

Amarillo City Transit
Transit Asset Management Plan
October 1, 2026



TRANSIT ASSET MANAGEMENT PLAN APPROVAL

This Transit Asset Management Plan (TAMP) for Amarillo City Transit (ACT) has been reviewed and approved by the Accountable Executive for implementation in accordance with applicable Federal Transit Administration (FTA) requirements under 49 CFR Part 625.

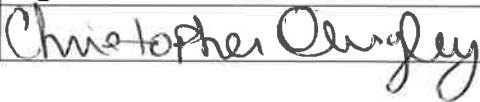
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Introduction and Purpose

The purpose of this Transit Asset Management (TAM) Plan is to establish a systematic approach for managing the capital assets of Amarillo City Transit (ACT) in a manner that promotes safety, reliability, cost-effectiveness, and a State of Good Repair (SGR). This plan has been developed in accordance with the requirements of the Federal Transit Administration (FTA) Transit Asset Management Final Rule under 49 CFR Part 625.

ACT is committed to maintaining and improving its transit assets through strategic investment and responsible stewardship of public resources. This TAM Plan provides the framework for monitoring the condition and performance of transit assets, identifying capital replacement and rehabilitation needs, and prioritizing investments based on operational needs, safety considerations, asset condition, and available funding.

As a Tier II provider under FTA regulations, ACT's TAM Plan includes the following elements:

- TAM Policy and Goals
- Asset Inventory
- Condition Assessment
- Decision Support Tools and Processes
- Investment Prioritization
- Performance Targets
- Implementation and Monitoring

This plan supports ACT's goal of delivering safe, reliable, and accessible public transportation services to the community while extending the useful life of assets and minimizing lifecycle costs. The TAM Plan also supports compliance with federal performance management requirements and assists ACT in coordinating capital planning activities with regional and statewide transportation planning efforts.

The TAM Plan will be reviewed and updated at least once every four years, or more frequently as needed, to reflect changes in asset inventories, funding levels, operational priorities, and regulatory requirements.

Agency Overview

Amarillo City Transit (ACT) is the public transportation provider for the City of Amarillo and serves the Texas Panhandle region through fixed-route and complementary paratransit services. ACT's service area is within the Amarillo city limits west of Lakeside Drive, with services operating Monday through Saturday from 6:00 a.m. to 7:00 p.m.

ACT employs more than 55 personnel responsible for supporting daily transit operations, maintenance, administration, and customer service functions. The agency operates a fleet of 35 revenue vehicles equipped with two-way radio communication systems, onboard audio and video security systems, wheelchair ramps or lifts, wheelchair securement areas, and perimeter or forward-facing seating to ensure safe, accessible, and reliable transportation services.

As part of its commitment to maintaining transit assets in a state of good repair, ACT operates up to 15 fixed-route buses and up to 10 ACT-Connect paratransit vehicles daily. This Transit Asset Management (TAM) Plan establishes the framework for managing, monitoring, and prioritizing capital assets to support safe operations, regulatory compliance, service reliability, and long-term sustainability of the transit system.

Transit Asset Management (TAM) Policy

Purpose

The purpose of this Transit Asset Management (TAM) Policy is to establish the framework by which Amarillo City Transit (ACT) manages, maintains, monitors, and reinvests in transit assets to ensure they remain in a State of Good Repair (SGR). This policy supports ACT's commitment to providing safe, reliable, accessible, and cost-effective public transportation services while complying with Federal Transit Administration (FTA) Transit Asset Management requirements under 49 CFR Part 625.

Mission Statement

Deliver safe, reliable, and affordable transit that improves lives and strengthens our community.

Vision Statement

Be essential to a thriving community, connecting people to opportunity and driving growth through innovative transit.

Policy Statement

ACT is committed to implementing a comprehensive Transit Asset Management program that prioritizes safety, reliability, operational efficiency, accessibility, and long-term sustainability. ACT will utilize asset management principles to guide investment decisions, maintenance activities, and capital planning efforts in support of maintaining transit assets in a State of Good Repair.

ACT will continue monitor the condition and performance of rolling stock, equipment, and facilities to minimize service disruptions, extend useful asset life, and improve overall transit system performance.

Objectives

The objectives of ACT's TAM Program are to:

- Maintain transit assets in a State of Good Repair
- Improve safety, reliability, and service continuity
- Prioritize capital reinvestment and replacement needs
- Support data-driven decision-making and long-term financial planning
- Optimize maintenance practices and asset lifecycle management
- Ensure compliance with FTA TAM regulations
- Enhance operational efficiency and customer service

Key Performance Indicators (KPIs)

ACT will monitor and evaluate asset performance through the following Key Performance Indicators (KPIs):

KPI	Description	Goal
Fleet Availability	% of buses available for daily service	85–95%
Miles Between Road Calls (MBRC)	Average miles traveled before service-interrupting failure	5,000–10,000 strong performance
Fleet Age	Average fleet age and % beyond useful life benchmark, measured annually	Minimize over-age vehicles
PM Compliance	% of preventive maintenance inspections completed on time	90–95%+
Facility Condition Rating	Condition of maintenance, operations, and administrative facilities	Maintaining State of Good Repair

Executive Priorities

ACT's TAM Program supports the following executive priorities:

- Fleet reliability and service continuity
- Capital reinvestment planning and funding prioritization
- Compliance with FTA Transit Asset Management requirements
- Maintaining adequate facility support capacity for current and future operations

Asset Management Approach

ACT will apply lifecycle management principles to all applicable transit assets, including rolling stock, equipment, and facilities. Asset management activities will include:

- Routine inspections and condition assessments
- Preventive and corrective maintenance
- Asset performance tracking and reporting
- Useful life benchmarking and replacement planning
- Risk-based capital investment prioritization
- Annual TAM performance target review

ACT will use available operational, maintenance, and financial data to support informed decision-making and continuous improvement efforts.

Roles and Responsibilities

Management and staff responsible for operations, maintenance, finance, and administration will support implementation of the TAM Program. Responsibilities include:

- Maintaining accurate asset inventories and records
- Monitoring asset condition and performance
- Scheduling and completing preventive maintenance activities
- Identifying capital replacement needs
- Supporting TAM reporting and compliance activities
- Incorporating TAM principles into budgeting and planning processes

Continuous Improvement

ACT is committed to continuously improving its Transit Asset Management practices through ongoing evaluation of asset performance, maintenance effectiveness, operational needs, and regulatory requirements. The TAM Plan and associated performance targets will be reviewed and updated regularly to ensure alignment with agency goals and service demands.

TAMP Elements

Developing a Transit Asset Management Plan (TAMP) incorporates the fundamental components of an effective asset management program. The TAMP identifies the capital assets owned, operated, or maintained by the transit agency; evaluates the condition of those assets; establishes strategies for maintaining assets in a State of Good Repair (SGR); and prioritizes investments to support safe, reliable, and efficient public transportation service.

The TAMP also supports informed decision-making regarding asset rehabilitation, replacement, and capital investment planning while aligning asset performance with the level and quality of service provided to the public.

This TAMP covers a four-year planning horizon and will be reviewed and updated as necessary to reflect changes in asset inventories, funding availability, operational needs, and regulatory requirements.

The TAMP includes the following elements:

1. **Asset Inventory**
An inventory of capital assets used in the provision of public transportation services, including rolling stock, equipment, and facilities.
2. **Condition Assessment**
An assessment of the physical condition of inventoried assets to support State of Good Repair performance monitoring and investment decision-making.
3. **Decision Support Tools and Management Approach**
The processes, methodologies, and management practices used to evaluate asset condition, forecast capital needs, and support asset rehabilitation and replacement decisions.
4. **Investment Prioritization**
A prioritized approach for capital investments and asset replacement activities based on asset condition, safety considerations, operational impacts, and available funding resources.

5. **Performance Targets**

Performance targets established in accordance with Federal Transit Administration (FTA) Transit Asset Management requirements to measure progress toward maintaining assets in a State of Good Repair.

6. **Implementation and Monitoring**

Procedures for implementing the TAMP, monitoring asset performance, tracking progress toward established targets, and updating the plan as needed to address operational, financial, and regulatory changes.

SECTION 1: ASSET INVENTORY

Rolling Stock

Rolling stock is defined in the Buy America regulations (49 CFR Part 661.3) as “transit vehicles such as buses, vans, cars, railcars, locomotives, trolley cars and buses, and ferry boats, as well as vehicles used for support services.”

ACT maintains an inventory of all rolling stock assets used in the provision of public transportation services. ACT does not utilize or operate any third-party rolling stock assets. In accordance with FTA Circular 5010.1F, Grant Management Requirements, Chapter IV, ACT maintains the following information for each rolling stock and equipment asset acquired with federal funds:

- a. Asset description
- b. Asset identification number
- c. Ownership information
- d. Funding source and percentage of federal participation
- e. Acquisition date
- f. Asset cost
- g. Asset location
- h. Asset use and condition
- i. Useful life benchmark (ULB)
- j. Disposition data, when applicable

The current inventory for ACT’s rolling stock is in Appendix A.

Equipment

According to the Federal Transit Administration (FTA), equipment includes non-revenue service vehicles and non-vehicle equipment assets with an acquisition value of \$50,000 or more. Non-revenue service vehicles are primarily used to support maintenance activities, supervisory functions, or the delivery of materials, equipment, and tools related to public transportation operations.

ACT maintains an inventory of non-revenue service vehicle equipment assets used to support transit operations. ACT does not utilize or operate any third-party non-revenue service vehicle equipment assets.

Equipment: Non-Revenue Service Vehicles

ACT currently operates eleven non-revenue service vehicles in support of daily operations, including:

- Five pickup trucks
- One SUV
- Three sedans
- Two vans

ACT currently does not own any non-vehicle equipment assets with an acquisition value exceeding \$50,000.

In accordance with FTA Circular 5010.1, Grant Management Requirements, Chapter IV, ACT maintains the following information for rolling stock and equipment assets acquired with federal funds:

- a. Asset description
- b. Asset identification number
- c. Ownership information
- d. Funding source and percentage of federal participation
- e. Acquisition date
- f. Asset cost
- g. Asset location
- h. Asset use and condition
- i. Useful Life Benchmark (ULB)
- j. Disposition data, when applicable

The current inventory for ACT's non-revenue service vehicles is in Appendix A.

Facilities

Facilities are defined as any structure used in the provision of public transportation services in which the transit agency has ownership and direct capital responsibility. Facilities may include, but are not limited to, administrative buildings, maintenance facilities, bus storage areas, passenger stations, and related support structures.

ACT currently oversees three transit facilities. These include one facility that houses administrative offices, maintenance operations, and a vehicle parking garage; one multimodal

terminal that functions as a passenger transfer facility and supports administrative and operational activities as well as intercity bus services (Greyhound and FlixBus); and one bus wash facility.

ACT maintains an inventory of all facility assets and tracks their condition and characteristics to support Transit Asset Management (TAM) requirements and capital planning activities.

For each facility asset, ACT maintains the following required data elements:

- a. Asset ownership
- b. Asset description/name
- c. Physical location
- d. Asset type (e.g., administrative, maintenance, passenger facility, support facility)
- e. Facility size (square footage or equivalent measurement)
- f. Year built or age of facility
- g. Reported condition rating
- h. Number of parking spaces (where applicable)

The current inventory for ACT's facilities is in Appendix A.

SECTION 2: CONDITION ASSESSMENT

Condition assessment is a systematic process used to inspect and evaluate the physical and/or measured condition of transit assets. A well-defined condition assessment process supports the prediction of asset deterioration, identification of safety risks, determination of root causes of deficiencies, and integration of findings into proactive capital planning to ensure assets are maintained in a State of Good Repair (SGR).

ACT conducts condition assessments of its assets on an annual basis to support performance monitoring and capital investment planning.

Rolling Stock

Condition assessments for rolling stock are conducted annually. ACT currently evaluates rolling stock condition primarily using Useful Life Benchmark (ULB) criteria as defined by the Federal Transit Administration (FTA) Transit Asset Management (TAM) framework. Asset condition is determined by comparing the age of each vehicle to its established ULB.

Condition assessments of vehicles are also conducted annually using a Vehicle Condition Worksheet, which applies a standardized rating system to evaluate and score the condition of

each vehicle. This assessment provides a more detailed condition measure beyond Useful Life Benchmark (ULB) and supports more informed asset management decisions.

In addition, vehicles are routinely inspected through ACT's preventative maintenance program to identify safety concerns, performance issues, and maintenance needs that may not be captured through ULB or the annual condition worksheet assessment alone.

The following table includes all rolling stock assets owned and operated by ACT. ACT currently owns and operates a total of 34 rolling stock assets (revenue vehicles), of which 1 vehicle (3.0%) has exceeded its Useful Life Benchmark.

The current condition assessments for ACT's rolling stock are in Appendix B.

Equipment

ACT does not own or have direct capital responsibility for any non-revenue equipment assets with an acquisition value exceeding \$50,000. However, ACT does own and operate non-revenue service vehicles that support transit operations.

Condition assessments of equipment are conducted annually. ACT evaluates non-revenue service vehicle condition primarily using Useful Life Benchmark (ULB) criteria as defined by the Federal Transit Administration (FTA) Transit Asset Management (TAM) framework. Asset condition is determined by comparing the age of each vehicle to its established ULB.

In addition to ULB-based evaluation, condition assessments of non-revenue service vehicles are conducted annually using a Vehicle Condition Worksheet. This worksheet applies a standardized rating system to evaluate and score the condition of each vehicle, providing a more detailed condition measure beyond ULB and supporting more informed asset management decisions.

Vehicles are also routinely inspected through ACT's preventative maintenance program to identify safety concerns, performance issues, and maintenance needs that may not be captured through ULB or the annual condition worksheet assessment.

The following table includes all equipment (non-revenue service vehicles) owned and operated by ACT. Currently, ACT owns a total of eleven non-revenue service vehicles, of which 36% (4 vehicles) have surpassed their Useful Life Benchmark.

The current condition assessments for ACT's non-revenue service vehicles are in Appendix B.

Facilities

Facility condition assessments are conducted annually. ACT has direct capital responsibility for three facilities: the Transit Offices & Maintenance Facility, the Multimodal Terminal, and the Bus Wash facility.

ACT conducts facility condition assessments in accordance with the FTA Transit Asset Management (TAM) Facility Performance Measure Reporting Guidebook. The TERM (Transit Economic Requirements Model) scale and associated condition rating descriptions, as outlined in Appendix B of the guidance, are used as the standard reference for evaluating facility condition.

Facility condition assessments are typically conducted annually during September and follow a standardized process, as outlined below:

1. Identify facility asset and applicable rating elements
2. Conduct condition assessment using the TERM scale
3. Compile and aggregate assessment results
4. Calculate facility performance measures using the Median Value Method
5. Document and report condition assessment results

The facility condition assessment form used annually is included in Appendix C.

The TERM scale, as defined by the FTA, is provided in Appendix D.

SECTION 3: INTEGRATED ASSET MANAGEMENT APPROACH

ACT's Transit Asset Management (TAM) program is implemented through an integrated management approach that combines asset inventory data, condition assessments, performance measures, and key performance indicators (KPIs) to support informed decision-making and maintain assets in a State of Good Repair (SGR).

The management approach is designed to ensure that asset preservation, rehabilitation, and replacement decisions are systematic, data-driven, and aligned with operational needs, safety requirements, and available funding.

Asset Lifecycle Management

ACT manages assets throughout their lifecycle, from acquisition to disposal. Lifecycle management activities include:

- Tracking asset age, condition, and performance
- Monitoring Useful Life Benchmark (ULB) status
- Conducting annual condition assessments
- Identifying rehabilitation or replacement needs based on condition and performance trends
- Coordinating asset replacement timing with capital funding availability

Maintenance and Inspection Integration

Preventive maintenance activities and routine inspections are a key component of ACT's asset management strategy. Maintenance data is used to:

- Identify early signs of asset deterioration
- Support condition assessment findings
- Address safety and operational issues proactively
- Extend asset service life where feasible

Data-Driven Decision Making

ACT integrates multiple data sources into its management approach, including:

- Asset inventory records
- Vehicle Condition Worksheets
- TERM-based facility condition assessments
- Preventive maintenance records
- KPI performance trends

This information is used collectively to evaluate asset performance and support capital investment prioritization decisions.

Capital Planning Integration

The management approach is directly linked to ACT's annual budgeting and capital planning process. Asset condition, performance indicators, and lifecycle forecasts are used to:

- Prioritize capital replacement and rehabilitation projects

- Support long-term fleet and facility planning
- Align investments with State of Good Repair goals
- Optimize use of available federal, state, and local funding

Continuous Improvement

ACT's TAM program is periodically reviewed and updated to reflect changes in asset condition, operational requirements, funding availability, and regulatory guidance. Performance results and KPI trends are used to refine asset management practices and improve future investment decisions.

Decision Support

Process/Tool	Brief Description
Performance Measures and Targets	ACT utilizes FTA-required TAM performance measures and targets to support capital planning, project selection, and investment prioritization. These measures are used to evaluate progress toward maintaining assets in a State of Good Repair.
Asset Inventory	ACT maintains an inventory of all rolling stock, equipment, and facilities. The inventory is updated as needed to reflect acquisitions, retirements, disposals, and updated condition assessments.
Annual Budget	TAM performance measures and asset replacement needs are incorporated into ACT's annual budgeting process to align capital funding with asset condition and lifecycle requirements.
Vehicle Lifecycle Replacement Planning	ACT maintains a lifecycle replacement schedule for revenue and non-revenue vehicles to anticipate replacement needs, reduce service disruptions, and support long-term capital planning.
KPI's	ACT will monitor and evaluate asset performance through the Key Performance Indicators (KPIs) listed previously.

Risk Management

ACT identifies and monitors asset management-related risks to support proactive planning and ensure continuity of safe and reliable transit service. Risk considerations are incorporated into asset prioritization and capital investment decisions.

Risk	Mitigation Strategy
Loss or reduction of federal capital funding	Diversify capital funding sources and prioritize assets based on condition, safety, and State of Good Repair (SGR) needs to ensure critical replacements are addressed within available funding constraints.
Rolling stock failure or increased vehicle downtime	Prioritize replacement of vehicles exceeding Useful Life Benchmark (ULB), strengthen preventative maintenance practices and procedures, and implement a proactive maintenance program to identify and address recurring failures before service interruptions occur.
Aging fleet exceeding Useful Life Benchmark (ULB)	Use lifecycle replacement planning and KPI tracking (fleet age, condition scores) to prioritize capital replacement programming.
Facility deterioration impacting operations	Conduct annual TERM-based facility assessments and prioritize rehabilitation projects based on condition ratings (Marginal/Poor).

Acquisition and Renewal Strategy

ACT's Acquisition and Renewal Strategy ensures that asset replacement and acquisition decisions are based on lifecycle condition, performance data, and operational needs.

Replacement Criteria

Assets are prioritized for replacement based on:

- Useful Life Benchmark (ULB) status
- Condition assessment results (Vehicle Condition Worksheets / TERM scale)
- Reliability performance (MBRC, downtime trends)

- Maintenance cost and frequency

Acquisition Planning

New asset acquisition is guided by:

- Replacement schedules
- Service demand and operational needs
- Standardization of fleet and equipment where applicable
- Funding availability (federal, state, and local sources)

Lifecycle Integration

Maintenance data and condition assessments directly inform renewal decisions. Assets with declining performance, increasing maintenance costs, or poor condition ratings are advanced in the replacement queue.

Capital Planning Alignment

All acquisition and renewal decisions are incorporated into ACT's annual budget process and capital improvement program to ensure alignment with available funding and long-term SGR goals.

SECTION 4: INVESTMENT PRIORITIZATION

Amarillo City Transit (ACT) evaluates asset condition on an annual basis and considers operational and lifecycle needs when prioritizing capital investments, with an emphasis on maintaining assets in a State of Good Repair (SGR). ACT prioritizes the safety, reliability, and efficiency of the transit system in all capital planning and investment decisions.

ACT reviews asset condition data, performance measures, maintenance trends, and lifecycle needs in relation to available capital funding to support informed decision-making and effective allocation of resources. This includes evaluating identified asset replacement and rehabilitation needs against anticipated funding availability on an annual basis.

This Transit Asset Management (TAM) Plan supports ACT's efforts to implement a consistent, data-driven approach to asset management that aligns investment decisions with asset condition, operational performance requirements, and long-term capital planning objectives.

Investment prioritization decisions are based on several factors, including:

- Asset condition assessments
- Useful Life Benchmark (ULB) status
- Safety and operational impacts
- Maintenance and reliability trends
- Fleet and facility performance indicators
- Availability of federal, state, and local funding

Projects identified as High priority typically involve assets that are approaching or exceeding their Useful Life Benchmark, have declining condition or reliability, or are critical to maintaining safe and effective transit operations.

Proposed Investments

Project Year	Project Name	Asset Class	Estimated Cost	Priority	Justification
2027	8400 Series Replacement	Rolling Stock	7.5 million	High	Vehicles approaching/exceeding ULB and increased maintenance needs
2027	9200 Series Replacement	Rolling Stock	TBD	High	Vehicles approaching ULB
2028	9000 Series Replacement	Rolling Stock	1.7 million	High	Vehicles approaching ULB and increased maintenance needs
TBD	Relocation of Maintenance Facility, Bus Barn, Drivers Room, Safety/Training Areas	Facility	TBD	High	Improve operational efficiency and long-term facility needs

SECTION 5: Performance Targets

Amarillo City Transit (ACT) has established Transit Asset Management (TAM) performance targets in accordance with 49 CFR Part 625 Subpart D. These performance targets are used to monitor asset condition and support ACT's efforts to maintain assets in a State of Good Repair (SGR).

The following performance measures represent the minimum standards established by the Federal Transit Administration (FTA):

- **Rolling Stock:** Percentage of revenue vehicles exceeding the Useful Life Benchmark (ULB)
- **Equipment:** Percentage of non-revenue service vehicles exceeding the ULB
- **Facilities:** Percentage of facilities rated below 3.0 on the Transit Economic Requirements Model (TERM) scale

ACT establishes annual performance targets using asset inventory data, condition assessments, lifecycle replacement planning, maintenance trends, and anticipated funding availability. Performance targets are reviewed annually and may be adjusted based on operational needs, asset condition trends, and available capital funding.

The current performance metric and targets are in Appendix E.

Performance target results are incorporated into ACT's investment prioritization and capital planning process to support data-driven asset management decisions.

SECTION 6: IMPLEMENTATION AND MONITORING

ACT will implement this Transit Asset Management (TAM) Plan through ongoing coordination between asset management activities, maintenance operations, condition assessments, and capital planning processes. The TAM Plan will be used to support data-driven decision-making and prioritize investments that maintain assets in a State of Good Repair (SGR).

Roles and Responsibilities

ACT staff responsible for asset management activities will coordinate implementation and monitoring of the TAM Plan. Responsibilities include maintaining asset inventories, conducting condition assessments, monitoring performance targets and KPIs, supporting maintenance activities, and coordinating capital planning and replacement scheduling.

Performance Monitoring

ACT will monitor asset performance and condition using:

- Useful Life Benchmark (ULB) tracking
- Vehicle Condition Worksheets
- TERM-based facility assessments
- Preventive Maintenance (PM) compliance
- Miles Between Road Calls (MBRC)
- Fleet availability and reliability trends

Performance targets and KPI trends will be reviewed periodically to evaluate asset condition and support investment prioritization decisions.

Annual Review and Updates

ACT will review the TAM Plan annually and update asset inventories, condition assessments, performance targets, and investment priorities as needed. The TAM Plan will be formally updated at least once every four years, or more frequently if significant changes occur in asset inventory, funding availability, or operational needs.

Integration with Capital Planning

Information collected through the TAM process will be incorporated into ACT's annual budgeting process, capital improvement planning, and grant development activities. Asset condition and lifecycle data will be used to support replacement schedules and rehabilitation priorities.

Continuous Improvement

ACT will continue to enhance its asset management practices by improving data collection, monitoring performance trends, refining maintenance procedures, and evaluating opportunities to improve long-term asset performance and reliability.

Appendices

Appendix A – Asset Inventory Tables

Rolling Stock Inventory							
Asset Class	Asset Name	Make	Model	ID/Serial No.	Asset Owner	Age (Yrs)	Mileage 7-31-26
Van	1280	Ford	Transit	1FBVU4XG0TKA13977	ACT	0	738
Van	9247	Ford	E-Transit	1FTBW9CK6PKA18557	ACT	3	38,091
Van	9248	Ford	E-Transit	1FTBW9CK8PKA00089	ACT	3	27,925
Van	9249	Ford	E-Transit	1FTBW9CK4PKA18511	ACT	3	32,401
Van	9250	Ford	E-Transit	1FTBW9CK7PKA02142	ACT	3	48,948
Van	9251	Ford	E-Transit	1FTBW9CK1PKA18501	ACT	3	26,717
Van	9252	Ford	E-Transit	1FTBW9CK6PKA06473	ACT	3	33,369
Cutaway	9005	Champion	Challenger	1FD4FE4FNXNDC03141	ACT	5	180,837
Cutaway	9006	Champion	Challenger	1FD4FE4FN1NDC03139	ACT	5	191,529
Cutaway	9007	Champion	Challenger	1FD4FE4FN2NDC03134	ACT	5	171,983
Cutaway	9008	Champion	Challenger	1FD4FE4FN3NDC03143	ACT	5	155,077
Cutaway	9009	Champion	Challenger	1FD4FE4FN6NDC03136	ACT	5	159,280
Cutaway	9010	Champion	Challenger	1FD4FE4FN4NDC03135	ACT	5	191,002
Cutaway	9011	Champion	Challenger	1FD4FE4FN1NDC03142	ACT	5	187,171
Cutaway	9012	Champion	Challenger	1FD4FE4FN8NDC03137	ACT	5	167,408
Cutaway	9013	Champion	Challenger	1FD4FE4FNXNDC03138	ACT	5	187,961
Cutaway	9014	Champion	Challenger	1FD4FE4FN8NDC03140	ACT	5	198,348
Cutaway	8870	Champion	LF Transport	1FD4FE4FSXBDA29587	ACT	16	119,790
Bus	8874	Gillig	Low Floor	15GGB2718L3195180	ACT	10	205,288
Bus	8875	Gillig	Low Floor	15GGB2718L3195181	ACT	10	142,167
Bus	8876	Gillig	Low Floor	15GGB2718L3195182	ACT	10	168,296
Bus	8877	Gillig	Low Floor	15GGB2718L3195183	ACT	10	199,021
Bus	8878	Gillig	Low Floor	15GGB2718L3195184	ACT	10	203,042
Bus	8879	Gillig	Low Floor	15GGB2718L3195185	ACT	10	191,738
Cutaway	8427	Champion	Defender	4UZADRDT2HCJA3326	ACT	10	320,284
Cutaway	8428	Champion	Defender	4UZADRDT4HCJA3327	ACT	10	331,441
Cutaway	8429	Champion	Defender	4UZADRDT8HCJA3329	ACT	10	305,692
Cutaway	8430	Champion	Defender	4UZADRDT6HCJA3328	ACT	10	343,408
Cutaway	8431	Champion	Defender	4UZADRDT5HCJA5684	ACT	10	324,275
Cutaway	8432	Champion	Defender	4UZADRDT3HCJA5683	ACT	6	346,945
Cutaway	8433	Champion	Defender	4UZADRDT1HCJA5682	ACT	6	305,102
Cutaway	8434	Champion	Defender	4UZADS0T0HCJB1254	ACT	6	371,963
Cutaway	8435	Champion	Defender	4UZADS0T9HCJB1253	ACT	6	358,292
Cutaway	8437	Champion	Defender	4UZADS0T5HCJB1251	ACT	6	370,352
Cutaway	8438	Champion	Defender	4UZADS0T7HCJB1252	ACT	6	372,979

Equipment Inventory							
Asset Class	Asset Name	Make	Model	ID/Serial No.	Asset Owner	Age (Yrs)	Mileage 7-31-26
Support Vehicle	9253	Chrysler	VAN	2C4RC1CG0PR526593	ACT	3	16,861
Support Vehicle	9254	Chrysler	VAN	2C4RC1CG7PR526610	ACT	3	14,808
Support Vehicle	9193	Ford	TRUCK	1FDUF4GT9NDA22436	ACT	4	18,366
Support Vehicle	9147	Ford	SUV	1FM5k8FW8NNA01199	ACT	5	19,063
Support Vehicle	9151	Chevy	SEDAN	1G1ZD5ST3NF109419	ACT	5	7,373
Support Vehicle	5929	Ford	P/U	1FDWF36F6YEB36634	ACT	27	50,956
Support Vehicle	7098	Ford	SEDAN	1FAHP24W48G185896	ACT	19	149,066
Support Vehicle	7148	Ford	TRUCK	1FDWF36578EE54429	ACT	19	71,961
Support Vehicle	7314	Ford	Sedan	3FAHP0GA2BR191216	ACT	16	84,998
Support Vehicle	7696	Ford	P/U	1FTMF1EM5DKE67149	ACT	14	68,571
Support Vehicle	7848	Ford	P/U	1FTMF1EM1EKD12440	ACT	13	62,006

Facility Inventory						
Asset Class	Asset Name	Address	Asset Owner	Age (Yrs)	Sq Ft	# of Parking Spaces
Transit Offices & Maintenance Facility	Transit Offices & Maintenance Facility	801 S.E. 23rd Ave., Amarillo, TX 79105	ACT	45	30,620	17
Transfer Station	Multi-modal Terminal	509 S. Bowie St.	ACT	24	1,290	n/a
Bus Wash	Bus Wash	800 S.E. 23rd Ave., Amarillo, TX 79105	ACT	48	1,170	n/a

Appendix B – Vehicle Condition Assessment

Rolling Stock Condition						
Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Van	1280	1FBVU4XG0TKA13977	0	\$110,000.00	4	No
Van	9247	1FTBW9CK6PKA18557	3	\$115,000.00	4	No
Van	9248	1FTBW9CK8PKA00089	3	\$115,000.00	4	No
Van	9249	1FTBW9CK4PKA18511	3	\$115,000.00	4	No
Van	9250	1FTBW9CK7PKA02142	3	\$115,000.00	4	No
Van	9251	1FTBW9CK1PKA18501	3	\$115,000.00	4	No
Van	9252	1FTBW9CK6PKA06473	3	\$115,000.00	4	No
Cutaway	9005	1FDFE4FNXNDC03141	5	\$140,000.00	10	No
Cutaway	9006	1FDFE4FN1NDC03139	5	\$140,000.00	10	No
Cutaway	9007	1FDFE4FN2NDC03134	5	\$140,000	10	No
Cutaway	9008	1FDFE4FN3NDC03143	5	\$140,000	10	No
Cutaway	9009	1FDFE4FN6NDC03136	5	\$140,000	10	No
Cutaway	9010	1FDFE4FN4NDC03135	5	\$140,000	10	No
Cutaway	9011	1FDFE4FN1NDC03142	5	\$140,000	10	No
Cutaway	9012	1FDFE4FN8NDC03137	5	\$140,000	10	No
Cutaway	9013	1FDFE4FNXNDC03138	5	\$140,000	10	No
Cutaway	9014	1FDFE4FN8NDC03140	5	\$140,000	10	No
Cutaway	8870	1FDFE4FSXBDA29587	16	\$140,000	10	Yes
Bus	8874	15GGB2718L3195180	10	\$800,000	14	No
Bus	8875	15GGB2718L3195181	10	\$800,000	14	No
Bus	8876	15GGB2718L3195182	10	\$800,000	14	No
Bus	8877	15GGB2718L3195183	10	\$800,000	14	No
Bus	8878	15GGB2718L3195184	10	\$800,000	14	No
Bus	8879	15GGB2718L3195185	10	\$800,000	14	No
Cutaway	8427	4UZADRDT2HCJA3326	10	\$170,000	10	No
Cutaway	8428	4UZADRDT4HCJA3327	10	\$170,000	10	No
Cutaway	8429	4UZADRDT8HCJA3329	10	\$170,000	10	No
Cutaway	8430	4UZADRDT6HCJA3328	10	\$170,000	10	No
Cutaway	8431	4UZADRDT5HCJA5684	10	\$170,000	10	No
Cutaway	8432	4UZADRDT3HCJA5683	6	\$170,000	10	No
Cutaway	8433	4UZADRDT1HCJA5682	6	\$170,000	10	No
Cutaway	8434	4UZADSDT0HCJB1254	6	\$190,000	10	No
Cutaway	8435	4UZADSDT9HCJB1253	6	\$190,000	10	No
Cutaway	8437	4UZADSDT5HCJB1251	6	\$190,000	10	No
Cutaway	8438	4UZADSDT7HCJB1252	6	\$190,000	10	No

Equipment Condition						
Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Support Vehicle	9253	2C4RC1CG0PR526593	3	\$ 85,000	4	No
Support Vehicle	9254	2C4RC1CG7PR526610	3	\$ 85,000	4	No
Support Vehicle	9193	1FDUF4GT9NDA22436	4	\$ 75,000	14	No
Support Vehicle	9147	1FM5k8FW8NNA01199	5	\$ 30,000	8	No
Support Vehicle	9151	1G1ZD5ST3NF109419	5	\$ 50,000	8	No
Support Vehicle	5929	1FDWF36F6YEB36634	23	\$ 30,000	14	Yes
Support Vehicle	7098	1FAHP24W48G185890	15	\$ 16,500	8	Yes
Support Vehicle	7148	1FDWF36578EE54429	15	\$ 23,500	14	Yes
Support Vehicle	7314	3FAHPOGA2BR191216	12	\$ 30,000	8	Yes
Support Vehicle	7696	1FTMF1EM5DKE67149	10	\$ 19,000	14	No
Support Vehicle	7848	1FTMF1EM1EKD12440	9	\$ 19,500	14	No

Facility Condition				
Asset Class	Asset Name	Age (Yrs)	TERM Scale Condition	Under 3.0 Rating
Transit Offices & Maintenance Facility	Transit Offices & Maintenance Facility	45	3.65	No
Transfer Station	Multi-modal Terminal	24	5	No
Bus Wash	Bus Wash	48	3	No

Appendix C – Condition Assessment Forms

Vehicle Condition Worksheet - Subsystem Rating Guide			Vehicle Condition Scoring Guide
Score	Rating	Description	Score
10	Excellent	Brand new, no major problems exist, only routine PM required	80-100
7-9	Good	Elements are in good working order, require no nominal or infrequent minor repairs (More than 6 months between minor repairs)	61-80
4-6	Moderate	Requires frequent minor repairs (<6 months between) or infrequent major repairs (>6 months between)	41-60
1-3	Poor	Requires frequent major repairs (<6 months between)	21-40
0	--	In such poor condition that continued use presents potential problems	<=20
Date:			
Inspector 1:			
Inspector 2:			
			Ave. Condition Assessment
Vehicle and Component Rating			Vehicle #:
No. 1	System	Description of Subsystem Evaluated	Year:
1	Engine	Available compression tests, oil usage, oil analysis and noise	
2	Drive-Train	Transmission and rear-end bases fluid analysis, shift quality, fluid leaks and noise	
3	Electrical	Lights, switches, gauges, electrical mechanisms, front to back wiring	
4	Suspension/Steering	Springs, shocks struts, steering wheel "play"	
5	A/C Heating	Cooling and heating throughout vehicle	
6	Structure	Extent of cracks and rust in frame and structure	
7	Body Interior	Condition of floor, windows, seats, side and modesty panels	
8	Body Exterior	Extent of cracks , dents, and rust	
9	Wheelchair Safety	Ability to load and unload passengers safely	
10	Safety Systems	Braking system, emergency brake, emergency exit windows and doors	
Vehicle Condition Score			

Facility Condition Assessment						
Facility Name						
Date:						
Inspector 1:						
Inspector 2:						
Component	Sub-components	1-5 Rating	Component	Sub-components	1-5 Rating	
Substructure	Foundation		Fire Protection	Sprinklers (in new addition)		
	Basement			Standpipes		
Shell	Superstructure			Electrical	Hydrants	
	Roof		Distribution			
	Exterior		Wiring			
	Shell appurtenances		Communications			
Interiors	Partitions		Equipment	Other		
	Stairs (in shop/attic)					
	Finishes					
Conveyance	Elevators		Site	Roadways/driveways		
	Escalators			Signage		
	Lifts			Parking Lots		
				Pedestrian Areas		
Plumbing	Fixtures				Fences/Walls	
	Water Distribution				Landscaping	
	Sanitary Waste				Site Utilities	
	Rain water drainage					
HVAC	Energy supply					
	Generation/distribution					
	Controls					
	Chimneys/vents					
Does any portion of the facility pose an immediate safety risk?						
If yes, please describe the risk and attach photos of the risk?						
Write any additional comments about the facility.						

Appendix D – TERM Rating Scale

TERM Rating	Description
Excellent	New or like-new condition. No visible defects or deterioration. No maintenance or repair required.
Good	Minor or superficial defects may be present. Routine maintenance or minor repairs may be needed. No significant deterioration such as cracking, spalling, sagging, rust, or structural shifting.
Adequate	Moderate deterioration is present. Asset may exhibit minor cracking, spalling, rust, shifting, or wear. Asset remains functional and generally within its useful life but may require increased maintenance.
Marginal	Significant deterioration is evident. Asset may show extensive cracking, corrosion, sagging, spalling, or other advanced wear. Asset remains functional but may require substantial rehabilitation and may be near or beyond its useful life.
Poor	Severe deterioration affecting functionality and performance. Major defects are present, and the asset may require major rehabilitation or replacement to restore serviceability. Asset has exceeded its useful life or is no longer performing as intended.

Appendix E – Performance Target Metrics

Asset Category	Vehicle Type	Fleet Size	Current Vehicle Age (Years)	FTA ULB	FY25 Performance Metric (% Exceeding ULB)	FY 26 Target
Rolling Stock	Bus (BU)	6	5	14	0%	0%
Rolling Stock	Cutaway	22	4, 9, & 15	7 & 10	5%	5%
Rolling Stock	Van (VN)	6	2	4	0%	0%
Equipment	Auto (AO)	3	4, 15, & 18	8	66.67%	Reduce below 66.67% as funding allows
Equipment	Trucks & Other Rubber Tire Vehicles	6	3, 4, 12, 13, 18, & 26	14	25%	Reduce below 25% as funding allows
Equipment	Van (VN)	2	2	4	0%	0%

Facility Category	FY25 Performance Measure (% Below TERM 3.0)	FY26 Target
Administrative / Maintenance Facilities	0.00%	0.00%
Terminal	0.00%	0.00%
Bus Wash	0.00%	0.00%

Appendix F – Revision History

Original Effective Date:

10/1/18

Last Modified By:	Last Modified:
Brianna Mills, Management Analyst	8/29/18
Brianna Mills, Grants & Compliance Coordinator	9/29/22
Brianna Mills, Grants & Compliance Manager	9/30/26