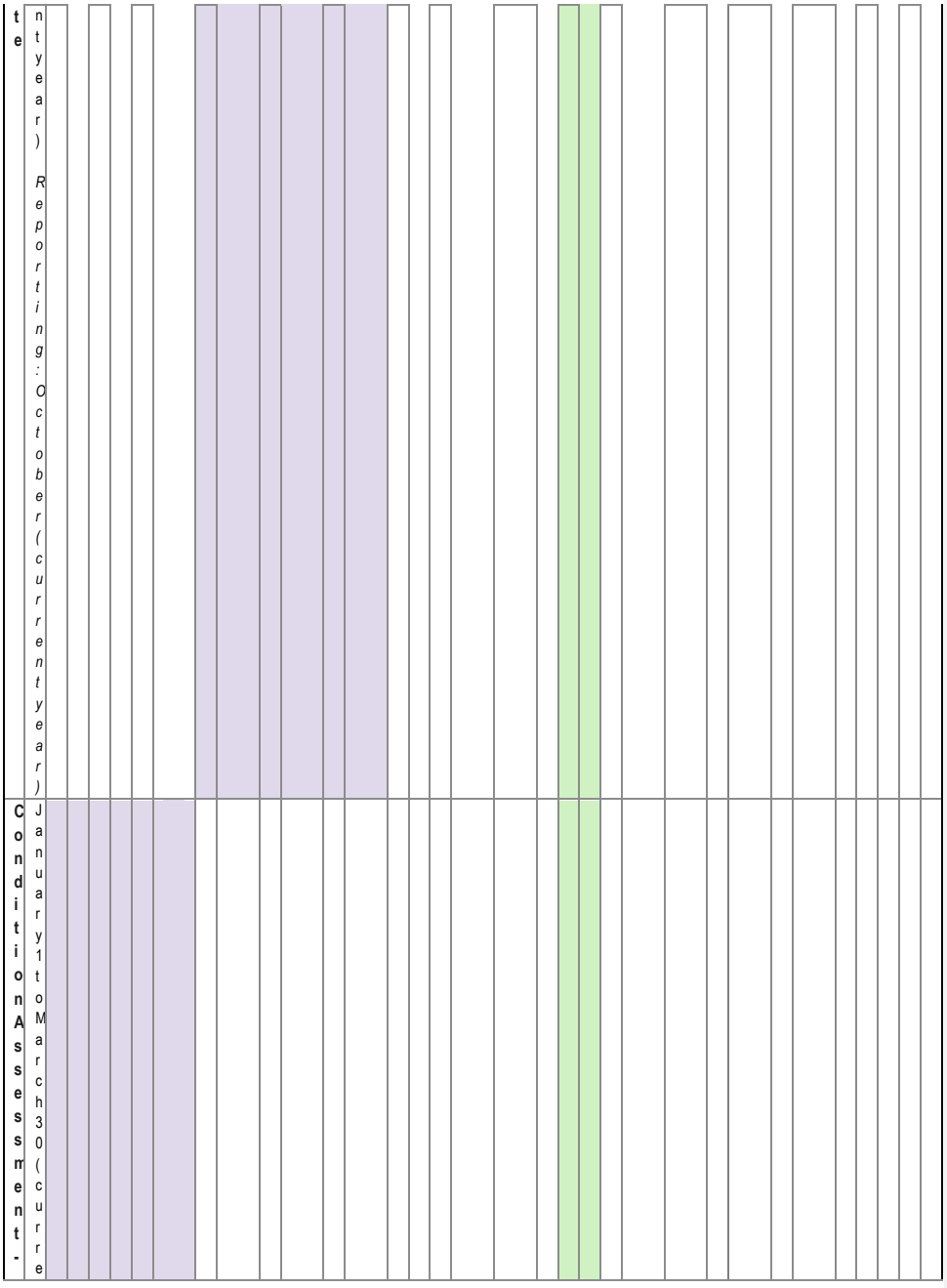
5.1.1. Continuous Improvement

GRTC is committed to continuous improvement of its Transit Asset Management Program. As part of this updated TAM Plan, GRTC will implement both the Annual Activities and the Improvement Activities detailed below to realize these improvements. The roles, responsibilities, and staff resources to deliver these improvements are outlined within this section.

5.2. Annual Activities

This section provides descriptions of each of the key annual TAM activities. Many of these activities are dependent on the completion of another activity. To ensure these interdependent activities are accomplished in order, a schedule of the key annual activities is shown in


Schedule of TAM Annual Activities
Approximate Start and End Dates
Current Year
Following Year
January
February
March
April
May
June
July
August
September
October
November
December
January
February
March
April/ May
Asset Inventory Update
April 1 to June 30 (curre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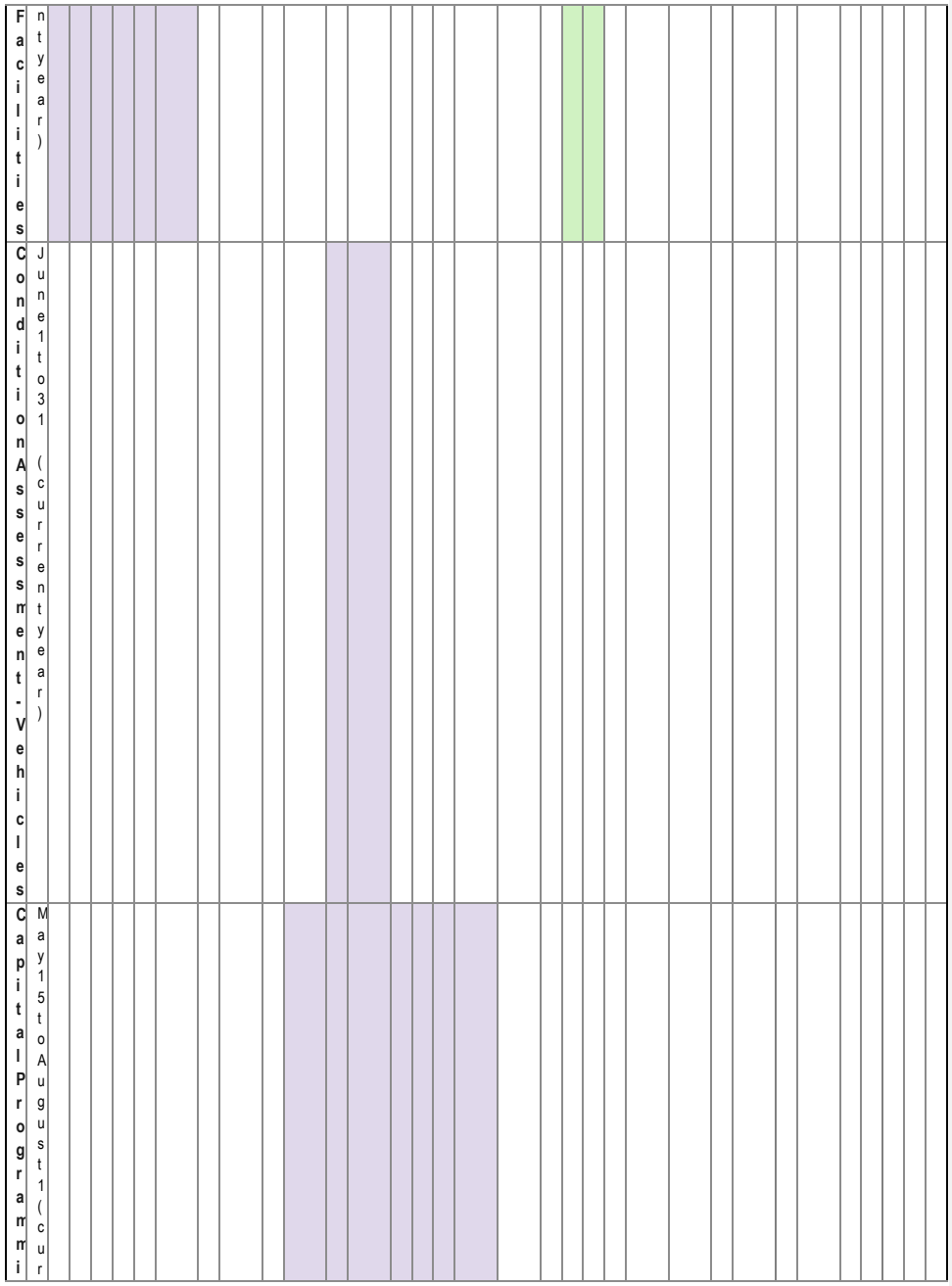
ConditionAssessment-
January1toMarch30(curre


Facilities
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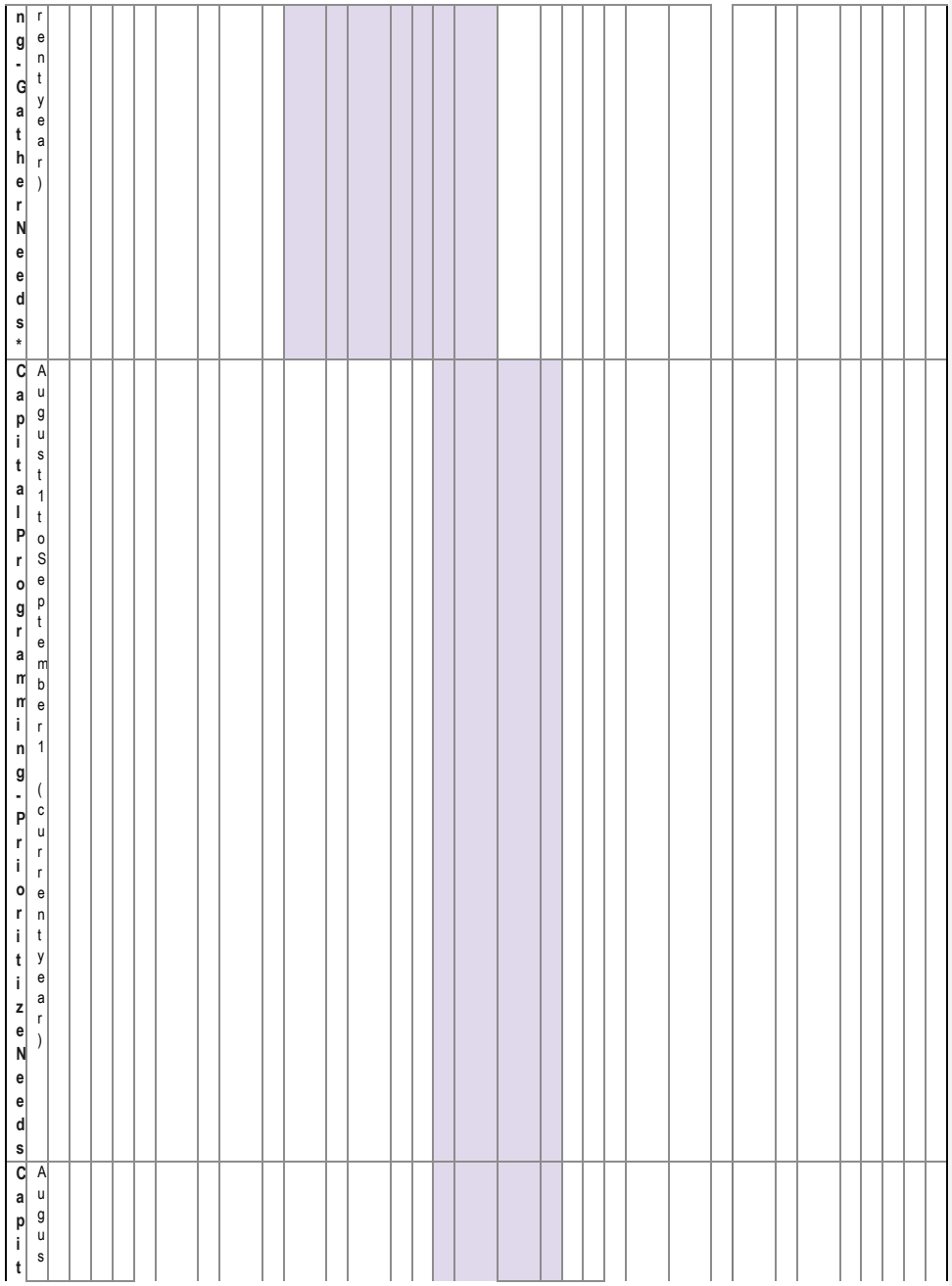
Condition Assessment-Vehicles
June 1 to 31 (current year)
Capital Program
May 15 to August 1 (cur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CapitalProgramming-PrioritizeNeeds
August1toSeptember1(currentyear)
Capit
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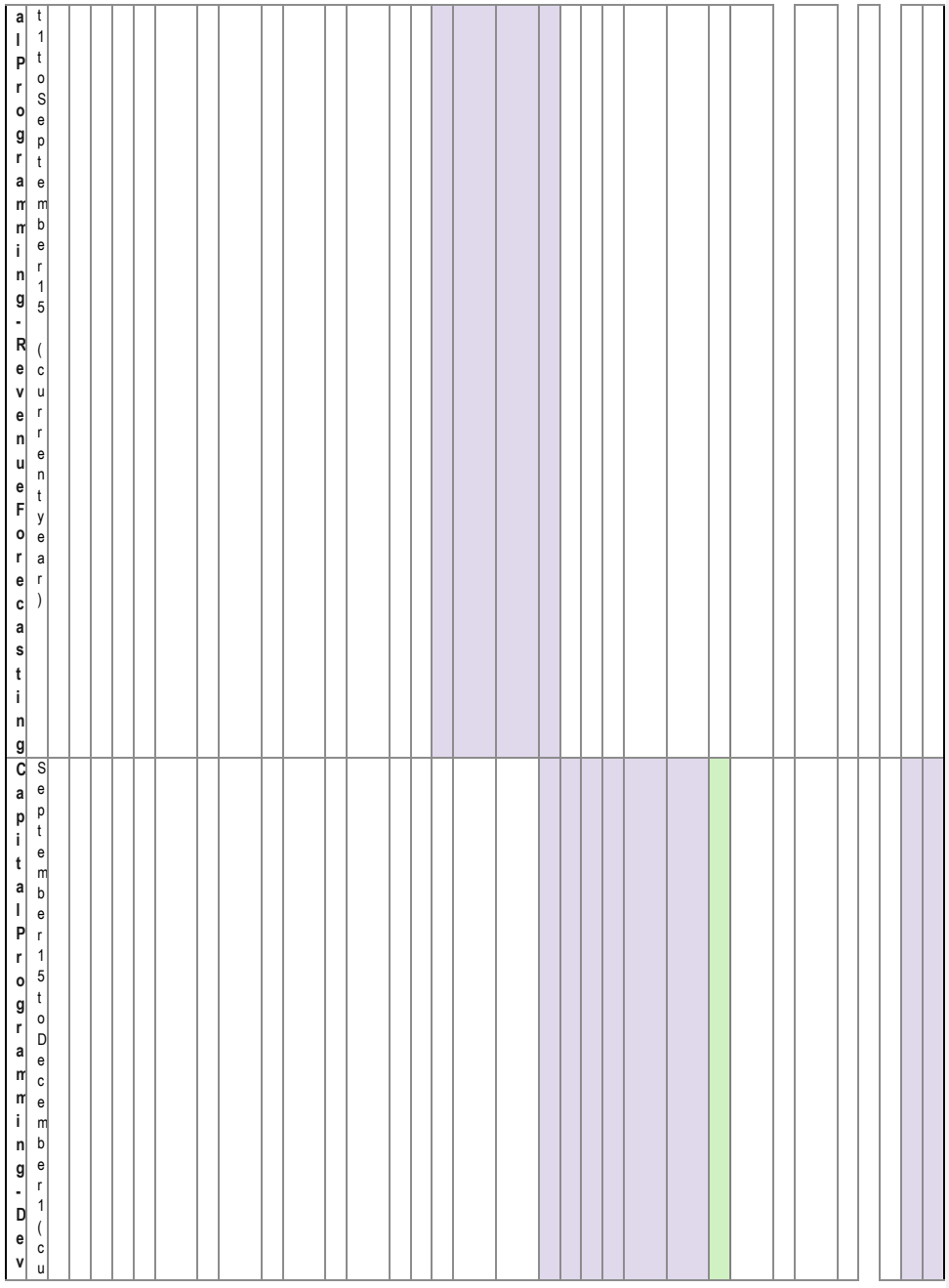
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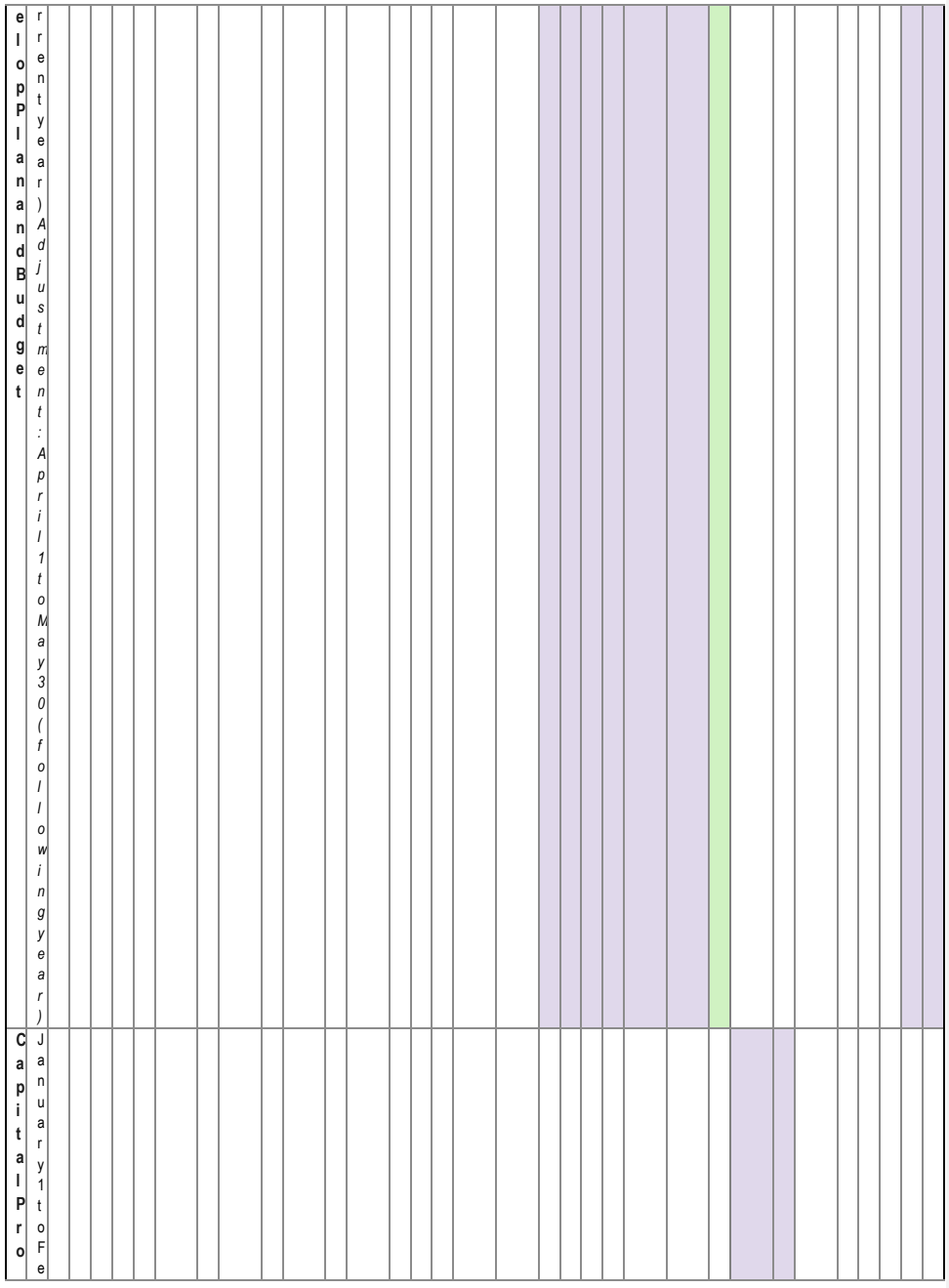
September15toDecember1(cu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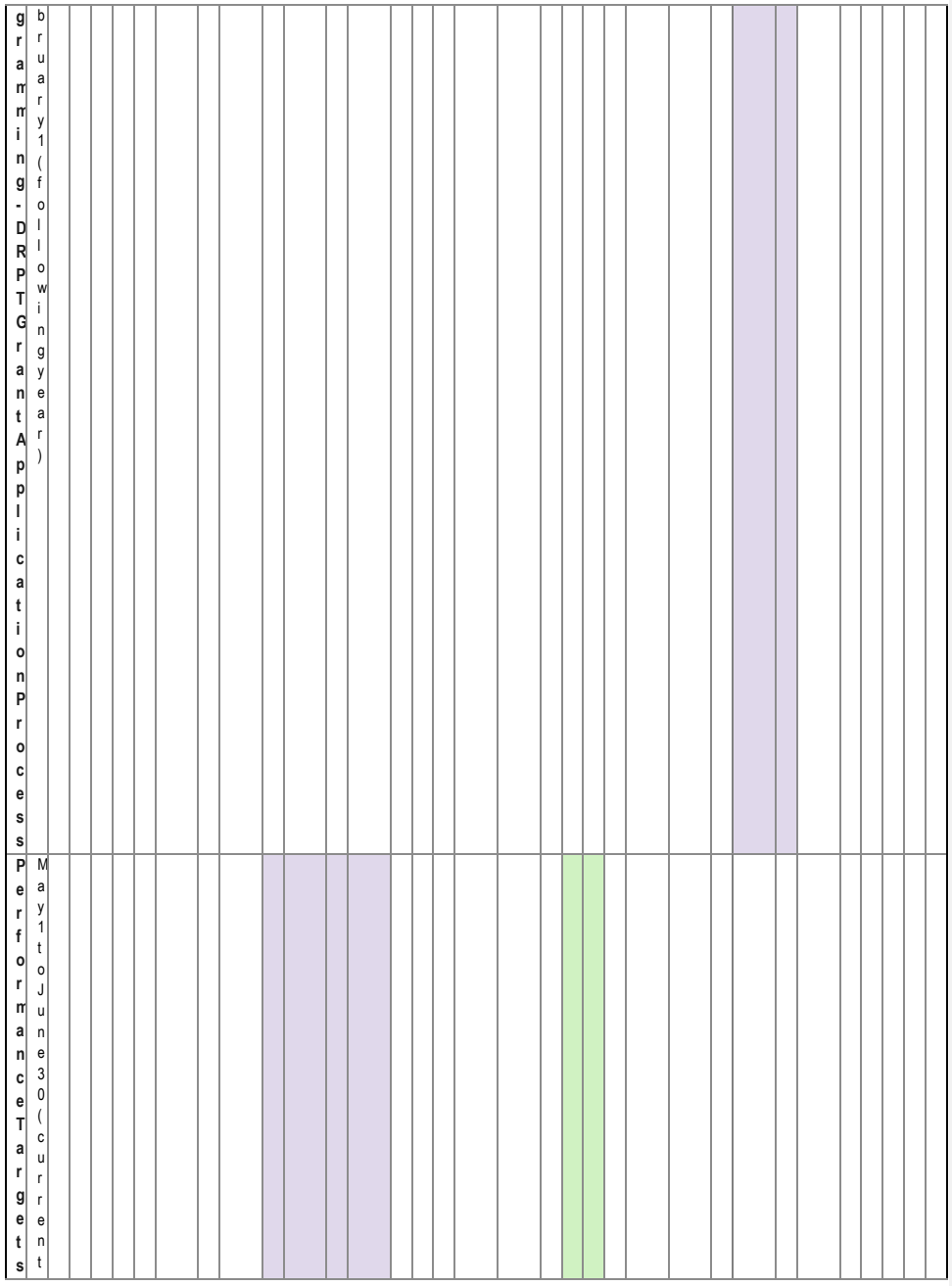
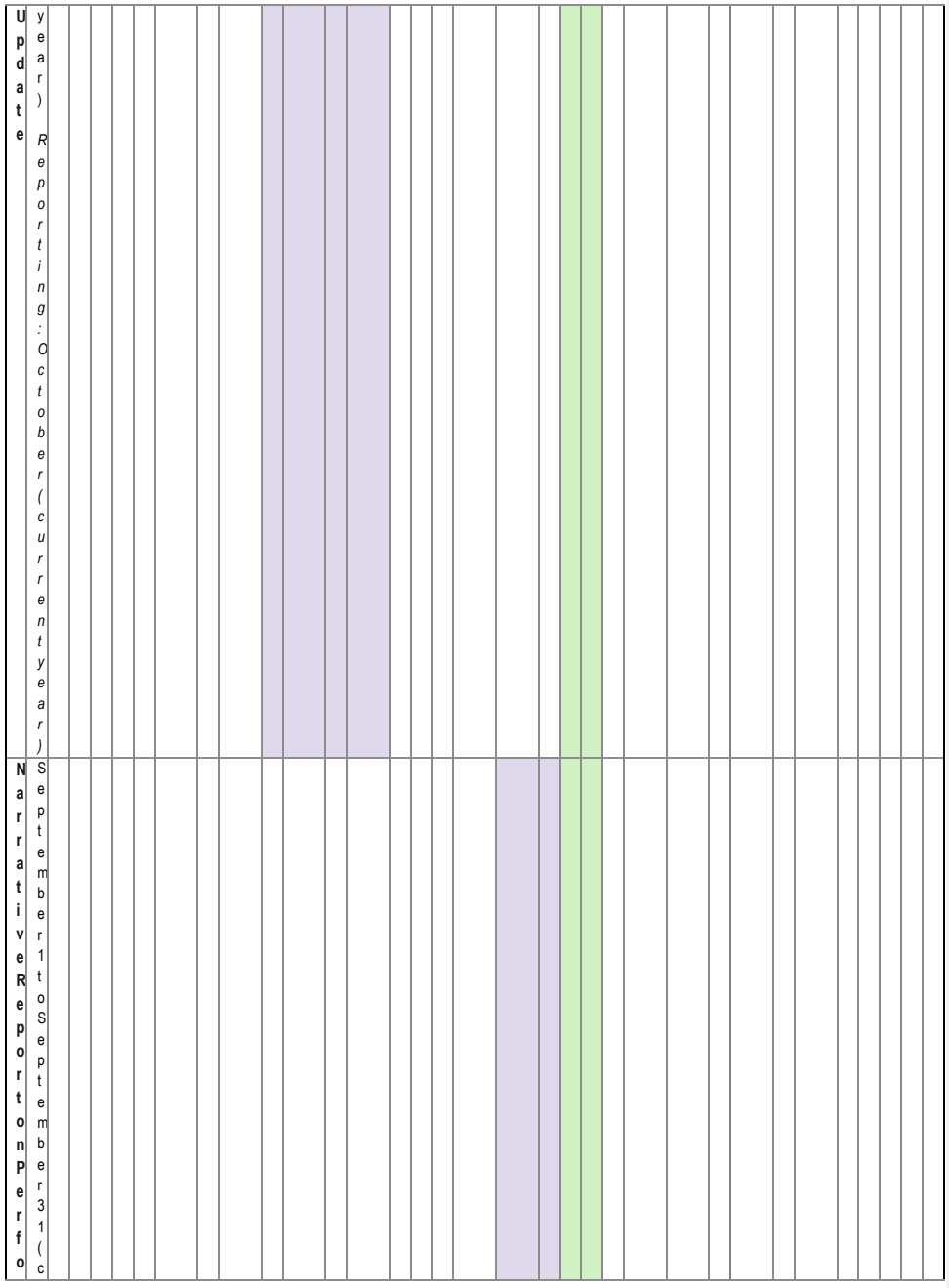
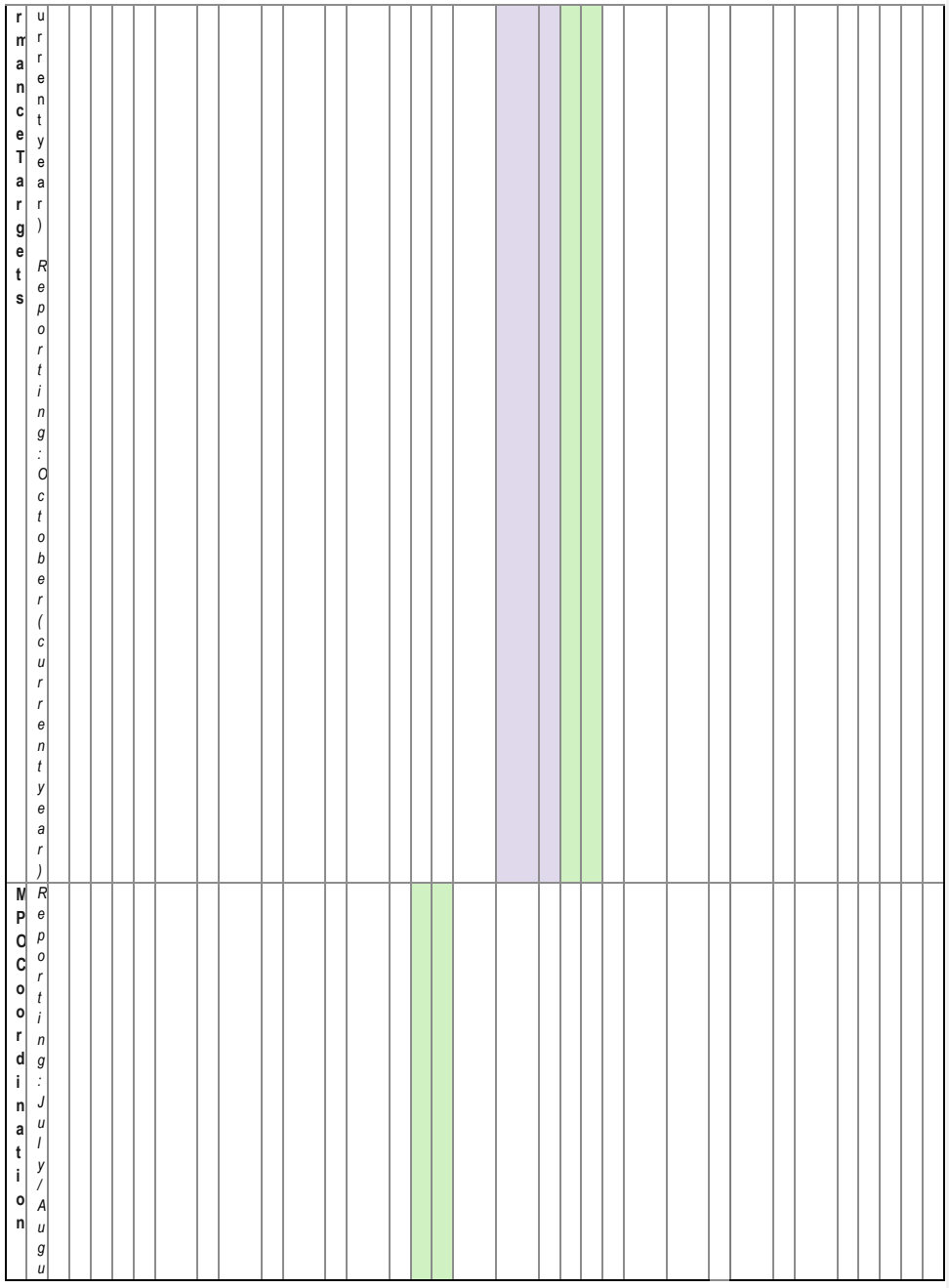
CapitalPro
JanuaryltoFe


Programming-DRPTGrantApplicationProcess
January 1 (following year)
Performance Targets
May 1 to June 30 (current


Update
year) Reporting: October (current year)
Narrative Report on Perfo
September 1 to September 31 (c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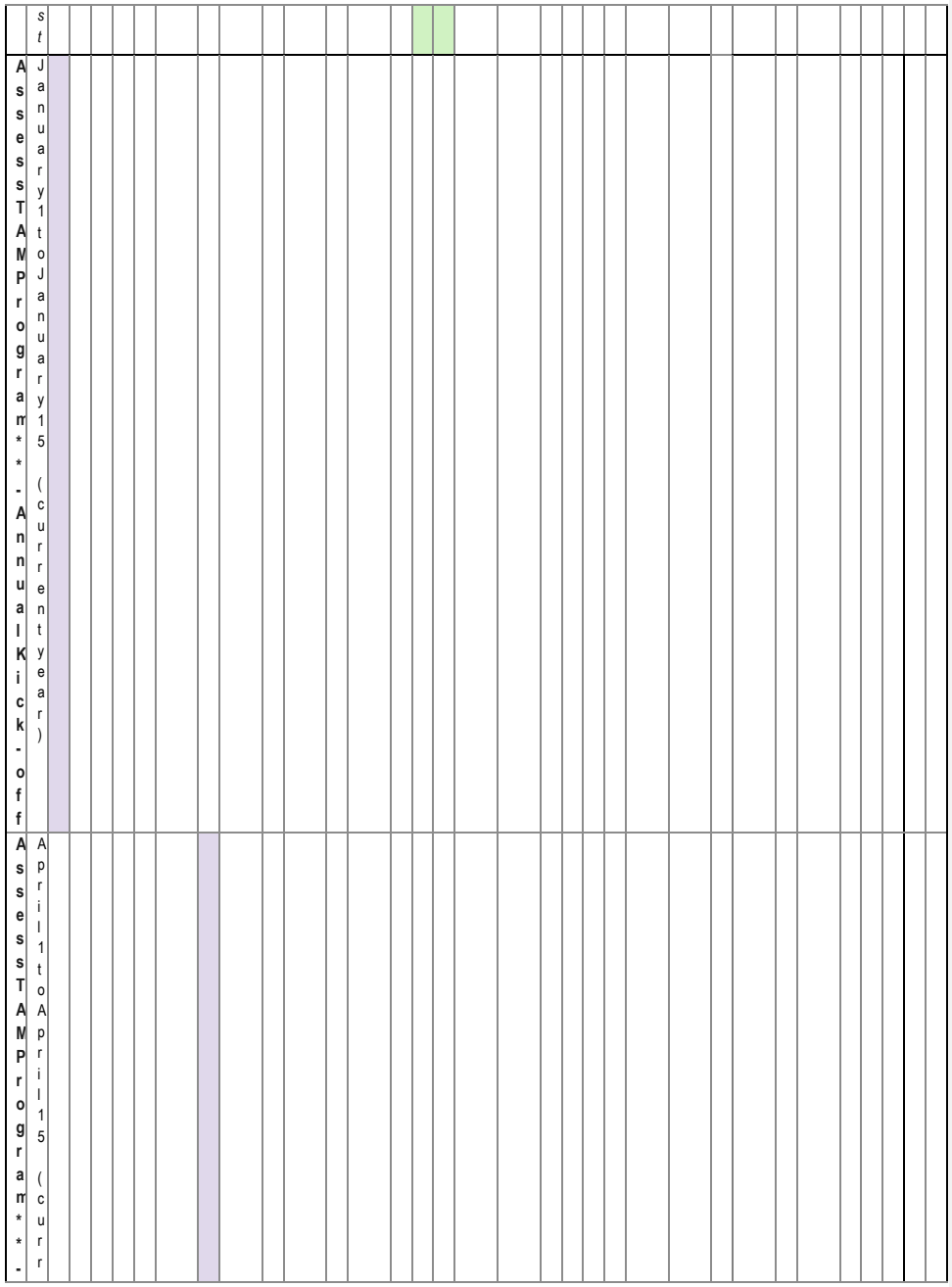
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Assess TAM Program** - Annual Kick-off
January 1 to January 15 (current year)
Assess TAM Program** -
April 1 to April 15 (curr

Inventory Updates	ent year)																																
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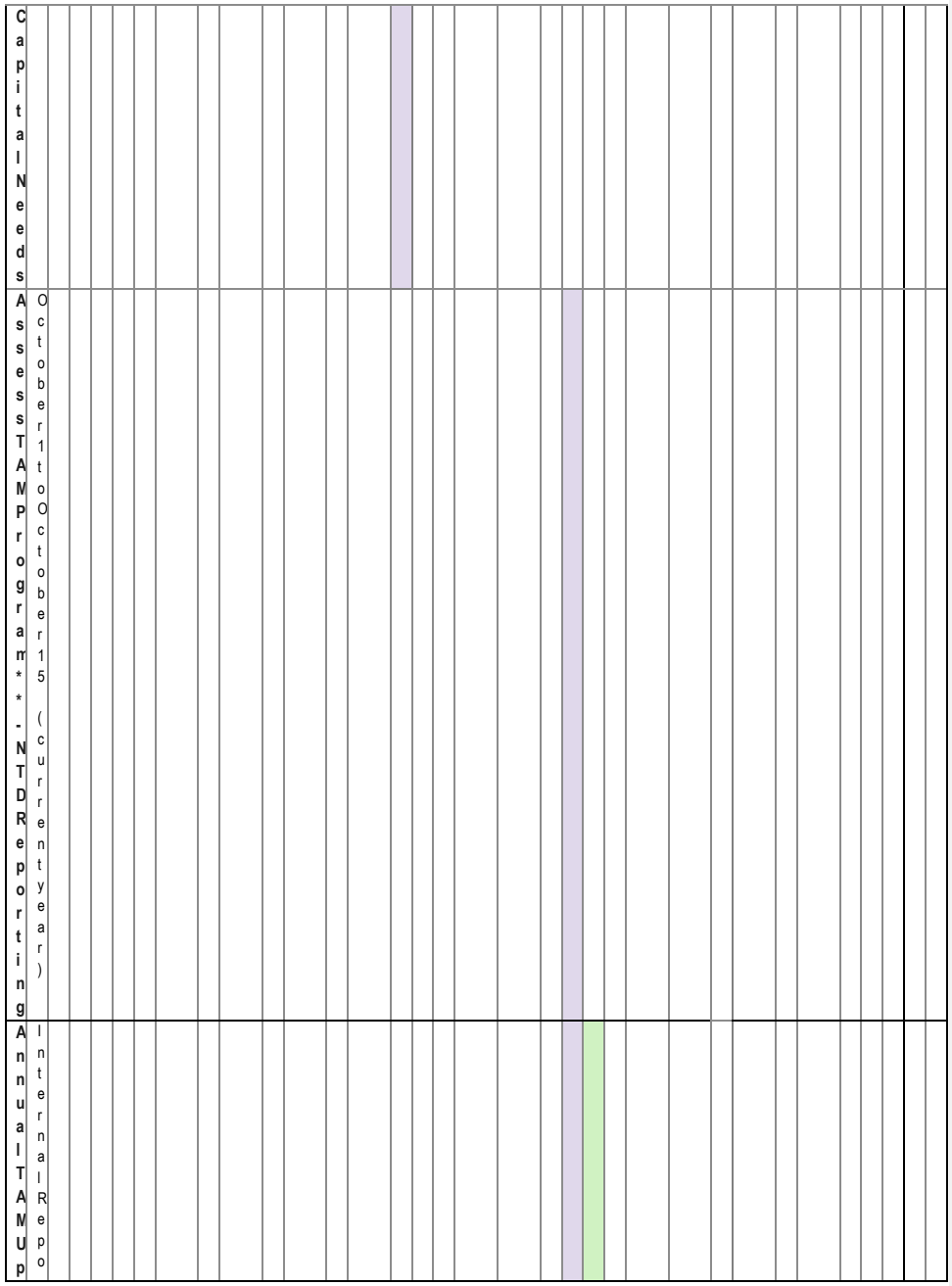

Capital Needs
Assess TAM Program** - NTD Reporting
October 1 to October 15 (current year)
Annual TAM Upd
Internal Repo

3.

Below is a list of TAM activities that GRTC completes annually to comply with FTA requirements and GRTC's TAM Policy:

- Asset Inventory Reconciliation
- National Transit Database Reporting
- Facility Condition Assessments
- Vehicle Useful Life Benchmark Review
- State of Good Repair Needs Identification
- Capital Improvement Program Development
- Investment Prioritization
- Performance Target Development
- Annual TAM Update Memorandum

5.2.1. NTD: Asset Inventory Update

As required by FTA, GRTC submits an updated Asset Inventory Module (AIM or A-forms) to NTD by October 30 of each year. This reporting should include all capital assets used in the provision of public transportation services, including those owned by a third-party. For purposes of collecting the required NTD reporting (using A forms) and SGR needs data in a timely manner, this update effort should be completed by the beginning of the fiscal year in July.

GRTC maintains a Transit Asset Management inventory that supports NTD reporting, State of Good Repair performance measurement, and capital planning. Asset information is reviewed using applicable agency data sources, including the centralized ERP asset inventory as it is implemented, EAM and maintenance records, procurement documentation, financial asset records, and other supporting records. Annual inventory review and reconciliation will support continued improvement in the accuracy and consistency of asset information used for TAM and NTD reporting.

GRTC is required to report an asset to NTD in the fiscal year that the asset begins use for public transportation service. GRTC should not report assets that are being assembled, assets under construction, or assets that are in testing at the end of the fiscal year.

NTD reporting guides are published annually around August and should be checked to confirm relevant asset definitions and calculations.

5.2.2.Annual TAM Update Memorandum

Following completion of the annual TAM activities, GRTC will prepare an Annual TAM Update Memorandum to document changes occurring since the most recent TAM Plan or Annual TAM Update. The memorandum serves as the agency's annual record of Transit Asset Management activities and supports continuous program implementation between formal TAM Plan updates.

The Annual TAM Update Memorandum should include, at a minimum:

- Updates to the Transit Asset Management asset inventory, including additions, retirements, replacements, and changes in asset status.
- Results of annual facility condition assessments and revenue vehicle ULB analyses.
- Updated SGR performance measures and NTD performance targets.
- A summary of completed and programmed capital investments supporting State of Good Repair.
- Significant changes to asset management practices, policies, procedures, or organizational responsibilities.
- Revisions to the Capital Improvement Program that affect Transit Asset Management priorities.
- A summary of progress toward implementation of the TAM Program and any planned continuous improvement initiatives.

The Annual TAM Update Memorandum will be reviewed by the Capital Asset Management Committee and approved by the Accountable Executive prior to completion of annual National Transit Database reporting. The memorandum will serve as the basis for maintaining the accuracy of the Transit Asset Management Program and will be incorporated into the next formal update of the Transit Asset Management Plan.

Schedule of TAM Annual Activities	Approximate Start and End Dates	Current Year												Following Year			
		January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April/May
Asset Inventory Update	April 1 to June 30 (current year) *Reporting: October (current year)*																
Condition Assessment - Facilities	January 1 to March 30 (current year)																
Condition Assessment - Vehicles	June 1 to 31 (current year)																
Capital Programming - Gather Needs*	May 15 to August 1 (current year)																

Capital Programming - Prioritize Needs	August 1 to September 1 (current year)																																
Capital Programming - Revenue Forecasting	August 1 to September 15 (current year)																																
Capital Programming - Develop Plan and Budget	September 15 to December 1 (current year) *Adjustment: April 1 to May 30 (following year)*																																
Capital Programming - DRPT Grant Application Process	January 1 to February 1 (following year)																																
Performance Targets Update	May 1 to June 30 (current year) *Reporting: October (current year)*																																

Narrative Report on Performance Targets	September 1 to September 31 (current year) *Reporting: October (current year)*																																
MPO Coordination	*Reporting: July/August*																																
Assess TAM Program - Annual Kick-off**	January 1 to January 15 (current year)																																
Assess TAM Program - Inventory Updates**	April 1 to April 15 (current year)																																
Assess TAM Program - Performance Targets & Capital Needs**	July 1 to July 15 (current year)																																
Assess TAM	October 1 to																																

Program ** - NTD Reporting	October 15 (current year)																																			
Annual TAM Update Memorandum	Internal Reporting : October 31																																			

Activities
Reporting

*From Project Charter submissions
**Held as Quarterly Capital Asset Management Committee Meetings

5.2.3. Condition Assessment

Condition assessments should follow the inventory of capital assets to ensure that the correct assets are being assessed. These assessments are required for any assets where the agency has *direct capital responsibility*, meaning an asset that is:

- Owned by GRTC;
- GRTC's responsibility to provide capital maintenance on the asset; or
- Currently included in a capital project or will be included in a capital project within the TAM plan horizon year.

Performing conditions assessments will also inform the capital budgeting cycle and the updating of SGR needs. The conditions assessment will help GRTC understand potential risks associated with assets and take action to mitigate them, with replacement of assets through capital programming or through maintenance strategies and tracking of performance.

The condition assessment timing for assets, based on GRTC's primary asset types, varies due to the required activities. Facility condition assessments should be completed annually in sufficient time to support development of the following fiscal year's Capital Improvement Program. Vehicles condition is evaluated based on age and useful life benchmarks.

Facilities & Facilities Equipment

All GRTC facilities where there is direct capital responsibility and more than incidental use (more than 50% of activities are in support of transit or more than 50% of vehicles maintained on site are GRTC's) must be inspected every four years. Facilities equipment valued over $10,000 should be included in these facility inspections. *Any equipment valued at more than $50,000 should be included separately in the inventory.*

Instead of waiting to inspect all facilities in one year, to meet the FTA guidelines GRTC should inspect seven or eight facilities on a rolling basis annually. This will limit the time required from facilities maintenance and supervisor staff for supporting this effort. Inspections should be assigned in advance to allow for scheduling and completing them in from January to February. Data entry into the EAM system and quality checks should occur in March.

Vehicles

Vehicles do not require condition inspections; however, GRTC should update the age of fleet compared to the useful life benchmarks (ULB) on an annual basis to determine vehicle replacement needs and performance targets for NTD reporting. To support the NTD reporting requirement, the timing of this update coincides with completing the Asset Inventory Update and Performance Target Setting in June. The resulting fleet needs can be fed into the following year's capital budgeting process.

If preventive maintenance (PM) inspections or other fleet inspections determine that a vehicle condition is not fit for service or a vehicle has been in an accident and must be removed from service before meeting the fleet standard ULB, the ULB for those vehicles should be adjusted accordingly to reflect their condition. In addition, if a Fleet Management Plan update occurs, the mileage analysis should be applied to the fleet to determine if the fleet standard ULBs are still appropriate or require an update.

5.2.4. Capital Programming

With the information collected through the Asset Inventory Update and Conditions Assessment, GRTC will be able to make fully informed decisions on replacing or performing repairs on capital assets. This series of capital programming activities will begin in May and follow the existing process for capital programming.

Much like the TAM Plan as a whole, the capital programming effort should directly support the agency's strategic plans and consider cross-functional inputs from multiple departments. Capital programming should utilize GRTC's Transit Asset Management decision-support framework, including asset inventory reconciliation, condition assessments, maintenance history, Useful Life Benchmark analysis, Enterprise Asset Management (EAM) data, and agency investment priorities. This decision-support tool can feed the Needs Identification/Project Charter component of the capital programming process.

Capital Needs Forecasting (Gather Needs)

Needs are currently gathered through the Project Charter forms used in the Capital Plan. These needs should be submitted as unconstrained and based on asset ages, conditions, performance, and lifecycle activities (replacement and rehabilitation timing set by GRTC asset owners). As the EAM use expands, it will be able to provide a list of asset-based needs to check against the list of needs submitted in the Project Charters and fill in any gaps in submissions.

Investment Prioritization (Prioritize Needs)

The CIP process prioritizes needs based on GRTC's criteria. These criteria can be aligned to utilize more direct information regarding asset conditions in future, instead of relying on a simple SGR designation for priority.

Revenue Forecasting/Develop Plan and Budget/DRPT Grant Application Process

GRTC will follow existing process with consideration of prioritized list of needs for funding through DRPT's MERIT process.

5.2.5. Performance Target Update

While programming capital needs, GRTC should review the annual performance targets for fleet at or beyond ULB and the condition of assets to inform the prioritization of needs. As the capital budget is being finalized and Asset Inventory is updated in June, performance targets for the upcoming fiscal year should be reviewed and updated to account for any assets that will be repaired or replaced.

The updated performance targets will identify the portions of the revenue and non-revenue fleets and agency facilities that are expected to operate in SGR *by the end of the upcoming fiscal year – by June 30 of the following year*. The approach to determining targets for the upcoming fiscal year is illustrated in **Table 6.**

Table 6: Performance Measures and Targets

Asset Type	*Performance Measure: Numerator*	*Performance Measure: Denominator*	*Calculate Baseline*	*Calculate Target*
Rollingstock – by vehicle type	Total dedicated, active revenue vehicles that have met or exceeded the reported ULB with capital responsibility	Total dedicated, active revenue vehicles with capital responsibility and ULB reported	Calculate measure for each NTD vehicle type at end of current fiscal year (Sept)	- Subtract next fiscal year's programmed replacements from numerator Add known vehicle expansions to denominator

Asset Type	Performance Measure: Numerator	Performance Measure: Denominator	Calculate Baseline	Calculate Target
Equipment – by vehicle type	Total service vehicles that have met or exceeded the reported ULB with capital responsibility	Total service vehicles with capital responsibility and ULB reported	Calculate measure for each NTD vehicle type at end of current fiscal year (Sept)	- Subtract next fiscal year's programmed replacements from numerator Add known vehicle expansions to denominator
Passenger Facilities*	Total facilities with a rating of a 1 or 2 on the TERM scale, with capital responsibility	Total facilities with a condition assessment reported and with capital responsibility**	Calculate measure for reportable facilities at end of current fiscal year (Sept)	- Subtract any facility with significant improvements next fiscal year from numerator Add any facilities opening in the next fiscal year to denominator
Admin/ Maintenance Facilities	Total facilities with a rating of a 1 or 2 on the TERM scale, with capital responsibility	Total facilities with a condition assessment reported and with capital responsibility**	Calculate measure for reportable facilities at end of current fiscal year (Sept)	- Subtract any facility with significant improvements next fiscal year from numerator Add any facilities opening in the next fiscal year to denominator

*Does not include shelters and stops, only transit or transfer centers, park-and-ride facilities, and transit malls if they have a structure for passengers for ticketing, information, restrooms, concessions, telephones, etc. or they are on separate right-of-way with a platform or structure.
** This does not include facilities with "N/A" reported for their condition assessment.

Performance targets should be reviewed at the end of June with all relevant asset owners – including fleet and facilities maintenance and finance – to ensure that the conditions, ULBs, and capital plans are accurate before reporting to NTD. ***GRTC must also ensure that the vehicle counts, types, ULBs and conditions used for target setting are also reported to NTD accurately in the AIM forms to avoid FTA questions and comments on misalignment.*** Therefore, it would benefit GRTC to have the target setting coordinated by the same department that reports inventory to NTD.

The Accountable Executive should also review and approve targets, in alignment with the Capital Plan and agency priorities.

Updated targets should be made available to the MPO in July, per their fiscal year, to ensure the coordination of State and MPO performance targets, planning, and investment decisions.

5.2.6. Narrative Report on Performance Targets

GRTC will document annual Transit Asset Management performance through the Annual TAM Update Memorandum, which will summarize changes in the asset inventory, State of Good Repair (SGR) performance

measures, and progress toward previously established performance targets. The memorandum will compare the current year's baseline performance measures presented in Table ES-1 with the performance targets established during the previous reporting cycle and describe the factors contributing to changes in asset condition or performance. Future performance targets will be established based on the updated asset inventory, Useful Life Benchmark (ULB) analysis, facility condition assessments, planned capital investments, anticipated asset retirements, and available funding. The Annual TAM Update Memorandum will serve as the basis for GRTC's annual National Transit Database (NTD) Transit Asset Management reporting and support future updates to the Transit Asset Management Plan.

The Annual TAM Update Memorandum will document the agency's performance targets, the methodology used to calculate those targets, progress toward previously established targets, and any challenges or significant changes affecting Transit Asset Management performance. A draft memorandum should be completed in September and reviewed by Fleet Maintenance, Facilities, and other subject matter experts prior to completion of the annual NTD Transit Asset Management reporting in October.

Annual TAM Update Memoranda will be maintained as part of GRTC's Transit Asset Management Program records to support future plan updates, performance trend analysis, and documentation of changes to asset inventories, condition assessments, Useful Life Benchmarks, performance measures, and investment priorities. Maintaining this historical record will support continuous improvement of the TAM Program and provide a documented basis for future performance target development and reporting.

5.2.7.MPO Coordination

Throughout the Asset Management process, as with other planning activities, GRTC will coordinate with the MPO, its needs, priorities, and other TAM data. Updated performance targets and Capital Plans should also be made available on request in July, *though GRTC does not need to make any additional updates outside of the TAM activities noted here.*

5.2.8.Assess TAM Program

As GRTC gains a better understanding of its assets and funding needs through the annual cycle of reporting and programming, the agency should reassess its TAM Program in terms of organizational, staffing, and IT needs. While the TAM Plan identifies resources and evaluates existing needs for executing the key activities of TAM planning, with changes in staffing and guidance from FTA and NTD that may occur over the four-year TAM plan window, the TAM Plan's recommendations should be reviewed and reassessed internally at least annually. This will allow GRTC to address changing responsibilities for reporting and coordination and applying any new or updated information technology to existing asset datasets.

To continue TAM Program development and coordination, a Capital Asset Management Committee will meet quarterly to ensure progress is being tracked and adjustments are made. The quarterly meetings will also ensure that TAM is being resourced correctly.

5.2.9.TAM Plan Update (Minimum Every Four Years)

In addition to the annual activities listed above, GRTC must update their TAM Plan every four years at a minimum. Other triggers for an update to the TAM Plan include a significant change in services, including adding a new mode or service area, or a significant change in funding or investment prioritization.

TAM Plan Required Elements:

1. Inventory of Capital Assets
2. Condition Assessment
3. Decision Support Tools
4. Investment Prioritization
5. TAM and SGR Policy
6. Implementation Strategy
7. List of Key Annual Activities
8. Identification of Resources
9. Evaluation Plan

The TAM Plan must include the required nine elements of a Tier I TAM Plan and provide an update on the current inventory, asset conditions, and investment prioritization results. In addition, it should align with GRTC's other public plans including but not limited to the Capital Plan, the TSP, Fleet Management Plan and Facilities Master Plan.

5.3. Continuous Improvement Activities

GRTC is committed to the continuous improvement of its TAM Program to ensure that asset management practices remain effective, data-driven, and aligned with agency goals. Continuous improvement is achieved through the annual evaluation of asset performance, condition assessments, investment outcomes, performance measures, and organizational processes. Lessons learned through capital project delivery, maintenance activities, inspections, and performance monitoring will be incorporated into future planning and investment decisions.

Recommendations below are actions that are included in the TAM Plan as improvement activities for GRTC to execute in the coming years.

Organization

- Maintain and periodically evaluate software systems that support the TAM Program by documenting the purpose, functionality, and ownership of existing software applications used for asset inventory management, maintenance, capital planning, Geographic Information Systems (GIS), and reporting. Annually assess system capabilities, identify functional gaps, and evaluate opportunities for system enhancements or integration to support evolving business needs.
- Review and communicate TAM Program roles and responsibilities annually to ensure departments understand their responsibilities for asset inventory management, condition assessments, capital planning, performance reporting, and implementation of the TAM Program.

Communication

- Maintain a recurring forum for coordination of Transit Asset Management activities through quarterly meetings of the Capital Asset Management Committee. The Committee shall review asset inventory updates, State of Good Repair performance, capital investment priorities, continuous improvement initiatives, and progress toward implementation of the TAM Program.
- Review and communicate the CIP process and investment prioritization criteria annually to ensure stakeholders understand project development, project intake procedures, prioritization methodology and the relationship between asset management, capital planning and funding decisions.

Information

- Conduct routine facility inspections and incorporate findings into the capital planning process by documenting asset conditions, identifying State of Good Repair needs and incorporating identified deficiencies into annual capital planning, budgeting and investment prioritization activities.
- Continue expanding and optimizing Enterprise Asset Management (EAM) capabilities to support comprehensive lifecycle management of GRTC assets. GRTC has implemented an EAM system to support asset inventory management, maintenance activities, and work order management. The system currently serves as the agency's centralized inventory platform and provides functionality for asset tracking, maintenance documentation, and inventory management. As the TAM Program continues to mature, GRTC will evaluate opportunities to expand EAM utilization beyond Facilities and increase adoption across additional asset-owning departments.

Ongoing improvement activities will include:

- Periodically reviewing and updating GRTC's functional requirements to ensure the system continues to support agency asset management needs.
- Expanding work order management, preventive maintenance, condition assessment, and lifecycle-planning capabilities beyond Facilities, as appropriate.
- Defining and maintaining standardized asset information, naming conventions, data ownership responsibilities, and related business processes.
- Consolidating relevant existing asset data sources into the system and verifying the completeness and accuracy of the baseline inventory with asset-owning departments.
- Maintaining current asset inventory information as assets are acquired, installed, rehabilitated, transferred, replaced, or retired.
- Capturing and updating Useful Life Benchmarks, condition information, replacement values, inspection schedules, and other relevant lifecycle parameters.
- Configuring and enhancing system functionality and reporting capabilities to support asset inventory reporting, State of Good Repair needs identification, maintenance planning, and capital investment decisions.
- Testing system changes and new workflows before broader implementation.
- Providing ongoing staff training, user support, and change management activities to promote consistent and effective use of the system.
- Periodically evaluating data quality, system performance, integrations, and functionality to identify additional opportunities for improvement.

5.4. Governance and Accountability

5.4.1. Capital Asset Management Committee

The Capital Asset Management Committee will be maintained on a permanent basis and will provide a space for stakeholders to receive and review progress on the TAM Plan actions through regular meetings. The Capital Asset Management Committee will meet quarterly. These meetings should be aligned with key milestones of GRTC's annual TAM activities and should be used to track the progress made (or not yet made) against each of the activities established in the updated TAM Plan and make any adjustments necessary. The quarterly meetings will also ensure that TAM is being resourced correctly at GRTC. This will allow GRTC to address changing responsibilities for reporting and coordination and applying any new or updated information technology to existing asset datasets.

The key agenda items for each quarterly meeting, beginning at the start of the calendar year include:

- First quarter: Annual Kick-off of TAM Program
- Second quarter: Inventory Updates
- Third quarter: Performance Targets and Capital Needs
- Fourth quarter: NTD Reporting, Annual TAM Update Memorandum, Performance Target Narrative, Recommendations for the next Capital Improvement Program Cycle

5.4.2. Responsible, Accountable, Consulted, and Informed (RACI)

GRTC staff should have a clear understanding of their responsibilities for carrying out TAM activities. To support the development of a communication plan, a RACI matrix was developed to identify the necessary level of involvement from staff members for each of the annual activities. A RACI matrix denotes the level of involvement using letter codes, defined as:

- R = Responsible – This team member does the work to complete the task. Every task needs at least one responsible part, but it's okay to assign more.

- A = Accountable – This person delegates work and is the last one to review the task or deliverable before it's deemed complete. On some tasks, the responsible party also may serve as the Accountable one.
- C = Consulted – Every deliverable is strengthened by review and consultation from more than one team member. Consulted parties are typically the people who provide input based on how it will impact their future project work or their domain of expertise on the deliverable itself.
- I = Informed – These team members simply need to be kept in the loop on project progress, rather than be roped into the details of every deliverable.

Table 77 presents the involvement of GRTC staff for carrying out the key annual activities in this TAM Plan. The FY27 RACI matrix reflects GRTC's current organization and distribution of TAM responsibilities. Asset owners include fleet and facilities maintenance, IT, and project managers for bus shelters/amenities. It also consolidates responsibility for TAM under the Director of Capital Construction and Facility Improvement to provide clear leadership and ownership of the TAM Program.

Table 77: RACI Matrix TAM Activities by Organizational Unit

	Executive		Planning & Development				Finance			Operations		Maintenance & Facilities		Safety/RM
	Chief Executive Officer	Chief of Staff	Chief Development Officer	Director of Capital Construction and	Director of Info Services	Capital Improvement Program Manager	Chief Financial & Administrative Officer	Director of Finance	Director of Procurement	Chief Operating Officer	Director of Operations	Director of Maintenance	Facility Maintenance Manager	Director of Safety/Risk Management
Asset Inventory Update														
Inventory			I	A	C	R		C		C	R	R	R	
AIM Reporting			I	A	C	R		C		C	R	R	R	
Condition Assessment														
Facilities			I	I	I	C				C	C		R/A	I
Vehicles			I	I	I	C				C	C	R/A		I
Capital Programming														
Needs Forecasting			A	R	C	R	C	I	C	C	C	C	C	C
Investment Prioritization			A	R	I	R	C	I	I	I	I	I	I	I
Revenue Forecasting			R	R		I	R/A	R/A	C					
Performance Targets Update			A	R							C	R	R	
Narrative Report on Performance Targets			A	R							C	C	C	
Assess TAM Program	I	I	R/A	R	C	C				C	C	C	C	
MPO TAM Coordination			C	R/A										
TAMUpdate			C	A	C	R		C	C		C	C		C

5.5. Resource Plan

The successful delivery of the annual TAM activities and the continuous improvement of the TAM Program requires GRTC's commitment to make available the human and financial resources necessary to complete the activities within the 4-year plan horizon and beyond.

In addition to capital investments, the following tables provide comments with additional information regarding the status of each action and highlight the departments and staff who are responsible or accountable for the activity. **Table** details the annual activities that will be continuously improved as the TAM Program matures. details the discrete improvement actions that GRTC will undertake to support the TAM Policy. Additional refinements may be necessary as action items are further developed and closer to implementation.

Table 8: Summary of Annual Activities and TAM Plan Update

#	Activity	Department(s) or Individual Responsible and/or Accountable	Comments
1	Asset Inventory Update	Director of Capital Construction and Facility Improvement, Capital Improvement Program Manager, Director of Operations, Director of Maintenance, Facility Maintenance Manager	Reconcile the Transit Asset Management inventory with the National Transit Database (NTD), Enterprise Asset Management (EAM) system, procurement records, maintenance records, and capital project records. Update inventory to reflect asset additions, retirements, replacements, and changes in asset status.
2	AIM Reporting	Director of Capital Construction and Facility Improvement, Capital Improvement Program Manager, Director of Operations, Director of Maintenance, Facility Maintenance Manager	Complete annual NTD Asset Inventory Module (AIM) reporting using the reconciled TAM inventory in accordance with current FTA reporting guidance.
3	Condition Assessment – Vehicles	Director of Maintenance	Review active revenue and non-revenue vehicle inventories to determine assets that have met or exceeded their applicable ULB and identify future replacement needs.
4	Condition Assessment – Facilities	Facility Management	Complete rolling facility condition assessments using the FTA TERM methodology and update facility condition information for Transit Asset Management reporting and capital planning.
5	State of Good Repair Needs Identification	Chief Development Officer, Director of Capital Construction and Facility Improvement, Capital Improvement Program Manager	Identify rehabilitation and replacement needs using inventory reconciliation, condition assessments, maintenance history, ULB analysis, and coordination with asset-owning departments.
6	Capital Programming –	Chief Development Officer, Director of Capital Construction and Facility	Prioritize projects using GRTC's capital investment prioritization framework and incorporate projects

#	Activity	Department(s) or Individual Responsible and/or Accountable	Comments
	Investment Prioritization	Improvement, Capital Improvement Program Manager	into the Capital Improvement Program based on funding availability and project readiness.
7	Capital Improvement Program Development	Chief Development Office, Director of Construction and Facility Improvement, Chief Administrative Officer, Director of Finance	Develop the annual Capital Improvement Program and coordinate capital funding strategies, grant applications, and budget development.
8	Performance Targets Update	Chief Development Officer, Director of Capital Construction and Facility Improvement, Director of Maintenance, Facilities Manager	Review annual SGR performance measures and establish performance targets for NTD reporting.
9	Annual TAM Update Memorandum	Director of Capital Construction and Facility Improvement	Prepare the Annual TAM Update Memorandum documenting inventory updates, performance measures, capital investments, SGR priorities, and program improvements.
10	Assess TAM Program	Chief Development Officer, Director of Capital Construction and Facility Improvement	Review annual TAM activities, monitor implementation progress, evaluate performance, and recommend program improvements.
11	MPO Coordination	Director of Capital Construction and Facility Improvement	Coordinate performance targets and capital planning information with regional planning partners, as applicable.
12	TAM Update	Director of Capital Construction and Facility Improvement, Capital Improvement Program Manager	Update the TAM Plan at least every four years, or sooner if significant organizational, operational, or funding changes occur.

Table 98: Activities related to Improvement of the TAM Plan

#	Activity	Department(s) or Individual Responsible and/or Accountable	Comments
13	Review TAM Business Processes	Chief Development Officer, Director of Capital Construction and Facility Improvement, Director of Information Technology	Periodically review and refine Transit Asset Management business processes, procedures, and responsibilities.
14	Capital Asset Management Committee Coordination	Chief Development Officer, Director of Capital Construction and Facility Improvement,	Conduct quarterly meetings to review progress, coordinate annual activities, and identify opportunities for continuous improvement.
15	Maintain and Improve Capital Investment Process	Director of P Capital Construction and Facility Improvement, g, Capital Improvement Program Manager	Periodically review and update capital project intake procedures, prioritization criteria, and project development processes.
16	Expand Enterprise Asset Management (EAM) Capabilities	Director of Information Systems, Director of Procurement, Director of Capital Construction and Facility Improvement, Capital Improvement Program Manager, Director of Maintenance, Facility Maintenance Manager	Continue expanding EAM functionality to support asset inventory management, maintenance, condition assessments, lifecycle planning, reporting, and decision support.
17	Conduct Regular Facility Inspection and Use Results to Identify SGR Needs	Capital Improvement Program Manager, Facility Management	Schedule regular inspections of facilities to provide condition information which can be used to identify future SGR needs.

6. Evaluation and Continuous Improvement

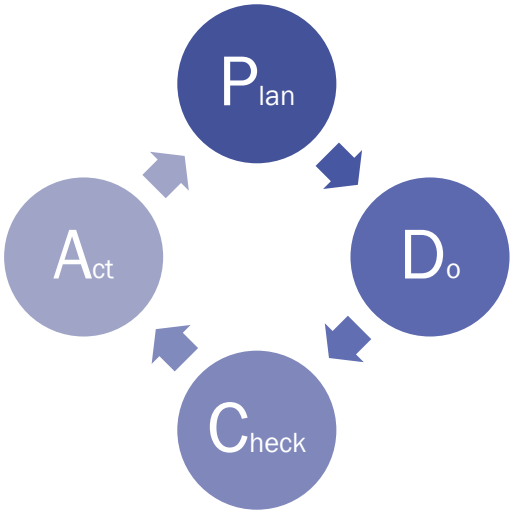
This section describes the processes GRTC uses to monitor, evaluate, and continuously improve its Transit Asset Management (TAM) Program. The evaluation process ensures that asset management practices remain effective; asset information remains current, and State of Good Repair (SGR) priorities continue to support GRTC's strategic goals and capital investment decisions. The contents of this section address FTA TAM Element 9.

GRTC's TAM Program is based on a continuous improvement approach that integrates annual asset inventory reconciliation, condition assessments, performance monitoring, capital planning, and National Transit Database (NTD) reporting. Program performance is evaluated annually through established performance measures, completion of required TAM activities, implementation of capital investments, and periodic review of business processes.

GRTC's annual approach to reviewing and updating TAM documents and performance measures will follow the continuous improvement approach of:

1. **Plan**
    a. Establish annual TAM priorities
    b. Update asset inventories and condition assessment schedules
    c. Establish SGR performance targets
    d. Develop the Capital Improvement Program
2. **Do**
    a. Complete annual TAM activities
    b. Implement programmed capital projects
    c. Maintain asset inventories and performance information
3. **Check**
    a. Review asset inventories, condition assessments, and performance measures
    b. Evaluate progress toward SGR targets
    c. Review capital project implementation and lessons learned
4. **Act**
    a. Document improvements through the Annual TAM Update Memorandum
    b. Update business processes and performance targets as needed
    c. Incorporate lessons learned into future capital planning and the next TAM Plan update

Figure 4: Plan-Do-Check-Act Process



GRTC applies the Plan-Do-Check-Act (PDCA) framework as part of its annual Transit Asset Management cycle. The Annual TAM Update Memorandum serves as the primary mechanism for documenting annual program improvements, changes in asset inventories, updated performance measures, capital investments, and recommendations for future program enhancements.

The Transit Asset Management Plan will be formally reviewed and updated at least every four years in accordance with FTA requirements. Between formal plan updates, GRTC will maintain the TAM Program through annual inventory reconciliation, condition assessments, performance target updates, capital planning, and preparation of the Annual TAM Update Memorandum. Significant organizational, operational, funding, or regulatory changes may warrant revision of the TAM Plan before the required four-year update cycle.

6.1. Communications

Successful asset management implementation requires effective communication to allow people to understand changing processes and to bridge the many departments and offices that exist in GRTC's organization. This includes ongoing dialogue and progress updates.

The Capital Asset Management Committee serves as GRTC's primary forum for communication and coordination of Transit Asset Management activities. Through quarterly meetings, the Committee reviews annual progress, performance measures, inventory updates, capital investment priorities, and continuous improvement initiatives.

6.2. Performance Monitoring

GRTC monitors the effectiveness of its Transit Asset Management Program through annual review of performance measures, completion of required Transit Asset Management activities, capital investment implementation, and progress toward maintaining assets in a State of Good Repair. Performance monitoring supports continuous improvement and informs future capital planning decisions.

Monitoring activities to be carried out on a regular basis includes the following:

- Asset Inventory Reconciliation
- Facility Condition Assessments
- Revenue Vehicle Useful Life Benchmark Review
- National Transit Database Reporting
- State of Good Repair Performance Measures
- Annual TAM Update Memorandum
- Capital Improvement Program Review

Capital Asset Management Committee Meetings: The Capital Asset Management Committee will assign or execute relevant activities included in this TAM Plan and implement the PDCA approach outlined earlier to facilitate the continuous improvement and progress of the agency's TAM Program. This committee will also serve to improve communication of roles and responsibilities, leadership of the TAM Program, and challenges to implementation.

NTD Asset Inventory: As required by FTA, GRTC will submit an updated Asset Inventory Module to NTD by October 31 of each year. As GRTC utilizes and improves its asset management strategies, the quality and robustness of the data in the asset inventory it generates also will improve.

Performance Measures: GRTC monitors performance using facility condition assessments and vehicle Useful Life Benchmark (ULB) analyses in accordance with FTA Transit Asset Management requirements. Performance measures are reviewed annually by the Capital Asset Management Committee and reported through the National Transit Database.

Annual State of Good Repair performance targets are reviewed by the Capital Asset Management Committee in conjunction with the annual inventory reconciliation and development of the Capital Improvement Program. Updated targets are recommended to the Accountable Executive for inclusion in annual National Transit Database reporting.

6.3. Training

Integrating asset management principles into the larger culture of GRTC requires training staff in multiple roles and at many levels in different aspects of asset management to provide them with the required competency. As part of its commitment to accomplishing the actions detailed in this plan, and to continuously improving its asset management implementation, GRTC will train the appropriate personnel in the necessary aspects of asset management, including the theory behind it, and creation of asset management plans. To accomplish this, it is recommended that GRTC asset management and maintenance staff members attend the National Transit Institute's (NTI's) Transit Asset management courses including NTI TAM 101 (Introduction to Transit Asset Management) and/or NTI TAM 201 (Enhancing Your Transit Asset Management Program with Lifecycle Management).

Engagement in peer forums, such as the biennial Transportation Research Board (TRB) Transportation Asset Management Conference and the FTA's SGR Roundtable also would benefit GRTC's staff in learning from peer agencies and industry best practices.

6.4. Future TAM Plan Revisions

While the TAM Plan must be revised every four years at a minimum, certain actions (such as the opening of a new facility that was not addressed in the plan, a natural disaster that significantly affects the agency's assts, or a major increase/decrease in the agency's funding levels) may justify a revision prior to the 4-year deadline. The Capital Asset Management Committee will recommend any required revisions to the Accountable Executive for

review and approval. Early revisions may be appropriate following significant organizational changes, new transit services or facilities, substantial changes in funding, major revisions to capital investment priorities, or significant events affecting GRTC's capital assets.

6.5. Conclusion

Through implementation of this Transit Asset Management Plan, GRTC has established a comprehensive framework for managing its capital assets throughout their lifecycle. The program integrates asset inventory management, condition assessments, State of Good Repair performance monitoring, capital planning, and continuous improvement to support informed investment decisions and reliable transit service. By maintaining current asset information, regularly evaluating performance, and coordinating capital investments through the Capital Improvement Program, GRTC will continue to improve the effectiveness of its Transit Asset Management Program while supporting safe, reliable, and sustainable transportation throughout the Richmond region.

Appendix A: Master Transit Asset Management Inventory

Table A-1. Revenue Vehicle Inventory –

Revenue vehicles included in GRTC's Transit Asset Management inventory and National Transit Database (NTD) reporting.

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
1701-1710	Cutaway (CU)	10	10	STR - Starcraft	Allstar	2023	Compressed Natural Gas	22	10	OOPA	UA	10	4	1	Active
E101-E105	Van (VN)	5	5	FRD - Ford Motor Corporation	E-TRANSIT	2023	Electric Battery	22	10	OOPA	UA	5	8	5	Active
M01 - M12	Minivan (MV)	12	12	DTD - Dodge Division — Chrysler Corporation	Voyager	2023	Gasoline	17	5	OOPA	UA	12	8	5	Active
1905, 1907,	Cutaway (CU)	3	0			2017			12	OOPA	UA	3	4	-5	Inactive

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
1909															
1919, 1920, 1921, 1923	Cutaway (CU)	4	4	STR - Starcraft	Express	2018	Compressed Natural Gas	22	12	OOPA	UA	6	4	-4	Active
1931, 1932, 1936, 1938, 1940-1952	Cutaway (CU)	17	15	STR - Starcraft	AllStar	2019	Compressed Natural Gas	22	12	OOPA	UA	17	4	-3	Active
1960-1971	Cutaway (CU)	12	11	STR - Starcraft	All star	2020	Compressed Natural Gas	22	15	OOPA	UA	12	4	-2	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
1972-1974	Cutaway (CU)	3	3	CMD - Chevrolet Motor Division — GMC	Express	2021	Compressed Natural Gas	22	15	OOPA	UA	3	4	-1	Active
1975-1989	Cutaway (CU)	15	14	STR - Starcraft	Allstar	2021	Compressed Natural Gas	23	10	OOPA	UA	15	4	-1	Active
1711-1743	Cutaway (CU)	32	32	STR - Starcraft	Allstar	2024	Gasoline	22	10	OOPA	UA	32	4	2	Active
901-913	Bus (BU)	13	1	GIL - Gillig Corporation	LOWFLOOR	2010	Diesel Fuel	40	38	OOPA	UA	1	12	-4	Retired
1504-1508	Over-the-road Bus (BR)	5	4	MCI - Motor Coach Industries International (DINA)	D4500	2010	Diesel Fuel	45	57	OOPA	UA	4	12	-4	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
301-318	Bus (BU)	18	0	GIL - Gillig Corporation	LOWFLOOR	2008	Diesel Fuel	40	38	OOPA	UA	18	12	-6	Retired
401-418	Bus (BU)	8	6	GIL - Gillig Corporation	LOWFLOOR	2012	Diesel Fuel	40	38	OOPA	UA	6	12	-2	Retired
201-208	Bus (BU)	8	8	GIL - Gillig Corporation	LOWFLOOR	2013	Compressed Natural Gas	40	38	OOPA	UA	8	12	-1	Active
250-270 & 501-508	Bus (BU)	29	29	GIL - Gillig Corporation	LOWFLOOR	2014	Compressed Natural Gas	40	38	OOPA	UA	29	12	0	Active
701-705	Bus (BU)	5	5	GIL - Gillig Corporation	LOWFLOOR	2014	Compressed Natural Gas	35	36	OOPA	UA	5	12	0	Active
2121-2124	Bus (BU)	4	4	GIL - Gillig Corporation	LOW FLOOR	2017	Compressed Natural Gas	35	36	OOPA	UA	4	12	3	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
2131-2134	Bus (BU)	4	4	GIL - Gillig Corporation	LOW FLOOR	2017	Compressed Natural Gas	30	24	OOPA	UA	4	10	1	Active
2201-2217	Bus (BU)	17	17	GIL - Gillig Corporation	LOW FLOOR	2018	Compressed Natural Gas	40	36	OOPA	UA	17	12	4	Active
2231-2236	Bus (BU)	6	6	GIL - Gillig Corporation	LOW FLOOR	2018	Compressed Natural Gas	30	24	OOPA	UA	6	10	2	Active
2101-2110	Bus (BU)	10	10	GIL - Gillig Corporation	LOW FLOOR	2017	Compressed Natural Gas	40	36	OOPA	UA	10	12	3	Active
2300-2313	Bus (BU)	14	14	GIL - Gillig Corporation	LOW FLOOR CNG	2021	Compressed Natural Gas	40	40	OOPA	UA	14	12	7	Active
2315-2319	Bus (BU)	5	5	GIL - Gillig Corporation	LOW FLOOR CNG	2022	Compressed Natural Gas	40	38	OOPA	UA	4	12	8	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
2401-2404	Bus (BU)	4	4	GIL - Gillig Corporation	Low Floor CNG	2022	Compressed Natural Gas	29	23	OOPA	UA	4	10	6	Active
2405-2410	Bus (BU)	6	6	GIL - Gillig Corporation	Low floor CNG	2022	Compressed Natural Gas	29	23	OOPA	UA	6	10	6	Active
2411-2415	Bus (BU)	5	5	GIL - Gillig Corporation	Low Floor CNG	2023	Compressed Natural Gas	29	23	OOPA	UA	5	10	7	Active
2320-2333	Bus (BU)	14	14	GIL - Gillig Corporation	Low Floor CNG	2023	Compressed Natural Gas	40	38	OOPA	UA	14	12	9	Active
2001-2010	Bus (BU)	10	9	GIL - Gillig Corporation	LOW FLOOR	2017	Compressed Natural Gas	40	38	OOPA	UA	9	12	3	Active
2011-2013	Bus (BU)	3	3	GIL - Gillig Corporation	Low Floor	2018	Compressed Natural Gas	40	36	OOPA	UA	3	12	4	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
2014	Bus (BU)	1	1	GIL - Gillig Corporation	Low Floor CNG'	2022	Compressed Natural Gas	40	38	OOPA	UA	1	12	8	Active
N/A	Van (VN)	9	3	FRD - Ford Motor Corporation	E-350	2014	Gasoline	19	14	OOPE	NFPE	0	8	-4	Active
N/A	Van (VN)	7	2	FRD - Ford Motor Corporation	E-350	2017	Gasoline	19	14	OOPE	NFPE		8	-1	Active
N/A	Van (VN)	16	1	FRD - Ford Motor Corporation	Transit	2018	Gasoline	19	14	OOPE	NFPE		8	0	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
N/A	Minivan (MV)	2	1	DTD - Dodge Division — Chrysler Corporation	Caravan	2016	Gasoline	17	7	OOPE	NFPE		8	-2	Active
N/A	Minivan (MV)	4	4	TOY - Toyota Motor Corporation	Sienna	2017	Gasoline	17	7	OOPE	NFPE		8	-1	Active
N/A	Minivan (MV)	7	2	TOY - Toyota Motor Corporation	Sienna	2018	Gasoline	17	7	OOPE	NFPE		8	0	Active
N/A	Minivan (MV)	26	1	TOY - Toyota Motor Corporation	Sienna	2019	Gasoline	17	7	OOPE	NFPE		8	1	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
N/A	Minivan (MV)	2	0	HMC - American Honda Motor Company, Inc.	Odyssey	2020	Gasoline	17	7	OOPE	NFP E		8	2	Retired
N/A	Minivan (MV)	4	4	DTD - Dodge Division — Chrysler Corporation	Caravan	2019	Gasoline	17	7	OOPE	NFP E		8	1	Active
N/A	Minivan (MV)	9	6	DTD - Dodge Division — Chrysler Corporation	Caravan	2020	Gasoline	17	7	OOPE	NFP E		8	2	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
N/A	Minivan (MV)	4	0	TOY - Toyota Motor Corporation	Sienna	2016	Gasoline	17	7	OOPE	NFP E		8	-2	Retired
N/A	Minivan (MV)	4	4	TOY - Toyota Motor Corporation	Sienna	2022	Gasoline	17	7	OOPE	NFP E		8	4	Active
N/A	Van (VN)	5	2	FRD - Ford Motor Corporation	Transit	2022	Gasoline	18	10	OOPE	NFP E		8	4	Active
N/A	Minivan (MV)	1	1	TOY - Toyota Motor Corporation	Sienna	2022	Gasoline	17	7	OOPE	NFP E		8	4	Active
N/A	Minivan (MV)	1	0	CHR - New Chrysler	Pacifica	2022	Gasoline	17	7	OOPE	NFP E		8	4	Retired

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
N/A	Minivan (MV)	1	1	TOY - Toyota Motor Corporation	Sienna	2023	Gasoline	17	7	OOPE	NFP E		8	5	Active
N/A	Van (VN)	1	0	FRD - Ford Motor Corporation	Transit	2019	Gasoline	18	10	OOPE	NFP E		8	1	Retired
N/A	Sports Utility Vehicle (SV)	1	0	KIA - Kia Motors	Sorento	2022	Gasoline	17	7	OOPE	NFP E		8	4	Retired
N/A	Minivan (MV)	2	0	CHR - New Chrysler	Pacifica	2023	Gasoline	17	7	OOPE	NFP E		8	5	Retired
N/A	Minivan (MV)	1	1	CHR - New Chrysler	Voyager	2023	Gasoline	17	7	OOPE	NFP E		8	5	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
N/A	Van (VN)	7	7	FRD - Ford Motor Corporation	Transit	2023	Gasoline	18	10	OOPE	NFP E		8	5	Active
N/A	Sports Utility Vehicle (SV)	1	1	TOY - Toyota Motor Corporation	Highlander	2023	Gasoline	17	7	OOPE	NFP E		8	5	Active
N/A	Minivan (MV)	3	3	TOY - Toyota Motor Corporation	Sienna	2023	Gasoline	17	7	OOPE	NFP E		8	5	Active
N/A	Van (VN)	2	2	FRD - Ford Motor Corporation	Transit	2024	Gasoline	18	10	OOPE	NFP E		8	6	Active
N/A	Sports Utility Vehicle (SV)	1	0	TOY - Toyota Motor Corporation	Highlander	2024	Gasoline	17	7	OOPE	NFP E		8	6	Retired

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
N/A	Minivan (MV)	1	0	CHR - New Chrysler	Voyager	2022	Gasoline	17	7	OOPE	NFP E		8	4	Retired
N/A	Minivan (MV)	1	1	HMC - American Honda Motor Company, Inc.	Odyssey	2022	Gasoline	17	7	OOPE	NFP E		8	4	Active
N/A	Van (VN)	3	0	CMD - Chevrolet Motor Division — GMC	Express	2015	Gasoline	18	10	OOPE	NFP E		8	-3	Retired

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
N/A	Minivan (MV)	1	0	DTD - Dodge Division — Chrysler Corporation	Caravan	2014	Gasoline	17	7	OOPE	NFP E		8	-4	Retired
N/A	Minivan (MV)	6	0	DTD - Dodge Division — Chrysler Corporation	Caravan	2016	Gasoline	17	7	OOPE	NFP E		8	-2	Retired
N/A	Minivan (MV)	2	2	CHR - New Chrysler	Pacifica	2022	Gasoline	17	7	OOPE	NFP E		8	4	Active
N/A	Minivan (MV)	1	1	CHR - New Chrysler	Pacifica	2018	Gasoline	17	7	OOPE	NFP E		8	0	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
N/A	Minivan (MV)	3	3	CHR - New Chrysler	Pacifica	2023	Gasoline	17	7	OOPE	NFP E		8	5	Active
2024 CHRY PAC	Minivan (MV)	3	3	CHR - New Chrysler	Pacifica	2024	Gasoline	17	7	OOPE	NFP E		8	6	Active
N/A	Minivan (MV)	1	1	HMC - American Honda Motor Company, Inc.	Odyssey	2015	Gasoline	17	7	OOPE	NFP E		8	-3	Active
N/A	Minivan (MV)	2	2	TOY - Toyota Motor Corporation	Sienna	2016	Gasoline	17	7	OOPE	NFP E		8	-2	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
N/A	Minivan (MV)	5	5	DTD - Dodge Division — Chrysler Corporation	Caravan	2018	Gasoline	17	7	OOPE	NFP E		8	0	Active
N/A	Van (VN)	3	3	CMD - Chevrolet Motor Division — GMC	Express	2019	Gasoline	18	10	OOPE	NFP E		8	1	Active
N/A	Minivan (MV)	2	2	HMC - American Honda Motor Company, Inc.	Odyssey	2019	Gasoline	17	7	OOPE	NFP E		8	1	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
N/A	Minivan (MV)	1	1	HMC - American Honda Motor Company, Inc.	Odyssey	2023	Gasoline	17	7	OOPE	NFP E		8	5	Active
N/A	Van (VN)	1	1	FRD - Ford Motor Corporation	Transit	2024	Gasoline	18	10	OOPE	NFP E		8	6	Active
N/A	Van (VN)	2	2	FRD - Ford Motor Corporation	Transit	2024	Gasoline	18	10	OOPE	NFP E		8	6	Active
N/A	Sports Utility Vehicle (SV)	2	2	NIS - Nissan	Pathfinder	2024	Gasoline	17	7	OOPE	NFP E		8	6	Active

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
N/A	Minivan (MV)	6	6	TOY - Toyota Motor Corporation	Sienna	2024	Gasoline	17	7	OOPE	NFP E		8	6	Active
N/A	Van (VN)	1	1	FRD - Ford Motor Corporation	Transit	2025	Gasoline	18	10	OOPE	NFP E		8	7	Active
N/A	Minivan (MV)	1	1	TOY - Toyota Motor Corporation	Sienna	2025	Gasoline	17	7	OOPE	NFP E		8	7	Active
T-303	Trucks and other Rubber Tire Vehicles	1	1			2003							4	-19	Non-Revenue Service

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
M-53	Trucks and other Rubber Tire Vehicles	1				2006							4	-16	Non-Revenue Service
MC-1	Trucks and other Rubber Tire Vehicles	1	1			2007							4	-15	Non-Revenue Service
M-54	Trucks and other Rubber Tire Vehicles	1	1			2010							4	-12	Non-Revenue Service

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
1319-1320	Trucks and other Rubber Tire Vehicles	2	1			2017							4	-5	Non-Revenue Service
M-55	Trucks and other Rubber Tire Vehicles	1	1			2017							4	-5	Non-Revenue Service
MR-50	Trucks and other Rubber Tire Vehicles	1	1			2017							4	-5	Non-Revenue Service

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
T-69	Trucks and other Rubber Tire Vehicles	1	1			2017							4	-5	Non-Revenue Service
V-38	Automobiles	1				2017							4	-5	Non-Revenue Service
M-57, M-58	Trucks and other Rubber Tire Vehicles	2	2			2018							4	-4	Non-Revenue Service

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
T-70, T-71	Trucks and other Rubber Tire Vehicles	2				2018							4	-4	Non-Revenue Service
T-72	Trucks and other Rubber Tire Vehicles	1	0			2018							4	-4	Contingency Non-Revenue Service
T-75	Trucks and other Rubber Tire Vehicles	1	1			2019							4	-3	Non-Revenue Service

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
T-81	Trucks and other Rubber Tire Vehicles	1	0			2020							4	-2	Inactive Non-Revenue Service
T-77	Trucks and other Rubber Tire Vehicles	1	0			2019							4	-3	Inactive Non-Revenue Service
T-78	Trucks and other Rubber Tire Vehicles	1	1			2021							4	-1	Non-Revenue Service
V-82	Trucks and other Rubber Tire Vehicles	1	1			2021							4	-1	Non-Revenue Service

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
T-304	Trucks and other Rubber Tire Vehicles	1	1			2021							4	-1	Non-Revenue Service
T-79	Trucks and other Rubber Tire Vehicles	1	1			2022							4	0	Non-Revenue Service
V-80	Trucks and other Rubber Tire Vehicles	1				2014							4	-8	Non-Revenue Service

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
1991-1998	Automobiles	8	6			2018							4	-4	Non-Revenue Service
1321	Trucks and other Rubber Tire Vehicles	1	1			2023							4	1	Non-Revenue Service
M-59	Trucks and other Rubber Tire Vehicles	1	1			2023							4	1	Non-Revenue Service

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
T-83 - T-86	Trucks and other Rubber Tire Vehicles	4	4			2023							4	1	Non-Revenue Service
T-305	Trucks and other Rubber Tire Vehicles	1	1			2023							4	1	Non-Revenue Service
V-39	Trucks and other Rubber Tire Vehicles	1	1			2025							14	13	Non-Revenue Service

AG Fleet ID	Vehicle (VHCL) Type	Total VHCL	Active VHCL	Manufact.	Model	Year Manufact.	Fuel Type	VHCL Len.	Seat Cap	Owner Type	Fund Type	ADA Access Vehicles	Useful Life Bnchmrk	Useful Life Remain.	Status
M-40-M-43	Trucks and other Rubber Tire Vehicles	4	4			2025							14	13	Non-Revenue Service
1902, 1904, 1906	Cutaway (CU)	3	3			2017			12	OOPA	UA	3	4	-5	Non-Revenue Service
1918, 1922	Cutaway (CU)	2	2	STR - Starcraft	Express	2018	Compressed Natural Gas	22	12	OOPA	UA	2	4	-4	Non-Revenue Service

Table A-2. Facility Asset Inventory

Name	Location	Description	Year Installed	ID Tag	Serial Number	Manufacturer	Model
Air cooled chiller	Lobby						
AHU-1 - Air Handler Unit	Ceiling of Maint. Building	2,400 AHU with HW Coil Only	2009	AHU-1			
AHU-2 - Air Handler Unit	Ceiling of Maint. Building Room 112	2,280 AHU CW/HW Coil	2009	AHU-2			
AHU-3 - Air Handler Unit	Ceiling of Maint. Building Room 112	2,280 AHU CW/HW Coil	2009	AHU-3			
B-1 - Boiler	Mechanical Room Maint. Building	1,105 MBH Output		B-1	A09H00215981	LOKINVAR	PBN1302
B-2 - Boiler	Mechanical Room Maint. Building	1,105 MBH Output		B-2	A09H0021983	LOKINVAR	PBN1302
B-3 - Boiler	Mechanical Room Maint. Building	1,105 MBH Output		B-3	A09H00215980	LOKINVAR	PBN1302
B-4 - Boiler	Mechanical Room Maint. Building	1,105 MBH Output		B-4	A09H00215982	LOKINVAR	PBN1302
CUH-1 - Cabinet Heater	General	540 CFM HW Heating Coil		CUH-1			
P-1 - Circulating Pump	Mechanical Room Maint. Building	Chilled Water Pump		P-1	N/A	B&G	N/A

P-2 - Circulating Pump	Mechanical Room Maint. Building	110 GPM Hot Water Pump		P-2	EC4855015	Taco	FI 1509
P-3 - Circulating Pump	Mechanical Room Maint. Building	Chilled Water Pump		P-3	EC4855019	Taco	FI 1509
P-4 - Circulating Pump	Mechanical Room Maint. Building	150 GPM Hot Water Pump		P-4	EC4855113	Taco	FI 1509
P-6 - Circulating Pump	Mechanical Room Maint. Building	N/A GPM Hot Water Pump		P-6	EC4855015	Taco	FI 1508
P-7 - Circulating Pump	Mechanical Room Maint. Building	Chilled Water Pump		P-7	EC4855121	Taco	FI 1509
HV-1 - Energy Recovery Unit	Roof of Maint. Building	27,500 CFM Energy Recovery		HV-1	103082-2	Munters	HTD - TF HE 1500
HV-2 - Energy Recovery Unit	Roof of Maint. Building	27,500 CFM Energy Recovery		HV-2	103082-1	Munters	HTD - TF HE 1500
HV-3 - Heating System	Ceiling of Maint. Building	6,790 CFM HW Heating Coil		HV-3	AHJ1080922	York	AMT106APR1
HV-5 - Heating System	Ceiling of Maint. Building	6800 CFM HW Heating Coil		HV-5	AHJ1080922	York	AMT106APR1
EF-2 - Exhaust Fan	Roof of Maint. Building	Belt Driven Roof EF 720 CFM		EF-2		Greenheck	
EF-3 - Exhaust Fan	Maint Building Room 116	Belt Driven Wall EF 900 CFM		EF-3		Greenheck	
EF-4 - Exhaust Fan	Maint Building Room 116	Belt Driven Wall EF 585 CFM		EF-4		Greenheck	

EF-5 - Exhaust Fan	Maint Building Room 117	Belt Driven Wall EF 450 CFM		EF-5		Greenheck	
EF-5A - Exhaust Fan	General	Belt Driven Wall EF 450 CFM		EF-5A		Greenheck	
EF-6 - Exhaust Fan	General	Belt Driven Wall EF 4,600 CFM		EF-6		Greenheck	
EF-7 - Exhaust Fan	Roof of Maint. Building	Belt Driven Roof EF 2,800 CFM		EF-7		Greenheck	
EF-8 - Exhaust Fan	Roof of Maint. Building	Belt Driven Roof EF 200 CFM		EF-8		Greenheck	
EF-9 - Exhaust Fan	Maint. Building Room 165	Direct Driven Wall EF 150 CFM		EF-9		Greenheck	
EF-10 - Exhaust Fan	Maint. Building	Direct Driven Wall EF 7,345 CFM		EF-10		Greenheck	
EF-11 - Exhaust Fan	Maint. Building	Direct Driven Wall EF 7,345 CFM		EF-11		Greenheck	
EF-12 - Exhaust Fan	Maint. Building Room 143	Direct Driven Wall EF 585 CFM		EF-12		Greenheck	
VEH-1 - Exhaust Fan	Roof of Maint. Building Near Bay Doors	Belt Driven Roof EF 5,000 CFM		VEH-1	VEH-903621	Cincinnati	HDB1-160
VEH-2 - Exhaust Fan	Roof of Maint. Building Near Bay Doors	Belt Driven Roof EF 6,600 CFM		VEH-2	VEH-903620	Cincinnati	HDB1-180
FC-1 - Fan Coil Unit	Admin 1st Floor Room 119	1,500 CFM Fan Coil With CW/HW Coils		FC-1	379341-140-1	Carrier	42 BHC 06
FC-2 - Fan Coil Unit	Admin 1st Floor Room A126	990 CFM Fan Coil With CW/HW Coils		FC-2	379341-80-1	Carrier	42 BHC 06

FC-3 - Fan Coil Unit	Admin 1st Floor Room A119	1,305 CFM Fan Coil With CW/HW Coils		FC-3	379341-1004	Carrier	42 BHC 06
FC-4 - Fan Coil Unit	Admin 1st Floor Room A209	1,420 CFM Fan Coil With CW/HW Coils		FC-4	379341-160-1	Carrier	42 BHC 16
FC-5 - Fan Coil Unit	Admin 1st Floor Room A104	350 CFM Fan Coil With CW/HW Coils		FC-5	379341-10-1	Carrier	42 BHC 06
FC-6 - Fan Coil Unit	Admin 1st Floor Room A104	660 CFM Fan Coil With CW/HW Coils		FC-6	379341-20-1	Carrier	42 BHC 06
FC-7 - Fan Coil Unit	Admin 2nd Floor Room A216	1,760 CFM Fan Coil With CW/HW Coils		FC-7	379341-150-1	Carrier	42 BHC 16
FC-8 - Fan Coil Unit	Admin 2nd Floor Room A218	1,445 CFM Fan Coil With CW/HW Coils		FC-8	379341-170-1	Carrier	42 BHC 16
FC-9 - Fan Coil Unit	Admin 2nd Floor Room A218	575 CFM Fan Coil With CW/HW Coils		FC-9	379341-304	Carrier	42 BHC 06
FC-10 - Fan Coil Unit	Admin 2nd Floor Hallway Room A202	830 CFM Fan Coil With CW/HW Coils		FC-10	379341-90-1	Carrier	42 BHC 10
FC-11 - Fan Coil Unit	Admin 2nd Floor Hallway Room A205	240 CFM Fan Coil With CW/HW Coils		FC-11	379341-40-1	Carrier	42 BHC 06
FC-12 - Fan Coil Unit	Admin 3rd Floor Room A322	440 CFM Fan Coil With CW/HW Coils		FC-12	379341-50-1	Carrier	42 BHC 06
FC-13 - Fan Coil Unit	Admin 3rd Floor Room A322	800 CFM Fan Coil With CW/HW Coils		FC-13	379341-60-1	Carrier	42 BHC 06
FC-14 - Fan Coil Unit	Admin 3rd Floor Room A317	1,340 CFM Fan Coil With CW/HW Coils		FC-14	379341-110-1	Carrier	42 BHC 08

FC-15 - Fan Coil Unit	Admin 3rd Floor Room A320	700 CFM Fan Coil With CW/HW Coils		FC-15	379341-70-1	Carrier	42 BHC 12
FC-16 - Fan Coil Unit	Admin 3rd Floor Room A303	1,270 CFM Fan Coil With CW/HW Coils		FC-16	379341-130-1	Carrier	42 BHC 08
FC-17 - Fan Coil Unit	Admin 3rd Floor Room A302	1,320 CFM Fan Coil With CW/HW Coils		FC-17	379341-100-2	Carrier	42 BHC 12
FC-18 - Fan Coil Unit	Bridge Between Buildings 2R A221	1000 CFM Fan Coil With CW/HW Coils		FC-18	379341-120-1	Carrier	42 BHC 12
ACU-1 - Indoor Split System	Maint. Building Room 152	12.3 MBH Indoor Unit		ACU-1	N/A	Mitsubishi	PUY A30N
DVA-1 - Make Up Air Unit	Roof of Admin	2,200 CFM Make Up Air CW/HW/ERW		DVA-1			
Paint Booth - Paint Booth	Roof of Maint.	Filters		Paint Booth			
ACU-2 - 84 MBH Indoor	Admin IT Server Room	DATA Closet Unit		ACU-2	N/A	Mitsubishi	PUY A24N
ACU-3 - 84 MBH Indoor	Admin IT Server Room	DATA Closet Unit		ACU-3			
ACCU-1 - Outdoor Split Systems	General	Outdoor Split System		ACCU-1			
ACCU-2 - Outdoor Unit	Roof of Admin	DATA Closet Unit		ACCU-2	2008-3545 A	Data Air	DALA 0830 CO D
ACCU-3 - Outdoor Unit	Roof of Admin	DATA Closet Unit		ACCU-3	2008-3546 A	Data Air	DALA 0830 CO D
RTU-1 - Roof Top Unit	Roof of Maint.	3,380 CFM RTU With Exhaust CW/HW Coils/ERW		RTU-1	204651-004147	Venmar	VHC 42
RTU-2 - Roof Top Unit	Roof of Maint.	1,100 CFM RTU With Exhaust CW/HW Coils/ERW		RTU-2	204651-00414	Venmar	VHC 36

RTU-3 - Roof Top Unit	Roof of Maint.	2,480 CFM RTU With Exhaust CW/HW Coils/ERW		RTU-3	204653-004149	Venmar	VHC 36
RTU-4 - Roof Top Unit	Roof of Maint.	1,680 CFM RTU With Exhaust CW/HW Coils/ERW		RTU-4	204653-004150	Venmar	VHC 36
RTU-5 - Roof Top Unit	Roof of Maint.	3,600 CFM RTU With Exhaust CW/HW Coils/ERW		RTU-5	204653-004151	Venmar	VHC 42
RTU-6 - Roof Top Unit	Roof of Maint.	2,950 CFM RTU With Exhaust CW/HW Coils/ERW		RTU-6	204651-004152	Venmar	VHC 42
UH-1 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-1			
UH-2 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-2			
UH-3 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-3			
UH-4 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-4			
UH-5 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-5			
UH-6 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-6			
UH-7 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-7			
UH-8 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-8			
UH-9 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-9			
UH-10 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-10			
UH-11 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-11			
UH-12 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-12			

UH-13 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-13			
UH-14 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-14			
UH-15 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-15			
UH-16 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-16			
UH-17 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-17			
UH-18 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-18			
UH-19 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-19			
UH-20 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-20			
UH-21 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-21			
UH-22 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-22			
UH-23 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-23			
UH-24 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-24			
UH-25 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-25			
UH-26 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-26			
UH-27 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-27			
UH-28 - Unit Heater	M172 - Maint. Shop	80,000 BTU Shop Heater		UH-28			
WF-1 - Water Fountain	Admin 1st Floor Hallway	Water Fountain		WF-1			
WF-2 - Water Fountain	Admin 2nd Floor Hallway	Water Fountain		WF-2			

WF-3 - Water Fountain	Admin 3rd Floor Hallway	Water Fountain		WF-3			
WH-1 - Water Heater	Admin 1st Floor	Water Heater		WH-1	0835M001544	State	SUF100150NE
WH-1 - Water Heater	Maint. Room 163	Water Heater		WH-1	0906M000209	State	SUF100150NE
WH-1 - Water Heater	Maint. Room 163	Water Heater		WH-1	J07M003953	State	SUF100150NE
WH-1 - Water Heater	Maint. Room 163	Water Heater		WH-1	0906M000207	State	SUF100150NE
Motorized Gate	Maint. Parking Lot	60' motorized gate	2023				
Sliding Gates	Maint. Parking Lot						
Security Arms	Maint. Parking Lot						
Sliding Gate	Admin Parking Lot						
Sliding Gate Lordly	Admin Parking Lot						
Security Arms Lordly	Admin Parking Lot						
Flag Pole	Admin Building						
Fuel Station	Maint. Building	Lights, CNG, Nozzles, air hoses, DEF, Trans fluid, Antifreeze, washer fluid, gasoline, diesel.					
Drive through Bus Wash	Maint. Building	Lights, wash equipment,					
Carport	Maint. Parking Lot	PW trailers, yard sweeper					
Church Lot	General	Misc					
Bay 5 Lift	Maint. Building	ECO - 60	Jun-23		223F - 02345	Stertil Koni	Eco - 60

Bay 6 Lift	Maint. Building	Eco - 60	Jun-23		223F - 02342	Stertil Koni	
Bay 7 Lift	Maint. Building	Eco - 60	Jun-23		223F - 02340	Stertil Koni	
Bay 8 Lift	Maint. Building	Eco - 60	Jun-23		223F - 02338	Stertil Koni	
Bay 9 Lift	Maint. Building	Eco - 60	Jun-23		223F - 02336	Stertil Koni	
Bay 10 lift	Maint. Building	Eco - 60	Jun-23		223F - 02339	Stertil Koni	
Bay 11 lift	Maint. Building	Eco - 60	Jun-23		223F - 02335	Stertil Koni	
Bay 12 Lift	Maint. Building	Eco - 60	Jun-23		223F - 02341	Stertil Koni	
Bay 13 Lift	Maint. Building	Eco - 60	Jun-23		223F - 02344	Stertil Koni	
Bay 14 Lift	Maint. Building	Eco - 90 Sky lift 250	Nov-23		223K - 700159	Stertil Koni	
Bay 15 Lift	Maint. Building	Eco - 60	Jun-23		223F - 02343	Stertil Koni	
Bay 16 Lift	Maint. Building	Eco - 60	Jul-23		223F - 02346	Stertil Koni	
Bay 17 Lift	Maint. Building	Eco - 60	Jul-23		223G - 02349	Stertil Koni	
Bay 18 Lift	Maint. Building	Eco -90	Jul-23		223G- 02350	Stertil Koni	
Bay 19 Lift	Maint. Building	Eco 90 Sky lift	Dec-23		223L - 700160	Stertil Kponi	
Body shop refrigerator	Maint. Building	Refrigerator purchased on j10/9/2025 for body shop	2025	5122791 FR SXS FRSS2623AW (_ 374627			

Table A-3. Information Technology Asset Inventory

Description	Cat. (Category)	Sub-Category	Element	Sub-Element	Quan.	D.B	Unit Replace Cost	Prior. Status	Data Source	AG Use Life	Notes
Purchase/Installation of new fareboxes (GFI)	Systems	Revenue Collection	On-Vehicle	Fareboxes	1	2015	$ 243,448.00	Normal	FY21 Fixed Asset Ledger	14	
TSI Transit Solutions	Systems	Communications	Safety and Security	CCTV	1	2023	$ 57,784.99	Normal	FY21 Fixed Asset Ledger	10	Road runner 4K 8 Cam Mobile Recorder
RR-Cw1-CS CAM, Color Hi-Res EX	Systems	Communications	Safety and Security	CCTV -- On-board vehicle	1	2020	$ 5,824.50	Normal	FY21 Fixed Asset Ledger	10	
NexLog740 DX Base System	Systems	Communications	Radio	-	1	2021	$ 14,066.40	Normal	FY21 Fixed Asset Ledger	10	Radio
S&B 29842 Hybrid Card Reader	Systems	Revenue Collection	-	-	1	2021	$ 6,007.20	Normal	FY21 Fixed Asset	6	

									Ledger		
TSI Transit Solutions	Systems	Communications	Safety and Security	CCTV	1	2023	$ 88,711.31	Normal	FY21 Fixed Asset Ledger	10	Camera
Cameras for new vans - analog	Systems	Communications	Safety and Security	CCTV	1	2016	$ 8,376.00	Normal	FY21 Fixed Asset Ledger	6	Based on the useful like of the vehicle
Security cameras	Systems	Communications	Safety and Security	CCTV	1	2016	$ 5,449.00	Normal	FY21 Fixed Asset Ledger	6	Based on the useful like of the vehicle
Cameras for new vans (split with x421) Analog	Systems	Communications	Safety and Security	CCTV	1	2016	$ 24,827.00	Normal	FY21 Fixed Asset Ledger	6	Based on the useful like of the vehicle
Cameras for new vans (split with No Grant) Analog	Systems	Communications	Safety and Security	CCTV	1	2016	$ 28,276.00	Normal	FY21 Fixed Asset Ledger	6	Based on the useful like of the vehicle
Fixed dome cameras (6)	Systems	Communications	Safety and Security	CCTV	1	2014	$ 7,183.00	Normal	FY21 Fixed Asset Ledger	10	Spare Equipment
Bus cameras	Systems	Communications	Safety and Security	CCTV	6	2012	$ 5,167.00	Normal	FY21 Fixed Asset Ledger	10	Spare Equipment

Bus Cameras (Apollo Video)	Systems	Communications	Safety and Security	CCTV	1	2012	$ 5,142.00	Normal	FY21 Fixed Asset Ledger	10	Spare Equipment
Bus cameras (13)	Systems	Communications	Safety and Security	CCTV	1	2014	$ 67,913.00	Normal	FY21 Fixed Asset Ledger	10	Spare Equipment
Bus Cameras (Apollo Video) None over $5,000	Systems	Communications	Safety and Security	CCTV	1	2013	$ 49,846.00	Normal	FY21 Fixed Asset Ledger	10	Spare Equipment
Security system update / electronic key entry door locks	Systems	Communications	Safety and Security	Intrusion Detection System (IDS)	1	2015	$ 71,916.00	Normal	FY21 Fixed Asset Ledger	15	Combined, Badge system
Cameras (21) - None over $5,000	Systems	Communications	Safety and Security	CCTV	1	2014	$ 81,269.00	Normal	FY21 Fixed Asset Ledger	10	Hardware on the fleet - for vehicles
Apollo video	Systems	Communications	Safety and Security	CCTV	1	2018	$ 4,799.84	Normal	FY21 Fixed Asset Ledger	6	Spare equipment
Radio Equip - BRT	Systems	Communications	Radio	Bus Radio	1	2018	$ 54,909.62	Normal	FY21 Fixed Asset Ledger	12	On the buses
BUS Tracker	Systems	ITS	AVL	-	1	2018	$ 7,500.00	Normal	FY21 Fixed Asset	6	

									Ledger		
BRT SAFETY AND SECURITY	Systems	Communications	Safety and Security	CCTV -- On-board vehicle	1	2019	$ 8,074.17	Normal	FY21 Fixed Asset Ledger	12	
ID 1704 in FY21 Fixed Assets	Systems	Communications	Safety and Security	CCTV	1	2019	$ 10,039.58	Normal	FY21 Fixed Asset Ledger	4	Camera
ID 1715 in FY21 Fixed Assets	Systems	Revenue Collection	In-Station	TVMs	1	2019	$ 171,699.38	Normal	FY21 Fixed Asset Ledger	12	Installation and commissioning of TVMs
CAMERA PROJECT	Systems	Communications	Safety and Security	CCTV	1	2020	$ 90,777.76	Normal	FY21 Fixed Asset Ledger	12	
CRADLEPOINT ROUTERS WIRELESS FOR VAN (15)	Systems	Communications	Passenger Communications Systems	On-board vehicle	1	2024	$ 24,750.00	Normal	FY21 Fixed Asset Ledger	6	
CAMERAS	Systems	Communications	Safety and Security	CCTV	1	2020	$ 9,585.00	Normal	FY21 Fixed Asset Ledger	10	
Apollo Video Equip	Systems	Communications	Safety and Security	CCTV	3	2018	$ 25,733.09	Normal		10	Combined
CAMERAS (12)	Systems	Communications	Safety and Security	CCTV	1	2020	$ 2,208.62	Normal	FY21 Fixed Asset	10	

									Ledger		
Camera Network	Systems	Communications	Safety and Security	CCTV	1	2017	$ 5,411.07	Normal	FY21 Fixed Asset Ledger	5	
Annex Security Cameras	Systems	Communications	Safety and Security	CCTV	1	2017	$ 65,088.39	Normal	FY21 Fixed Asset Ledger	10	
Radios (none over $5,000) SPLIT WITH VA90-x355	Systems	Communications	Radio	-	1	2013	$ 15,539.00	Normal	FY21 Fixed Asset Ledger	5	
Bus Cameras (none over $5,000)	Systems	Communications	Safety and Security	CCTV	1	2014	$ 18,648.00	Normal	FY21 Fixed Asset Ledger	10	
Turn signal announcements on buses (no individual item over $5,000)	Systems	Communications	Passenger Communications Systems	On-board vehicle	1	2011	$ 18,433.00	Normal	FY21 Fixed Asset Ledger	5	
Speaker announcers (no individual item over $5,000)	Systems	Communications	Passenger Communications Systems	Public Address (PA)	1	2011	$ 15,891.00	Normal	FY21 Fixed Asset Ledger	12	
Radios (none over $5,000) SPLIT WITH VA90-x370	Systems	Communications	Radio	-	1	2013	$ 39,461.00	Normal	FY21 Fixed Asset Ledger	10	

CleverCAD Dispatch Workstation- Fixed Route	Systems	ITS	CAD	-	1	2009	$ 32,650.00	Normal	FY21 Fixed Asset Ledger	5	
Radios (none over $5,000) SPLIT WITH VA90-x370	Systems	Communications	Radio	-	1	2013	$ 102,944.00	Normal	FY21 Fixed Asset Ledger	10	
Scheduling/AVL System Specialized	Systems	ITS	AVL	-	1	2011	$ 78,400.00	Normal	FY21 Fixed Asset Ledger	5	
Radios (none over $5,000) SPLIT WITH VA90-x384	Systems	Communications	Radio	-	1	2013	$ 107,664.00	Normal	FY21 Fixed Asset Ledger	10	
Server CAD - Secondary	Systems	ITS	CAD	-	1	2009	$ 92,508.00	Normal	FY21 Fixed Asset Ledger	5	
Server CleverCAD - Primary	Systems	ITS	CAD	-	1	2009	$ 304,733.00	Normal	FY21 Fixed Asset Ledger	5	
Phone	Systems	Communications	Phone System	Telephones	1	2018	$ 5,202.88	Normal	FY21 Fixed Asset Ledger	5	
phone equipment	Systems	Communications	Phone System	Telephones	1	2018	$ 5,760.51	Normal	FY21 Fixed Asset	5	

									Ledger		
surveillance equipment	Systems	Communications	Safety and Security	CCTV	2	2018	$ 111,656.12	Normal		5	Combined
network camera	Systems	Communications	Safety and Security	CCTV	2	2018	$ 13,467.00	Normal		5	Combined
POLYCOM VVX PHONES	Systems	Communications	Phone System	Telephones	1	2020	$ 920.00	Normal	FY21 Fixed Asset Ledger	10	
Security Camera	Systems	Communications	Safety and Security	CCTV	2	2017	$ 12,448.21	Normal		5	Combined
ID 1663 in FY21 Fixed Assets	Systems	Communications	Safety and Security	CCTV	1	2018	$ 51,678.00	Normal	FY21 Fixed Asset Ledger	4	surveillance system upgrade
ID 1665 in FY21 Fixed Assets	Systems	Communications	Safety and Security	CCTV	1	2018	$ 25,698.49	Normal	FY21 Fixed Asset Ledger	4	surveillance system upgrade
G/A FAST FARE	Systems	Revenue Collection	On-Vehicle	Fareboxes	1	2019	$ 16,498.00	Normal	FY21 Fixed Asset Ledger	5	Combined
Network Cameras	Systems	Communications	Safety and Security	CCTV	1	2018	$ 18,935.00	Normal	FY21 Fixed Asset Ledger	5	Combined
Digital Video Recorders assemblies (none over $5,000)	Systems	Communications	Safety and Security	CCTV	1	2005	$ 129,840.00	Normal	FY21 Fixed Asset	5	Combined

									Ledger		
Apollo video	Systems	Communications	Safety and Security	CCTV	1	2017	$ 185,807.68	Normal	FY21 Fixed Asset Ledger	10	Spare equipment
Radios (none over $5,000)	Systems	Communications	Radio	-	1	2014	$ 13,418.00	Normal	FY21 Fixed Asset Ledger	10	
Radios (none over $5,000)	Systems	Communications	Radio	-	1	2013	$ 69,003.00	Normal	FY21 Fixed Asset Ledger	10	
Apollo Video	Systems	Communications	Safety and Security	CCTV	1	2018	$ 116,693.61	Normal	FY21 Fixed Asset Ledger	10	Spare equipment
CAD/AVL System	Systems	ITS	CAD	-	3	2010	$ 295,882.00	Normal	FY21 Fixed Asset Ledger	12	Combined
CAD/AVL System	Systems	ITS	CAD	-	7	2011	$ 361,743.00	Normal	FY21 Fixed Asset Ledger	12	Combined
Camera Equip	Systems	Communications	Safety and Security	CCTV	1	2017	$ 268,883.79	Normal	FY21 Fixed Asset	10	Combined

									Ledger		
Camera equip	Systems	Communications	Safety and Security	CCTV	1	2018	$ 97,288.78	Normal	FY21 Fixed Asset Ledger	10	Combined
Remote Island Head	Systems	ITS	AVL	-	1	2018	$ 12,798.00	Normal	FY21 Fixed Asset Ledger	12	
Video Insight	Systems	Communications	Safety and Security	CCTV	1	2017	$ 6,512.00	Normal	FY21 Fixed Asset Ledger	5	
Misc. computer hardware	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2017	$ 70,250.62	Normal	FY21 Fixed Asset Ledger	5	
Misc. computer hardware	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	2	2018	$ 40,902.47	Normal	FY21 Fixed Asset Ledger	5	Combined
Mini-Fleet Hardware	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2020	$ 32,856.00	Normal	FY21 Fixed Asset Ledger	10	
GTFS RT Production	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2021	$ 12,206.60	Normal	FY21 Fixed Asset Ledger	10	

Text Messaging Service	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2016	$ 5,988.00	Normal	FY21 Fixed Asset Ledger	5	
Data Loggers	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2017	$ 17,077.20	Normal	FY21 Fixed Asset Ledger	5	
Meraki Switch/Router/Wireless Hardware	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2023	$ 151,593.00	Normal	FY21 Fixed Asset Ledger	10	
vehicle Computer kit	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2017	$ 12,500.00	Normal	FY21 Fixed Asset Ledger	10	
Dell PowerEdge R7615 Servers - 3 yr license	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2025	$ 417,766.66	Normal	FY21 Fixed Asset Ledger	4	Combined
Virtual Server Maintenance Service	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2025	$ 54,320.00	Normal	FY21 Fixed Asset Ledger	4	
DELL OPTIPLEX (20)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2023	$ 22,000.00	Normal	FY21 Fixed Asset Ledger	10	
Dell Monitor (200)	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2023	$ 35,600.00	Normal	FY21 Fixed Asset	12	

									Ledger		
Service Router	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2017	$ 21,232.07	Normal	FY21 Fixed Asset Ledger	5	
Cisco	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2017	$ 8,883.00	Normal	FY21 Fixed Asset Ledger	5	
Dell Notebooks (100)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2014	$ 105,000.00	Normal	FY21 Fixed Asset Ledger	5	
GPS Speed Controller Switch (30 units)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2014	$ 6,000.00	Normal	FY21 Fixed Asset Ledger	5	
Cisco Catalyst 3750 Port	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2012	$ 5,189.00	Normal	FY21 Fixed Asset Ledger	5	
Computer wireless service	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2007	$ 5,000.00	Normal	FY21 Fixed Asset Ledger	5	
Panasonic Toughbooks (None over $5,000)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2013	$ 6,560.00	Normal	FY21 Fixed Asset Ledger	5	

7" Tablet with Lock Box and Harness	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2013	$ 6,479.00	Normal	FY21 Fixed Asset Ledger	5	
Sixnet 6600 Industrial cellular Router (None over $5K) (SPLIT WITH VA04-x0049 &	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2013	$ 6,900.00	Normal	FY21 Fixed Asset Ledger	5	
Trip planner	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2008	$ 5,940.00	Normal	FY21 Fixed Asset Ledger	5	
JX55 Data Loggers (21)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2014	$ 21,484.00	Normal	FY21 Fixed Asset Ledger	5	Combined
Headsets (none over $5,000)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2013	$ 10,379.00	Normal	FY21 Fixed Asset Ledger	5	
Headsets (12) (None over $5,000)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2013	$ 10,050.00	Normal	FY21 Fixed Asset Ledger	5	
Desktop Card Dispenser	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2015	$ 17,860.00	Normal	FY21 Fixed Asset Ledger	5	
HP Design Jet 1050C	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2001	$ 7,903.00	Normal	FY21 Fixed Asset	5	

									Ledger		
MS O365 License	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2014	$ 13,782.00	Normal	FY21 Fixed Asset Ledger	5	
Samsung Galaxy Tablets (90)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2013	$ 10,800.00	Normal	FY21 Fixed Asset Ledger	5	
Scantrack software	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2007	$ 10,000.00	Normal	FY21 Fixed Asset Ledger	5	
Map for Hastus Software	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2026	$ 14,250.00	Normal	FY21 Fixed Asset Ledger	5	
Navteq server	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2004	$ 10,550.00	Normal	FY21 Fixed Asset Ledger	5	
Microsoft Dynamics GP	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2014	$ 17,361.00	Normal	FY21 Fixed Asset Ledger	5	
Routematch Software - CVAN	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2008	$ 14,100.00	Normal	FY21 Fixed Asset Ledger	5	

Printing Encoding Machine	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2006	$ 15,019.00	Normal	FY21 Fixed Asset Ledger	5	
High Capacity SAS Drives (SPLIT WITH VA90-x370)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2013	$ 19,852.00	Normal	FY21 Fixed Asset Ledger	5	
Vcenter Servers for RideFinders (SPLIT WITH VA90-x370)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2012	$ 15,653.00	Normal	FY21 Fixed Asset Ledger	5	
Dell Latitude 3540 15” Laptop with charge docks (60)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2023	$ 80,000.00	Normal	FY21 Fixed Asset Ledger	5	
High Capacity SAS Drives (SPLIT WITH VA90-x384)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2013	$ 21,534.00	Normal	FY21 Fixed Asset Ledger	5	
MS Server 2019	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2024	$ 49,900.00	Normal	FY21 Fixed Asset Ledger	5	
GRTC DMS 10-line System -8045	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	8	2010	$ 20,000.00	Normal	FY21 Fixed Asset Ledger	5	

Microsoft Great Plains Enhancements (no individual piece over $5,000)	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2008	$ 20,558.00	Normal	FY21 Fixed Asset Ledger	5	
Runcutting Software	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2008	$ 21,100.00	Normal	FY21 Fixed Asset Ledger	5	
Scheduling Software Update (split with VA90-x370 / VA90-x355 & VA57-x003)	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2012	$ 44,751.00	Normal	FY21 Fixed Asset Ledger	5	
Sixnet 6600 Industrial Cellular Router (None over $5K) (SPLIT WITH VA90-x355 &	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2013	$ 57,500.00	Normal	FY21 Fixed Asset Ledger	5	
Computers, phones and monitors for mobile command center	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2007	$ 60,894.00	Normal	FY21 Fixed Asset Ledger	5	
Vcenter Servers for RideFinders (SPLIT WITH VA95-036)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2012	$ 76,674.00	Normal	FY21 Fixed Asset Ledger	5	
Scheduling Software Update (split with VA90-x370 / VA90-x355 & VA95-x074)	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2012	$ 110,367.00	Normal	FY21 Fixed Asset Ledger	5	

Scheduling Software Update (split with VA90-x370 / VA57-003 & VA95-x074)	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2012	$ 124,135.00	Normal	FY21 Fixed Asset Ledger	5	
Server CADstore	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2009	$ 114,275.00	Normal	FY21 Fixed Asset Ledger	5	
Bus Simulator	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2010	$ 435,205.00	Normal	FY21 Fixed Asset Ledger	5	
Headsets	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2017	$ 200.73	Normal	FY21 Fixed Asset Ledger	5	
Cisco Industrial Ethernet	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2017	$ 2,485.99	Normal	FY21 Fixed Asset Ledger	5	
Apple Products	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2017	$ 2,232.26	Normal	FY21 Fixed Asset Ledger	5	Combined
Toughbook Pro 7	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2017	$ 1,350.00	Normal	FY21 Fixed Asset Ledger	5	
Netscout	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2017	$ 3,360.79	Normal	FY21 Fixed Asset	5	Combined

									Ledger		
GHA Tech	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2018	$ 62,539.00	Normal	FY21 Fixed Asset Ledger	5	Combined
Monitors & Mice	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2018	$ 5,231.27	Normal	FY21 Fixed Asset Ledger	5	Combined
Panasonic Toughbook	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2018	$ 3,382.00	Normal	FY21 Fixed Asset Ledger	10	
ADOBE CLOUD	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2020	$ 15,392.57	Normal	FY21 Fixed Asset Ledger	4	
Fleetwatch	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2015	$ 9,260.00	Normal	FY21 Fixed Asset Ledger	5	
Fleetwatch (SPLIT WITH VA90-x421)	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2015	$ 23,948.00	Normal	FY21 Fixed Asset Ledger	5	
Software Assurance	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2017	$ 5,204.44	Normal	FY21 Fixed Asset Ledger	5	

Software (Split with VA90-x398)	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2017	$ 51,700.45	Normal	FY21 Fixed Asset Ledger	5	
Security software	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2016	$ 8,644.00	Normal	FY21 Fixed Asset Ledger	5	
Map software (SPLIT WITH VA90-x398)	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2016	$ 11,726.00	Normal	FY21 Fixed Asset Ledger	5	
Software for paperless system	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2015	$ 21,000.00	Normal	FY21 Fixed Asset Ledger	5	
SMS Service	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2017	$ 5,988.00	Normal	FY21 Fixed Asset Ledger	5	
Cleverworks Database	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2017	$ 80,000.00	Normal	FY21 Fixed Asset Ledger	5	
HERE Premium	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2017	$ 13,450.00	Normal	FY21 Fixed Asset Ledger	5	
Greenshades	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2017	$ 1,000.00	Normal	FY21 Fixed Asset	5	

									Ledger		
Server DataCenter	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2018	$ 13,315.00	Normal	FY21 Fixed Asset Ledger	5	
Mobile App	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2018	$ 19,400.00	Normal	FY21 Fixed Asset Ledger	5	
Microsoft Dynamics	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2017	$ 18,961.00	Normal	FY21 Fixed Asset Ledger	5	
Microsoft O365	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2018	$ 2,663.75	Normal	FY21 Fixed Asset Ledger	4	
UNITRENDS FOREVER cloud offsite storage	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2018	$ 17,578.00	Normal	FY21 Fixed Asset Ledger	4	
Software for VDM Data System	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2019	$ 7,500.00	Normal	FY21 Fixed Asset Ledger	4	
SW	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2019	$ 19,005.00	Normal	FY21 Fixed Asset Ledger	4	Software - call logging and recording

HASTUS NETPLAN MODULE	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2019	$ 53,880.00	Normal	FY21 Fixed Asset Ledger	4	
Navteq Licenses	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2005	$ 61,500.00	Normal	FY21 Fixed Asset Ledger	5	
Voice recording license and software management (IPC Technologies)	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2012	$ 31,708.00	Normal	FY21 Fixed Asset Ledger	5	Combined
CRM UPDATE VA2020x009	Facilities	Equipment	MIS/IT/Network Systems	Software	2	2021	$ 17,493.30	Normal		10	Combined
Synology Rackstations/Mounts	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	2	2014	$ 27,404.00	Normal		5	Combined
HASTUS LICENCE & SVC	Facilities	Equipment	MIS/IT/Network Systems	Software	2	2019	$ 369,109.20	Normal		4	Combined
Digital Video Recorders assemblies (none over $5,000)	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2005	$ 12,962.00	Normal	FY21 Fixed Asset Ledger	5	Combined
WLAN Lightweight Controller and Indoor WAPs	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	1	2009	$ 18,297.00	Normal	FY21 Fixed Asset Ledger	5	Combined
Cisco server maintenance	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2010	$ 99,427.00	Normal	FY21 Fixed Asset Ledger	5	Combined

Routematch Software	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2011	$ 34,183.00	Normal	FY21 Fixed Asset Ledger	5	Combined
Time Matrix System	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2006	$ 6,552.00	Normal	FY21 Fixed Asset Ledger	5	
Time Matrix System	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2005	$ 7,110.00	Normal	FY21 Fixed Asset Ledger	5	
Hastus	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2015	$ 18,116.00	Normal	FY21 Fixed Asset Ledger	5	
HASTUS	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2017	$ 238,434.60	Normal	FY21 Fixed Asset Ledger	5	
HASTUS	Facilities	Equipment	MIS/IT/Network Systems	Software	1	2014	$ 730,918.00	Normal	FY21 Fixed Asset Ledger	5	
Microsoft office 365	Facilities	Equipment	MIS/IT/Network Systems	Software	4	2017	$ 111,093.00	Normal		5	Combined
Microsoft office 365	Facilities	Equipment	MIS/IT/Network Systems	Software	6	2018	$ 39,297.50	Normal		5	Combined
Hastus	Facilities	Equipment	MIS/IT/Network Systems	Software	2	2018	$ 133,276.00	Normal		5	Combined

Prox Cards	Facilities	Equipment	MIS/IT/Network Systems	Computers/Hardware	2	2017	$ 1,248.00	Normal	FY21 Fixed Asset Ledger	5	Hardware - Proximity cards

Table A-4. Bus Stop Signage Inventory

Item Description	Stored	In Service	Total Inventory
Bus Stop Poles 10'	37		37
Bus Stop Poles 7'	2		2
Bus Stop Footers for Concrete	3		3
Bus Stop Pole Anchors (Grass/Ground)	4		4
Bus Stop Assembly (Pole, post cap, footer)		1616	1616
Braille Sign - 3" x 4.5"	112	1480	1592
Snow Blade - 4" x 4"	84	1124	1208
Brand Identifier - Circle 12" Round (Lollipop)	107	1581	1688
Route Blades	491	1501	1992
Bus Stop Flags	84	1616	1700

Appendix B: Facility Assessment Form

Kimley»Horn

Administration/Maintenance Facility Assessment Form

GRTC TRANSIT SYSTEM

Asset Number:	
Asset Name:	
Street Address:	
Inspector Company:	
Inspector Name:	
Others Present for Inspection:	
Inspection Date:	
Year of Construction:	
Age at Time of Construction :	
Year of Major Renovations:	
Building Gross Area [square feet]:	
Number of Floors:	
Site Area [square feet]:	
No. of Revenue Vehicles Served:	
Notes:	

Asset Condition Ratings

A Condition 2 indicates asset (or significant portion of an asset) is close to, or in need of, rehab/replacement and should be considered a pending investment need. While the majority of an asset may be in good condition, inspector should select condition 2 if a sufficient proportion of the asset is in condition 2 to indicate that a reinvestment/repair action is warranted.

B Some asset types may be expected to have a condition of 3.0 or higher as a minimum standard acceptable condition (conditions below a 3 are highlighted in data form for review).

Additional Notes:

- *Refer to Appendix B of the FTA Condition Assessment Calculation Guidebook for detailed scoring guidance by asset type*
- *If unsure between two ratings, mark the lower score and describe in notes.*
- *Mark "N/A" if a Sub-Component is not present at the site.*

Click Here for FTA Condition Assessment Calculation Guidebook

1 of 1

Kimley»Horn

Administration/Maintenance Facility Assessment Form

Asset Number: | Asset Name:
Inspection Date: 01/00/1900

GRTC TRANSIT SYSTEM

Asset	Condition Rating (1-5)	Quantity	Units	Make/ Model	Date Built/ Installed	Date Last Renovation	Asset Description	Comments	Photo No.
10 - Substructure									
Foundation			/Sq. Ft	n/a					
Basement			/Sq. Ft	n/a					
20 - Shell									
Superstucture/Frame			/Sq. Ft	n/a					
Exterior Appurtenances			/Sq. Ft	n/a					
Exterior Windows/Doors/ Finishes			/Sq. Ft	n/a					
Roofing Surface			/Sq. Ft	n/a					
Roof Drainage Systems			/Sq. Ft	n/a					
30 - Interiors									
Partitions			/Sq. Ft	n/a					
Floors			/Sq. Ft	n/a					
Ceilings			/Sq. Ft	n/a					
Doors			/Sq. Ft	n/a					
Furnishings			/Sq. Ft	n/a					
40 - Conveyance									
Elevators			/Sq. Ft						
Stairs/Escalators			/Sq. Ft						
50 - Plumbing									
Fixtures/Drains			/Sq. Ft	n/a					
Pipes/Valves			/Sq. Ft	n/a					
Rain Water Drainage			/Sq. Ft	n/a					
60 - HVAC									
Heating Equipment			/Sq. Ft						
Air Conditioning Equipment			/Sq. Ft						
Ventilation/Air Handling			/Sq. Ft						
Distribution System			/Sq. Ft						
Controls			/Sq. Ft						
70 - Fire Protection									
Wet Systems			/Sq. Ft						
Dry Systems			/Sq. Ft						
Controls/Alarm			/Sq. Ft						
Emergency Systems			/Sq. Ft						

Kimley»Horn

Administration/Maintenance Facility Assessment Form

Asset Number: | Asset Name:
Inspection Date: 01/00/1900

Asset	Condition Rating (1-5)	Quantity	Units	Make/ Model	Date Built/ Installed	Date Last Renovation	Asset Description	Comments	Photo No.
80 - Electrical									
Service/Distribution			/Sq. Ft	n/a					
Lighting/Wiring			/Sq. Ft	n/a					
Security			/Sq. Ft						
Data/Comm			/Sq. Ft	n/a					
Emergency Systems			/Sq. Ft						
90-Shop Equipment									
Wastewater Treatment			/Each						
Paint Booth			/Each						
Fuel Systems			/Each						
Vehicle Wash			/Each						
Hoists/Lifts/Cranes			/Each						
Misc Equipment			/Each						
100-Site									
Stormwater Systems			/Sq. Ft	n/a					
Transit Vehicular Pavements			/Sq. Ft	n/a					
Employee Vehicle Parking/Pavements			/Sq. Ft	n/a					
Landscape/Grounds			/Sq. Ft	n/a					
Fencing/Walls			/L. Ft	n/a					
Site Lighting			/Sq. Ft	n/a					
Sidewalks/Furnishings/ Signage			/Sq. Ft	n/a					

2026 Transit Asset Management Plan

September 2026

Transit Asset Management Plan | 2026 Update

- TAM Plan is GRTC's framework for managing capital assets throughout their useful life.
- Federal requirement under FTA Transit Asset Management regulations.
- Updated every four years; **2026 TAM Plan is due October 2026**.
- Purpose: maintain assets in a **State of Good Repair (SGR)**, prioritize investment, and support safe and reliable service.

What's included in GRTC's TAM Plan

- **Revenue Vehicles** — buses and other applicable fleet assets
- **Facilities** — administrative, maintenance, passenger, and support facilities
- **Infrastructure & Equipment** — applicable capital equipment and infrastructure
- **Asset Management Program** — inventory, condition assessment, useful life, replacement planning, and performance targets

State of Good Repair + Investment Planning

TAM connects the condition of GRTC's assets to future capital investment decisions.

Asset Inventory → Condition/Age → SGR Targets → Replacement Needs → Capital Program

- Vehicle replacement planning is based on **FTA useful-life benchmarks and fleet condition**.
- Facilities are evaluated using **FTA TERM condition standards**.
- TAM needs are incorporated into GRTC's **five-year capital planning process**.
- The updated approach improves alignment between the TAM Plan, capital budget, grants, and long-term asset replacement.

2026 Update + Next Steps

Agency Review → Board Approval → FTA/Regional Coordination → Implementation

- Updated asset inventory and baseline conditions
- Established performance measures and SGR targets
- Strengthened coordination of asset information across departments
- Board approval: **September 2026**
- TAM Plan submission: **October 2026**
- Continue integrating TAM data with the five-year Capital Improvement Program and future ERP asset management