



LA Metro Group TAM Plan Update

7th FTA Roundtable, Cambridge, MA

August 28, 2017



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Background

Metro is an operator, constructor, planner and programmer for Los Angeles County

- 1,400 SQ mi service area
- 89 local jurisdictions
- 2,461 buses, 170 routes
- 105 rail route mi, 93 stations, 366 rail vehicles
- 17,000 Asset Records
- \$15B Current Asset Registry Inventory
- \$22B SGR needs over next 40 years (FY 17\$)
- \$2B current backlog (FY 17\$)
- 12 expansion rail corridor projects (3 in construction)



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Background

Metro as Grant Recipient/Group TAM Sponsor

- 38 Subrecipients eligible to participate in Group Plan
 - 30 Cities
 - 1 Airport
 - 1 University
 - 3 Community colleges
 - 1 Development
 - 1 Hospital
 - 1 Small transit operator
- Types of Grants: CM, JARC, 5310, 5309, 5307, Earmarks, New Freedom,
- Types of Assets: Vehicles, Bus Shelters, Facilities, Equipment
- Rolling Stock Est: 237, Non Rev: 15, Facilities: 22
- Estimated replacement cost: \$108M
- Estimated Backlog: \$26.7M



Progress to Date – Initial Target Setting

- Grants department identified 38 eligible subrecipients
- Metro Local Transit Systems Subcommittee (LTSS) used for stakeholder outreach
- Basic inventory template developed to collect qty, cost, age, ULB, condition data
- Letters sent to eligible subrecipients soliciting basic inventory data and notifying of Group TAM plan opportunity
- Assumes participation unless they notify declining
- All subrecipients invited to presentation at LTSS meeting providing instruction on how to respond and overview of Group TAM Plan requirements (15 agencies attended)
- 16 out of 38 agencies responded – 42% response rate
- Data received used to set initial Group Targets for all

Data Collection for Initial Target Setting

DATA Received

- 237 Revenue Vehicles (Artics, Bus, Cutaways, Vans, Mini-vans, Trolley Buses)
- 13 Equipment -- Non Revenue Service Vehicles (Autos, Cutaways, Trucks, Vans)
- 2 Equipment – Non Vehicle (Vehicle Info Systems – **Not Required for Target Setting*)
- 22 Facilities (Admin, Maintenance, Passenger Station, Parking)

Attachment B -- Asset Information Sheet for Group TAM Plan Target Setting

Contact Information
Agency Name: City of El Monte
Staff Name: Gwynn Stevens

Agency Address: 3990 Arden Drive, El Monte CA 91731
Staff email: gstevens@elmonteca.gov Staff Tel: 626-580-2217

Asset Information
(Insert rows as needed)

Vehicle Category	Yr Mfg	Date in Service (Ex: 07/01/2012)	Vehicle Type Code (see tab)	Vehicle Length in feet	Manufacturer	Model	Number of vehicles	Est Replacement Date	FY 16 Est Replacement Cost
Cutaway Bus - TR1B	2013	11/01/2013	CU	32	El Dorado National	320 Aeroside	1	2023	\$174,100
Cutaway Bus - TR2B	2013	10/23/2013	CU	32	El Dorado National	320 Aeroside	1	2023	\$174,100
Cutaway Bus - TR3	2003	10/24/2004	CU	25	Ford	Super Duty	1	2018	\$65,000
Cutaway Bus - TR4	2003	10/11/2004	CU	25	Ford	Super Duty	1	2018	\$65,000
Cutaway Bus - TR8	2008	1/17/2008	CU	29	Glaval	Titan	1	2022	\$734,000
Cutaway Bus - TR9	2008	10/25/2008	CU	29	Glaval	Titan	1	2022	\$734,000
Vintage Trolley - TR12	1987	Unknown	VT	27	Chesapeake	Trolley Bus	1	2065	\$25,000
Cutaway Bus - TR14B	2013	10/26/2013	CU	32	El Dorado National	320 Aeroside	1	2023	\$174,100
Cutaway Bus - TR15B	2013	10/31/2013	CU	32	El Dorado National	320 Aeroside	1	2023	\$174,100
Bus - TR16	1990	Unknown	BU	28	El Dorado	Tour Bus	1	Out of service. To be disposed in FY 17	\$0
Cutaway Bus - TR17B	2013	10/15/2013	CU	32	El Dorado National	320 Aeroside	1	2023	\$174,100
Bus - TR50	2004	8/8/2005	BU	32	Proton	SE P-2300	1	2018	\$400,000
Bus - TR51	2007	4/18/2007	BU	37	Blue Bird	Ultra LP	1	2021	\$400,000
Bus - TR52	2015	10/20/2015	BU	32	El Dorado National	EZ Rider II	1	2029	\$400,000
Buses - City buses leased to Southland	2016	8/1/2016	BU	32	El Dorado National	EZ Rider II	1	2030	\$2,800,000

Equipment	Yr Mfg	Date in Service (Ex: 07/01/2012)	Vehicle Type Code (see tab)	Asset Name (sedan, sur etc.)	Manufacturer	Model	Qty of Equipment	Est Replacement Date	Est. Replacement Cost
Non Revenue Service Vehicles									
Mini Van - TR5	1996	10/11/1996	VN	Van	Chevrolet	Asko Van	1	2018	\$24,000
Truck - TR13	2009	9/29/2009	AO	Truck	Ford	F150	1	2029	\$31,500
Automobile - TR34	1999	10/4/2000	AO	Sedan	Honda	Civic	1	2019	\$26,000
Automobile - TR36	1999	10/2/2000	AO	Sedan	Honda	Civic	1	2019	\$26,000
Automobile - TR61	2004	5/21/2005	AO	Sedan	Honda	Civic	1	2024	\$26,000

Facilities	Yr Built	Date in Service/ Estimated Date Acquired	Asset Name (Notice Facil. Station)	Age (yrs)	Est Useful Life (yrs)	Estimated Condition (1 = 5 best, 2 end of useful life, 3 poor beyond end of useful life)	Est Replacement Cost/Original Cost
Support Facilities							
Public Works Maintenance and Transportation Services Divisions and Bus Yard	Estimate 12/1/2012	1/16/2013	City's Public Works Maintenance and Transportation Services Divisions' offices and bus yard	3	Unknown	5	Approximately \$10,000,000
CNG Refueling Station (estimated original price for station upgrade components and cost to move station Cypress)	Moved station to Cypress facility in 2000	Estimated in 2001	CNG Refueling Station	16	Unknown	4	\$1,100,000 original price (\$960k upgrade + \$100k for initial move)
Cypress facility that houses the CNG Refueling Station (original price)	1963	7/1/2000	Cypress Facility - old Transportation yard	53	Unknown	3	\$1,000,000 (original price)
Passenger Facilities							
Trolley Station - (date of ribbon-cutting)	1993	1/18/1993	Trolley Station	23	Unknown	4	Est original cost \$1,400,000
Metrolink Station - (date of ribbon-cutting)	1992	10/26/1992	Metrolink Station	24	Unknown	5	Est original cost \$3,100,000
Park-and-ride lots							
Park and Ride Lot - Parcel#057019-900 (original price)	Unknown	1/1/1993	Park and Ride Lot on corner of Railroad and Center Avenue in El Monte	Unknown	Unknown	4	\$450,000 (original cost)
Others							
Valley Circle Drive (original price)	6/30/2013	6/30/2013	Valley Circle - Street Transit buses and PW maintenance equipment storage	3	Unknown	5	\$674,000 (original cost)
Ramona Right of Way Acquisition	4/1/1993 (est)	4/1/1993 (est)	Unsure but on City's assets list	23	Unknown	5	\$624,200 (original cost)
Bus Stop Shelters	Ongoing	Ongoing	Bus stop shelters			76	Est. \$7,000,200

Instructions (fill out to the best of your ability)

1. Include all vehicles, equipment, facilities assets used in the provision of public transit regardless of fund source
2. Refer to type code in the red worksheet tab for the vehicle type
3. Add rows and input data for the same type of asset as needed. (see example Busco: Tot row; ovensite with your data)
4. Estimate the useful life based on your agency's experience or for reference see the vehicle type tab (note this is not the same as the FTA grant life which can be different)
5. Equipment - include non revenue service vehicles (see vehicle tab), for other types of equipment (maintenance, etc.) >\$50,000, provide estimates to best of your ability
6. Facilities ratings for maintenance, admin, passenger facilities (not bus stops). Rate using the 1-5 scale to best of your ability. 5 (like new condition), 4 (marginal wear), 3 (at middle, some deterioration), 2(end of useful life, marginal increasing deterioration), 1 (Substandard - needs replacement, critically damaged components)



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Coordination with MPO (SCAG) on Regional Targets

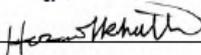
REPORT

AGENDA ITEM NO. 1

Draft Regional TAM Targets - Los Angeles County

DATE: July 6, 2017
 TO: Transportation Committee (TC)
 Regional Council (RC)
 FROM: Philip Law, Transit/Rail Manager, 213-236-1841, law@scag.ca.gov
 SUBJECT: Transit Asset Management Targets and the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION FOR TC:

Recommend the Regional Council approve the proposed approach to develop Transit Asset Management targets for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

REPORT

INITIAL REGIONAL TAM TARGETS:

Collectively, these countywide average targets and the multi-county commuter rail targets from Metrolink constitute the initial regional TAM targets.

Rolling Stock Methodology

Rolling stock targets were developed by constructing a weighted average using the sum of the products of the number of revenue vehicles by reported targets and then divided by the county total number of revenue vehicles. Where self-reported revenue vehicle numbers were available, those were used. Where they were not available, 2015 NTD asset data were used. SCAG staff discussed different approaches to calculating rolling stock targets with the RTTAC, and ultimately it was agreed to use targets by transit mode.

ROLLING STOCK

County	Agency	County Bus Target		
		Reported Target	Quantified Target	
Los Angeles County	Antelope Valley Transit Authority	40ft transit (45) 55%	55%	45
		45ft commuter (30) 43%	43%	30
	Beach Cities Transit (City of Redondo Beach)	0%	0%	14
	City of Arcadia Transit	Non Responsive		
	City of Commerce	25%	25%	13
	City of Los Angeles	Over the road bus (104) 10%	10%	104
	Department of Transportation (LADOT)	Bus (220) 10%	10%	220
		Cutaway bus (44) 20%	20%	44
	Culver CityBus	10%	10%	54
	Foothill Transit	0%	0%	327
	Gardena Municipal Bus Lines (GTrans)	40' Buses 0%		60
	La Mirada Transit	Non Quantifiable		
	Long Beach Transit	Articulated Bus (13) 0%	0%	13
		Over-the-road coach (1) 100%	100%	1
		Bus (210) 20%	20%	210
		Ferryboat (4) 0%	0%	4
	Los Angeles County Group Plan (Metro)	Motor Bus (115) 10%	10%	115
		Articulated Bus (5) 0%	0%	5
		Trolley Bus (1) 100%	100%	1
		Vintage Trolley (3) 67%	67%	3
Los Angeles County Metropolitan Transportation Authority (Metro)	Motor Bus (2,235) 35%	35%	2,235	
	Articulated Bus (391) 2%	2%	391	
Montebello Bus Lines	Non Responsive			
Norwalk Transit System	20%	20%	32	
Santa Clarita Transit	10%	10%	87	
Santa Monica's Big Blue Bus	0%	0%	188	
Torrance Transit System	43%	43%	61	
Sum of Products			976.41	4257
Los Angeles County Bus Target			22.9%	



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Challenges

- Lack of resources: funding and staff to manage consultants
- Balancing effort for developing Metro's Tier I plan and Group Plan against competing deadlines/insufficient resources considering:
 - Risks for safety, reliability
 - Ridership and impacts on the transportation system
 - Greatest need (backlog)
 - Work force capacity and (retirements, system expansion)
- Lack of response from participants (lack of available knowledgeable staff)
- NTD reporting: Who does what – Sponsor vs Participant?



Thank you



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