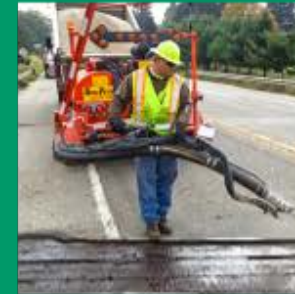


TRANSIT ASSET MANAGEMENT ROUNDTABLE

• CAMBRIDGE, MA - AUGUST 29, 2017



OHIO DEPARTMENT OF
TRANSPORTATION

INVESTMENT PRIORITIZATION

Heather Byers
Data Coordinator

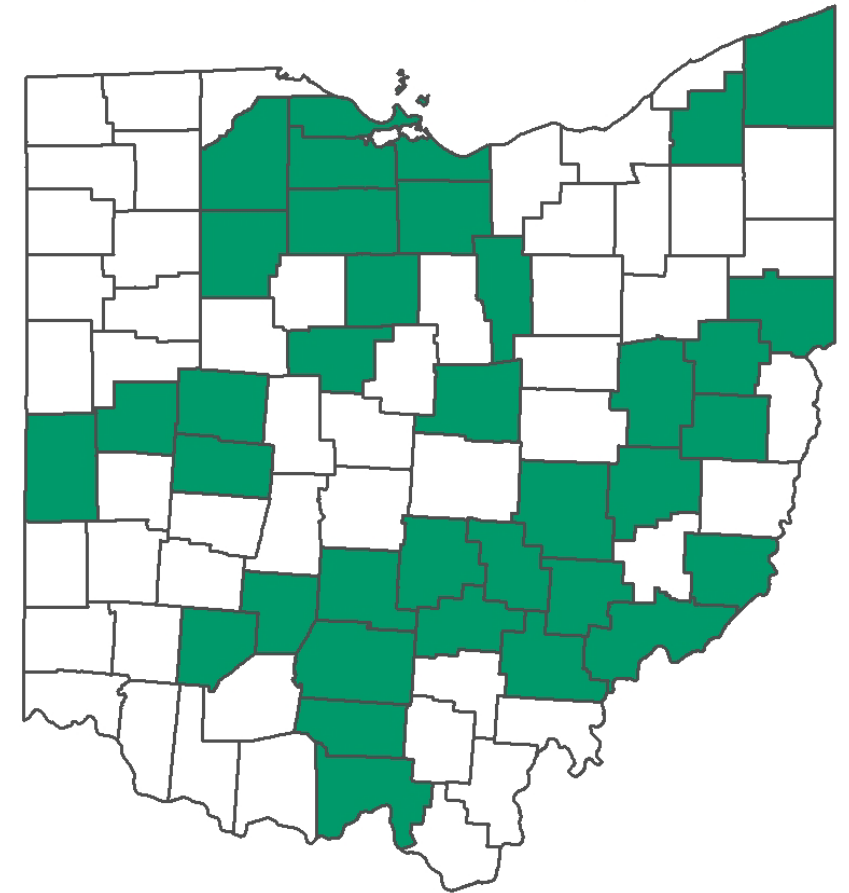
SUBRECIPIENTS IN GROUP TAM PLAN

- FTA Section 5311- Rural Transit Systems
- FTA Section 5310- Seniors and Individuals with Disabilities

5311 (RURAL)

- 34 systems
- \$25 million dollar program
 - \$3 million distributed among capital project

Ohio Rural Transit Systems



5311 (RURAL) CAPITAL PROJECTS

○ 4 Year Plan

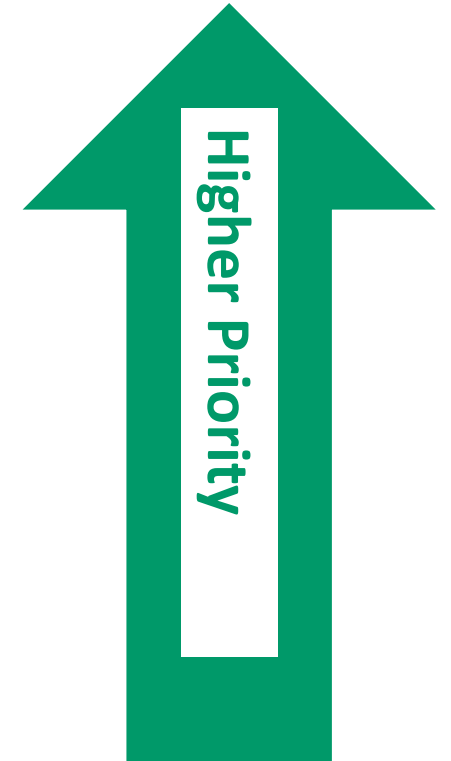
- Updated yearly
- Includes all capital projects
- Based off statistical analysis
 - Example - Once vehicles meet disposition guidelines they are eligible for replacement.

Rolling Stock Disposition Guidelines

Vehicle	5 years & 120,000 miles	6 years & 150,000 miles	150,000 miles	200,000 miles
Modified Mini Vans (MMV)	X		X	
Dedicated Access Vehicle (MV-1)	X		X	
Accessible Van (AV)	X		X	
Light Transit Vehicle-Narrow Body (LTN)	X		X	
Light Transit Vehicle-Low Floor (LTL)		X		X
Light Transit Vehicle (LTV)		X		X

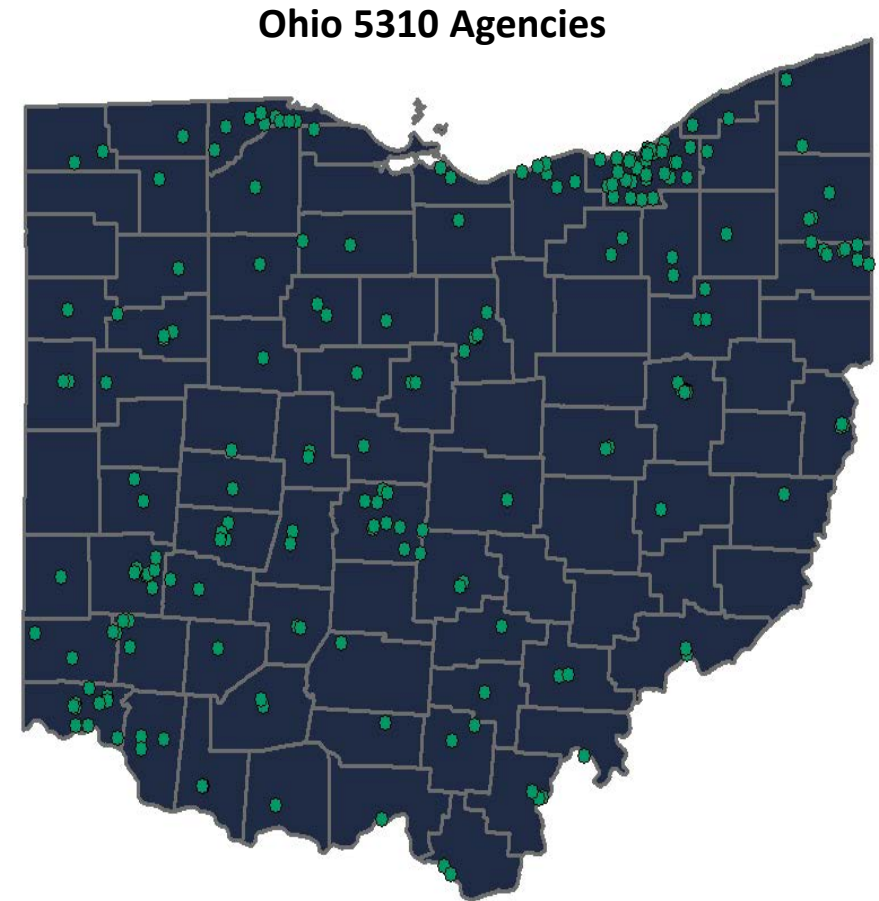
5311 CAPITAL PROJECT PRIORITIZATION

1. **Replacement Vehicles**
2. Operations Equipment
3. Safety & Security
4. Expansion Vehicles and Renovations
5. Facility/Construction Projects



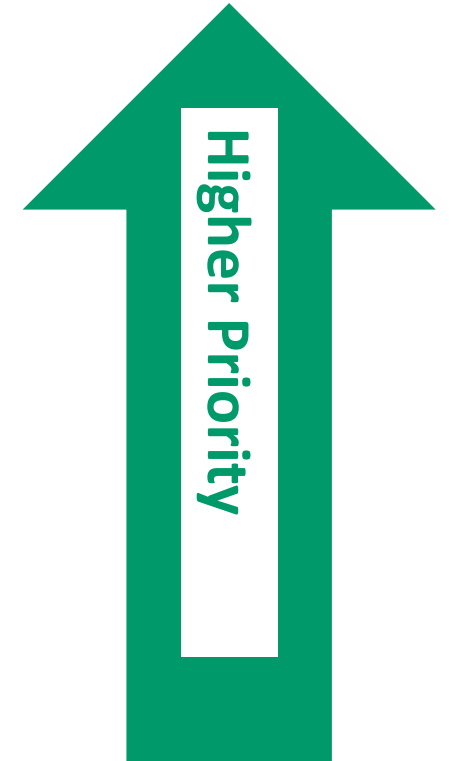
5310 (SENIORS AND INDIVIDUALS WITH DISABILITIES)

- 200 agencies
 - 725 revenue vehicles
- \$3.5 million dollar program
 - Discretionary grant



5310 CAPITAL PROJECT PRIORITIZATION

- 1. Replacement Vehicles**
2. Expansion Vehicles
- 3. Mobility Management**
4. Capitalized Maintenance*
5. Operating*
6. Equipment



FUTURE DIRECTION

Use TAM Performance Measures to select projects that will improve the State of Good Repair

Utilize TAM performance data to verify system needs

Improve investment decision strategy

QUESTIONS



Last updated 9/7/2017



MASSDOT/MBTA INVESTMENT PRIORITIZATION

Victor Rivas

Transit Asset Management Roundtable

Cambridge, MA

August 29, 2017

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

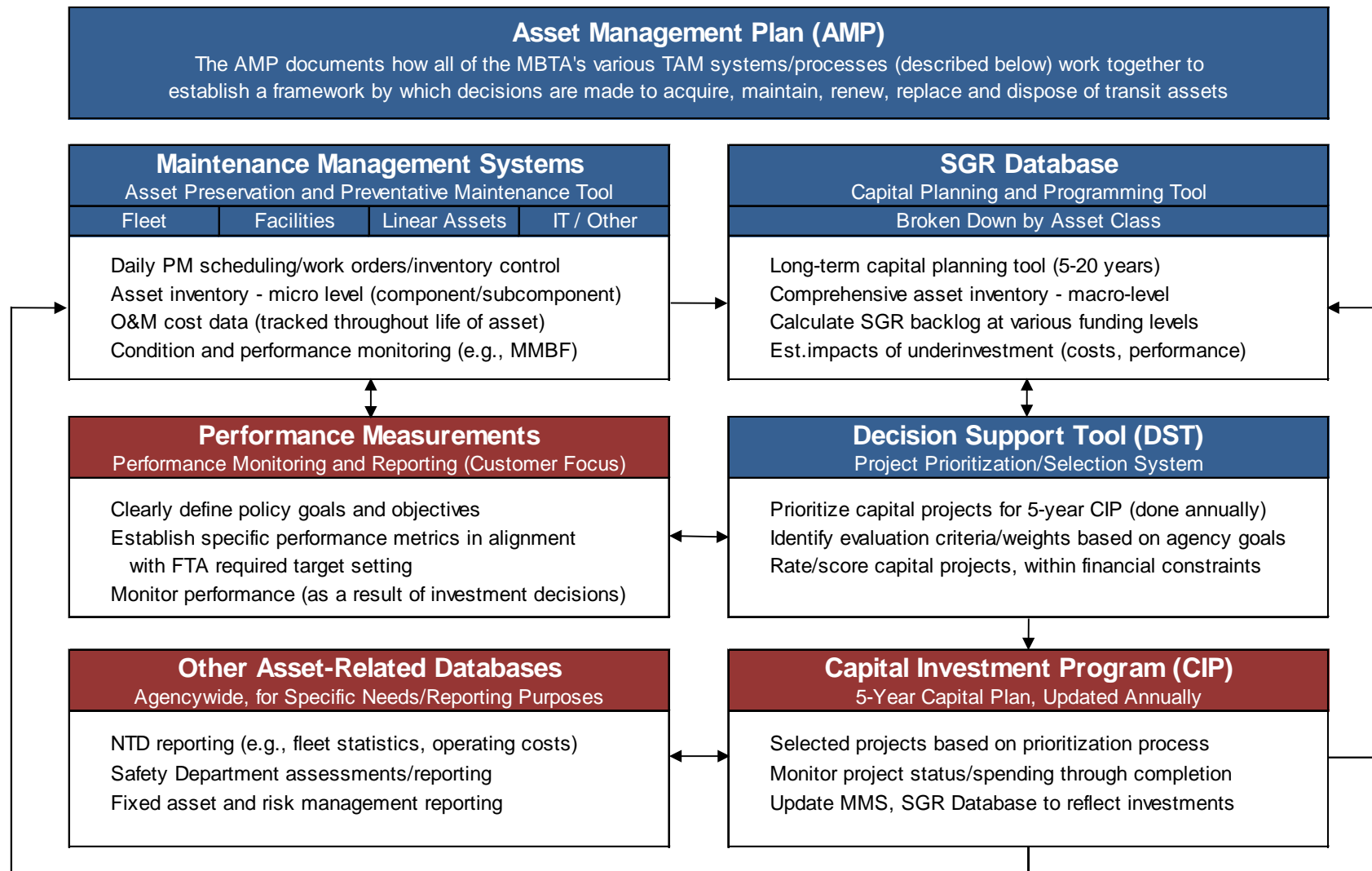


- **Large** - 5th largest transit system, based on ridership
- **Mature** - oldest subway system (opened in 1897)
- **Multimodal** - 4 rapid transit lines, 182 bus routes, 5 BRT lines, 14 commuter rail lines, 3 ferry routes, paratransit
- **Widespread** - 175 communities served
- **Important to Region** - daily ridership of 1.3 million trips; 55% of work trips to Boston are made on the MBTA

THE MBTA EXPERIENCE – A BIT OF HISTORY...

- In 1997, aware of an imbalance caused by expansion activity, the MBTA commissioned a study to determine the condition of its assets and to develop an SGR database that could help to:
 - Determine the condition of its assets
 - Define in monetary terms the SGR backlog
 - Estimate the funding necessary to return the system to a state of good repair
 - Articulate the case for additional funding on SGR
 - Help in the capital investment selection process
- The study and database implementation took 2 years to complete
- The SGR Database and its output were first used in 2000, resulting in the following:
 - Within 5 years funding for SGR projects increased from about 50% to almost 80%
 - Today, expansion projects are funded mainly with State dollars

TAM INTEGRATION OF MBTA SYSTEMS



MASSDOT/MBTA CAPITAL INVESTMENT PLAN

The MassDOT/MBTA Capital Investment Plan (CIP) represents a sustained shift in the process of capital budgeting at MassDOT and the MBTA.

This CIP is informed by a strategic vision, influenced by public and stakeholder input sought at the beginning of the process; built around funding programs; and projects in it were selected based on an objective and comparative evaluation.



PRIORITIES

1 Reliability

Maintain and improve the overall condition and reliability of the transportation system

- ▶ Necessary routine and capital maintenance
- ▶ State of Good Repair projects designed primarily to bring asset condition up to an acceptable level
- ▶ Asset management and system preservation projects

2 Modernization

Modernize the transportation system to make it safer and more accessible and to accommodate growth

- ▶ Compliance with federal mandates or other statutory requirements for safety and/or accessibility improvements
- ▶ Projects that go beyond State of Good Repair and substantially modernize existing assets
- ▶ Projects that provide expanded capacity to accommodate current or anticipated demand on existing transportation systems

3 Expansion

Expand diverse transportation options for communities throughout the Commonwealth

- ▶ Projects that expand highway, transit and rail networks and/or services
- ▶ Projects that expand bicycle and pedestrian networks to provide more transportation options and address health and sustainability objectives

CAPITAL SELECTION CRITERIA

System Preservation	<ul style="list-style-type: none">• Projects should contribute to a state of good repair on the transportation system.
Mobility	<ul style="list-style-type: none">• Projects should provide modal options efficiently and effectively.
Cost Effectiveness	<ul style="list-style-type: none">• Projects should result in benefits commensurate with costs and should be aimed at maximizing the return on the public's investment.
Economic Impact	<ul style="list-style-type: none">• Projects should support strategic economic growth in the Commonwealth.
Safety	<ul style="list-style-type: none">• Projects should contribute to the safety and security of people and goods in transit.
Social Equity & Fairness	<ul style="list-style-type: none">• Projects should equitably distribute both benefits and burdens of investments among all communities.
Environmental & Health Effects	<ul style="list-style-type: none">• Projects should maximize the potential positive health and environmental aspects of the transportation system.
Policy Support	<ul style="list-style-type: none">• Projects should get credit if they support local or regional policies or plans; or state policies not addressed through the other criteria.

SELECTION CRITERIA WEIGHTS

Evaluation criteria	Description	Highway	Rail	Transit	Aeronautics	IT/RMV
System preservation	<i>Projects should contribute to a state of good repair on the transportation system</i>	15	10	15	20	Employ IT criteria that focuses on business value and operations impact, but also takes into account ability to support these goals
Mobility	<i>Projects should provide modal options efficiently and effectively</i>	20	20	25	15	
Cost effectiveness	<i>Projects should result in benefits commensurate with costs and should be aimed at maximizing the return on the public's investment</i>	10	10	10	10	
Economic impact	<i>Projects should support strategic economic growth in the Commonwealth</i>	10	20	15	10	
Safety	<i>Projects should contribute to the safety and security of people and goods in transit</i>	15	20	10	25	
Social equity & fairness	<i>Projects should equitably distribute both benefits and burdens of investments among all communities</i>	10	10	10	5	
Environmental and health impacts	<i>Projects should maximize the potential positive health and environmental aspects of the transportation system</i>	10	10	10	10	
Policy support	<i>Projects should get credit if they support local or regional policies or plans; or state policies not addressed through other criteria</i>	10	5	5	5	



Victor Rivas
Deputy Director of Capital Programs Reporting, Metrics & Strategic Initiatives
MBTA | Capital Program Oversight
vrivas@mbta.com



SEPTA'S ASSET MANAGEMENT PROGRAM

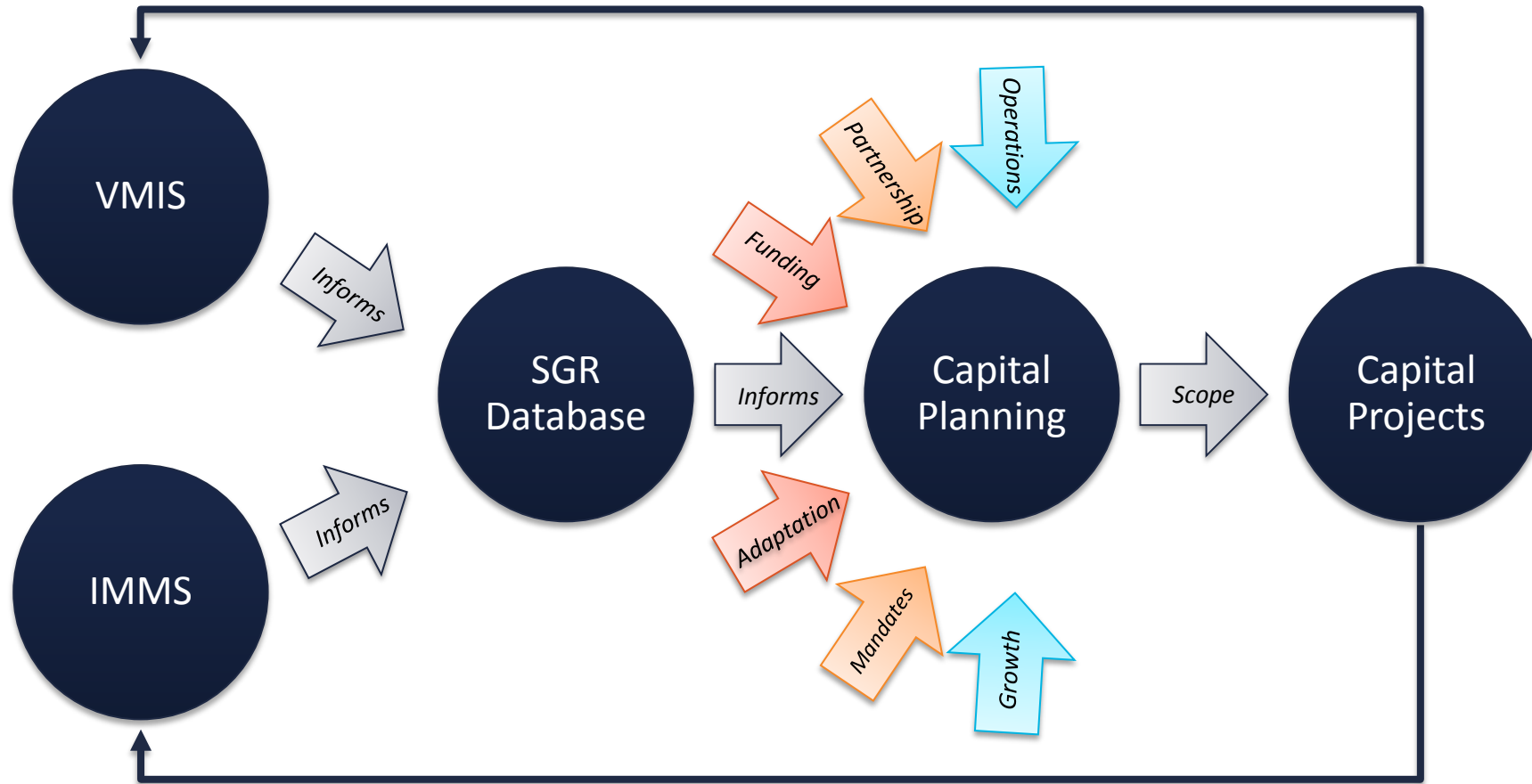
Laura J. Zale
August 21, 2017



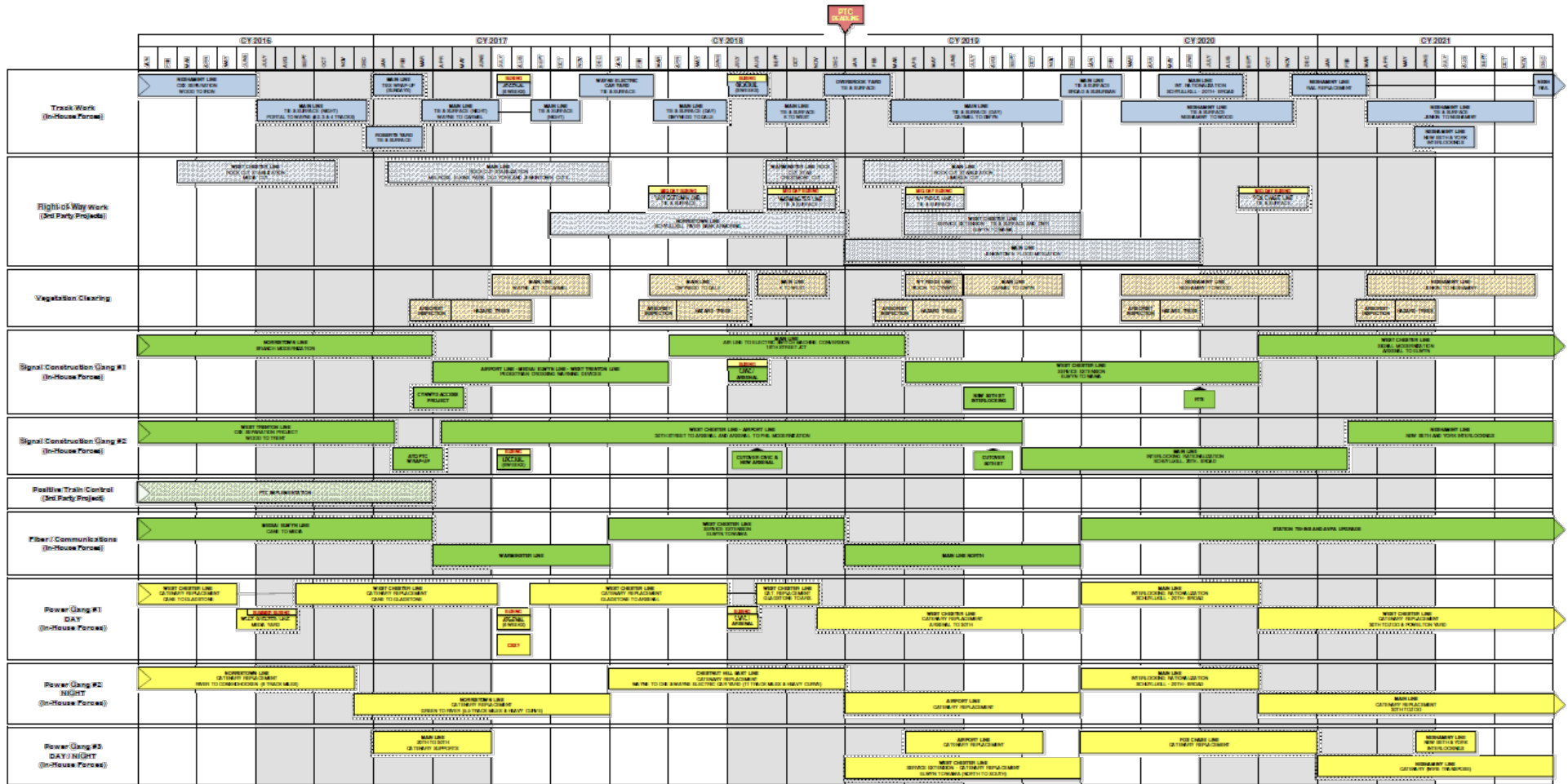
- Service area includes Southeastern PA, NJ, and DE
- Multimodal:
 - Heavy Rail
 - Commuter Rail
 - Light Rail
 - Bus
 - Trackless Trolley
 - Paratransit

- Created by the consolidation of bankrupt transit providers between 1964 and 1983.
- Utilizing infrastructure maintained and owned by Amtrak, freight, and the City





FIVE YEAR WORK PLAN FOR THE REGIONAL RAILROAD



Drivers include Positive Train Control, Plant Rationalization, and Normal Replacement.

- Incorporation of maintenance and renewals.
- Lifecycle management in planning.











SEPTA'S ASSET MANAGEMENT PROGRAM

Laura J. Zale
August 21, 2017