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Executive Summary

Transit asset management is a “strategic and systematic process through which an organization procures, operates, maintains, rehabilitates, and replaces transit assets to manage their performance, risks, and costs over their lifecycle to provide safe, cost-effective, and reliable service to current and future customers.”¹

In 2015, U.S. DOT estimated that the federal transit backlog accounted for 40 percent of buses and 23 percent of rail transit assets, totaling \$90 billion in deferred maintenance and replacement.² Like many other metro areas, the Atlanta region’s transit operators are currently faced with limited financial resources amid public demand for service expansion. This Transit Asset Management Plan (TAMP) will help four of the Atlanta region’s Tier II operators (Douglas County Transit, Henry County, Gwinnett County Transit, and the Center for Pan Asian Community Services) establish priorities for maintaining state of good repair while balancing the need for additional service provision.

In accordance with FTA regulations established by 49 CFR Parts 625 and 630 , this TAMP, which covers FY 2019-FY 2022, includes:

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

The TAMP has been developed in collaboration with the four transit agencies.

As required, this TAMP is to be approved by each participant’s Accountable Executive. Approvals will be in Appendix A.

The TAMP will be updated, at a minimum, every four years.

¹ Transit Asset Management Guide: Focusing on the Management of Our Transit Assets. FTA Research Report No. 0027, Federal Transit Administration, October 2012.

² 2015 Status of the Nation’s Highways, Bridges, and Transit: Conditions & Performance. U.S. DOT, December 2016.

1 Introduction

Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a state of good repair (SGR). This Transit Asset Management Plan (TAMP) is collaborative plan between four FTA-defined Tier II agencies (49 CFR § 625.45 (b)(1)). Tier II transit providers are those transit agencies that do not operate rail fixed-guideway public transportation systems and have either 100 or fewer vehicles in fixed-route revenue service during peak regular service, or have 100 or fewer vehicles in general demand response service during peak regular service hours.

The TAMP allows CPACS, GCT, Henry County Transit, and Douglas County Rideshare to outline goals, set policies, assess assets, focus on maintenance, and prioritize replacement/rehabilitation in order to continue operating safe, reliable, accessible, and convenient transit service.

The TAMP shall cover the horizon period from 10/1/2018 to 9/30/2022. This TAMP shall be amended throughout the four-year horizon period if significant changes are made to the asset inventory, condition assessments, or investment prioritization.

1.1 Plan Background & Purpose

Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a state of good repair (SGR). This Transit Asset Management Plan (TAMP) is collaborative plan between four FTA-defined Tier II agencies (49 CFR § 625.45 (b)(1)). Tier II transit providers are those transit agencies that do not operate rail fixed-guideway public transportation systems and have either 100 or fewer vehicles in fixed-route revenue service during peak regular service, or have 100 or fewer vehicles in general demand response service during peak regular service hours.

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The TAMP shall cover the horizon period from 10/1/2018 to 9/30/2022. This TAMP shall be amended throughout the four-year horizon period if significant changes are made to the asset inventory, condition assessments, or investment prioritization.

1.2 Group TAM Plan Sponsor

The Final Rule indicates that Tier II providers may join a group plan. The Atlanta Regional Commission (ARC), the Metropolitan Planning Organization (MPO) for Atlanta region, is the sponsor of a Tier II plan on behalf of four agencies within the region.

ARC, as sponsor, is responsible for coordinating the development of and submitting the group plan. ARC is also responsible for setting the performance targets in the group plan. ARC will also be responsible for future TAM reporting on asset performance measures to the National Transit Database (NTD).

1.3 Agency Overviews

All of the agencies included in this plan are located within the 18-county Atlanta urbanized area.

Center for Pan Asian Community Services

The Center for Pan Asian Community Services (CPACS) is a private nonprofit in Atlanta, Georgia. CPACS aims to promote self-sufficiency and equity for immigrants, refugees, and the underprivileged through comprehensive health and social services, capacity building, and advocacy.

CPACS provides fixed route and demand response service in DeKalb County and Gwinnett County. Both types of service are funded by 5307 JARC and 5310. CPACS provides approximately 21,000 trips annually.

CPACS has the following revenue vehicles in its possession:

- 4 cutaways
- 2 vans
- 1 minivan
- 2 automobiles.

CPACS runs one fixed route twice daily on a single route through the Clarkston area on Monday-Thursday. CPACS also runs a fixed route three times daily through Gwinnett County. CPACS runs its demand response service Monday-Saturday. CPACS' demand response service caters to two groups of individuals: seniors and individuals with disabilities (5310 funded) and refugees/immigrants needing transportation to employment-related activities. The geographic area served by CPACS is limited, and its demand response operates in the same service area as two larger public entities (MARTA and Gwinnett County Transit). Thus, CPACS is not operating paratransit service.

Additionally, the climate in Atlanta is mild. While warm weather conditions do place a strain on the climate control elements of vehicles, the fleet does not suffer from the same strain as those operating in winter weather conditions.

Douglas County Rideshare

Douglas County Rideshare currently provides commuter-oriented vanpool (5307-funded) and demand response public transportation services (5310-funded) to a 201-square mile service area. Douglas County operates 44 daily vanpools to work locations around the metro Atlanta area; the vanpools provide approximately 110,000 annual passenger trips. Douglas County provides demand response service on cutaways, which serves seniors and individuals with disabilities. The demand response service is only available to residents of Douglas County, but the trips may go outside of the county.

Additionally, Douglas County plans to begin fixed-route service on four routes in 2019. The routes will also utilize cutaways. Three of the routes will stay within the county, and the fourth is expected to connect with CobbLinc, which ultimately provides connectivity to MARTA at the H.E. Holmes Station.

Douglas has the following revenue vehicles in its possession:

- 53 vans
- 8 cutaways (4 for demand response; 4 for fixed-route service)

The vans sit idle at worksites for much of the day, thereby lowering accumulated mileage on the fleet.

Gwinnett County Transit

Gwinnett County Transit (GCT) offers commuter bus, local bus, and paratransit service as part of the department mission to “enhance quality of life by facilitating the mobility of people and goods safely and efficiently.” Commuter express bus service operates Monday through Friday, and local bus service operates Monday through Saturday.

GCT operates in a 437-square mile service area. GCT’s express buses run between Gwinnett County and the downtown central business district. One express bus also connects to the Clifton Corridor of Emory University and the CDC. The local buses run mostly within the county, with the exception of three routes that connect to the Doraville MARTA station in DeKalb County. GCT’s paratransit serves the .75 mile buffer around its fixed route local service and some small patches of legacy service, which includes service to the Doraville Station. GCT provides approximately 1.5 million trips annually across all three modes.

GCT has the following revenue vehicles in its possession:

- 33 buses
- 43 over the road buses
- 7 cutaways

GCT’s express bus service, which is largely provided by over-the-road vehicles, does not accumulate mileage as quickly as traditional local bus service. This helps to prolong the life of the agency’s vehicles. On the other hand, GCT’s cutaways serve a large geographic areas and cover extensive mileage. Consequently, GCT’s paratransit vehicles have shorter useful life benchmarks (ULBs) than the FTA recommendation.

Henry County

Henry County Transit currently offers demand response service and limited fixed route service in a 324-square mile area. The county’s demand response services are open to all citizens, but rides must be scheduled in advance. Rides are only offered within the county. The county’s fixed route currently consists of one route in North Henry. Henry County Transit operates Monday-Friday from 6 AM-6PM. Henry County Transit provides approximately 95,000 trips annually on total of 24 cutaway vehicles. Henry County receives both 5307 and 5311 funding; many of the trips made by vehicles include long distances in rural portions of the county. Consequently, Henry County’s cutaway vehicles have shorter useful life benchmarks (ULBs) than the FTA recommendation.

1.4 Accountable Executive

Each transit operator receiving FTA funds shall designate an “Accountable Executive” to implement the TAMP. Table 1 outlines the Accountable Executive at each agency. Each Accountable Executive must balance TAM, safety, operations, and expansion. The Accountable Executive shall be responsible for: ensuring TAM reporting requirements are met, approving annual targets, approving the TAMP, and monitoring the implementation of the TAMP. The signature page for the accountable executives is located in Appendix A.

Table 1. Accountable Transit Executives

Agency	Accountable Executive Title	Accountable Executive Name
CPACS	Vice President	Victoria Huynh
Douglas County Rideshare	Director	Gary Watson
GCT	Division Director, Transit	Karen Winger
Henry County Transit	Director	Taleim Salters

2 Methodology and Process

2.1 Plan Development Approach

The plan was developed with the intention of setting regional goals and policies while relying on the discretion of each operator to develop appropriate maintenance policies for their individual needs.

In addition to aggregating the inventories and policies, the steering committee for the plan included: (1) one representative from each of the four represented agencies and (2) two ARC staff members. This makeup ensured that each operator had buy-in to the plan while upholding the commitment to regional policies and priorities.

The Atlanta Regional Group TAMP aims to present an integrated approach to maintaining state of good repair (SGR). SGR is “a condition in which assets are fit for the purpose for which they were intended.”³

The plan will:

1. Outline the established policies, programs and procedures that will guide the operators in managing their asset portfolios.
2. Detail the operators’ targets and –using a dashboard tool—study each operators’ assets and current conditions.
3. Discuss how the operators intend to manage their assets and prioritize maintenance projects.
 - a. Rotate vehicles, track maintenance, schedule vehicles appropriately, fleet manager keeps specific buses in for maintenance—project weekly.
4. Outline the investments needed to maintain state of good repair.

2.2 TAMP Elements

This TAMP plan will contain the following elements:

1. A TAM and SGR Policy
2. Inventory of Capital Assets
The inventory of capital assets includes Rolling Stock, Equipment and Facilities.
3. Condition Assessment
All inventoried assets for which the agencies have direct ownership or capital responsibility will have a condition assessment.
4. Decision Support Tools & Management Approach
The decision-support tool used to estimate capital investment needs over time and develop an investment prioritization.
5. Investment Prioritization
The project-based prioritization of investments, developed in accordance with §625.33.

³ APTA SGR S

3 Policies, Programs and Procedures

3.1 Transit Asset Management Regional Policy

To maintain SGR, it is vital that the region and its transit operators focus resources on strategically maintaining and operating the existing system before allocating resources to expand the current system. The operators will prioritize data-supported maintenance projects to promote system reliability and resiliency. All vehicles should be maintained to ensure safe, reliable, comfortable, accessible, and cost-effective public transportation services to meet all service commitments.

3.2 Asset Management Goals and Objectives

The TAMP includes goals, objectives, and actions to support the regional policy. The goals are:

1. Improve customer service.

Many of the region's assets are customer-facing, and asset management effects on-time performance and rolling stock cleanliness. By maintaining SGR, transit agencies can improve service reliability and efficiency.

2. Focus on cost effectiveness.

Transit asset management plans enable operators to focus on SGR spending; by closely examining budgeting alongside performance alternatives and lifecycle costs, regional transit operators can focus on reducing long-term costs while improving performance.

3. Use data to support SGR and maintenance choices to promote the most efficient and safe use of vehicles.

To maintain SGR, it is vital that the region and its transit operators focus resources on strategically maintaining and operating the existing system before allocating resources to expand the current system. The operators will prioritize data-supported maintenance projects to promote system reliability and resiliency. All vehicles should be maintained to ensure safe, reliable, comfortable, accessible, and cost-effective public transportation services to meet all service commitments.

3.3 State of Good Repair Policy

A capital asset is in a state of good repair (SGR) when each of the following objective standards is met:

- (1) If the asset is in a condition sufficient for the asset to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR;
- (2) The asset is able to 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; and
- (4) The assets life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation and replacements (ULB).

The TAMP allows CPACS, Douglas County Rideshare, GCT, and Henry County Transit 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 a SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level.

CPACS, Douglas County Rideshare, GCT, and Henry County Transit shall establish annual TAM goals, which are separate from annual SGR performance goals, based upon tangible criteria related to asset performance.

Beginning with this plan, the participating operators shall gather data on the following criteria in order to establish baseline measures:

- Safety risks (Measure of accidents per 100,000 revenue miles by mode);
- System reliability (On-time performance by mode, 80% goal);
- Maintenance Resources (Number of vehicles out of service for 30 or more days, by mode);
- System performance (Missed runs due to major breakdown as a percentage of total runs by mode); and
- Miles between road calls (The average number of vehicle miles traveled between road calls).

Over time, tracking these criteria will allow the providers to develop a framework for maintaining a SGR by considering the condition of its assets in relation to the local operating environment. The two foundational criteria of SGR performance measures are *Useful Life Benchmark* (ULB) and *Condition*.

4 Inventory and Condition Assessment

4.1 Inventory

The inventory of the Group TAMP includes all rolling stock, equipment and facility assets owned and/or maintained by the plan's four participants. Each inventoried asset also has an assigned condition.

The asset inventory is maintained as a database in an excel document and in a Tableau dashboard; more information on that will be available in Chapter 5.

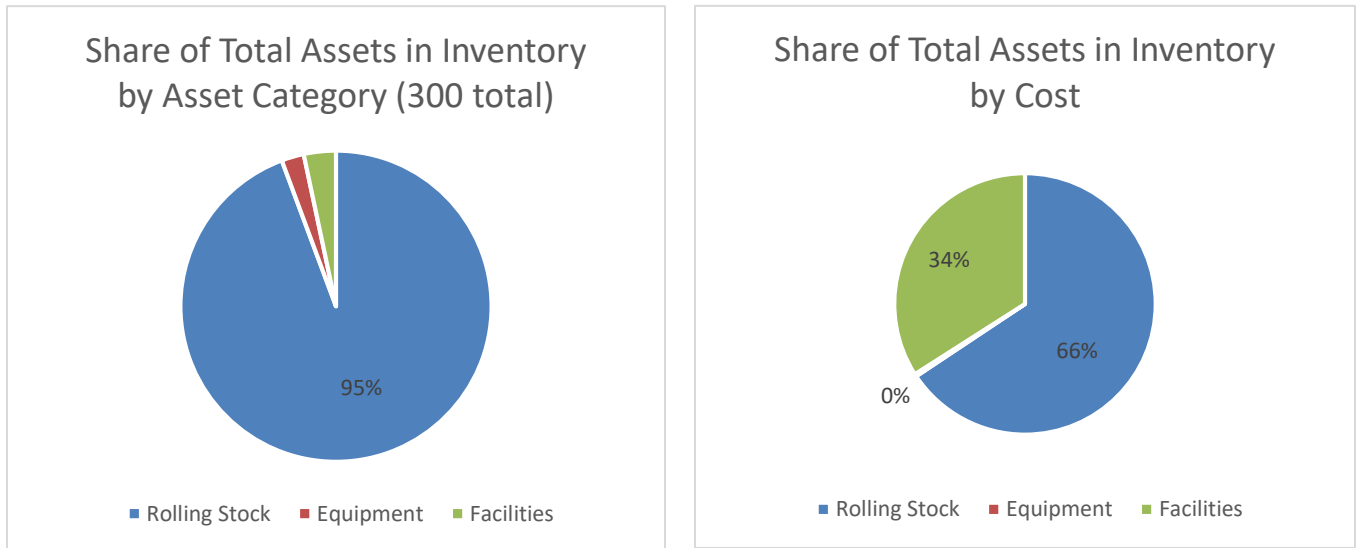
A detailed listing of the inventory and condition assessment for each asset can be found in Appendix C.

Table 2 shows a summary of the combined asset inventory by asset class showing total number, average age, average mileage, average value, and number exceeding ULB. Figure 1 shows the share of total assets in the inventory by category.

Table 2. Summary of Combined Asset Inventory

Asset Class	Total Number	Average Age	Average Value (2018 \$)	Number Exceeding ULB	Average Mileage/TERM Rating
Rolling Stock					
Automobile	5	10	22,210	4	91,027
Bus > 30 ft	39	4	411,989	0	105,431
Cutaway	54	4	54,995	15	57,576
Over-the-Road Bus	43	10	462,671	9	231,916
Van	73	5	28,612	20	55,265
<i>Rolling Stock Subtotal</i>	<i>214</i>	<i>5.6</i>	<i>980,477</i>	<i>9.6</i>	<i>108,243</i>
Equipment					
Automobile	7	3	26,832	0	30,638
Facilities					
Administrative	1	6		N/A	4
Maintenance	2	10	2,900,000	N/A	4
Parking	5	24	1,561,164	N/A	4.16
Passenger	2	16	1,530,000	N/A	3.35
<i>Facilities Subtotal</i>	<i>10</i>	<i>17.8</i>	<i>1,497,791</i>	<i>N/A</i>	<i>3.87</i>

Figure 1. Share of Total Assets in Inventory by Asset Category



4.1.1 Rolling Stock

Rolling stock is an Authority-owned and operated revenue service vehicle used in the provision of providing public transportation. The Rolling Stock asset category includes vehicles used in providing vanpool, demand response, and fixed route service. The inventory contains 214 vehicles: 88 for fixed route service, 56 for demand response service, and 70 for vanpooling.

The TAMP relies on detailed rolling stock data stored in a public tableau dashboard. The dashboard is updated annually using data from each operator; each operator must update their asset list by December 31st of each year. The following required data fields are maintained for each rolling stock asset (public transit vehicle):

Asset Category	Asset Sub Category
Mode	RVI ID
VIN Number	Vehicle Type
Active Vehicle?	Dedicated Fleet?
Capital Replacement Responsibility	Manufacturer
Model	Year Manufactured
Year Rebuilt	Fuel Type
Vehicle Length	Seating Capacity
Standing Capacity	Ownership Type
Funding Type	ADA Accessible Vehicle
Supports Another Mode?	In Storage?
Emergency Contingency Vehicle?	Awaiting Sale or Disposal?
ULB	ULB remaining
Year estimated to exceed ULB	Status
Miles in prior CY	Replacement Cost

4.1.2 Equipment

All non-revenue service vehicles regardless of value and any authority-owned equipment with a cost of over \$50,000 in acquisition value must be included in the asset listing in the TAMP. For the group plan participants, non-revenue vehicles are the only type of equipment that are required to be included in the TAMP as no agency has equipment other than non-revenue vehicles that cost more than \$50,000.

Non-revenue service vehicles are also included in the Tableau Dashboard. The following data fields are required for non-revenue service vehicles:

Asset Category	Asset Sub Category
Mode	RVI ID
VIN Number	Vehicle Type
Capital Replacement Responsibility	Manufacturer
Model	Year Manufactured
Year Rebuilt	Fuel Type
Vehicle Length	Ownership Type
Funding Type	Awaiting Sale or Disposal?
ULB	ULB remaining
Year estimated to exceed ULB	

4.1.3 Facilities

Facilities are any structure used in providing public transportation where the Authority owns and has a direct capital responsibility. Facilities utilized but not necessarily owned or operated by the Authority include: operations, maintenance and administrative buildings, and passenger stations.

Facilities are also included in the Tableau Dashboard. The following required data fields are maintained for each facility asset:

Asset Category	Facility ID
Name	Section of Larger Facility?
Street	City
State	Zip
Condition Assessment	Estimated Date of Condition Assessment
Primary Mode	Secondary Mode
Year Built or Reconstructed as New	Square Feet
Parking Spaces	% Transit Agency Capital Responsibility
Funding Type	Passenger Trips Served by Facility

4.2 Condition Assessment

The physical condition of an asset is a direct reflection of its ability to perform its intended function. As part of the TAMP, each asset meeting FTA TAMP criteria must have a physical condition assessment conducted on an annual basis. The condition assessment process involves regular inspections that evaluate an asset’s visual and physical conditions as well as performance characteristics and the risks/impact of failures. For this plan, rolling stock and equipment assessments rely primarily on a comparison of asset age to its Useful Life Benchmark (ULB). The Useful Life Benchmark (ULB) is the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by the transit provider, or the default benchmark provided by FTA. Table 3 below outlines FTA’s default ULBs for different classes of vehicles.

A detailed listing of the inventory and condition assessment for each asset can be found in Appendix C.

Table 3. Comparison of FTA Default Useful Live Benchmark and FTA Minimum Useful Life for Grant Accountability

Asset Class/Type	FTA Default Useful Life Benchmark	FTA Circular 5010.1E Minimum Useful Life for Grant Accountability
Automobile	4 years	4 years/100,000 miles
Bus > 30 ft	12 years	12 years/350,000 miles
Cutaway	5-7 years	Medium-duty: 7 years/200,000 miles Heavy-duty: 5 years/150,000 miles
Over-the-Road Bus	12 years	12 years/350,000 miles
Van	4 years	4 years/100,000 miles

For this TAM plan, the condition also takes mileage into account.

Transit facilities were evaluated 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. Some agencies evaluated each sub-component while others only evaluated the facility as a whole. Table 4 shows the TERM Rating Scale.

Table 4. FTA TERM Rating Scale

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty, if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1	Poor	Critically damages or in need of immediate repair, well past useful life

5 Performance Measures and Targets

Well-maintained assets ensure that operators can continue to offer safe and reliable service while minimizing costs. The TAMP aims to help transit agencies develop a strategy and prioritization criteria for keeping their system in a SGR.

SGR performance measures combine the measures of ULB and physical condition to create a performance measures from which asset performance targets can be derived on an annual basis. These performance measures are directly related to asset lifecycle (ULB & 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:

- **Rolling Stock (Age):** The SGR performance measure for rolling stock is the percentage of revenue vehicles a particular asset class that have either met or exceeded their ULB.
- **Equipment (Age):** The SGR performance measure only applies to non-revenue service vehicles. The SGR performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB.
- **Facilities (Condition):** The SGR performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the FTA TERM Scale.

5.1 Targets

To set the TAMP targets, each operator first developed their own targets. Those targets were then compared. In setting the targets, the operators considered multiple potential approaches, including weighted averages by fleet size and lowest common denominator. After review, it was determined that the weighted targets would not be universally achievable, so the lowest common denominator option was chosen. The lowest target and ULB for each asset class was adopted for the TAMP. In the case of cutaways and over-the-road buses, the targets would have been the same for both a weighted average and a lowest common denominator approach. The targets, which will be revised annually, are shown in Table 5.

Table 5. Targets by Asset Type-% Exceeding ULB/TERM Scale

	Rolling Stock					Equipment	Facilities	
	Automobile	Bus	Over-the-Road Bus	Van	Cutaway	Non-Revenue Service Vehicles	Passenger/Parking	Admin/Maintenance
Target	50%	50%	20%	50%	10%	50%	40%	40%

As per FTA regulations, within three months of the TAM plan’s effective date of October 1, 2018, the group plan participants shall set performance targets for the next fiscal year for each asset class included in this TAMP. The group plan participants will reconvene to adopt new targets every September.

While FTA sets a default ULB by asset, the operators in this TAMP decided to set their own ULBs, taking into account service frequency, weather, geography, historical maintenance patterns, the default ULB, and manufacturer guidelines. Each agency participating in the group plan has unique service

characteristics and differing maintenance policies. Table 6 below shows the ULBs the group decided on by asset class as they compare to the FTA Default ULB.

Table 6. Asset Class/Type ULB and Minimum Useful Life for Grant Accountability

Asset Class/Type	TAM Plan Useful Life Benchmark	FTA Default Useful Life Benchmark
Automobile	6 years	8 years
Bus > 30 ft	12 years	14 years
Cutaway	5 years	10 years
Over-the-Road Bus	12 years	12 years
Van	6 years	8 years

As the only van operator, Douglas County established the van ULB for the group. Douglas County internally reviewed 25 years of historical maintenance records to set the ULB. For the cutaway ULB, the group relied on the replacement schedule set by the Georgia Department of Transportation (GDOT). GDOT manages the replacement of all 5311-funded cutaways. GCT is the only operator of buses and over-the-road buses in the group plan. They set their ULBs to align with the FTA’s minimum useful life policy found in FTA Circular 5010.1E. The ULBs set by FTA align with GCT’s maintenance records and previous operations experience.

5.2 Progress

Table 7 provides a summary of the assessed asset performance by asset category and the associated performance targets.

Table 7. Summary of Asset Performance by Asset Class

Asset Class	Total Number	ULB	# Exceeding ULB/3.0 TERM Rating	% Exceeding ULB/3.0 TERM Rating	FY18 Targets
Rolling Stock					
Automobile	5	6	4	80%	50%
Bus > 30 ft	39	12	0	0%	50%
Cutaway	54	5	15	33%	10%
Over-the-Road Bus	43	12	9	20%	20%
Van	73	6	20	27%	50%
<i>Rolling Stock Subtotal</i>	<i>214</i>		<i>48</i>	<i>22%</i>	<i>36%</i>
Equipment					
Automobile	7	6	0	0%	50%
Facilities					
Administrative	1		0	0%	40%
Maintenance	2		0	0%	40%
Parking	5		1	20%	40%
Passenger	2		1	50%	40%
<i>Facilities Subtotal</i>	<i>10</i>		<i>2</i>	<i>20%</i>	<i>40%</i>

6 Decision Support Tools & Management Approach

Lifecycle planning of capital public transportation assets requires agency staff to balance maintenance, finance/grants, and operations and safety needs. If the appropriate tools are used, agency and MPO staff will be able to budget and prioritize future investment needs.

This TAMP utilizes to different decision support tools that dovetail with each other. First, Tableau, an interactive data visualization software, serves as a repository for all asset and condition data. Using Tableau, the group plan participants can visualize the year each asset is projected to exceed its ULB and the associated expenditures. The tool can also project needs across the entire agency and region.

Tableau similarly shows a projection line for anticipated funding for SGR costs. In this way, Tableau’s dashboard shows the estimated gap between SGR needs and SGR funding for the agency and for the region.

Acknowledging that there is a capital shortfall, the TAMP participants also implemented an excel-based decision support tool to help prioritize necessary SGR investments. The excel-based prioritization tool uses criteria established in ARC’s Transportation Improvement Program (TIP) Project Evaluation Framework, a data-driven decision-making guide to evaluation projects for inclusion in the TIP.

6.1 Budgeting

Since the prioritization of assets is dependent upon expenditure constraints, the excel-based tool relies on a fiscally constrained budget. The scenario extrapolates funding for maintaining SGR for each agency by adjusting current funding levels for inflation.

Table 8 shows the available funding by year for the entire plan.

Table 8. Available Funds by Agency

YEAR	2018	2019	2020	2021	2022	2023	TOTAL
Total	\$ 4,501,136.28	\$ 2,562,164.00	\$ 2,616,738.10	\$ 2,670,119.55	\$ 2,725,391.03	\$ 2,783,169.32	\$ 17,858,718.28
CPACS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Douglas	\$ 134,214.42	\$ 137,489.26	\$ 140,417.78	\$ 143,282.30	\$ 146,248.24	\$ 149,348.71	\$ 851,000.70
Gwinnett	\$ 4,157,667.00	\$ 2,210,314.07	\$ 2,257,393.76	\$ 2,303,444.60	\$ 2,351,125.90	\$ 2,400,969.77	\$ 15,680,915.11
Henry	\$ 209,254.86	\$ 214,360.67	\$ 218,926.56	\$ 223,392.66	\$ 228,016.89	\$ 232,850.84	\$ 1,326,802.47

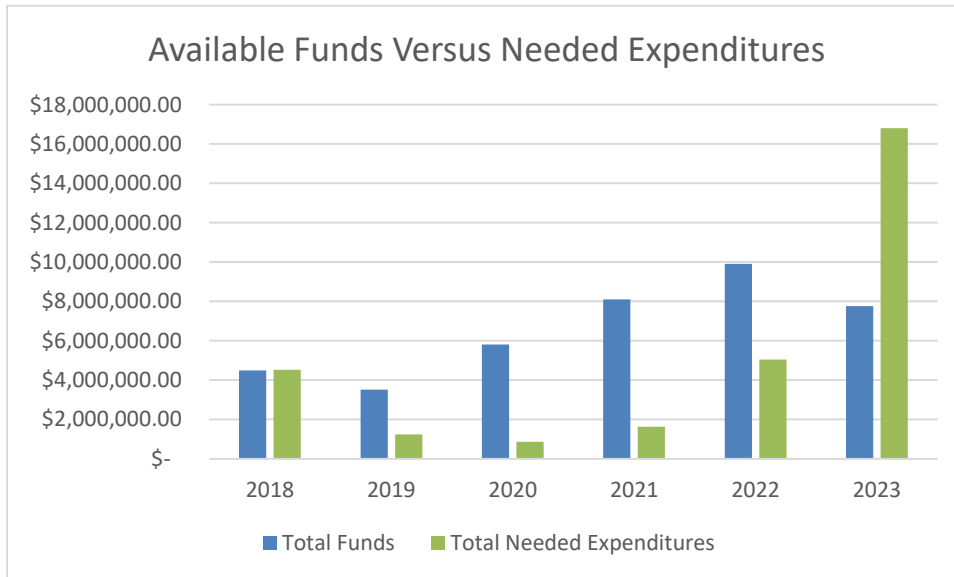
Table 9 shows the annual backlog needed to achieve SGR given fiscal constraint.

Table 9. Annual State of Good Repair Backlog

YEAR	2018	2019	2020	2021	2022	2023	TOTAL
Total	\$ (971,777.72)	\$ (872,053.51)	\$ (470,757.01)	\$ (676,230.99)	\$ (288,166.88)	\$ (9,047,691.63)	\$ (12,326,677.75)
CPACS	\$ (159,837.00)	\$ (211,687.14)					\$ (371,524.14)
Douglas	\$ (371,195.58)	\$ (269,341.90)	\$ (289,932.10)	\$ (419,219.48)	\$ (288,166.88)	\$ (294,627.98)	\$ (1,932,483.92)
Gwinnett						\$ (8,629,908.13)	\$ (8,629,908.13)
Henry	\$ (440,745.14)	\$ (391,024.47)	\$ (180,824.91)	\$ (257,011.51)		\$ (123,155.52)	\$ (1,392,761.56)

Figure 2 shows the annual funds available to providers in the group plan next to the expected SGR costs.

Figure 2. Annually Available Funds and SGR Backlog



6.2 Prioritization

Given fiscal constraint, the assets were then prioritized based on a number of factors. For vehicles, the excel-based prioritization tool used by the TAMP participants relies on three key criteria: mobility, asset condition, and reliability. Table 5 below shows the measures that go into each of those three key factors. For all measures, a distribution score is used to assign scores.

Table 5. Prioritization Measures-Vehicles

Mobility – 20% of prioritization	Asset Condition-60% of prioritization	Reliability-20% of prioritization
<ul style="list-style-type: none"> Share of annual system trips impacted* (50%) Annual mileage on the vehicle (50%) 	<ul style="list-style-type: none"> Ratio of asset age to useful life benchmark (50%) Ratio of mileage to useful life benchmark (50%) 	<ul style="list-style-type: none"> Miles between road calls (100%)

*Annual system trips are broken down by agency and by mode.

In this prioritization scheme, vehicles used for a large portion of the agency trips, older vehicles, and/or vehicles that require more road calls are replaced first.

For facilities, the TERM scale condition ratings provided by the facility owners were used. Facilities and facility subsystems scoring below 3.0 were scheduled for rehabilitation. Additionally, based on the needs of the operators and the desire to focus on safety and service provision, vehicle replacement is prioritized above facility replacement.

6.3 Prioritized List of Investments

The group plan contains an investment prioritization. The analysis identifies which capital investments are needed, when they are needed, and how much it will cost to obtain the investments.

While the prioritized list of investments lists each agency’s needs together despite their independent cash flow, Tableau will also enable the operators to filter by agency. Additionally, lumping each agency

together facilitates a more competitive process during TIP project solicitations, which frequently opens up additional funding streams for asset management.

The criteria used to rank projects remained consistent throughout the TAMP, and priority consideration was given to projects that improve SGR and safety and to projects that take into consideration ADA improvements. The prioritization considers estimated funding levels and prioritize investments over the TAMP horizon period.

Each investment contains a year in which the investment should be made.

The prioritized list of assets by year can be found in Appendix D.

7 Recordkeeping and NTD Reporting

Each participating agency and the ARC shall maintain all supporting TAM Plan records and documents. Each agency shall make TAMP records available to Federal (FTA) and State (GDOT) entities that provide(s) funding to the Authority, and to aid in the planning process. Each agency shall report, on an annual basis, to the FTA's National Transit Database (NTD):

- Inventory of assets; and
- Condition inspection assessments of capital assets.

ARC shall report, on an annual basis to NTD:

- SGR performance targets for the next fiscal year; and
- An annual narrative shall also be included and reported to NTD that provides a description of any change in the condition of the transit system or operations from the previous year, and describe the progress made during the reporting year to meet the performance targets set in the previous reporting year.

Per NTD requirements, because the ARC's fiscal year ends on December 31st, annual TAM data reporting to NTD shall be completed by ARC by the last business day of April of each calendar year. If a NTD filing extension is required for any reason, an extension letter must be filed with NTD by April 31st. Each agency must report their own inventory of assets and condition inspection assessments to NTD based on their own fiscal year.

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 Regional Commission, I concur with the enclosed TAM Plan and approve the corresponding FY 2019 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: _____

List of Accountable Executive Approvals

Participant Agency Name	Accountable Executive	Title	Date Approved
CPACS	Victoria Huynh	Vice President	9-11-18
Douglas County Rideshare	Gary Watson	Rideshare Director	9-10-18
Gwinnett County Transit	Karen Winger	Transit Division Director	9-11-18
Henry County Transit	Taleim Salters	Director	9-24-18

APPENDIX B. KEY DEFINITIONS

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.

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.

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.

Asset Inventory: Means a register of capital assets, and information about those assets.

Capital Asset: Means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

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.

Direct Recipient: Means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

Equipment: Means an article of nonexpendable, tangible property having a useful life of at least one year.

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.

Facility: Means a building or structure that is used in providing public transportation.

Full Level of Performance: Means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.

Horizon Period: Means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan. FTA standard horizon period is four years.

Implementation Strategy: Means a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

Infrastructure: Means the underlying framework or structures that support a public transportation system.

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.

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.

Participant: Means a tier II provider that participates in a group TAM plan.

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).

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 the Federal Transit Administration (FTA).

Public Transportation System: Means the entirety of a transit provider's operations, including the services provided through contractors.

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.

Rolling Stock: Means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

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.

State of Good Repair (SGR): Means the condition in which a capital asset is able to operate at a full level of performance.

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

TERM Scale: Means the five (5) category rating system used in the Federal Transit Administration'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.

Tier II Provider: Means a recipient that owns, operates, or manages (1) one hundred (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.

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.

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.

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.

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.

Transit Asset Management (TAM) System: Means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

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.

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

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.

APPENDIX C. ASSET INVENTORY

C1. ROLLING STOCK

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
CPACS	MB	1FDEE3FL6GDC26004	Cutaway Bus (CU)	CPACS	Ford	Goshen Impulse (B)	2016	NFPE - 5310	5	\$ 64,063.00	33,351
CPACS	MB	1FDEE3FL8GDC26005	Cutaway Bus (CU)	CPACS	Ford	Goshen Impulse (A)	2016	NFPE - 5310	5	\$ 64,063.00	36,833
CPACS	DR	1GAHG39KX91180107	Van (VN)	CPACS	Chevrolet	Express Van 3500	2009		6	\$ 34,065.00	101,538
CPACS	DR	1GAHG39U871238956	Van (VN)	CPACS	Chevrolet	Express Van 3500	2007		6	\$ 34,065.00	91,298
CPACS	MB	1GB3G2BG5D1106902	Cutaway Bus (CU)	CPACS	Chevrolet	Aerolite (B)	2012	NFPE - 5307	5	\$ 49,996.00	131,239
CPACS	MB	1GB3G2BG7D1106870	Cutaway Bus (CU)	CPACS	Chevrolet	Aerolite (A)	2012	NFPE - 5307	5	\$ 49,996.00	123,949
CPACS	DR	1HGCG2259XA010299	Automobile (AO)	CPACS	Honda	Accord	1999		6	\$ 25,780.00	190,854
CPACS	DR	JTDBU4EE6AJ066718	Automobile (AO)	CPACS	Toyota	Corolla	2010		6	\$ 19,035.00	61,012
CPACS	DR	STDKK3DC3FS666199	Minivan (MV)	CPACS	Toyota	Sienna	2016		6	\$ 33,660.00	43,802
Douglas	VP	1FBSS31L19DA68248	Van (VN)	Douglas County	Ford	E-350	2009	5307	6	\$ 25,824.00	185,826
Douglas	VP	1BFSS3BL6ADA30713	Van (VN)	Douglas County	Ford	E-350	2009	AARA	6	\$ 23,868.00	97,311
Douglas	VP	1FBNE3BL0DDB34588	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	46,319
Douglas	VP	1FBNE3BL0DDB34591	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	45,629
Douglas	VP	1FBNE3BL2DDB34589	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	47,793
Douglas	VP	1FBNE3BL2DDB34592	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,235.00	58,540
Douglas	VP	1FBNE3BL3DDB34584	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	38,985

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
Douglas	VP	1FBNE3BL4DDB34593	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,235.00	52,680
Douglas	VP	1FBNE3BL5DDB34585	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	74,670
Douglas	VP	1FBNE3BL7DDB34586	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	39,260
Douglas	VP	1FBNE3BL9DDB34587	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	50,729
Douglas	VP	1FBNE3BL9DDB34590	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	55,445
Douglas	VP	1FBSS31L09DA68256	Van (VN)	Douglas County	Ford	E-350	2009	5307	6	\$ 25,824.00	106,178
Douglas	VP	1FBSS31L19DA68251	Van (VN)	Douglas County	Ford	E-350	2009	5307	6	\$ 25,824.00	158,219
Douglas	VP	1FBSS31L39DA68249	Van (VN)	Douglas County	Ford	E-350	2009	5307	6	\$ 25,824.00	115,101
Douglas	VP	1FBSS31L39DA68252	Van (VN)	Douglas County	Ford	E-350	2009	5307	6	\$ 25,824.00	135,108
Douglas	VP	1FBSS31L59DA68253	Van (VN)	Douglas County	Ford	E-350	2009	5307	6	\$ 25,824.00	121,119
Douglas	VP	1FBSS31L79DA68254	Van (VN)	Douglas County	Ford	E-350	2009	5307	6	\$ 25,824.00	98,643
Douglas	VP	1FBSS31L89DA68246	Van (VN)	Douglas County	Ford	E-350	2009	5307	6	\$ 25,824.00	106,669
Douglas	VP	1FBSS31LX9DA68247	Van (VN)	Douglas County	Ford	E-350	2009	5307	6	\$ 25,824.00	170,341
Douglas	VP	1FBSS31LX9DA68250	Van (VN)	Douglas County	Ford	E-350	2009	5307	6	\$ 25,824.00	163,991
Douglas	VP	1FBSS3BL0DDB34599	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	62,221
Douglas	VP	1FBSS3BL1ADA30716	Van (VN)	Douglas County	Ford	E-350	2009	AARA	6	\$ 25,824.00	125,735
Douglas	VP	1FBSS3BL2ADA30708	Van (VN)	Douglas County	Ford	E-350	2009	AARA	6	\$ 25,824.00	105,696
Douglas	VP	1FBSS3BL3ADA30717	Van (VN)	Douglas County	Ford	E-350	2009	AARA	6	\$ 25,824.00	142,914
Douglas	VP	1FBSS3BL3DDB34595	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	68,242
Douglas	VP	1FBSS3BL4ADA30709	Van (VN)	Douglas County	Ford	E-350	2009	AARA	6	\$ 25,824.00	112,983
Douglas	VP	1FBSS3BL4ADA30712	Van (VN)	Douglas County	Ford	E-350	2009	AARA	6	\$ 25,824.00	110,366

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
Douglas	VP	1FBSS3BL5DDB34596	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	42,252
Douglas	VP	1FBSS3BL7DDB34597	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	50,832
Douglas	VP	1FBSS3BL8ADA30714	Van (VN)	Douglas County	Ford	E-350	2009	AARA	6	\$ 25,824.00	182,962
Douglas	VP	1FBSS3BL9DDB34598	Van (VN)	Douglas County	Ford	E-350	2013	5307	6	\$ 26,173.00	48,117
Douglas	VP	1FBSS3BLXADA30715	Van (VN)	Douglas County	Ford	E-350	2009	AARA	6	\$ 25,824.00	103,466
Douglas	VP	1FBZX2YM0GKA50065	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 31,384.00	19,659
Douglas	VP	1FBZX2YM2GKA50066	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 31,384.00	25,092
Douglas	VP	1FBZX2YM4GKA50067	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 31,384.00	25,615
Douglas	VP	1FBZX2YM5HKA34986	Van (VN)	Douglas County	Ford	Transit	2016	5307	6	\$ 33,772.00	15,504
Douglas	VP	1FBZX2YM6GKA50068	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 31,384.00	21,579
Douglas	VP	1FBZX2YM6HKA31117	Van (VN)	Douglas County	Ford	Transit	2016	5307	6	\$ 33,772.00	7,848
Douglas	VP	1FBZX2YM7HKA25617	Van (VN)	Douglas County	Ford	Transit	2016	5307	6	\$ 33,772.00	13,145
Douglas	VP	1FBZX2YM8GKA50069	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 31,384.00	20,853
Douglas	VP	1FBZX2YM9GKA50064	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 31,384.00	22,195
Douglas	MB	1FD4E4FS3HDC64440	Cutaway Bus (CU)	Douglas County	Ford	Startrans	2017	5339	5	\$ 53,997.00	883
Douglas	DR	1FD4E4FS3HDC64440	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	5307	5	\$ 61,757.00	52,160
Douglas	MB	1FD4E4FS5HDC64441	Cutaway Bus (CU)	Douglas County	Ford	Startrans	2017	5339	5	\$ 53,997.00	748
Douglas	DR	1FD4E4FS5HDC64441	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	5307	5	\$ 61,757.00	59,835
Douglas	MB	1FD4E4FS5HDC64442	Cutaway Bus (CU)	Douglas County	Ford	Startrans	2017	5339	5	\$ 53,997.00	776
Douglas	DR	1FD4E4FS7HDC64442	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	5307	5	\$ 61,757.00	21,901
Douglas	MB	1FD4E4FS9HDC64443	Cutaway Bus (CU)	Douglas County	Ford	Startrans	2017	5339	5	\$ 53,997.00	754

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
Douglas	DR	1FDFE4FS9HDC64443	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	5307	5	\$ 61,757.00	59,975
Douglas	VP	1FDSS31M33HB04733	Van (VN)	Douglas County	Ford	E-350	2010	5307	6	\$ 42,534.00	171000
Douglas	VP	1FMZK1YM0GKA50051	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 28,698.00	23,028
Douglas	VP	1FMZK1YM1GKA50057	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 29,605.00	63,702
Douglas	VP	1FMZK1YM1GKA50060	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 31,444.00	16,167
Douglas	VP	1FMZK1YM1HKA22907	Van (VN)	Douglas County	Ford	Transit	2016	5307	6	\$ 31,444.00	10,174
Douglas	VP	1FMZK1YM2GKA50052	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 28,698.00	21,060
Douglas	VP	1FMZK1YM3GKA50058	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 29,605.00	25,497
Douglas	VP	1FMZK1YM3GKA50061	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 29,605.00	20,887
Douglas	VP	1FMZK1YM3HKA22908	Van (VN)	Douglas County	Ford	Transit	2016	5307	6	\$ 31,444.00	7,290
Douglas	VP	1FMZK1YM3HKA22911	Van (VN)	Douglas County	Ford	Transit	2016	5307	6	\$ 32,351.00	13,402
Douglas	VP	1FMZK1YM4GKA50053	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 28,698.00	17,709
Douglas	VP	1FMZK1YM5GKA50059	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 29,605.00	22,666
Douglas	VP	1FMZK1YM5HKA22909	Van (VN)	Douglas County	Ford	Transit	2016	5307	6	\$ 31,444.00	16,047
Douglas	VP	1FMZK1YM5HKA22912	Van (VN)	Douglas County	Ford	Transit	2016	5307	6	\$ 32,351.00	13,625
Douglas	VP	1FMZK1YM6GKA50054	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 28,698.00	23,043
Douglas	VP	1FMZK1YM7HKA22913	Van (VN)	Douglas County	Ford	Transit	2016	5307	6	\$ 32,351.00	8,768
Douglas	VP	1FMZK1YM8GKA50055	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 28,698.00	19,327
Douglas	VP	1FMZK1YMXGKA50056	Van (VN)	Douglas County	Ford	Transit	2015	5307	6	\$ 26,914.00	20,015
Douglas	VP	1FMZKYM1HKA22910	Van (VN)	Douglas County	Ford	Transit	2016	5307	6	\$ 31,444.00	10,746
Douglas	DR	1FTYE2CM7HKA22933	Van (VN)	Douglas County	Ford	Transit	2016	5307	6	\$ 31,444.00	21,101

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
Douglas	VP	1FBzx2ymxjkb30321	Van (VN)	Douglas County	Ford	Transit	2018	5307	6	\$ 28,698.00	50
Douglas	VP	1FBzx2ym1jkb30322	Van (VN)	Douglas County	Ford	Transit	2018	5307	6	\$ 28,698.00	50
Douglas	VP	1FBzx2ym3jkb30323	Van (VN)	Douglas County	Ford	Transit	2018	5307	6	\$ 28,698.00	50
Douglas	VP	1FBzx2ym5jkb30324	Van (VN)	Douglas County	Ford	Transit	2018	5307	6	\$ 28,698.00	50
Douglas	VP	1FBzx2ym7jkb30325	Van (VN)	Douglas County	Ford	Transit	2018	5307	6	\$ 28,698.00	50
Douglas	VP	1FBzx2ym9jkb30326	Van (VN)	Douglas County	Ford	Transit	2018	5307	6	\$ 28,698.00	50
Douglas	VP	1FBzx2ym0jkb30327	Van (VN)	Douglas County	Ford	Transit	2018	5307	6	\$ 28,698.00	50
Douglas	VP	1FBzx2ym2jkb30328	Van (VN)	Douglas County	Ford	Transit	2018	5307	6	\$ 28,698.00	50
Douglas	VP	1FTYE2CM0JKB21907	Van (VN)	Douglas County	Ford	Transit	2019	5307	6	\$ 28,698.00	50
Gwinnett	MB	15GGD2713G1188779	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	64,721
Gwinnett	MB	15GGD271XG1188780	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	68,249
Gwinnett	MB	15GGD2711G1188781	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	69,326
Gwinnett	MB	15GGD2713G1188782	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	67,954
Gwinnett	MB	15GGD2715G1188783	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	71,933
Gwinnett	MB	15GGD2717G1188784	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	62,364
Gwinnett	MB	19GGD2719G1188785	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	71,381
Gwinnett	MB	15GGD2710G1188786	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	50,157
Gwinnett	MB	15GGD2712G1188787	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	70,960
Gwinnett	MB	15GGD2714G1188788	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	53,230
Gwinnett	MB	15GGD2716G1188789	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	66,477
Gwinnett	MB	15GGD2712G1188790	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	63,663

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
Gwinnett	MB	15GGD2714G1188791	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	65,465
Gwinnett	MB	15GGD2716G1188792	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	59,542
Gwinnett	MB	15GGD2718G1188793	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	18,194
Gwinnett	MB	15GGD271XG1188794	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	61,892
Gwinnett	MB	15GGD2711G1188795	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	59,834
Gwinnett	MB	15GGD2713G1188796	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	59,251
Gwinnett	MB	15GGD2715G1188797	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	66,572
Gwinnett	MB	15GGD2717G1188798	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	61,933
Gwinnett	MB	15GGD2719G1188799	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	53,291
Gwinnett	MB	15GGD2711G1188800	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	48,167
Gwinnett	MB	15GGD2713G1188801	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	62,862
Gwinnett	MB	15GGD2715G1188802	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	53,665
Gwinnett	MB	15GGD2717G1188803	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	60,646
Gwinnett	MB	15GGD2719G1188804	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	57,141
Gwinnett	MB	15GGD2710G1188805	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	52,438
Gwinnett	MB	15GGD2712G1188806	Bus (BU)	Gwinnett County	Gillig	Low Floor	2016	5307	12	\$440,464.43	53,562
Gwinnett	DR	1FDFE4FS8HDC57239	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	5307	4	\$ 75,514.00	15,984
Gwinnett	DR	1FDFE4FSXHDC57243	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	5307	4	\$ 75,514.00	12,377
Gwinnett	DR	1FDFE4FS1HDC57244	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	5307	4	\$ 75,514.00	15,877
Gwinnett	DR	1FDFE4ES9HDC57248	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	5307	4	\$ 75,514.00	12,029
Gwinnett	DR	1FDFE4FS5HDC57263	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	5307	4	\$ 75,514.00	14,131

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
Gwinnett	DR	1FD4E4FS1HDC55753	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	5307	4	\$ 75,514.00	11,482
Gwinnett	DR	1FD4E4FS5HDC55755	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	5307	4	\$ 75,514.00	11,439
Gwinnett	CB	1M8PDMEA08P058383	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	ARRA	14	\$462,690.69	234,361
Gwinnett	CB	1M8PDMEA28P058384	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	ARRA	14	\$462,670.66	229,535
Gwinnett	CB	1M8PDMEA48P058385	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	ARRA	14	\$462,670.66	198,497
Gwinnett	CB	1M8PDMEA68P058386	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	ARRA	14	\$462,670.66	217,990
Gwinnett	CB	1M8PDMEA88P058387	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	ARRA	14	\$462,670.66	229,912
Gwinnett	CB	1M8PDMEA8P058388	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	ARRA	14	\$462,670.66	199,097
Gwinnett	CB	1M8PDMEA18P058389	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	ARRA	14	\$462,670.89	232,717
Gwinnett	CB	1M8PDMEA88P058390	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	ARRA	14	\$462,671.47	233,181
Gwinnett	CB	1M8PDMEA8P058391	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	ARRA	14	\$462,670.66	232,776
Gwinnett	CB	1M8PDMEA8AP059139	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	237,265
Gwinnett	CB	1M8PDMEA8AP059142	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	258,670
Gwinnett	CB	1M8PDMEA1AP059144	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	251,925
Gwinnett	CB	1M8PDMEA5AP059146	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	230,113

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
Gwinnett	CB	1M8PDMEA9AP059148	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	206,995
Gwinnett	CB	1M8PDMEA7AP059150	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	241,182
Gwinnett	CB	1M8PDMEA2AP059153	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	229,020
Gwinnett	CB	1M8PDMEA6AP059155	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	236,085
Gwinnett	CB	1M8PDMEAXAP059157	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	219,751
Gwinnett	CB	1M8PDMEA3AP059159	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	242,826
Gwinnett	CB	1M8PDMEA1AP059161	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	242,273
Gwinnett	CB	1M8PDMEA7AP059164	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	236,448
Gwinnett	CB	1M8PDMEA0AP059166	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	237,196
Gwinnett	CB	1M8PDMEA4AP059168	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	231,313
Gwinnett	CB	1M8PDMEA2AP059170	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	236,155
Gwinnett	CB	1M8PDMEA9AP059172	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	229,527
Gwinnett	CB	1M8PDMEA1AP059175	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	252,039
Gwinnett	CB	1M8PDMEA5AP059177	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	240,123

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
Gwinnett	CB	1M8PDMEA9AP059179	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	208,312
Gwinnett	CB	1M8PDMEA7AP059181	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	250,604
Gwinnett	CB	1M8PDMEA0AP059183	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	232,546
Gwinnett	CB	1M8PDMEA9AP059186	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	225,390
Gwinnett	CB	1M8PDMEAXAP059188	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	183,867
Gwinnett	CB	1M8PDMEA8AP059190	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	239,605
Gwinnett	CB	1M8PDMEA1AP059192	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	233,580
Gwinnett	CB	1M8PDMEA5AP059194	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	253,903
Gwinnett	CB	1M8PDMEA0AP059197	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	243,220
Gwinnett	CB	1M8PDMEA4AP059199	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	242,740
Gwinnett	CB	1M8PDMEA9AP059201	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	227,335
Gwinnett	CB	1M8PDMEA2AP059203	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	228,619
Gwinnett	CB	1M8PDMEA6AP059205	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	239,195
Gwinnett	CB	1M8PDMEAXAP059207	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	238,185

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
Gwinnett	CB	1M8PDMEA3AP059209	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	215,418
Gwinnett	CB	1M8PDMEA5AP059213	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	ARRA	14	\$462,670.66	242,930
Gwinnett	MB	1VHGH3C2326700136	Bus (BU)	Gwinnett County BOC	Orion	Low Floor	2002	ARRA	12	\$302,213.09	673,057
Gwinnett	MB	1VHGH3C2426700159	Bus (BU)	Gwinnett County BOC	Orion	Low Floor	2002	ARRA	12	\$302,213.09	535,049
Gwinnett	MB	1VHGH3C2526700140	Bus (BU)	Gwinnett County BOC	Orion	Low Floor	2002	ARRA	12	\$302,213.09	497,046
Gwinnett	MB	1VHGH3C2726700138	Bus (BU)	Gwinnett County BOC	Orion	Low Floor	2002	ARRA	12	\$302,213.09	652,627
Gwinnett	MB	15GGD271XJ3190654	Bus (BU)	Gwinnett County	Gillig	G27D	2018	5307	12	\$485,147.13	0
Gwinnett	MB	15GGD2718J3190653	Bus (BU)	Gwinnett County	Gillig	G27D	2018	5307	12	\$485,147.13	0
Gwinnett	MB	15GGD2711J3190655	Bus (BU)	Gwinnett County	Gillig	G27D	2018	5307	12	\$485,147.13	0
Gwinnett	MB	15GGD2714J3190651	Bus (BU)	Gwinnett County	Gillig	G27D	2018	5307	12	\$485,147.13	0
Gwinnett	MB	15GGD2716J3190652	Bus (BU)	Gwinnett County	Gillig	G27D	2018	5307	12	\$485,147.13	0
Henry	DR	3034	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	5311	5	\$ 50,000.00	160948
Henry	DR	3035	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	5311	5	\$ 50,000.00	167875
Henry	DR	3037	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	5311	5	\$ 50,000.00	160849
Henry	DR	3038	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	5311	5	\$ 50,000.00	158539
Henry	DR	3161	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	5311	5	\$ 50,000.00	171990
Henry	DR	3196	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2011	5311	5	\$ 50,000.00	140065
Henry	DR	3197	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2011	5311	5	\$ 50,000.00	143463
Henry	DR	3214	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	5311	5	\$ 50,000.00	140873
Henry	DR	3215	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	5311	5	\$ 50,000.00	136295

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
Henry	DR	3216	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	5311	5	\$ 50,000.00	128025
Henry	DR	3389	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	5311	5	\$ 50,000.00	87090
Henry	DR	3390	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	5311	5	\$ 50,000.00	90302
Henry	DR	3391	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	5311	5	\$ 50,000.00	78446
Henry	DR	3392	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	5311	5	\$ 50,000.00	90560
Henry	DR	3539	Bus (BU)	G-DOT	Goshen	GCII	2015	5311	12	\$ 50,000.00	43605
Henry	DR	3540	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2015	5311	5	\$ 50,000.00	49491
Henry	DR	3541	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2015	5311	5	\$ 50,000.00	51257
Henry	DR	3840	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2017	5307	5	\$ 50,000.00	1966
Henry	DR	3841	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2017	5307	5	\$ 50,000.00	1400
Henry	DR	7984	Cutaway Bus (CU)	FTA	Goshen	GCII	2010	5307	5	\$ 50,000.00	157862
Henry	DR	7985	Cutaway Bus (CU)	FTA	Goshen	GCII	2010	5307	5	\$ 50,000.00	140627
Henry	DR	8074	Cutaway Bus (CU)	FTA	Goshen	GCII	2011	5307	5	\$ 50,000.00	117922
Henry	DR	8100	Bus (BU)	FTA	Glaval	Apollo	2011	5307	12	\$ 50,000.00	35589
Henry	DR	8248	Cutaway Bus (CU)	FTA	Goshen	GCII	2015	5307	5	\$ 50,000.00	53750
Henry	DR	8249	Cutaway Bus (CU)	FTA	Goshen	GCII	2015	5307	5	\$ 50,000.00	21853
Henry	DR	8410	Cutaway Bus (CU)	FTA	Goshen	GCII	2016	5307	5	\$ 50,000.00	21853
Henry	DR	8411	Cutaway Bus (CU)	FTA	Goshen	GCII	2016	5307	5	\$ 50,000.00	20117
Henry	DR		Cutaway Bus (CU)	G-DOT	Goshen	GCII	2017	5311	5	\$ 50,000.00	0
Henry	DR		Cutaway Bus (CU)	G-DOT	Goshen	GCII	2017	5311	5	\$ 50,000.00	0
Henry	DR		Cutaway Bus (CU)	G-DOT	Goshen	GCII	2017	5311	5	\$ 50,000.00	0

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Funding Type	Useful Life Benchmark	Replacement Cost	Total Miles (Active Vehicles)
Henry	DR		Cutaway Bus (CU)	G-DOT	Goshen	GCII	2017	5311	5	\$ 50,000.00	0
Henry	DR		Cutaway Bus (CU)	G-DOT	Goshen	GCII	2017	5311	5	\$ 50,000.00	0
Henry	DR		Cutaway Bus (CU)	G-DOT	Goshen	GCII	2017	5311	5	\$ 50,000.00	0
Henry	DR		Cutaway Bus (CU)	G-DOT	Goshen	GCII	2017	5311	5	\$ 50,000.00	0
Henry	DR		Cutaway Bus (CU)	G-DOT	Goshen	GCII	2017	5311	5	\$ 50,000.00	0
Henry	DR		Cutaway Bus (CU)	G-DOT	Goshen	GCII	2017	5311	5	\$ 50,000.00	0
Henry	DR		Cutaway Bus (CU)	FTA	StarTrans	Senator II	2018	5307	5	\$ 50,000.00	0

C2. NON-REVENUE VEHICLES

Operator	Asset Category	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Useful Life Benchmark	ULB Year	Replacement Cost	Total Miles (Active Vehicles)
Gwinnett	Vehicles	Automobile (AO)	Gwinnett County	Ford	Fusion	2017	5	2022	\$ 18,561.50	
Gwinnett	Vehicles	Automobile (AO)	Gwinnett County	Ford	Focus	2017	5	2022	\$ 18,293.58	
Gwinnett	Vehicles	Automobile (AO)	Gwinnett County	Chevrolet	Colorado	2018	5	2023	\$ 26,948.67	

Operator	Asset Category	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Useful Life Benchmark	ULB Year	Replacement Cost	Total Miles (Active Vehicles)
Douglas	Vehicles	Automobile (AO)	Douglas County	Ford		2015	5	2020	\$ 20,000.00	50,209
Douglas	Vehicles	Automobile (AO)	Douglas County	Ford		2015	5	2020	\$ 20,023.00	52,634

Operator	Asset Category	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Useful Life Benchmark	ULB Year	Replacement Cost	Total Miles (Active Vehicles)
Henry	Vehicles	Automobile (AO)	Henry County	Ford	Explorer	2014	5	2019	\$ 32,000.00	12,042
Henry	Vehicles	Automobile (AO)	Henry County	Ford	Expedition	2015	5	2020	\$ 52,000.00	7,667

C3. FACILITIES

Operator	Asset Category	Asset Class	Facility Name	Address	Year Built Acquisition YR	Condition Rating	Replacement Cost
Gwinnett	Facility	Parking	I-985 & SR. 20 Park & Ride Lot	I-985 & SR. 20	2002	4	\$ 904,417
Gwinnett	Facility	Parking	Indian Trail Park & Ride	1560 Indian Trail Road	1984	2	\$ 1,201,405
Gwinnett	Facility	Maintenance	Remington Facility	2880 Remington Park Norcross, GA 33041	2005	4	\$ 2,900,000
Gwinnett	Facility	Parking	Sugarloaf Mills Park and Ride	1905 North Brown Road	2002	5	\$ 2,577,669
Gwinnett	Facility	Passenger	Transit Center	Satellite Blvd & Gwinnett Plantation Way	2002	2	\$ 1,530,000

Operator	Asset Category	Asset Class	Facility Name	Address	Year Built Acquisition YR	Condition Rating	Replacement Cost
Douglas	Facility	Passenger	Douglas County Multi-Modal Transportation Center	8800 Dorris, Douglasville, GA 30134	2003	4.7	\$8,000,000
Douglas	Facility	Parking	Douglas County Park and Ride Lot	3096 Post Rd., Winston, GA 30187	1995	4.9	\$1,250,000
Douglas	Facility	Parking	Douglas County Park and Ride Lot	1100 N. Blair's Bridge Rd., Lithia Springs, GA 30122	1990	4.9	

Operator	Asset Category	Asset Class	Facility Name	Address	Year Built Acquisition YR	Condition Rating	Replacement Cost
Henry	Facility	Administrative	Transit Department Offices		2012	4	\$756,128
Henry	Facility	Maintenance	Transit Lube Shop		2011	4	\$487,769

APPENDIX D. PRIORITIZED ASSETS

D1. 2018

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Cost
Douglas	VP	1FBSS3BL8ADA30714	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS3BL1ADA30716	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS3BL4ADA30712	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS3BL3ADA30717	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS31L79DA68254	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS3BLXADA30715	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS31L09DA68256	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS31L59DA68253	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS3BL2ADA30708	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS3BL4ADA30709	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS31LX9DA68250	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS3BL6ADA30713	Van (VN)	Douglas County	Ford	E-350	2009	\$ 23,868.00
Douglas	VP	1FBSS31L19DA68251	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS31L19DA68248	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS31L39DA68252	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS31L89DA68246	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FBSS31L39DA68249	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Douglas	VP	1FDSS31M33HB04733	Van (VN)	Douglas County	Ford	E-350	2010	\$ 42,534.00
Douglas	VP	1FBSS31LX9DA68247	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,824.00
Gwinnett	MB	1VHGH3C2526700140	Bus (BU)	Gwinnett County BOC	Orion	Low Floor	2002	\$ 302,213.09
Gwinnett	MB	1VHGH3C2426700159	Bus (BU)	Gwinnett County BOC	Orion	Low Floor	2002	\$ 302,213.09
Gwinnett	MB	1VHGH3C2326700136	Bus (BU)	Gwinnett County BOC	Orion	Low Floor	2002	\$ 302,213.09
Gwinnett	MB	1VHGH3C2726700138	Bus (BU)	Gwinnett County BOC	Orion	Low Floor	2002	\$ 302,213.09
Henry	DR	3196	Cutaway Bus (CU)	G-DOT	Goshen	GCLL	2011	\$ 50,000.00

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Cost
Henry	DR	3035	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	\$ 50,000.00
Henry	DR	3214	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	\$ 50,000.00
Henry	DR	3215	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	\$ 50,000.00
Henry	DR	3161	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	\$ 50,000.00
Henry	DR	3216	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	\$ 50,000.00
Henry	DR	3037	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	\$ 50,000.00
Henry	DR	3038	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	\$ 50,000.00
Henry	DR	8074	Cutaway Bus (CU)	FTA	Goshen	GCII	2011	\$ 50,000.00
Henry	DR	3197	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2011	\$ 50,000.00
Henry	DR	7985	Cutaway Bus (CU)	FTA	Goshen	GCII	2010	\$ 50,000.00
Henry	DR	3034	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	\$ 50,000.00
Henry	DR	7984	Cutaway Bus (CU)	FTA	Goshen	GCII	2010	\$ 50,000.00

D2. 2019

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Cost
Douglas	VP	1FBSS3BL1ADA30716	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FBSS3BL4ADA30712	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FBSS3BL3ADA30717	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FBSS31L79DA68254	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FBSS3BLXADA30715	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FBSS31L09DA68256	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FBSS31L59DA68253	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FBSS3BL2ADA30708	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FBSS3BL4ADA30709	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FBSS31LX9DA68250	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FBSS3BL6ADA30713	Van (VN)	Douglas County	Ford	E-350	2009	\$ 24,450.38
Douglas	VP	1FBSS31L19DA68248	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FBSS31L39DA68249	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Douglas	VP	1FDSS31M33HB04733	Van (VN)	Douglas County	Ford	E-350	2010	\$ 43,571.83
Douglas	VP	1FBSS31LX9DA68247	Van (VN)	Douglas County	Ford	E-350	2009	\$ 26,454.11
Henry	DR	3196	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2011	\$ 51,220.00
Henry	DR	3214	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	\$ 51,220.00
Henry	DR	3392	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	\$ 51,220.00
Henry	DR	3390	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	\$ 51,220.00
Henry	DR	3215	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	\$ 51,220.00
Henry	DR	3161	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	\$ 51,220.00
Henry	DR	3216	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	\$ 51,220.00
Henry	DR	3389	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	\$ 51,220.00
Henry	DR	3038	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	\$ 51,220.00
Henry	DR	8074	Cutaway Bus (CU)	FTA	Goshen	GCII	2011	\$ 51,220.00
Henry	DR	3197	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2011	\$ 51,220.00

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Cost
Henry	DR	3034	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	\$ 51,220.00

D3. 2020

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Cost
Douglas	VP	1FBSS3BL1ADA30716	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,017.58
Douglas	VP	1FBSS3BL4ADA30712	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,017.58
Douglas	VP	1FBSS3BL3ADA30717	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,017.58
Douglas	VP	1FBSS31L79DA68254	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,017.58
Douglas	VP	1FBSS3BLXADA30715	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,017.58
Douglas	VP	1FBSS31L09DA68256	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,017.58
Douglas	VP	1FBSS31L59DA68253	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,017.58
Douglas	VP	1FBSS3BL2ADA30708	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,017.58
Douglas	VP	1FBSS3BL6ADA30713	Van (VN)	Douglas County	Ford	E-350	2009	\$ 24,971.17
Douglas	VP	1FBSS31L39DA68249	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,017.58
Douglas	VP	1FBNE3BL5DDB34585	Van (VN)	Douglas County	Ford	E-350	2013	\$ 27,382.71
Douglas	DR	1FDDE4FS9HDC64443	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	\$ 61,757.00
Douglas	DR	1FDDE4FS5HDC64441	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	\$ 61,757.00
Douglas	VP	1FMZK1YM1GKA50057	Van (VN)	Douglas County	Ford	Transit	2015	\$ 30,973.33
Henry	DR	3196	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2011	\$ 52,310.99
Henry	DR	3214	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	\$ 52,310.99
Henry	DR	3392	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	\$ 52,310.99
Henry	DR	3215	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	\$ 52,310.99
Henry	DR	3216	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2012	\$ 52,310.99
Henry	DR	3389	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	\$ 52,310.99
Henry	DR	8074	Cutaway Bus (CU)	FTA	Goshen	GCII	2011	\$ 52,310.99
Henry	DR	3391	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	\$ 52,310.99

D4. 2021

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Cost
Douglas	VP	1FBSS31L79DA68254	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,568.74
Douglas	VP	1FBSS3BLXADA30715	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,568.74
Douglas	VP	1FBSS31L09DA68256	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,568.74
Douglas	VP	1FBSS3BL2ADA30708	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,568.74
Douglas	VP	1BFSS3BL6ADA30713	Van (VN)	Douglas County	Ford	E-350	2009	\$ 25,480.58
Douglas	VP	1FBSS31L39DA68249	Van (VN)	Douglas County	Ford	E-350	2009	\$ 27,568.74
Douglas	VP	1FBNE3BL5DDB34585	Van (VN)	Douglas County	Ford	E-350	2013	\$ 27,941.32
Douglas	VP	1FBNE3BL2DDB34592	Van (VN)	Douglas County	Ford	E-350	2013	\$ 27,941.32
Douglas	VP	1FBSS3BL3DDB34595	Van (VN)	Douglas County	Ford	E-350	2013	\$ 27,941.32
Douglas	VP	1FBSS3BL0DDB34599	Van (VN)	Douglas County	Ford	E-350	2013	\$ 27,941.32
Douglas	VP	1FBNE3BL4DDB34593	Van (VN)	Douglas County	Ford	E-350	2013	\$ 27,941.32
Douglas	DR	1FDDE4FS3HDC64440	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	\$ 65,929.46
Douglas	DR	1FDDE4FS9HDC64443	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	\$ 65,929.46
Douglas	DR	1FDDE4FS5HDC64441	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	\$ 65,929.46
Gwinnett	DR	1FDDE4FS8HDC57239	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	\$ 80,615.92
Gwinnett	DR	1FDDE4FS1HDC57244	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	\$ 80,615.92
Gwinnett	DR	1FDDE4FS5HDC57263	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	\$ 80,615.92
Gwinnett	DR	1FDDE4FSXHDC57243	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	\$ 80,615.92
Gwinnett	DR	1FDDE4ES9HDC57248	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	\$ 80,615.92
Gwinnett	DR	1FDDE4FS1HDC55753	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	\$ 80,615.92
Gwinnett	DR	1FDDE4FS5HDC55755	Cutaway Bus (CU)	Gwinnett County BOC	Ford	Elkhart Coach	2017	\$ 80,615.92
Henry	DR	3214	Cutaway Bus (CU)	G-DOT	Goshen	GCL	2012	\$ 53,378.13
Henry	DR	3392	Cutaway Bus (CU)	G-DOT	Goshen	GCL	2013	\$ 53,378.13
Henry	DR	3390	Cutaway Bus (CU)	G-DOT	Goshen	GCL	2013	\$ 53,378.13
Henry	DR	3389	Cutaway Bus (CU)	G-DOT	Goshen	GCL	2013	\$ 53,378.13

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Cost
Henry	DR	8074	Cutaway Bus (CU)	FTA	Goshen	GCII	2011	\$ 53,378.13
Henry	DR	3197	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2011	\$ 53,379.13
Henry	DR	8248	Cutaway Bus (CU)	FTA	Goshen	GCII	2015	\$ 53,378.13
Henry	DR	3541	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2015	\$ 53,378.13
Henry	DR	3540	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2015	\$ 53,378.13

D5.2022

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Cost
Douglas	VP	1FBSS31L39DA68249	Van (VN)	Douglas County	Ford	E-350	2009	\$ 28,139.41
Douglas	VP	1FBNE3BL2DDB34592	Van (VN)	Douglas County	Ford	E-350	2013	\$ 28,139.41
Douglas	VP	1FBNE3BL9DDB34587	Van (VN)	Douglas County	Ford	E-350	2013	\$ 28,519.70
Douglas	VP	1FBSS3BL3DDB34595	Van (VN)	Douglas County	Ford	E-350	2013	\$ 28,519.70
Douglas	VP	1FBSS3BL0DDB34599	Van (VN)	Douglas County	Ford	E-350	2013	\$ 28,519.70
Douglas	VP	1FBNE3BL9DDB34590	Van (VN)	Douglas County	Ford	E-350	2013	\$ 28,519.70
Douglas	VP	1FBNE3BL4DDB34593	Van (VN)	Douglas County	Ford	E-350	2013	\$ 28,519.70
Douglas	DR	1FDDE4FS3HDC64440	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	\$ 67,294.20
Douglas	DR	1FDDE4FS9HDC64443	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	\$ 67,294.20
Douglas	DR	1FDDE4FS5HDC64441	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	\$ 67,294.20
Douglas	DR	1FTYE2CM7HKA22933	Van (VN)	Douglas County	Ford	Transit	2016	\$ 34,263.31
Gwinnett	CB	1M8PDMEA8P058391	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	\$ 504,154.24
Gwinnett	CB	1M8PDMEA88P058387	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	\$ 504,154.24
Gwinnett	CB	1M8PDMEA8P058388	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	\$ 504,154.24
Gwinnett	CB	1M8PDMEA48P058385	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	\$ 504,154.24
Gwinnett	CB	1M8PDMEA18P058389	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	\$ 504,154.24
Gwinnett	CB	1M8PDMEA88P058390	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	\$ 504,154.24
Gwinnett	CB	1M8PDMEA28P058384	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	\$ 504,154.24
Gwinnett	CB	1M8PDMEA08P058383	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	\$ 504,154.24
Gwinnett	CB	1M8PDMEA68P058386	Over the road bus (BR)	Gwinnett County	MCI	D4500	2008	\$ 504,154.24
Gwinnett	AO	1FADP3K24HL308978	Automobile (AO)	Gwinnett County	Ford	Focus	2017	\$ 20,225.75
Gwinnett	AO	1GCHSBEN8J1134067	Automobile (AO)	Gwinnett County	Chevrolet	Colorado	2018	\$ 19,933.80
Henry	DR	3392	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	\$ 54,483.06
Henry	DR	3390	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2013	\$ 54,483.06
Henry	DR	3197	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2011	\$ 54,483.06
Henry	DR	8248	Cutaway Bus (CU)	FTA	Goshen	GCII	2015	\$ 54,483.06

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Cost
Henry	DR	8249	Cutaway Bus (CU)	FTA	Goshen	GCII	2015	\$ 54,483.06
Henry	DR	3541	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2015	\$ 54,483.06
Henry	DR	8410	Cutaway Bus (CU)	FTA	Goshen	GCII	2016	\$ 54,483.06

D6.2023

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Cost
Douglas	VP	1FBSS31L39DA68249	Van (VN)	Douglas County	Ford	E-350	2009	\$ 28,735.96
Douglas	VP	1FBNE3BL2DDB34592	Van (VN)	Douglas County	Ford	E-350	2013	\$ 28,735.96
Douglas	VP	1FBNE3BL9DDB34587	Van (VN)	Douglas County	Ford	E-350	2013	\$ 29,124.32
Douglas	VP	1FBSS3BL3DDB34595	Van (VN)	Douglas County	Ford	E-350	2013	\$ 29,124.32
Douglas	VP	1FBSS3BL5DDB34596	Van (VN)	Douglas County	Ford	E-350	2013	\$ 29,124.32
Douglas	VP	1FBSS3BL0DDB34599	Van (VN)	Douglas County	Ford	E-350	2013	\$ 29,124.32
Douglas	VP	1FBNE3BL2DDB34589	Van (VN)	Douglas County	Ford	E-350	2013	\$ 29,124.32
Douglas	VP	1FBNE3BL9DDB34590	Van (VN)	Douglas County	Ford	E-350	2013	\$ 29,124.32
Douglas	VP	1FBNE3BL4DDB34593	Van (VN)	Douglas County	Ford	E-350	2013	\$ 29,124.32
Douglas	VP	1FBNE3BL0DDB34588	Van (VN)	Douglas County	Ford	E-350	2013	\$ 29,124.32
Douglas	VP	1FBSS3BL9DDB34598	Van (VN)	Douglas County	Ford	E-350	2013	\$ 29,124.32
Douglas	VP	1FBSS3BL7DDB34597	Van (VN)	Douglas County	Ford	E-350	2013	\$ 29,124.32
Douglas	DR	1FDFE4FS3HDC64440	Cutaway Bus (CU)	Douglas County	Ford	Glaval	2014	\$ 68,720.84
Douglas	VP	1FMZK1YM1GKA50057	Van (VN)	Douglas County	Ford	Transit	2015	\$ 32,943.32
Douglas	DR	1FTYE2CM7HKA22933	Van (VN)	Douglas County	Ford	Transit	2016	\$ 34,989.69
Gwinnett	CB	1M8PDMEA5AP059146	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA0AP059183	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA2AP059170	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA8AP059142	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA9AP059148	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA5AP059177	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA9AP059172	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA0AP059197	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA4AP059168	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEAXAP059188	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA1AP059175	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31

Operator	Mode	Agency Fleet ID (VIN)	Vehicle Type	Capital Replacement Responsibility	Manufacturer	Model	Year Manufactured	Cost
Gwinnett	CB	1M8PDMEA9AP059179	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA2AP059203	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA1AP059144	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA0AP059166	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA4AP059199	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA7AP059181	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA5AP059194	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA8AP059190	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA7AP059150	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA1AP059192	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA7AP059164	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA6AP059205	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA3AP059209	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA8AP059207	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA1AP059161	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA8AP059139	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA3AP059159	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA5AP059213	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA9AP059201	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Gwinnett	CB	1M8PDMEA2AP059153	Over the road bus (BR)	Gwinnett County	MCI	D4500	2009	\$ 514,842.31
Henry	DR	3037	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2010	\$ 55,638.10
Henry	DR	7985	Cutaway Bus (CU)	FTA	Goshen	GCII	2010	\$ 55,638.10
Henry	DR	8248	Cutaway Bus (CU)	FTA	Goshen	GCII	2015	\$ 55,638.10
Henry	DR	8249	Cutaway Bus (CU)	FTA	Goshen	GCII	2015	\$ 55,638.10
Henry	DR	3541	Cutaway Bus (CU)	G-DOT	Goshen	GCII	2015	\$ 55,638.10
Henry	DR	8410	Cutaway Bus (CU)	FTA	Goshen	GCII	2016	\$ 55,640.10
Henry	DR	8411	Cutaway Bus (CU)	FTA	Goshen	GCII	2016	\$ 55,640.10