



NEW JERSEY TIER II GROUP TRANSIT ASSET MANAGEMENT PLAN

October 1, 2018

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New Jersey Tier II Group Transit Asset Management Plan

Prepared by NJ TRANSIT

I. Introduction

NJ TRANSIT is a statewide public transit agency that serves as a recipient of Federal Transit Administration (FTA) Section 53 funds for the State of New Jersey and passes these funds through to subrecipients around the State. As such, NJ TRANSIT is required develop a Group TAM Plan for all subrecipients under the Rural Area Formula Program, authorized under 49 U.S.C. 5311, and subrecipients of Section 5310 grants for the Enhanced Mobility of Seniors and Individuals with Disabilities that provide “open-door” service to customers. As defined in the FTA Transit Asset Management (TAM) regulation 49 CFR part 625, Tier II providers are those transit operators that do not operate rail fixed-guideway public transportation systems and either have 100 or fewer vehicles in fixed-route revenue service during peak regular service or 100 or fewer vehicles in general demand response service during peak regular hours. As the sponsor of the Group TAM Plan, NJ TRANSIT is responsible for its development, setting performance targets, and reporting to the FTA’s National Transit Database (NTD) on behalf of the Group TAM Plan participants. Subrecipients may choose to opt-out of the Group TAM Plan, but then they would have to develop their own compliant TAM Plan and report directly to the NTD.

This document is NJ TRANSIT’s initial Tier II Group TAM Plan (“Group TAM Plan”) for 69 small providers of public transportation in New Jersey. These providers are recipients of FTA funding and participated in the Group TAM Plan’s development, as described below. This Group TAM Plan is required pursuant to 49 CFR part 625 (final rule July 2016), which requires public transportation providers to create TAM Plans.

The plan must have a horizon period of at least four years, and be updated at least once every four years. The purpose of a Group TAM Plan is to promote better quality of service to customers, and efficient use of assets by maintaining a State of Good Repair (SGR).

II. NJ TRANSIT and Federal Pass-Through Programs

NJ TRANSIT administers a variety of Federal and State “pass-through” grant programs dedicated to maintenance and development of coordinated community-based transportation services that benefit senior citizens, persons with disabilities, rural and small urban area residents, and economically disadvantaged persons transitioning from welfare as well as special local transportation projects. The services funded through these grants provide non-emergency, life-sustaining, and life-enhancing transportation that include but are not limited to demand-responsive, route deviation services, feeder services, and community shuttles. NJ TRANSIT requires that grant sub-recipients make every effort to coordinate services to maximize efficiency, and feed existing bus and rail services when possible.

NJ TRANSIT also monitors subrecipients for compliance with relevant Federal and State laws and regulations.

The NJ TRANSIT Capital Planning and Programs (CP&P) Department administers the State-funded Senior Citizen and Disabled Resident Transportation Assistance Program (SCDRTAP) as well as a variety of Federal programs funded through the FTA, including: Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310); Rural and Small Urban Areas Program (Section 5311); as well as on-going planning efforts under the FTA Human Services Transportation Coordination Plan requirements. In addition, from time to time local shuttle initiatives funded through a variety of Federally funded sources, including specially-dedicated congressional appropriations and the Congestion Mitigation and Air Quality (CMAQ) and Small Urban Areas (Section 5307) and Major Capital Investments (Section 5309) programs, are applied for and administered by NJ TRANSIT on behalf of designated local providers.

These programs assist a variety of private non-profit organizations, counties, county improvement authorities, municipalities, and NJ TRANSIT in meeting the mobility needs of New Jersey’s senior citizens, persons with disabilities, transportation-disadvantaged, and rural residents.

The transit services funded through the grant programs administered by NJ TRANSIT’s Community Services, Minibus Support, and Local Programs unit within CP&P encompass more than 90 local partnerships, providing needed transportation to the State’s senior citizens, persons with disabilities, and rural and low-income residents where services would otherwise not be available. Staff provides day-to-day grant support, planning and technical assistance, driver and management training, and State and Federal compliance oversight to county, municipal, and private non-profit transit services funded through these programs.

A description of each grant program is provided below.

SCDRTAP is funded from the New Jersey Casino Revenue Tax Fund. Eighty-five percent of the annual appropriation is allocated by formula among the 21 counties for transportation of senior citizens and persons with disabilities. NJ TRANSIT has allocated the remaining 15 percent to provide administrative and compliance oversight and technical assistance to the counties, coordinate the program within and among the counties, and develop, provide, and maintain those portions of capital improvements that afford accessibility to fixed-route and other transit services. The county subrecipients may choose to use SCDRTAP funds to purchase accessible vehicles to support their transportation program for senior citizens and individuals with disabilities.

The **FTA Section 5311** Rural and Small Urban Area Program provides operating, administrative, and capital assistance for public transportation services in small urban and rural areas in New Jersey pursuant to a population-based formula. The county subrecipients may choose to use Section 5311 funds to purchase accessible vehicles to support their transportation program in these areas.

The **FTA Section 5310** Enhanced Mobility of Seniors and Individuals with Disabilities Program provides Federal funds to States for the purchase of vehicles and related equipment for private non-profit organizations and designated public bodies to provide transit services to senior citizens and persons with

disabilities. The Federal funds available under this program can be used to pay up to 80 percent of the cost of vehicles.

Since assuming administration of the program in 1979, NJ TRANSIT has purchased nearly 1,800 vehicles for non-profit organizations and designated coordinated public bodies in all 21 counties. Reflecting FTA regulations outlined in the program circular of July 7, 2014, all local projects selected must meet a need identified in a locally-developed coordinated human services transportation plan (CHSTP). Selection of projects is based on an annual competitive application process. Counties, municipalities, non-profit and for-profit agencies must complete an application demonstrating their technical and financial capacity, and a description of the project and how it serves seniors and/or individuals with disabilities. Applications are scored by staff at NJ TRANSIT and the three Metropolitan Planning Organizations (MPOs) in the State, and the highest ranked applications are discussed and decided on at a State Review Committee Meeting. The attendees at the State Review Committee Meeting include staff from NJ TRANSIT, the three MPOs, and senior citizen and disability advocacy groups. More information about NJ TRANSIT programs can be found at <https://s-rides.njtransit.com>.

III. Group TAM Plan Development Process

Elements of the Group TAM Plan development process include:

- 1. An inventory of assets**
- 2. A condition assessment of inventoried assets**
- 3. Development of Performance Targets**
- 4. Documentation of the use of a decision support tool**
- 5. A prioritization of investments**

The five steps of the development of this Plan are described below.

1. Inventory of Assets

In August 2017, all subrecipient agencies were reviewed to determine whether their service was open to the general public and therefore, subject to the TAM Final Rule. All of the general public service agencies were sent a letter explaining the TAM requirement and requesting their fleet inventory (see Appendix E). Most of the collection of the vehicle fleet inventories from the subrecipients took place from September through December of 2017. The vehicle fleet inventories include all vehicles used in the service of passenger transportation, funded by Federal, State, and local funds.

There are two facilities reported in the Group TAM Plan inventory that were federally funded and are for the exclusive-use of that subrecipient transportation provider. None of the other subrecipient agencies have exclusive-use facilities in the service of public transportation.

2. Condition Assessment

All of the subrecipient agencies provided their revenue and service vehicle information. Condition assessments were made based on the age of the vehicle in years and whether they met or exceeded the Useful Life Benchmark (ULB). The Group Plan ULBs are the same as the FTA default ULBs and are shown in Table 1.

Table 1: Group Plan Vehicle Useful Life Benchmark

Vehicle Type		Group Plan ULB (in years)
AO	Automobile	8
BU	Bus	14
CU	Cutaway bus	10
MB	Minibus	10
MV	Minivan	8
Trucks or other rubber tire vehicles		14
SV	Sport utility vehicle	8
VN	Van	8

The Condition Assessment for the facilities is not reported in this TAM Plan because these facilities are scheduled to be assessed during the course of the Group Plan horizon.

3. Development of Performance Targets

All revenue and service vehicles were entered into the FTA TAM Guide For Small Providers template offered by FTA to create a Group TAM plan. Performance targets were developed that considered the number of vehicles in each asset category class meeting or exceeding the Useful Life Benchmark (ULB). ULBs represent FTA's estimate of the lifespan of an asset that is well-maintained. The performance targets represent the number of vehicles throughout the entire fleet of subrecipient participating agencies that meet or exceed the ULB. Therefore, the higher the targets indicate a larger number of vehicles meeting or exceeding the ULB, and low performance targets would indicate that most of the vehicles are actively being replaced on a regular basis. Due to the number of subrecipients in the Plan and the wide variety of funding sources, it is difficult to predict with certainty the ability of all of the agencies as an aggregate to be able to change or "move the needle" on how the actual fleet age compares to these performance targets, so incremental movement on the percentages was determined based on the schedule of the Section 5310 award process and only for those vehicles that are eligible in that program. Otherwise, NJ TRANSIT expects subrecipients to maintain the same level of funding from their non-Federal sources and stay at the current performance targets for the next five years.

4. Documentation of the use of a decision support tool

The two main funding entities for the replacement of subrecipient transit vehicles are NJ TRANSIT and the subrecipient agencies. For NJ TRANSIT, the Federal Section 5310 Program is the primary funding source for vehicle awards. The decision-making process for the Section 5310 Program is detailed in the State Management Plan for the program, and it includes a competitive application process where the current

fleet inventory of the subrecipient is considered along with the needs and gaps in service in the area for Seniors and Individuals with Disabilities. NJ TRANSIT then procures all of the accessible vehicles for its subrecipients with per-vehicle costs covered by 80% Federal funds and 20% NJ TRANSIT funds.

A formula was created to help determine the timing of a replacement of a vehicle. The goal of the formula was to be as objective as possible so that it could be used by all subrecipients regardless of size or resources, and to take into account both the age and mileage of the vehicle. For example, the expected service years for a minibus is 10 years, at which time an agency should look to replace the minibus as soon as possible. A scale was created so that an agency could forecast when to replace a vehicle based on a vehicle’s score. In order for a 10 year old bus to have a score of 51 or more, a weight of 5 was assigned. This way a 10 year old vehicle would get an immediate replacement score regardless of the number of miles driven. Similarly, a weight of 3 is given for each 20,000 miles travelled so that a vehicle with 300,000 miles would get an immediate replacement score regardless of the age of the vehicle. The following chart is an example of the formula and how it would be used. The vehicle Age and Mileage is multiplied by the respective Weights, and the results summed to determine the Replacement Score as illustrated in the Table 2.

Table 2: Asset Replacement Score Example

Criteria	Weight	Mini-bus 1	Mini-bus 2	Mini-bus 3	Mini-bus 4	Mini-bus 5	Mini-bus 6
Age (years)		10	1	5	2	5	7
Mileage		12,000	300,000	150,000	24,000	60,000	200,000
Score for Age	5 per year	50	5	25	10	25	35
Score for Mileage	3 for each 20,000 miles	2	45	23	4	6	20
Replacement Score		52	50	48	14	31	55

5. Prioritization of Investments

Based on the Replacement Score of each vehicle, the following metric was created.

- Score ≥ 51 Replace this year
- 46 ≤ Score ≤ 50 Replace in year 1
- 41 ≤ Score ≤ 45 Replace in year 2
- 35 ≤ Score ≤ 40 Replace in year 3
- 30 ≤ Score ≤ 34 Replace in year 4
- Score < 30 No immediate remedial action

Based on this metric, in the above Replacement Score Example Mini-buses 1, 2, and 6 should be replaced immediately; Mini-bus 3 should be replaced in 1 year; Mini-bus 5 should be replaced in 3 years; and no immediate remedial action is needed for Mini-bus 4.

IV. Results of the Analysis

This section presents the details of the methods, analysis, and results of the Group TAM data.

1. Performance Measures & Targets

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). For the purposes of this Group Sponsored TAM Plan, the two performance measures used were ULB for rolling stock and service vehicles (equipment) and score on the TERM¹ scale for facilities.

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 FTA. For rolling stock and equipment, the performance target exceedance percentage is a projection of how many vehicles will meet or exceed the ULB and smaller numbers indicate better asset quality. The best case scenario would be a performance target of 0% of the vehicles in the subrecipient agency fleet's meeting or exceeding their ULB performance measure, but due to limited funding available for capital replacements the targets were set at a level that relates to current grant funding availability.

The SGR performance measures for capital assets are as follows:

- (a) Non-revenue (service vehicles) equipment. The performance measure for non-revenue, service and maintenance vehicles is the percentage of those vehicles that have either met or exceeded their ULB.
- (b) Rolling stock. The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.
- (c) Facilities. The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.

The subrecipients were able to provide the age of the equipment and rolling stock, allowing NJ TRANSIT to quantify the performance measures for those categories. Facilities inspections began in 2018 for all NJ TRANSIT facilities and are on a three-year cycle. The facilities assessed for this Plan are scheduled to be inspected in 2019, which is the second year of the inspection cycle. NJ TRANSIT plans to determine the performance targets of these facilities once the inspections are complete.

¹ The TERM scale is defined by and used for input into the FTA Transit Economic Requirements Model (TERM).

Table 3: Asset Performance Targets

Asset Category - Performance Measure	Asset Class	2019 Exceedance and Target	2020 Exceedance and Target	2021 Exceedance and Target	2022 Exceedance and Target	2023 Exceedance and Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AO - Automobile	55%	55%	55%	55%	55%
	BU – Bus	35%	34%	34%	35%	34%
	CU – Cutaway Bus	15%	16%	15%	14%	15%
	MB – Mini-bus	20%	19%	19%	20%	19%
	MV – Mini-van	30%	29%	29%	30%	29%
	SV – Sport Utility Vehicle	45%	45%	45%	45%	45%
	VN – Van	40%	39%	39%	40%	39%
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue / Service Automobile	55%	55%	55%	55%	55%
	Trucks and Other Rubber Tire Vehicles	30%	30%	30%	30%	30%
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Maintenance	N/A	N/A	N/A	N/A	N/A
	Passenger Facilities	N/A	N/A	N/A	N/A	N/A

2. Performance Target Setting Methodology

Each participating subrecipient agency submitted their fleet inventory of all passenger and service vehicles used to support their transportation program. The initial performance targets were based off the current percentages of vehicles that have met or exceed their ULBs (see the FTA ULBs above).

The performance targets were created as an average across the Group Plan based on the vehicle fleet inventories of all the participating subrecipient agencies. Since funding sources and levels are different for every agency, the replacement capabilities are not based on an individual agency level but on the group as a whole.

As discussed above, it was not currently possible to set the performance target for the facilities since their conditions have not yet been assessed. The facilities are scheduled to be assessed in 2019 and at that time current TERM condition will be determined. Resources will be available to the subrecipient over the next five years to maintain or improve facility condition as may be necessary.

A. Capital Asset Inventory

The following table summarizes characteristics of the Group Plan members' assets by type as of the date of the data collection in early 2018. Please see Appendix A (Asset Register) for the asset inventory listing.

Table 4: Asset Inventory Summary Asset Inventory Summary

Asset Category	Total Number	Average Age	Average Mileage	Average Value
Revenue Vehicles	1289	6.3	92,222	\$60,540.31
AO - Automobile	79	8.8	75,509	\$18,768.14
BU - Bus	46	10.9	90,144	\$103,984.55
CU - Cutaway Bus	747	5.9	98,491	\$67,485.69
MB - Mini-bus	222	5.8	88,826	\$63,036.25
MV - Mini-van	81	5.8	68,365	\$33,610.46
SV - Sport Utility Vehicle	28	7.3	70,379	\$21,756.26
VN - Van	86	8.0	90,520	\$33,953.35
Equipment	17	10.0	78,156	\$43,318.69
Non-Revenue / Service Automobile	2	20	110,251	\$21,644.73
Trucks and other Rubber Tire Vehicles	15	10.0	75,864	\$44,763.62
Facilities	2	10.5	N/A	N/A
Maintenance	1	15	N/A	N/A
Passenger Facilities	1	6	N/A	N/A

B. Condition Assessment

The following table compares the Group participants' asset data with the ULB, and computes the percent of vehicles by category that exceed the ULB. Please see Appendix A for individual asset condition listing. The primary asset categories used to generate transit services for the Group participants are Cutaway Bus and Minibus. The percentage of these vehicles that exceed the ULB are 11% and 14%, respectively.

Table 5: Asset Condition Summary

Asset Category	Total Number	Average Age	Average Value	Useful Life Benchmark (ULB)	Average Mileage	% At or Past ULB
Revenue Vehicles	1289	6.3	\$60,540.31		92,222	17%
AO - Automobile	79	8.8	\$18,768.14	8	75,509	51%
BU - Bus	46	10.9	\$103,984.55	14	90,144	33%
CU - Cutaway Bus	747	5.9	\$67,485.69	10	98,491	11%
MB - Mini-bus	222	5.8	\$63,036.25	10	88,826	14%
MV - Mini-van	81	5.8	\$33,610.46	8	68,365	26%
SV - Sport Utility Vehicle	28	7.3	\$21,756.26	8	70,379	43%
VN - Van	86	8.0	\$33,953.35	8	90,520	37%
Equipment	17	10.0	\$43,318.69		78,156	29%
Non-Revenue/ Service Automobile	2	20	\$21,644.73	14	110,251	50%
Trucks and other Rubber Tire Vehicles	15	10.0	\$44,763.62	14	75,864	27%
Facilities	2	10.5	N/A			
Maintenance	1	15	N/A			
Passenger Facilities	1	6	N/A			

Table 6: Condition Assessment Compared to Performance Targets

Asset Category - Performance Measure	Asset Class	2019 Target	2019 Condition Assessment Results	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES							
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AO - Automobile	55%	51%	55%	55%	55%	55%
	BU – Bus	35%	33%	34%	34%	35%	34%
	CU – Cutaway Bus	15%	11%	16%	15%	14%	15%
	MB – Mini-bus	20%	14%	19%	19%	20%	19%
	MV – Mini-van	30%	26%	29%	29%	30%	29%
	SV – Sport Utility Vehicle	45%	43%	45%	45%	45%	45%
	VN – Van	40%	37%	39%	39%	40%	39%
EQUIPMENT							
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue / Service Automobile	55%	50%	55%	55%	55%	55%
	Trucks and Other Rubber Tire Vehicles	30%	27%	30%	30%	30%	30%
FACILITIES							
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Maintenance	N/A	N/A	N/A	N/A	N/A	N/A
	Passenger Facilities	N/A	N/A	N/A	N/A	N/A	N/A

The table above indicates that the expected Group Plan asset conditions do not exceed the 2019 performance targets in any category. It is possible to qualitatively project the replacement of vehicles awarded through the Section 5310 Program. NJ TRANSIT is on a two-year procurement process for accessible minivans and cutaways. Based on the current schedule of procurements, in 2020 and 2021 NJ TRANSIT anticipates that the NJ TRANSIT-procured vehicles will be delivered, which will reduce the percent of the bus- and van-type vehicles over ULB. Currently, no vehicles will be delivered in 2022 and the number of vehicles that meet or exceed ULB may increase if the Group TAM Plan participants take no other actions. The next NJ TRANSIT vehicle delivery process will begin in 2023, which will reduce the percent over ULB.

The Section 5310 Program only procures accessible vehicles, and therefore does not procure automobiles, sport utility vehicles or service vehicles. Since most subrecipient agencies anticipate the same level of funding for their own capital replacement of these vehicles, NJ TRANSIT anticipates these performance targets and percent of category over ULB results to remain the same.

C. Decision Support Tools

Decision support tools are an analytical process or methodology for group plan sponsors and participants to understand their underlying asset and condition data. A decision support tool interprets data and may be based on software, spreadsheets, or formulas, but it can also be a process or methodology. The decision support tools in this plan should be used to inform and guide investment prioritization and possibly funding decisions for our participating subrecipient agencies.

Capital replacement responsibility for the vehicles and facilities lies solely with the subrecipient agencies that are part of this Group Sponsored Plan. NJ TRANSIT does not have any responsibility to replace vehicles, but through grant funding has made a commitment to assist agencies with vehicle purchases when possible. The primary grant for vehicle replacements is the annual Section 5310 grant for the Enhanced Mobility of Seniors and Individuals with Disabilities. Interested agencies (counties, municipalities, non-profits, and for-profits) must submit an electronic application describing their current transportation services, the need for either a replacement or expansion vehicle, and demonstrate both their technical and financial capacity to fulfill the requirements of an FTA grant award. Each application is scored by staff from NJ TRANSIT as well as the three MPOs, and the final selection of awards are made through a State Review Committee. If a vehicle replacement award is selected for inclusion, information for the current vehicle is obtained and submitted to FTA through the annual Program of Projects (POP). If a vehicle replacement award is not included in the POP, the subrecipient agencies must determine for themselves the timing of the vehicle replacements in their fleet.

The most objective method for this determination would be the assignment of a Replacement Score based on both vehicle age (years) and mileage. A hypothetical fleet of six mini-buses has the age and mileage of each vehicle shown in Table 7. A Replacement Score is given to each vehicle based on the sum of its Age with a Weight of 5 points per year and its Mileage with a Weight of 3 points for each 20,000 miles. A score of 30 and under requires no remedial action, a score of 31-35 would require replacement in 4 years, a score of 36-40 would require replacement in 3 years, a score of 41-45 would require replacement in 2 years, a score of 46-50 would require replacement in 1 year, and a score of 51 and above would require immediate replacement. Based on this formula, subrecipient agencies should be able to analyze their fleet and create a schedule for capital replacement for the next 5 years on a regular basis. This approach is also offered to the participants in this group plan as a tool to analyze their respective fleets.

Table 7: Replacement Score Example

Criteria	Weight	Mini-bus 1	Mini-bus 2	Mini-bus 3	Mini-bus 4	Mini-bus 5	Mini-bus 6
Age (years)	5 per year	10	1	5	2	5	7
Mileage	3 for 20,000 miles	12,000	300,000	150,000	24,000	60,000	200,000
Replacement Score		52	50	48	14	34	65

D. Investment Prioritization

The list of prioritized investment projects is provided in Appendix B.

NJ TRANSIT's Local Programs, Minibus Support, and Community Transportation unit administers the pass-through Federal grants and do not operate any transportation directly. Through the Section 5310 and CMAQ grants, vehicles are awarded to subrecipient agencies. Section 5310 is a competitive application process and on average 75-100 vehicles are awarded annually. The CMAQ program is initially administered by the three MPOs who determine which subrecipients are awarded funds, the funds are flexed from the Federal Highway Administration (FHWA) to FTA, and NJ TRANSIT confirms the vehicle types that the subrecipients require. All Federally funded vehicles are procured by NJ TRANSIT for the subrecipients to ensure compliance with FTA regulations. All vehicles procured by NJ TRANSIT are accessible and used for passenger transportation and either minivans, cutaways, minibuses, and vans. NJ TRANSIT does not procure automobiles, sport utility vehicles, or service vehicles. NJ TRANSIT conducts a vehicle procurement every two years and the vehicle delivery process can take a year to complete.

For the majority of the subrecipient agencies, NJ TRANSIT is not the primary source of capital replacement. NJ TRANSIT also advises each subrecipient agency that the grants are competitive and that they cannot be guaranteed a vehicle award every year. Many agencies purchase vehicles using their own funds, or pursue other grant and donation opportunities. Each subrecipient agency's capital budget varies greatly; some agencies are able to purchase replacement vehicles on a regular basis and some agencies are extremely limited in the funds available for new vehicles.

During the grant application process for vehicles, the subrecipient agency's current fleet inventory and preventative maintenance plans are reviewed. Those agencies with older vehicles who have an adequate preventative maintenance program are scored higher than agencies with newer fleets or inadequate preventative maintenance plans and procedures.

V. Next Steps

This Group TAM Plan will be shared with the participating members, who will review the materials with their Accountable Executive, and continue to provide the sponsor with any information that is relevant and necessary to the development and maintenance of the Group Plan. Outreach and discussion on plan monitoring, updating, evaluation, and other pertinent matters will take place among the Group Plan members on a regular basis.

This Plan will also be shared with the planning partners in the State including the New Jersey Department of Transportation and the three MPOs: North Jersey Transportation Planning Authority, Delaware Valley Regional Planning Commission, and the South Jersey Transportation Planning Organization. The sponsor will coordinate with the MPOs and State in formulating their respective performance targets.

Appendices

Appendix A Asset Register

- Revenue Vehicle (Rolling Stock) Condition Data
- Equipment (Service Vehicles) Condition Data
- Facilities Condition Data

Appendix B Proposed Investment Project List

Appendix C Fleet Replacement Module Output

Appendix D Group TAM Introduction Letter and Vehicle Inventory Spreadsheet

Appendix E Transit Asset Management (TAM) Presentation from the 2018 NJ TransAction Conference

Appendix F Subrecipient Certifications for Group Sponsored Plan and Accountable Executives (Provided Under Separate Cover)

Group Plan Contributors:

Subrecipient Agency Name	Accountable Executive
Bayonne Economic Opportunity Foundation (BEOF)	Ms. Samantha Howard
Borough of Carteret	Ms. Taqualla Lowman
Borough of Fairview	Mr. Vincent Bellucci, Jr.
Borough of Fort Lee	Ms. Patricia Rumi
Borough of Keyport	Mr. Stephen J. Gallo
Borough / Municipality of Princeton	Mr. Marc Dashield
Borough of Roselle Park	Mr. Rupen Shah
Borough of Sayreville	Mr. Kenneth Piscitelli
City of Clifton	Ms. Deidre Hughes
City of Margate	Mr. Richard Deaney
City of Passaic	Ms. Magaly Rivera
City of Paterson	Ms. Hilda Diaz
City of Perth Amboy	Ms. Lissette Martinez
City of Plainfield	Ms. Sharron M. Brown
City of Pleasantville	Mr. James Hubbard
Cliffside Park Housing Authority	Mr. Joe Capano
Five Town Regional Dial Ride/Twp. Pequannock	Mr. Peter Correale
Greater Mercer TMA	Ms. Cheryl Kastrenakes
Long Beach Island Community Center	Ms. Linda Falb
EZ RIDE / Meadowlink	Mr. Avnish Gupta
Mid-Atlantic States Career Education Center	Mr. H. Glen Donelson

Subrecipient Agency Name	Accountable Executive
South Jersey Transportation Authority (SJTA)	Mr. Dominic D'Amico
Town of Kearny	Mr. Ken Pincus
Town of Secaucus	Mr. John Dubiel
Township of Bloomfield	Mr. Michael Scurman
Township of Brick	Ms. Joanne Bergin
Township of Cherry Hill	Mr. Ari Messinger
Township of Cranford	Mr. Steven Robertazzi
Township of East Windsor	Mr. Richard Brand
Township of Edison	Mr. Jay P. Elliot
Township of Ewing	Mr. Ted Forst
Township of Jefferson	Ms. Grace C. Rhinesmith
Township of Lakewood	Mr. Patrick Donnelly
Township of Livingston	Ms. Jennifer Walker
Township of Long Beach	Mr. Paul Vereb
Township of Mahwah	Ms. Dorothy McDonough
Township of Manchester - Senior Services	Ms. Brenda Sloan
Township of Monroe	Ms. Amy Rutherford
Township of North Bergen	Mr. Christopher Pianese
Township of Nutley	Mr. Frank DeMaio
Township of Pemberton	Mr. Dennis Gonzalez
Township of South Brunswick	Mr. Al Nardi
Township of South Orange Village	Mr. Mark Hartwyk
Township of Stafford	Mr. James A. Moran
Township of Teaneck	Mr. William Broughton
Township of Union	Mr. Ronald Manzella
Township of Washington (Gloucester)	Mr. Ernest D'Orazio
Atlantic County Transportation	Mr. Carl Lindow
Bergen County Community Transportation	Mr. Jonathan Bonanno
Burlington County Transportation System	Mr. Jerry Kilkenny
Camden County SCUCS	Ms. Diane Powell
Cape May County Fare Free Transportation	Mr. Daniel J. Mulraney
Cumberland County Office on Aging / CATS	Ms. Theresa VanSant
Cumberland County Workforce Development	Ms. Allison Spinelli
Essex County Special Transportation Program	Mr. Michael Vieira
Gloucester County Division of Transportation	Ms. Lisa Cerny
Hudson County TRANSCEND	Mr. James Ostaszewski
Hunterdon County Dept. of Human Services	Ms. Erin Neukum
Mercer County TRADE Transportation	Mr. Martin DeNero
Middlesex County (MCAT)	Ms. Laila Caune
Monmouth County Division of Transportation	Ms. Kathleen Lodato
Morris Area Paratransit System (MAPS)	Ms. Jennifer Carpinteri
Ocean County Dpt. Transp. Services (Ocean Ride)	Mr. David L. Fitzgerald
Passaic County Paratransit	Mr. John McGill

Subrecipient Agency Name	Accountable Executive
Salem County Office on Aging	Ms. Stephanie Bradway
Somerset County Transportation	Mr. John Adair
Sussex County SKYLAND RIDES	Ms. Marie T. Zingara
Union County Paratransit	Ms. Kathleen Carmello
Warren County Human Services	Ms. JanMarie McDyer