



Transit Asset Management Update

Kristin Thompson | Director, Asset Management

September 9, 2024



Agenda

- Transit asset management overview
- Asset management at Metro Transit
- Examples of ongoing work
- Major efforts ahead

What is Asset Management?

Transit asset management (TAM) is the:

- strategic and systematic practice of
- procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to
- manage their performance, risks, and costs over their life cycles,
- for the purpose of providing safe, cost-effective, and reliable public transportation.

(49 CFR Section 625.5)

FTA Transit Asset Management requirements

- TAM Plan - every 4 years
 - Inventory of Capital Assets
 - Condition Assessment
 - Decision Support Tools
 - Investment Prioritization
 - TAM and SGR Policy
 - Implementation Strategy
 - List of Key Annual Activities
 - Identification of Resources
 - Evaluation Plan
- Annual NTD reporting
 - Inventory of Assets
 - Condition Assessments and Performance Results
 - Projected Targets for the Next Fiscal Year
 - Narrative Report on System Conditions and Progress

Transit Asset Management business processes

Policy & Strategy

- Commitment to AM & continual improvement
- Roles, responsibilities, & resources
- Goals, objectives, & performance expectations

Lifecycle Management

- Asset inventory
- Condition assessment and performance monitoring
- Lifecycle management planning

Cross-Asset Planning

- Capital planning & programming
- O & M budgeting
- Performance modeling

Information Technology Systems

Enablers (e.g. training, culture, leadership)

Metro Transit Asset Management context

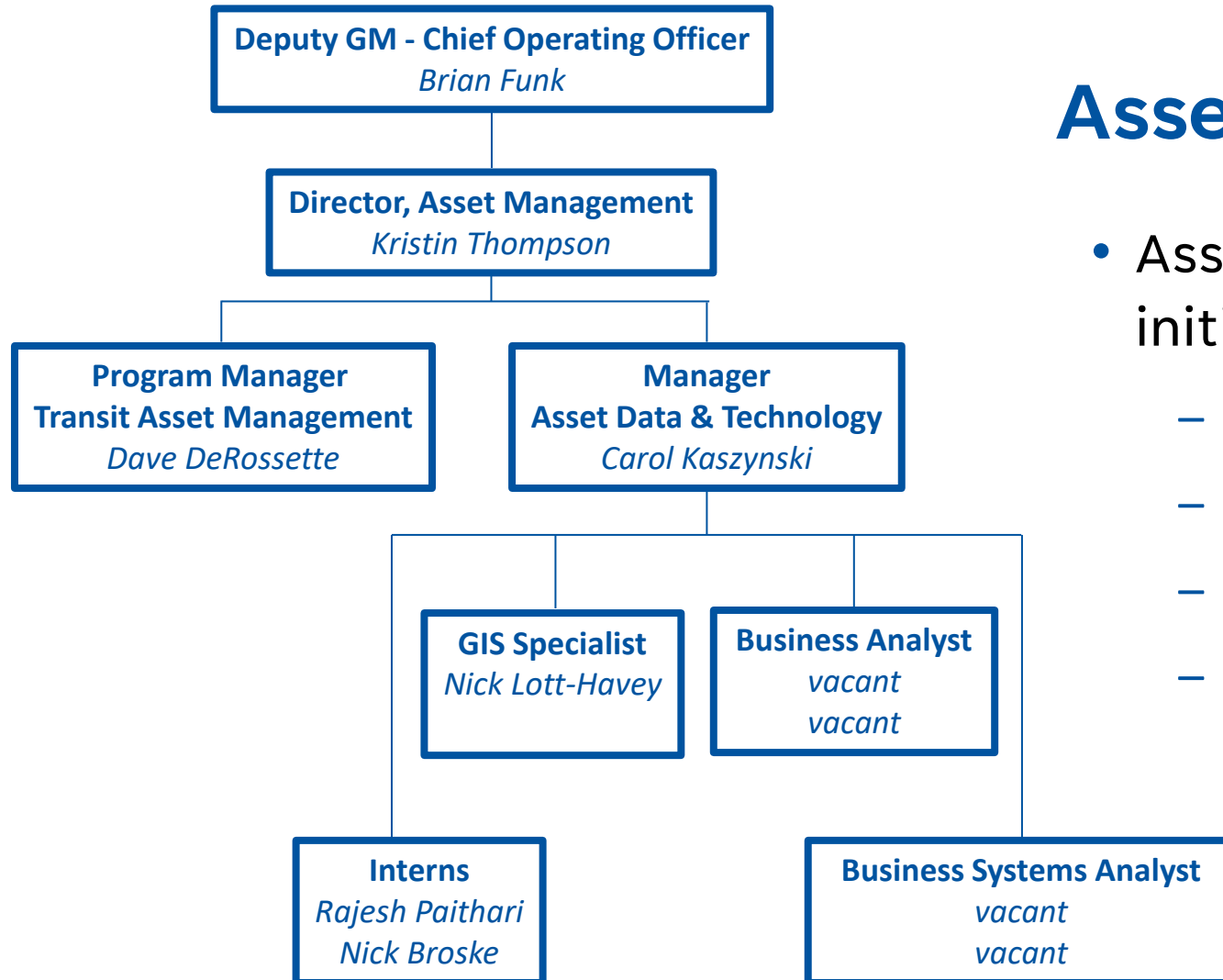
- Asset base starting to age
- Ambitious plans for system expansion
- Many workgroups managing assets
- Outdated technology tools to manage assets

| | Current | Future |
|-------------------------------------|---------|--------|
| BRT stations | 157 | ~500 |
| LRT stations | 37 | 67 |
| Miles of LRT track & infrastructure | 21 | 49 |
| Light rail vehicles | 118 | 146 |
| Buses | 623 | ~800 |
| Non-revenue vehicles | 360 | ~850 |

Metro Transit Asset Management future

New assets add to Metro Transit's maintenance responsibilities and future financial commitments

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- Strengthened processes to ingest data from new assets supports smooth start-up of service
 - Modern technology tools support more efficient work management & reporting
 - Improved capital planning tools support decision-making for long-term investment in assets



Asset Management team

- Asset management department initial areas of focus:
 - Program development
 - Technology & data tools
 - Process improvement
 - Capital planning support

Partnerships & Resources

- Maintenance work groups
 - Bus Maintenance
 - LRV Maintenance
 - Northstar
 - Engineering & Facilities
 - Transit Information
 - Revenue Operations
- Finance
- Strategic Initiatives
- Council partners
 - Metropolitan Transportation Services
 - Information Services
 - Environmental Services
- Industry resources
 - Federal Transit Administration
 - Institute of Asset Management
 - APTA
 - ISO standards

EAMS = Enterprise Asset Management Solution

The Met Council will replace TXbase and WAM with one EAMS to:

Manage Asset-Related Work

- Provide a unified asset work management system
- Help update and uniform processes across Met Council
- Empower smooth knowledge transfer

Make Asset Decisions & Plans

- Provide clear data on assets and related work
- Facilitate compliance reporting
- Inform decisions to repair or replace assets

Benefits of a New EAMS

Staff-Friendly Tools

Updated modern interface

Technology support will be available

Enhanced reporting capabilities

Enabling Modern Management

Comprehensive view of Met Council assets

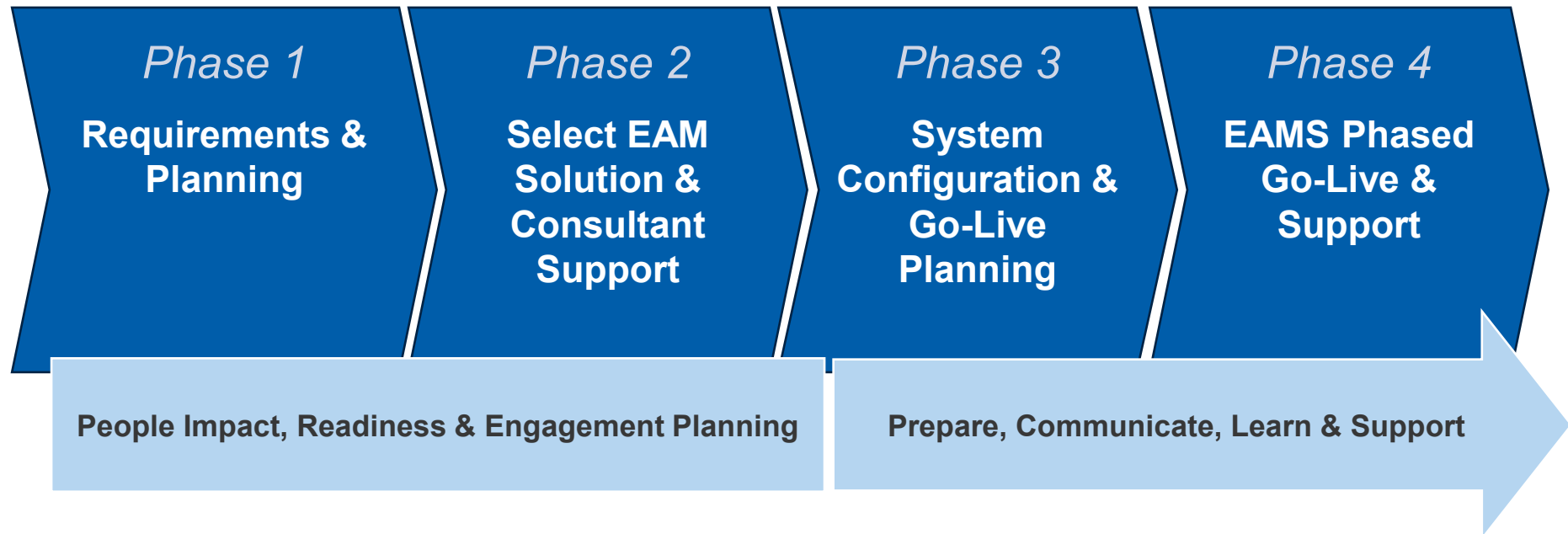
Enable collaboration and decision making across divisions

Consistent processes and reporting functions

EAM Project Process

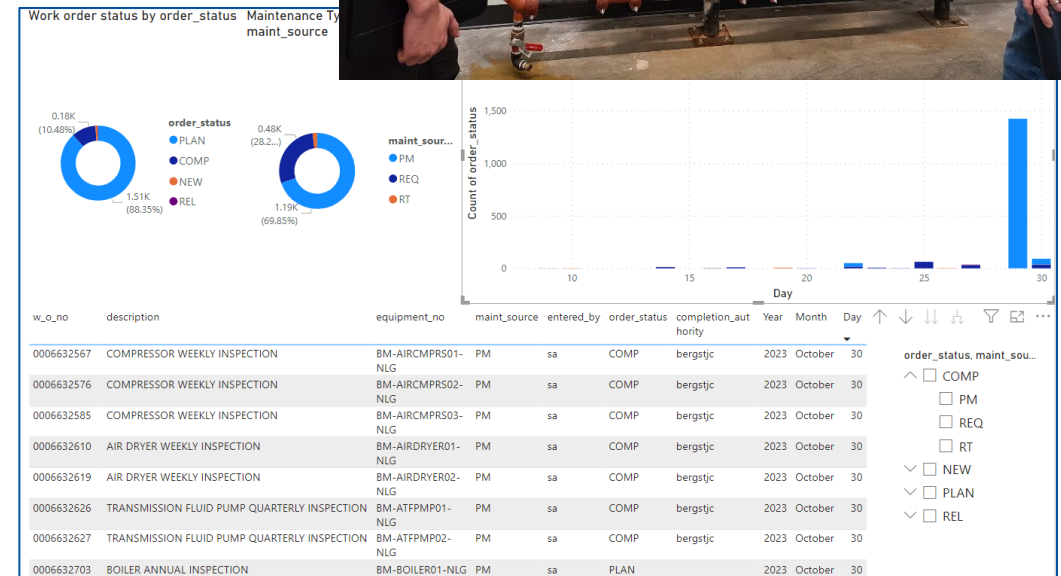
A Four-Phased Project Approach

We are Here 



Work Management Improvements

- Implementing operations-driven asset data structure with facilities maintenance
 - North Loop Garage
 - MTPD Building
 - Overhaul Base
- Work order prioritization
- Preventive maintenance review
- Reports for supervisors



Geographic Information Systems (GIS) Asset Data Work Plan



- GIS asset spatial data is critical for managing stations & infrastructure
- Data inventory revealed opportunities to improve:
 - Completeness
 - Quality
 - Collection & intake processes

GIS Outcomes

- Collected underground utility data was collected for 15 support facilities
- Developed data structure & processes
- Expanded internal capacity for data collection & management
- Immediate benefit to business
 - Gopher State One Call process improvements

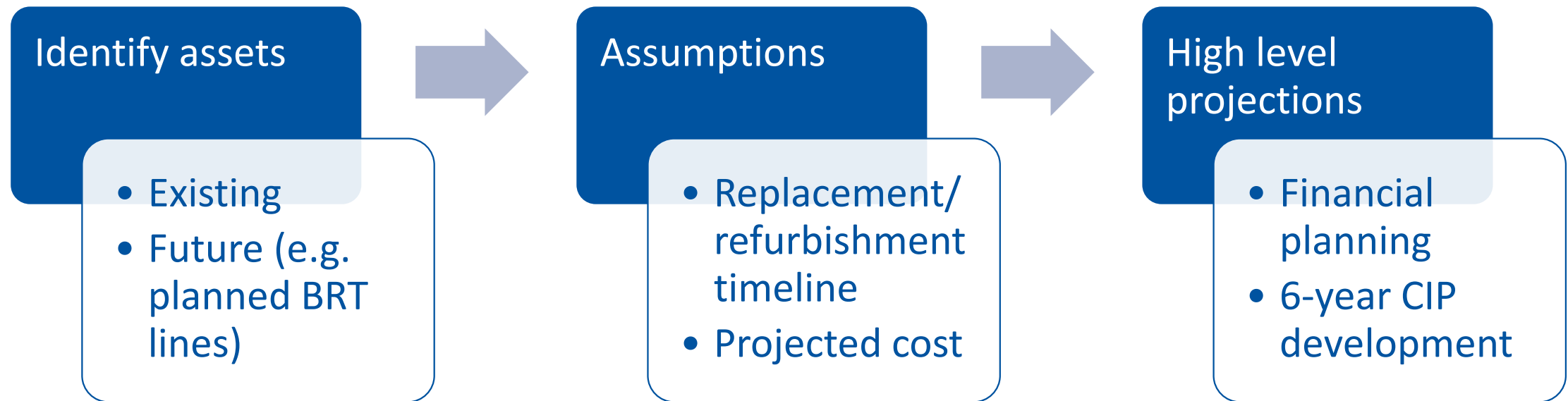


Capital Planning Support



- Precedent of projecting future rail capital maintenance
- In 2023-24, developed a long-range capital needs projection for BRT system assets
- Next steps:
 - Improve methodology with experience
 - Expand to additional assets

Long-range capital needs identification



METRO H Line requires 33 BRT buses for service launch

Refurbish every 6 years = \$100k/bus
Replace every 12 years = \$1M/bus
 Inflation assumptions = 3.5%/year

→ Input to 30-year financial model
 → Bus Maintenance refines projections for CIP

Major efforts ahead

- EAMS implementation 2025-2026
- 2026 TAM Plan revision
 - First since 2023 sales tax funding
- Team growth



Thank You!

Kristin Thompson

kristin.thompson@metrotransit.org