

Federal Transit Administration

Transit Asset Management (TAM) Webinar Series

Greater Bridgeport Transit

Updating the Asset Inventory – TAM Work Underway at a Tier II Property

May 23, 2017



NEW HAVEN

BRIDGEPORT

STAMFORD

LONG ISLAND SOUND

Background

- "...insufficient funding combined with inadequate transit asset management practices have contributed to an estimated \$85.9 billion transit State of Good Repair (SGR) backlog..."
- **Tier II** A recipient that owns, operates, or manages 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode.
- Working With the Connecticut Department of Transportation (CTDOT) on the Development of a Statewide Tier II Plan

Elements of the GBT TAM Plan 49 U.S.C. 5326

Key Elements of the Tier II Plan

- 1. Inventory of the Number and Type of Capital Assets (RS,F/E,I) (Commensurate with the level of detail of the providers program of capital projects)
- **2. Asset Condition Assessment** (To monitor and predict the performance of the asset and inform prioritization)
- **3. Process for Investment Prioritization** (*To estimate investment needs over time*)
- **4. Prioritization of Investment** (Rank projects, considering safety and accessibility)

GBT Inventory

- Contains Information On All Assets => \$300.00 (Tagged and Inventoried Annually)
- GBT Will Apply Regulation First to Meet FTA Threshold
- Finance Staff Verifies All Information –
 Maintenance and Other Staff Involved in Condition Assessment
- Fields for Estimated Life and Condition Assessment Available - Historically Not Used

- Assets Tended to be Used Until Failure (or Almost Fail)
- Interrupts Capital Program Budgeting Process

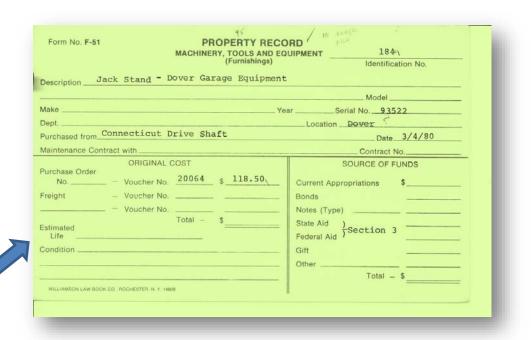
Additional Fields for all Records:

- ✓ Asset Classes (RS, F/E, I)
- ✓ Condition Assessment
- ✓ Estimated Replacement Date
- ❖ Safety Critical Determination (Y/N)
- ❖ Mission Critical Determination (Y/N)
- ❖Accessibility Feature (Y/N)

Asset Management System Transition

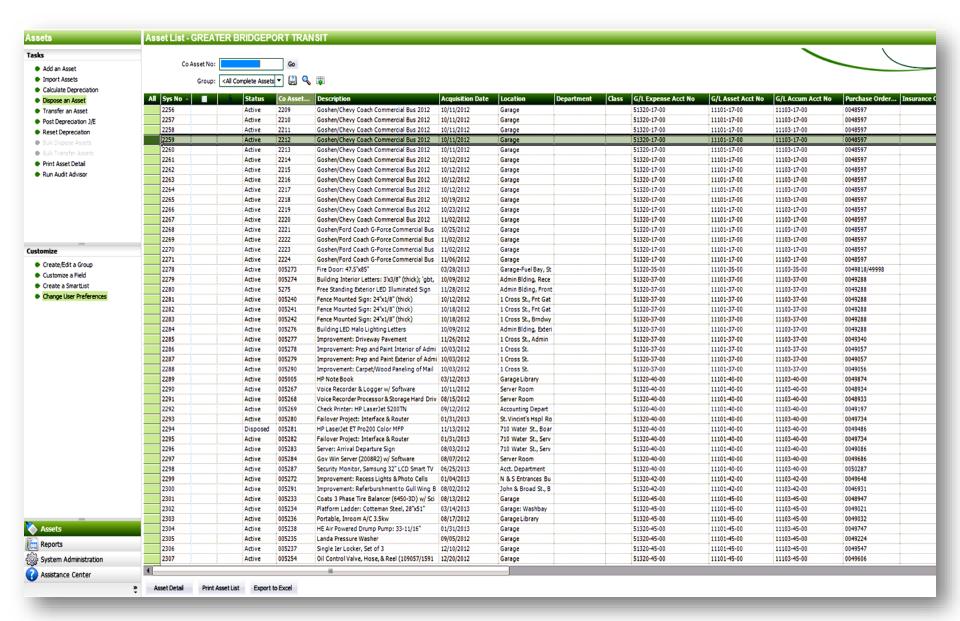
- Move from Manual to an Automated System
- Flexibility in the Database
- Transition Was Not for New TAM Effort
- "Legacy" System Contains What is Needed for the Updated Inventory (Asset Class, Useful life, Asset Condition, Estimated Replacement Value, Other Items)
 - Sage® Fixed Asset Solution

Original Asset Inventory

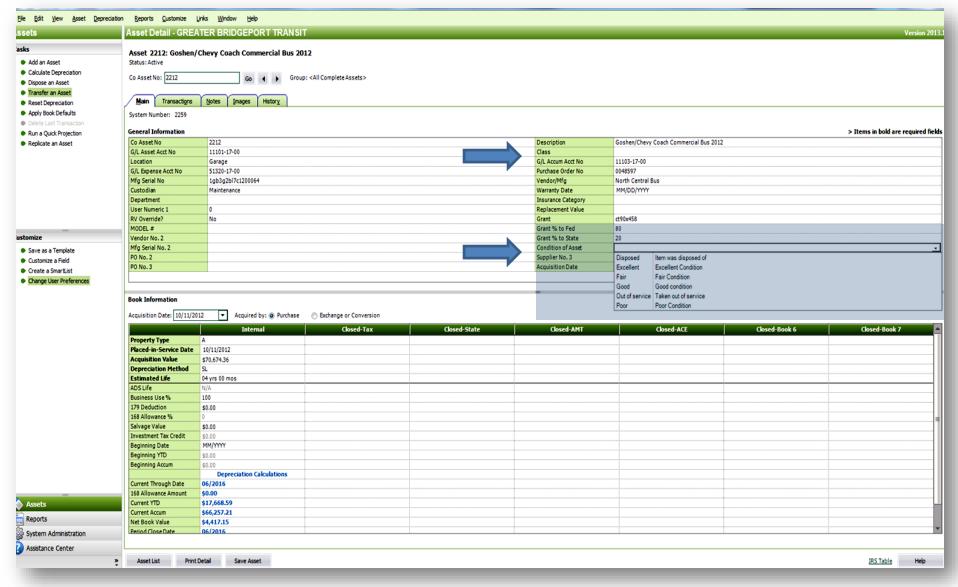


- Part of Financial Planning Process - Depreciation
- ✓ Asset Description
- ✓ Location
- ✓ Origin
- ✓ Original Cost
- ✓ Date of Purchase
- ✓ Source of Funding
- Estimated Life
- Condition

Current Inventory



Drill Down By Record



Drill Down by Field

		> Items in bold are require	
Description	Goshen/Chevy	Goshen/Chevy Coach Commercial Bus 2012	
Class			
G/L Accum Acct No	11103-17-00	11103-17-00	
Purchase Order No	0048597	0048597	
Vendor/Mfg	North Central B	North Central Bus	
Warranty Date	MM/DD/YYYY	MM/DD/YYYY	
Insurance Category			
Replacement Value			
Grant	ct90x458	ct90x458	
Grant % to Fed	80	80	
Grant % to State	20	20	
Condition of Asset			
Supplier No. 3	Disposed	Item was disposed of	
Acquisition Date	Excellent	Excellent Condition	
	Fair	Fair Condition	
	Good	Good condition	
IIII	Out of service	Taken out of service	
	Poor	Poor Condition	

Capital Planning and Programming

Asset Inventory - Decision Support Tool

- Capital Programming Currently Not Based on Inventory or Formal Condition Assessment
- Consists Generally of Annual "Ask" of Department Leaders
- Some Departments are More Detailed than Others
- Can Miss Important Items in Asset Classes
- Process is Not Good at Predicting System Failures or Informing the Process

When complete, the process will generate reports of assets reaching useful life with condition assessments and other (safety/mission/accessibility critical) characteristics as a decision support tool for capital programming.

Expected Outcomes

- Use new Asset Inventory as a decision support tool;
- Inform and improve the accuracy of capital programming;
- Inform the investment prioritization process;
- Prevent systems from failing before replacement; and
- Ensure SGR "The state at which an asset can be operated (safely) at a full level of performance".

GBT expects no new major expenses and no additional staff to meet the requirements of the regulation.

Larger TAM Goals

- Reduced Safety Risks
- Increased System Reliability
- Reduced Maintenance Costs
- Overall Improvement in Safety and Performance

Reference Materials:

- FTA Transit Asset Management Newsletter
- FTA Asset Management Guide (Report 0027) October 2012
- National Transit Institute (NTI) *Introduction to Asset Management*

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Software – Sage® Fixed Asset Solution