MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

Transit Asset Management Roundtable

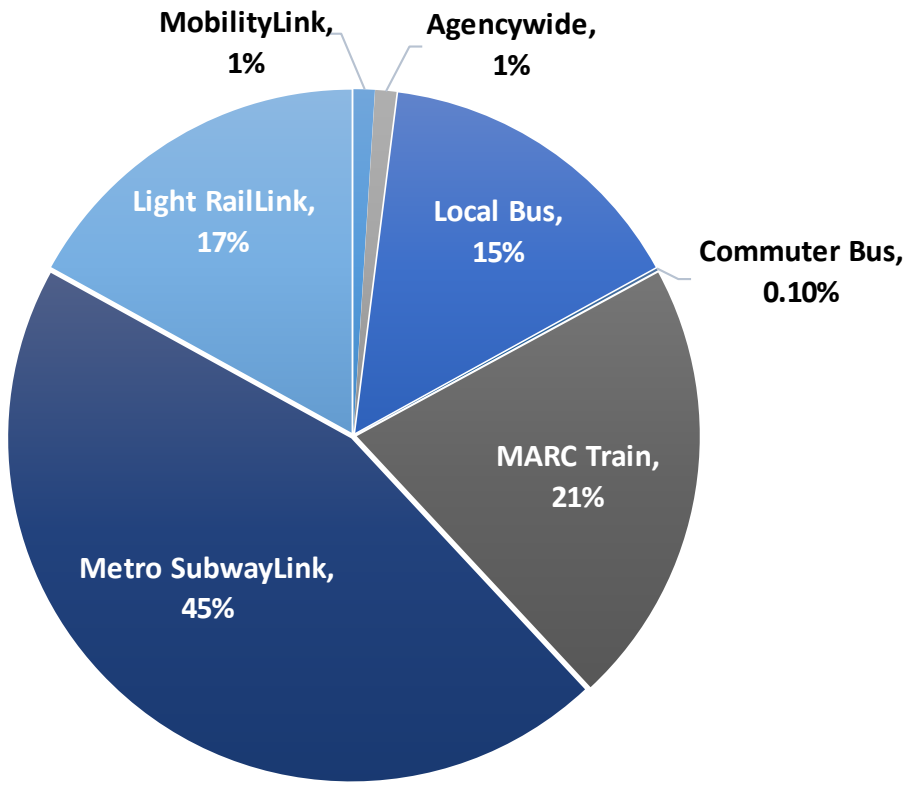
Keynote Address

Kevin Quinn
Administrator

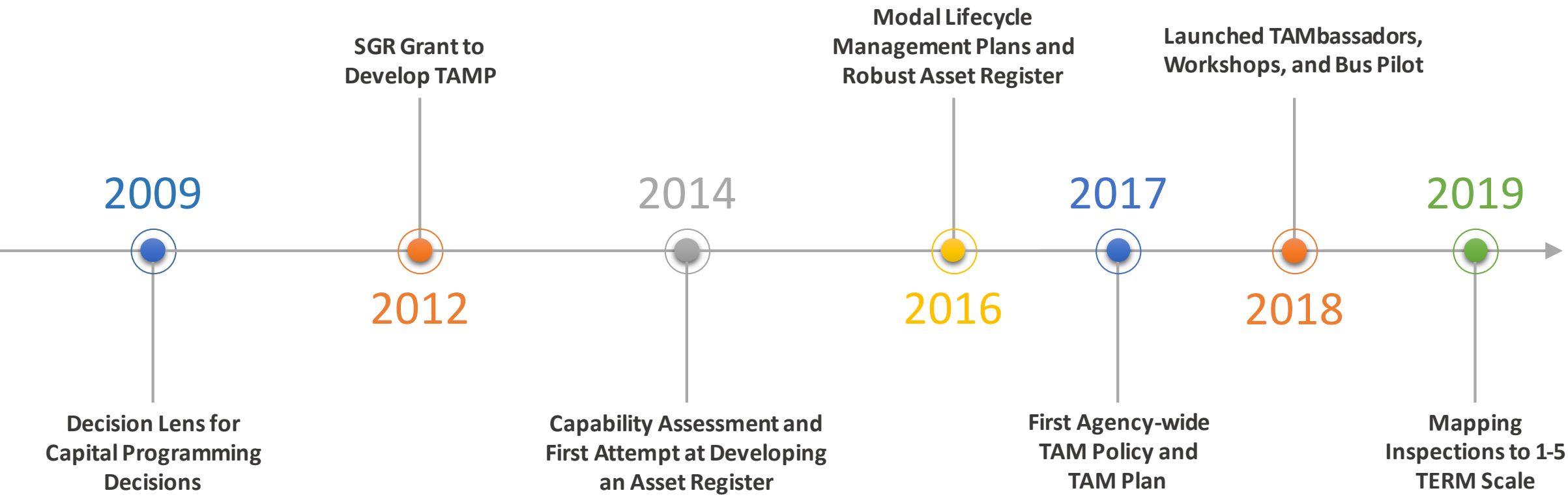
July 16, 2019

Maryland Transit Administration Overview

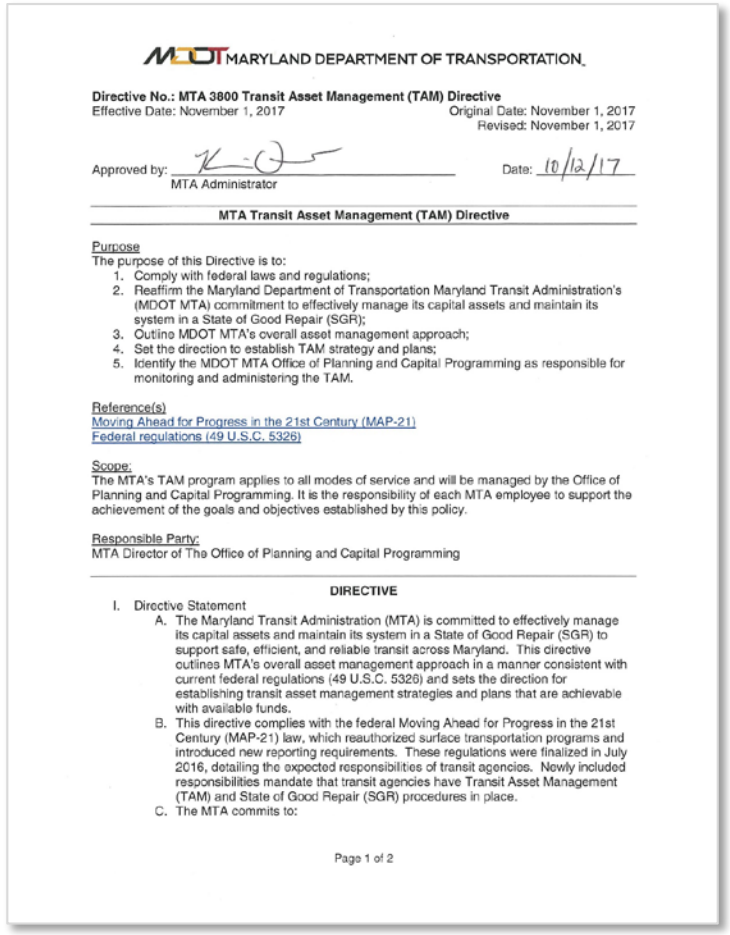
- 12th largest transit system in US
- Six operating modes
- Over 3,000 employees
- Operating budget of $850M
- Six-year capital budget of $3.3B
- Oversight and funding for 23 Locally Operated Transit Systems (LOTS)



Our Asset Management Journey



Our Asset Management Policy



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

Directive No.: MTA 3800 Transit Asset Management (TAM) Directive
Effective Date: November 1, 2017
Original Date: November 1, 2017
Revised: November 1, 2017

Approved by: _____ Date: 10/12/17
MTA Administrator

MTA Transit Asset Management (TAM) Directive

Purpose
The purpose of this Directive is to:
1. Comply with federal laws and regulations;
2. Reaffirm the Maryland Department of Transportation Maryland Transit Administration's (MDOT MTA) commitment to effectively manage its capital assets and maintain its system in a State of Good Repair (SGR);
3. Outline MDOT MTA's overall asset management approach;
4. Set the direction to establish TAM strategy and plans;
5. Identify the MDOT MTA Office of Planning and Capital Programming as responsible for monitoring and administering the TAM.

Reference(s)
Moving Ahead for Progress in the 21st Century (MAP-21)
Federal regulations (49 U.S.C. 5326)

Scope:
The MTA's TAM program applies to all modes of service and will be managed by the Office of Planning and Capital Programming. It is the responsibility of each MTA employee to support the achievement of the goals and objectives established by this policy.

Responsible Party:
MTA Director of The Office of Planning and Capital Programming

DIRECTIVE

I. Directive Statement
   A. The Maryland Transit Administration (MTA) is committed to effectively manage its capital assets and maintain its system in a State of Good Repair (SGR) to support safe, efficient, and reliable transit across Maryland. This directive outlines MTA's overall asset management approach in a manner consistent with current federal regulations (49 U.S.C. 5326) and sets the direction for establishing transit asset management strategies and plans that are achievable with available funds.
   B. This directive complies with the federal Moving Ahead for Progress in the 21st Century (MAP-21) law, which reauthorized surface transportation programs and introduced new reporting requirements. These regulations were finalized in July 2016, detailing the expected responsibilities of transit agencies. Newly included responsibilities mandate that transit agencies have Transit Asset Management (TAM) and State of Good Repair (SGR) procedures in place.
   C. The MTA commits to:

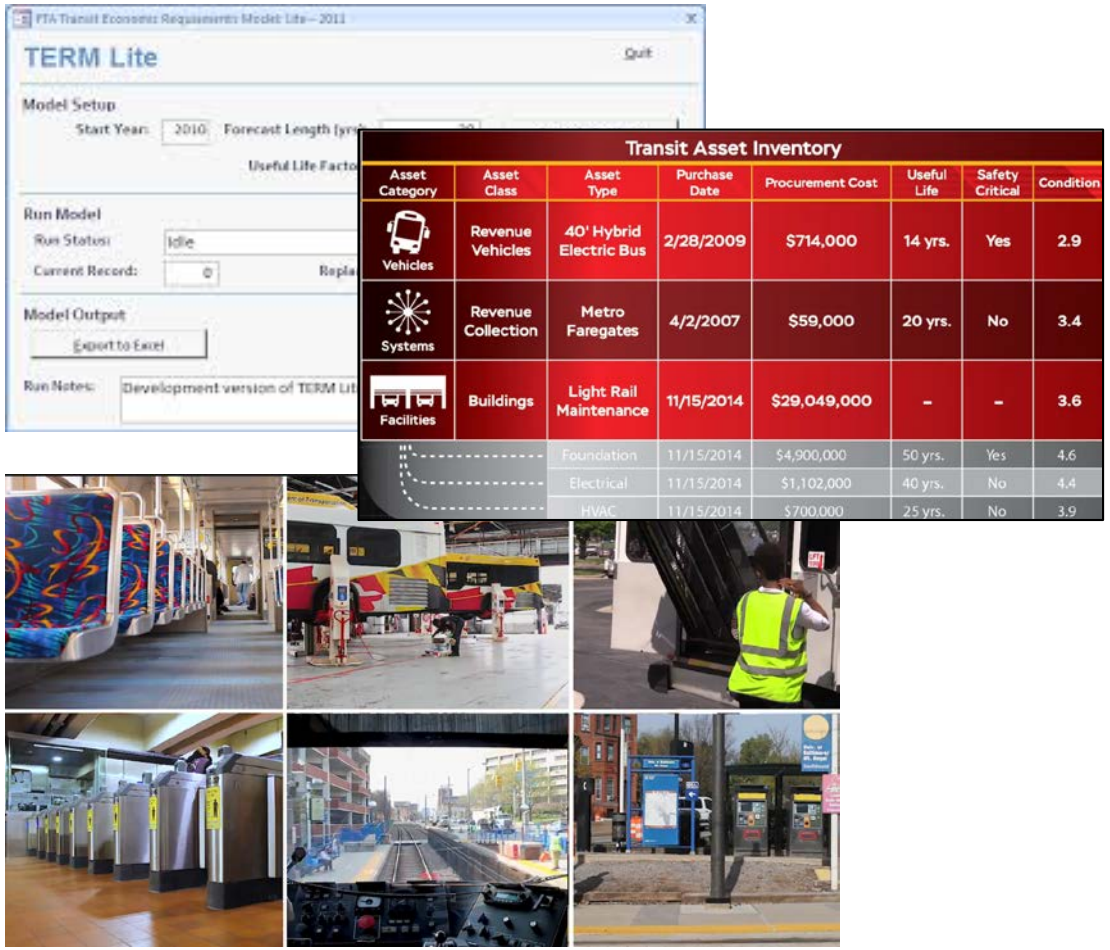
Page 1 of 2

- Maintain an Asset Inventory
- Identify Safety-Critical Assets and Prioritize Maintenance Efforts
- Clearly Define Ownership, Control, Accountability, and Reporting Requirements
- Set Annual Performance Targets and Report on Progress
- Base Capital Project Prioritization on Asset Conditions and Safety
- Maintain an Agencywide Transit Asset Management Plan

Our TAMbassador Program – Year 1

Departmental Workshops

- Asset Management 101 Video
- Department TAMbassador Intro
- Orientation to Asset Register
- Discussion of How Asset Register can Be More Useful
- Review of Performance Measures



Our TAMbassador Program – Year 2

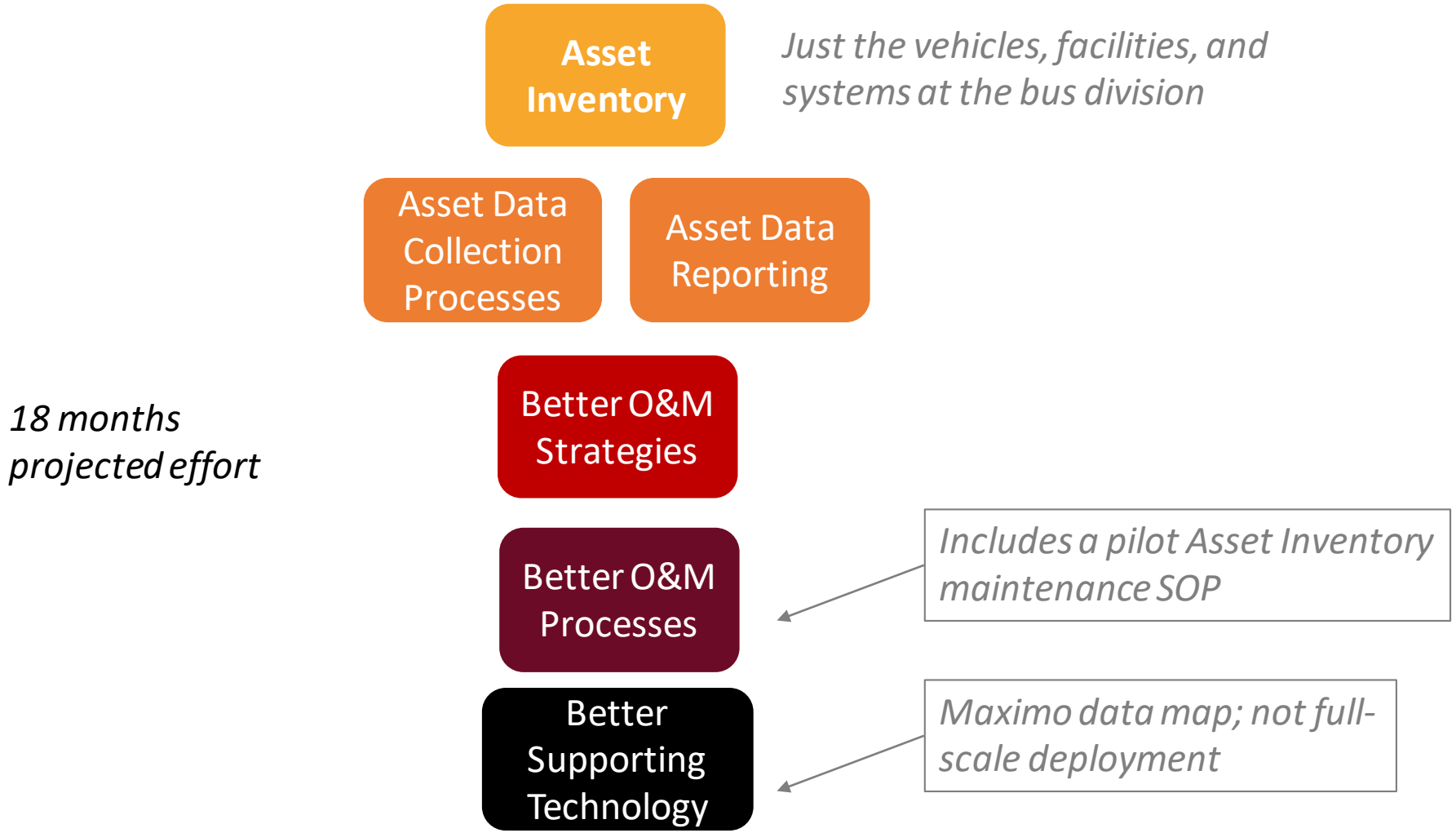
Departmental Workshops

- Asset Management Year 1 Recap
- Orientation to Asset Register and TERM Lite Output
- Overview and Employee Engagement with Lifecycle Management Plans
- Improve Modal Performance Measures
- Review initial outcomes of Bus Pilot

Continued Objectives

- Train the trainer
- Development and review of ongoing asset management projects
- QA/QC on departmental asset management responsibilities
- Discuss continual improvement actions
- Continue to build agency-wide momentum

Eastern Bus Division Pilot

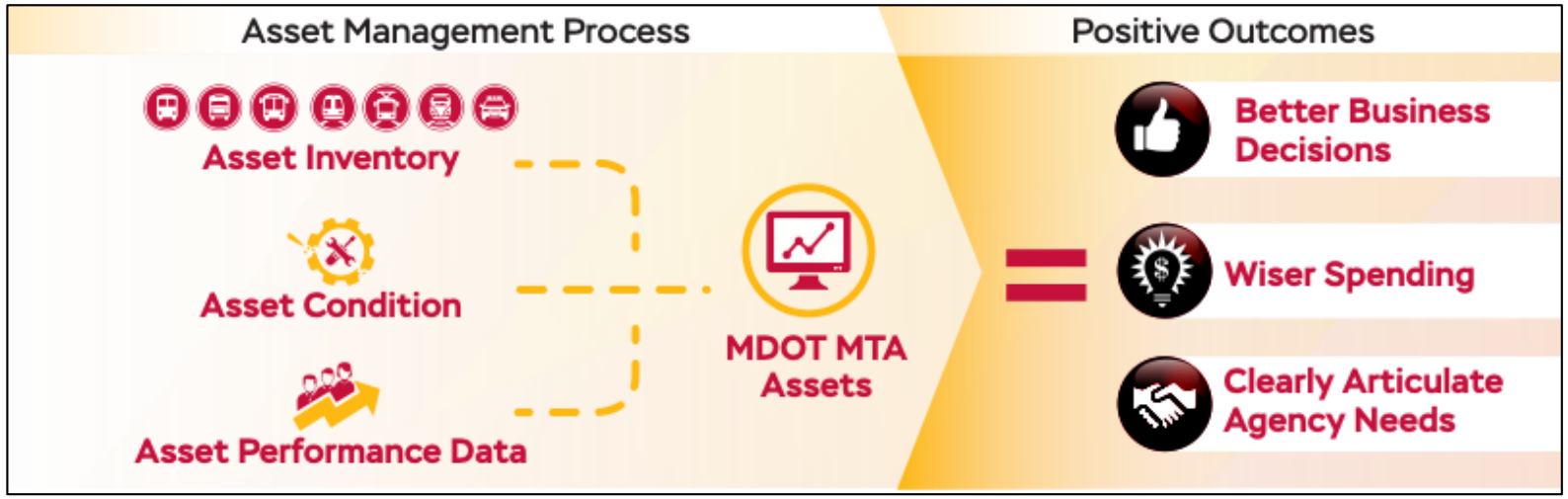


The Year Ahead

- Standardize asset condition language
  - 1-5 condition mapping across all asset types
- Launch Year 2 of TAMbassador Program
- Make asset inventory accessible agency wide
  - Incorporating into Maximo, our work order and inventory management system

Condition	Ratings	Description
Excellent	**4.51 to 5.00**	New asset; No visible defects
Good	**3.51 to 4.50**	Asset showing minimal signs of wear; Some (slightly) defective or deteriorated component(s)
Adequate	**2.76 to 3.50**	Asset has reached its mid-life (condition 3.5); Some moderately defective or deteriorated component(s)
Marginal	**2.00 to 2.75**	Asset reaching or just past the end of its useful life (reached between condition 2.75 and 2.5); Increasing number of defective or deteriorated component(s) and increasing maintenance needs
Poor	**1.00 to 1.99**	Asset is past its useful life and is in need of immediate repair or replacement; May have critically damaged component(s)

From Anecdote to Data



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Data

Inventory

Performance

Condition

Tracking and Evaluating Performance Measures

Better Decision-Making

Asset Management at
MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
Admin. Services
Safety
Bus
Light Rail
Finance
Mobility
Commuter Bus
Performance Management
MARC
Metro
Police
Planning
Engineering
Service Development