



TRANSIT ASSET MANAGEMENT PLAN

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CHAPTER 1 – INTRODUCTION

TAMP Vision

The purpose of developing the Lawton Area Transit Management Plan is to achieve and maintain a state of good repair (SGR) of all public transportation assets in the City of Lawton. SGR is the condition in which a capital asset is able to operate at a full level of performance. This means that the asset:

1. Is able to perform its designed function,
2. Does not pose a known unacceptable safety risk, and
3. Its lifecycle investments have been met or recovered.

TAMP and SGR Policy

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. The Fixing America's Surface Transportation (FAST) Act reaffirmed this requirement. On July 26, 2016, FTA published the Transit Asset Management Plan (TAMP) Final Rule.

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

TAMP uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair.

The Final Rule groups providers into two categories: Tier I and Tier II.

- Tier I providers own, operate, or manage: rail, more than 100 vehicles across all fixed-route modes, or more than 100 vehicles in one non-fixed route mode.
- Tier II providers are subrecipients of 5311 funds, or an American Indian Tribe, or own, operate, or manage less than 101 vehicles across all fixed route modes, or less than 101 vehicles in one non-fixed route mode.

The TAMP rule requires every transit provider that receives federal financial assistance under 49 U.S.C. Chapter 53 to develop a TAMP or be a part of a group TAMP prepared by the state. All TAMPs must contain:

- An inventory of assets
- A condition assessment of inventoried assets
- Documentation of the use of a decision support tool
- A prioritization of investments

Tier II providers may develop their own plans or participate in a group plan such as a state sponsored TAMP. Regardless of whether an agency develops its own TAMP or chooses to participate in a group plan, each transit agency must designate an Accountable Executive to ensure that the necessary resources are available.

Transit Asset Management Plan (TAMP) Policy:

The Lawton Area Transit System has developed this TAMP to aide in: (1) Assessment of the current condition of capital assets; (2) determine what condition and performance of its assets should be (if they are not currently in a State of Good Repair); (3) identify the unacceptable risks, including safety risks, in continuing to use an asset that is not in a State of Good Repair; and (4) deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means.

Agency Overview:

The Lawton Area Transit System (“LATS”) provides both fixed route and complementary paratransit public transportation services to over 400,000 passengers annually in the Lawton area. In July 2017 LATS started a shuttle service in the Ft Sill area.

LATS has been in operation since 2002 with 10 fixed routes along with complementary para transit. However in July 2017 the number of routes was reduced from 10 to 9 as well as a reduction in service on Saturday, due to an older fleet and rising maintenance cost. As of October 2020 the hours of operation are Monday through Friday 6am till 7pm and on Saturday 9am till 6pm. The operating climate for most of the year is warm to hot with lower temperatures in the winter months.

INTRODUCTION & APPLICABILITY

The Lawton Area Transit System (“LATS”) is committed to operating a public transportation system that offers reliable, accessible and convenient service with safe vehicles and facilities. Transit Asset Management Plan (TAMP) is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures with the outcome of operating assets in the parameters of a *State of Good Repair* (SGR).

LATS is currently operating as a FTA-defined *Tier II* transit operator in compliance with (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 revenue service during peak regular service, or have 100 or fewer vehicles in general demand response service during peak regular service hours.

This TAMP provides an outlay of how LATS will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. LATS’s approach to accomplish a SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality of information, to identify a structured sequence of maintenance,

preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at a minimum practicable cost.

Performance Targets & Measures

When determining performance targets and measures it is most important to first identify what factors are taken into account and what that data entails. LATS utilizes the following data when determining performance targets and measures:

- Useful Life
- Asset Age
- Vehicle Mileage
- Asset Condition
- Useful Life Benchmark (ULB)

Useful life is the expected lifetime of project property, or the acceptable period of use in service. Useful life of revenue rolling stock begins on the date the vehicle is placed in revenue service and continues until it is removed from service. LATS utilizes the Federal Transit Administration’s (FTA) standards for determining useful life, reflected in the table 1 below:

Vehicle	Approximate GVWR (pounds)	Length (feet)	Seats	Useful Life
Large, heavy-duty transit bus	33,000–40,000	35–40+	35–40	12 years or 500,000 miles
Medium-size heavy-duty transit bus	26,000–33,000	30–35	25–35	10 years or 350,000 miles
Medium-size medium-duty transit bus and truck chassis cutaway	10,000–26,000	25–30	16–30	7 years or 200,000 miles
Medium-size, light-duty bus and van chassis cutaway	10,000–16,000	20–25	12–16	7 years or 150,000 miles
Small light-duty bus, modified vans, modified minivans	6,000–14,000	<20	3–14	5 years or 100,000 miles

While the useful life of a vehicle is utilized to determine the eligibility for vehicle replacement, for the purpose of this plan, FTA has provided guidance to determine the maximum age of an asset—or the point in which an asset enters the SGR backlog. The FTA defines ULB as the expected lifecycle of a capital asset for a particular transit provider’s operating environment or the acceptable period of use in service for a particular transit provider’s operating environment. The ULB takes into account a provider’s unique operating environment such as geography and service frequency (see Table 2). For the purposes of this plan, LATS utilizes the default ULB as a criteria in determining the condition of an asset.

Additionally, LATS combined FTA’s TERM scale (see Table 3) to the existing vehicle mileage for each vehicle type in order apply a rating for the mileage criteria (see Tables 4–8). The TERM scale was also utilized to assess the condition of both facilities and equipment valued over \$50,000. Figure 1 details the Vehicle Condition Methodology.

Table 2. Useful Life Benchmark

Vehicle Type	FTA Default ULB (years)
Automobile (AO)	8
Bus (BU)	14
Cutaway Bus (CU)	10
Van (VN)	8

Table 3. FTA's Transit Economic Requirements Model/Facilities and Equipment

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

Table 4. Van (ULB 8 Years)

Condition	Mileage	Rating
Excellent	0–25,000	5
Good	25,001–75,000	4.9–3.8
Adequate	75,001–100,000	3.7–2.6
Marginal	100,001–150,000	2.5–1.4
Poor	150,001+	1.3–0

Table 5. Light Duty 25 feet or less (ULB 10 Years)

Condition	Mileage	Rating
Excellent	0–30,000	5
Good	30,001–90,000	4.9–4
Adequate	90,001–150,000	3.9–3.0
Marginal	150,000–210,000	2.9–2
Poor	210,000+	1.9–0

Table 6. Medium Duty Cutaway

Condition	Mileage	Rating
Excellent	0–40,000	5
Good	40,001–120,000	4.9–4
Adequate	120,001–200,000	3.9–3.0
Marginal	200,001–280,000	2.9–2
Poor	280,001+	1.9–0

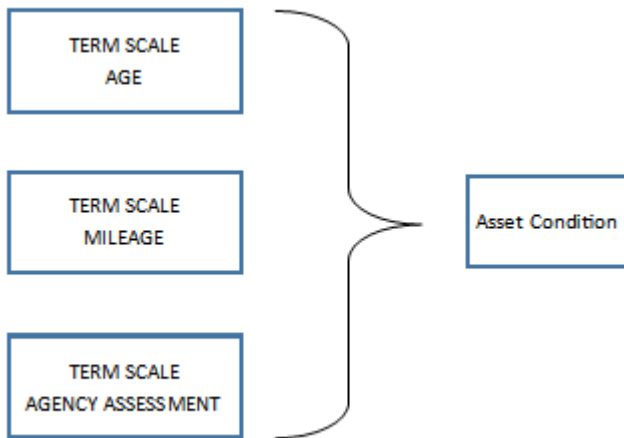
Table 7. Heavy Duty Small/Medium Bus (ULB 14 Years)

Condition	Mileage	Rating
Excellent	0–70,000	5
Good	70,001–210,000	4.9–4
Adequate	210,001–350,000	3.9–3.0
Marginal	350,001–490,000	2.9–2
Poor	490,001+	1.9–0

Table 8. Heavy Duty Large Bus (ULB 14 Years)

Condition	Mileage	Rating
Excellent	0–80,000	5
Good	80,001–240,000	4.9–4
Adequate	240,001–500,000	3.9–3.0
Marginal	500,001–640,000	2.9–2
Poor	640,000+	1.9–0

Figure 1. Vehicle Condition Methodology



ULB - Rolling Stock, Facilities, and Equipment

Asset Portfolio - Rolling Stock, facilities and Equipment

Asset Category	Asset Class	Asset Name	Make	Model	ID/Serial No.	Asset Owner	Age (Yrs)	Miles	TERM Scale Condition	Replacement Cost/Value
Rolling Stock	Bus	Unit 1025	Gillig	Low floor	15GGE2719A1092241	LATS	11	385,122	Adequate	\$124,176.00
Rolling Stock	Bus	Unit 1026	Gillig	Low floor	15GGE2710A1092242	LATS	11	405,096	Adequate	\$124,176.00
Rolling Stock	Bus	Unit 1027	Gillig	Low floor	15GGE2712A1092243	LATS	11	382,160	Adequate	\$124,176.00
Rolling Stock	Bus	Unit 1028	Gillig	Low floor	15GGE2714A1092244	LATS	11	325,983	Adequate	\$124,176.00
Rolling Stock	Bus	Unit 1129	Gillig	Low floor	15GGE2712B1092292	LATS	10	378,655	Adequate	\$122,506.00
Rolling Stock	Bus	Unit 1130	Gillig	Low floor	15GGE2714B1092293	LATS	10	381,378	Adequate	\$122,506.00
Rolling Stock	Bus	Unit 1205	Gillig	Low floor	15GGE2712C1092326	LATS	9	361,534	Adequate	\$145,739.00
Rolling Stock	Bus	Unit 1701	Gillig	Low floor	15GGE2716H3093250	LATS	4	125,516	Excellent	\$302,025.00
Rolling Stock	Bus	Unit 1702	Gillig	Low floor	15GGE2716H3093251	LATS	4	117,943	Excellent	\$302,025.00
Rolling Stock	Bus	Unit 1703	Gillig	Low floor	15GGE2716H3093252	LATS	4	117,412	Excellent	\$302,025.00
Rolling Stock	Bus	Unit 1804	Gillig	Low floor	15GGE2712J3093316	LATS	3	103,177	Excellent	\$308,747.00
Rolling Stock	Bus	Unit 1806	Gillig	Low floor	15GGE2714J3093317	LATS	3	111,402	Excellent	\$308,747.00
Rolling Stock	Bus	Unit 1807	Gillig	Low floor	15GGE2716J3093318	LATS	3	103,177	Excellent	\$308,747.00
Rolling Stock	Bus	Unit 1710	Dodge	Promaster	3C6URVUG5GE128643	LATS	4	69,908	Excellent	\$35,439.00
Rolling Stock	Bus	Unit 1808	Dodge	Promaster	3C7WRVUGXE134580	LATS	3	55,307	Excellent	\$60,859.00
Rolling Stock	Bus	Unit 1809	Dodge	Promaster	3C7WRVUG6JE134253	LATS	3	26,488	Excellent	\$60,859.00
Rolling Stock	Bus	Unit 1812	Dodge	Promaster	3C7WRVUG8JE134237	LATS	3	36,094	Excellent	\$60,859.00
Rolling Stock	Van	Unit 1913	Dodge	Promaster	3C6URVUGXKE553445	LATS	2	13,572	Excellent	\$71,002.00
Rolling Stock	Service Truck	Unit 924	GMC	Shop Truck	1GDJK79679E137382	LATS	12	30,182	Good	\$10,800.00
Rolling Stock	Bus	Unit 1211	Chevy	Arboc	1GB6G5BG3C1152774	LATS	10	208,221	Marginal	\$2,500.00
Rolling Stock	SUV	Unit 1222	VPG	MV-1	523MF1A64CM100666	LATS	9	117,498	Marginal	\$2,500.00
Rolling Stock	Van	Unit 1231	Dodge	Caravan	2C4RDGBGOCR374049	LATS	9	55,991	Marginal	\$2,500.00
Rolling Stock	PickUp	Unit 215	Dodge	1500	1D7HA16N92J232365	LATS	18	93,928	Marginal	\$2,000.00
Rolling Stock	PickUp	Unit 216	Dodge	1500	1D7HA16N02J232366	LATS	18	117,556	Marginal	\$2,000.00
Rolling Stock	Van	Unit 821	Chevy	Uplander	1GBDV13W48D212174	LATS	10	134,119	Marginal	\$2,000.00
Rolling Stock	Van	Unit 1918	Dodge	Grand Carivan	2C4RDGBG4KR572342	LATS	2	3,886	Excellent	\$23,030.00
Rolling Stock	SUV	Unit 2017	Chevy	TRAVERSE	1GNEVLKW7LJ120216	LATS	1	320	Excellent	\$23,636.00

Asset Category	Asset Class	Asset Name	Make	Model	ID/Serial No.	Asset Owner	Age (Yrs)	Miles	TERM Scale Condition	Replacement Cost/Value
Facilities	Facility	Operations				Lease	9			
Facilities	Facility	Maintenance				Lease	17			

Asset Category	Asset Class	Asset Name	Make	Model	ID/Serial No.	Asset Owner	Age (Yrs)	Miles	TERM Scale Condition	Replacement Cost/Value
Equipment	Bus washer					LATS	9		Adequate	\$69,137.00

TAMP Goals

The Transit Asset Management plan allows LATS to predict the impact and investment reasoning for decisions regarding the condition of all their assets throughout the life cycle of the asset. This will give LATS the opportunity of being proactive with the purchase of a new asset before the asset becomes unuseable.

LATS has established the following annual goals:

- 1) Measure accidents per 100,000 revenue miles by mode (Fixed route, Para transit, and all non-revenue vehicles). The number of at fault accidents is expected to be decreased by 10% each year.
- 2) Monitor maintenance of vehicles and ensure no vehicles are out of service for more than 30 days in a row.
- 3) Breakdowns on route - No more than 5 missed runs in a 30 day period.
- 4) Start process of replacing vehicles that are past there ULB within the next 2 years.

About the TAMP

The TAMP contains four major components; the Asset Portfolio, the Condition Assessment, and the Management Approach. The Asset Portfolio provides a list of all of the capital assets that support the delivery of public transportation services in the City of Lawton. The Condition Assessment section includes the current condition that the capital assets are in and how the actual conditions compare to the targets set for each asset category. The Management Approach breaks out the information supporting the decision making process, investment prioritization, risk management considerations, and strategies for maintenance, overhaul, disposal, acquisition, and renewal.

Roles and Resonsibilities

In compliance with 49 CFR 625 each transit provider must designate an Accountable Executive who will have the authority of approving and implementing the TAMP.

Role	Title	Person at LATS
TAMP Sponsor/ Accountable Executive	GM	Ryan Landers
Asset Management Lead	Maintenance Director	Randy Simmons

CHAPTER 2 – ASSET PORTFOLIO

NOTE: All asset information was populated from 2019 LATS Inventory. Information has been updated within the last triennial review conducted in May 2018.

Asset Portfolio Summary:

Asset Class	Total Number	Avg Age	Avg Value
Equipment *	1	10	over \$50,000
Facilities **	2	15	over \$50,000
Rolling Stock	27	7.4	\$114,065
*equipment was purchased over 10 years ago, not past useful life			
**we lease facilities, not exact estimate at current timeframe			

Asset Inventory Detail:

Facilities

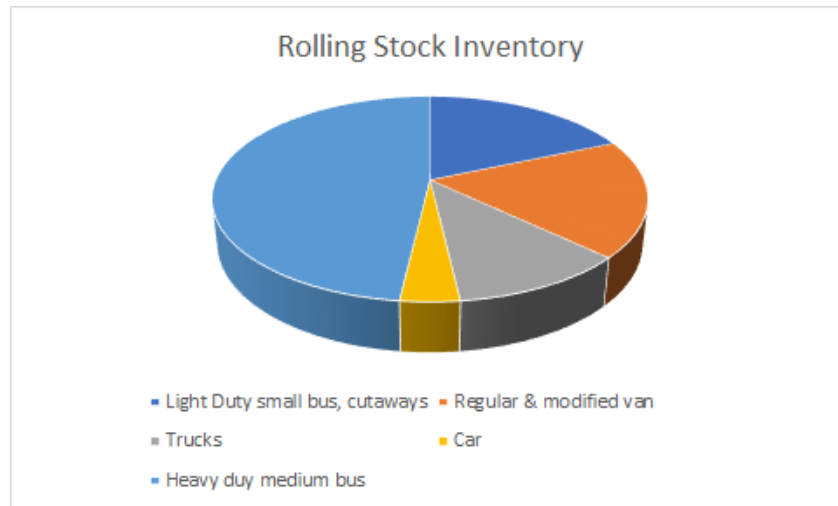
<u>Asset Category</u>	<u>Count</u>	<u>Age</u>	<u>Useful Life</u>
Maintenance Facility	1	18 years	N/A
Operations Facility	1	11 years	N/A

<u>Equipment</u>	<u>Count</u>	<u>Age</u>	<u>Useful Life</u>
Bus Washer	1	9	8 years

Rolling Stock

<u>Asset Category</u>	<u>Count</u>	<u>Avg. Age</u>	<u>Useful Life</u>
Light-Duty Small Bus, Cutaways, Regular, & Modified Van	11	5 Years	6-7 Years
Heavy-Duty Medium Bus	13	7 years	12-14 years
Trucks	3	16 years	8-10 years

Rolling Stock Inventory



Light Duty small bus, cutaways	19%
Regular & modified van	19%
Trucks	11%
Car	4%
Heavy duty medium bus	48%

CHAPTER 3 – CONDITION ASSESSMENT

Asset Condition

Rolling Stock

There are 27 vehicles within LATS's rolling stock inventory. Currently the average condition of these vehicles is between “Good and Adequate” with a rating of 3.52. This rating is currently within LATS's parameters of the established performance measure rolling stock. However the reason the average is within our parameters is the fact that LATS recently purchased in 2019 para transit, shuttle, and relief vehicles. All of our trucks are over the useful life in years, but not mileage.

Facilities

Currently LATS is leasing the 2 facilities (Maintenance and Operations). However because LATS has no direct responsibility for any major repairs LATS only has to list the facility. All repairs for both facilities are handled by the owner of the building.

Equipment

Currently there is one bus washer listed for equipment in excess of \$50,000 to be reported. This equipment is not past the useful life. However it has a adequate condition with a rating score of 3

Asset Condition Detail

Rolling Stock	Quantity	Condition	% within Category	% within Fleet
Light Duty small bus, cutaways		Poor	0%	19%
		0 Marginal	0%	
		0 Adequate	0%	
		2 Good	40%	
		3 Excellent	60%	
Regular & modified van		1 Poor	20%	19%
		2 Marginal	40%	
		1 Adequate	20%	
		Good	0%	
		1 Excellent	20%	
Trucks		Poor	0%	11%
		2 Marginal	67%	
		0 Adequate	0%	
		1 Good	33%	
		Excellent	0%	
Car		Poor	0%	4%
		0 Marginal	0%	
		Adequate	0%	
		Good	0%	
		1 Excellent	100%	
Heavy duty medium bus		Poor	0%	48%
		6 Marginal	46%	
		1 Adequate	8%	
		6 Good	46%	
		0 Excellent	0%	

CHAPTER 4 – MANAGEMENT APPROACH

Decision Support

The Federal Transit Administration (FTA) funds, which are allocated to Oklahoma, are crucial to the continued operation of public transportation services in the City of Lawton and the entire state of Oklahoma. However there are not enough funds yearly to sustain any noteworthy capital improvements. On average the City of Lawton receives around \$150,000 to \$160,000 in Federal 5339 funds. This means it will take almost 4 years to have enough money to purchase one of LATS's heavy duty buses. This has become increasingly difficult to manage a system, when the fleet is getting older.

In the 2016 the City of Lawton, through a sales tax extension, was able to receive \$3.5 million for six new heavy duty transit buses. LATS has also applied for 5339(b) funds (competitive), but were unsuccessful. This will continue to be a problem in the next couple of years when LATS needs to start looking at replacing our vehicles that are over the useful life of 12-14 years.

Until the Federal government allocates additional funds to the small and medium systems, they will continue to run vehicles well past their useful life. The only other option is to have all vehicles, equipments and facilities funded with the majority coming from local funds.

Process/Tool	Brief Description
5339 – Buses and Bus Facilities Program	Makes Federal resources available to States and designated recipients and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
Capital Improvement Program (CIP)	Provides capital funding for demand response providers to replace, rehabilitate, and purchase buses to support the continuation and expansion of public transportation services.

Investment Prioritization

LATS shall perform an investment prioritization analysis on a yearly basis, in order to:

- (1) Determine what capital investments are needed, how much (and when), in order to maintain SGR; and
- (2) Rate and rank SGR programs and projects in order of implementation priority.

The investment prioritization analysis aids LATS in making more informed investment decisions to improve SGR of our capital assets, and define when an asset needs overhaul or replacement. The investment prioritization list, is a list containing the work plan(s) and schedule(s) of the proposed projects and programs that LATS and the Transit Trust estimates would achieve its SGR goals, and a ranking of projects and programs based on implementation priority over the TAMP period of four (4) years.

LATS will rank selected projects and programs to improve or manage the SGR of capital assets for which the City Transit Trust has a direct capital responsibility. The ranking criteria of projects and programs shall be consistent throughout the TAMP. When developing an investment prioritization list, LATS shall take into consideration its estimation of funding levels from all sources that it reasonably expects will be available in each fiscal year during the TAMP horizon period.

The ranking of investment prioritization programs and projects will be expressed as: High Priority, Medium Priority, or Low Priority. Each investment prioritization program or project ranked shall contain a year and/or date in which LATS intends to carry out the program or project. This output process is a list of ranked projects and programs at the asset class level that identify assets from the asset inventory.

Risk Management

Risk	Mitigation Strategy
Pre- and/or Post-Trip Inspections not being conducted	Pre- and Post-Trip inspections to be conducted in compliance with applicable Federal and State requirements.
Scheduled Maintenance not being conducted	Adhere to preventive maintenance plan and/or minimum OEM standards.*
Annual Vehicle Inspections not being conducted	Annual Vehicle Inspection to be conducted in compliance with applicable Federal and State requirements.
Outdated/expired equipment	Adhere to preventive maintenance plan and/or minimum OEM standards. Reviewed yearly by Maintenance Director.*
Vehicle Failures/Malfunctions	Reviewed yearly by Maintenance Director
Vehicle Condition	Reviewed yearly by Maintenance Director
Age	Reviewed yearly by Maintenance Director
Mileage	Reviewed yearly by Maintenance Director

* Original Equipment Manufacturing

Disposal

The federal interest expires when the property reaches its useful life and the vehicle value is less than \$5,000. These requirements exist to protect the federal interest and to maintain continuing control over property. After the minimum useful life of project property is reached and is no longer needed for the original project or program, it may be used by the grantee for other transit projects or program.

Selling Prior to Meeting the Useful Life

If LATS desires to dispose of the property before it meets the end of its useful life benchmark, the property may be sold with FTA approval. However, FTA is entitled to its share of the remaining Federal interest. The Federal interest is determined by calculating the fair market value of the project property immediately before the occurrence prompting the withdrawal of the project property from appropriate use.

LATS will apply a straight-line depreciation formula to vehicles to assist in determining the depreciated value of federally funded vehicles.

Selling After the Useful Life Benchmark

Prior to selling the vehicle, LATS will notify the FTA of its intent. LATS will apply the straight-line depreciation formula to assist in determining the depreciated value of federally funded vehicles (see Table 9 and Table 10).

If LATS chooses to sell the vehicle, and the market value of the vehicle is \$5,000 or more, FTA requires reimbursement of the proportionate share (80 percent federal/20 percent local) of the net proceeds from the sale. Reimbursed proceeds will go back into the grant program from which the vehicle funds were utilized. The funds will then be shown in future grant applications. FTA has no federal interest in vehicles with a fair market value of less than \$5,000.

Table 9. Example of Straight Line Depreciation

Cost (purchase price)	\$48,000
Salvage (estimated value)*	\$7,900
Life (years in service)	5
Depreciation (cost-salvage/life)	\$8,020.00

*based on estimated value - commercialtrucktrader.com

Table 10. Detailed Example of Straight Line Depreciation

Year	Vehicle Value	Vehicle Depreciation	Depreciated Value
1	\$48,000	\$8,020	\$39,980
2	\$39,980	\$8,020	\$31,960
3	\$31,960	\$8,020	\$23,940
4	\$23,940	\$8,020	\$15,920
5	\$15,920	\$8,020	\$7,900



PROUDLY MANAGED BY



HENDRICKSON TRANSPORTATION GROUP

Memorandum

To: Ryan Landers
From: Randal Simmons
Date: November 2020
Re: TAMMS

1. Measure accidents per 100,000 revenue miles by mode (Fixed route, Para transit, and all non-revenue vehicles). The number of at fault accidents is expected to be decreased by 10% each year.

Year	Miles Driven Revenue	Number of Accidents	Miles driven per accident	Accidents Per 100K	Percent Total
2018 to 2019	641,807	18	35,656	2.81	37.07%
2019 to 2020	604,600	8	75,575	1.33	-39.8%

2. Monitor maintenance of vehicles and ensure no vehicles are out of service for more than 30 days in a row.
 - Maintenance has had only 2 vehicles out of service for more than 30 days for more the due to accident repair.
3. Breakdowns on route - No more than 5 missed runs in a 30-day period.
 - We have not tracked in the Maintenance Department of missed runs due to breakdowns. LATS has a policy of no more than 3 road calls per month. LATS has had 26 road call this year and equals to 2.17 road calls per month.
4. Start process of replacing vehicles that are past there ULB within the next 2 years.
 - 2 each Maintenance Pick-ups

Risk Management

1. Pre-and /or Post-Trip Inspection not being conducted
 - The Lawton Area Transit System policy states all operator will perform a pre/post trip on assigned vehicle before dispatching for the day. Any issues found by operator are to be relayed to the Maintenance Department, this policy is strictly enforced.
2. Scheduled Maintenance not being conducted
 - The Lawton Area Transit System preventive maintenance program is strictly adhered to as publish in the vehicles OEM service manual and placed in FleetWise Maintenance Software.
3. Annual Vehicle Inspections not being conducted
 - LATS performs seven (7) services per year on all revenue buses and three (3) service a year on Para transit, and all non-revenue vehicles and performed by the miles driven.
4. Outdated/expired equipment
 - LATS maintains all equipment assigned until sold or disposal under the Maintenance Directors supervision.
5. Vehicle Failures/Malfunctions
 - The Maintenance Director monitors all failures and malfunctions to adjust the service program to lesion vehicle failures.