Goals & Objectives

• Educate ourselves
  – FTA TAM Requirements

• How does LBT meet the TAM requirements?
  – LBT - Asset Management 101 – Creating a Baseline

• Steps for an Agency to meet FTA requirements?
  – TAM Plan
  – Initial TAM Targets
FTA Rule – TAM Plan Elements

1. Inventory of Capital Assets
2. Condition Assessment
3. Decision Support Tools
4. Investment Prioritization
5. TAM and SGR Policy
6. Implementation Strategy
7. List of Key Annual Activities
8. Identification of Resources
9. Evaluation Plan

All Providers

Tier 1 Providers Only
- Rail
- Or
- >= 101 Vehicles
• Plans would be updated in their entirety at least every 4 years
  – Coincide with relevant (Statewide) Transportation Improvement Program
  – Cover at least 4 years
  – Should be amended during the horizon period when there is a significant change

• Initial Targets – have not established reporting system – may just send to MPO (January 2017)

• Initial TAM Plans completed no later than 2 years after effective date (October 2018)

• TAM Reports to NTD – date undetermined
1. Inventory – FTA Asset Class Hierarchy

Equipment (> $50K)
- Construction
- Service Vehicles
- Maintenance

Rolling Stock
- Rail Cars
- Buses
- Other Passenger Vehicles
- Ferries

Facilities
- Maintenance Facilities
- Passenger Facilities
- Parking Facilities
- Administrative Facilities

Infrastructure
- Fixed Guideway
- Signal Systems
- Structures
- Power
1. Inventory - LBT Asset Class Hierarchy

Equipment (> $50K)
- Non-Revenue Service Vehicles
- Maintenance Equipment (Bus Wash, Lifts, etc...)
- Bldg Equipment / Systems (HVAC, Electrical, & Plumbing)
- Bus Technology (Farebox, APC, Video Surveillance)

Rolling Stock
- Buses (Active Revenue, Contingency, Charter)
- Paratransit
- Ferries

Facilities
- LBT1
- LBT2
- TVIC
- Stations (EGI - Transit Gallery, Wardlow, Del Amo, Artesia)
- Other Bus Stops (per FTA excludes shelters)

Infrastructure

LBT Asset:
1. >$10k
2. Requires PM
3. Critical to Ops
1. Inventory of Capital Assets

• Rolling Stock (Buses, Paratransit, Ferries)
  – Fleet is listed as revenue / non-revenue
  – Each Series of buses are in an EGI (2200s, 1600s)

• Facilities – Properties and Bus Stops
  – Each property is listed (LBT1, LBT2, TVIC)
    • Within property – Bldg/Site; Area; Rooms
  – Bus Stops – listed individually with 5 Sub-assets fitted
    • Sub Components – Shelters, Lighting, Artwork, Transmart, Kiosk
    • Stop Amenities – benches, signage, bike rack, etc...
    • Transit Gallery – need to setup as an EGI/Productive Unit
    • Have ADA, landscaping, and artwork plans attached

• Facilities Equipment
  – Each piece of facilities equipment is an asset and fitted to bldg., area, or room within spreadsheet – need to reconcile in Ellipse
  – Systems are coded by Component Code (Electrical, Plumbing etc...)
  – Service Vehicles are part of RS, but listed as non-revenue
Asset Information – contained in Ellipse

- **Asset Class**: (hierarchy, groups, sub-component)
- **Name-Plate**: (make, model, statistics, serial #s etc...)
- **Equipment Description**: (equip no, location, status, owner, )
- **Age**: (date of install, estimated useful life, warranty)
- **Assessment**: (condition, risk, likelihood of failure)
2. Condition Assessment objectives

• Periodic ‘snapshot’ of asset condition (e.g., Visible Defects, Component Deterioration)

• Asset Condition – age of asset relative to its design life & risk to organization
  – Residual life – time to next “intervention” grouped A – D (10yrs+, 5-10, 1-5, & <1)
  – Residual Risk (functional concerns) / criticality code
  – Condition Code (periodic snapshot)

• Measured against condition improvement benchmarks & help create a plan of rehab/replacement
How can you get a Condition Assessment

• LBT Hired Jorgenson Associates for Facility Inventory and Condition Assessment
  – Inventory (asset info, hierarchy, install date, useful life, replacement value)
  – Criticality / Condition Assessment recorded
  – Engineering drawings, vendor data & asset related documents readily available

• LBT places in spec of buses – for OEM to do condition assessment of buses in end of year 1 and 3

• LBT hired Fuel Solutions to do condition assessment of CNG station after four years of operation

• LBT developing Tool to do regular condition assessment of facilities and bus stops
2. LBT Asset Condition

- Buses – do not have a defined method, but can easily do as part of PM and create a score
  - Service Vehicles – have life, can also follow scoring
  - Bus Equipment / Technology – would need to create

- Facilities & Facility Equipment – completed in 2014
  - Condition Composite Score of 3.2 (needs to exceed 2.5)
  - Facility Condition Index of 7.8%, (“Fair”), Deferred Maintenance /Current Replacement Value (less than 10%)
  - Current O&M, Projects, and Capital Funding at ≈ 1.4% of CRV will not keep up with funding need – Shortfall is Approximately $33.0 MM @ Year 7 Planning Horizon

- Stops
  - Condition Composite score can be calculated
Calculated using the TERM model; Asset Age, Asset Condition, Asset Performance and level of Maintenance using condition level 1 to 5
Implementing TAM at BBB

• Get a solid understanding of TAM
  – Go to FTA website – look at webcasts
  – Read the FTA guideline
  – Talk to others (agencies, vendors etc...)

• Educate your Agency
  – Present to your executive committee
  – Present to your subordinate team

• Baseline – document what you do today and how does it fit the TAM requirement
  – What are you missing?
  – What is critical?

• Develop a Plan with Targets
Thank You!

Ready for Asset Management at the Big Blue Bus

Rolando Cruz
Chief Operations Officer
Santa Monica – Big Blue Bus
Rolando.Cruz@smgov.net
(310) 458-1975 x6349