



Group Transit Asset Management Plan  
FYs 2022-2026

## **Executive Summary**

October 2022



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## Participating Operators

**CobbLinc** provides nine local fixed routes, two circulator routes, and three express bus routes that connect residents in the urban and suburban communities of Cobb County, such as Kennesaw and Marietta, to Atlanta. CobbLinc also operates demand response services in three FLEX zones in southwest Cobb County and paratransit services within 0.75 miles of its fixed routes.

**Cherokee Area Transportation System, or CATS**, operates two fixed bus routes through various parts of Canton and paratransit services within a 0.75-mile area of the transit routes. Additionally, CATS provides demand response services throughout the county.

**Connect Douglas** currently operates three main services throughout Douglas County and into neighboring counties, including Cobb and Fulton. These include fixed-route bus, ADA paratransit, and demand response services.

**Forsyth County** provides “on call” dial-a-ride service that allows residents to schedule a ride anywhere within the county.

**Gwinnett County Transit (GCT)** provides three commuter bus routes, six fixed routes, and paratransit service within 0.75-mile of the fixed routes. GCT’s services give county residents the opportunity to access the greater Atlanta region.

**Henry County Transit** currently operates demand response service available to all residents by advanced request. However, the county is interested in providing fixed-route services or alternative mobility services, most notably through the release of its Transit Master Plan (December 2021).

**Paulding County** offers 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.





# Introduction

In accordance with Federal Transit Administration (FTA) regulations established by 49 CFR Parts 625, § 625.25, the Group Transit Asset Management (TAM) Plan covers the horizon period October 1, 2022 through September 30, 2026 and includes:

- An inventory of capital assets (rolling stock, equipment, and facilities).
- Condition assessments for each capital asset.
- A decision support tool to analyze asset condition and to prioritize assets for repair and replacement.
- A prioritized list of investments resulting from the decision support tool.

As the Group TAM Plan sponsor, the Atlanta-region Transit Link Authority (ATL) has developed the Group TAM Plan in coordination with the seven participating operators. The operators and their TAM Accountable Executives are listed in **Table 1**.

**Table 1: TAM Accountable Executives**

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 Group TAM Plan, in accordance with 49 CFR §625.25 (Transit Asset Management Plan Requirements).
- Ensuring that the reporting requirements are completed in accordance with both 49 CFR §625.53 (Recordkeeping for Transit Asset Management) and §625.55 (Annual Reporting for Transit Asset Management).
- Approving the annual asset performance targets and Group 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).

The next Group TAM Plan is due by October 1, 2026.

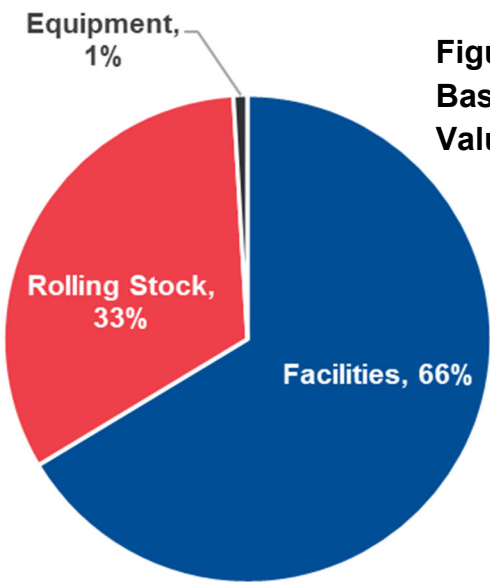


# Asset Inventory

The Group TAM Plan inventory includes all assets owned, operated, and maintained by each participating operator. **Table 2** shows the total number of assets and asset value for each asset class for the following three asset categories: Facilities, Equipment ( $\geq \$50,000$ ), and Rolling Stock. **Figure 1** illustrates the asset value distribution by asset class.

**Table 2: 2022 Asset Base**

Asset Category	Asset Class	Number of Assets	Total Value (\$2022)
Facilities		19	\$218M
	<i>Administration</i>	4	\$6M
	<i>Maintenance</i>	2	\$6M
	<i>Park &amp; Ride</i>	9	\$63M
	<i>Passenger</i>	4	\$143M
Equipment		13	\$4M
	<i>Non-Revenue Vehicles</i>	11	\$0.5M
	<i>Other Equipment</i>	2	\$3M
Rolling Stock		333	\$107M
	<i>Bus</i>	100	\$56M
	<i>Over-the-Road Coach</i>	65	\$39M
	<i>Cutaways</i>	117	\$10M
	<i>Minivan</i>	51	\$2M
<b>Total</b>		<b>365</b>	<b>\$329M</b>



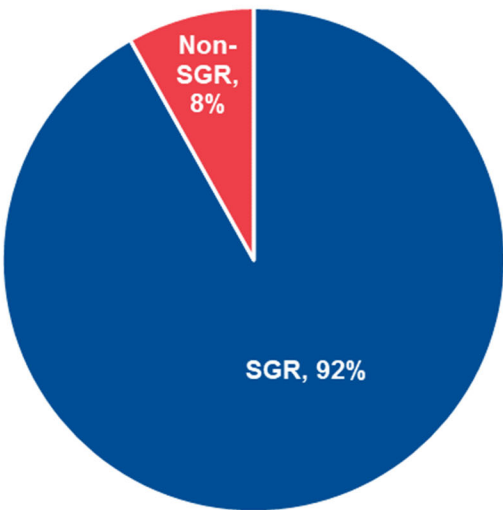
**Figure 1: 2022 Asset Base by Asset Class Value (\$2022)**

# Condition Assessment

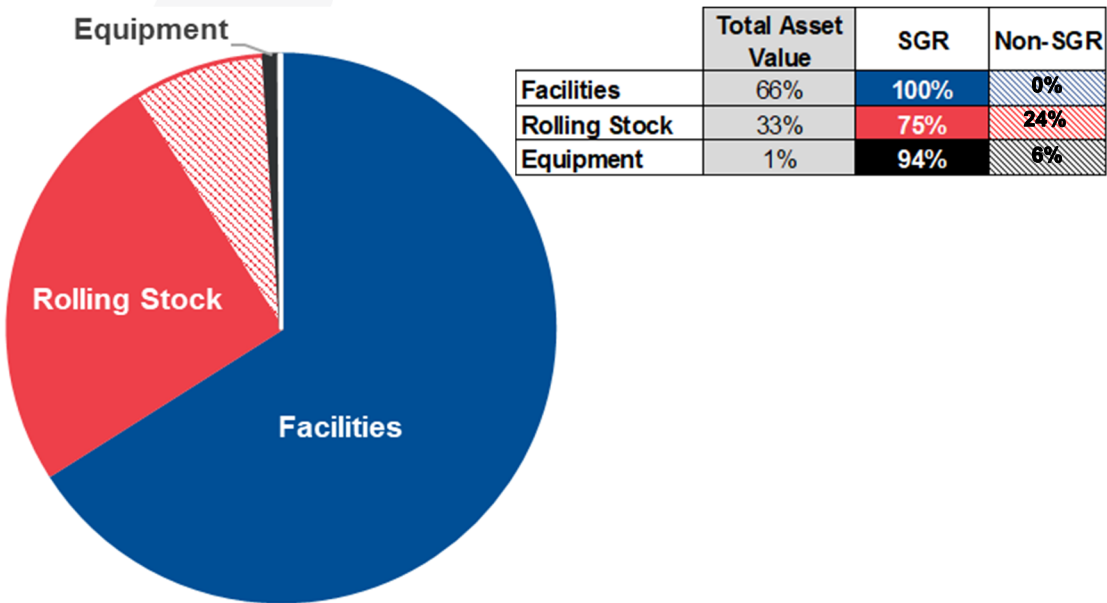
The asset inventory was assessed for its condition based on age of the asset, for rolling stock and equipment, compared to the useful life benchmark (ULB) value. A ULB is the expected lifecycle, or the acceptable period of use in service, for a capital asset as determined by a transit provider or the default benchmark provided by the FTA. Facility assets underwent a physical condition assessment to determine condition.

A “state of good repair” (SGR) is the condition in which a capital asset is able to operate at a full level of performance. **Figure 2** shows that 8% of the asset inventory, in terms of total dollar value, are currently not in a state of good repair. A breakdown of the non-SGR assets by asset class is shown in **Figure 3**.

**Figure 2: State of Good Repair by Asset Value, FY 2022**



**Figure 3: Non-SGR Breakdown by Asset Class**





# Investment Scenarios

Two asset investment scenarios were created based on specific funding assumptions. Scenario outputs were generated using FTA’s Microsoft Access-based tool, Transit Economic Requirements Model (TERM) Lite.

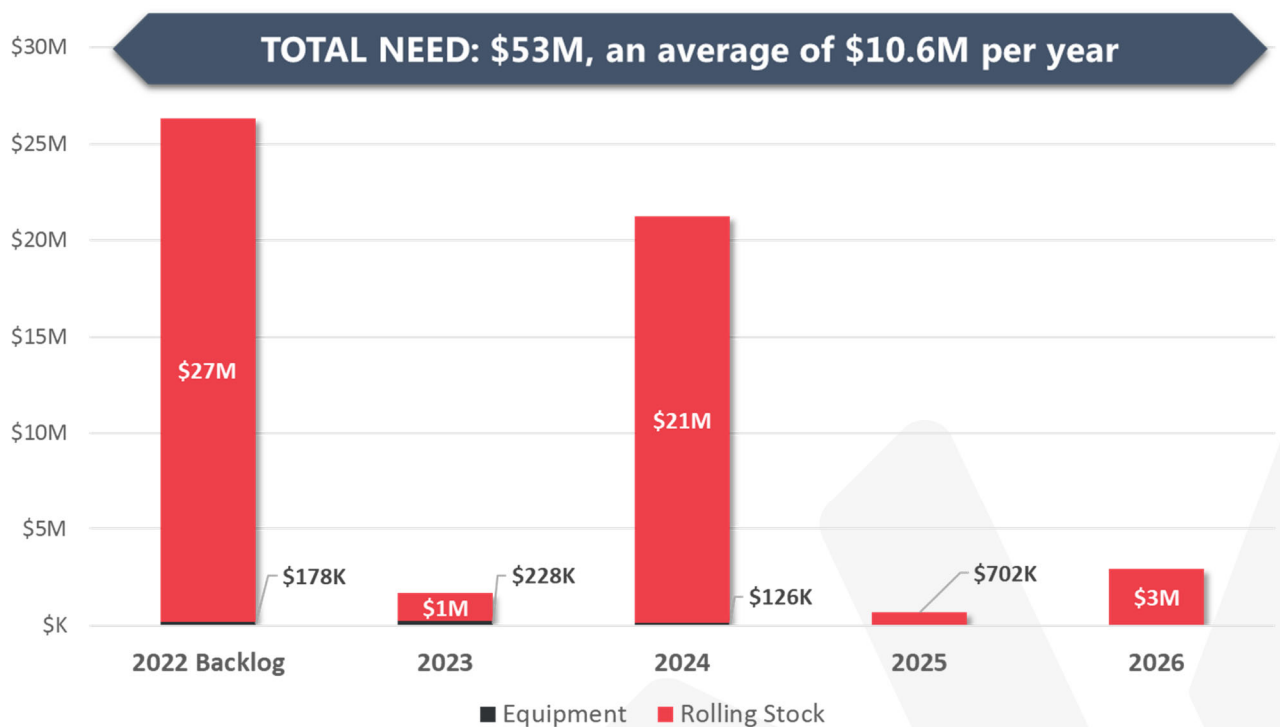
## Scenario 1: Unconstrained Funding

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, meaning assets are replaced as they reach their ULB.

### Annual Capital Need

As shown in **Figure 4**, predicted SGR capital need fluctuates by year for the group inventory between FY 2022 and FY 2026, for a total of \$53 million (\$10.6 million annually).

**Figure 4: 2022 Backlog and Annual Capital SGR Need (FYs 2023-2026)**



## Scenario 2: Constrained Funding

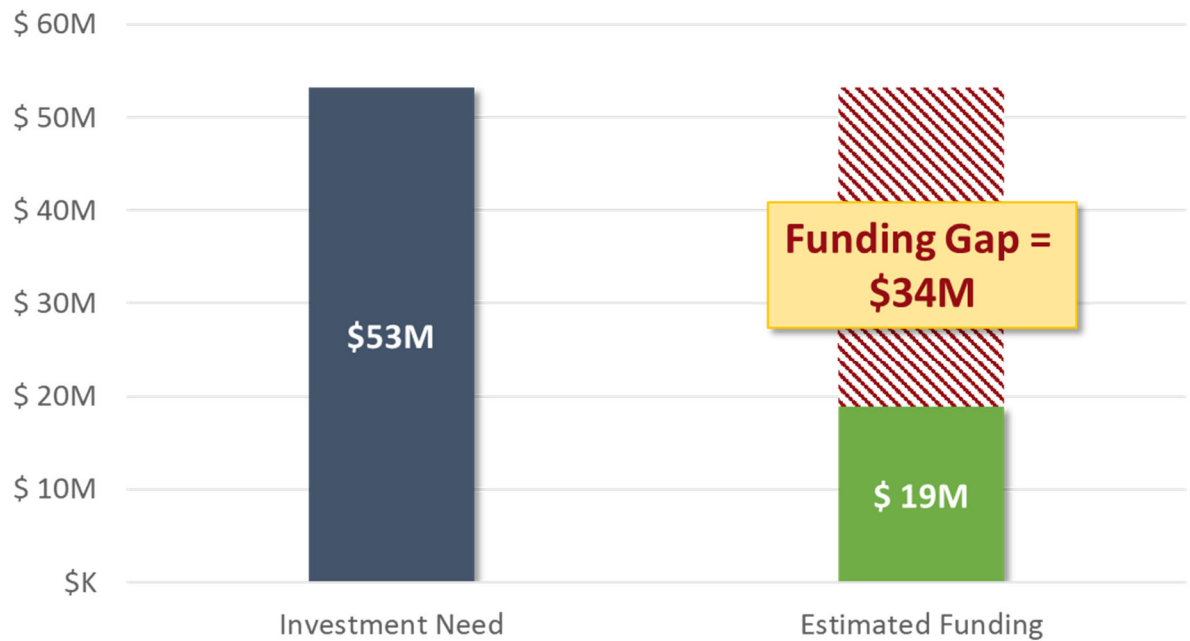
The second scenario uses existing amounts to estimate the capital funding available over the four-year period to purchase capital replacements (i.e., “financially constrained”). This scenario output demonstrates that there is insufficient funding to address all SGR needs and required the use of a prioritization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



## 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. **Figure 5** shows the total estimated budget deficit given the estimated fiscal constraints.

**Figure 5: Total Estimated Budget Deficit, FYs 2022-2026**



## Project Prioritization

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. **Figure 6** shows the project prioritization process and the resulting scores for each asset class. This process helps ensure that funding will be put towards asset replacements that will improve the overall state of good repair status of the asset inventory.

**Figure 6: Prioritization Criteria and Scoring**

