

Transit Asset Management Update

May 7, 2020

June 1, 2020

Agenda

1. How much funding is needed to bring our assets to a State of Good Repair?
2. Maximo Roadmap/Strategic Plan is supporting the TAM Plan Goals at executive and asset owner level.
3. Status of TAM Initiatives

How much capital budget is needed to maintain our assets in a State of Good Repair?

- ✓ Sensitivity analysis

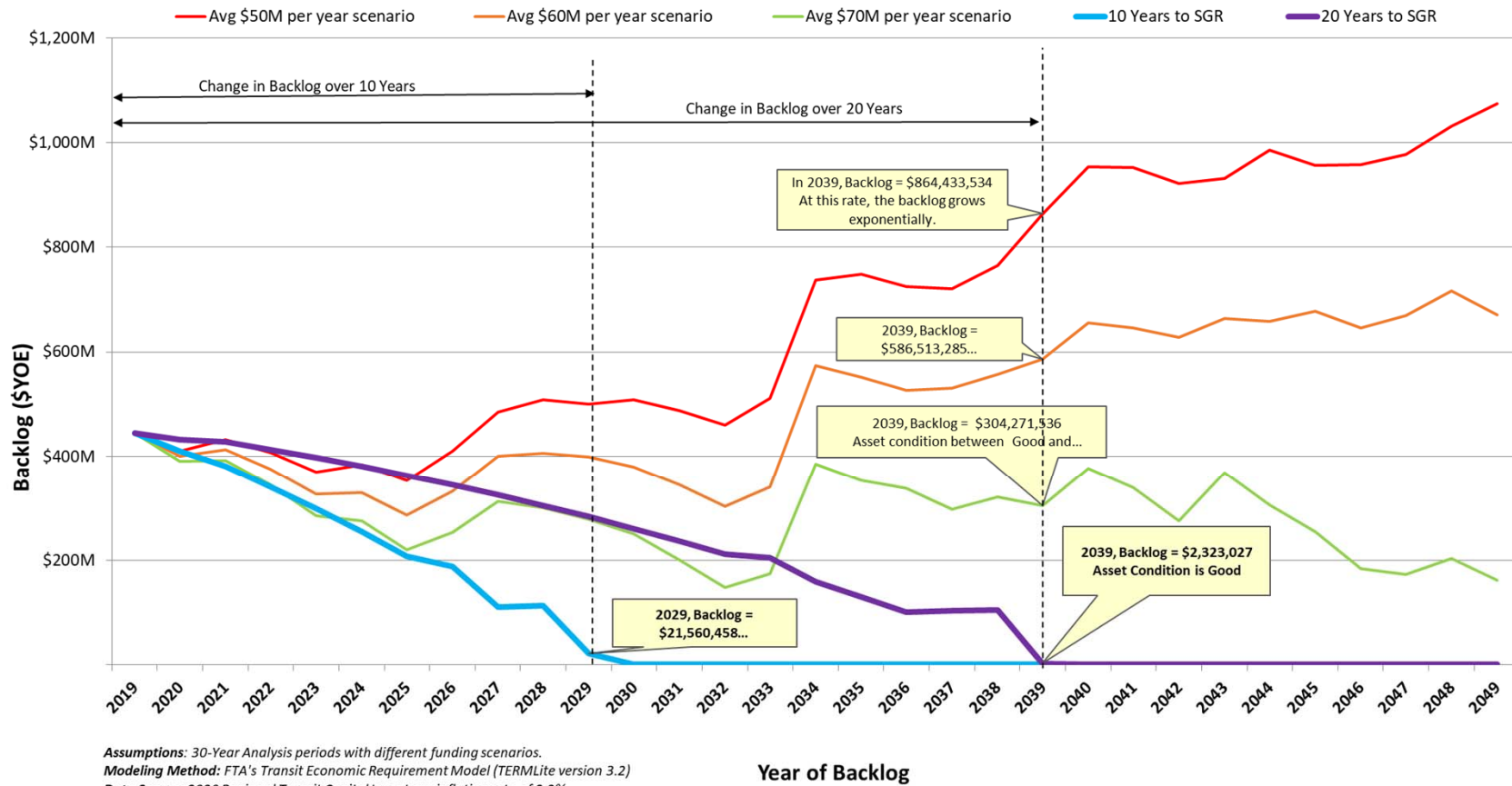
- ☐ Push-out FY19/20 projects and identify impact to backlog.

- ☐ Identify projects to add to 10YP and amount of unplanned funding needs

This graph predicts the amount of funding needed in the next 30 years. When we defer maintenance, our "Backlog" grows. The scenario of 10-years to State of Good Repair (SGR) is the most cost-effective investment strategy. This scenario brings District assets to good condition by the year 2029.

30-year Funding Needs for District's Transit Assets (Bus/Ferry)

Scenarios	30-Year Total Cost (\$YOE)	Average Annual Cost (\$YOE)	Condition in Year 2049
Avg \$50M per year scenario	\$2,142.6M	\$69.1M	3.2
Avg \$60M per year scenario	\$2,561.2M	\$82.6M	3.3
Avg \$70M per year scenario	\$2,962.1M	\$95.6M	3.6
Avg \$75M per year scenario	\$3,063.1M	\$98.8M	3.8
Unconstrained	\$3,012.5M	\$97.2M	3.6
20 Years to SGR	\$2,960.1M	\$95.5M	3.7
10 Years to SGR	\$2,938.4M	\$94.8M	3.8



Push-out FY19/20 projects and identify impact to backlog

- ✓ Original Scenario: no delay in funding expenditures in year 1
- ✓ Scenario 1: No funding in year-1
year-1 funding never replaced
- ✓ Scenario 2: No funding in year-1
year-1 funding spread over years 2 to 6

☐ Identify projects to add to 10YP and amount of unplanned funding needs

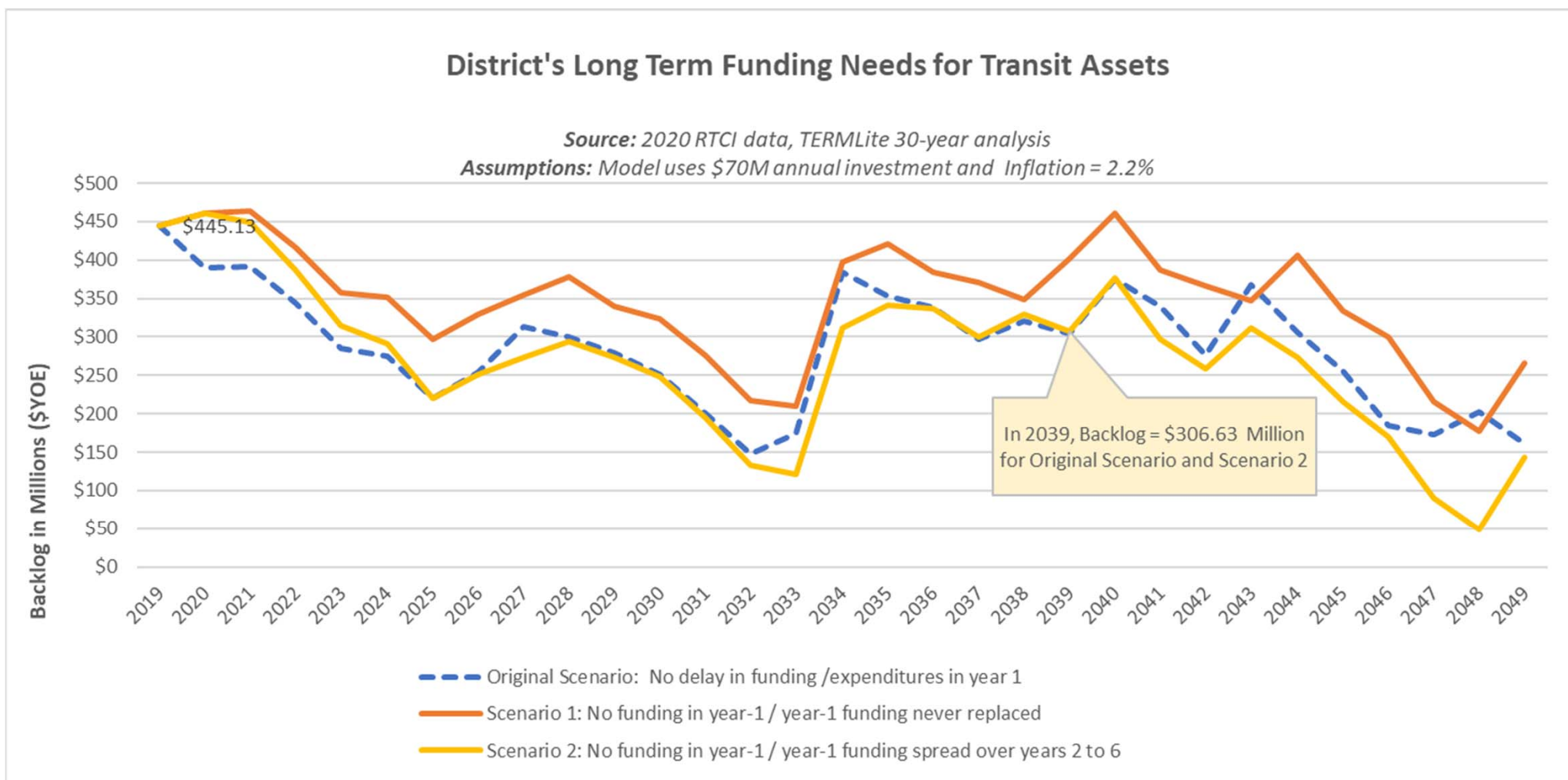
Shared list of assets related to capital projects

Grant analysts can review assets with PM and project sponsors.

The assets can be filtered by:

- Project ID
- Year of Project
- Condition of assets
- Purchase cost of assets
- TERMLite priority score
- Grants expiration date

Comparison of Scenarios



How does Maximo Road Map and Strategic Plan accomplish the TAMP Goals

Initiating

- Stakeholder, Scope of work, Priority of tasks

Planning

- Schedule of tasks, Detailed description of each task

Implementing (Goal - one system of record; one set of data)

- Phased activities per system
- Detailed Milestones – TAM Plan 2022 & Bridge TAMP
- Critical Path Analysis

TAM Executive Level Goals

- ☐ Demonstrate organizational efficiency to deliver efficient and reliable service
- ☐ Prioritize available resources to meet SGR requirements
- ☐ Maintain condition of assets in SGR to support system safety
- ☐ Actively promote an agency-wide asset management culture.

District Transit Asset Management Policy

*DISTRICT is committed to implementing a strategic and systematic practice of **procuring**, operating, inspecting, maintaining, **rehabilitating**, and **replacing capital assets** to manage their performance, risks, and **costs** over their **life cycles** to provide safe, **cost-effective**, and reliable public transportation.*

TAM Status

Phase 1 - Collection of RTCI and NTD asset information

Phase 2 – Extract Transform and Load (ETL) data into Maximo

Phase 3 – Modeling Bus and Ferry Funding Needs in TERMLite

Phase 4 – Business Metrics to share with Bus and Ferry

Conclusion:

- ❑ Recommend 10-Year to SGR as the most cost effective strategy
- ❑ COVID-19 recovery plan will inform District's long-term capital funding needs
- ❑ Maximo Roadmap is a good document to establish the stakeholder requirements.
- ❑ Next step:
 - One system of record
 - One set of data