TAM Plan

TAM Plan Name: Transit Asset Management

TAM Plan Type: Group Plan Sponsor

Agency Name: North Dakota Department of Transportation

Account Executive Name: Becky Hanson

Last Modified Date: 06/16/2022

Introduction

Brief Overview

Transit Asset Management (TAM) 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 passengers.

The primary intended audience for this document is North Dakota Department of Transportation (NDDOT) Tier II subrecipients. Tier II subrecipients are defined as 5311 subrecipients, members of American Indian tribes, agencies with 100 revenue vehicles or less, and subrecipients of 5310 funds who do not receive direct Federal funding. They can choose whether to participate in this group plan or a separate NDDOT-approved TAM plan they have created.

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all agencies who receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or group plan.

NDDOT is the sponsor for a group TAM Plan and has developed this plan on behalf of their subrecipients Tier II transit agencies.

Currently there are 28 transit agencies in the state of North Dakota; 23 are Rural agencies, 3 are Tribal, and 3 are Urban. Four agencies offer Fixed Route mode with Complementary Paratransit, 25 offer Demand Response service, and 3 agencies offer Intercity routes.

Methods for Target-Setting

The target is a percent of revenue and nonrevenue vehicles within a particular asset class that has met or exceeded the Useful Life Benchmark (ULB). North Dakota transit agencies provide input on ULB while considering their local environment such as weather resiliency, local geography, frequency of service, passenger load, etc.

The ULB thresholds set by NDDOT included the following, Buses - 14 years, Cutaways - 10 years, and Minivans, Modified vans, and Automobiles - 8 years.

These targets were set considering, FTA recommendations, 5-year history of meeting past targets, comparisons of surrounding states ULB, and comparisons of states of similar inventory size, climate and geography ULBs.

The target for facilities is that 0% of the transit facilities are rated with a condition rating below 3.0 on the FTA Transit Economic Requirement Model Scale.

Performance Targets & Measures

Agency Name	Asset Category	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
North Dakota Department of Transportation	Equipment	Non Revenue/Service Automobile	29%	40%	40%	37%	35%	29%
North Dakota Department of Transportation	Equipment	Other Rubber Tire Vehicles	60%	40%	40%	37%	35%	29%
North Dakota Department of Transportation	Facilities	Administrative / Maintenance Facilities	0%	0%	0%	0%	0%	0%
North Dakota Department of Transportation	Facilities	Passenger Facilities	0%	0%	0%	0%	0%	0%

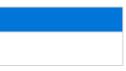|								
North Dakota Department of Transportation	Revenue Vehicles	BU - Bus	29%	28%	15%	14%	15%	15%
North Dakota Department of Transportation	Revenue Vehicles	CU - Cutaway	15%	25%	25%	24%	28%	20%
North Dakota Department of Transportation	Revenue Vehicles	MV - Minivan	11%	20%	25%	28%	25%	24%
North Dakota Department of Transportation	Revenue Vehicles	SV - Sports Utility Vehicle	50%	50%	40%	37%	35%	40%
North Dakota Department of Transportation	Revenue Vehicles	VN - Van	36%	35%	42%	40%	35%	24%

TAM Vision

The core of Transit Asset Management (TAM) is to minimize the cost or ownership of the transit passenger vehicles, service vehicles and transit facilities while maximizing their performance. TAM will assist in prioritizing funding based on condition and performance which will maintain a state of good repair for North Dakota's public transportation assets and provide safe, comfortable and reliable transportation for the citizens of North Dakota.

TAM Goals

Goal	Objectives
Improved customer service	Improves on-time performance, service operations, and vehicle and facility cleanliness. Reduces vehicle down-time.

	Focuses investments around customer-centered wants and needs.
Improved productivity, reduced safety risks, and reduced costs	Maintains assets more effectively, using condition-based approaches and predictive and preventive maintenance strategies to reduces costs while improving service delivery. Reduces chances of maintenance-related safety hazards due to improved asset condition.
Data for decision-making	Better aligns spending with a transit agency's goal and objectives to obtain the greatest return from limited funds. Incorporates lifecycle cost, risk and performance trade-offs into operations and capital programming. Improves visibility for budgeting maintenance work and for understanding other costs or financial risks due to major component and other replacement needs. Provides better understanding of the relationships between investments and outcomes (condition, safety, operations) and can lead to more accurate estimates of system needs to meet a target condition.
Better data for improved stakeholder communications	Improves transparency and accountability leading to improved relationships with stakeholders. Provides more accurate and timely data to communicate with agency board and customers.

TAM Roles and Responsibilities

Department / Individual	Role (Title and/or Description)	Sub-Recipient
Accountable Executive	Each transit agency completes a form designating an Accountable Executive. The definition of "Accountable Executive" from 49 C.F.R. §673.5 of the PTASP final rule is: a single, identifiable person who has ultimate responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain the agency's Transit Asset Management Plan in accordance with 49 U.S.C. § 5326.	

Sub Recipients

Agency Name	Accountable Executive
Spirit Lake Tribe	Jolene Crosswhite
Williston Council for the Aging	Ashlee Torgerson
Wildrose Public Transportation	Amber Haugenoe
West River Transit	Nancy Felix
Walsh County Transportation Program	Pam Landsem
Turtle Mountain Band of Chippewa Indian	Ronald Trottier
Stark County Council on Aging / Elder Care	Erin Humphrey
Standing Rock Public Transportation	Pam Ternes
Southwest Transportation Services	Tamara Hofland
South Central Adult Services	Patricia Hansen
Souris Basin Transit	Darrell Francis
Pembina County Meals and Transportation	Sally Kliniske
Nutrition United	Larry Leonard
Kidder-Emmons County Senior Services	Renee Price
Kenmare Wheels & Meals	Lia Bartlett
James River Senior Citizens Center, Inc.	Maureen Wegenke
Hazen Busing Project	Peg Rahn
Golden Valley/Billings County Council On Aging	Vera Kruger

Fargo Park District	Paul Grindeland
Dickey County Senior Citizens	Jennifer Person
Devils Lake Transit (Senior Meals & Services)	Kirby Stittsworth
City of Minot	Brian Horinka
Cavalier County Senior Meals & Services	Karrie Mikkelsen
Can-Do Transportation	Larry Leonard
Bis-Man Transit Board	Deidre Hughes
Benson County Transportation	Susan Fossen

Capital Asset Inventory

Asset Inventory Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Replacement Cost/Value	Total Replacement Cost/Value
Revenue Vehicles	302	7.4	5,159	$0.00	$0.00
AO - Automobile	3		-	$0.00	$0.00
BU - Bus	34	10.2	13,434	$0.00	$0.00
CU - Cutaway Bus	120	7.6	5,895	$0.00	$0.00
MV - Mini-van	124	6.3	2,803	$0.00	$0.00
SV - Sport Utility Vehicle	2	15.0	-	$0.00	$0.00
VN - Van	19	8.5	2,427	$0.00	$0.00

Equipment	16	9.3	N/A	$14,560.81	$232,973.00
Non Revenue/Service Automobile	6	8.7	N/A	$7,523.67	$45,142.00
Other Rubber Tire Vehicles	10	9.6	N/A	$18,783.10	$187,831.00
Facilities	21	12.6	N/A	$0.00	$0.00
Maintenance	19	11.5	N/A	$0.00	$0.00
Passenger Facilities	2	23.0	N/A	$0.00	$0.00

Condition Assessment

Asset Condition Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Replacement Cost/Value	Total Replacement Cost/Value	% At or Exceeds ULB	% of Track Miles in Slow Zone	Number of Facilities less than 3 on TERM scale
Revenue Vehicles	302	7.4	5,159	$0.00	$0.00	40%	N/A	N/A
AO - Automobile	3		-	$0.00	$0.00	0%	N/A	N/A
BU - Bus	34	10.2	13,434	$0.00	$0.00	41%	N/A	N/A
CU - Cutaway Bus	120	7.6	5,895	$0.00	$0.00	40%	N/A	N/A
MV - Mini-van	124	6.3	2,803	$0.00	$0.00	39%	N/A	N/A
SV - Sport Utility Vehicle	2	15.0	-	$0.00	$0.00	100%	N/A	N/A
VN - Van	19	8.5	2,427	$0.00	$0.00	53%	N/A	N/A
Equipment	16	9.3	N/A	$14,560.81	$232,973.00	44%	N/A	N/A
Non Revenue/Service Automobile	6	8.7	N/A	$7,523.67	$45,142.00	67%	N/A	N/A
Other Rubber Tire Vehicles	10	9.6	N/A	$18,783.10	$187,831.00	30%	N/A	N/A
Facilities	21	12.6	N/A	$0.00	$0.00	N/A	N/A	1

Maintenance	19	11.5	N/A	$0.00	$0.00	N/A	N/A	1
Passenger Facilities	2	23.0	N/A	$0.00	$0.00	N/A	N/A	0

Decision Support

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Funding Sources and amounts	Availability of revenue applied for by each public transportation agency whether federal, state, or local sources, for capital assets may limit ability to purchase new or replacement assets, as well as ability to maintain capital assets through the useful life of the asset.
Inspections	Biennial inspections of capital assets conducted as part of maintaining a State of Good Repair and Quality Assurance/Condition Assignment program.
Agency 3 - 5 Year Plans	Plans, budgets and forecasts by transit agency to access current economic situations and forecast future position based on expected expense and revenue while taking into account predicted trends in local communities to assist in planning future capital asset purchases and replacement costs.
BlackCat Maintenance Module	A software system used to manage and record maintenance activities performed on capital assets tracking timely preventive maintenance tasks and alert to upcoming maintenance so making maintenance tracking more connected, efficient and visible.
BlackCat Transit Data Management System	A software system that uses asset inventory and condition information to generate list reports of capital assets. In addition to available lists of Inventory assets, the software system provides reports which can be prioritized by condition, age, mileage, etc.

Investment Prioritization

While we can link information gained from the data sets of asset inventory, condition assessment, and other decision support tools, there are financial constraints that may limit the actions taken toward achieving the following goals.
There are many tradeoffs including asset condition and costs of projects and the ability to impact condition for varying assets with the funds available.
As the state group plan sponsor we can't always dictate how the transit agencies spend funding available from state and local sources but we will work with the agencies to develop investment prioritizations that support the TAM policies.

Proposed Investments

Project Name	Project Year	Asset Category	Asset Class	Cost	Priority	Updated Date
Dispatch Software Software - West River, Souris Basin, Dickinson	2024	Equipment	Software	$435,000.00	Medium	9/15/2022 12:05:50 PM
City of Minot Facility Renovation	2024	Facilities	Administration	$500,000.00	Medium	9/15/2022 12:03:14 PM

Replacement and Expansion Vehicles		2023	Revenue Vehicles	BU - Bus	$2,625,000.00	Medium	9/14/2022 11:09:47 AM
Replacement and Expansion Vehicles		2023	Revenue Vehicles	CU - Cutaway Bus	$1,890,000.00	High	9/14/2022 11:09:33 AM
Replacement and Expansion Vehicles		2024	Revenue Vehicles	BU - Bus	$4,800,000.00	Low	9/14/2022 11:09:11 AM
Williston Facility Rehab		2024	Facilities	Administration	$500,000.00	Medium	9/14/2022 11:08:58 AM
Replacement and Expansion Vehicles		2025	Revenue Vehicles	CU - Cutaway Bus	$450,000.00	Low	9/14/2022 11:08:46 AM
Replacement ad Expansion Vehicles		2026	Revenue Vehicles	CU - Cutaway Bus	$450,000.00	Low	9/14/2022 11:08:33 AM
Replacement and Expansion Vehicles		2027	Revenue Vehicles	MV - Mini-van	$192,000.00	Medium	9/14/2022 11:08:21 AM
Replacement and Expansion Vehicles		2027	Revenue Vehicles	CU - Cutaway Bus	$1,260,000.00	High	9/14/2022 11:08:09 AM
Replacement and Expansion Vehicles		2023	Revenue Vehicles	MV - Mini-van	$1,050,000.00	High	9/14/2022 10:59:48 AM
Replacement and Expansion Vehicles		2024	Revenue Vehicles	CU - Cutaway Bus	$1,260,000.00	Medium	9/14/2022 10:59:19 AM
Replacement and Expansion Vehicles		2026	Revenue Vehicles	MV - Mini-van	$200,000.00	Low	9/14/2022 10:55:22 AM
Replacement and Expansion Vehicles		2025	Revenue Vehicles	MV - Mini-van	$720,000.00	Medium	9/14/2022 10:55:02 AM
Replacement and Expansion Vehicles		2024	Revenue Vehicles	MV - Mini-van	$288,000.00	Medium	9/14/2022 10:54:37 AM

Signature

I, Becky Hanson , hereby certify on 09/27/2022 that the information provided in this TAM Plan is accurate, correct and complete.

Sub-recipient Certification

Sub-recipient Agency Name	Sub-recipient Email Address	Certified By	Certified Date
Spirit Lake Tribe	dkarel@nd.gov	Darcy Karel	10/6/2022
Williston Council for the Aging	director@willistonseniors.org	Ashlee Torgerson	9/29/2022
Wildrose Public Transportation	wildrosepublic@gmail.com	Amber D. Haugenoe	10/18/2022
West River Transit	westriver.bisman@midconetwork.com	Carol Anderson	9/29/2022
Walsh County Transportation Program	pl1@polarcomm.com	Pam Landsem	9/28/2022
Turtle Mountain Band of Chippewa Indian	dkarel@nd.gov	Darcy Karel	10/6/2022
Stark County Council on Aging / Elder Care	erinh@eldercareregion8.org	Erin Humphrey	10/11/2022
Standing Rock Public Transportation	pam.ternes@sittingbull.edu	Pamela Ternes	10/5/2022
Southwest Transportation Services	swtransit@ndtransit.org	Tamara Hofland	10/1/2022
South Central Adult Services	pat@southcentralseniors.org	Patricia Hansen	9/28/2022
Souris Basin Transit	sbtransit@srt.com	Darrell Francis	10/5/2022
Pembina County Meals and Transportation	pcmt@polarcomm.com	Sally Kliniske	10/6/2022
Nutrition United	nutusms@utma.com	Larry Leonard Jr	10/5/2022
Kidder-Emmons County Senior	kess@bektel.com	Renee Price	9/29/2022

Services			
Kenmare Wheels & Meals	wandm@restel.net	Lisa Bartlett	11/18/2022
James River Senior Citizens Center, Inc.	jrsc@csicable.net	Maureen A Wegenke	10/4/2022
Hazen Busing Project	dkarel@nd.gov	Peggy Rahn	12/6/2022
Golden Valley/Billings County Council On Aging	dkarel@nd.gov	Vera Kruger	12/6/2022
Fargo Park District	pgrindeland@fargoparks.com	Paul W. Grindeland	10/5/2022
Dickey County Senior Citizens	dcsc213@yahoo.com	Jennifer Person-Klein	9/29/2022
Devils Lake Transit (Senior Meals & Services)	dltran@gondtc.com	Kirby Stittsworth	9/29/2022
City of Minot	brian.horinka@minotnd.org	Brian Horinka	10/5/2022
Cavalier County Senior Meals & Services	ccsms@utma.com	Karrie L. Mikkelsen	9/29/2022
Can-Do Transportation	dkarel@nd.gov	Sandi Kessler	12/6/2022
Bis-Man Transit Board	dhughes@bismantransit.com	Deidre Hughes	10/27/2022
Benson County Transportation	susanpatfossen@gondtc.com	Susan Fossen	9/29/2022