



**REQUEST FOR PROPOSALS
ATL SOLICITATION # 26-002**

**TRANSIT OPERATIONS AND MAINTENANCE SERVICES
For ATLANTA-REGION TRANSIT LINK AUTHORITY and
GWINNETT COUNTY**

ATTACHMENT 11

CONTENTS

Ride Gwinnett Transit Asset Management Plan

Atlanta-Region Transit Link Authority

Group Transit Asset Management Plan FYs 2022-2026

September 29, 2022

Group Operators:



GWINNETT COUNTY TRANSIT



ATL

ATLANTA-REGION
TRANSIT LINK AUTHORITY

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1.0 Introduction

This document serves as the Group Transit Asset Management (TAM) Plan for the Atlanta-Region Transit Link Authority (ATL), and covers the horizon period October 1, 2022 to September 30, 2026. This Group TAM Plan is a collaborative plan between seven Tier II operators. The seven operators that are sponsored by ATL within this Group TAM Plan are:

1. Cherokee Area Transportation System (CATS)
2. CobbLinc
3. Connect Douglas
4. Forsyth County
5. Gwinnett County Transit (GCT)
6. Henry County Transit
7. Paulding Transit

Transit Asset Management Rule

On July 26, 2016, the Federal Transit Administration (FTA) published the Transit Asset Management Final Rule to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. The TAM Final Rule established minimum federal requirements for transit asset management applicable to all recipients of Chapter 53, U.S.C. funds that own, operate, or manage public transportation capital assets. The seven transit operators sponsored in this Group TAM Plan by ATL are recipients of Chapter 53 funds and own, operate, and manage capital assets; therefore, they must prepare a TAM Plan by October 1, 2022, in compliance with FTA's TAM Final Rule. Under the TAM Final Rule, affected transit agencies were required to submit an initial TAM Plan by October 1, 2018, and must update the TAM Plan every four years to review the previous process and apply lessons learned. Additionally, it is an opportunity for agencies to incorporate any changes or updates to transit assets that have occurred in the past four years.

The 2022 Group TAM Plan will be the first update of the TAM Plan for all transit agencies that submitted one in 2018, as is required by the FTA¹. Of the seven operators sponsored by ATL in this Group TAM plan, Connect Douglas, GCT, and Henry County Transit were sponsored by the Atlanta Regional Commission (ARC) in its 2018 Group TAM Plan; CATS, Forsyth County, and Paulding Transit were sponsored by the Georgia Department of Transportation (GDOT) in its 2018 Group TAM Plan; and CobbLinc completed its own TAM plan in 2018.

Group TAM Plan Sponsor

The TAM Final Rule indicates that FTA-defined Tier II providers may join a group plan. Tier II transit providers do not operate rail fixed-guideway public transportation systems and have either 100 or fewer fixed-route or demand response revenue vehicles during peak regular service hours. ATL is the sponsor of a Tier II Group TAM plan on behalf of the seven operators previously listed. As the sponsor, ATL is responsible for coordinating the development of and submitting the 2022 Group TAM Plan. ATL will also be responsible for future TAM reporting on asset performance measures to the National Transit Database (NTD).

¹ 49 CFR Parts 625, §625.29c

Operator Overviews

The following is a description of the operators included in this Group TAM Plan. All of which are located within the 13-county region of Atlanta.

Cherokee Area Transportation System (CATS)

The Cherokee County Board of Commissioners provides public transportation for the residents of Cherokee County through the Cherokee Area Transportation System, known locally as CATS. CATS provides three services that cover the city of Canton and the unincorporated areas of Cherokee County.

Fixed-route services provide two bus routes through various parts of Canton. Paratransit services are also provided within a 0.75-mile area of the transit routes. Additionally, CATS provides demand response services across the entire county, providing access to residents in rural areas to a variety of destinations of interest, particularly in but not limited to Canton. All services are provided Monday through Friday, from 8:00 AM to 4:00 PM.

CobbLinc

The Cobb County Board of Commissioners, through the Cobb County Department of Transportation, provides public transportation for the residents of Cobb County through CobbLinc. CobbLinc provides various services that help connect residents in the urban and suburban communities of Cobb County, such as Kennesaw and Marietta. Transportation services provide commuters in Cobb County the opportunity to travel into the neighboring Fulton County and Atlanta. CobbLinc is the largest transit operator sponsored in this Group TAM plan, providing nine local fixed routes, two circulator routes, and three express bus routes. CobbLinc also operates demand response services in three FLEX zones in southwest Cobb County.

CobbLinc provides paratransit services within a 0.75-mile area of the fixed transit routes within Cobb County and in very limited areas in Fulton County. CobbLinc provides services daily except on six major holidays.

Connect Douglas

The Douglas County Board of Commissioners, through the Douglas County Department of Transportation, provides Connect Douglas public transportation throughout Douglas County and into neighboring counties, including Cobb and Fulton. Connect Douglas operates three main services: fixed-route bus, ADA paratransit service, demand response services. Commuter vanpool service was formerly provided but has been suspended until further notice.

Four fixed routes were implemented in 2019 and cover the city of Douglasville and its surrounding areas. One of the routes provides riders with connections into Cobb County. Connect Douglas also provides paratransit services that cover a one-mile area around the four transit routes. Demand response services are provided countywide for seniors and individuals with disabilities.

Forsyth County

The Forsyth County Board of Commissioners provides “on call” Dial-a-Ride service that allows residents to schedule a ride anywhere within the county. There are no limitations to the trip purposes. The service operates a fleet of vans equipped to aid in transporting ADA qualified individuals.

Gwinnett County Transit (GCT)

The Gwinnett County Board of Commissioners provides commuter express bus, local fixed-route bus, and paratransit services.

Three commuter bus routes provide residents in Gwinnett County the opportunity to access the greater Atlanta region. Six fixed routes cover different parts of Gwinnett County; four connect various communities along the I-85 corridor, such as Norcross and Duluth, to MARTA (Metropolitan Atlanta Rapid Transit Authority) services into Atlanta. Two routes cover the city of Lawrenceville, which is closer to the center of Gwinnett County. GCT also provides paratransit service within 0.75-mile of its fixed-routes.

Henry County Transit

The Henry County Board of Commissioners provides public transportation services through its Transit Department. While Henry County is interested in providing fixed-route services or alternative mobility services, most notably through the release of its December 2021 Transit Master Plan, currently only demand response service is provided to residents by advanced request. The service provides countywide coverage and operates Monday through Friday.

Paulding County

The Paulding County Board of Commissioners provides public transportation through Paulding Transit, offering countywide demand response service at no charge to county residents. Individuals that request service are picked up and transported to a variety of destinations such as the Department of Family and Children Services, the Health Department, various senior centers, and other local amenities for the purpose of shopping, groceries, and employment access.

TAM Plan Requirements

This Group TAM Plan addresses the four elements required by the FTA for Tier II providers. Table 1-1 provides a checklist to demonstrate ATL's compliance with the required TAM Plan elements and where in the document each is found.

Table 1-1: FTA TAM Compliance Checklist

Required Elements	Status/Plan Section
1. Do I have a TAM Plan that covers a four-year period?	✓ This Group TAM Plan includes a FY 2022-FY 2026 horizon.
2. Was the TAM plan updated within the last four years?	✓ Former TAM Plans were completed in 2018 for all participating operators
3. Do I have a TAM Plan that includes all required elements:	
a. An asset inventory for all assets used in the provision of public transportation, including those owned by third parties?	✓ Section 2
b. A condition assessment of all assets in my asset inventory for which I have direct capital responsibility?	✓ Section 3
c. An investment prioritization that:	
• Ranks projects to improve or manage the state of good repair over the horizon period	
• Includes all capital assets for which I have direct capital responsibility,	✓ Section 5
• Is at the asset class level?	
d. Did I document the analytical processes and decision-support tools used in developing my TAM Plan?	
4. Do I have documentation that I calculated performance for:	
<i>Equipment</i> (non-revenue service vehicles, support-service, and maintenance vehicles equipment) – percentage of vehicles that have either met or exceeded their Useful Life Benchmark (ULB) for all assets for which I have direct capital responsibility.	
<i>Rolling Stock</i> – percentage of revenue vehicles by vehicle type that have either met or exceeded their ULB for all assets for which I have direct capital responsibility.	✓ Section 4 (Infrastructure asset category not applicable for participating operators)
<i>Infrastructure</i> (rail fixed-guideway, track, signals, and systems) – percentage of track segments with performance restrictions for all assets for which I have direct capital responsibility.	
<i>Facilities</i> – percentage of facilities within an asset group rated below condition 3 on the (Transit Economic Requirements Model) TERM scale for all assets for which I have direct capital responsibility.	
5. Do I have documentation that I set annual performance targets to project the following fiscal year for:	
• Equipment	✓ Section 4
• Rolling Stock	
• Facilities	
6. Did I make my TAM Plan, any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report available to the State and/or MPO that provides my funding?	✓ Group TAM Plan delivered to GDOT and ARC upon completion
7. Did I create a group plan for participants that meets the associated requirements?	✓ Enclosed group plan meets associated requirements per FTA

Source: Federal Transit Administration, <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/asset-management/55371/compliance-checklist-2019.pdf>

TAM Plan Horizon

ATL is required to complete its Group TAM Plan update by October 1, 2022. This update will outline the transit asset management plan for a horizon period of four years for the seven operators listed under ATL's sponsorship. The Group TAM Plan horizon follows the federal fiscal year; therefore, it covers October 1, 2022 to September 30, 2026.

Accountable Executives

Per TAM Final Rule, each transit operator receiving FTA funding must designate an "Accountable Executive" to implement the Group TAM Plan. Table 1-2 lists the Accountable Executive representing the seven operators sponsored in this Group TAM Plan. The signature page for the Accountable Executive's approval can be found in Appendix A.

Table 1-2: TAM Accountable Executives by Operator

Operator	Accountable Executive	Title
CATS	Greg Powell	Director
CobbLinc	Thomas Pearson	Asset Manager
Connect Douglas	Ron Roberts	Director
Forsyth County	Roy Rickert	Director
GCT	China Thomas	Director
Henry County Transit	Taleim Salters	Director
Paulding Transit	Betty Roach	Director

The Accountable Executives are responsible for:

- Ensuring the development and implementation of the TAM Plan, in accordance with 49 CFR §625.25 (Transit Asset Management Plan Requirements).
- Ensuring that the reporting requirements, in accordance with both 49 CFR §625.53 (Recordkeeping for Transit Asset Management) and §625.55 (Annual Reporting for Transit Asset Management), are completed.
- Approving the annual asset performance targets and TAM Plan document. These required approvals will be self-certified by the Accountable Executives via the annual FTA Certifications and Assurances forms in FTA's Transit Award Management System (TrAMS).

2.0 Asset Inventory

Asset Categories

49 CFR §625.25 defines four asset categories to be considered in the Group TAM Plan:

- *Rolling Stock* – revenue vehicles used to provide transit service
- *Equipment* – non-revenue service vehicles and equipment with an acquisition value of \$50,000 or more.
- *Infrastructure* – structures (e.g., bridges, tunnels, elevated structures) or fixed-guideway infrastructure (e.g., track, exclusive bus right-of-way).
- *Facilities* – maintenance or administrative facilities, passenger facilities, or parking facilities (e.g., parking garages or park-and-ride lots).

The inventory of the ATL Group TAM Plan includes all assets owned, operated, and maintained by each plan participant. The Group TAM Plan inventory is comprised of the following asset categories:

- Rolling Stock
- Equipment
- Facilities

None of the operators own any exclusive infrastructure assets; therefore, this category is not included in the Group TAM Plan.

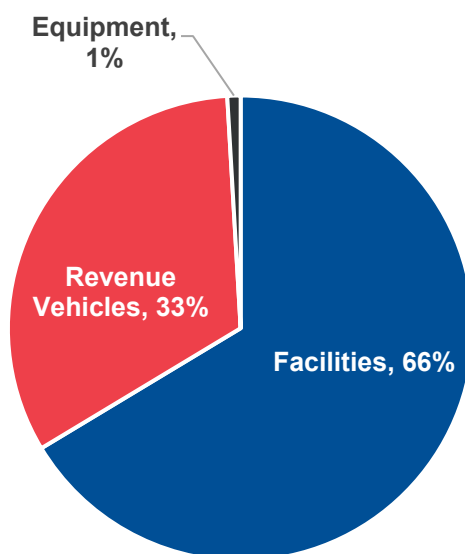
Asset Base

To define the ATL group inventory and calculate the current value of its asset base, the assets included in the rolling stock, equipment, and facilities asset categories are further broken down by asset class. Table 2-1 shows the asset classes used throughout the Group TAM Plan for all three asset categories, the number of assets under each asset class, and the associated 2022 value and distribution. As further detailed in Figure 2-1, facilities make up about 66% of the group's total inventory value at a little over \$218 million, with park & ride and passenger facilities making up a large portion of the facilities category value. Rolling stock, valued at nearly \$108 million, makes up about 33%, largely buses and over-the-road coaches. At \$3 million, equipment assets make up just below 1% of the entire inventory value.

Table 2-1: 2022 Asset Base

Asset Category	Asset Class	Number of Assets	Total Value (\$2022)	Distribution of Value
Facilities	Administration	4	\$6,087,110	1.9%
	Maintenance	2	\$5,821,993	1.8%
	Park & Ride	9	\$63,332,765	19.3%
	Passenger	4	\$142,863,989	43.5%
<i>Facilities Subtotal</i>		<i>19</i>	<i>218,105,857</i>	<i>66.4%</i>
Equipment	Non-Revenue Vehicles	11	\$518,315	0.2%
	Other Equipment	2	\$2,509,829	0.8%
<i>Equipment Subtotal</i>		<i>13</i>	<i>\$3,028,144</i>	<i>0.9%</i>
Rolling Stock	Bus	100	\$56,474,927	17.2%
	Over-the-Road Coach	65	\$38,942,531	11.9%
	Cutaways	117	\$10,248,761	3.1%
	Minivan	51	\$1,805,947	0.5%
<i>Rolling Stock Subtotal</i>		<i>333</i>	<i>107,472,167</i>	<i>32.7%</i>
Total		365	\$328,606,169	

Figure 2-1: 2022 Asset Base by Asset Class Value (\$2022)



Existing Asset Inventory

This section discusses the rolling stock, equipment, and facility capital assets that the group owns, operates, and has direct capital responsibility for and, are therefore, included in the Group TAM Plan asset inventory. Detailed inventories are in Appendix B.

Rolling Stock

The rolling stock asset category includes revenue service vehicles operated and owned by any of the seven operators with the primary purpose of transporting passengers. Operators maintain their assets in an Excel-based inventory and report it to ATL annually. The following data fields are maintained for each rolling stock asset:

Asset Class	Expansion	Height
Asset ID	Year Built	Year Collected
NTD ID	Unit Cost	Source
Address	Soft Cost	Asset Condition Rating
Mode	Cost Year	Owner
Description	Useful Life	Mileage
Asset Class	Priority	Asset Type
Quantity	Delayed Replacement Age	Make/Model
Unit	Length	

The group rolling stock inventory consists of 333 vehicles, including 100 buses, 65 over-the-road coaches, 117 cutaway vans, and 51 minivans. The Group TAM Plan asset inventory details are summarized in Table 2-2 for all rolling stock asset classes.

Table 2-2: Summary of Rolling Stock Assets

Asset Class	Total	Average Age	Average Value (\$2022)
Bus	100	6	\$564,749
Over-the-Road Coach	65	12	\$599,116
Cutaways	117	6	\$87,596
Minivan	51	5	\$35,411
All Assets	333	7	\$321,718

Equipment

Per FTA requirements, equipment evaluated in this Group TAM Plan includes all non-revenue service vehicles (regardless of value) and any relevant equipment with an acquisition cost of \$50,000 or more. This includes equipment that supports providing public transportation services, such as bus washes or lifts, or that is used primarily to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools. The Group TAM Plan equipment asset inventory details are summarized in Table 2-3.

Table 2-3: Summary of Equipment Assets

Asset Class	Total	Average Age	Average Value (\$2022)
Non-Revenue Vehicles	11	8	\$47,120
Other Equipment	2	32	\$1,254,914
All Assets	13	20	\$651,017

Non-Revenue Vehicles

The ATL group equipment inventory consists of 11 non-revenue service vehicles for use in daily operations: 7 are owned by CobbLinc, 2 by Connect Douglas, and 2 by Henry County Transit. As with rolling stock, operators maintain their non-revenue vehicle assets in an Excel-based inventory and report it to ATL annually. The following data fields are maintained for each asset:

Asset Class	Expansion	Height
Asset ID	Year Built	Year Collected
NTD ID	Unit Cost	Source
Address	Soft Cost	Asset Condition Rating
Mode	Cost Year	Owner
Description	Useful Life	Mileage
Asset Class	Priority	Asset Type
Quantity	Delayed Replacement Age	Make/Model
Unit	Length	

Other Equipment

The group equipment inventory consists of two non-vehicle equipment assets owned by CobbLinc for use in its daily operations: a bus washer and a fuel island. FTA requires reporting on all equipment assets with an acquisition value of \$50,000 or more; both items meet this threshold.

Facilities

Facilities are any structure used in providing public transportation that are owned by any of the seven operators and for which they have a direct capital responsibility. Table 2-4 summarizes details on the administrative, maintenance, park & ride, and passenger facilities included in this Group TAM Plan. It should be noted that TERM Lite default costs were used for some facilities where the costs were unknown. These costs will be updated in future Group TAM Plans as more exact estimates are established. TERM Lite is discussed in more detail in Section 5.

Table 2-4: Summary of Facility Assets

Asset Class	Total	Average Age	Average Value (\$2022)
Administrative Facilities	4	17	\$1,521,778
Maintenance Facilities	2	18	\$5,821,993
Park & Rides	9	20	\$7,036,974
Passenger Facilities	4	20	\$35,715,997
All Assets	19	19	\$12,524,186

3.0 Asset Condition Assessment

The physical condition of an asset is a direct reflection of its ability to perform its intended function. This section describes the methodology used for measuring asset state of good repair (SGR) and reports the current conditions of the group inventory of rolling stock, equipment, and facility assets. FTA defines SGR as “...the condition in which a capital asset is able to operate at a full level of performance.”² As part of the Group TAM Plan, each asset meeting FTA TAM criteria must have a condition assessment conducted on an annual basis.

Assessment Methodology

The most common approaches to asset condition assessments are:

- *Age-based* – Assets older than their Useful Life Benchmark (ULB) are not in SGR and considered in poor condition.
- *Usage-based* – Analogous to age-based condition measurements, the condition determining factor is asset usage (e.g., measured in miles run).
- *Condition-based* – Asset condition rating is developed by assessing the condition of the asset, usually through physical assessments during routine inspections or maintenance work or a separate condition assessment effort.

For the purposes of the Group TAM Plan, the rolling stock and equipment assets in the group inventory were assessed using the age-based approach. Transit facilities were assessed using the 1-5 rating on the FTA Transit Economic Requirements Model (TERM) Scale. Condition assessments were conducted in accordance with FTA’s TAM Facility Performance Measure Reporting Guidebook.

Useful Life Benchmarks

FTA defines ULBs as “... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.”

When developing ULBs, the seven operators in this Group TAM Plan consider the local operating environment of their assets within the service area, historical maintenance records, manufacturer guidelines for preventative maintenance (PM), and the default asset ULB derived from FTA. In most cases, if an asset exceeds its ULB, then it is a strong indicator that it may not be in a “state of good repair.” Transit agencies can adjust their ULBs with approval from FTA. In some cases, the operators in this Group TAM Plan have adjusted their ULBs.

Table 3-1 displays the various ULBs that are either FTA default or operator-derived ULBs compared to the asset class’ minimum useful life as stated in FTA’s *Award Management Requirements Circular 5010.1E*. Equipment assets, including non-revenue service vehicles and other bus equipment, do not have an FTA-derived minimum useful life.

² 49 CFR Part 625, §625.5

Table 3-1: Useful Life Benchmarks

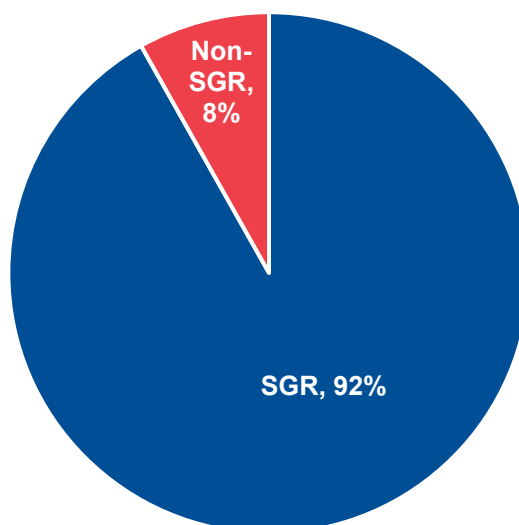
Category	Asset Class/Type	Average ULB (Years)	Minimum Useful Life (Years)*
Rolling Stock	Bus	13	12
	Over-the-Road Coach	14	12
	Cutaways	7	5-7
	Minivan	4	4
Equipment	Light-Duty Non-Revenue Vehicle (Vans, SUV's, Automobiles)	8	N/A
	Fuel Island	40	N/A
	Bus Washer	40	N/A

*FTA Award Management Requirements Circular 5010.1E (2018)

Condition Assessment

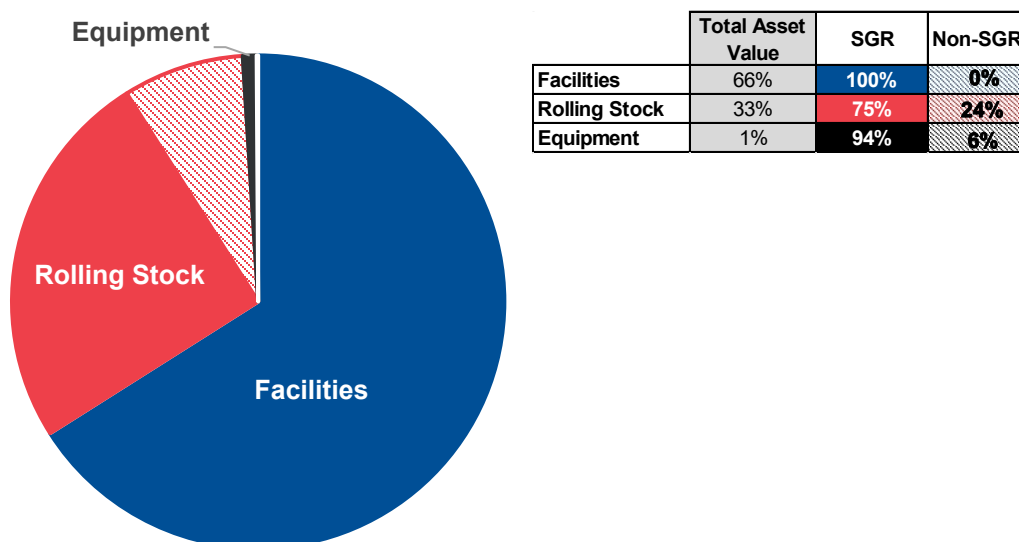
The group asset base inventory was assessed for its condition based on the age of the assets for the rolling stock and equipment, compared to the ULB value assigned to each asset (Table 3-1) by each operator. Facilities underwent a condition assessment to determine SGR. Figure 3-1 shows that 8% of the assets in the group inventory, in terms of total dollar value, are currently not in SGR.

Figure 3-1: State of Good Repair by Asset Value, FY 2022



The asset base is 92% in a state of good repair, generally because facilities account for 66% of the total asset value, and all 19 facility assets are in states of good repair. However, 99% of all assets that are not in SGR are rolling stock assets, primarily over-the-road coaches. The remaining 1% of assets that are not in SGR are non-revenue vehicles. Figure 3-2 breaks down the SGR status by asset class relative to the total asset base value. The SGR analysis is also broken down by asset category below.

Figure 3-2: Non-SGR Breakdown by Asset Class Value



Rolling Stock

The condition assessment methodology for rolling stock is based on ULB and age of the asset. The percentages of rolling stock not in SGR by asset value are shown in Table 3-2. In terms of total asset value, approximately 24% of the overall rolling stock assets are currently not in SGR.

Table 3-2: Rolling Stock State of Good Repair, FY 2022

Asset Class	Total Assets	Total Value (2022\$)	# of Non-SGR Assets	% of Non-SGR Assets	Non-SGR Assets by Value (2022\$)	% Non-SGR Assets by Value
Bus	100	\$56M	6	6%	\$3M	6%
Over-the-Road Coach	65	\$39M	34	52%	\$17M	44%
Cutaways	117	\$10M	54	46%	\$4M	43%
Minivan	51	\$2M	57	82%	\$2M	83%
Total	333	\$107M	141	42%	\$26M	24%

Equipment

The condition assessment methodology for equipment is based on ULB and age of the asset. The percentage of equipment assets not in SGR by asset value is shown in Table 3-3. In terms of value, 6% of all equipment assets are not in a state of good repair.

Table 3-3: Equipment State of Good Repair, FY 2022

Asset Class	Total Assets	Total Value (2022\$)	# of Non-SGR Assets	% of Non-SGR Assets	Non-SGR Assets by Value (2022\$)	% Non-SGR Assets by Value
Non-Revenue Vehicle	11	\$518K	5	45%	\$178K	34%
Other Equipment	2	\$3M	0	0%	\$0	0%
Total	13	\$3M	5	38%	\$178K	6%

Facilities

Agencies are required to report the overall condition of all facilities for which they have direct or shared capital responsibility. To meet this requirement, all seven operators have performed a visual inspection of the various facilities and reported their evaluations to ATL to be included in the Group TAM Plan.

Assets in this category are rated using FTA's TERM scale between 1 and 5, indicating assessed conditions between poor and excellent, respectively, for components such as structure, systems, and site, among others (Table 3-4).

Table 3-4: TERM Condition Assessment Scale

State of Good Repair?	Score	Condition	Description
Yes	5	Excellent	No visible defects, new or near new condition
	4	Good	Good condition, but no longer new; may have some slightly defective or deteriorated components but overall functional
	3	Adequate	Moderately deteriorated or defective components; has not exceeded ULB
No	2	Marginal	Defective or deteriorated components; has not exceeded ULB
	1	Poor	Critically damaged components or in need of immediate repair; well past ULB

Based on results of the most recent facility condition assessments, 0 of the 19 facility assets under the administrative, maintenance, park & rides, or passenger facility asset classes fall below a rating of 3; therefore, all facility assets are in SGR.

4.0 Annual Performance Target and Measures

State of Good Repair Policy

The SGR policy states that a capital asset is in SGR when the following objective standards are met:

1. If the asset is in a condition sufficient to operate at a full level of performance; an individual capital asset may operate at a full level of performance regardless of whether other capital assets within a public transportation system are in SGR.
2. The asset can perform its manufactured design function.
3. The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility.
4. The asset's life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

The Group TAM Plan allows the operators to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset's life cycle and enhances the ability to maintain SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level. The goal of these policies is to allow the operators to determine and predict the cost to improve asset condition(s) at various stages of the asset life cycle while balancing prioritization of capital, operating, and expansion needs. The two foundational criteria of SGR performance measures are ULB and condition assessment.

SGR Performance Measures and Targets

SGR performance measures combine the ULB and physical condition to create performance measures from which asset performance targets can be derived annually. These performance measures are directly related to asset life cycle (ULB and condition) and maintenance needs. By the time an asset meets or exceeds its assigned ULB, it should have reached its prescribed mileage, maintenance, and condition requirements. FTA-defined SGR performance measures include the following:

- *Rolling Stock (Age)* – Percentage of revenue vehicles (fixed-route and paratransit) within a particular asset class that have either met or exceeded their ULB.
- *Equipment (Non-Revenue Service Vehicles) (Age)* – Applies only to non-revenue service vehicles and does not include "other" equipment assets; the SGR performance measure for non-revenue, support-service, and maintenance vehicle equipment is the percentage of vehicles that have either met or exceeded their ULB.
- *Facilities (Condition)* – Percentage of facilities with an asset class rating below 3 on the FTA TERM Scale.

Table 4-1 shows the percentage of assets (by count) that have met or exceeded their ULB for each asset class in 2022 and their performance targets for 2023. As discussed further in

Section 5, the 2023 targets are based on each operator's current capital funding availability. Performance targets will be reported to the NTD annually, as discussed in Section 6. It should be noted that non-revenue vehicles are the only equipment assets reported to NTD.

Table 4-1: 2022 SGR Performance and 2023 Target

Asset Class	2022 Performance (% Non-SGR)	2023 Target
Rolling Stock		
Bus	6%	7%
Over-the-Road Coach	52%	43%
Cutaway	46%	46%
Minivan	86%	80%
Equipment		
Non-Revenue Vehicle	45%	91%
Facilities		
Administration	0%	0%
Maintenance	0%	0%
Park & Ride	0%	0%
Passenger	0%	0%

5.0 Decision Support Tools & Prioritization

Decision Support

It is likely current funding levels of the participating operators will not be sufficient to replace all assets not in SGR each year. Therefore, operators will need to allocate available investment dollars to high priority assets.

Per the FTA TAM Final Rule, the TAM Plan must include “a description of any analytical processes or decision-support tool used to estimate capital investment needs over time and to develop the investment prioritization.”

FTA’s TERM Lite model was used to estimate the operators’ capital investment needs over the four-year Group TAM Plan horizon. TERM Lite is a Microsoft Access-based analysis tool provided by the FTA that relies on asset inventory data. As such, the TERM Lite outputs are dependent on the quality and completeness of the inventory input data. This asset inventory data documents the asset type, date built, expected useful life, replacement value, and lifecycle investment requirements of assets owned and operated by the participating operators. Based on these assumptions, the tool first assesses which assets have delayed reinvestment (e.g., which assets are in service past their useful life and what level of investment is required to replace those assets). This assessment provides a measure of the size of the SGR backlog (i.e., the level of investment required to attain a complete state of good repair). Next, the tool simulates the ongoing aging of these assets over the upcoming four-year period (FY 2023-FY 2026) to determine the level of investment required to replace assets that will reach the end of their useful life.

The assets’ historic acquisition costs were escalated to FY 2022 values using TERM industry indices; between FY 2022 and FY 2026, an annual inflation rate of 3% was applied to any asset replacement cost. The 3% annual inflation rate was determined by calculating the average inflation rate for the last 5 years.³

Investment Scenarios

TERM Lite was used to create two asset investment scenarios based on funding assumptions. The first scenario assumes the level of future funding will be completely unlimited (i.e., funding is “unconstrained”). This scenario output provides the annual investment needed to keep the operators’ asset base in SGR each year. This is referred to as the “SGR capital need.” The full list of assets to be replaced each year can be found in Appendix C. It should be noted that TERM Lite assumes that assets included in the 2022 backlog are replaced in 2023.

The second scenario uses existing funding amounts to estimate the capital funding available over the four-year period to purchase capital replacements (i.e., “financially constrained”). This scenario output demonstrates that there is insufficient funding to address all needs and required the use of a prioritization tool. This process is further discussed below.

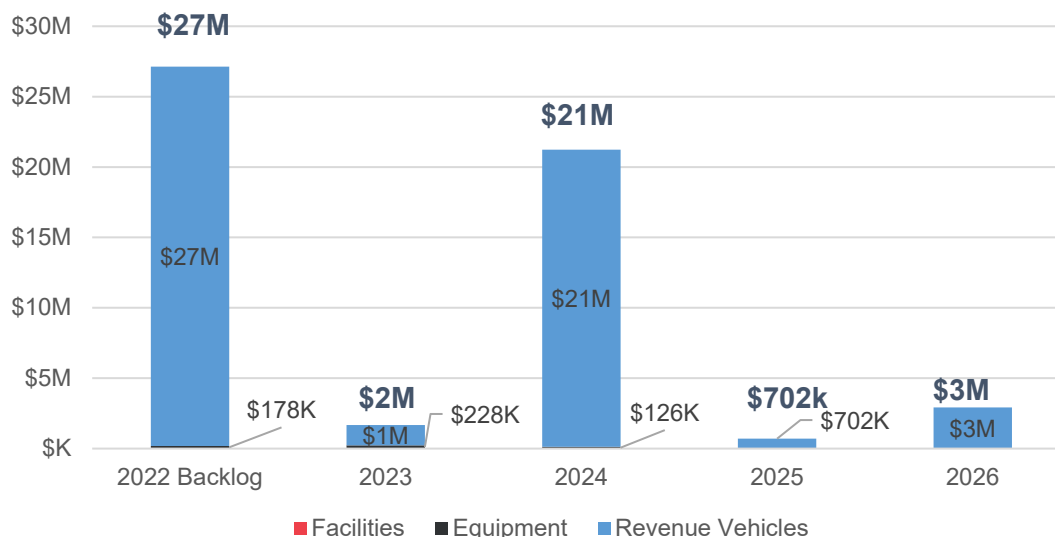
State-of-Good Repair Analysis – 5-Year SGR Capital Needs

Every year, certain assets reach their ULB and are no longer in SGR. As previously noted, the annual SGR capital need is the dollar value of assets that need to be replaced in a particular year. As shown in Figure 5-1, predicted SGR capital need fluctuates by year for the group

³ <https://inflationdata.com/>

inventory, from \$27 million to \$702,000 between FY 2022 and FY 2026, for a total of \$53 million (\$10.6 million annually). This fluctuation is partly because age is a primary determinant of SGR needs, and multiple assets are often acquired in a single year.

Figure 5-1: 2022 Backlog and Annual Capital SGR Need (FYs 2023-2026)



In addition to the annual replacement need, estimated preventative maintenance and rehabilitation costs provided by five of the participating operators can be found in Table 5-1. Although these costs are not required to include in the Group TAM Plan, it is important to keep them in mind as maintenance and rehabilitation activities help to keep assets in SGR. Depending on the size of the agency, annual maintenance costs can vary significantly.

Table 5-1: Estimated Annual Maintenance and Rehabilitation Costs

Operator	Estimated Annual Costs
CATS	\$70,000
CobbLinc	\$6,000,000
Connect Douglas	\$200,000
Henry County	\$45,000
Paulding County	\$12,000

Capital Funding Availability

The SGR analysis establishes a budget for addressing SGR needs by applying current funding levels over the next four years. The funding prediction applies the sources of capital funds available to the operators through current formula funding programs and county revenue sources. Table 5-2 shows the estimated available funding by year for each operator.

Table 5-2: Estimated Available Funds by Operator (FYs 2023-2026)

Operator	2023	2024	2025	2026	Total
CATS	\$623,000	\$89,584	\$244,654	\$251,993	\$1,209,231
CobbLinc	\$0	\$12,678,789	\$0	\$0	\$12,678,789
Connect Douglas	\$352,636	\$352,636	\$352,636	\$352,636	\$1,410,546
Forsyth County	\$67,500	\$67,500	\$67,500	\$67,500	\$270,000
GCT	\$476,000	\$476,000	\$476,000	\$476,000	\$1,904,000
Henry County Transit	\$660,283	\$125,000	\$125,000	\$125,000	\$1,035,283
Paulding County	\$0	\$284,321	\$0	\$75,409	\$359,730
Total	\$2,179,419	\$14,073,830	\$1,265,790	\$1,348,538	\$18,867,577

Based on funding estimates provided by the operators, the total SGR funding level estimated for FYs 2023-2026 is almost \$19 million, or approximately \$4.7 million annually. For the Group TAM Plan, it is assumed that the available capital funding can be applied to any SGR asset. CobbLinc and Paulding County reflect a budget of \$0 for some years as they have plans to invest in specific assets during specific years with the funding they have available.

Earlier, the operators' SGR capital need were shown to total \$53 million, including the FY 2022 SGR backlog plus the SGR need for each year between FYs 2023 and 2026. However, estimated funding levels amounts to approximately \$19 million, revealing a \$35 million funding gap. Table 5-3 shows the annual budget surplus or deficit by operator given the estimated fiscal constraints.

Table 5-3: Estimated Budget Surplus/Deficit by Operator (FYs 2023-2026)

Operator	2023	2024	2025	2026	Total
CATS	\$246,454	(\$68,970)	\$115,500	(\$63,256)	\$229,728
CobbLinc	(\$6,356,371)	(\$7,588,893)	\$0	(\$2,379,250)	(\$16,324,514)
Connect Douglas	(\$2,459,276)	(\$113,406)	\$352,636	\$352,636	(\$1,867,410)
Forsyth County	\$67,500	(\$78,166)	(\$388,461)	(\$4,729)	(\$403,856)
GCT	(\$17,375,983)	\$476,000	\$476,000	\$476,000	(\$15,947,983)
Henry County Transit	(\$1,038,548)	\$66,308	\$8,103	\$125,000	(\$839,137)
Paulding County	\$0	\$0	\$0	\$0	\$0
Total	(\$27,438,265)	(\$7,307,127)	\$563,778	(\$1,493,599)	(\$35,153,172)

Prioritization Process

This Group TAM Plan uses a two-phased approach for the project prioritization process. Investment projects are first selected using a set of criteria, then the selected projects are assigned scores to prioritize each for funding. The prioritization process is described in more detail in this section.

Phase 1: Project Selection

Project selection is based on the condition of the asset. For vehicles, the age of the asset is the determining factor when evaluating asset condition in the prioritization process. For facilities, the TERM rating is used. TERM Lite identifies assets up for replacement each year based on the

age of the asset and its ULB (rolling stock and equipment) or if it is rated below a 3 on the TERM scale (facilities).

Phase 2: Project Prioritization

The project prioritization methodology includes two criteria: mobility and reliability.

Mobility

Two measures are used to assess mobility: the proportion of annual trips by mode for each operator and the average annual mileage of each vehicle. Totals were then averaged by asset class, and a score of 1 through 5 applied to each class. Once a score is assigned to both measures for each asset class, the average priority score is assessed and rounded up to the next integer to yield a final mobility score. Table 5-4 summarizes the assigned mobility scores by asset class, with more detail on each criterion discussed below.

Table 5-4: Mobility Priority Score

Asset Class	Annual Trips Score	Annual Mileage Score	Total Mobility Score
Buses	5	5	5
Over-the-Road Coach	3	4	4
Cutaways	4	3	4
Minivans	2	2	2
Non-Revenue Vehicles	1	1	1

Annual Trips by Mode

For each service mode (Demand Response, Motor Bus, or Van Pool) provided by each operator, the annual trips reported to NTD are summed according to each of the five vehicle asset classes. Once sorted under each vehicle asset class, the number of respective trips is divided by the total trips, yielding the percentage of trips served by each vehicle asset class. The higher the percentage, the higher the score assigned to each asset class.

Annual Vehicle Mileage

The mileage of each vehicle provided by the operators is divided by the vehicle age to estimate the annual mileage. The average annual mileage is then summed for each of the five vehicle asset classes. The higher the average annual mileage, the higher the score assigned.

Reliability

The average age of a fleet is a major factor in the condition and reliability of services. The average age of the vehicles in each asset class is used to determine the vehicles' level of reliability. The higher the average age of the asset class, the higher the priority score assigned to the asset class.

Scoring

Details on the three criteria and the individual measures used to assess prioritization are detailed in Table 5-5. Asset condition is considered the most important factor in determining priority and is weighted at 60%. Mobility and reliability are weighted equally at 20%.

Table 5-5: Weighted Prioritization Criteria

	Asset Condition*	Mobility	Reliability
Weight	60%	20%	20%
Measure(s)	Age of the asset compared to the ULB	• Annual Trips by Mode • Annual Vehicle Mileage	Average age by asset class relative to the average ULB

*Determined by TERM Lite

This methodology ensures that vehicles used for a large proportion of trips, vehicles with a high utilization, and older vehicles are prioritized for replacement first. The final priority scores and assigned level of priority by asset class are shown in Table 5-6. These scores and the associated weights were entered into TERM Lite by asset class.

Table 5-6: Prioritization Scores

Asset Class	Mobility	Reliability	Priority Level
Buses	5	1	3.00
Over-the-Road Coach	4	3	3.75
Cutaways	4	4	3.50
Minivans	2	5	3.50
Non-Revenue Vehicles	1	2	1.50

Prioritized List of Investments

After entering the funding constraints and priority scores into TERM Lite, an output was generated identifying a list of assets to be replaced each year. This list, found in Appendix D, is organized by replacement year, operator, asset class, number of assets, and total investment cost. This list was used to set the targets for FY 2023.

6.0 Recordkeeping and NTD Reporting

As required by 49 CFR §625.53, each participating operator and sponsor must maintain all supporting Group TAM Plan records and documents. Group TAM Plan records must be made available to FTA and GDOT as the federal and state entities that provide funding to the operators, and to aid in the planning process.

Each operator shall report the following to the NTD annually:

- Inventory of assets
- Condition inspection assessments of capital assets

As the Group TAM Plan sponsor, ATL shall report the following to NTD annually:

- SGR performance targets for the next fiscal year
- Description of any change in the condition of the transit system or operations from the previous year and progress made during the reporting year to meet the performance targets set in the previous reporting year.

Per NTD requirements, annual TAM data reporting to NTD shall be completed by the sponsor/operators by the last business day of the month it is due for each calendar year. The schedule of reporting requirements for the Group TAM Plan horizon relative to each agency's fiscal year is shown in Table 6-1. Operator responsibilities are in red text and Group TAM Plan sponsor responsibilities are in blue text.

Table 6-1:NTD Reporting Deadlines by Agency Fiscal Year

Reporting Requirements	Agency Fiscal Year		
	Jul-Jun	Oct-Sept	Jan-Dec
• Complete updated TAM Plan • Share TAM Plan with planning partners	October 2022		
• Report FY22 Asset Inventory Module (AIM) data to NTD • Submit targets for FY23 to NTD • Submit narrative report to NTD	Oct 2022	Jan 2023	Apr 2023
• Report FY23 AIM data to NTD • Submit targets for FY24 to NTD • Submit narrative report to NTD	Oct 2023	Jan 2024	Apr 2024
• Report FY24 AIM data to NTD • Submit targets for FY25 to NTD • Submit narrative report to NTD	Oct 2025	Jan 2025	Apr 2025
• Report FY25 AIM data to NTD • Submit targets for FY26 to NTD • Submit narrative report to NTD	Oct 2026	Jan 2026	Apr 2026
• Complete Updated TAM Plan • Share TAM Plan with planning partners	October 2026		

Source : <https://www.transit.dot.gov/regulations-and-guidance/asset-management/getting-started>



Appendix A: Accountable Executive Approval

As the Accountable Executive for the below-named participant in the enclosed Group Transit Asset Management (TAM) Plan sponsored by the Atlanta-Region Transit Link Authority (ATL), I concur with the enclosed Group TAM Plan and approve the corresponding FY 2023 State of Good Repair Performance Targets on behalf of the participant transit provider organization.

Name of Participant Organization: _____

Name of Transit Provider (if different from above): _____

Name of Accountable Executive: _____

Signature of Accountable Executive: _____

Title: _____ Date: _____

Appendix A: Accountable Executive Approval

As the Accountable Executive for the below-named participant in the enclosed Group Transit Asset Management (TAM) Plan sponsored by the Atlanta-Region Transit Link Authority (ATL), I concur with the enclosed Group TAM Plan and approve the corresponding FY 2023 State of Good Repair Performance Targets on behalf of the participant transit provider organization.

Name of Participant Organization: Cherokee County Board of Commissioners

Name of Transit Provider (if different from above): Cherokee Area Transportation System (CATS)

Name of Accountable Executive: Greg Powell

Signature of Accountable Executive: 

Title: Director of Transportation Date: 9/28/2022



Appendix A: Accountable Executive Approval

As the Accountable Executive for the below-named participant in the enclosed Group Transit Asset Management (TAM) Plan sponsored by the Atlanta-Region Transit Link Authority (ATL), I concur with the enclosed Group TAM Plan and approve the corresponding FY 2023 State of Good Repair Performance Targets on behalf of the participant transit provider organization.

Name of Participant Organization: Cobb County Transit

Name of Transit Provider (if different from above): CobbLinc

Name of Accountable Executive: Thomas M. Pearson

Signature of Accountable Executive: _____

A handwritten signature in black ink, appearing to read "Thomas M. Pearson", is written over a horizontal line.

Title: Asset Manager

Date: 09/27/2022



Appendix A: Accountable Executive Approval

As the Accountable Executive for the below-named participant in the enclosed Group Transit Asset Management (TAM) Plan sponsored by the Atlanta-Region Transit Link Authority (ATL), I concur with the enclosed Group TAM Plan and approve the corresponding FY 2023 State of Good Repair Performance Targets on behalf of the participant transit provider organization.

Name of Participant Organization: Connect Douglas

Name of Transit Provider (if different from above): _____

Name of Accountable Executive: Charma C. Davis

Signature of Accountable Executive: Ch C Davis

Title: Transit Coordinator Date: 9/28/22



Appendix A: Accountable Executive Approval

As the Accountable Executive for the below-named participant in the enclosed Group Transit Asset Management (TAM) Plan sponsored by the Atlanta-Region Transit Link Authority (ATL), I concur with the enclosed Group TAM Plan and approve the corresponding FY 2023 State of Good Repair Performance Targets on behalf of the participant transit provider organization.

Name of Participant Organization: Forsyth County

Name of Transit Provider (if different from above): _____

Name of Accountable Executive: Roy Rickert

Signature of Accountable Executive: 

Title: Director, Public Transportation Date: 9/26/22



Appendix A: Accountable Executive Approval

As the Accountable Executive for the below-named participant in the enclosed Group Transit Asset Management (TAM) Plan sponsored by the Atlanta-Region Transit Link Authority (ATL), I concur with the enclosed Group TAM Plan and approve the corresponding FY 2023 State of Good Repair Performance Targets on behalf of the participant transit provider organization.

Name of Participant Organization: Henry County Transit

Name of Transit Provider (if different from above): _____

Name of Accountable Executive: Taleem Salters

Signature of Accountable Executive: 

Title: Director Date: 9-26-22



Appendix A: Accountable Executive Approval

As the Accountable Executive for the below-named participant in the enclosed Group Transit Asset Management (TAM) Plan sponsored by the Atlanta-Region Transit Link Authority (ATL), I concur with the enclosed Group TAM Plan and approve the corresponding FY 2023 State of Good Repair Performance Targets on behalf of the participant transit provider organization.

Name of Participant Organization: Paulding County Transit

Name of Transit Provider (if different from above): _____

Name of Accountable Executive: Betty Roach

Signature of Accountable Executive: Betty Roach

Title: Director Date: 9/29/2022



Appendix A: Accountable Executive Approval

As the Accountable Executive for the below-named participant in the enclosed Group Transit Asset Management (TAM) Plan sponsored by the Atlanta-Region Transit Link Authority (ATL), I concur with the enclosed Group TAM Plan and approve the corresponding FY 2023 State of Good Repair Performance Targets on behalf of the participant transit provider organization.

Name of Participant Organization: Gwinnett County

Name of Transit Provider (if different from above): Gwinnett County Transit

Name of Accountable Executive: China Thomas

Signature of Accountable Executive: *China Thomas*

Title: Capital Transit Program Date: 09/22/2022

Appendix B: Asset Inventories

Table B-1: Rolling Stock Asset Inventory

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
CATS	DR	Cutaway (CU)	FRIV SENATOR II	2019	7	\$56,474
CATS	DR	Cutaway (CU)	FRIV SENATOR II	2019	7	\$56,474
CATS	DR	Cutaway (CU)	GOSH GC II	2013	7	\$48,439
CATS	MB	Cutaway (CU)	GOSH IMPULSE	2016	7	\$74,726
CATS	MB	Cutaway (CU)	GOSH IMPULSE	2016	7	\$74,726
CATS	DR	Cutaway (CU)	FORD CUTAWAY VAN E3	2014	7	\$83,869
CATS	DR	Cutaway (CU)	FORD CUTAWAY VAN E3	2014	7	\$83,819
CATS	DR	Cutaway (CU)	SENA ST69930C	2017	7	\$74,726
CATS	DR	Cutaway (CU)	SENA ST69930C	2017	7	\$74,726
CATS	DR	Cutaway (CU)	SENA ST69930C	2018	7	\$57,381
CATS	DR	Cutaway (CU)	SENA ST69930C	2018	7	\$60,814
CATS	DR	Cutaway (CU)	SENA ST69930C	2019	7	\$56,746
CATS	DR	Cutaway (CU)	SENA ST69930C	2019	7	\$56,746
CATS	DR	Cutaway (CU)	SENA ST69930C	2019	7	\$53,656
CATS	DR	Cutaway (CU)	SENA SENATOR II	2020	7	\$57,081
CATS	DR	Cutaway (CU)	SENA SENATOR II	2020	7	\$57,081
CATS	DR	Cutaway (CU)	SENA SENATOR II	2020	7	\$57,081
CATS	DR	Cutaway (CU)	CHPN FOREST RIVER CHALLENGER	2021	7	\$59,238
CATS	DR	Cutaway (CU)		2022	7	\$126,386
CATS	DR	Cutaway (CU)		2022	7	\$126,386
CobbLinc	MB	Bus (BU)	New Flyer	2010	14	\$560,878
CobbLinc	MB	Bus (BU)	New Flyer	2010	14	\$560,878

[illegible]

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$713,325
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$713,325
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$713,325
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$713,325
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$713,325
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$713,325
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$713,325
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$713,325
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$713,325
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$713,325
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$756,848
CobbLinc	MB	Bus (BU)	Gillig	2016	14	\$756,848
CobbLinc	DR	Cutaway (CU)	Champion	2016	10	\$211,393
CobbLinc	DR	Cutaway (CU)	Champion	2016	10	\$211,393
CobbLinc	DR	Cutaway (CU)	Champion	2016	10	\$211,393
CobbLinc	DR	Cutaway (CU)	Champion	2016	10	\$211,393
CobbLinc	DR	Cutaway (CU)	Champion	2016	10	\$211,393
CobbLinc	DR	Cutaway (CU)	Champion	2016	10	\$211,393
CobbLinc	DR	Cutaway (CU)	Champion	2016	10	\$211,393
CobbLinc	DR	Cutaway (CU)	Champion	2016	10	\$211,393
CobbLinc	DR	Cutaway (CU)	Champion	2016	10	\$211,393
CobbLinc	DR	Cutaway (CU)	Champion	2016	10	\$211,393
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$652,783
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$652,783
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$652,783
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$652,783
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$652,783

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$652,783
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$652,783
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$652,783
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$652,783
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$689,010
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$689,010
CobbLinc	MB	Bus (BU)	Gillig	2017	14	\$689,010
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	MB	Bus (BU)	Gillig	2018	14	\$679,978
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	CB	Over-the-Road Coach (BR)	Motor Coach Industries	2006	18	\$822,104
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	MB	Bus (BU)	New Flyer	2008	14	\$551,980
CobbLinc	MB	Bus (BU)	New Flyer	2008	14	\$551,980
CobbLinc	MB	Bus (BU)	New Flyer	2008	14	\$551,980
CobbLinc	MB	Bus (BU)	New Flyer	2008	14	\$551,980
CobbLinc	MB	Bus (BU)	New Flyer	2008	14	\$551,980
CobbLinc	MB	Bus (BU)	New Flyer	2008	14	\$551,980
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2008	10	\$130,152
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2009	10	\$128,496
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2009	10	\$128,496
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2009	10	\$128,496
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2009	10	\$128,496
CobbLinc	DR	Cutaway (CU)	Chevy 4500 Goshen	2009	10	\$128,496
CobbLinc	BRT	Cutaway (CU)	Chevy 4500 Goshen	2009	10	\$128,496
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$31,940
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$31,940
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$31,940

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$31,940
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$31,940
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$32,950
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$32,950
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$32,950
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$32,950
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$32,950
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$32,950
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$34,929
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$34,929
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$34,929
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$34,929
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$34,929
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2016	4	\$34,929
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2017	4	\$33,835
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2017	4	\$33,835
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2017	4	\$33,835
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2017	4	\$33,835
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2017	4	\$34,811
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2017	4	\$34,811
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2017	4	\$34,811
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2017	4	\$36,341
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2017	4	\$36,341
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2017	4	\$36,341
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2018	4	\$35,960
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2018	4	\$35,960
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2018	4	\$35,960

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2018	4	\$35,960
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2018	4	\$35,960
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2018	4	\$35,960
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2018	4	\$35,960
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2018	4	\$35,960
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2018	4	\$55,321
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2019	4	\$34,409
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2019	4	\$34,409
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2019	4	\$34,409
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2019	4	\$34,409
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2019	4	\$34,409
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2019	4	\$34,409
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2019	4	\$34,409
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2019	4	\$34,409
Connect Douglas	VP	Minivan (MV)	Connect Douglas Vanpool	2018	4	\$57,705
Connect Douglas	DR	Cutaway (CU)	Fixed Route Service	2017	5	\$73,665
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2017	5	\$73,665
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2017	5	\$73,665
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2017	5	\$73,665
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2018	5	\$72,534
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2018	5	\$72,534
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2018	5	\$72,534
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2018	5	\$72,534
Connect Douglas	DR	Cutaway (CU)	Fixed Route Service	2018	5	\$72,534
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2018	5	\$72,534
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2018	5	\$72,534
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2018	5	\$72,534

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
Connect Douglas	DR	Cutaway (CU)	Fixed Route Service	2019	5	\$73,215
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2019	5	\$73,215
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2019	5	\$73,215
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2019	5	\$73,215
Connect Douglas	MB	Cutaway (CU)	Fixed Route Service	2019	5	\$73,215
Connect Douglas	DR	Cutaway (CU)	Fixed Route Service	2019	5	\$73,215
Connect Douglas	DR	Minivan (MV)	Senior Services Van	2014	4	\$35,652
Connect Douglas	DR	Minivan (MV)	Senior Services Van	2014	4	\$35,652
Connect Douglas	DR	Minivan (MV)	Senior Services Van	2014	4	\$35,652
Connect Douglas	DR	Minivan (MV)	Senior Services Van	2014	4	\$35,652
Connect Douglas	DR	Minivan (MV)	Senior Services Van	2017	4	\$37,193
Connect Douglas	DR	Minivan (MV)	Senior Services Van	2019	4	\$34,409
Forsyth County	DR	Cutaway (CU)	Ford Cutaway	2017	7	\$68,652
Forsyth County	DR	Cutaway (CU)	Ford Cutaway	2018	7	\$66,376
Forsyth County	DR	Cutaway (CU)	Ford Cutaway	2018	7	\$66,376
Forsyth County	DR	Cutaway (CU)	Ford Cutaway	2018	7	\$66,376
Forsyth County	DR	Cutaway (CU)	Ford Cutaway	2018	7	\$66,376
Forsyth County	DR	Cutaway (CU)	Ford Cutaway	2018	7	\$66,376
Forsyth County	DR	Cutaway (CU)	Ford Cutaway	2018	7	\$66,376
Forsyth County	DR	Cutaway (CU)	Ford Cutaway	2019	7	\$64,175
Forsyth County	DR	Cutaway (CU)	Ford Cutaway	2017	7	\$68,652
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2008	12	\$74,180
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2008	12	\$74,180
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2008	12	\$303,312
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2008	12	\$142,026

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2008	12	\$80,273
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2008	12	\$74,180
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2008	12	\$74,180
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2008	12	\$74,180
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2008	12	\$74,180
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,301
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,303
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,303
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,303
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,303
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,303
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,579
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$623,025
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$669,625
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$669,625
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$669,633

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$669,633
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$669,622
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$669,622
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$669,633
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$669,273
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$669,239
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,303
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,398
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,301
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,301
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,301
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,301
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,301
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2009	12	\$622,300
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2019	12	\$477,946
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2019	12	\$477,946

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2019	12	\$477,952
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2019	12	\$477,952
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2019	12	\$477,944
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2019	12	\$477,944
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2019	12	\$477,952
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2019	12	\$477,695
GCT	MB	Over-the-Road Coach (BR)	MCI D4500	2019	12	\$477,670
GCT	MB	Bus (BU)	Gillig	2016	12	\$418,154
GCT	MB	Bus (BU)	Gillig	2016	12	\$418,154
GCT	MB	Bus (BU)	Gillig	2016	12	\$418,154
GCT	MB	Bus (BU)	Gillig	2016	12	\$418,154
GCT	MB	Bus (BU)	Gillig	2016	12	\$418,154
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$418,154
GCT	MB	Bus (BU)	Gillig	2016	12	\$418,154
GCT	MB	Bus (BU)	Gillig	2016	12	\$418,154
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	MB	Bus (BU)	Gillig	2016	12	\$360,077
GCT	DR	Cutaway (CU)	ELKHART COACH EC II	2017	4	\$53,929
GCT	DR	Cutaway (CU)	ELKHART COACH EC II	2017	4	\$53,929
GCT	DR	Cutaway (CU)	ELKHART COACH EC II	2017	4	\$53,929
GCT	DR	Cutaway (CU)	ELKHART COACH EC II	2017	4	\$53,929
GCT	DR	Cutaway (CU)	ELKHART COACH EC II	2017	4	\$53,929
GCT	DR	Cutaway (CU)	ELKHART COACH EC II	2017	4	\$53,929
GCT	DR	Cutaway (CU)	ELKHART COACH EC II	2017	4	\$53,929
GCT	MB	Bus (BU)	Gillig	2018	12	\$124,855
GCT	MB	Bus (BU)	Gillig	2019	12	\$120,715
GCT	MB	Bus (BU)	Gillig	2019	12	\$120,715
GCT	MB	Bus (BU)	Gillig	2020	12	\$111,873
GCT	MB	Bus (BU)	Gillig	2020	12	\$111,873
GCT	MB	Bus (BU)	Gillig	2020	12	\$111,873
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2015	5	\$63,312
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2015	5	\$63,312
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2015	5	\$63,312
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2017	5	\$59,183
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2019	5	\$55,323
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2018	5	\$57,220
Henry County Transit	DR	Bus (BU)	Glaval Bus	2011	12	\$72,455
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2015	5	\$63,312

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2015	5	\$63,312
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2016	5	\$61,213
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2016	5	\$61,213
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2018	5	\$57,220
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2018	5	\$57,220
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2018	5	\$57,220
Henry County Transit	DR	Cutaway (CU)	Cutaway Bus	2018	5	\$57,220
Henry County Transit	DR	Cutaway (CU)	Transit Van	2020	5	\$53,489
Henry County Transit	DR	Cutaway (CU)	Transit Van	2020	5	\$53,489
Paulding County	DR	Cutaway (CU)	Cutaway Bus	2017	7	\$67,000
Paulding County	DR	Cutaway (CU)	Cutaway Bus	2017	7	\$67,000
Paulding County	DR	Cutaway (CU)	Cutaway Bus	2017	7	\$67,000
Paulding County	DR	Cutaway (CU)	Cutaway Bus	2017	7	\$67,000
Paulding County	DR	Cutaway (CU)	Cutaway Bus	2019	7	\$67,000

Table B-2: Equipment Asset Inventory

Operator	Mode	Asset Class	Asset Description	Year Built/ Acquired	ULB (Years)	2022 Replacement Value
CobbLinc	SY	Non-Revenue Vehicle	Ford Connect	2015	8	\$32,150
CobbLinc	SY	Non-Revenue Vehicle	Ford Connect	2015	8	\$47,216

CobbLinc	SY	Non-Revenue Vehicle	Ford Connect	2015	8	\$47,216
CobbLinc	SY	Non-Revenue Vehicle	Ford Connect	2015	8	\$47,216
CobbLinc	SY	Non-Revenue Vehicle	Ford Connect	2015	8	\$47,216
CobbLinc	SY	Non-Revenue Vehicle	Ford F450	2016	8	\$118,987
CobbLinc	SY	Non-Revenue Vehicle	Unknown Non-Revenue Vehicle	2002	8	\$45,237
CobbLinc	SY	Other Equipment	Fuel Island	2000	40	\$717,629
CobbLinc	SY	Other Equipment	Bus Wash	2010	41	\$1,792,200
Connect Douglas	SY	Non-Revenue Vehicles	Supervisor Truck F250	2015	5	\$25,325
Connect Douglas	SY	Non-Revenue Vehicles	Supervisor Truck Ford Explorer	2015	5	\$25,325
Henry County Transit	SY	Non-Revenue Vehicles	Ford Explorer	2014	5	\$41,909
Henry County Transit	SY	Non-Revenue Vehicles	Ford Expedition	2015	5	\$40,520

Table B-3: Facility Asset Inventory

Operator	Mode	Asset Class	Asset Description	Address	Year Built/ Acquired	Condition Rating	2022 Replacement Value
CATS	SY	Administration	CATS Admin Facility	884 Univeter Rd Canton, GA 30115	2008	3	\$446,425
CobbLinc	SY	Administration	CCT Headquarters	463 Commerce Park Dr. Marietta GA. 30060	1987	3	\$2,100,000
CobbLinc	SY	Administration	Paratransit Office	431 Commerce Park Dr., Marietta GA. 30060	2013	4	\$2,010,000
CobbLinc	SY	Passenger	MTC Marietta Transfer Center	800 S. Marietta Pkw., GA 30060	2003	3	\$65,000,000
CobbLinc	SY	Passenger	CTC Cumberland Transfer center	Cumberland Blvd SE, Atlanta, GA 30339	1997	3	\$50,000,000
CobbLinc	SY	Park & Ride	Ackworth Park and Ride	6045 Lake Acworth Dr., Acworth, GA 30101	2009	3	\$10,715,602
CobbLinc	SY	Park & Ride	Busbee Park and Ride	3221 Busbee Dr., NW Kennesaw, Ga 30144	2003	3	\$14,429,245
CobbLinc	SY	Park & Ride	Floyd Rd Park and Ride	4342 Floyd Rd., Mableton, GA 30126	2009	3	\$10,715,602
CobbLinc	SY	Park & Ride	Mableton Park and Ride	700 Maran Ln., Mableton, GA 30126	2009	3	\$10,715,602
Connect Douglas	SY	Passenger	Douglas County MM Center	8800 Dorris Rd., Douglasville, GA	2003	4	\$16,699,585
Connect Douglas	SY	Park & Ride	West Douglas Park and Ride	3096 Post Rd., Winston, GA	1995	4	\$3,216,650

Operator	Mode	Asset Class	Asset Description	Address	Year Built/ Acquired	Condition Rating	2022 Replacement Value
Connect Douglas	SY	Park & Ride	Post Rd Park and Ride	1100 N. Blair's Bridge Rd., Lithia Springs, GA	1990	4	\$3,646,235
Forsyth County	SY	Maintenance	Maintenance Facility	4140 County Way, Cumming GA 30028	1997	4	\$5,641,258
GCT	SY	Passenger	Transit Center	Satellite Blvd. & Gwinnett Plantation Way	2006	3	\$11,164,405
GCT	SY	Park & Ride	Indian Trail Park and Ride	1560 Indian Trail Rd.	1992	5	\$2,794,460
GCT	SY	Park & Ride	Sugarloaf Mills Park and Ride	1905 North Brown Rd.	2002	3	\$5,762,893
GCT	SY	Park & Ride	I-985 & SR 20 Park and Ride	I-985 & SR 20	2007	3	\$1,336,479
Henry County Transit	SY	Administration	Administrative Office	530 Industrial Blvd., McDonough, GA 30253	2013	4	\$1,530,685
Henry County Transit	SY	Maintenance	Henry County Maintenance Lube Shop	121 Workcamp, McDonough, GA 30253	2012	4	\$180,735

Appendix C: Annual SGR Capital Need (Scenario 1: Unconstrained Funding)

Table C-1: 2023 Investments

Operator	Asset Category	Asset Class	Asset Description	Count	Total Investment (YOE)
CATS	Rolling Stock	Cutaway (CU)	2013 GOSH GC II	1	\$49,892
CATS	Rolling Stock	Cutaway (CU)	2014 FORD CUTAWAY VAN E3	2	\$172,718
CATS	Rolling Stock	Cutaway (CU)	2016 GOSH IMPULSE	2	\$153,936
CobbLinc	Rolling Stock	Cutaway (CU)	2008 Chevy 4500 Goshen	14	\$1,876,792
CobbLinc	Rolling Stock	Cutaway (CU)	2009 Chevy 4500 Goshen	6	\$794,107
CobbLinc	Rolling Stock	Bus (BU)	2008 New Flyer	6	\$3,411,234
CobbLinc	Equipment	Non-Revenue Vehicle	2002 Vehicle	1	\$46,595
CobbLinc	Equipment	Non-Revenue Vehicle	2015 Ford Connect	5	\$227,643
Connect Douglas	Rolling Stock	Minivan (MV)	2014 Vanpool	4	\$146,886
Connect Douglas	Rolling Stock	Minivan (MV)	2016 Vanpool	17	\$583,980
Connect Douglas	Rolling Stock	Minivan (MV)	2017 Vanpool	11	\$397,568
Connect Douglas	Rolling Stock	Minivan (MV)	2018 Vanpool	10	\$412,723
Connect Douglas	Rolling Stock	Minivan (MV)	2019 Vanpool	9	\$318,929
Connect Douglas	Rolling Stock	Cutaway (CU)	2017 Cutaway	4	\$303,499
Connect Douglas	Rolling Stock	Cutaway (CU)	2018 Cutaway	8	\$597,677
Connect Douglas	Equipment	Non-Revenue Vehicle	2015 Supervisor Truck	2	\$50,650
GCT	Rolling Stock	Over-the-Road Coach (BR)	Bus 2007 MCI D4500	9	\$999,811
GCT	Rolling Stock	Over-the-Road Coach (BR)	Bus 2009 Motor Coach D4500	25	\$16,463,345

Operator	Asset Category	Asset Class	Asset Description	Count	Total Investment (YOE)
GCT	Rolling Stock	Cutaway (CU)	BUS 2017 ELKHART COACH EC II	7	\$388,827
Henry County Transit	Rolling Stock	Cutaway (CU)	2015 Cutaway Bus	5	\$326,058
Henry County Transit	Rolling Stock	Cutaway (CU)	2016 Cutaway Bus	2	\$126,098
Henry County Transit	Rolling Stock	Cutaway (CU)	2017 Cutaway Bus	13	\$792,459
Henry County Transit	Rolling Stock	Cutaway (CU)	2018 Cutaway Bus	5	\$294,685
Henry County Transit	Rolling Stock	Bus (BU)	2011 Glaval Bus	1	\$74,629
Henry County Transit	Equipment	Non-Revenue Vehicle	2014 Ford Explorer	1	\$43,167
Henry County Transit	Equipment	Non-Revenue Vehicle	2015 Ford Expedition	1	\$41,735

Table C-2: 2024 Investments

Operator	Asset Category	Asset Class	Asset Description	Count	Total Investment (YOE)
CATS	Rolling Stock	Cutaway (CU)	2017 SENA ST69930C	2	\$158,554
CobbLinc	Rolling Stock	Bus (BU)	2010 New Flyer	6	\$3,570,212
CobbLinc	Rolling Stock	Over-the-Road Coach (BR)	2006 MCI	19	\$16,571,237
CobbLinc	Equipment	Non-Revenue Vehicle	2016 Ford F450	1	\$126,233
Douglas	Rolling Stock	Cutaway (CU)	2019 Cutaway Bus	6	\$466,042
Forsyth	Rolling Stock	Cutaway (CU)	2017 Ford Cutaway	2	\$145,666
Henry	Rolling Stock	Cutaway (CU)	2019 Cutaway Bus	1	\$58,692
Paulding	Rolling Stock	Cutaway (CU)	2017 Cutaway Bus	4	\$284,321

Table C-3: 2025 Investments

Operator	Asset Category	Asset Class	Asset Description	Count	Total Investment (YOE)
CATS	Rolling Stock	Cutaway (CU)	2018 SENA ST69930C	2	\$129,154
Forsyth County	Rolling Stock	Cutaway (CU)	2018 Ford Cutaway	6	\$455,961
Henry County Transit	Rolling Stock	Cutaway (CU)	2020 Cutaway Bus	2	\$116,897

Table C-4: 2026 Investments

Operator	Asset Category	Asset Class	Asset Description	Count	Total Investment (YOE)
CATS	Rolling Stock	Cutaway (CU)	2019 SENA ST69930C	5	\$315,249
CobbLinc	Rolling Stock	Cutaway (CU)	2016 Champion Cutaway	10	\$2,379,250
Forsyth County	Rolling Stock	Cutaway (CU)	2019 Ford Cutaway	1	\$72,229
Paulding County	Rolling Stock	Cutaway (CU)	2019 Cutaway Bus	1	\$75,409

Appendix D: Prioritized Investments (Scenario 2: Funding Constrained)

Table D-1: 2023 Investments

Operator	Asset Category	Asset Class	Asset Description	Count	Total Investment (YOE)
CATS	Rolling Stock	Cutaway (CU)	2013 GOSH GC II	1	\$49,892
CATS	Rolling Stock	Cutaway (CU)	2014 FORD CUTAWAY VAN E3	2	\$172,718
CATS	Rolling Stock	Cutaway (CU)	2016 GOSH IMPULSE	2	\$153,936
Connect Douglas	Rolling Stock	Minivan (MV)	2014 Vanpool	4	\$146,886
Connect Douglas	Rolling Stock	Minivan (MV)	2015 Vanpool	1	\$26,085
Connect Douglas	Rolling Stock	Minivan (MV)	2016 Vanpool	5	\$177,846
GCT	Rolling Stock	Over-the-Road Coach (BR)	2007 MCI D4500	6	\$458,432
Henry County Transit	Rolling Stock	Cutaway (CU)	2015 Cutaway Bus	5	\$316,561
Henry County Transit	Rolling Stock	Cutaway (CU)	2016 Cutaway Bus	2	\$122,425
Henry County Transit	Rolling Stock	Cutaway (CU)	2017 Cutaway Bus	3	\$177,585

Table D-2: 2024 Investments

Operator	Asset Category	Asset Class	Asset Description	Count	Total Investment (YOE)
CATS	Rolling Stock	Cutaway (CU)	2017 SENA ST69930C	2	\$199,103
CobbLinc	Rolling Stock	Bus (BU)	Gillig	12	\$8,329,656
CobbLinc	Rolling Stock	Cutaway (CU)	Chevy 4500 Goshen	22	\$4,349,133
Connect Douglas	Rolling Stock	Minivan (MV)	2016 Vanpool	10	\$349,476
Forsyth County	Rolling Stock	Cutaway (CU)	2017 Ford Cutaway	1	\$72,833
GCT	Rolling Stock	Over-the-Road Coach (BR)	2007 MCI D4500	2	\$472,459
Henry County Transit	Rolling Stock	Cutaway (CU)	2017 Cutaway Bus	2	\$125,574
Paulding County	Rolling Stock	Cutaway (CU)	2017 Cutaway Bus	4	\$284,321

Table D-3: 2025 Investments

Operator	Asset Category	Asset Class	Asset Description	Count	Total Investment (YOE)
CATS	Rolling Stock	Cutaway (CU)	2018 SENA ST69930C	2	\$129,154
Connect Douglas	Rolling Stock	Minivan (MV)	2016 Vanpool	2	\$70,906
Connect Douglas	Rolling Stock	Minivan (MV)	2017 Vanpool	7	\$272,824
Forsyth County	Rolling Stock	Cutaway (CU)	2017 Ford Cutaway	1	\$75,018
GCT	Rolling Stock	Over-the-Road Coach (BR)	2007 MCI D4500	1	\$87,716
GCT	Rolling Stock	Cutaway (CU)	BUS 2017 ELKHART COACH EC II	6	\$353,577
Henry County Transit	Rolling Stock	Cutaway (CU)	2017 Cutaway Bus	2	\$129,342

Table D-4: 2026 Investments

Operator	Asset Category	Asset Class	Asset Description	Count	Total Investment (YOE)
CATS	Rolling Stock	Cutaway (CU)	2019 FRIV SENATOR II	2	\$127,123
Connect Douglas	Rolling Stock	Minivan (MV)	2017 Vanpool	4	\$153,425
Connect Douglas	Rolling Stock	Minivan (MV)	2018 Vanpool	4	\$186,366
Forsyth County	Rolling Stock	Cutaway (CU)	2018 Ford Cutaway	1	\$74,706
GCT	Rolling Stock	Cutaway (CU)	BUS 2017 ELKHART COACH EC II	1	\$60,697
Henry County Transit	Rolling Stock	Cutaway (CU)	2017 Cutaway Bus	2	\$133,222
Paulding County	Rolling Stock	Cutaway (CU)	2019 Cutaway Bus	1	\$75,409

Appendix E: TAM Final Rule Definitions

- 1. Accountable Executive** means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.
- 2. Asset category** means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.
- 3. Asset class** means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the Rolling Stock asset category.
- 4. Asset inventory** means a register of capital assets, and information about those assets.
- 5. Capital asset** means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.
- 6. Decision support tool** means an analytic process or methodology: (1) to help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) to assess financial needs for asset investments over time.
- 7. Direct recipient** means an entity that receives Federal financial assistance directly from FTA.
- 8. Equipment** means an article of nonexpendable, tangible property having a useful life of at least one year.
- 9. Exclusive-use maintenance facility** means a maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.
- 10. Facility** means a building or structure that is used in providing public transportation.
- 11. Full level of performance** means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.
- 12. Group TAM plan** means a single TAM plan that is developed by a sponsor on behalf of at least one tier II provider.
- 13. Horizon period** means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan.
- 14. Implementation strategy** means a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.
- 15. Infrastructure** means the underlying framework or structures that support a public transportation system.

16. Investment prioritization means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

17. Key asset management activities means a list of activities that a transit provider determines are critical to achieving its TAM goals. Life-cycle cost means the cost of managing an asset over its whole life.

18. Participant means a Tier II provider that participates in a group TAM plan.

19. Performance Measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

20. Performance target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FTA.

21. Public transportation system means the entirety of a transit provider's operations, including the services provided through contractors.

22. Public transportation agency safety plan means a transit provider's documented comprehensive agency safety plan that is required by 49 U.S.C. 5329. Recipient means an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

23. Rolling stock means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

24. Service vehicle means a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

25. Sponsor means a State, a designated recipient, or a direct recipient that develops a group TAM for at least one Tier II provider.

26. State of good repair (SGR) means the condition in which a capital asset is able to operate at a full level of performance.

27. Subrecipient means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

28. TERM scale means the five category rating system used in FTA's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0 – Excellent, 4.0 – Good; 3.0 – Adequate, 2.0 – Marginal, and 1.0 – Poor.

29. Tier I provider means a recipient that owns, operates, or manages either (1) 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

30. Tier II provider means a recipient that owns, operates, or manages (1) 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

31. Transit Asset Management (TAM) means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

32. Transit Asset Management (TAM) Plan means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

33. Transit asset management (TAM) policy means a transit provider's documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

34. Transit Asset Management (TAM) Strategy means the approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

35. Transit Asset Management System means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

36. Transit provider (provider) means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

37. Useful life means either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

38. Useful life benchmark (ULB) means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.