

2024 Transit Asset Management Plan - Capital Services



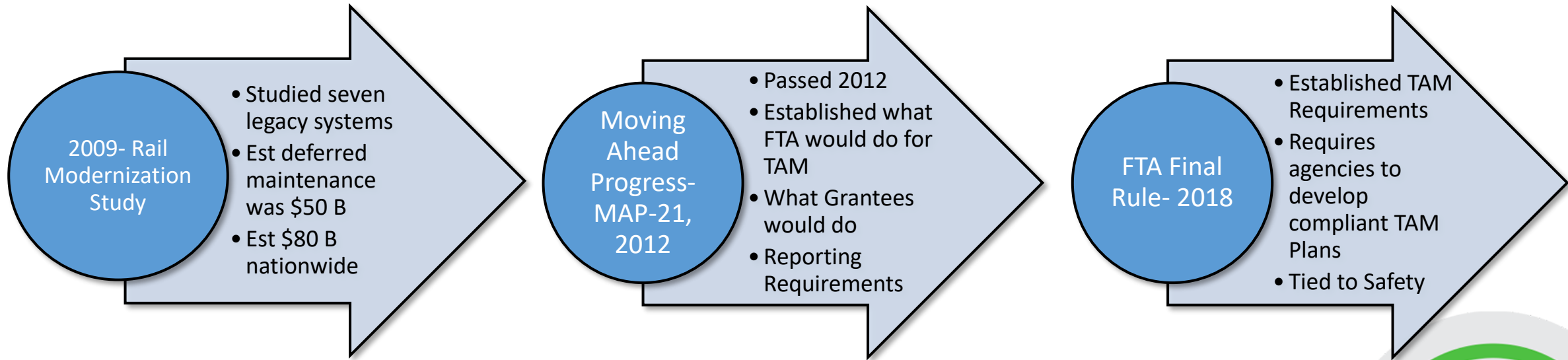
Summary of Request

- UTA staff will present overview of Transit Asset Management Plan and
- Ask Board of Trustees to authorize Executive Director to sign TAM Plan update as agency's Accountable Executive.



What is Transit Asset Management?

- FTA Regulation
- Requires transit agencies to plan for maintenance and rehabilitation of assets
- Requirement of all federal grant recipients
- Brief history below:



TAM Plan Requirements

Tier 1 Agencies

- UTA falls in this group
- Operates ≥ 101 vehicles during peak service or
- Provides rail transit
- TAM Plan requires 9 elements
- Update TAM Plan every 4 years

Tier 2 Agencies

- Operates < 101 vehicles during peak service
- No rail
- Subrecipient under 5311 Rural Formula Program
- TAM Plan requires 4 elements
- Update TAM Plan every 4 years



TAM Plan Required Elements

- Required Tier 1 TAM Plan Elements:
 - Asset Inventory
 - Condition assessment for all assets
 - Description of process or decision support tool by which agency estimates capital investment needs over time and develops investment prioritization
 - Project-based prioritization of investments
 - Provider's TAM and SGR policy
 - Provider's TAM Plan implementation strategy
 - Description of provider's key TAM activities to be accomplished over next horizon period
 - Summary or list of resources required to develop and implement TAM Plan
 - Outline of how provider monitors and continues to develop TAM Plan and TAM activities



TAM Plan Asset Inventory

Infrastructure

- Rail Infrastructure
- BRT Infrastructure
- Systems

Facilities

- Admin Bldgs
- Maintenance Bldgs
- Passenger Amenities
 - Stations
 - Parking Lots/Structures

Revenue Vehicles

- Bus
- Paratransit
- Van Pool
- Light Rail
- Commuter Rail
- Microtransit

Equipment

- Assets >\$50,000
- All Non-Revenue Vehicles



Condition Assessments

Age-Based

- Most Common
- Revenue Vehicles
- Equipment

Condition-Based

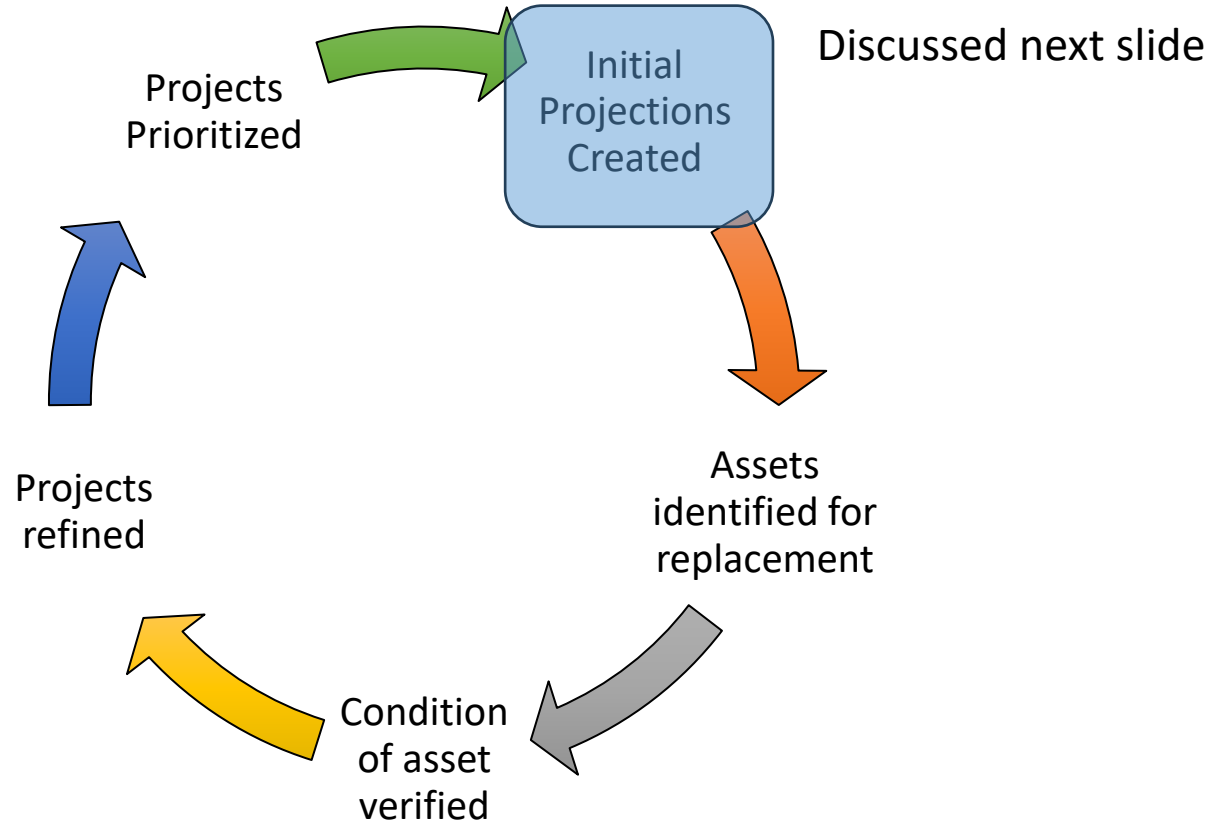
- Facility Assets
- Visual Inspection and scoring

Performance Based

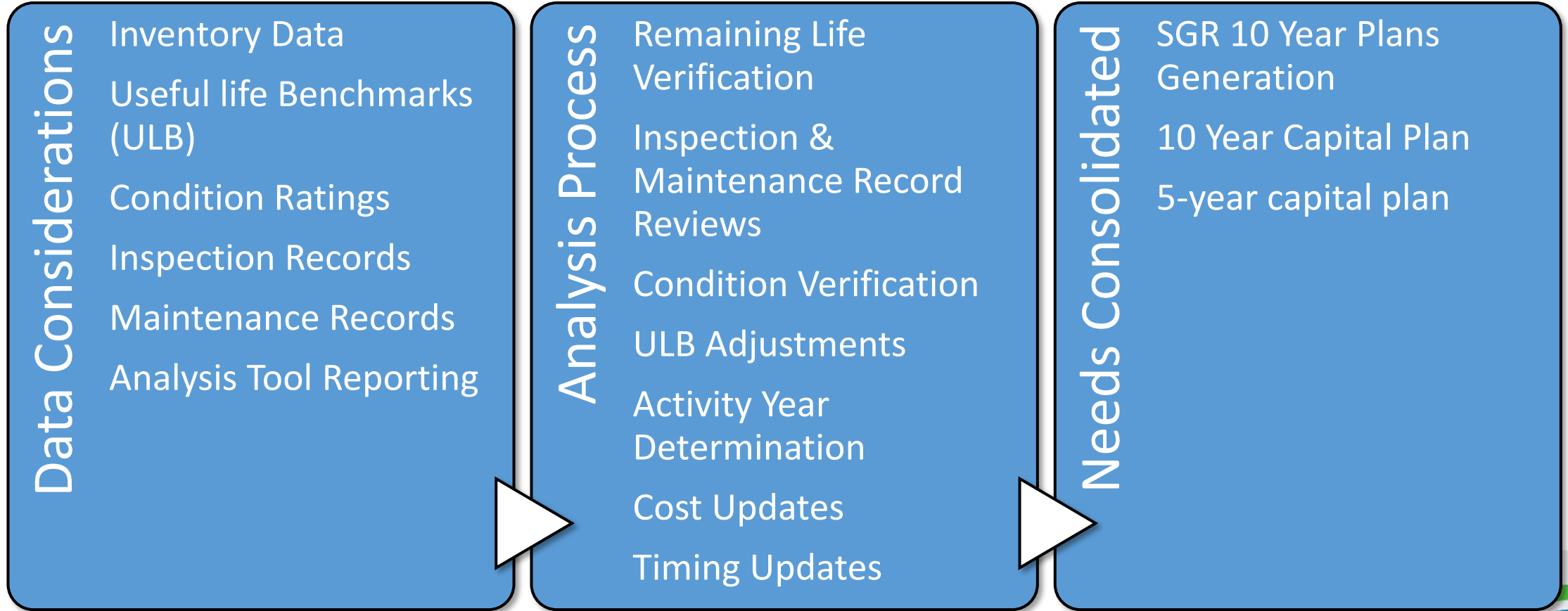
- Infrastructure Assets
- Tied to speed restrictions/slow orders
 - amount of track affected



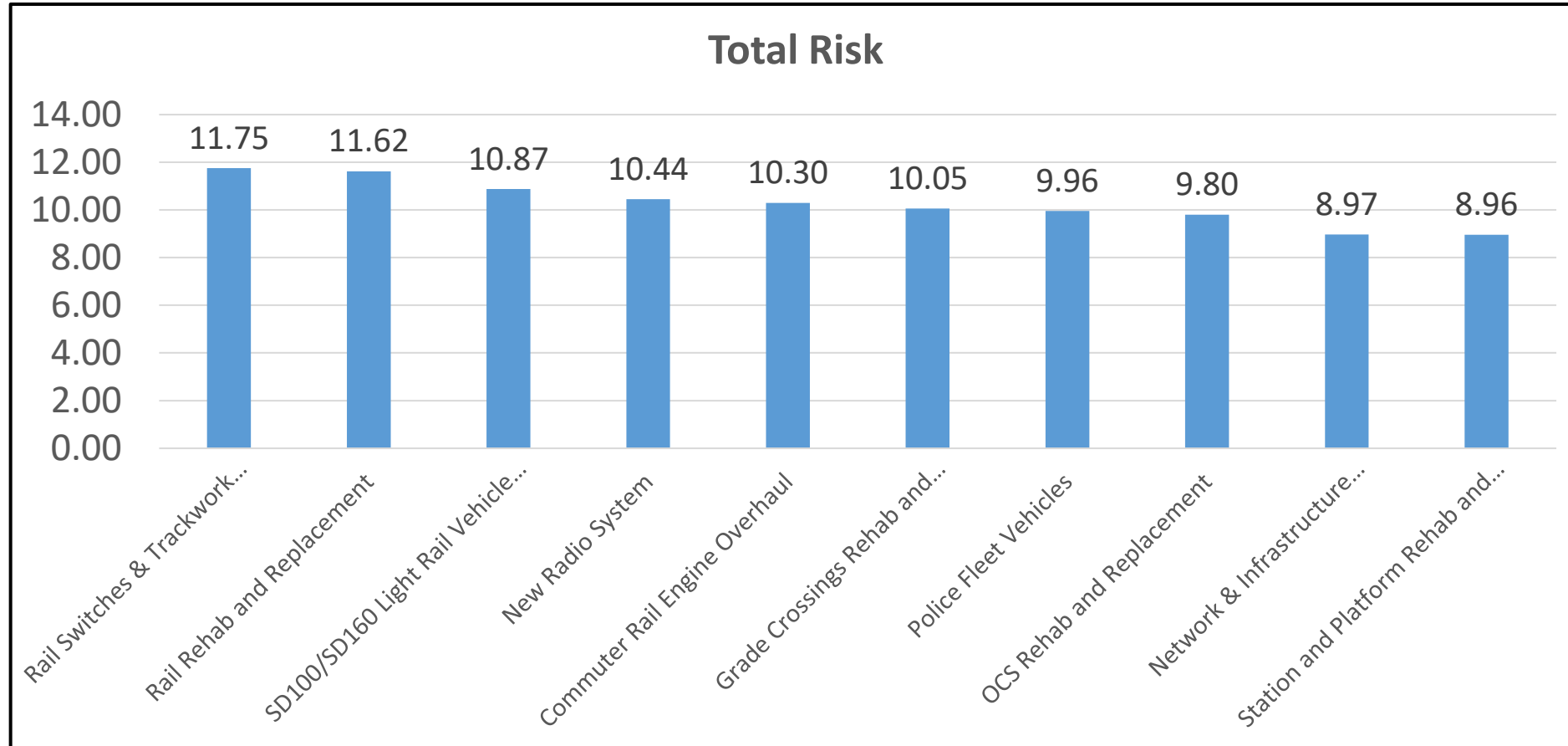
Description of Process or Decision Support Tool



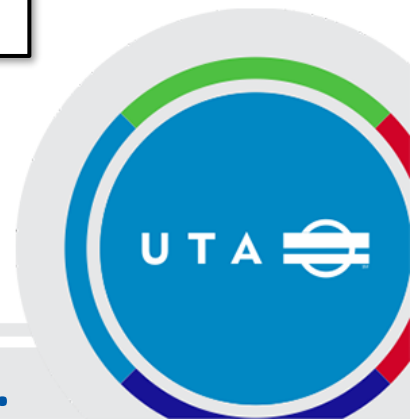
Project Creation Process



Project Based Prioritization of Investments - Top 10



Criteria looks at: public safety, operational performance, quality of life, accessibility, customer experience, age, condition of assets, impact of failure, and likelihood of failure. Also considered against capital prioritization criteria. 44 projects prioritized



Agency TAM Policy

UTA's TAM and State of Good Repair (SGR) Policy –

- UTA Policy- UTA.06.01 Transit Asset Management & State of Good Repair Policy
- Reinforces items being discussed here
- Provides framework for collaboration
- Establishes role of Accountable Executive- similar to Transit Agency Safety Plan (TASP)
- Plan should be updated and approved by board every 2 years



TAM Plan Implementation Strategy

UTA TAM Program Alignment



Communication



Financially Supported



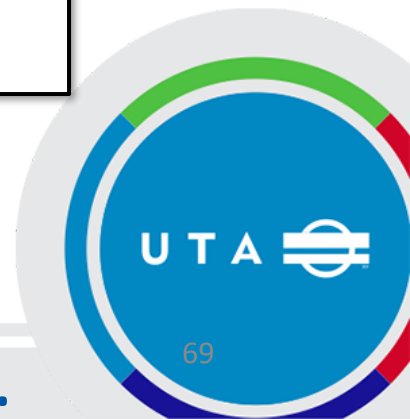
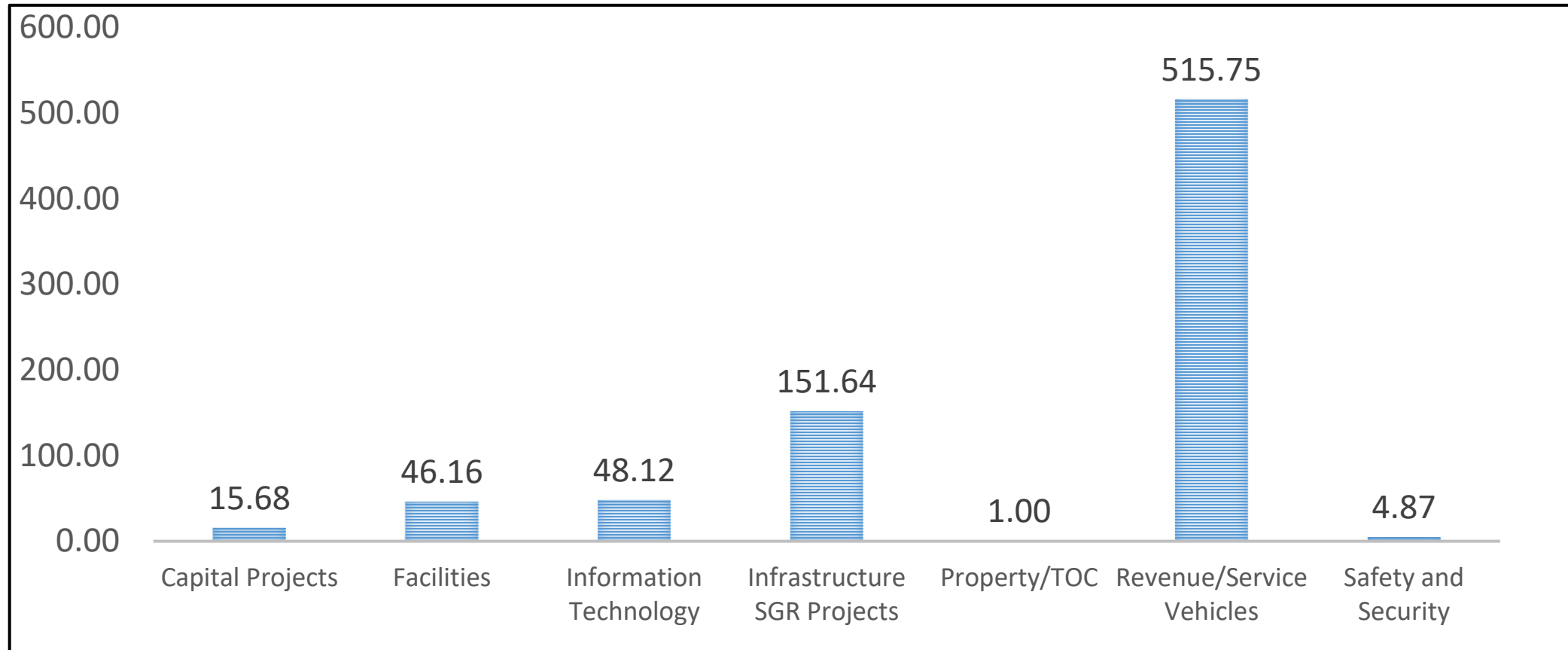
Realistic Delivery




Agency Coordination




SGR Plan Amount- \$783.212 M, 66% of upcoming 2025-2029 Plan




Key TAM Activities Over Next Horizon Period (coming 4 years)

- 


Performance Target Setting

 - Estimating Condition Results of Assets for coming year
 - Shared with MPO's
- 

National Transit Database (NTD) Reporting

 - Reports on SGR inventory
 - Reports on Condition Data and
 - Final Performance Target Results
- 

Five-Year Capital Plan Completion

 - Assure necessary projects are captured
 - Coordinate with Project Delivery Teams
- 

Facilities Condition Inspections

 - 25% of UTA Buildings & Passenger Amenities inspected each year



Key Projects over next 4 years (Top Ten)

Investment Prioritization Excerpt- SGR Program 2025-2029 Five Year Capital Plan

Project Code	Project Name	Total Risk	Total Rank	2025	2026	2027	2028	2029
SGR404	Rail Switches & Trackwork Controls - Rehab/Replacement	11.75	1	\$ 500,000	\$ 4,500,000	\$ 1,600,000	\$ 1,400,000	
SGR385	Rail Rehab and Replacement	11.62	2	\$ 6,200,000	\$ 2,435,000	\$ 4,500,000	\$ 3,987,000	
REV238	SD100/SD160 Light Rail Vehicle Replacement	10.87	3	\$ 36,000,000	\$ 36,000,000	\$ 37,900,000	\$ 120,000,000	
ICI226	New Radio Communication System	10.44	4	\$ 7,000,000	\$ 500,000	\$ 150,000	\$ 150,000	
SGR353	Commuter Rail Engine Overhaul	10.30	5					
SGR393	Grade Crossings Rehab and Replacement	10.05	6	\$ 4,500,000	\$ 2,200,000	\$ 2,200,000	\$ 4,000,000	
FMA543	Police Fleet Vehicles	9.96	7	\$ 605,000	\$ 605,000	\$ 605,000	\$ 385,000	
SGR398	OCS Rehab and Replacement	9.80	8	\$ 5,900,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	
ICI179	Network & Infrastructure Equipment	8.97	9	\$ 939,000	\$ 279,000	\$ 150,000	\$ 150,000	
FMA673	Station and Platform Rehab and Replacement	8.96	10	\$ 434,000	\$ 200,000	\$ 200,000	\$ 200,000	



Resources Required to Implement TAM Plan

People

Board of Trustees

Executive Director

Chief Capital Services Officer

Chief Financial Officer

Capital Services Directors

SGR Manager

Service Units

Facilities Maintenance Manager

Rail Operations Controllers

Procurement

Capital Asset Team

Technology

JD Edwards

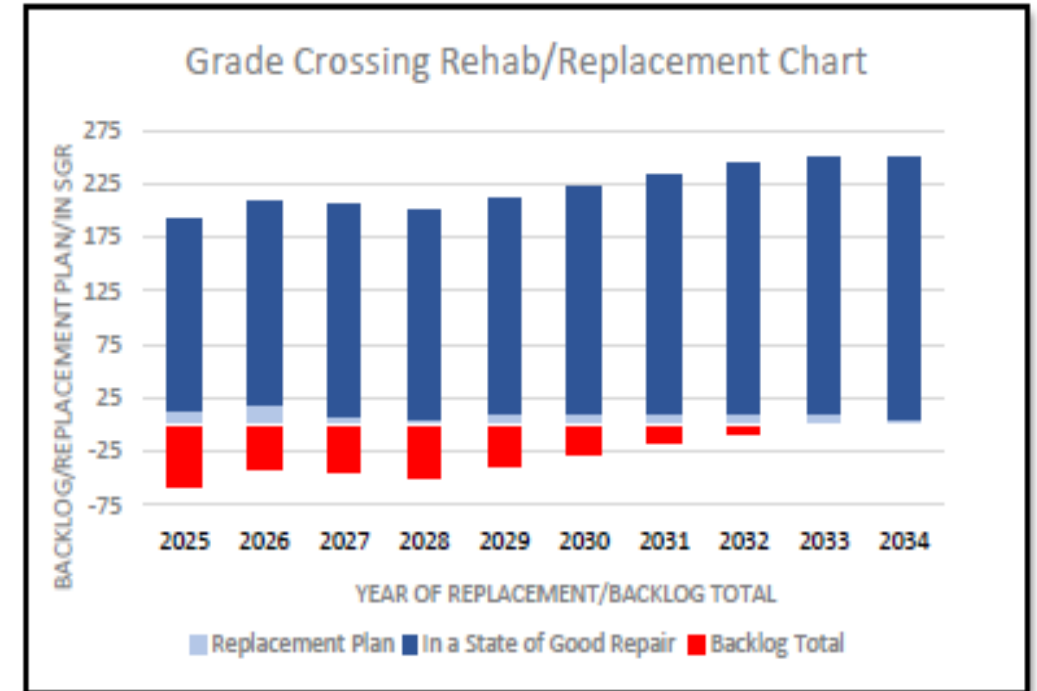
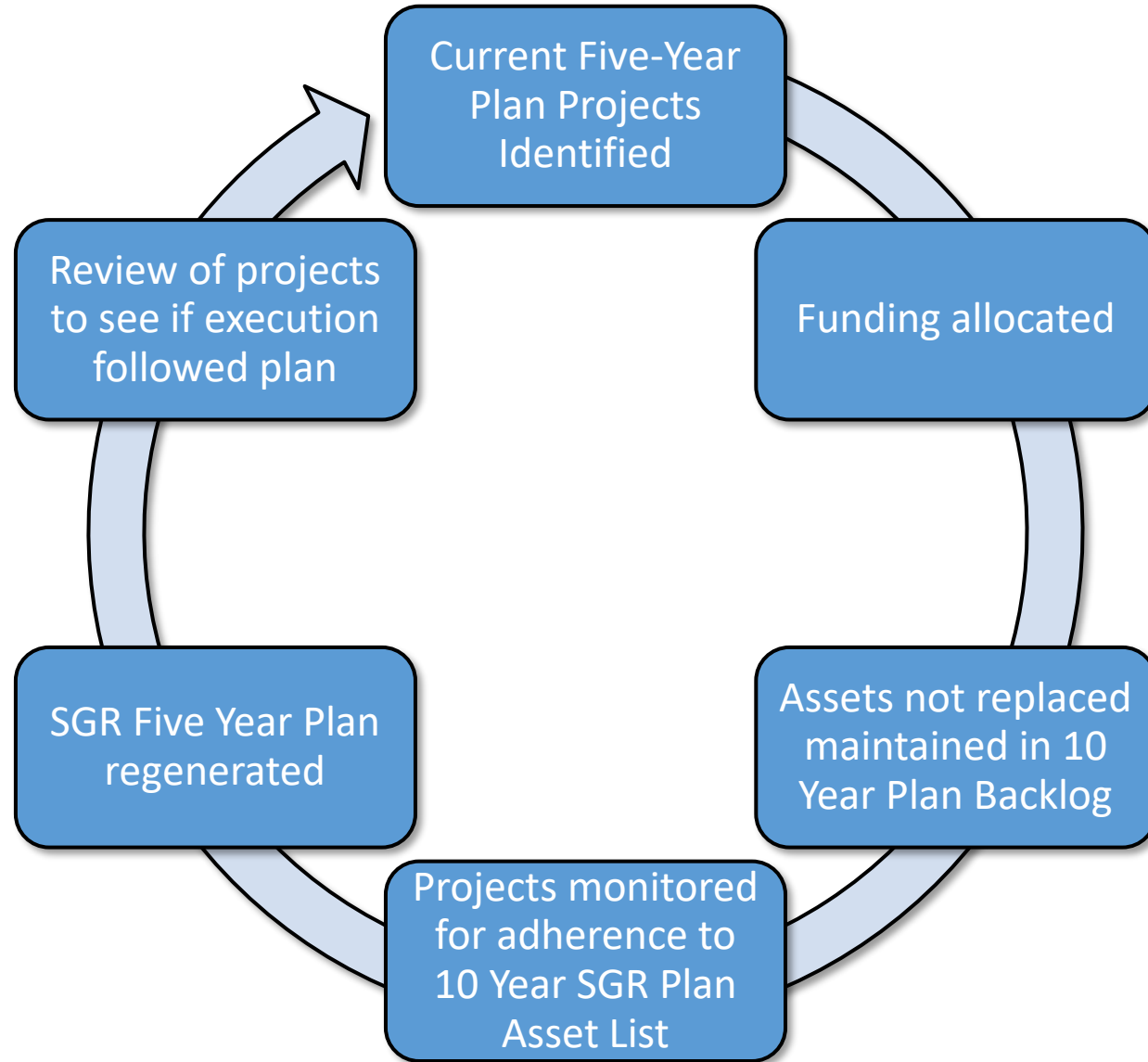
GIS

TERM-Lite

Future- EAM



UTA's Process for Monitoring/ Continuing Development of TAM Activities



UTA's Group Transit Asset Management Plan

- Applies to two of UTA's subrecipients
 - Weber Aging Services
 - United Way
- Only requirements for Group Plan are:
 - Inventory of assets meeting thresholds identified earlier
 - Condition assessment
 - Capital Investment needs & prioritization description
 - Project based prioritization of investments
- FTA developed a tool template for Group Plans
- UTA utilizes this tool to generate the required group plans
- UTA Staff meet with group plan members periodically to review group plan progress and update accordingly



Expectations moving forward

- Presentation every two years:
 - Best time to do it is just after upcoming 5-year Capital plan is approved
- Main body not likely to change much
- Most changes occur in appendices- 5-Year Capital Plan updates yearly
 - Can be changed without Board approval or re-approval of TAM Plan
 - Caveat being if agency goals and objectives change, or major change in project line-up, Board approval would be needed at that time off-cycle
- Approval like Transit Agency Safety Plan (TASP) with Executive Director signing as Accountable Executive



Questions?

