

CBMPO Transit Asset Management

I. Introduction to TAM

With the adoption by Congress of the Moving Ahead for Progress in the 21st Century (MAP-21) Act, transit providers like Bartow County Transit were required to establish plans for maintaining their assets in what the law defines as a State of Good Repair (SGR). 49 CFR part 625 defines the term “State Of Good Repair” as “the condition in which a capital asset is able to operate at a full level of performance”. Transit Asset Management plans inventory assets, assess their condition, and set targets for their replacement such that a majority of the assets are in a State of Good Repair.

II. Adoption of State of Georgia Group Transit Asset Management Plan

The federal law distinguishes between large and small transit providers and places less requirements upon the smaller operators. Bartow County Transit falls within the latter category and is allowed to join with other small providers to form a Group Transit Asset Management Plan. The State of Georgia sponsors this group plan which includes 92 participants statewide. Bartow County ratified the Georgia Department of Transportation Group Transit Asset Management Plan in September 2018.

Transit Asset Management plans for small transit providers have four distinct elements:

- Inventory of Capital Assets
- Condition Assessment of the capital assets
- Description of Decision Support Tools which define the needed amount of capital investment and determine when assets are to be replaced
- Prioritized list of investments

The rest of this document will detail these items pertaining to the Bartow County Transit Department.

III. Existing Inventory

The Bartow County Transit Department receives state funding from three sources: Department of Human Services, Department of Transportation Section 5311 Rural Transportation grants, and Department of Transportation Section 5307 Small Urban Transportation grants. The county department operates a fleet of 10 cutaway buses with nine of these funded through the 5311 program and one funded with 5307 funding. Service is provided on a demand-response basis, meaning that riders must call in advance for appointments to get picked up and transported to and from their destination. There are no fixed routes currently operated by the Bartow County Transit Department. The Department also maintains the Bartow Transit Office and shares responsibility in the operation of the Bartow County Maintenance Shop.

IV. Targets and explanation

Section 4.2 of the Georgia Group TAM Plan establishes targets for the operation of transit vehicles, equipment and facilities at each of the participating agencies. These targets and current levels are posted in the plan as follows:

Table 4.1 Summary of Asset Performance by Asset Class

Asset Category/Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB ² / 3.0 TERM Rating	% Exceeding ULB/ 3.0 TERM Rating	Proposed FY19 Targets
Rolling Stock	775		96	12.4%	
BU-Bus (35' – 40')	82	14 yrs.	8	9.8%	15%
BU-Bus (29' – 30')	54	12 yrs.	21	38.9%	35%
CU-Cutaway bus	593	7 yrs.	52	8.8%	10%
MV-Minivan	1	8 yrs.	1	100.0%	50%
SB-School bus ¹	33	15 yrs.	8	24.2%	50%
VN-Van	12	8 yrs.	6	50.0%	50%
Equipment	55		23	42.6%	
AO - Automobile	18	8 yrs.	11	61.1%	55%
Trucks and other Rubber Tire Vehicles	31	10 yrs.	11	35.5%	55%
Equip. >\$50,000 ²	6	14 yrs.	n/a	n/a	n/a
Facilities	83		7	8.4%	
Administration	62	n/a	2	3.2%	25%
Maintenance	11	n/a	5	45.5%	25%
Passenger / Parking Facilities	10	n/a	0	0%	10%

The Useful Life Benchmark is the rated number of years a particular type of vehicle can be expected to safely and reliably operate without major failure. The performance measure for facilities is the percentage of facilities within an asset class that are rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale. The TERM scale takes into account the type of asset, its age, its condition, funding source, and FY 18 replacement cost to rate facilities. Those which fall below a score of 3.0 on the scale are deemed in need of improvement.

Table 2.1 Comparison of FTA Required Minimum Grant Useful Life and TAM Useful Life Benchmark

Asset Class	FTA Grant Minimum Useful Life	TAM Useful Life Benchmark (ULB)
AO-Automobile	4 years	8 years
BU-Bus (35' – 40')	12 years	14 years
BU-Bus (29' – 30')	10 years	12 years
CU-Cutaway	5 – 7 years	7 years
MV-Minivan	4 years	8 years
SB-School Bus	12 years	15 years
Trucks and Other Rubber Tire Vehicles	n/a	10 years
VN-Van	4 years	8 years

Cutaway buses like those used in the Bartow Transit operations have a useful life of seven years. Bartow County Transit meets this threshold as all vehicles are under five years old. Bartow County Transit has no equipment listed as part of the group plan.

Table 2.2 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 exceed useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damage or in need of immediate repair; well pass useful life

All facilities operated or shared by Bartow Transit meet and exceed the 3.0 scoring threshold used in the TERM scale.

V. Decision Tool used

The Georgia Group TAM Plan uses the Federal Transit Administration’s Transit Economic Requirements Model Analysis Tool, referred as “TERM Lite” in the document, to analyze the condition of vehicles, equipment and facilities and help guide decisions regarding priorities for repair and replacement. Factors used in the decision matrix included condition of the asset and available funds for transit operations from federal, state and local resources.

VI. Investment prioritization as a result of the tool

As a result of the TERM Lite analysis, several vehicles are scheduled to be replaced in the next four years. Bartow County is scheduled to replace one bus in 2020 and 2021, and two buses in 2022 for a total investment of \$342,407. The expected source of funding for these replacements is the Section 5311 Rural Transit Program. The funding sources to be expected from the Federal Transit Administration will be provided through the projects identified in the following table. Bartow Transit expenditures under the FY 2018-2021 TIP meet all TAM targets.

GDOT Project ID#s for the Cartersville MPO (2018 - 2021)

Short Description	Project ID	Program Year	Primary Work Type	MPO %	Expanded Description
FY 2018-CARTERSVILLE-SEC.5307-CAPITAL AND OPERATIONS	T006041	2018	Urban Transit - Capital/Ops	100	This project will fund transit capital and transit operations in FY 2018 for the Cartersville urbanized area.
FY 2018-NORTHWEST GEORGIA RC-SEC.5304-PLANNING	T006057	2018	MPO/Region Transit	9	This project will fund transit planning in FY 2018 for the Northwest Georgia Regional Commission.
FY 2018-BARTOW COUNTY-SEC 5311-CAPITAL AND OPERATIONS	T006136	2018	Rural Transit - Capital/Ops	100	This project will fund transit capital and transit operations in FY 2018 for Bartow County.
FY 2019-BARTOW COUNTY-SEC.5307-CAPITAL-PLANNING-OPERATIONS	T006102	2019	Urban Transit - Capital/Ops	100	This project will fund transit capital and transit operations in FY 2018 for the Cartersville urbanized area.
FY 2019-BARTOW COUNTY-SEC.5311-OPERATIONS ONLY	T006226	2019	Rural Transit - Capital/Ops	100	This project will fund transit capital and transit operations in FY 2019 for Bartow County.
FY 2020-CARTERSVILLE MPO-SEC.5303-PLANNING	T006028	2020	MPO/Region Transit	100	This project will fund transit planning in FY 2020 for the Cartersville MPO.
FY 2020-NORTHWEST GEORGIA RC-SEC.5304-PLANNING	T006082	2020	MPO/Region Transit	9	This project will fund transit planning in FY 2020 for the Northwest Georgia Regional Commission.
FY 2020-CARTERSVILLE-SEC.5307-CAPITAL AND OPERATIONS	T006113	2020	Urban Transit - Capital/Ops	100	This project will fund transit capital and transit operations in FY 2020 for the Cartersville urbanized area.
FY 2020-BARTOW COUNTY-SEC.5311-CAPITAL AND OPERATIONS	T006318	2020	Rural Transit - Capital/Ops	100	This project will fund transit capital and transit operations in FY 2020 for Bartow County.
FY 2021-CARTERSVILLE MPO-SEC.5303-PLANNING	T006029	2021	MPO/Region Transit	100	This project will fund transit planning in FY 2021 for the Cartersville MPO.
FY 2021-NORTHWEST GEORGIA RC-SEC.5304-PLANNING	T006093	2021	MPO/Region Transit	9	This project will fund transit planning in FY 2021 for the Northwest Georgia Regional Commission.
FY 2021-CARTERSVILLE-SEC.5307-CAPITAL AND OPERATIONS	T006124	2021	Urban Transit - Capital/Ops	100	This project will fund transit capital and transit operations in FY 2021 for the Cartersville urbanized area.
FY 2021-BARTOW COUNTY-SEC.5311-CAPITAL AND OPERATIONS	T006405	2021	Rural Transit - Capital/Ops	100	This project will fund transit capital and transit operations in FY 2021 for Bartow County.