

GREATER RICHMOND TRANSIT COMPNY

TRANSIT ASSET MANAGEMENT PLAN

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TRANSIT ASSET MANAGEMENT PLAN

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I. PURPOSE

Enacted legislation - Moving Ahead for Progress in the 21st Century or MAP-21 has established the concept of State of Good Repair. This legislation requires public transportation agencies receiving federal assistance or grant money to develop an asset management plan. This plan needs to touch on several elements including the agency's inventory, condition assessment, and investment prioritization. The Transit Asset Management Plan and its framework is designed to achieve a state of good repair – a condition in which assets are fit for the purpose for which they were intended. Transit assets are rolling stock, right-of-way, stations, facilities, systems, and equipment. An asset category is defined as a primary grouping of asset classes. Asset classes are rail and rubber-wheeled vehicles.

The Transit Asset Management Plan is a living document that incorporates processes, activities and tools necessary to give an organization the ability to manage the efficient use of its transit assets. Organizations must have a clear understanding of how they fit together in a comprehensive, systematic and cohesive way. This plan outlines how people, processes and tools come together to address asset management policy and goals, objectives, activities, roles, responsibilities and timelines.

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II. GRTC TAMP POLICY

PURPOSE:

The purpose of this policy is to ensure the Agency's assets are accounting for, safeguarded, controlled, and disposed of in accordance with Federal, State, and Local regulations, Governmental Accounting Standards Board, and in a manner that adequately supports the maximus recovery of economic benefit associated with those costs. This policy applies to all fixed assets, (land, buildings, infrastructure, vehicles, and equipment), irrespective of the source of funding used for acquisition. This policy includes donated assets and applies to all departments that have custody of, or have been assigned responsibility of, such assets.

POLICY:

Capital Asset – tangible or intangible property with an expected useful life or benefit of greater than one year and has a value or cost of \$5,000 or greater at the date of acquisition. These assets cannot be acquired for resale.

Work-in-progress – a reporting classification that represents a temporary capitalization of labor, materials, and equipment, etc. for a structure or other capital projects that are being constructed.

1. Asset Management – property records of capitalized assets shall be maintained accurately and shall include:

1. Asset number
2. Description of the property
3. Name, make, or manufacturer
4. Year and/or model
5. Serial number/VIN, if available
6. Acquisition cost and date

7. Source of funding and percentage breakdown
8. Useful life of the property
9. Condition assessment
10. Disposition data, if applicable
11. Date of assessment

2. When practical, capital assets will be marked or tagged by the department acquiring the asset. The Finance Department will be notified with the following information:

- a. Property tag number/serial number
- b. Date placed into service
- c. Description including manufacturer and model
- d. Location of the property
- e. User of property/responsible department
- f. Estimated useful life of the property

3. The Finance Department, working with assigned department personnel, will be responsible for the inventory of capitalized property assigned. A complete physical inventory of all vehicles must be taken, and the results reconciled with the property records at least once every two (2) years. A list will be provided by the Finance Department to each Departmental Director annually. The listing will include description, location, property number. Each department shall, in connection with the inventory, verify the existence and current utilization of the property.

Any differences between quantities determined by the physical inspection and those shown in the accounting records shall be investigated to determine the reasons for the difference.

The listing of the assets shall be returned to the Finance Department noting any changes to the asset records and explanation of any assets not accounted for during the inventory. Explanation for the disposed/missing asset shall include:

- a. Property tag number/serial number
- b. Description

- c. Date of acquisition
- d. Location from which item is missing
- e. Disposal date
- f. Cause, if known, of missing item
- g. User of property

4. GRTC shall maintain continuing control of the use of its property as required by FTA, State, and Local authorities, etc. GRTC shall use the property for the appropriate purpose for the duration of the assets' useful lives as required by FTA.

5. Capital assets are recorded at cost and depreciated on a straight-line basis over its estimated useful life. Depending on the asset, useful lives may range for 3 to 40 years as indicated below.

Buildings/Renovations	10-40 years
Large, heavy duty transit buses (35'-40')	12 years (500,000 miles)
Small size, heavy duty buses (30')	10 years (350,000 miles)
Medium size, medium duty buses (25'-35')	7 years (200,000 miles)
Medium size, light duty (25'-35')	5 years (150,000 miles)
Vans (E & H, and Maxi)	3 years (100,000 miles)
Vans (Regular)	4 years (100,000 miles)
Service Vehicles	5 years
Bus Shelters	15 years
Shop & Garage Equipment	3-13 years
Security Equipment	3-10 years
Surveillance Equipment	3-10 years

Furniture & Fixtures	3-7 years
Computer Equipment	3-5 years
Money Room Equipment	10 years
Radio/Communication Equipment	3-8 years
Fareboxes	10 years
Signage	10 years

FTA useful life for an asset will supersede any shown in the above schedule.

6. GRTC shall ensure that all capital assets are adequately safeguarded from damage, theft or loss, and misuse. Any loss, damage, or theft of property shall be investigated and fully documented and forwarded to the Finance Department in a timely manner. When an asset is damaged, destroyed, or stolen and funded with Federal Funds, the Federal Transit Administration must be notified in writing.

7. Each Department Director is responsible for the adequate maintenance program to keep the property in good operating condition.

8. It is the responsibility of the Department Director to notify the Finance Department when any property is being transferred to another department for a different user.

2. Asset Disposal – Upon determination that an asset is obsolete and/or useless for GRTC purposes, each department shall prepare the appropriate disposal form.

1. Assets may be disposed of by the following methods:

- a. GRTC auction
- b. Donation, sale, or barter to any governmental agency
- c. Recycled at an authorized recycling center operated under private

governmental auspices.

- d. Placed in trash containers for pick-up by contracted service or taken to landfill by GRTC employees or contracted service; and any other method approved by the Chief Financial Officer.

2. The disposal method should be identified on the disposal form for assets not being send for auction. The forms must be sent to the Finance Department to verify that the asset is fully depreciated. Assets may not be disposed of until the disposal form has been returned to the Department with all necessary approvals.

3. The disposition of an asset before the end of its useful life requires prior FTA approval, if the asset was acquired with FTA funds.

4. After the service life of the asset is reached, and the rolling stock or equipment is sold at a price of \$5,000 or higher, the proceeds will be reimbursable back to FTA at its purchase percentage (e.g. if FTA paid 80% of the asset purchased, then 80% of the proceeds will be returned).

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III. Strategy that outlines a Plan to Achieve Asset Management Goals

Investment Prioritization – Transit Asset Management Horizon period will be four (4) years effective 7/1/2018 to coincide with the fiscal cycle of GRTC. All assets have been updated as of June 30,2018 (see Appendices A thru I). GRTC will perform updates and amendments on, at least, an annual basis.

- a. Perform a complete inventory of all capital assets on a periodic basis.
 1. A complete inventory will be done on an annual basis as of the end of the fiscal year to coincide with the annual financial audit. (See Appendix A thru I)
 2. A condition assessment will be performed on all capital assets during the annual inventory to coincide with the annual financial audit. (See Appendix A thru I)
 3. Recalculate the performance measurements of all capital assets at least annually. (See Section IV)

- b. Develop a replacement schedule or ranking of priority based on life cycle of the assets, condition assessment of the assets to include emphasis on acceptable safety risks and unacceptable safety risks, and funding levels available. Develop several options for replacement based on the above criteria assessment.

- c. Review the process and documentation of the maintenance performed on all capital assets. Assess the effectiveness of the work performed in keeping with manufacturer's requirements to maintain warranty status, FTA requirements and industry standards. (See attached Preventive Maintenance Policy and Procedures)

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IV. KEY TAMP ACTIVITIES

1. An accurate inventory of assets – which is properly cataloged with all the necessary information such as year of purchase, cost, quantity, estimated useful life, maintenance history etc., should be done on an annual basis.
2. Data collection – have a strong infrastructure of information gathering and documentation.
3. Condition assessment– which is based on the asset class requirements, shall be done during annual inventory. information in a level of detail sufficient to monitor and predict the performance of the assets and to inform investment prioritization.
4. Performance Measurement - compare actual performances with projected performances during an operating year.
 - a. Rolling Stock:
 1. Track and monitor the number of miles before/between road calls/failures.
 2. Track and monitor the preventive maintenance inspections every 6,000 miles as required by the manufacturer and to maintain the warranty status.
 3. Track and monitor the cost to perform preventive maintenance per vehicle to determine abnormalities.
 4. Track and monitor the use of tires per vehicles.
 5. Track and monitor the pull-out ratio to satisfy daily service requirements.
 6. Track and monitor fuel consumption
 - b. Equipment:

1. Track and monitor the number of hours of output before/between failures.
2. Track and monitor the preventive maintenance inspections on hours of output per manufacturer's requirements.

5. Evaluation of risk - The criticality of each asset is to be identified to determine the best use of agency resources.

6. Cost tracking - Costs of procurement, implementation, operation, maintenance and disposal (lifecycle) should be tracked and used to identify areas needing attention, as well as a means for evaluating asset strategies.

7. Have an effective and adequate parts inventory management system to ensure that vehicle parts are sufficient for mechanics to perform their work without delay.

8. Continuous improvement - The program must be periodically evaluated to determine its effectiveness in providing accurate information and to ensure continuous improvement in the management of assets.

9. See the attached Preventive Maintenance Policy and Procedures

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V. Outline of How GRTC Will Monitor, Update, and Evaluate Its TAM Plan

Fundamental principles for monitoring.

- a. Ongoing and/or separate evaluations enable management to determine whether the other components of procedures continue to function over time.
- b. Control deficiencies are identified and communicated in a timely manner to those parties responsible for taking corrective action and to management as appropriate.

Establish a foundation for monitoring/evaluation:

1. Effective organizational structure that assigns roles to people with appropriate capabilities, objectivity, and authority; and a baseline or starting point from which ongoing monitoring and separate evaluations can be implemented.
2. Designing and executing monitoring procedures focused on persuasive information about the capital asset of key controls that address meaningful risks to organizational objectives.
3. Assessing and reporting results, which include evaluating the severity of any identified deficiencies and reporting the monitoring results to the appropriate personnel for timely action and follow-up, if needed.

Monitoring/Evaluation Procedures:

- a. Periodic evaluation and testing of controls.
- b. Continuous monitoring programs built into asset tracking and safeguards.

- c. Analysis of, and appropriate follow-up on, reports or metrics that identify anomalies indicative of a quality control failure.
- d. Supervisory reviews of controls, such as reconciliation reviews as a normal part of processing.
- e. Self-assessments by management regarding the tone they set in the organization and the effectiveness of their oversight functions.
- f. Quality assurance reviews of the affected departments.

Updating the Plan:

- a. Policy goals and performance measurements will be reviewed annually to determine if there will be a need to revise based on new promulgations of standards or updates from our Federal, State, and Local regulations and guidelines.
- b. Processes and procedures that have been established to provide an effective plan may be adjusted to accommodate efficiencies and/or effectiveness.
- c. Through the monitoring and evaluation process, the condition assessment process will be reviewed for updating, if necessary. The analytical process will be reviewed to ensure that the manner that data is compared and analyzed conforms to best practices with industry standards.

POLICIES AND PROCEDURES MANUAL

GRTC TRANSIT SYSTEM

MAINTENANCE DEPARTMENT

Revised

August 2013

GRTC Transit System
Operations and Maintenance Facility
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I. INTRODUCTION AND OVERVIEW

I. INTRODUCTION AND OVERVIEW

A. PURPOSE

This policy and procedures manual provides programs and direction in achieving the goals and objectives of the maintenance department of Greater Richmond Transit Company (GRTC).

The policy and procedures manual:

- Establishes priorities and organizational functions and priorities tasks to be performed based on departmental goals and objectives.
- Specifies some type of action required to correct a situation and recommends the appropriate procedures.
- Is a tool to be used during training of new employees. It offers employees proper procedures to use in accomplishing their work. It also provides an overview of the various department sections and interactions.
- Meets FTA guidelines for establishing auditable policy and procedures guidelines.

B. EFFECTIVENESS

For the maintenance policy and procedures manual to be effective, it must be kept current. Policies and procedures must be constantly revised to keep up with changes; otherwise, the manual will become obsolete and useless. The Director of Maintenance is charged with the responsibility for documenting and making changes to this manual which are essential to addressing the organization's objectives. All recommendations for inclusion in the manual should be submitted to the Director of Maintenance for review. Final approval of all revisions will be made by the Operations Manager.

C. ORGANIZATION OF MANUAL

The remaining portion of this Maintenance Policy and Procedures Manual is organized into nine sections. A brief description of the contents of each section is presented below.

II WORK SCHEDULING

A system of work assignments is incorporated based on the capabilities of the maintenance management system to optimize the use of manpower, repair parts, facilities and equipment.

III PREVENTIVE MAINTENANCE (PM)

This section describes the current Preventive Maintenance Program.

IV GENERAL REPAIRS

This section describes how general repairs are performed. This includes the work initiation process, the formal work order process, and proper placement and identification of tools and equipment.

V SERVICING AND CLEANING

The section documents how GRTC will service and clean the vehicles to ensure that these vehicles meet the expectations of the riding public.

VI TIRES

This section documents how to safely maintain tires and effectively control tire costs.

VII BUILDING AND GROUNDS

This section describes the entire GRTC operating facility and the preventive maintenance program for the building and equipment.

VIII UNIT REBUILD PROCEDURES

This section discusses the rebuilding of units in an efficient and cost effective manner. Comparison should be made of internal rebuild cost to external rebuild cost.

IX STORES MANAGEMENT

This section describes management procedures for fuel and oil storage, perpetual inventory, and physical organization of the storeroom.

X BODY SHOP/PAINT SHOP

This section describes the procedures for keeping the bus fleet clean, painted and free of body damage.

D. MAINTENANCE POLICY

1. Function

The maintenance function at GRTC is responsible for assuring that all assets owned by GRTC are maintained in the best possible condition. These assets include both revenue and non revenue vehicle and the facilities used by GRTC to support this equipment. GRTC defines best possible condition to mean that revenue equipment vehicles are clean and comfortable for the passengers, that a sufficient number of vehicles are available to meet scheduled peak service requirements, and that the exterior of the vehicles are free of graffiti and accident damage. In addition, the maintenance department is also responsible for purchasing the best available material and supplies at the lowest possible price and then storing this material in an organized and secure manner.

2. Objectives

In controlling the maintenance department's activities, the Operations Manager with the assistance of the Maintenance Manager must ensure that the activities of the maintenance function support the efficient and effective provision of transit service on a daily basis while seeking to maximize:

- Vehicle reliability (measured by miles per roadcall)
- Vehicle operating efficiency (measured by miles per gallon and parts cost per mile)
- Labor productivity (measured in labor hours per thousand miles)

These objectives must be achieved with the proper balance of maximum vehicle care and financial constraints of GRTC. The overall quality of a transit system's maintenance program is reflected in the fleet size and equipment resources, mechanic skills and manpower levels, preventive maintenance procedures, and work control procedures, have cost implications which are both significant in the short term and very substantial in the long run. Additionally, facility and equipment resources are a significant public investment which must be protected. Any deviation from the policy and procedures outlined in this manual can be accomplished only by execution of waivers approved in writing by the GRTC Operations Manager.

3. Industry Standards

Accepted standards in the transit industry for performance include the following:

- Road Calls
A minimum of 4,000 miles between road calls.
- Parts Cost
A maximum of 16 cents per mile for replacement parts.
- Miles Per Gallon
A minimum of 3.6 miles per gallon of fuel.
- Miles Per Add Quart of Oil
A minimum of 225 miles between add quart of engine oil.
- Man Hours Per Thousand Miles
A minimum of 19 labor hours per thousand miles and a maximum of 27 labor hours per thousand miles.

E. WORK SAFETY

1. Policy

Safety techniques are required to assure that repairs are performed safely without undue risk to

personnel, property, facilities, or the public. Everyone should monitor their work to preclude violation of proven and established repair methods. Any person involved in the maintenance of heavy equipment has the potential to be injured at work. It is the responsibility of all employees within the maintenance department to ensure that every possible safety precaution has been followed. The Director of Maintenance and the Environmental Safety Compliance Specialist are responsible for constantly reminding employees of these dangers, encouraging employees to work safely and identifying and correcting hazards.

Proper uniform to avoid injury as much as possible consists of:

- Steel toed shoes
- Back brace
- Safety goggles

2. Procedure

Every maintenance employee should:

- Consider the hazards of the job and insist on appropriate protective gear such as gloves, safety glasses, etc.
- Check before a major component is lifted, to be sure the lifting device is fastened securely. Be sure the item to be lifted does not exceed the capacity of the lifting device.
- Exercise caution when power tools are in use.
- Use an approved safety nozzle when compressed air is used to clean a component.
- Exercise caution when cleaning agents are used. Be sure the work area is adequately ventilated and protective gloves, goggles or face shield, and apron are used as required.
- Insist that caution be used when welding including use of shields and checking equipment prior to welding.
- Make sure all work areas including service lanes are clean and orderly.
- Verify that appropriate tools for each job and that approved repair procedures are used.
- Use only approved types of work shoes. At GRTC, the only approved work shoes have oil resistant soles and safety toes. Sneakers are not approved work shoes.

Note: Proper service and repair is important to the safe, reliable operation of vehicles. This manual cannot advise on all conceivable ways of performing repairs or of the possible hazardous consequences. Therefore, no such evaluation is intended or implied.

F. QUALITY CONTROL

1. Policy

For a maintenance operation to be effective, the quality of inspection and repair must take the highest priority. Everyone associated with the organization must understand what real quality means, emphasizing that quality is the absolute goal.

- Quality is defined as meeting and exceeding the expectation of our riders. Every employee must seek quality in each task they perform and hold quality as a personal responsibility. Each repair or service action must consistently meet the established standards which our riders expect from GRTC. Nothing less should be accepted.
- There is no such thing as not having enough time to perform a repair or that it costs too much to do it right; it is always cheaper and more effective to do the job right the first time.
- The only performance measurement is the cost of quality. The true cost of not providing quality is the cost of roadcalls, missed runs, lost customers, etc.
- The only performance acceptable is zero defects. The Shop Foreman has the responsibility to physically check the work of all assigned employees, inspecting not less than 25 percent of their work and 100 percent of all rework. All work not meeting the quality control standards must be corrected before the vehicle is released for service.

Note: When performing a quality inspection, it is important to recognize the primary concerns are public safety, prevention of roadcalls, and maximizing the long term operating efficiency of each vehicle.

II. WORK SCHEDULING

II. WORK SCHEDULING

A. OVERVIEW

Scheduling of work involves looking ahead and making decisions on what you are going to do. Keep in mind that:

- Equipment is not just scheduled into a garage; equipment is scheduled through a garage.
- Effective work scheduling allows you to act rather than react.
- Scheduled items are manageable items - time, materials, tools, equipment and labor.
- The work schedule represents a series of repairs to be performed with emphasis on maximizing productivity and minimizing cost, while optimizing the number of operational coaches.

B. DEFINITIONS

To gain a clear understanding of GRTC's expectations, it is vital that all employees understand the definition of commonplace terms. For this reason, certain terms are identified below.

1. Preventive Maintenance (PM)

A scheduled planned inspection and repair performed at set intervals. The objective of preventive maintenance is to extend the coach's useful life by lubricating, adjusting, and replacing worn-out components. Properly applied PM can also reduce roadcalls and lower operating costs.

2. Scheduled Repairs

A planned repair action performed to correct a known defect. Scheduled repairs include campaigns and deferred repairs.

3. Running or Unscheduled Repairs

Unplanned repairs or service performed to get the coach back into service. Examples of running repairs include roadcalls, driver or hostler write-ups, coach changes, and any other unplanned work.

4. Roadcall

A roadcall is any mechanical failure which causes a disruption in revenue service or requires a coach to be removed from revenue service or requires a maintenance employee to repair the failure. GRTC considers failure of the air conditioning system to be a mechanical failure but does not consider accidents, farebox faults and flat tires to be mechanical road calls.

C. GENERAL PROCEDURES

Maximum productivity at GRTC is achieved when the Shop Foreman:

- Completes the work schedule process before the mechanics start the shift. This schedule must be flexible enough to handle the unexpected, such as road calls, yet not allow unexpected work to dictate the schedule.
- Plans the schedule according to the labor hours required to complete a repair rather than the number of mechanics available.
- Insure that each employee has the tools, qualifications, and a work bay to perform and complete repairs.
- Usually about 15 percent of the labor hours will be allocated for the "unexpected."
- Regularly perform Quality Assurance (QA) checks to ensure that repairs are completed properly. PM's, repairs requiring overtime, and safety sensitive items are always checked.
- Follow-up periodically (half-way through the job and at the estimated completion time) to ensure that the mechanic has not encountered problems, and has done a quality repair in optimum time.
- Do not use PM coaches for service unless the PM is complete.
- Utilize experience to assign the best worker to a task.
- Examine the daily schedule on a regular basis and make minor adjustments.
- Spend as much time as possible on the work floor to guide the mechanics
- Bring repair orders to the mechanics before they have completed their current tasks.

Note: If mechanics are coming to you on a regular basis to ask what to do next, you are not as successful as you can be in work scheduling and your job is made more difficult than necessary.

D. GENERAL PROCESS

At GRTC the scheduling process is to:

- Identify all work to be performed and prioritize the work.
- Place an estimated completion time value and priority on repairs.

- Determine how many people will be at work that day so the number of labor hours available can be established. Take into consideration seasonal variations, vacations and weather conditions.
- Make certain that the equipment is available on which the work is to be performed.
- When possible, make sure that parts and components for a repair are in stock before bringing in a vehicle.
- Estimate and add all the average hours that may be unknown from driver write-ups, roadcalls, etc. Allot time for these items.

E. PROCEDURES FOR ROADCALLS

- Dispatch notifies maintenance of a problem.
- Foreman obtains information on the problem, location and time.
- Shop Foreman assigns a qualified mechanic to respond to the roadcall and provides the mechanic with a roadcall form.
- Mechanic handles roadcall by repairing the problems and/or returning the vehicle to the garage. If the vehicle is undriveable the mechanic will advise the Shop Foreman immediately and the Shop Foreman will arrange a tow for the vehicle.
- Mechanic returns to the garage and advises Shop Foreman of findings.
- Completes roadcall form including an explanation of defect.
- Shop Foreman issues a work order.

Note: If road repairs are not completed, an additional work order(s) will be issued.

F. PROCEDURES FOR OPERATOR WRITE-UPS

After every run a coach operator submits a daily operator report, indicating the defective items that were observed in the course of the scheduled run.

The Foreman will:

- Obtain the Operator's Daily Report.
- Examine each report and determine a course of action:

No repair is required

Repair is required

Defer repair

Issue a work order for safety related items such as steering, lights and brakes; attach the defect card to the work order. For non-safety related items, such as interior lights, mirrors, and loose panels; record on blank order or shop work order. The driver defect card for non safety related items will be; placed in the respective vehicle history file when the work is completed.

- Log the appropriate corrective action into the system.
- Assign mechanic to task based on availability and technical competence.
- If repair is not required, note this fact on the work order and / or the Daily Operator Report.
- Bring work order to mechanic and provide any special instructions

G. OVERTIME

Cost effective work scheduling requires control of not only daily activities, but also overtime.

1. Policy

Overtime is to be applied to specific situations when a long-term increase in staff is not warranted to handle a short-range requirement. Specific situations that may require the use of overtime are to include inclement weather, emergencies, or special events.

2. Procedures

- Examine the need for overtime and evaluate whether other options exist. Overtime is to be kept to an absolute minimum.
- Utilizing the Daily Work Sheet, determine the time necessary to complete the task and get a commitment on the estimated time of completion from the mechanic.
- If no other options exist, notify the individual based on past practice.
- Note on the Daily Work Sheet the reason for overtime and the actual time needed to complete the repair to provide information for review and analysis. Be prepared to explain to the Director of Maintenance in detail why the use of overtime was required.
- All overtime work must be checked for quality by a Shop Foreman prior to release into service.
- Use of overtime must be rotated through each classification. A mechanic wishing to work his day off must sign-up on the overtime log.
- If a repair can be completed in two or less hours, the Shop Foreman can authorize the use

of overtime to complete the repair. The mechanic making the repair is to receive the overtime.

Note: After options are evaluated and it is determined that overtime will be required, the mechanic should be notified immediately.

H. TRAINING

1. Policy

GRTC recognizes the need for training to improve overall skill levels of each maintenance employee and to educate each maintenance employee as to the operation and repair of new equipment and technology. In recognition of this need, GRTC will strive to provide each mechanic training each fiscal year, if funds are available.

2. Procedures

- A training log sheet will be maintained by the Director of Maintenance and it will become part of the personnel file on each employee in the maintenance department. This log sheet will list the training that each employee has received.
- Training needs of the maintenance department will be identified each fiscal year by the Director of Maintenance with assistance from the Assistant Director of Maintenance and the Shop Foreman.
- Identification of sources of potential training will be the responsibility of the Director of Maintenance. Possible sources will include, but are not limited to vendor training, local schools, and trade associations. Cost of said training will also be identified.
- All training activities will be coordinated with the Director of Maintenance.
- Training received by maintenance employees will be promptly posted in the training log sheets in each personnel file once the course is completed.
- Monitoring the effectiveness of each training session is the responsibility of the Shop Foreman. Input will be provided to the Director of Maintenance.
- * An ASE Certification for transit buses is offered to all mechanics. For each test passed they earn extra compensation.

III. PREVENTIVE MAINTENANCE

III. PREVENTIVE MAINTENANCE

A. OVERVIEW

Preventive maintenance is the cornerstone of any maintenance program because it will maximize the efficient use of resources, ensure the quality of the service provided, and protect the significant investment that GRTC has in its capital equipment. The overall quality of the preventive maintenance program can be determined by such measures as the miles between roadcalls and the parts cost per mile.

Every maintenance employee should realize that the key to lowering operating cost is an effective preventive maintenance program. A well-balanced preventive maintenance program is far less costly in time and money than running the risk of breakdowns on the road, many times involving extensive repair costs.

Adherence to a prescribed PM program is essential to obtain long life and top performance of the vehicle. Added advantages are an evenly distributed work load level in the shop and reduced vehicle out-of-service time.

B. POLICY-PM PROGRAM

Policy - Adherence to Preventive Maintenance Schedule

GRTC requires absolute adherence to the preventive maintenance schedule. Preventive maintenance inspection may be delayed no more than five calendar days. If the preventive maintenance inspection can not be performed on time, the Shop Foreman is required to inform the Director of Maintenance of this fact and explain why the inspection can not be performed on time. Only the Director of Maintenance has the authority to delay the preventive maintenance inspection beyond ten calendar days or terminate preventive maintenance inspections.

Policy - Oversight of Preventive Maintenance Program

The success of the PM program depends on its leadership. The Director of Maintenance is therefore directly accountable for the success or failure of the program. The Director of Maintenance and Assistant Director of Maintenance are required to schedule preventive maintenance inspections, perform post inspection quality checks and update the preventive maintenance program to ensure compliance with manufacturers' specifications and address quality of service issues.

By performing regular quality spot checks and evaluating timely information, the Director of Maintenance can effectively direct the PM program.

Policy - Daily Pre-Trip Inspections

The first level of any preventive maintenance system is the daily pre-trip inspection. This inspection consists of a full functional inspection of the coach by the operator before the

coach leaves the garage. This inspection includes checking all exterior and interior lighting, the operation of the front and rear door, the operation of wheelchair lift, the windshield wiper and washer, the horn, the tire condition and other visible defects such as a broken window. To help the operators perform the required daily pre-trip inspection, GRTC has developed a checklist for the operator to follow. Each operator is required to perform this pre-trip inspection. If the operators are not performing their pre-trip inspections, the Operations Manager will be informed of this fact.

Policy - Operator Defect Reports

Forms on which the operator reports defects should be left in each coach or given to the Shop Foreman on duty. If a defect has been reported, the Shop Foreman should review the cards and separate the cards into two groups, one with defects, and the other without defects. The Shop Foreman should then separate the cards on which defects were reported into two groups; one requiring immediate action and others worked as soon as time permits. Items requiring immediate action are items directly affecting the safety of the riding public. These items include, but are not limited to brakes, lights and steering. A work order should always be generated for safety items reported on the driver's defect report. The mechanic should attach the defect card to the work order. For non safety related items, the mechanic should use a blank work order. Non safety related items include, but are not limited to, interior lights, rattles, and air conditioning repairs. A standard work order should be generated for all repairs requiring more than 15 minutes to repair, or the use of \$25 worth of parts. Each mechanic should strive to repair as many defects as possible with the overall goal of having the maximum number of safe and reliable coaches available for service the next day. Mechanics should give the work orders and the driver report forms to the Shop Foreman, who should review the forms to insure their completeness.

Policy - Scheduled Preventive Maintenance Inspections

GRTC schedules a preventive maintenance inspection per the vehicle / engine / transmission manufacturer's recommendations, 6,000 miles for medium and heavy duty transit coaches and 3,000 miles for light duty vehicles.

This inspection includes completely checking the coach, cleaning the engine compartment, lubricating the chassis, draining the oil, changing the oil filter(s), fuel filter(s), and water conditioner and repairing minor defects. Air filters are replaced based upon the use of a manometer which measures the restriction in the air filter. When the restriction reaches an established maximum point of 18 inches or every four months, whichever comes first, the air filter should be changed. An analysis of the engine oil is performed at each inspection and the results entered into the vehicle maintenance history. The results of the oil analysis is a useful tool in predicting future engine problems and is helpful in identifying minor problems before they result in major problems.

In addition to all the items performed as part of the standard inspection, the wheel chair lift and the passenger doors and their related controls have a PM inspection performed on them. Wheelchair lifts are checked for safety and all hinges and slides are lubricated for efficient operation. The transmission fluid is drained and replaced with fresh oil and the transmission oil filter is replaced per the transmission manufacturer's recommended schedule.

In addition to the 6,000 mile inspection, GRTC has a Repair Shop Inspection and a Quality Inspection. Each Running Repair Shop shift is required to perform a Repair Shop Inspection on one bus each day if work load, man-hours and time permits

Each Shop Foreman is required to perform a minimum of one Quality Inspection each day on a recently serviced vehicle to insure that the work meets GRTC's quality standards.

Policy - Tracking Inspection Intervals

The mileage intervals between inspections are tracked by the RTA program in the computer which captures the daily mileage from the bus assignment sheet and from the daily vehicle fueling program. Weekly, the Director of Maintenance receives a report from the computer showing the mileage remaining before the next inspection is due. From this report, the Director of Maintenance will schedule preventive maintenance inspections. In the Director's absence the Assistant Director of Maintenance will schedule the inspections.

There is an established goal (80 percent of vehicles) at GRTC for performing each preventive maintenance inspection within 600 miles of the mileage interval when it is due.

Policy - Work Order for Each Scheduled Inspection

A work order is issued for each inspection by the Shop Foreman. In addition to listing the coach number, the date, and the hubodometer mileage, the work order will show the parts used by the mechanics and the labor hours used to repair the coach. Attached to the work order is a preventive maintenance checklist used to guide the mechanic in the performance of the inspection. These check lists are custom designed for each series of GRTC's vehicles using the recommendations of the various equipment manufacturers

C. PREVENTIVE MAINTENANCE PROCEDURES

Procedure - Shop Foreman Tasks

At a minimum, the Shop Foreman should perform the following tasks:

- Conducts quality spot checks on one completed PM vehicle per day, checking safety and road call related items.
- Review with the mechanic performing the inspection the findings of these checks and take appropriate corrective action.
- Review and follow maintenance management forms and reports because they are indicators of how well the PM program and workforce are performing. Because of the direct contribution to the success of a PM program, the following should be evaluated on a weekly basis:
 - PM Schedule Due - A report that provides information on PM's due, overdue, or coming due.

- Rework Summary Report - A report on a repair to an item which had to be performed more than once. Rework summaries can be used to determine the effectiveness of PM repairs.
- Work Order Repair History Report - This consists of a detailed history of the repairs performed on a vehicle. By using this report, changes in the PM intervals or procedures can be modified to suit the present need.
- Road Call Summary - This consists of a detailed account, by equipment type, of all road calls. This report is used in evaluating the PM program. As the effectiveness of the program increases, road calls should decrease.

Basic consideration should be given to:

- Were PM's performed in a timely manner?
- What are the major causes of roadcalls?

Procedure – Director of Maintenance

- Track the number of roadcalls which occur during the ten days following a preventive maintenance inspection. The Director of Maintenance should seek to determine why the roadcall occurred. Upon request of the GRTC Operations Manager, the Director of Maintenance must be able to show the number of road calls which occurred within ten days after a preventive maintenance inspection.

Procedure - Adjust Mileage Intervals

- If roadcalls can be attributed to deficiencies in either, PM intervals, work procedures, carelessness, etc., appropriate corrective action should be taken. This could be one single act or a combination of changes such as the modification of the PM checklist or PM interval, changes in procedures, increased training, etc., to resolve the issues.
- By following this systematic approach, the Director of Maintenance not only will know what went wrong, but, more importantly, how to correct it and what steps to take to prevent a recurrence.

IV GENERAL REPAIRS

IV. GENERAL REPAIRS

A. OVERVIEW

At GRTC, the Ron Turley Associates (RTA) fleet maintenance software program is used to track and record all vehicle maintenance operations. The RTA program contains a parts module, a work order module and a PM scheduling and tracking module. These various modules are interlinked, allowing GRTC to maintain vehicle repair history electronically.

GRTC uses the formal work order system within RTA to create work orders. A work order is issued for most repairs, including such jobs as a brake reline or preventive maintenance inspection or safety defects reported by operators. RTA allows for various reports to be requested, these reports cover a wide range of maintenance areas such as:

- Vehicle Costs
- Vehicle and Equipment ID / Serial Numbers
- Work Order History
- Parts Inventory
- PM Performance
- Asset Tracking
- Vehicle Fuel Usage

B. POLICY-WORK ORDER AND WORK INITIATION

Policy - Work Order and Driver Defect Reports

The first way for a repair activity to be initiated is in response to a defect reported by the driver. To help the driver report a defect, GRTC has created a simple driver's defect form on which the drivers can report any defects which he / she finds. The drivers leave the defect cards in the bus and they are picked up by a service employee and are given to the Shop Foreman. Once a driver reports a defect, a work order is issued based upon that information. The driver's defect card is attached to the work order. The work order is then placed in a rack for open work orders. Work orders have estimated time of repair and are assigned to mechanics by the Shop Foreman. If a defect is reported by a driver, and the mechanic is unable to make the needed repairs the coach should be held if an adequate number of coaches are available for service. At no time should a coach with a safety-related defect, such as those involving, brakes, steering and lights, knowingly be placed in service. If the defect is very minor in nature or the maintenance department is short on coaches, the coach is then placed in tripper service until the defect is repaired. The maintenance department will not allow a coach with a potential safety defect or a defect which may cause harm to other components leave the shop until the defect is repaired. Defects reported to the maintenance department are noted on a daily log sheet. The log sheet notes whether the coach can be used in tripper service or if it must be held until the repair is made. Open work on the log sheet is carried over to the next day until the work is completed.

Policy - Work Orders and Road Calls

The second way a work order is initiated is in response to a roadcall. GRTC always issues a roadcall form and work order for mechanical roadcalls. The same work order may be used for the repair of the defect which caused the roadcall. A roadcall, as commonly defined by the transit industry, is a mechanical failure which causes a disruption in revenue service. Included as part of this definition are roadcalls for failure of the air conditioning system.

Policy - Work Orders and Defects Found During PM's

The third way a work order is initiated is in response to a defect discovered during the preventive maintenance inspection. Minor defects found during the inspection, such as inoperative dash lights or worn shock grommets, are repaired as part of the inspection by the mechanic performing the inspection and should be noted on the work order issued for the inspection. Major items, such as high brake cam or major oil leaks, should be reported to the Shop Foreman who will decide when and how the defect will be repaired. A list of all defects found during the inspection will be attached to the work order generated by the Shop Foreman for each preventive maintenance inspection.

Policy - Work Order and Defects during Servicing of Buses

The fourth way a work order can be initiated is in response to a defect found by the service crew. The service crew will advise the Foreman on duty of the defect, and this Foreman will generate a work order for the repair of the vehicle. At no time will any vehicle using six or more quarts of engine add oil during the prior day be placed in revenue service without direct authorization by the Shop Foreman. The most common defect found by the service crew is a major oil leak.

C. WORK ORDER PROCEDURE

Procedure - Work Order Form

GRTC has a formal work order capable of capturing all repair activities; this form is generated within the RTA program by each mechanic or the Shop Foreman and lists the coach number, the date, and other information. On this form, the mechanic then lists the work performed, parts used in completing the repair and the time expended to make the repairs. The Shop Foreman is responsible for ensuring that the mechanic records all required information on the work order forms.

Procedure - Completed Work Orders

After the work task is complete, the work order is sent to the Maintenance Department office for review and placed in the vehicle file. Work orders are filed by coach number. Work orders over one year old are removed from the files and placed in long term storage.

Procedure - Open Work Orders

All open or incomplete work orders should be kept in the racks near the maintenance office. Any items shown on the daily log sheet should have a corresponding work order in the rack.

Procedure - Daily Log Sheet

The Shop Foreman shall keep a daily log sheet showing deferred and open maintenance activities. At the end of the shift a copy of this log sheet should be passed on to the next Shop Foreman on duty. Each Foreman should use this log sheet in scheduling work in the shop and tracking open defects. Work not completed is transferred to the next day's sheet.

Procedure - Labor Accountability

GRTC requires the Shop Foreman in the shop area to be able to account for 80 percent of the mechanic labor time available. The Shop Foreman is required to randomly compare the amount of time mechanics capture on work orders each day to the amount of time available.

D. TOOLS AND EQUIPMENT

It is impossible to do the job correctly without correct tools. GRTC recognizes this important fact and has therefore required each mechanic to have a basic inventory of the small tools and equipment necessary to maintain the fleet in a satisfactory condition. In addition to the specialized equipment, such as test meters, GRTC also has many of the larger tools and equipment. A program is in place at GRTC for replacing worn shop equipment and expanding and upgrading existing shop equipment.

Policy - Storage of Small Tools

Special tools should be kept in the tool locker in an orderly manner. All tools and large pieces of shop equipment at GRTC should have a GRTC inventory sticker or the words "GRTC" engraved in the side of the tool.

E. WORK SCHEDULE – GENERAL REPAIRS – REPAIR SHOP

The normal workweek consists of five, eight hour-days / nights, forty hours per week. Each employee is assigned two regular days / nights off. Due to the nature of transit operations it is necessary to have work shifts around the clock seven days per week. Normal work shifts are as follows:

- Day Shift Sunday thru Saturday 7:00 A.M. – 3:30 P.M.
- Early Night Sunday thru Saturday 3:00 P.M. – 11:30 P.M.
- Late Night Sunday thru Saturday 11:00 P.M. – 7:30 A.M.

V. SERVICING AND CLEANING

V. SERVICING AND CLEANING

A. OVERVIEW

One of the critical factors that the riding public requires is a clean coach. GRTC recognizes this fact and is therefore committed to having the cleanest fleet possible in light of financial constraints. A clean fleet projects a very favorable public image which should be maintained at all times. The exterior cleanliness of coaches is also an important indication to non-riders that the transit service is worthy of their support. A clean interior indicates to transit users that the system cares about them.

All maintenance employees must thoroughly understand the importance of a controlled program of interior, exterior and undercarriage cleaning. This is a vital function which, through cooperation and pride, will produce a clean coach. A clean undercarriage and engine compartment will greatly assist the mechanic's ability to see and correct defects in the early stages, thereby preventing major failures on the street that would adversely affect reliability and the public's confidence.

B. POLICY – CLEANING

Policy - Daily Servicing

GRTC has established the following daily cleaning cycle which includes at a minimum the following:

- Walk-around inspection
- Refueling
- Engine oil, transmission and coolant check (record any abnormal fuel and oil consumption)
- Flat tire check on rear dual tires
- Interior cleaning and dusting

Policy - Checking Oil Level

To prevent false oil level readings and prevent over filling the engine crankcase with engine oil, the oil level will be checked after the engine has been turned off on all coaches. Extreme care should be taken to prevent overfilling. As policy GRTC keeps the engine oil slightly less than a quart below the full point.

Policy - Exterior Washing

To maintain a clean exterior appearance GRTC has two automatic washers. As GRTC policy, the

coaches will need to be washed daily. The Director of Maintenance may adjust this schedule if the coaches are dirty or the exterior temperature is such as to make exterior washing impractical. To maximize the effectiveness of the coach washer, the Foreman on duty in the service area is responsible for insuring that the cleaners drive the coach through the washer at the designated speed.

Policy - Interior Cleans

GRTC has established the policy of performing a major interior clean on each coach at least once every 30 days. GRTC defines a major interior clean as a complete interior cleaning of the coach including, but not limited to, cleaning the wheel housing, washing all ledges on which dirt may build, removing heavy dirt around the front door and driver's area, and wiping the ceiling. The Shop Foreman is charged with the responsibility of monitoring the performance of the cleaners who do the interior cleans, keeping a schedule of when each major interior clean was performed, directing the cleaners who performs the interior clean, and purchasing all supplies necessary to perform major interior cleaning according to GRTC standards. Once a month the Foreman will advise the Director of Maintenance in writing of the number of major interior cleans performed, and the overall condition of the fleet.

Policy - Monitoring of Cleaning and Servicing Process

Because the cleaning and servicing of the fleet is so important, GRTC expects each employee to monitor the condition of the coaches. If an employee feels the coaches are too dirty, he/she should report this fact to the Shop Foreman. The Service Station Foreman should inspect the interior of three to five coaches each day. The Service Station Foreman should also check the oil level on two vehicles each day.

Policy - Daily Cleaning of the Service Lanes

For obvious safety and health reasons, GRTC requires that the Service Lane undergo a complete cleaning once a day at the end of the primary servicing shift. Cleaning of the Service Lanes is an ongoing process, spot cleaning must be maintained through out the shift to ensure safety. All trash should be removed, mops and equipment placed in designated locations, and the floor in the lane is to be cleaned. Prior to the end of the shift the Foreman on duty in the Service Lane will make a walk through inspection.

B. PROCEDURES

Procedure - Service Lane Management

At a minimum, the Foreman on duty in the Service Lane should perform the following tasks:

- Direct operators to available parking locations as they enter the GRTC parking area.
- Inspect at random the interior of a number of coaches to determine if the bus cleaners are cleaning the coaches in a manner that GRTC expects.
- Observe the evening service process.

- Verify that the service crew is taking breaks and lunch time in accordance with stated GRTC policy.
- Inspect randomly the fluid levels to insure the quality of the work being performed by the service crew.
- Verify that the Service Lanes are being cleaned at the end of the primary servicing shift.

Procedure - Use of Water in the Buses

GRTC will not permit the use of water hoses in the service lane area to clean the interior of the coaches. The use of water will damage the plywood floor and shortens the life of the coaches. The service crew will use only damp mops. Under special circumstances, such as a vomit coach, the Shop Foreman may permit the use of a water hose to clean the interior of the coaches. **THERE WILL BE NO EXCEPTIONS.**

C. WORK SCHEDULE – SERVICEING AND CLEANING

The normal workweek consists of five, eight hour-days / nights, forty hours per week Each employee is assigned two regular days / nights off. Due to the nature of transit operations it is necessary to have work shifts seven days per week. Normal work shifts are as follows:

- | | | |
|-------------------|----------------------|-----------------------|
| • Service Station | Sunday thru Saturday | 5:30 P.M. – 2:00 A.M. |
| • Bus Cleaners | Monday thru Friday | 7:30 A.M. – 3:00 P.M. |

VI. TIRES

VI. TIRES

A. OVERVIEW

Tires have significant impact on the safety of the vehicle. In recognition of this simple fact, GRTC has established a tire program based upon sound industry practices. These practices include checking tire pressure frequently to maximize tire life, having an adequate number of spare tires to keep the vehicles in service, cleaning the wheels frequently to help identify loose lug nuts, and having worn tires replaced when they have reached established wear points. The Director of Maintenance is charged with the responsibility of ensuring that this program is closely followed by working with GRTC's mileage tire Contractor.

B. POLICY-TIRE SERVICING

Policy - Inflation Checks

Whenever the brakes are adjusted or repaired or tires replaced or a preventive maintenance inspection is performed, the tire inflation pressure will be checked.

Policy - Clean Wheels

GRTC insists on clean wheels because it not only improves the appearance of the coach but also allows a mechanic to spot loose lug nuts. When a flat or worn tire is removed and another tire installed, the wheel should be cleaned, if time permits, and the lug nuts should be torqued to the specifications found in the coach maintenance manuals. Torque on lug nuts will also be checked on each preventive maintenance inspection with a 3/4 inch drive torque wrench.

Policy - Tread Life

Whenever a coach is brought into the shop for the repair of a defect, the mechanics should check the tire tread, the fluid level, the brake adjustment and the lights. If the tire tread is worn below acceptable standards, the tire should be changed before the coach is released for service, if a spare tire is available. The Director of Maintenance or the Shop Foreman on duty should inspect the tire to determine if it is safe to use. If it is not, the coach must be placed out of service and held until the tire is replaced. If the tire is marginal and the Director of Maintenance believes it can operate a limited number of miles, the coach may be used in limited service until the tire can be changed.

Policy - Match Tires on Rear Wheel Positions

Tires on vehicles with dual rear wheels should be replaced in matched sets. The circumference of the tires should be within one-half inch of each other.

Policy - Spare Tires

To have the maximum number of coaches available for service, GRTC has established the goal of having at least twenty spare tires available. The Director of Maintenance should determine if an adequate number of spare rims are on hand. Any surplus coaches sold by GRTC should be

equipped with junk wheel rims and scrap / worn tires.

Policy - Tire Safety

GRTC insists on safe work practices including the mounting and dismounting of tires. The mounting, dismounting and airing of all tires must be done in accordance with current OSHA safety procedures. The Director of Maintenance shall review all tire safety procedures with the mechanic servicing the tires and verify on a periodic basis, that the mechanics adhere to these procedures.

Policy - Tire Costs

The Director of Maintenance is responsible for monitoring both the mileage obtained from each tire and the tire costs. Tire costs will be tracked, if possible, by vehicle type and tire type. On a quarterly basis the Director of Maintenance should review tire costs and the budget with the tire contractor.

VII. BUILDING AND GROUNDS

VII. BUILDING AND GROUNDS

A. OVERVIEW

The City of Richmond has made a significant investment of public funds in a maintenance and administrative complex capable of supporting the daily operation of the system. This complex consists of two large structures. The facility was built in late 2009. The building's are made of block, steel and concrete.

The maintenance area is divided into separate areas. These areas include a storeroom, a general shop, and areas for several support functions.

B. POLICY

Policy – Housekeeping

Each maintenance employee is responsible for keeping the shop and coach storage yard clean. After completing a repair task, the mechanic should strive to clean the work bays before starting another work task. Used parts should be placed in garbage cans. Large used and worn metal parts such as shock and brake drums should be placed in the scrap metal barrels found inside the shop area. The service crew should clean the area around the fuel pumps daily. Each mechanic is responsible for keeping the shop clean and free of clutter.

Policy – Safety

Safety is everyone's responsibility. Smoking is not allowed around the fuel pump or in the storeroom or battery charging room. Oil and grease should be quickly removed from the floor. Supplies and equipment should not be stacked in front of the electrical cabinets. The locations of the fire extinguisher should be placarded and the extinguisher inspected monthly. Everyone should be familiar with GRTC Safety rules and follow these rules.

Policy - Preventive Maintenance

GRTC has established a preventive maintenance process for the building and grounds. The Director of Maintenance is charged with the responsibility of ensuring that this program is followed and modified as new equipment is purchased and used equipment is retired.

C. PROCEDURES

Procedure - Shop Safety

One of GRTC's most important assets is its people. To protect these people from injury, GRTC has established the following shop safety procedures:

- Director of Maintenance, Operations Manager, Safety Compliance Specialist and Shop Foremen are required to counsel all maintenance staff observed performing work in an unsafe manner. A record of this counseling must be placed in the employee's personnel

file. Employees who continue to practice unsafe procedures must be disciplined in accordance with GRTC policy.

- Each Shop Foreman will review safe work practices with maintenance employees at least once a month. The Shop Foreman should set an example for the group to follow.
- At least once a month a shop safety inspection will be made by the Safety Compliance Specialist to identify safety concerns and review past concerns.
- Each Foreman will perform a weekly and monthly safety inspection of the areas of their responsibility.
- All employees will be taught how to use a fire extinguisher, what to do in an accident, and how to identify safety issues.
- Every employee will have Hazard Communication Training once a year.

Procedure - Preventive Maintenance of Building

The Director of Maintenance will establish a weekly, monthly, and quarterly checklist of items to be serviced. This checklist will be based upon the recommendations of the equipment manufacturers. For example, if the coach washer is to be lubricated once a week, this should be noted on the weekly service sheet. All building preventive maintenance work should be captured on work orders. A file should be created in the maintenance office. A separate file should be created for repairs to each piece of equipment. The Director of Maintenance is responsible for verifying on a quarterly basis that this action is being done.

Procedure - Outside Contractor Maintenance

The Director of Maintenance and Director of Procurement will have a copy of all contracts GRTC has with outside contractors for maintenance of the building. The Director of Maintenance will be familiar with these contracts and know specific obligations of each Contractor. The Director of Procurement will also advise the Chief Executive Officer of the expiration of any given contract with the recommended changes. Notification of expiration should be given three months prior to expiration of the contract.

VIII. UNIT REBUILD PROCEDURES

VIII. UNIT REBUILD PROCEDURES

A. OVERVIEW

The function of the rebuild operation is to provide rebuilt components and perform extensive repairs on GRTC vehicles to meet operational requirements. Rebuilt components and vehicular repairs are to be reliable; the repairs are to be made at the lowest cost, while maximizing the components or vehicle's useful life. At all times, work will be monitored and evaluated to ensure that maximum productivity is achieved.

Note: A rebuilt component is a part that has been previously used, but has been reconditioned and tested. Since it has been previously used and is therefore to a certain extent fatigued, its service life will be less than new.

Coordination of the activities of the rebuild function is performed by the Shop Foreman. The Shop Foreman's function is to:

- Schedule and follow-up on repairs.
- Establish a production plan for all major rebuilt component activity.
- Monitor core status to ensure production plan can be met.
- Monitor expected production time versus actual completion time.
- Confirm parts availability to ensure repairs and rebuilds can be performed.
- Verify that an adequate number of rebuilt units are available based upon past usage.
- Perform cost analysis on an annual basis with assistance from the Director of Maintenance and Operations Manager to determine cost effectiveness of in-house rebuilds.

B. COMPONENT CONTROL/TAG SYSTEM

Policy - New Parts

When a new major component such as an engine or transmission is purchased, the warranty, core and component tags are attached. On the component tag, the "new" box is checked and the part number is entered.

Policy - Component Replacement

- When a component has a tag attached to it, the mechanic enters the date, coach number and comments on the nature of the problem. In addition, if the work is warranty related, the warranty box is checked.

- The component tag is removed as the component is installed and given to the storeroom clerk who files it. He then issues a core tag to the mechanic to attach to the core.
- The mechanic installs the core tag on the old core.

Policy - Component Rebuild

- The rebuild mechanic will retrieve the cores.
- The rebuild mechanic will check the core received box on the component tag after the core tag and component tag have been mated.
- The rebuild mechanic will contact the appropriate individuals for warranty or missing components.
- When a component is rebuilt, a tag is attached. The person performing the rebuild of the component completes and enters the date of the rebuild and their employee number on the tag. A component tag and core tag are then attached by the rebuilder who checks "rebuilt" in the appropriate box and enters the part number.

C. SCHEDULING AND CONTROL

Policy – General

Scheduling and control will ensure that the maintenance department has sufficient rebuilt components to meet daily service needs and that major repairs are done on a timely basis. Scheduling and control will closely monitor the status of cores to minimize running out.

Procedure – General

- Examine the daily out-of-service schedule.
- Discuss, as required, with affected personnel today's "hot items" (emergency part requirements). "Hot items" should be kept to a minimum through proper planning (less than ten percent of shop time).
- Examine status of core inventory.
- Examine available labor hours versus hours required to complete production.
- Develop production schedule. The objective is to always reach maximum inventory level upon completion of production run.

D. WORK SCHEDULE - UNIT REBUILD

All positions - Monday thru Friday 7:00 A.M. - 3:30 P.M.

IX. STOREROOM MANAGEMENT

IX. STOREROOM MANAGEMENT

A. OVERVIEW

To support the daily operation of the maintenance department certain supplies are required to be on hand. These supplies include such items as coach parts, cleaning supplies, expendable supplies, such as acetylene, and diesel fuel. Without these supplies the maintenance department would be unable to operate. These supplies also represent a significant investment of public funds which need to be protected. GRTC has created the following policies and procedures related to stores management to ensure the day to day operation of the department and protect these funds.

B. INVENTORY CONTROL POLICY

1. The Assistant Director of Procurement is responsible for the overall management of purchasing services and storeroom operations.

Policy - Daily Responsibilities of Parts Clerk

The Parts Clerk is responsible, at a minimum, for the following daily routine work tasks:

- Assisting the mechanics in finding the stock.
- Receiving stock and placing in its assigned storage location.
- Keeping the storeroom clean and organized.
- Verifying that the mechanics are recording parts on the stock slips.
- Reconciling daily fuel usage to stick readings.
- Shipping out going parts and materials.
- Monitor fuel deliveries by gauging tanks before and after deliveries.
- Ensures fuel tank fill ports are properly secured.
- Perform daily/weekly section inventories as directed by the Storekeeper.

STOREKEEPER

Policy - Daily Responsibilities of the Storekeeper

The Storekeeper is responsible, at a minimum, for the following daily routine work tasks:

- Ordering new stock
- Expediting coach down parts which are required to return vehicles to service.

- Supervises the Parts Clerks.
- Entering issuance and stock receivables into the computer.
- Reporting to the Assistant Director of Procurement on conditions and deficiencies in the storeroom.
- Reconciling daily fuel usage to stick readings.
- Follow up back order items.

Policy - Monthly Responsibilities of the Storekeeper

The Storekeeper is responsible, at a minimum, for verifying monthly that the following routine work tasks associated with the storeroom are performed:

- Parts Clerk is receiving stock and placing the stock in the correct location in the storeroom.
- Storeroom is clean and free of litter.
- Reconcile diesel fuel, gasoline and oil usage for the month.

Policy - Annual Responsibilities of the Assistant Director of Procurement.

The Assistant Director of Procurement is responsible, at a minimum, for verifying annually that the following routine work tasks associated with the storeroom are performed:

- Evaluate the performance of the storeroom which must include, at a minimum, the amount of obsolete inventory on hand at the beginning and end of the year, the amount of inventory per active vehicle at the beginning and end of the year, and the efforts of the Purchasing Agent to dispose of the obsolete inventory. Goals for the coming year should include inventory and safety objectives.
- Audit the purchase requisition records for the past year on a random basis to verify that competition has been actively sought and that the Purchasing Agent is seeking new vendors.

2. Issuance of Stock

a. Policies

Policy - Issuance of Stock from Storeroom

All issuance of stock from the storeroom should be recorded on the Stock Slip form by the parts clerk or if after hours and on weekend, recorded by the Shop Foreman for each shift.

Policy - Trend Analysis

The Purchasing Agent should periodically review all issuances and strive to identify trends on the usage of a given part. If a trend is identified, the Purchasing Agent should determine the reason why the usage pattern for given item has changed. Possible reasons for change in usage patterns include, but are not limited to, inferior parts, changes in maintenance practices or cycles the coaches are experiencing. The Purchasing Agent should review these trends with the Assistant Director of Procurement.

Policy - Compliance to Buy-America Regulations

In compliance to Buy-America regulations (49 CFR 660-661), the Purchasing Agent shall verify that any goods or material before ordering from any vendor are of American manufacture. The GRTC will not purchase non-American goods and material unless the costs of these items are at minimum 25 percent lower in cost than comparable American goods or material. GRTC may also purchase non-American goods if a Buy-America waiver has been obtained from the Federal Transit Administration or if an emergency exists which will impact the ability of GRTC to provide safe and reliable transportation services.

Policy - Clean Storeroom

For obvious safety and health reasons, the Parts Clerk should keep the storeroom clean. Empty boxes and beverage containers should be removed from the shelves. Used packing material should be placed in the dumpster daily. The storeroom should be swept at least once a week.

b. Procedures

Procedure - Recording of Issuances

The Storekeeper shall require the parts clerks to record on the stock slip form parts and supplies removed from the storeroom. The mechanic and service person must have a valid stock slip before removing stock from the storeroom. At least once a day the items listed on the completed stock slips should be entered into the computer.

Procedure - Handling of Chemicals / Gas

All drums and pails of chemicals should be handled in a prudent and safe manner. No chemicals should be unloaded from the truck unless the drum or pail is correctly placarded and the Parts Clerk has a current Material Safety Data Sheet on the product. All questions concerning the placarding of the drums and pails should be referred to the vendor.

Procedure - Coach Down Parts

When a mechanic or service person requests an item and it is not in stock in the storeroom, the Storekeeper will confirm that the part is needed. After the need is confirmed, the Purchasing Agent will immediately determine which vendors sell the item and contact these vendors to determine which vendor has the item in stock and at what price. The item should be ordered from

the vendor who has the item in stock and the lowest price after freight charges are considered. With permission from the Director of Maintenance or Assistant Director of Procurement parts may be sent by overnight delivery services.

3. Receiving Stock

a. Policies

Policy - Purpose of Receiving Stock

The primary function of the storeroom is to store goods in a safe and secure manner until they are needed. The procedures for receiving goods and material are designed to insure both the accuracy of the inventory records and that the goods are stored in a secure and safe manner.

Policy - Responsibilities of the Parts Clerk

- Insure stock is placed in its assigned location as quickly as possible. If the stock can not be placed in its assigned location within 24 hours after receipt, the Parts Clerk should review the situation with the Storekeeper.
- Verify daily the accuracy of inventory records by conducting spot audits.
- Ensure all delivery trucks are being promptly unloaded and the material is being placed on the unloading area in an organized manner which does not restrict movement in the storeroom or shop area.
- Accept only chemicals and gases which are correctly placarded and place these chemicals and gases immediately in their assigned locations. Questions on correct placarding of chemicals should be referred to the vendor. If the vendor is unwilling to provide technical assistance, and / or placard chemicals or gases, and / or provide material safety data sheets, the Purchasing Agent must discontinue all future purchases from that vendor.

Policy - Inspection of Material

Prior to placing the material in stock, all incoming material must be visually inspected by the person receiving the material. All damage or visible flaws should be reported to the Purchasing Agent. The Purchasing Agent should contact the vendor and report the damages to determine how the situation will be resolved.

Policy - Placement of New Stock

Prior to ordering new stock, a location for the item should be determined in the storeroom. If an item is received and a location has not been assigned, the Storekeeper should determine the best possible location. The newly assigned location for the item should be noted in the computer.

Policy - Clean Up

Immediately after unpacking goods and material and placing these items in their assigned

locations, the person receiving the material or goods should dispose of all packing material in either the dumpster or garbage cans.

Policy - Receiving Chemicals

All chemicals, whether in 55 gallon drums or five gallon pails should not be accepted and / or received unless the drums are properly placarded with all Federal and State required warning labels and a Material Safety Data Sheet is on file. All questions concerning warning labels should be directed to the vendor of the product. All maintenance employees should be taught how to use the product before it is issued from the storeroom.

b. Procedures

Procedure - Receiving Goods and Material

Before unloading any delivery truck, check the goods for visible damage such as a crushed or torn box. If the goods have been damaged, do not accept the shipment. After the goods have been inspected for visible damage and unloaded from the delivery truck, the shipping manifest should be signed. No shipment should be accepted freight collect without prior authorization from the Director of Maintenance.

The first task is to identify the box or crate in which the packing slip is located. After the packing slip is found, it should be dated immediately and compared to the Purchase Order related to the material listed on the packing slip. If any item was placed on back order, this fact should be clearly noted on the Purchase Order form. If the vendor delivered a quantity in excess of the quantity ordered, this fact should be immediately made known to the Storekeeper who will determine if the overage will be accepted.

The person receiving the shipment will place the stock / material in its assigned location.

Procedure - Packing Slips

All packing slips will be dated and compared to the corresponding Purchase Order. The packing slip should then be compared to the material delivered. Any variance should be reported to the Storekeeper. Packing slips should be placed in the invoice file after receipt of the material is noted in the inventory records. Once the corresponding invoice has been received, the packing slip should be attached to the invoice along with the completed Purchase Order. The invoice should be compared to the Purchase Order to verify that the unit price matches.

Procedure - Receiving Gases

All gases such as Freon, oxygen or acetylene should be in the correct cylinders designed for the gas. Immediately after receiving the gas cylinders, the cylinders should be placed in their assigned storage location. **THERE IS NO EXCEPTION TO THIS POLICY.**

At no time should a free-standing gas cylinder be left in the shop or storeroom area. Extreme care should be used in the handling of all gas cylinders. All questions about the handling of gas cylinders should be referred to the Director of Maintenance.

Procedure - Storage of Flammable Liquids

All flammable liquids should be immediately placed in their assigned location after being received. All flammable liquids should be stored in either a room designed for the storage of flammable liquids or in a flammable liquids storage cabinet.

Whenever receiving a new chemical or product, the person receiving the product should check the label to determine if the item is flammable. If it is flammable, the Director of Maintenance should be advised.

4. Ordering Stock

a. Policies

Policy - Purpose of Ordering Stock

To have stock, every storeroom must have procedures for ordering the correct quantity of stock. GRTC has developed a series of policies and procedures for ordering stock which reflect accepted industry practice and City, State, and Federal purchasing regulations.

Policy - Responsibilities of the Storekeeper

The Storekeeper is responsible, at a minimum, for the following work tasks related to the ordering of stock:

- Order the quantities which are reasonable considering past usage and present conditions and needs.
- Insure each new stock item ordered which is not going directly to a coach has an assigned location in the storeroom.
- Review constantly the minimum, maximum, reorder inventory levels and adjust these levels periodically to better reflect actual consumption.
- Audit on daily basis fuel and oil usage and check the tanks with a reliable measuring stick and record reading on necessary inventory records and reconcile reading to usage information.

Policy - Minimum and Maximum Inventory Levels

Every stock item will have an accurate minimum, maximum, and reorder inventory levels which must reflect the actual usage of the part. The reorder inventory level for any item will reflect the largest quantity issued during the average lead time for the item plus a small amount for safety which should never exceed 15 percent of the quantity used. Lead time is the time between the date the item is ordered and the date it is received. The maximum inventory level should be no more than a 60day usage unless lead time for the item is greater then 60 days. GRTC has established the goal to turn over the inventory in the storeroom at least three times a year. Only the

Purchasing Agent, Storekeeper, Director of Maintenance or the Assistant Director of Procurement may adjust the minimum, maximum, and reorder inventory levels.

Policy - Assignment of Storage Location

Before ordering any new stock item, a location for the item should be established in the storeroom unless the item is going directly to a coach.

Policy - Ordering Stock

Whenever issuing stock, the stores clerk should note the level of inventory on hand. If the level of inventory has dropped below a level the Parts Clerk thinks is acceptable, the Parts Clerk will check the level on hand against the stated inventory level and the established minimum and reorder inventory levels. If the item is below the stated reorder inventory level, the Parts Clerk will note on the inventory order pad the part number, part noun and quantity to be ordered. At least twice a week after the charge out forms have been entered into the computer, the Parts Clerk will have the computer check to determine which items are below the established minimum inventory levels. The Parts Clerk will compare this list of items to those items already on the inventory order pad. If they are not on the list, the item should be added.

The Purchasing Agent will determine which vendor has both the goods in stock and the lowest possible price. The Purchasing Agent will contact not only local vendors but also national vendors. The Purchasing Agent should also look at quantity discounts. If a substantial discount is available for purchasing a slightly larger quantity and the item is frequently used, the Purchasing Agent should consider taking advantage of this discount.

After determining the vendor with the lowest price with American made goods, the Purchasing Agent will contact the vendor and determine whether the item can be shipped immediately. The Purchasing Agent will issue a Purchase Order to the vendor; The Purchasing Agent may place orders by telephone or by FAX.

Note: GRTC may not always accept the lowest price for goods if the quality of those goods does not meet industry or GRTC standards.

Policy – Storeroom Security

Access into the storeroom shall be limited to only authorized personnel during normal working hours of 7:30 a.m. to 4:00 p.m. Monday through Friday. After normal business hours and on weekends the Shop Foreman on duty is responsible for the security of the storeroom. The Assistant Director of Procurement and the Storekeeper are to monitor this daily.

Policy – Inventory Reconciliation

A physical inventory count for all chargeable parts and supplies shall be conducted at least one time per year. The inventory count shall be scheduled as near the end of the fiscal year (June 30) as possible. The actual count will be compared to the Finance Departments ledger count and then adjusted accordingly.

Procedure - Fuel and Bulk Fluid Management

The Parts Clerk should stick the fuel and bulk fluid tanks on a daily basis with an accurate measuring stick. Records must be kept of the daily stick readings of all fluids with the stick readings compared to the meter readings. The fuel pump must be calibrated once a year. If there is an overage or underage of more than 50 gallons in three consecutive days, the Storekeeper must advise the Director of Maintenance of the situation and review the possibility of a leaking fuel tank. When advised of a discrepancy in the fuel reconciliation records, the Director of Maintenance is required to review the fuel records and either confirm or deny the discrepancy. If a discrepancy does exist, the Director of Maintenance is required to immediately advise the GRTC Operations Manager in writing of this fact. The Director of Maintenance should review these records weekly to verify that these records are being maintained.

X. BODY SHOP / PAINT SHOP

X. BODY SHOP / PAINT SHOP

The key to a good-looking fleet is immediate repair of accident and vandalism damage. Damage does not accumulate in a well-run maintenance operation. In general, unrepaired damage, whether due to accident or vandalism, tends to breed additional damage.

1. Policy

The exterior appearance of a coach is an important indicator to the general public of how good a system really is. Therefore, it is the policy of GRTC that each coach shall be kept clean, painted, and free of body damage.

2. Policy

Each coach at GRTC will be completely repainted after five to seven years of service. This is in addition to touch-up or accident repairs.

NOTE: If a coach is an accident repair, cost estimate will be performed prior to repairing the coach by the Body Shop Foreman.

3. Procedure

- a. Body Shop Foreman is notified by the Dispatcher or Transportation supervisor of any body damage.
- b. The Body Shop Foreman determines if the coach should come to the Body Shop for repair.
- c. The Body Shop Foreman either swings, repairs, or holds coach depending on the specific problem.
- d. If major components or panels are required, parts availability is confirmed prior to disassembly.
- e. Body Shop Foreman updates Director of Maintenance daily on progress and expected completion time and date.
- f. Body Shop personnel repair and /or paint coach and close work order.
- g. Body Shop Foreman quality assures 100 percent of the coaches and looks for any other potential problem.
- h. When coach is completed it is cleaned, serviced and made ready for regular service.

CAUTION; To avoid possible injury, Foreman will insure that safety notices, label directions, and safety procedures are followed.

A. WORK SCHEDULE - BODY SHOP

All positions - Monday thru Friday 5:30 A.M. - 2:00 P.M.

B. OTHER REPAIRS – BODY SHOP / PAINT SHOP

In addition to accident and vandalism repair, the Body Shop performs the following functions:

- Parts fabrication
- Upholstery repair
- Major and minor body repair and painting
- Coach body preventive maintenance
- Glass and mirror replacement
- Step, flooring, and door replacement
- Wheel chair lift preventive maintenance and repairs
- Passenger entrance / exit and door control system preventive maintenance and repairs.

Appendix A

ROLLING STOCK - FIXED ROUTE BUSES

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Life	Age as of 06/31/18	% Useful life	5 - Excellent	Status	Rehab	Replace	Mileage	Last Maint.	Deprc	Historical Cost.	Salvage Value
GRTC	Bus Std 35 FT	3465	GIL # 204 - Gillig Phantom			7/98	12	20.0	0%	1 - Poor	O			415,907		Yes	\$370,666	\$0
GRTC	Bus Std 35 FT	3478	GIL # 207 - Gillig Phantom			7/98	12	20.0	0%	1 - Poor	O			346,478		Yes	\$352,314	\$0
GRTC	Bus Std 35 FT	3481	GIL # 213 - Gillig Phantom			7/98	12	20.0	0%	1 - Poor	O			415,907		Yes	\$219,275	\$0
GRTC	Bus Std 35 FT	3466	GIL # 214 - Gillig Phantom			7/98	12	20.0	0%	1 - Poor	O			418,818		Yes	\$219,275	\$0
GRTC	Bus Std 35 FT	3483	GIL # 216 - Gillig Phantom			8/98	12	19.9	0%	2 - Marginal	O			430,466		Yes	\$219,275	\$0
GRTC	Bus Std 35 FT	3489	GIL # 217 - Gillig Phantom			8/98	12	19.9	0%	1 - Poor	O			427,949		Yes	\$219,275	\$0
GRTC	Bus Std 35 FT	3484	GIL # 221 - Gillig Phantom			8/98	12	19.9	0%	1 - Poor	O			416,846		Yes	\$219,275	\$0
GRTC	Bus Std 35 FT	3491	GIL # 222 - Gillig Phantom			8/98	12	19.9	0%	1 - Poor	O			431,878		Yes	\$219,275	\$0
GRTC	Bus Std 40 FT	3746	GIL # 503 - Gillig Low Floor			12/00	12	17.5	0%	2 - Marginal				306,928		Yes	\$251,915	\$0
GRTC	Bus Std 40 FT	3763	GIL # 603 - Gillig Phantom			1/01	12	17.5	0%	2 - Marginal	O			480,695		Yes	\$241,949	\$0
GRTC	Bus Std 40 FT	3737	GIL # 604 - Gillig Phantom			1/01	12	17.5	0%	2 - Marginal				509,802		Yes	\$241,949	\$0
GRTC	Bus Std 40 FT	3757	GIL # 605 - Gillig Phantom			1/01	12	17.5	0%	2 - Marginal	O			480,962		Yes	\$241,949	\$0
GRTC	Bus Std 40 FT	3739	GIL # 607 - Gillig Phantom			1/01	12	17.5	0%	2 - Marginal				436,220		Yes	\$241,949	\$0
GRTC	Bus Std 40 FT	3759	GIL # 609 - Gillig Phantom			1/01	12	17.5	0%	2 - Marginal				478,801		Yes	\$242,046	\$0
GRTC	Bus Std 40 FT	3764	GIL # 613 - Gillig Phantom			1/01	12	17.5	0%	2 - Marginal				464,184		Yes	\$242,046	\$0
GRTC	Bus Std 40 FT	3768	GIL # 620 - Gillig Phantom			3/01	12	17.3	0%	2 - Marginal				461,370		Yes	\$242,046	\$0
GRTC	Bus Std 40 FT	3769	GIL # 622 - Gillig Phantom			3/01	12	17.3	0%	2 - Marginal				472,423		Yes	\$242,046	\$0
GRTC	Bus Std 40 FT	3780	GIL # 625 - Gillig Phantom			3/01	12	17.3	0%	2 - Marginal	O			466,872		Yes	\$242,046	\$0
GRTC	Bus Std 40 FT	3883	GIL # 702 - Gillig Low Floor			6/01	12	17.1	0%	2 - Marginal				344,387		Yes	\$253,970	\$0
GRTC	Bus Std 40 FT	3866	GIL # 703 - Gillig Low Floor			6/01	12	17.1	0%	2 - Marginal	O			297,686		Yes	\$253,970	\$0
GRTC	Bus Std 40 FT	3867	GIL # 705 - Gillig Low Floor			6/01	12	17.1	0%	2 - Marginal	O			342,658		Yes	\$253,970	\$0
GRTC	Bus Std 40 FT	3868	GIL # 706 - Gillig Low Floor			7/01	12	17.0	0%	2 - Marginal	O			344,244		Yes	\$253,970	\$0
GRTC	Bus Std 40 FT	3870	GIL # 708 - Gillig Low Floor			7/01	12	17.0	0%	2 - Marginal				344,213		Yes	\$253,970	\$0
GRTC	Bus Std 40 FT	3872	GIL # 710 - Gillig Low Floor			7/01	12	17.0	0%	2 - Marginal				338,719		Yes	\$253,970	\$0
GRTC	Bus Std 40 FT	3873	GIL # 711 - Gillig Low Floor			7/01	12	17.0	0%	2 - Marginal				354,018		Yes	\$253,970	\$0
GRTC	Bus Std 40 FT	4267	GIL # 101 - Gillig Low Floor			8/03	12	14.9	0%	2 - Marginal	O			447,199		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4315	GIL # 102 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			490,501		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4316	GIL # 103 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			505,633		Yes	\$259,043	\$0
GRTC	Bus Std 40 FT	4317	GIL # 104 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			485,980		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4318	GIL # 105 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			523,916		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4319	GIL # 106 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			411,640		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4320	GIL # 107 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			417,754		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4327	GIL # 108 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			535,682		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4328	GIL # 109 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			515,656		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4329	GIL # 110 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			458,926		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4335	GIL # 111 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			402,142		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4330	GIL # 112 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			416,085		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4336	GIL # 113 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			518,048		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4331	GIL # 114 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			502,884		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4339	GIL # 115 - Gillig Low Floor			1/04	12	14.5	0%	2 - Marginal	O			539,048		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4337	GIL # 116 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			398,109		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4340	GIL # 117 - Gillig Low Floor			12/03	12	14.6	0%	2 - Marginal	O			374,110		Yes	\$259,053	\$0
GRTC	Bus Std 40 FT	4266	GIL # 801 - Gillig Phantom			8/03	12	14.9	0%	2 - Marginal	O			481,737		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4303	GIL # 802 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			477,468		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4297	GIL # 803 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			488,102		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4298	GIL # 804 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			457,025		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4299	GIL # 805 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			468,954		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4300	GIL # 806 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			469,169		Yes	\$249,014	\$0

Appendix A

ROLLING STOCK - FIXED ROUTE BUSES

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Life	Age as of 06/31/18	% Useful life	5 - Excellent	Status	Rehab	Replace	Mileage	Last Maint.	Deprc	Historical Cost.	Salvage Value
GRTC	Bus Std 40 FT	4301	GIL # 807 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			466,938		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4304	GIL # 808 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			447,531		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4305	GIL # 809 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			447,779		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4306	GIL # 810 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			470,429		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4307	GIL # 811 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			461,356		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4308	GIL # 812 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			493,625		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4309	GIL # 813 - Gillig Phantom			10/03	12	14.8	0%	2 - Marginal	O			465,997		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4310	GIL # 814 - Gillig Phantom			12/03	12	14.6	0%	2 - Marginal	O			474,377		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4312	GIL # 815 - Gillig Phantom			12/03	12	14.6	0%	2 - Marginal	O			475,604		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	4311	GIL # 816 - Gillig Phantom			12/03	12	14.6	0%	2 - Marginal	O			478,238		Yes	\$249,014	\$0
GRTC	Bus Std 40 FT	5307	MCI # 1501 - MCI D 4500CT			10/07	12	10.8	10%	2 - Marginal			10/19	312,414		Yes	\$450,972	\$0
GRTC	Bus Std 40 FT	5308	MCI # 1502 - MCI D 4500CT			10/07	12	10.8	10%	2 - Marginal			10/19	304,102		Yes	\$450,972	\$0
GRTC	Bus Std 40 FT	5309	MCI # 1503 - MCI D 4500CT			10/07	12	10.8	10%	2 - Marginal			10/19	300,154		Yes	\$450,972	\$0
GRTC	Bus Std 40 FT	6905	GIL # 301 - Gillig low floor			9/08	12	9.8	18%	3 - Average			9/20	380,601		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6906	GIL # 302 - Gillig low floor			9/08	12	9.8	18%	3 - Average			9/20	383,063		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6907	GIL # 303 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	374,390		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6908	GIL # 304 - Gillig low floor			9/08	12	9.8	18%	3 - Average			9/20	375,803		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6909	GIL # 305 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	378,554		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6886	GIL # 306 - Gillig 40 foot low floor			9/08	12	9.8	18%	3 - Average			9/20	381,591		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6910	GIL # 307 - Gillig low floor			9/08	12	9.8	18%	3 - Average			9/20	359,051		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6911	GIL # 308 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	356,462		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6912	GIL # 309 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	381,664		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6913	GIL # 310 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	328,523		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6914	GIL # 311 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	354,644		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6915	GIL # 312 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	386,559		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6916	GIL # 313 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	376,041		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6917	GIL # 314 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	375,838		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6918	GIL # 315 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	359,616		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6919	GIL # 316 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	372,365		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6920	GIL # 317 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	351,116		Yes	\$328,036	\$0
GRTC	Bus Std 40 FT	6921	GIL # 318 - Gillig low floor			10/08	12	9.8	19%	3 - Average			10/20	376,920		Yes	\$328,036	\$0
GRTC	Bus < 30 FT	7242	EDN # 1701 - Chevrolet Eldorado			12/09	10	8.6	14%	3 - Average			12/19	153,454		Yes	\$166,281	\$0
GRTC	Bus < 30 FT	7243	EDN # 1702 - Chevrolet Eldorado			12/09	10	8.6	14%	3 - Average			12/19	147,709		Yes	\$166,281	\$0
GRTC	Bus < 30 FT	7244	EDN # 1703 - Chevrolet Eldorado			12/09	10	8.6	14%	3 - Average			12/19	148,963		Yes	\$166,281	\$0
GRTC	Bus < 30 FT	7362	EDN # 1704 - Chevrolet Eldorado			12/09	10	8.6	14%	3 - Average			12/19	156,369		Yes	\$166,281	\$0
GRTC	Bus < 30 FT	7246	EDN # 1705 - Chevrolet Eldorado			12/09	10	8.6	14%	3 - Average			12/19	158,250		Yes	\$166,281	\$0
GRTC	Bus < 30 FT	7247	EDN # 1706 - Chevrolet Eldorado			12/09	10	8.6	14%	3 - Average			12/19	150,477		Yes	\$166,281	\$0
GRTC	Bus < 30 FT	7248	SPC # 1707 - Chevrolet StarTrans			12/09	10	8.6	14%	3 - Average			12/19	153,061		Yes	\$84,622	\$0
GRTC	Bus < 30 FT	7249	SPC # 1708 - Chevrolet StarTrans			12/09	10	8.6	14%	3 - Average			12/19	171,990		Yes	\$84,622	\$0
GRTC	Bus Std 40 FT	8342	GIL # 901 - 40ft Gillig Low Floor			2/10	12	8.4	30%	3 - Average			2/22	364,660		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	8411	GIL # 902 - 40ft Gillig Low floor			2/10	12	8.4	30%	3 - Average			2/22	332,409		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	9428	GIL # 903 - 40ft Gillig Low Floor			2/10	12	8.4	30%	3 - Average			2/22	355,880		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	9429	GIL # 904 - 40ft Gillig Low Floor			2/10	12	8.4	30%	3 - Average			2/22	344,798		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	9430	GIL # 905 - 40ft Gillig Low Floor			2/10	12	8.4	30%	3 - Average			2/22	348,675		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	9431	GIL # 906 - 40ft Gillig Low Floor			2/10	12	8.4	30%	3 - Average			2/22	348,165		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	9432	GIL # 907 - 40ft Gillig Low Floor			2/10	12	8.4	30%	3 - Average			2/22	348,165		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	9433	GIL # 908 - 40ft Gillig Low Floor			2/10	12	8.4	30%	3 - Average			2/22	332,361		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	9434	GIL # 909 - 40ft Gillig Low floor			2/10	12	8.4	30%	3 - Average			2/22	359,045		Yes	\$326,935	\$0

Appendix A

ROLLING STOCK - FIXED ROUTE BUSES

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Life	Age as of 06/31/18	% Useful life	5 - Excellent	Status	Rehab	Replace	Mileage	Last Maint.	Deprc	Historical Cost.	Salvage Value
GRTC	Bus Std 40 FT	9435	GIL # 910 - 40ft Gillig Low Floor			2/10	12	8.4	30%	3 - Average			2/22	356,861		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	9436	GIL # 911 - 40ft Gillig Low floor			2/10	12	8.4	30%	3 - Average			2/22	359,045		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	9437	GIL # 912 - 40ft Gillig Low floor			2/10	12	8.4	30%	3 - Average			2/22	360,917		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	9438	GIL # 913 - 40ft Gillig Low floor			2/10	12	8.4	30%	3 - Average			2/22	351,710		Yes	\$326,935	\$0
GRTC	Bus Std 40 FT	10172	MCI # 1504 - D4500 MCI Coach			4/11	12	7.3	40%	3 - Average			4/23	247,323		Yes	\$515,804	\$0
GRTC	Bus Std 40 FT	10173	MCI # 1505 - D4500 MCI COACH			4/11	12	7.3	40%	3 - Average			4/23	247,382		Yes	\$515,804	\$0
GRTC	Bus Std 40 FT	10174	MCI # 1506 - D4500 MCI Coach			4/11	12	7.3	40%	3 - Average			4/23	232,240		Yes	\$515,804	\$0
GRTC	Bus Std 40 FT	10175	MCI # 1507 - D4500 MCI Coach			4/11	12	7.3	40%	3 - Average			4/23	233,276		Yes	\$515,804	\$0
GRTC	Bus Std 40 FT	10176	MCI # 1508 - D4500 MCI Coach			4/11	12	7.3	40%	3 - Average			4/23	237,078		Yes	\$457,359	\$0
GRTC	Bus Std 40 FT	11545	GIL # 401 - Low Floor Gillig			9/12	12	5.8	51%	4 - Good			9/24	205,807		Yes	\$365,963	\$0
GRTC	Bus Std 40 FT	11546	GIL # 402 - Low Floor Gillig			9/12	12	5.8	51%	4 - Good			9/24	237,452		Yes	\$365,963	\$0
GRTC	Bus Std 40 FT	11524	GIL # 403 - Low Floor Gillig			9/12	12	5.8	51%	4 - Good			9/24	218,687		Yes	\$365,963	\$0
GRTC	Bus Std 40 FT	11525	GIL # 404 - Low Floor Gillig			9/12	12	5.8	51%	4 - Good			9/24	244,715		Yes	\$365,963	\$0
GRTC	Bus Std 40 FT	11526	GIL # 405 - Low Floor Gillig			9/12	12	5.8	51%	4 - Good			9/24	241,230		Yes	\$365,963	\$0
GRTC	Bus Std 40 FT	11527	GIL # 406 - Low Floor Gillig			9/12	12	5.8	51%	4 - Good			9/24	236,231		Yes	\$365,963	\$0
GRTC	Bus Std 40 FT	11528	GIL # 407 - Low Floor Gillig			9/12	12	5.8	51%	4 - Good			9/24	243,138		Yes	\$365,963	\$0
GRTC	Bus Std 40 FT	11529	GIL # 408 - Low Floor Gillig			9/12	12	5.8	51%	4 - Good			9/24	240,242		Yes	\$365,963	\$0
GRTC	Bus < 30 FT	11547	EDN # 1709 - El Dorado			10/12	10	5.7	43%	4 - Good			10/22	99,455		Yes	\$192,428	\$0
GRTC	Bus < 30 FT	11548	EDN # 1710 - El Dorado			10/12	10	5.7	43%	4 - Good			10/22	87,539		Yes	\$192,428	\$0
GRTC	Bus < 30 FT	11549	EDN # 1711 - El Dorado			10/12	10	5.7	43%	4 - Good			10/22	68,142		Yes	\$192,428	\$0
GRTC	Bus < 30 FT	11550	EDN # 1712 - El Dorado			10/12	10	5.7	43%	4 - Good			10/22	100,908		Yes	\$192,428	\$0
GRTC	Bus < 30 FT	11551	EDN # 1713 - El Dorado			10/12	10	5.7	43%	4 - Good			10/22	109,192		Yes	\$192,428	\$0
GRTC	Bus < 30 FT	11552	EDN # 1714 - El Dorado			10/12	10	5.7	43%	4 - Good			10/22	91,001		Yes	\$192,428	\$0
GRTC	Bus Std 40 FT	11797	GIL # 201 - CNG 40ft Low Floor Gillig			7/13	12	5.0	58%	4 - Good			7/25	209,003		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	11867	GIL # 202 - CNG 40ft Low Floor Gillig			7/13	12	5.0	58%	4 - Good			7/25	192,751		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	11868	GIL # 203 - CNG 40ft Low Floor Gillig			7/13	12	5.0	58%	4 - Good			7/25	217,478		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	11869	GIL # 204 - CNG 40ft Low Floor Gillig			7/13	12	5.0	58%	4 - Good			7/25	214,298		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	11872	GIL # 207 - CNG 40 ft Low Floor Gillig			7/13	12	5.0	58%	4 - Good			7/25	218,168		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	11874	GIL # 208 - CNG 40 ft Low Floor Gillig			7/13	12	5.0	58%	4 - Good			7/25	180,544		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	11870	GIL #205 - CNG 40ft Low Floor Gillig			7/13	12	5.0	58%	4 - Good			7/25	200,482		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	11871	GIL #206 - CNG 40ft Low Floor Gillig			7/13	12	5.0	58%	4 - Good			7/25	210,789		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12163	GIL #119 - CNG 40ft Gillig Low Floor			12/13	12	4.6	62%	4 - Good			12/25	184,440		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12148	GIL #250 - CNG 40ft Gillig Low Floor			1/14	12	4.5	63%	4 - Good			1/26	214,716		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12149	GIL #251 - CNG 40ft Gillig Low Floor			1/14	12	4.5	63%	4 - Good			1/26	201,630		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12150	GIL #252 - CNG 40ft Gillig Low Floor			1/14	12	4.5	63%	4 - Good			1/26	193,442		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12145	GIL #253 - CNG 40ft Gillig Low Floor			1/14	12	4.5	63%	4 - Good			1/26	179,500		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12146	GIL #254 - CNG 40ft Gillig Low Floor			1/14	12	4.5	63%	4 - Good			1/26	195,481		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12162	GIL #255 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	211,625		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12147	GIL #256 - CNG 40ft Gillig Low Floor			1/14	12	4.5	63%	4 - Good			1/26	202,955		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12159	GIL #257 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	197,509		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12160	GIL #258 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	195,916		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12166	GIL #259 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	197,498		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12161	GIL #261 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	203,110		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12164	GIL #263 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	187,179		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12167	GIL #264 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	199,280		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12165	GIL #265 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	196,944		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12223	GIL #266 - CNG 40ft Gillig Low Floor			3/14	12	4.3	64%	4 - Good			3/26	191,303		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12168	GIL #267 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	195,846		Yes	\$410,504	\$0

Appendix A

ROLLING STOCK - FIXED ROUTE BUSES

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Life	Age as of 06/31/18	% Useful life	5 - Excellent	Status	Rehab	Replace	Mileage	Last Maint.	Deprc	Historical Cost.	Salvage Value
GRTC	Bus Std 40 FT	12171	GIL #268 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	203,586		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12172	GIL #269 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	185,644		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12169	GIL #270 - CNG 40ft Gillig Low Floor			2/14	12	4.4	63%	4 - Good			2/26	205,108		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12170	GIL #362 - CNG 40ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	196,848		Yes	\$410,504	\$0
GRTC	Bus Std 40 FT	12289	GIL #501 - CNG 40ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	174,174		Yes	\$432,239	\$0
GRTC	Bus Std 40 FT	12292	GIL #502 - CNG 40ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	198,260		Yes	\$432,239	\$0
GRTC	Bus Std 40 FT	12291	GIL #503 - CNG 40ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	202,236		Yes	\$432,239	\$0
GRTC	Bus Std 40 FT	12290	GIL #504 - CNG 40ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	205,554		Yes	\$432,239	\$0
GRTC	Bus Std 40 FT	12293	GIL #505 - CNG 40ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	196,718		Yes	\$432,239	\$0
GRTC	Bus Std 40 FT	12294	GIL #506 - CNG 40ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	180,491		Yes	\$432,239	\$0
GRTC	Bus Std 40 FT	12295	GIL #507 - CNG 40ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	201,395		Yes	\$432,239	\$0
GRTC	Bus Std 40 FT	12296	GIL #508 - CNG 40ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	200,312		Yes	\$432,239	\$0
GRTC	Bus Std 35 FT	12297	GIL #701 - CNG 35ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	151,911		Yes	\$427,847	\$0
GRTC	Bus Std 35 FT	12298	GIL #702 - CNG 35ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	151,117		Yes	\$427,847	\$0
GRTC	Bus Std 35 FT	12299	GIL #703 - CNG 35ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	149,974		Yes	\$427,847	\$0
GRTC	Bus Std 35 FT	12300	GIL #704 - CNG 35ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	149,585		Yes	\$427,847	\$0
GRTC	Bus Std 35 FT	12301	GIL #705 - CNG 35ft Gillig Low Floor			6/14	12	4.1	66%	4 - Good			6/26	139,284		Yes	\$427,847	\$0
GRTC	Bus Std 40 FT	162001	GIL #2001 Low Floor - BRT			2/17	12	1.4	88%	5 - Excellent			2/29	5,933		Yes	\$419,232	\$0
GRTC	Bus Std 40 FT	172101	GIL #2101 Low Floor			3/17	12	1.3	89%	5 - Excellent			3/29	60,740		Yes	\$423,903	\$0
GRTC	Bus Std 40 FT	172102	GIL #2102 Low Floor			3/17	12	1.3	89%	5 - Excellent			3/29	67,994		Yes	\$423,903	\$0
GRTC	Bus Std 40 FT	172103	GIL #2103 Low Floor			3/17	12	1.3	89%	5 - Excellent			3/29	58,037		Yes	\$423,903	\$0
GRTC	Bus Std 40 FT	172104	GIL #2104 Low Floor			3/17	12	1.3	89%	5 - Excellent			3/29	68,218		Yes	\$423,903	\$0
GRTC	Bus Std 40 FT	172105	GIL #2105 Low Floor			3/17	12	1.3	89%	5 - Excellent			3/29	66,234		Yes	\$423,903	\$0
GRTC	Bus Std 40 FT	172106	GIL #2106 Low Floor			4/17	12	1.2	90%	5 - Excellent			4/29	62,196		Yes	\$421,126	\$0
GRTC	Bus Std 40 FT	172107	GIL #2107 Low Floor			4/17	12	1.2	90%	5 - Excellent			4/29	57,255		Yes	\$421,126	\$0
GRTC	Bus Std 40 FT	172108	GIL #2108 Low Floor			3/17	12	1.3	89%	5 - Excellent			3/29	70,059		Yes	\$421,126	\$0
GRTC	Bus Std 40 FT	172109	GIL #2109 Low Floor			3/17	12	1.3	89%	5 - Excellent			3/29	68,671		Yes	\$421,126	\$0
GRTC	Bus Std 40 FT	172110	GIL #2110 Low Floor			3/17	12	1.3	89%	5 - Excellent			3/29	62,923		Yes	\$421,126	\$0
GRTC	Bus Std 35 FT	172121	GIL #2121 Low Floor			4/17	12	1.2	90%	5 - Excellent			4/29	49,077		Yes	\$420,134	\$0
GRTC	Bus Std 35 FT	172122	GIL #2122 Low Floor			4/17	12	1.2	90%	5 - Excellent			4/29	47,942		Yes	\$420,134	\$0
GRTC	Bus Std 35 FT	172123	GIL #2123 Low Floor			4/17	12	1.2	90%	5 - Excellent			4/29	50,717		Yes	\$420,134	\$0
GRTC	Bus Std 35 FT	172124	GIL #2124 Low Floor			4/17	12	1.2	90%	5 - Excellent			4/29	54,729		Yes	\$416,927	\$0
GRTC	Bus < 30 FT	172131	GIL #2131 Low Floor			4/17	10	1.2	88%	5 - Excellent			4/27	54,103		Yes	\$352,152	\$0
GRTC	Bus < 30 FT	172132	GIL #2132 Low Floor			4/17	10	1.2	88%	5 - Excellent			4/27	58,442		Yes	\$352,152	\$0
GRTC	Bus < 30 FT	172133	GIL #2133 Low Floor			6/17	10	1.1	89%	5 - Excellent			6/27	53,817		Yes	\$352,152	\$0
GRTC	Bus < 30 FT	172134	GIL #2134 Low Floor			4/17	10	1.2	88%	5 - Excellent			4/27	53,154		Yes	\$352,152	\$0
GRTC	Bus Std 40 FT	172002	GIL #2002 Low Floor - BRT			2/17	12	1.4	88%	5 - Excellent			2/29	4,710		Yes	\$465,813	\$0
GRTC	Bus Std 40 FT	172003	GIL #2003 Low Floor - BRT			2/17	12	1.4	88%	5 - Excellent			2/29	6,316		Yes	\$465,813	\$0
GRTC	Bus Std 40 FT	172004	GIL #2004 Low Floor - BRT			2/17	12	1.4	88%	5 - Excellent			2/29	4,847		Yes	\$465,813	\$0
GRTC	Bus Std 40 FT	172005	GIL #2005 Low Floor - BRT			2/17	12	1.4	88%	5 - Excellent			2/29	4,855		Yes	\$465,813	\$0
GRTC	Bus Std 40 FT	172006	GIL #2006 Low Floor - BRT			2/17	12	1.4	88%	5 - Excellent			2/29	4,217		Yes	\$465,813	\$0
GRTC	Bus Std 40 FT	172007	GIL #2007 Low Floor - BRT			2/17	12	1.4	88%	5 - Excellent			2/29	4,340		Yes	\$465,813	\$0
GRTC	Bus Std 40 FT	172008	GIL #2008 Low Floor - BRT			2/17	12	1.4	88%	5 - Excellent			2/29	4,824		Yes	\$465,813	\$0
GRTC	Bus Std 40 FT	172009	GIL #2009 Low Floor - BRT			2/17	12	1.4	88%	5 - Excellent			2/29	4,863		Yes	\$465,813	\$0
GRTC	Bus Std 40 FT	172010	GIL #2010 Low Floor - BRT			2/17	12	1.4	88%	5 - Excellent			2/29	5,516		Yes	\$465,813	\$0
GRTC	Bus Std 40 FT	172011	GIL #2011 Low Floor			9/17	12	0.8	93%	5 - Excellent			9/29	4,148		Yes	\$471,680	\$0
GRTC	Bus Std 40 FT	172012	GIL #2012 Low Floor			9/17	12	0.8	93%	5 - Excellent			9/29	5,509		Yes	\$471,680	\$0
GRTC	Bus Std 40 FT	172013	GIL #2013 Low Floor			9/17	12	0.8	93%	5 - Excellent			9/29	6,150		Yes	\$471,680	\$0

Appendix B

ROLLING STOCK -PARATRANSIT VANS

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Life	Age as of	% Useful	Condition	Status	Rehab	Replace	Mileage	Last Maint.	Deprc	Book Value	Salvage Value
GRTC	Van	3798	GCC # 1007 - Ford E 450 Goshen (BOC)			FY 01-02			0%	3 - Average			FY 19-20	142,546		Yes	\$54,651	\$0
GRTC	Van	4872	SPC # 1428 - Chevrolet Supreme (BOC)			FY 06-07			0%	2 - Marginal			FY 18-19	407,991		Yes	\$45,209	\$0
GRTC	Van	9440	SPC # 1802 - Ford E350 Supreme			01/10	4	8.5	0%	3 - Average	O		FY 19-20	332,245		Yes	\$48,049	\$0
GRTC	Van	9441	SPC # 1803 - Ford E350 Supreme			01/10	4	8.5	0%	3 - Average	O		FY 19-20	331,772		Yes	\$48,049	\$0
GRTC	Van	9442	SPC # 1804 - Ford E350 Supreme			01/10	4	8.5	0%	3 - Average	O		FY 19-20	288,632		Yes	\$48,049	\$0
GRTC	Van	9451	SPC # 1805 - Ford E350 Supreme			01/10	4	8.5	0%	3 - Average	O		FY 19-20	344,410		Yes	\$48,049	\$0
GRTC	Van	9453	SPC # 1807 - Ford E350 Supreme			01/10	4	8.5	0%	3 - Average	O		FY 19-20	318,854		Yes	\$48,049	\$0
GRTC	Van	9455	SPC # 1809 - Ford E350 Supreme			01/10	4	8.5	0%	3 - Average	O		FY 19-20	381,696		Yes	\$48,049	\$0
GRTC	Van	9472	SPC # 1810 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	433,566		Yes	\$48,049	\$0
GRTC	Van	9473	SPC # 1811 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 18-19	257,934		Yes	\$48,049	\$0
GRTC	Van	9474	SPC # 1812 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	369,281		Yes	\$48,049	\$0
GRTC	Van	9475	SPC # 1813 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	365,977		Yes	\$48,049	\$0
GRTC	Van	9456	SPC # 1814 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	416,603		Yes	\$48,049	\$0
GRTC	Van	9468	SPC # 1815 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	308,773		Yes	\$48,049	\$0
GRTC	Van	9469	SPC # 1816 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	389,692		Yes	\$48,049	\$0
GRTC	Van	9476	SPC # 1817 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	362,877		Yes	\$48,049	\$0
GRTC	Van	9443	SPC # 1818 - Ford E350 Supreme			01/10	4	8.5	0%	3 - Average	O		FY 19-20	331,615		Yes	\$48,049	\$0
GRTC	Van	9444	SPC # 1819 - Ford E350 Supreme			01/10	4	8.5	0%	3 - Average	O		FY 19-20	325,433		Yes	\$48,049	\$0
GRTC	Van	9470	SPC # 1821 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	356,882		Yes	\$48,049	\$0
GRTC	Van	9446	SPC # 1822 - Ford E350 Supreme			01/10	4	8.5	0%	3 - Average	O		FY 19-20	341,873		Yes	\$48,049	\$0
GRTC	Van	9448	SPC # 1823 - Ford E350 Supreme			01/10	4	8.5	0%	3 - Average	O		FY 19-20	217,656		Yes	\$48,049	\$0
GRTC	Van	9471	SPC # 1824 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	348,061		Yes	\$48,049	\$0
GRTC	Van	9449	SPC # 1825 - Ford E350 Supreme			01/10	4	8.5	0%	3 - Average	O		FY 19-20	383,941		Yes	\$48,049	\$0
GRTC	Van	9457	SPC # 1828 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	383,941		Yes	\$48,049	\$0
GRTC	Van	9458	SPC # 1829 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	324,775		Yes	\$48,049	\$0
GRTC	Van	9459	SPC # 1830 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	323,615		Yes	\$48,049	\$0
GRTC	Van	9460	SPC # 1831 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	338,172		Yes	\$48,049	\$0
GRTC	Van	9461	SPC # 1832 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	363,493		Yes	\$48,049	\$0
GRTC	Van	9463	SPC # 1833 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	396,524		Yes	\$48,049	\$0
GRTC	Van	9464	SPC # 1834 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	354,934		Yes	\$48,049	\$0
GRTC	Van	9466	SPC # 1836 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	351,506		Yes	\$48,049	\$0
GRTC	Van	9467	SPC # 1837 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	385,397		Yes	\$48,049	\$0
GRTC	Van	9462	SPC # 1838 - Ford E350 Supreme			02/10	4	8.5	0%	3 - Average	O		FY 19-20	368,022		Yes	\$48,049	\$0
GRTC	Van	10819	SPC # 1450 2012 Chevrolet Supreme			06/12	4	6.0	0%	4 - Good			FY 19-20	242,696		Yes	\$47,600	\$0
GRTC	Van	10820	SPC # 1451 2012 Chevrolet Supreme			06/12	4	6.0	0%	4 - Good			FY 19-20	256,838		Yes	\$47,600	\$0
GRTC	Van	10821	SPC # 1452 2012 Chevrolet Supreme			06/12	4	6.0	0%	4 - Good			FY 19-20	219,595		Yes	\$47,600	\$0
GRTC	Van	10822	SPC # 1454 2012 Chevrolet Supreme			06/12	4	6.0	0%	4 - Good			FY 19-20	300,985		Yes	\$47,600	\$0
GRTC	Van	10823	SPC # 1453 2012 Chevrolet Supreme			06/12	4	6.0	0%	4 - Good			FY 19-20	214,455		Yes	\$47,600	\$0
GRTC	Van	11864	FRD #1848 - 2012 Ford Supreme			09/12	4	5.8	0%	4 - Good			FY 19-20	238,918		Yes	\$77,557	\$0
GRTC	Van	11312	SPC #1840 - 2012 Ford Supreme			09/12	4	5.8	0%	4 - Good			FY 19-20	211,840		Yes	\$77,557	\$0
GRTC	Van	11318	SPC #1841 - 2012 Ford Supreme			09/12	4	5.8	0%	4 - Good			FY 19-20	237,384		Yes	\$77,557	\$0
GRTC	Van	11313	SPC #1842 - 2012 Ford Supreme			09/12	4	5.8	0%	4 - Good			FY 19-20	250,498		Yes	\$77,557	\$0
GRTC	Van	11314	SPC #1843 - 2012 Ford Supreme			09/12	4	5.8	0%	4 - Good			FY 19-20	233,522		Yes	\$77,557	\$0
GRTC	Van	11315	SPC #1844 - 2012 Ford Supreme			09/12	4	5.8	0%	4 - Good			FY 19-20	216,135		Yes	\$77,557	\$0
GRTC	Van	11319	SPC #1845 - 2012 Ford Supreme			09/12	4	5.8	0%	4 - Good			FY 19-20	242,364		Yes	\$77,557	\$0
GRTC	Van	11385	SPC #1846 - 2012 Ford Supreme			09/12	4	5.8	0%	4 - Good			FY 19-20	196,024		Yes	\$77,557	\$0
GRTC	Van	11320	SPC #1847 - 2012 Ford Supreme			09/12	4	5.8	0%	4 - Good			FY 19-20	217,213		Yes	\$77,557	\$0
GRTC	Van	11316	SPC #1849 - 2012 Ford Supreme			09/12	4	5.8	0%	4 - Good			FY 19-20	236,136		Yes	\$77,557	\$0
GRTC	Van	11317	SPC #1850 - 2012 Ford Supreme			09/12	4	5.8	0%	4 - Good			FY 19-20	178,961		Yes	\$77,557	\$0
GRTC	Van	11386	SPC #1851 - 2012 Ford Supreme			10/12	4	5.7	0%	4 - Good			FY 19-20	252,233		Yes	\$77,557	\$0

Appendix B

ROLLING STOCK -PARATRANSIT VANS

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Life	Age as of 06/31/18	% Useful	Condition	Status	Rehab	Replace	Mileage	Last Maint.	Deprc	Book Value	Salvage Value
GRTC	Van	11387	SPC #1852 - 2012 Ford Supreme			10/12	4	5.7	0%	3 - Average			FY 19-20	229,598		Yes	\$77,557	\$0
GRTC	Van	11388	SPC #1853 - 2012 Ford Supreme			10/12	4	5.7	0%	4 - Good			FY 19-20	206,942		Yes	\$77,557	\$0
GRTC	Van	11389	SPC #1854 - 2012 Ford Supreme			10/12	4	5.7	0%	4 - Good			FY 19-20	240,610		Yes	\$77,557	\$0
GRTC	Van	12131	ZZZ #1860 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	194,370		Yes	\$78,564	\$0
GRTC	Van	12138	ZZZ #1861 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	202,714		Yes	\$78,564	\$0
GRTC	Van	12142	ZZZ #1862 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	217,219		Yes	\$78,564	\$0
GRTC	Van	12139	ZZZ #1863 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	205,423		Yes	\$78,564	\$0
GRTC	Van	12130	ZZZ #1864 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	189,580		Yes	\$78,564	\$0
GRTC	Van	12140	ZZZ #1865 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	170,433		Yes	\$78,564	\$0
GRTC	Van	12132	ZZZ #1866 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	196,989		Yes	\$78,564	\$0
GRTC	Van	12143	ZZZ #1867 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	205,197		Yes	\$78,564	\$0
GRTC	Van	12144	ZZZ #1868 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	232,590		Yes	\$78,563	\$0
GRTC	Van	12133	ZZZ #1869 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	168,156		Yes	\$78,563	\$0
GRTC	Van	12136	ZZZ #1870 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	150,078		Yes	\$78,564	\$0
GRTC	Van	12137	ZZZ #1871 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	162,171		Yes	\$78,563	\$0
GRTC	Van	12134	ZZZ #1872 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	198,999		Yes	\$78,564	\$0
GRTC	Van	12135	ZZZ #1873 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	193,936		Yes	\$78,564	\$0
GRTC	Van	12141	ZZZ #1874 - CNG Paratransit Bus			01/14	4	4.5	0%	4 - Good			FY 19-20	156,930		Yes	\$78,563	\$0
GRTC	Van	171901	SPC # 1901 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	59,271		Yes	\$65,202	\$0
GRTC	Van	171902	SPC #1902 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	20,427		Yes	\$65,202	\$0
GRTC	Van	171903	SPC #1903 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	52,153		Yes	\$65,202	\$0
GRTC	Van	171904	SPC #1904 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	28,290		Yes	\$65,202	\$0
GRTC	Van	171905	SPC #1905 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	68,517		Yes	\$65,202	\$0
GRTC	Van	171906	SPC #1906 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	70,728		Yes	\$65,202	\$0
GRTC	Van	171908	SPC #1906 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	50,121		Yes	\$65,202	\$0
GRTC	Van	171907	SPC #1907 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	53,076		Yes	\$65,202	\$0
GRTC	Van	171909	SPC #1909 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	45,007		Yes	\$65,202	\$0
GRTC	Van	171910	SPC #1910 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	60,699		Yes	\$65,202	\$0
GRTC	Van	171911	SPC #1911 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	55,753		Yes	\$65,202	\$0
GRTC	Van	171912	SPC #1912 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	50,637		Yes	\$65,202	\$0
GRTC	Van	171913	SPC #1913 Allstar			02/17	4	1.4	65%	5 - Excellent			FY 20-21	45,427		Yes	\$65,202	\$0
GRTC	Van	171914	SPC #1914 Allstar			07/18	4		100%	5 - Excellent			FY 21-22	28,245		Yes	\$76,708	\$0
GRTC	Van	171915	SPC #1915 Allstar			07/18	4		100%	5 - Excellent			FY 21-22	35,762		Yes	\$76,708	\$0
GRTC	Van	171916	SPC #1916 Allstar			07/18	4		100%	5 - Excellent			FY 21-22	18,473		Yes	\$76,708	\$0
GRTC	Van	171917	SPC #1917 Allstar			07/18	4		100%	5 - Excellent			FY 21-22	28,805		Yes	\$76,708	\$0
GRTC	Van	171918	SPC #1918 Allstar			07/18	4		100%	5 - Excellent			FY 21-22	32,559		Yes	\$76,708	\$0
GRTC	Van	171919	SPC #1919 Allstar			07/18	4		100%	5 - Excellent			FY 21-22	42,937		Yes	\$76,708	\$0
GRTC	Van	171920	SPC #1920 Allstar			07/18	4		100%	5 - Excellent			FY 21-22	31,535		Yes	\$76,708	\$0
GRTC	Van	171921	SPC #1921 Allstar			07/18	4		100%	5 - Excellent			FY 21-22	37,726		Yes	\$76,708	\$0
GRTC	Van	171922	SPC #1922 Allstar			07/18	4		100%	5 - Excellent			FY 21-22	37,199		Yes	\$76,708	\$0
GRTC	Van	171923	SPC #1923 Allstar			07/18	4		100%	5 - Excellent			FY 21-22	32,297		Yes	\$76,708	\$0
GRTC	Sedan/Station Wagon	185162	FRD Taurus			07/18	4		100%	5 - Excellent			FY 21-22	5,975		Yes	\$24,443	\$0
GRTC	Sedan/Station Wagon	132355	FRD Taurus			07/18	4		100%	5 - Excellent			FY 21-22	5,983		Yes	\$24,443	\$0
GRTC	Sedan/Station Wagon	132354	FRD Taurus			07/18	4		100%	5 - Excellent			FY 21-22	6,409		Yes	\$24,443	\$0
GRTC	Sedan/Station Wagon	132353	FRD Taurus			07/18	4		100%	5 - Excellent			FY 21-22	1,395		Yes	\$24,443	\$0
GRTC	Sedan/Station Wagon	132358	FRD Taurus			07/18	4		100%	5 - Excellent			FY 21-22	3,576		Yes	\$24,443	\$0
GRTC	Sedan/Station Wagon	132359	FRD Taurus			07/18	4		100%	5 - Excellent			FY 21-22	2,252		Yes	\$24,443	\$0
GRTC	Sedan/Station Wagon	132360	FRD Taurus			07/18	4		100%	5 - Excellent			FY 21-22	1,659		Yes	\$24,443	\$0
GRTC	Sedan/Station Wagon	132357	FRD Taurus			07/18	4		100%	5 - Excellent			FY 21-22	4,582		Yes	\$24,443	\$0
GRTC	Van	230281	STR #1930 Starcraft BOC w/lift CNG			08/18	4		100%	5 - Excellent			FY 22-23	0		Yes	\$89,403	\$0

FACILITIES - SUPPORT

Facility	Category	Description	Condition	Age	Life Cycle	Purchase / Installed Date	Cost	Comments	
Administartion Building	Interiors	Soundness & finish of drywall, partitions,	3 - Average		8	Jan-10			
		Interior doors, fittings, ceiling tiles, & signage	4 - Good		8	Jan-10			
		Stairs + their fire & access paths	4 - Good		8	Jan-10			
		Interior finishes on walls, floors, & ceilings	4 - Good		8	Jan-10			
	Conveyance	Elevator	4 - Good		8	40	Jan-10	200,000	
	Substructure	Foundations & columns	5 - Excellent		8		Jan-10		
	Shell	Superstructure w/structural frame, columns, pillars & walls	5 - Excellent		8		Jan-10		
		Exterior façade,Windows, doors, and all exterior finishes	5 - Excellent		8	40	Jan-10	10,000,000	
		Roof, roof surface membrane	5 - Excellent		8	40	Jan-10	10,000,000	
	Plumbing	Fixtures, & pipes	5 - Excellent		8	25	Jan-10	100,000	
		Rain water drainage	4 - Good		8		Jan-10		
	HVAC	HVAC equipments	4 - Good		8	40	Jan-10	5,000,000	
		Controls and instrumentation	5 - Excellent		8	40	Jan-10	2,000,000	
	Fire protection	Sprinklers, standpipes, hydrants	5 - Excellent		8		Jan-10		
		Fire alarms & pull stations	5 - Excellent		8		Jan-10		
		Emergency lighting	5 - Excellent		8		Jan-10		
		Smoke evacuation	5 - Excellent		8		Jan-10		
		Chemical systems	5 - Excellent		8		Jan-10		
	Electrical	Electrical service & distribution	5 - Excellent		8		Jan-10		
		Lighting & branch wiring (interior/exter)							
		Electrical power and lighting panels	5 - Excellent		8		Jan-10		
		Lighting protection	5 - Excellent		8		Jan-10		
		Generators & transfer switches	5 - Excellent		8		Jan-10		
		Equipment/fare Collection	Fair boxes	5 - Excellent		8		Jan-10	
			Cameras	5 - Excellent		8		Jan-10	
	Vaults		5 - Excellent		8		Jan-10		
	Site	Roadways & driveways, signage markings	2 - Marginal		8	20	Jan-10	8,000,000	
		Parking Lots & signage markings, equipment	2 - Marginal		8		Jan-10		
		Pedestrian areas, HC access and signage markings	5 - Excellent		8		Jan-10		
		Curbing and ramps	5 - Excellent		8		Jan-10		
		Fences, walls, miscellaneous structures (hot boxes)	2 - Marginal		8	20	Jan-10	1,000,000	
		Landscaping	5 - Excellent		8	40	Jan-10	300,000	
Site utilities & lighting & transformers		5 - Excellent		8	20	Jan-10	1,800,000		
Site drainage issues and storm drain inlets		3 - Average		8		Jan-10			
Filterras		3 - Average		8		Jan-10			
Fuel Farm		5 - Excellent		8		Jan-10			
Trash enclosures		3 - Average		8		Jan-10			
Fueling Bays and structures		4 - Good		8		Jan-10			
	Exterior Amenities	5 - Excellent		8		Jan-10			
Maintenance Building	Conveyance	Elevator	4 - Good		8	40	Jan-10	200,000	
	Interiors	Soundness & finish of drywall, partitions,	4 - Good		8		Jan-10		
		Interior doors, fittings, ceiling tiles, & signage	4 - Good		8		Jan-10		
		Stairs + their fire & access paths	5 - Excellent		8		Jan-10		
		Interior finishes on walls, floors, & ceilings	4 - Good		8		Jan-10		
	Plumbing	Fixtures, & pipes	5 - Excellent		8	25	Jan-10	200,000	
		Rain water drainage	4 - Good		8		Jan-10		
	Substructure	Foundations & columns	5 - Excellent		8		Jan-10		
	Shell	Superstructure w/structural frame, columns, pillars & walls	5 - Excellent		8		Jan-10		
		Exterior façade,Windows, doors, and all exterior finishes	5 - Excellent		8	40	Jan-10	11,000,000	
		Roof, roof surface membrane	4 - Good		8	40	Jan-10	12,000,000	
	Site	Roadways & driveways, signage markings	4 - Good		8	20	Jan-10	14,000,000	
		Parking Lots & signage markings, equipment	3 - Average		8		Jan-10		

FACILITIES - SUPPORT

Facility	Category	Description	Condition	Age	Life Cycle	Purchase / Installed Date	Cost	Comments
		Pedestrian areas, HC access and signage markings	5 - Excellent		8	Jan-10		
		Curbing and ramps	5 - Excellent		8	Jan-10		
		Fences, walls, miscellaneous structures (hot boxes)	4 - Good		8	20 Jan-10	2,500,000	
		Landscaping	5 - Excellent		8	40 Jan-10	300,000	
		Site utilities & lighting & transformers	5 - Excellent		8	20 Jan-10	3,500,000	
		Site drainage issues and storm drain inlets	4 - Good		8	Jan-10		
		Filterras	4 - Good		8	Jan-10		
		Fuel Farm	5 - Excellent		8	Jan-10		
		Trash enclosures	4 - Good		8	Jan-10		
		Fueling Bays and structures	5 - Excellent		8	Jan-10		
		Exterior Amenities	5 - Excellent		8	Jan-10		
	Electrical	Electrical service & distribution	5 - Excellent		8	Jan-10		
		Lighting & branch wiring (interior/exter)						
		Electrical power and lighting panels	5 - Excellent		8	Jan-10		
		Lighting protection	5 - Excellent		8	Jan-10		
		Generators & transfer switches	5 - Excellent		8	Jan-10		Included in Admin Building scope
	Equipment	2-posts bus Lifts + parallelogram lifts + man lifts	4 - Good		8	Jan-10		
		Air Compressors + air vessel storage	5 - Excellent		8	Jan-10		
		Downdraft paint booth	5 - Excellent		8	Jan-10		
		Hoists & Cranes	5 - Excellent		8	Jan-10		
		Battery Changers	4 - Good		8	Jan-10		
		Fluid storage vaults and distribution system	5 - Excellent		8	Jan-10		
		Generator + Transfer Bypass Switch	5 - Excellent		8	Jan-10		
		Fuel farm tanks	5 - Excellent		8	Jan-10		
		Fueling station pumps and equipment	5 - Excellent		8	Jan-10		
		Bus wash Equipment & water recycle equipment	4 - Good		8	Jan-10		
	Fire protection	Sprinklers, standpipes, hydrants	5 - Excellent		8	Jan-10		
		Fire alarms & pull stations	5 - Excellent		8	Jan-10		
		Emergency lighting	5 - Excellent		8	Jan-10		
		Smoke evacuation	5 - Excellent		8	Jan-10		
		Chemical systems	5 - Excellent		8	Jan-10		
		CNG Alarm system w/sensors	5 - Excellent		8	Jan-10		
	HVAC	HVAC equipments	5 - Excellent		8	40 Jan-10	7,000,000	
		Controls and instrumentation	5 - Excellent		8	40 Jan-10	2,000,000	
PULSE BRT Stations								
	Substructure	Foundations & columns	5 - Excellent		1	Jun-18		
	Shell	Superstructure w/structural frame, columns, pillars & walls	5 - Excellent		1	Jun-18		
		Exterior façade, Windows, doors, and all exterior finishes	5 - Excellent		1	Jun-18	15,000,000	
		Roof, roof surface membrane	5 - Excellent		1	Jun-18	10,000,000	
	Interiors	Passenger areas - Platform and access ways	5 - Excellent		1	Jun-18		
		Glass Walls, windscreens	5 - Excellent		1	30 Jun-18	5,000,000	
		Ramps, handrails, bike gates	5 - Excellent		1	20 Jun-18	1,500,000	
		Finishes - floors & ceilings	5 - Excellent		1	Jun-18		
	Plumbing	Fixtures, & pipes	5 - Excellent		1	Jun-18		
		Rain water drainage	5 - Excellent		1	Jun-18		
	HVAC	HVAC equipments	5 - Excellent		1	Jun-18		
		Controls and instrumentation	5 - Excellent		1	Jun-18		
	Fire protection	Sprinklers, standpipes, hydrants	5 - Excellent		1	Jun-18		
		Fire alarms & pull stations	5 - Excellent		1	Jun-18		
		Emergency lighting	5 - Excellent		1	Jun-18		
		Smoke evacuation	5 - Excellent		1	Jun-18		
		Chemical systems	5 - Excellent		1	Jun-18		
	Electrical	Electrical service & distribution	5 - Excellent		1	Jun-18		

FACILITIES - SUPPORT

Facility	Category	Description	Condition	Age	Life Cycle	Purchase / Installed Date	Cost	Comments
		Lighting & branch wiring (interior/exterior)	5 - Excellent		1	Jun-18		
		Electrical power and lighting panels	5 - Excellent		1	Jun-18		
		Lighting protection	5 - Excellent		1	Jun-18		
	Equipment	Ticket vending machines	5 - Excellent		1	20 Jun-18	3,500,000	
		Real Time Arrival signs	5 - Excellent		1	20 Jun-18	800,000	
		Cameras	5 - Excellent		1	20 Jun-18	2,500,000	
	Site	Roadways & driveways, signage markings	5 - Excellent		1	20 Jun-18	12,000,000	
		Cross walks & signage markings, equipment	5 - Excellent		1	Jun-18		
		Pedestrian areas, HC access and signage markings	5 - Excellent		1	Jun-18		
		Curbing and ramps	5 - Excellent		1	Jun-18		
		Fences, walls, miscellaneous structures (hot boxes)	5 - Excellent		1	Jun-18		
		Landscaping	5 - Excellent		1	40 Jun-18	350,000	
		Site utilities & lighting & transformers	5 - Excellent		1	20 Jun-18	3,500,000	
		Site drainage issues and storm drain inlets	5 - Excellent		1	Jun-18		
		Filtertraps	5 - Excellent		1	Jun-18		
		Trash enclosures	5 - Excellent		1	Jun-18		
		Exterior Amenities	5 - Excellent		1	Jun-18		
CNG Station								
	Substructure	Foundations & columns	5 - Excellent					
	Shell	Superstructure w/structural frame, columns, pillars & walls	5 - Excellent					
		Exterior façade, Windows, doors, and all exterior finishes	5 - Excellent			40	50,000	
		Roof, roof surface membrane	5 - Excellent			40	5,000	
	Interiors	Soundness & finish of drywall, partitions,	5 - Excellent					
		Interior doors, fittings, ceiling tiles, & signage	5 - Excellent					
		Stairs + their fire & access paths	5 - Excellent					
		Interior finishes on walls, floors, & ceilings	5 - Excellent					
	Plumbing	Fixtures, & pipes	5 - Excellent					
		Rain water drainage	5 - Excellent					
	HVAC	HVAC equipments	5 - Excellent			10	1,000	Thru wall A/c units
		Controls and instrumentation	5 - Excellent			30	800,000	
	Fire protection	Sprinklers, standpipes, hydrants	5 - Excellent					
		Fire alarms & pull stations	5 - Excellent					
		Emergency lighting	5 - Excellent					
		Smoke evacuation	5 - Excellent					
		Chemical systems	5 - Excellent					
	Electrical	Electrical service & distribution	5 - Excellent					
		Lighting & branch wiring (interior/exterior)	5 - Excellent					
		Electrical power and lighting panels	5 - Excellent					
		Lighting protection	5 - Excellent					
		Generators & transfer switches	5 - Excellent					
	Equipment	Compressors and dryers	5 - Excellent			30	5,500,000	
		Pumps	5 - Excellent			30	300,000	
		Generator and storage tank	5 - Excellent					
		CNG storage cylinders	5 - Excellent			30	300,000	
		Fuel lines to filling station	5 - Excellent			30	150,000	
	Site	Roadways & driveways, signage markings	5 - Excellent					
		Parking Lots & signage markings, equipment	5 - Excellent					
		Pedestrian areas, HC access and signage markings	5 - Excellent					
		Curbing and ramps	5 - Excellent					
		Fences, walls, miscellaneous structures (hot boxes)	5 - Excellent			30	50,000	
		Site utilities & lighting & transformers	5 - Excellent			30	25,000	
		Site drainage issues and storm drain inlets	5 - Excellent					
		Fueling Bays and structures	5 - Excellent					

FACILITIES - SUPPORT

Facility	Category	Description	Condition	Age	Life Cycle	Purchase / Installed Date	Cost	Comments
Church Annex Building & Site		This Facility has exceeded its useful life, used for limited storage and need to be demolished						
	Substructure	Foundations & columns	1 - Poor					
	Shell	Superstructure w/structural frame, columns, pillars & walls	1 - Poor					
		Exterior façade, Windows, doors, and all exterior finishes	1 - Poor					
		Roof, roof surface membrane	1 - Poor					
	Interiors	Soundness & finish of drywall, partitions	1 - Poor					
		interior doors, fittings, finishes on walls	2 - Marginal					
		Ceiling Tiles	1 - Poor					
		Stairs, fire & access paths	1 - Poor					
	HVAC	HVAC equipments	1 - Poor					
		Controls and instrumentation	1 - Poor					
	Fire protection	Sprinklers, standpipes, hydrants	1 - Poor					
		Fire alarms & pull stations	1 - Poor					
		Emergency lighting	1 - Poor					
		Smoke evacuation	1 - Poor					
		Chemical systems	1 - Poor					
	Electrical	Electrical service & distribution	1 - Poor					
		Lighting & branch wiring (interior/exter)						
		Electrical power and lighting panels	1 - Poor					
		Lighting protection	1 - Poor					
		Generators & transfer switches	1 - Poor					
	Equipment	Roof top AC/heating Units	1 - Poor					
		Large commercial walk-in refrigerator	1 - Poor					
	Site	Roadways & driveways, signage markings	1 - Poor					
		Parking Lots & signage markings, equipment	1 - Poor					
		Pedestrian areas, HC access and signage markings	1 - Poor					
		Curbing and ramps	1 - Poor					
		Landscaping	1 - Poor					
		Fences, walls, miscellaneous structures (hot boxes)	1 - Poor					
		Site utilities & lighting & transformers	1 - Poor					
		Site drainage issues and storm drain inlets	1 - Poor					
		Trash enclosures	1 - Poor					
		Exterior amenities	1 - Poor					
	Plumbing	Fixtures and pipes, Water distribution	2 - Marginal					
		Rain water drainage	1 - Poor					

Appendix E

EQUIPMENT - MAINTENANCE

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Age	Condition	Status	Rehab	Replace	Quantity	Units	Deprc	Book Value	Salvage Value
GRTC	Other Maintenance Equipment	123455	60K Diesel Generator			FY 08-09	9				FY 38-39	10	unit	Yes	\$29,514	\$0
GRTC	Bus Maintenance Equipment	6955	1995 Van Reclamation System			FY 09-10	9	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6956	1997 Western Bus Lift			FY 09-10	9	5 - Excellent			FY 19-20	3	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6966	1999 Shop Equipment (washers)			FY 09-10	8	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6967	8/00 Shop Equipment			FY 09-10	8	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6968	2001 Shop Equipment			FY 09-10	8	5 - Excellent			FY 19-20	14	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6969	2002 Shop Equipment			FY 09-10	8	5 - Excellent			FY 19-20	12	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6970	2003 Shop Equipment			FY 09-10	8	5 - Excellent			FY 19-20	8	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6971	4/07 Western Pit Rail			FY 09-10	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6972	2/09 Clock Control Center			FY 09-10	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6973	2006 Shop Equipment			FY 09-10	8	5 - Excellent			FY 19-20	5	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6974	1/07 Training Board			FY 09-10	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6975	2008 Shop Equipment			FY 09-10	8	5 - Excellent			FY 19-20	27	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6976	2007 Shop Equipment			FY 09-10	8	5 - Excellent			FY 19-20	7	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6978	3/01 #00131 Fork Lift			FY 09-10	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6979	10/00 Fareboxes			FY 09-10	8	5 - Excellent			FY 19-20	16	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6981	3/01 #P-2 Tow Tractor			FY 09-10	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6982	2001 Other Equipment			FY 09-10	8	5 - Excellent			FY 19-20	3	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6984	2003 Other Equipment			FY 09-10	8	5 - Excellent			FY 19-20	3	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6985	2008 Other Equipment			FY 09-10	8	5 - Excellent			FY 19-20	15	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6986	2000 Other Equipment			FY 09-10	8	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6987	2004 Vending Machines			FY 09-10	8	5 - Excellent			FY 19-20	7	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6988	5/11 Kiosks			FY 09-10	8	5 - Excellent			FY 19-20	16	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6991	10/06 Boston Workstations			FY 09-10	8	5 - Excellent			FY 19-20	13	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6993	8/06 #00113 Print Encoding Machine			FY 09-10	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6994	12/03 Spare Motors			FY 09-10	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6995	2007 Other Equipment			FY 09-10	8	5 - Excellent			FY 19-20	20	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6997	2007 Mailing Machine			FY 09-10	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	6998	2006 Other Equipment			FY 09-10	8	5 - Excellent			FY 19-20	11	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	7009	1/10 Koni Lifting Systems			FY 09-10	8	5 - Excellent			FY 19-20	4	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	7016	2005 Other Equipment			FY 09-10	8	5 - Excellent			FY 19-20	7	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	7017	2007 Vending Machine Upgrades			FY 09-10	8	5 - Excellent			FY 19-20	5	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	9636	Transmission table			FY 09-10	8	5 - Excellent			FY 39-40	1	unit	Yes	\$6,720	\$0
GRTC	Bus Maintenance Equipment	9609	2010 Shop Equipment			FY 10-11	8	5 - Excellent			FY 19-20	3	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	9610	9/06 Box Storage System			FY 10-11	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	9611	2/09 #00145 CAD/AVL System			FY 10-11	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	9614	1/10 Office Furniture			FY 10-11	8	5 - Excellent			FY 19-20	10	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	9618	2010 Various Office Furniture			FY 10-11	8	5 - Excellent			FY 19-20	15	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	9620	2009 Shop Equipment			FY 10-11	8	5 - Excellent			FY 19-20	8	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	9625	10/09 Assorted Office Equipment			FY 10-11	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	9640	2/06 DLP Projector			FY 10-11	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	9641	2002 #00036 Fire Suppression Equip			FY 10-11	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	9642	2001 Office Furniture			FY 10-11	8	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Other Maintenance Equipment	123454	CNG Fueling Station			FY 14-15	4				FY 44-45	4	unit	Yes	\$4,535,595	\$0
GRTC	Bus Maintenance Equipment	10125	1/07 Office Equipment			FY 17-18	1	5 - Excellent			FY 26-27	20	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10129	7/11 Camera			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10136	1993 GFI Vault #3 and #4			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10140	1/08 Lift Bay #8			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10146	9/02 Presidential Sound Lectern			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10150	1997 Other Equip. DEC Engines			FY 17-18	1	5 - Excellent			FY 26-27	3	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10685	3/03 I/S Department renovations			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10713	4/12 TV Purchases (2)			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10714	3/12 Blackberry			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0

Appendix E

EQUIPMENT - MAINTENANCE

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Age	Condition	Status	Rehab	Replace	Quantity	Units	Deprc	Book Value	Salvage Value
GRTC	Bus Maintenance Equipment	10717	12/11 Misc. MV1 equipment			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10718	1/12 & 4/12 Unchannel Posts			FY 17-18	1	5 - Excellent			FY 26-27	5	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10719	3/10 Transmission/Window Kits Purchased			FY 17-18	1	5 - Excellent			FY 26-27	8	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10722	1/04 Bus Cushions			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10723	2/04 Durabright Wheels			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10724	12/04 Bus Inspection			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10725	8/10 Rolling Ladder			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10726	8/10 Plattform Truck			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10727	8/11 #G-1 All Terrain Golf Cart			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10728	8/11 #G-2 All Terrain Golf Cart			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10729	8/11 #G-3 All Terrain Golf Cart			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10730	8/11 Turn signal announcements			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10732	9/11 Currency Counter			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10733	1/12 #1508 Bus Parts			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10741	3/12 Wheelbearing packer			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10743	4/12 Boom Lift Repairs			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10745	4/12 Office Furniture			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10759	1998 Shop Equipment (washer/scrubber)			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10760	4/92 Tire Changer			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10761	1/93 Generator Test Bench			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10762	1/94 Steam Cleaning System			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10764	1999 Lifts			FY 17-18	1	5 - Excellent			FY 26-27	4	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10765	2000 Lifts			FY 17-18	1	5 - Excellent			FY 26-27	4	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10772	5/00 Wiring system for cleaning pump			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10773	11/00 Steam Cleaning Equipment			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10792	1/02 Bay 8 and Bay 9 Lifts			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10793	10/02 Koni Lifting System			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10794	11/02 #00044 Transmission Dynamometer			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10795	12/02 # 00046 Automated Fuel System			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10796	9/02 #0132 Brake Lathe			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10797	12/02 #00045 Compressor			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10799	2003 Automated Fuel System			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10800	9/03 Rotary Lifts			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10801	2/04 #00067 Rotary Lift			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10802	11/05 #00103 On Site Analyzer			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10805	6/09 HVAC System			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10806	2009 Other Equipment			FY 17-18	1	5 - Excellent			FY 26-27	13	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10808	1/10 Transit Control Head			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10809	1/10 #202 Postal Scale			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10810	1/10 Other Equipment			FY 17-18	1	5 - Excellent			FY 26-27	15	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10811	2/10 #00130 4 Sided Kiosks			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10814	4/10 Specialized Generator			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10815	12/10 Heater Outlet			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10824	12/10 Ultra Loc SRL Lifeline			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10825	2011 Office Equipment			FY 17-18	1	5 - Excellent			FY 26-27	3	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	10903	6/12 9 Pool Table Operators Lounge			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11210	7/12 Bike Racks			FY 17-18	1	5 - Excellent			FY 26-27	8	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11212	7/12 Belt Tensioning Tool			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11300	8/12 Bushing Installer/Remover			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11308	9/12 Wrangler Audot Scrubber			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11381	10/12 Impact Wrench			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11382	11/12 Rubbermaid Utility Cart			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11383	11/12 DEF Fluid Tank Kit			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0

Appendix E

EQUIPMENT - MAINTENANCE

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Age	Condition	Status	Rehab	Replace	Quantity	Units	Deprc	Book Value	Salvage Value
GRTC	Bus Maintenance Equipment	11537	01/13 Smartbuy Probook			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11541	12/12 Hydrollic Wheel Dolly			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11542	01/13 Blackhawk Power Body Kit			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11643	3/13 Bearing Packers			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11678	04/2013 Exhaust Ducts			FY 17-18	1	5 - Excellent			FY 26-27	14	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11759	6/13 Microwave (Customer Service)			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11761	6/13 Engine for #1820			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11762	6/13 Engine for #1830			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11807	7/13 Oil Pump Repair Kit			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11808	7/13 Leak Detector			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11809	7/13 Air Impact Wrench			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11810	7/13 Oil Drain Pan			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11811	7/13 Robinar Cool Tech and Floor Jack			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11812	8/13 Diagnostic Kit			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	11813	8/13 Engine Spare (for #1701-1708)			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	12051	9/2013 - Spare Engines for 1700 Series			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	12052	9/13 - Spare Transmission for 1700 Series			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	12053	10/2013- Spare Engine/Transmission Pack			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	12054	12/13 - Engine for #1818			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	12184	2/14 - Towel Dispensers			FY 17-18	1	5 - Excellent			FY 26-27	8	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	12196	02/14 - 20 IN LED Flat Screen			FY 17-18	1	5 - Excellent			FY 26-27	5	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	12315	04/14 - Voith Measuring Cable			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Bus Maintenance Equipment	12316	03/14 - Engine for Bus #1825			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Maintenance Equipment	123456	Bus Stops and Park & Rides			FY 17-18	1				FY 26-27	1	unit	Yes	\$4,383,334	\$0

Appendix F

EQUIPMENT - FACILITIES

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Age	Condition	Status	Rehab	Replace	Quantity	Units	Deprc	Book Value	Salvage Value
GRTC	Other Facilities Equipment	7008	1973 Parham Park And Ride			FY 09-10	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	7012	2002 Bus Shelters			FY 09-10	8	5 - Excellent			FY 19-20	15	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	7014	2003 Bus Shelters			FY 09-10	8	5 - Excellent			FY 19-20	5	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	7018	2008 Bus Shelters			FY 09-10	8	5 - Excellent			FY 19-20	6	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	9631	2/10 Bus Stop Signs			FY 10-11	8	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	9632	4/10 Bus Shelters			FY 10-11	8	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	9634	2010 Avenger 28050 Floor Scrubber			FY 10-11	8	5 - Excellent			FY 39-40	1	unit	Yes	\$10,705	\$0
GRTC	Other Facilities Equipment	9635	Semi-electronic pallet truck			FY 10-11	8	5 - Excellent			FY 39-40	1	unit	Yes	\$4,139	\$0
GRTC	Other Facilities Equipment	9637	Mach 9 Coin Sorter			FY 10-11	8	5 - Excellent			FY 39-40	1	unit	Yes	\$8,971	\$0
GRTC	Other Facilities Equipment	10126	8/10 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10142	1/11 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10148	3/11 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10747	7/11 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10749	8/11 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10752	12/11 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10753	1/12 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10756	3/12 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10757	4/12 Shelter Removal Costs			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10829	1975 Chippenham Park And Ride			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10830	1980 Stoney Point Park and Ride			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10831	1981 Glenside Park And Ride			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10832	1986 Fair Oaks Park And Ride			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10833	1988 Glenside Park and Ride			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10843	11/02 Solar Shelter Lighting			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10848	2004 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10849	2004 Bus Stop Amenities			FY 17-18	1	5 - Excellent			FY 26-27	12	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10851	2008 Bus Stop Amenities			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10852	2005 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	11	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10853	2005 Bus Stop Amenities			FY 17-18	1	5 - Excellent			FY 26-27	7	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10855	2006 Bus Stop Shelters			FY 17-18	1	5 - Excellent			FY 26-27	10	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10857	2006 Bus Stop Amenities			FY 17-18	1	5 - Excellent			FY 26-27	10	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10860	2007 Bus Stop Amenities			FY 17-18	1	5 - Excellent			FY 26-27	9	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10861	2009 Bus Stop Shelters			FY 17-18	1	5 - Excellent			FY 26-27	9	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10865	7/10 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10869	5/11 Bus Stop Shelters			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10870	5/11 Bus Stop Kiosk			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10871	1/10 Bus Stop Upgrade			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	11298	08/12 Bus shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	11370	10/12 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	11531	12/12 Bus Shelter Improvements			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	11669	04/2013 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	2	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	11670	05/2013 Bus Shelter (Forrest Hill & Westover Hills)			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	11671	05/2013 Bus Shelters (Forrest Hill & Hathaway)			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	11799	7/13 Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	12049	9/2013 - Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	12182	2/14 - Bus Shelters			FY 17-18	1	5 - Excellent			FY 26-27	1	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	12307	03/2014 Shelters			FY 17-18	1	5 - Excellent			FY 26-27	13	unit	Yes	\$0	\$0
GRTC	Other Facilities Equipment	10763	1993 2700 Floor Scrubber			FY 93-94	25	5 - Excellent			FY 23-24	1	unit	Yes	\$6,329	\$0

Appendix G

EQUIPMENT - IT

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Age	Condition	Status	Rehab	Replace	Quantity	Units	Deprc	Book Value	Salvage Value
GRTC	Hardware	7003	8/05 Computers			FY 09-10	8	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Hardware	7004	11/06 Computers			FY 09-10	8	5 - Excellent			FY 18-19	4	unit	Yes	\$0	\$0
GRTC	Hardware	7007	5/10 HP Smartbuy 8530P			FY 09-10	8	5 - Excellent			FY 18-19	2	unit	Yes	\$0	\$0
GRTC	Hardware	7019	5/10 Viewsonic Projector			FY 09-10	8	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Networks	9638	WLAN Controller Server			FY 09-10	9	5 - Excellent			FY 21-22	1	unit	Yes	\$21,741	\$0
GRTC	Networks	9639	CAD Primary and Secondary Server			FY 09-10	8	5 - Excellent			FY 21-22	1	unit	Yes	\$616,521	\$0
GRTC	Software	6999	2001 Printer			FY 09-10	8	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	7011	6/11 ADP Support			FY 09-10	8	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Hardware	9615	4/10 3362C Copier			FY 10-11	8	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Hardware	9616	5/10 HP Touchsmart			FY 10-11	8	5 - Excellent			FY 18-19	10	unit	Yes	\$0	\$0
GRTC	Hardware	9617	4/10 Office Equipment			FY 10-11	8	5 - Excellent			FY 18-19	2	unit	Yes	\$0	\$0
GRTC	Hardware	9619	9/09 Computer Equipment			FY 10-11	8	5 - Excellent			FY 18-19	10	unit	Yes	\$0	\$0
GRTC	Hardware	9621	2/07 Computer Equipment			FY 10-11	8	5 - Excellent			FY 18-19	13	unit	Yes	\$0	\$0
GRTC	Hardware	9622	4/07 Computer Equipment			FY 10-11	8	5 - Excellent			FY 18-19	7	unit	Yes	\$0	\$0
GRTC	Hardware	9624	6/07 Computer Equipment			FY 10-11	8	5 - Excellent			FY 18-19	2	unit	Yes	\$0	\$0
GRTC	Hardware	9626	5/10 Computer Equipment			FY 10-11	8	5 - Excellent			FY 18-19	4	unit	Yes	\$0	\$0
GRTC	Hardware	9627	6/10 Computer Equipment			FY 10-11	8	5 - Excellent			FY 18-19	12	unit	Yes	\$0	\$0
GRTC	Software	9623	6/11 #00145 AVL System			FY 10-11	8	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	9633	Bus Simulator			FY 10-11	8	5 - Excellent			FY 18-19	1	unit	Yes	\$398,938	\$0
GRTC	Hardware	10124	1/07 Postal Security Device			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10128	8/10 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	17	unit	Yes	\$0	\$0
GRTC	Hardware	10131	9/10 Clever Device Units			FY 17-18	1	5 - Excellent			FY 20-21	12	unit	Yes	\$0	\$0
GRTC	Hardware	10132	3/07 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	18	unit	Yes	\$0	\$0
GRTC	Hardware	10134	11/10 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	39	unit	Yes	\$0	\$0
GRTC	Hardware	10135	5/07 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	10	unit	Yes	\$0	\$0
GRTC	Hardware	10145	2/11 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	14	unit	Yes	\$0	\$0
GRTC	Hardware	10149	3/11 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	11	unit	Yes	\$0	\$0
GRTC	Hardware	10675	7/11 Projector			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10678	8/11 HP Smartbook			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10680	12/11 Printers (2)			FY 17-18	1	5 - Excellent			FY 20-21	2	unit	Yes	\$0	\$0
GRTC	Hardware	10681	2/12 Printer			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10683	3/12 HP Notebook			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10684	5/12 MAC laptop			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10696	10/06 Computers			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10697	9/06 Computer Purchases			FY 17-18	1	5 - Excellent			FY 20-21	15	unit	Yes	\$0	\$0
GRTC	Hardware	10699	10/12 Office Jet Printer			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10700	9/06 CVAN Mobile Computers			FY 17-18	1	5 - Excellent			FY 20-21	7	unit	Yes	\$0	\$0
GRTC	Hardware	10701	1/06 Computer Monitor Purchases			FY 17-18	1	5 - Excellent			FY 20-21	3	unit	Yes	\$0	\$0
GRTC	Hardware	10706	4/06 Various Computer Items			FY 17-18	1	5 - Excellent			FY 20-21	16	unit	Yes	\$0	\$0
GRTC	Hardware	10707	5/06 Various Computer Purchases			FY 17-18	1	5 - Excellent			FY 20-21	3	unit	Yes	\$0	\$0
GRTC	Hardware	10709	6/06 Various Computer Purchases			FY 17-18	1	5 - Excellent			FY 20-21	10	unit	Yes	\$0	\$0
GRTC	Hardware	10710	7/06 Varous Computer Purchases			FY 17-18	1	5 - Excellent			FY 20-21	15	unit	Yes	\$0	\$0
GRTC	Hardware	10711	8/06 Various Computer Purchases			FY 17-18	1	5 - Excellent			FY 20-21	6	unit	Yes	\$0	\$0
GRTC	Hardware	10739	3/12 Plantronics voice equipment			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10744	5/12 Laptop mount for Explorer			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10826	4/11 #00211 C9125 Copier			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10827	4/11 #00212 C9125 Copier			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10872	7/07 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	3	unit	Yes	\$0	\$0
GRTC	Hardware	10873	8/07 Computer Equipement			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10874	9/07 Computer Equipement			FY 17-18	1	5 - Excellent			FY 20-21	12	unit	Yes	\$0	\$0

Appendix G

EQUIPMENT - IT

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Age	Condition	Status	Rehab	Replace	Quantity	Units	Deprc	Book Value	Salvage Value
GRTC	Hardware	10875	3/07 Operator Control Units			FY 17-18	1	5 - Excellent			FY 20-21	55	unit	Yes	\$0	\$0
GRTC	Hardware	10879	10/07 #00122 Hand Held Scanner			FY 17-18	1	5 - Excellent			FY 20-21	2	unit	Yes	\$0	\$0
GRTC	Hardware	10901	6/12 IPAD for Supervisors			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10902	6/12 IPAD for Supervisors			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10905	6/12 DELL PS6100E			FY 17-18	1	5 - Excellent			FY 20-21	2	unit	Yes	\$0	\$0
GRTC	Hardware	10906	6/12 DELL PS4100XV			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10907	6/12 Extra Fast Iron Network Switch			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10909	6/12 Data Link Adaptor			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10927	1/08 Smartbuy Notebook			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10928	2/08 Computers			FY 17-18	1	5 - Excellent			FY 20-21	9	unit	Yes	\$0	\$0
GRTC	Hardware	10930	3/08 Computers			FY 17-18	1	5 - Excellent			FY 20-21	7	unit	Yes	\$0	\$0
GRTC	Hardware	10931	4/08 HP Care Pack			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10932	6/08 Computers			FY 17-18	1	5 - Excellent			FY 20-21	7	unit	Yes	\$0	\$0
GRTC	Hardware	10933	7/08 Smartbuy Computers			FY 17-18	1	5 - Excellent			FY 20-21	5	unit	Yes	\$0	\$0
GRTC	Hardware	10934	7/08 Computers			FY 17-18	1	5 - Excellent			FY 20-21	12	unit	Yes	\$0	\$0
GRTC	Hardware	10935	8/08 Computers			FY 17-18	1	5 - Excellent			FY 20-21	13	unit	Yes	\$0	\$0
GRTC	Hardware	10936	9/08 Great Plains Upgrade			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10937	9/08 Computers			FY 17-18	1	5 - Excellent			FY 20-21	10	unit	Yes	\$0	\$0
GRTC	Hardware	10938	10/08 Computers			FY 17-18	1	5 - Excellent			FY 20-21	4	unit	Yes	\$0	\$0
GRTC	Hardware	10939	11/08 Computers			FY 17-18	1	5 - Excellent			FY 20-21	2	unit	Yes	\$0	\$0
GRTC	Hardware	10940	12/08 Computers			FY 17-18	1	5 - Excellent			FY 20-21	6	unit	Yes	\$0	\$0
GRTC	Hardware	10941	9/08 Viewsonic LCD Display			FY 17-18	1	5 - Excellent			FY 20-21	8	unit	Yes	\$0	\$0
GRTC	Hardware	10942	7/08 Viewsonic LCD Display			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10943	4/08 Viewsonic LCD Display			FY 17-18	1	5 - Excellent			FY 20-21	2	unit	Yes	\$0	\$0
GRTC	Hardware	10951	10/09 #00203 Wireless System			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10954	1/09 HP Smart Buy			FY 17-18	1	5 - Excellent			FY 20-21	5	unit	Yes	\$0	\$0
GRTC	Hardware	10955	1/09 Computers			FY 17-18	1	5 - Excellent			FY 20-21	8	unit	Yes	\$0	\$0
GRTC	Hardware	10956	2/09 Computers			FY 17-18	1	5 - Excellent			FY 20-21	7	unit	Yes	\$0	\$0
GRTC	Hardware	10957	4/09 Computers			FY 17-18	1	5 - Excellent			FY 20-21	16	unit	Yes	\$0	\$0
GRTC	Hardware	10958	5/09 Computers			FY 17-18	1	5 - Excellent			FY 20-21	12	unit	Yes	\$0	\$0
GRTC	Hardware	10959	6/09 Computers			FY 17-18	1	5 - Excellent			FY 20-21	6	unit	Yes	\$0	\$0
GRTC	Hardware	10960	8/09 Computers			FY 17-18	1	5 - Excellent			FY 20-21	6	unit	Yes	\$0	\$0
GRTC	Hardware	10962	10/09 Computers			FY 17-18	1	5 - Excellent			FY 20-21	5	unit	Yes	\$0	\$0
GRTC	Hardware	10963	11/09 Computers			FY 17-18	1	5 - Excellent			FY 20-21	11	unit	Yes	\$0	\$0
GRTC	Hardware	10964	11/09 Kit Radio			FY 17-18	1	5 - Excellent			FY 20-21	6	unit	Yes	\$0	\$0
GRTC	Hardware	10965	11/09 Belt Switch Configuration			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	10966	12/09 Computers			FY 17-18	1	5 - Excellent			FY 20-21	14	unit	Yes	\$0	\$0
GRTC	Hardware	11052	1/10 #00205 Wave Appliance			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11055	1/10 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	11	unit	Yes	\$0	\$0
GRTC	Hardware	11060	3/10 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	113	unit	Yes	\$0	\$0
GRTC	Hardware	11061	7/10 LCD Monitors			FY 17-18	1	5 - Excellent			FY 20-21	25	unit	Yes	\$0	\$0
GRTC	Hardware	11062	7/10 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	9	unit	Yes	\$0	\$0
GRTC	Hardware	11071	9/10 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	4	unit	Yes	\$0	\$0
GRTC	Hardware	11073	10/10 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	11	unit	Yes	\$0	\$0
GRTC	Hardware	11074	10/10 Smartbuy LCD Screens			FY 17-18	1	5 - Excellent			FY 20-21	7	unit	Yes	\$0	\$0
GRTC	Hardware	11075	11/10 Smartbuy LCD Screens			FY 17-18	1	5 - Excellent			FY 20-21	8	unit	Yes	\$0	\$0
GRTC	Hardware	11076	11/10 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	21	unit	Yes	\$0	\$0
GRTC	Hardware	11077	12/10 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	15	unit	Yes	\$0	\$0
GRTC	Hardware	11078	12/10 Cisco Servers			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11080	1/11 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	8	unit	Yes	\$0	\$0

Appendix G

EQUIPMENT - IT

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Age	Condition	Status	Rehab	Replace	Quantity	Units	Deprc	Book Value	Salvage Value
GRTC	Hardware	11084	4/11 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	7	unit	Yes	\$0	\$0
GRTC	Hardware	11087	5/11 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	11	unit	Yes	\$0	\$0
GRTC	Hardware	11088	6/11 Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	8	unit	Yes	\$0	\$0
GRTC	Hardware	11299	08/12 Computer equipment			FY 17-18	1	5 - Excellent			FY 20-21	3	unit	Yes	\$0	\$0
GRTC	Hardware	11309	9/12 Money Room Scanner Equip.			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11372	10/12 24" LED Monitors			FY 17-18	1	5 - Excellent			FY 20-21	2	unit	Yes	\$0	\$0
GRTC	Hardware	11375	10/12 Western Digital Harddrive			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11376	11/12 4 GB PC-3500 Kit			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11379	11/12 VCenter Server			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11532	12/12 MS GSA Server			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11533	12/12 Shoregear 50V Switch			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11536	01/13 Smartbuy 19" LCD			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11538	01/13 Office Jet Printer			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11539	01/13 Docking Station			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11601	02/13 Smartbuy Probook			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11602	02/13 Westinghouse 46" HD TV			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11603	02/13 Sony DVD Player			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11604	02/13 Applie IPAD Mini			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11605	02/13 7" Tablet w/ Lock Box			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11608	02/13 Smartbuy Pros			FY 17-18	1	5 - Excellent			FY 20-21	23	unit	Yes	\$0	\$0
GRTC	Hardware	11640	3/13 Samsung Galaxy Tablets			FY 17-18	1	5 - Excellent			FY 20-21	90	unit	Yes	\$0	\$0
GRTC	Hardware	11641	3/13 HP Office Pro Jet Printer			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11673	05/2013 Sixnet 6600 Cellular Router			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11674	04/2013 Desktop Scanner			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11756	6/13 HP Smart Buy Probook			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11800	7/13 Clever Device Modems			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11805	8/13 HP Smart Buy and Docking Station			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	11806	8/13 Panasonic Tough Books			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12056	9/13 - Headsets			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12057	10/13 - Pheonix Touch Screen			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12058	10/13 - HP Docking Station			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12061	11/13 - VGA Monitor			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12062	11/13 - 16GB Crucial DDR3L			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12063	12/13 - Headsets			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12064	12/13 - Snagless Cables			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12065	12/13 - HP Docking Station			FY 17-18	1	5 - Excellent			FY 20-21	2	unit	Yes	\$0	\$0
GRTC	Hardware	12066	12/13 - Jet Printer			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12188	01/14 - Essential VS Bee Sockets			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12190	02/14 - JX55 Data Loggers			FY 17-18	1	5 - Excellent			FY 20-21	42	unit	Yes	\$0	\$0
GRTC	Hardware	12193	02/14 - SEA 500 GB ES			FY 17-18	1	5 - Excellent			FY 20-21	2	unit	Yes	\$0	\$0
GRTC	Hardware	12195	02/14 - 64MG Cache			FY 17-18	1	5 - Excellent			FY 20-21	10	unit	Yes	\$0	\$0
GRTC	Hardware	12197	02/14 - Replacement for ECS Board			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12198	02/14 - Panasonic Toughbook 53			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12200	02/14 - HP Docking Station			FY 17-18	1	5 - Excellent			FY 20-21	12	unit	Yes	\$0	\$0
GRTC	Hardware	12201	02/14 - HP Notebooks			FY 17-18	1	5 - Excellent			FY 20-21	11	unit	Yes	\$0	\$0
GRTC	Hardware	12204	02/14 - Plantronics Wideband			FY 17-18	1	5 - Excellent			FY 20-21	5	unit	Yes	\$0	\$0
GRTC	Hardware	12206	02/14 - Samsung 55 IN LED 1080P			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12208	02/14 - Laser Jet Pro 200			FY 17-18	1	5 - Excellent			FY 20-21	1	unit	Yes	\$0	\$0
GRTC	Hardware	12319	03/14 - Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	41	unit	Yes	\$0	\$0
GRTC	Hardware	12320	04/14 - Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	6	unit	Yes	\$0	\$0

Appendix G

EQUIPMENT - IT

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Age	Condition	Status	Rehab	Replace	Quantity	Units	Deprc	Book Value	Salvage Value
GRTC	Hardware	12321	05/14 - Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	5	unit	Yes	\$0	\$0
GRTC	Hardware	12322	06/14 - Computer Equipment			FY 17-18	1	5 - Excellent			FY 20-21	5	unit	Yes	\$0	\$0
GRTC	Software	10144	4/09 Electronic Communication System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10674	10/11 Software Purchases			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10677	7/11 Routematch Software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10682	3/12 Voice Recording Software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10687	2004 Computer purchases			FY 17-18	1	5 - Excellent			FY 18-19	2	unit	Yes	\$0	\$0
GRTC	Software	10690	2005 Time Matrix Software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10698	9/06 Call Center Phone System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10703	2006 Time Matrix Software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10712	5/12 Mobile Ap Software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10716	2/12 & 4/12 Shortell Phone System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10742	4/12 Thermostate/Smoke/Water Detection software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10877	2007 #MC-01 Wireless Support			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10882	2007 Time Matrix Software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10908	1/10 #00145 Availability Test System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10922	3/08 #00079 Routematch Software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10923	12/08 #00138 Great Plains Update			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10929	2/08 Network support			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10944	7/08 #1501-1503 Wifi Installation			FY 17-18	1	5 - Excellent			FY 18-19	3	unit	Yes	\$0	\$0
GRTC	Software	10946	2009 CAD/AVL System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10949	8/09 #00201 HP Array Server			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10952	10/09 #00204 Network Manager			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	10953	10/09 #00207 Data System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11053	1/10 Server Upgrades			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11054	1/10 Cisco Phone System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11057	2/10 #00138 Great Plains Upgrade			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11059	2/10 Facility infrastructure			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11064	8/10 #00145 CAD/AVL System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11065	9/10 #00121 Navteq liscense			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11070	9/10 #00145 CAD/AVL System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11072	10/10 #00145 CAD/AVL System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11079	1/11 Great Plains Upgrade			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11081	#00157 Hastus Project			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11082	2/11 Network Support			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11083	4/11 #00145 CAD/AVL System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11085	5/11 #00238 CAD/AVL System			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11086	5/11 AVL Liscenses			FY 17-18	1	5 - Excellent			FY 18-19	53	unit	Yes	\$0	\$0
GRTC	Software	11208	7/12 RideFinders Servers			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11302	8/12 Citrix Upgrade			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11307	9/12 New Bus APP software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11310	9/12 Black Box Server			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11373	10/12 Cisco Catalyst Port			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11374	10/12 Cisco Gigabite Interface			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11377	11/12 Dell Email Server			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11378	11/12 Mobile APP Acceptance Bus App			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11380	11/12 NSA Network Security Appliance			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11534	12/12 Routematch Software Update			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11535	01/13 Navteq VA Map (bus app)			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11540	01/13 Routematch Software Upgrade			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0

Appendix G

EQUIPMENT - IT

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Age	Condition	Status	Rehab	Replace	Quantity	Units	Deprc	Book Value	Salvage Value
GRTC	Software	11606	02/13 RAMS for Farebox			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11607	02/13 Computer Installation and Configurartion			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11642	3/12 Routematch Licsense Update			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11672	04/2013 Routematch Upgrade			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11675	04/2013 Mobile App for Bus Time			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11676	05/2013 Hastus Upgrade			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11748	9/05 Navteq Liscnese			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11757	6/13 Routematch Software for Tablets			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11758	6/13 V Center Servers			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11801	7/13 I-Access Software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11802	7/13 Road Runner Cameras			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	11804	8/13 High Capacity SAS Drives			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	12059	10/13 - Timestar Software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	12187	01/14 - Software for new server			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	12189	01/14 - Tracking Software			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	12192	02/14 - Campaign IVR Application			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Software	12194	02/14 - HP 300GB Internal Hard Drive			FY 17-18	1	5 - Excellent			FY 18-19	3	unit	Yes	\$0	\$0
GRTC	Software	12199	02/14 - Dell Sonic Wall TZ			FY 17-18	1	5 - Excellent			FY 18-19	3	unit	Yes	\$0	\$0
GRTC	Software	12202	02/14 - Office Pro 2013			FY 17-18	1	5 - Excellent			FY 18-19	100	unit	Yes	\$0	\$0
GRTC	Software	12203	02/14 - Microsoft Dynamics GP			FY 17-18	1	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0

Appendix H

EQUIPMENT - COMMUNICATION

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Age	Condition	Status	Rehab	Replace	Quantity	Units	Deprc	Book Value	Salvage Value
GRTC	Surveillance & Security	6989	8/05 Digital Recorders			FY 09-10	8	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	6992	2011 Road Runner Cameras			FY 09-10	8	5 - Excellent			FY 18-19	75	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	7015	2006 Surveillance Equipment			FY 09-10	8	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Other Communications Equipment	9612	10/12 Plantronics Headsets			FY 10-11	8	5 - Excellent			FY 18-19	3	unit	Yes	\$0	\$0
GRTC	Other Communications Equipment	9613	2003 Office Equipment			FY 10-11	8	5 - Excellent			FY 18-19	2	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	9629	9/05 Digital Recorders			FY 10-11	8	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10137	8/03 #1201 Surveillance equipment			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10138	2003 Mobile View Recording System			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10672	5/12 Bus Cameras (5)			FY 17-18	1	5 - Excellent			FY 19-20	5	unit	Yes	\$0	\$0
GRTC	Other Communications Equipment	10673	1/12 & 2/12 IPADs (6)			FY 17-18	1	5 - Excellent			FY 19-20	6	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10676	7/11 Cameras (2)			FY 17-18	1	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10679	12/11 Camera equipment			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10692	8/05 Mobile View Cameras			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10715	3/12 Cannon Powershot			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Fare Collection Systems	10731	9/11 Farebox Equipment			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Radios	10735	2/12 Radios			FY 17-18	1	5 - Excellent			FY 19-20	3	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10736	2/12 Money Room Surveillance Cameras			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10737	2/12 Forward facing bus cameras			FY 17-18	1	5 - Excellent			FY 19-20	5	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10740	3/12 Forward facing cameras			FY 17-18	1	5 - Excellent			FY 19-20	6	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10803	2009 Surveillance Equipment			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10807	5/10 Cameras & Installation			FY 17-18	1	5 - Excellent			FY 19-20	12	unit	Yes	\$0	\$0
GRTC	Radios	10813	12/10 Digital Radio System			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Radios	10816	4/10 Radios			FY 17-18	1	5 - Excellent			FY 19-20	10	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10817	4/10 Camera Assemblies			FY 17-18	1	5 - Excellent			FY 19-20	13	unit	Yes	\$0	\$0
GRTC	Radios	10828	10/12 Mobile Radios			FY 17-18	1	5 - Excellent			FY 19-20	15	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10840	11/01 Tuftnut Anti Theft			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	10904	6/12 #1450-1454 Bus Cameras			FY 17-18	1	5 - Excellent			FY 19-20	5	unit	Yes	\$0	\$0
GRTC	Radios	10961	1/10 Radios			FY 17-18	1	5 - Excellent			FY 19-20	168	unit	Yes	\$0	\$0
GRTC	Fare Collection Systems	11056	2/10 Clever Device Units			FY 17-18	1	5 - Excellent			FY 19-20	18	unit	Yes	\$0	\$0
GRTC	Fare Collection Systems	11063	8/10 Clever Device Unit			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Radios	11209	7/12 UHF Portable Radios			FY 17-18	1	5 - Excellent			FY 19-20	4	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	11211	7/12 Bus Cameras			FY 17-18	1	5 - Excellent			FY 19-20	5	unit	Yes	\$0	\$0
GRTC	Radios	11213	7/12 Radios for Specialized Vans			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	11303	8/12 Bus Cameras			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Other Communications Equipment	11384	10/12 Surplus Headsets			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	11543	10/12 Roadrunner Cameras			FY 17-18	1	5 - Excellent			FY 19-20	24	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	11544	01/13 Camera Dome			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	11677	05/2013 Cameras			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Radios	11803	8/13 Radios			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	12050	12/13 - Cameras & Antennas			FY 17-18	1	5 - Excellent			FY 19-20	15	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	12055	9/13 - Cameras			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Radios	12060	11/13 - Radios			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Other Communications Equipment	12185	02/14 - GPS Controller Switch			FY 17-18	1	5 - Excellent			FY 19-20	30	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	12186	02/14 - Cameras			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Radios	12191	02/14 - Radios			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Other Communications Equipment	12205	02/14 - Headset Chords			FY 17-18	1	5 - Excellent			FY 19-20	20	unit	Yes	\$0	\$0
GRTC	Other Communications Equipment	12207	02/14 - Refurbished Phones			FY 17-18	1	5 - Excellent			FY 19-20	5	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	12317	03/14 - Cameras			FY 17-18	1	5 - Excellent			FY 19-20	21	unit	Yes	\$0	\$0
GRTC	Surveillance & Security	12318	06/14 - Cameras			FY 17-18	1	5 - Excellent			FY 19-20	6	unit	Yes	\$0	\$0

Appendix I

INFRASTRUCTURE - SIGNAGE

Agency	Type	Asset Tag	Description	Parent	Location	In Service	Age	Condition	Status	Rehab	Replace	Quantity	Units	Deprc	Book Value	Salvage Value
GRTC	Route Signage	7013	2004 Bus Stop Signs			FY 09-10	8	5 - Excellent			FY 18-19	20	unit	Yes	\$0	\$0
GRTC	Route Signage	9628	11/09 Bus Stop Schedule Signs			FY 10-11	8	5 - Excellent			FY 18-19	2	unit	Yes	\$0	\$0
GRTC	Route Signage	9630	1/10 Bus Stop Schedule Signs			FY 10-11	8	5 - Excellent			FY 18-19	1	unit	Yes	\$0	\$0
GRTC	Route Signage	10127	8/10 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	10	unit	Yes	\$0	\$0
GRTC	Route Signage	10130	9/10 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	10133	11/10 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	10141	1/11 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	10	unit	Yes	\$0	\$0
GRTC	Route Signage	10143	4/11 Speaker Announcements			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	10147	3/11 Bus Stop signs			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	10746	7/11 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Route Signage	10750	10/11 Signage, including Solar Frames			FY 17-18	1	5 - Excellent			FY 19-20	5	unit	Yes	\$0	\$0
GRTC	Route Signage	10751	11/11 Signage			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	10754	12/11 Top and Middle Sign Extrusions			FY 17-18	1	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Route Signage	10755	2/12 Signage			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	10804	7/09 #00125 & #00126 Route Displays			FY 17-18	1	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Route Signage	10812	12/10 10 Line System			FY 17-18	1	5 - Excellent			FY 19-20	7	unit	Yes	\$0	\$0
GRTC	Train Control/Signal System	10835	11/01 Bus Stop Trash Cans			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Train Control/Signal System	10836	11/01 Bus Stop Steel Benches			FY 17-18	1	5 - Excellent			FY 19-20	6	unit	Yes	\$0	\$0
GRTC	Train Control/Signal System	10839	4/01 Concrete Path 18th Street			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Train Control/Signal System	10841	10/02 Brick Reset			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Train Control/Signal System	10844	12/02 Bus Stop Trash Receptacles			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	10845	2003 Bus signs			FY 17-18	1	5 - Excellent			FY 19-20	7	unit	Yes	\$0	\$0
GRTC	Route Signage	10846	5/04 Pole Mounted Signs			FY 17-18	1	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Route Signage	10847	8/04 Vinyl Patches for Signs			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	10850	2008 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	9	unit	Yes	\$0	\$0
GRTC	Route Signage	10854	2005 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	10	unit	Yes	\$0	\$0
GRTC	Route Signage	10856	2006 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	10	unit	Yes	\$0	\$0
GRTC	Train Control/Signal System	10858	2007 Bus Stop Trash Receptacles			FY 17-18	1	5 - Excellent			FY 19-20	25	unit	Yes	\$0	\$0
GRTC	Route Signage	10859	2007 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	4	unit	Yes	\$0	\$0
GRTC	Route Signage	10862	2009 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	7	unit	Yes	\$0	\$0
GRTC	Train Control/Signal System	10863	7/09 Transit Amenities			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	10864	6/10 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Route Signage	10866	12/10 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	2	unit	Yes	\$0	\$0
GRTC	Train Control/Signal System	10867	3/11 Bus Stop Trash Receptacles			FY 17-18	1	5 - Excellent			FY 19-20	20	unit	Yes	\$0	\$0
GRTC	Route Signage	10868	4/11 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	11311	9/12 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	11371	10/12 Bus Stop Signs			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	11530	01/13 Route/Schedule Redesign Phase I			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	11600	02/13 Bus Signage			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Train Control/Signal System	11760	6/13 Bike Racks			FY 17-18	1	5 - Excellent			FY 19-20	5	unit	Yes	\$0	\$0
GRTC	Route Signage	11798	7/13 Bus Signs			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	12183	02/14 - Bus Signage			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	12308	03/14 - Bus Signage			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	12309	04/14 - Bay Signage			FY 17-18	1	5 - Excellent			FY 19-20	52	unit	Yes	\$0	\$0
GRTC	Route Signage	12310	04/14 - Kiosk Signage			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	12311	5/14 - Kiosk Signage			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Train Control/Signal System	12312	5/14 - Traffic Signals Clay Street & 9th			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Route Signage	12313	05/14 - Bus Stop Identifier Plates			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0
GRTC	Train Control/Signal System	12314	5/14 - Trash Cans and Benches			FY 17-18	1	5 - Excellent			FY 19-20	1	unit	Yes	\$0	\$0