VALLEY REGIONAL TRANSIT ASSET MANAGEMENT PROJECT

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Brett Koenig – Trapeze
Agenda: Asset Management Project

• Introduction to VRT
• Business Need
• Grant
• Objectives
• Approach
• Assets
• Benefits
• Closing
• Questions
Introduction to VRT

• Located in Southwest Idaho
• Population 600,000
• 40 percent of total population in state
• Large urban, small urban and rural communities
Diverse Region

- Two largest counties in Idaho
- Includes 19 local governments
- Large urban, small urban, and rural
Valley Regional Transit

- Regional Public Transportation Authority
- Accountable to local governments
- Responsible for regional coordination
- Encourages transportation service delivery through private sector
Business Need

A regional asset management system to:

• Fill key gaps in the region’s ability to assess asset condition

• Develop a regional recapitalization plan.

• Meet **MAP 21** requirements.
Current Systems

- Independent systems to collect data
- The region is expanding mobility options
- The existing asset inventory and maintenance tracking systems do not accommodate the capital equipment used by these services.
VRT Grant

- Provide a single point of reference for all assets
- Deliver reports to monitor and evaluate condition and future investment needs
- Support regional planners with information for cost benefits analysis and replacement planning
- Align with FTA Transit Asset Management (TAM) and State of Good Repair (SGR) Requirements
- Innovative Approach to Asset Management
- System that can be used Regionally
- Interface with FTA TERM LITE
Project Objectives Aligned with FTA

A new asset management system that provides a place to track assets (for example, vehicles) and provide a place for service organizations to gather information and centralize the data for all providers.

- Provide a single point of reference for all assets (not just vehicles)
- Align with FTA requirements
- Provide reports specifically designed to meet National Transit Database reporting requirements
- Prioritize replacing or purchasing
- Conduct cost benefit analysis
- Generate capital replacement plan alternatives
- Generate a comparison of the capital investment per passenger mile traveled over the life of various vehicles.
Additional Project Objectives

In addition to meeting FTA and Grant requirements VRT sought to address additional needs across the region:

• Provide operations a tool to manage assets
• Combine the needs for capital planners and operations staff in one application
• Identify and deploy a solution for the entire region
Capital Assets that could be tracked:

Are being tracked:
• Motor Buses – 59
• Demand Response - 18
• Benches - 200
• Shelters - 50
• Facilities - 3
• Equipment - 200
• Bus Stops - 900
• Support Vehicles - 28

Will be tracked in Phase 2:
• Social Service Agency Buses & Vans
• University Shuttle Buses
• Vanpool Vehicles
• Transit Centers
• Park & Ride Lots
Who are our Partners?

- Local Highway Districts
- Local Universities
- Social Service Agencies
- Surrounding Counties
- Local Municipalities
- State
- Federal Transit Administration
VRT Used the Project Management Institutes PMI Framework to Manage the Program

**Initiating**
- Identify key stakeholders,
- Assess all regional assets,
- Assess condition of assets, and
- Document agency needs.

**Planning**
- Determine how are assets currently being tracked,
- What details are being tracked,
- What details are required for grant applications, and
- Assess the technical capacity and human resources of the partnering agencies.

**Executing**
- Determine external skill needs
- Develop acquisition plan
- Execute 3 phased implementation

**Monitoring and Controlling**
- Status Reports
- Statement of Work for RFP
- Recommendation of Award

**Closing**
- Status Reports
- Statement of Work for RFP
- Recommendation of Award
## Our Programs Schedule

**VRT Asset Management Timeline**

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**Legend**
- **Complete**
- **In Progress**

- RFP Release September 10th
- Vendor Selected
- Tier 1 Requirements
- Tier 2 Requirements
- Go Live
Project Execution was Conducted in Three Phases

Phase 1
- Requirements Analysis
- Prioritize Requirements
- Identify Vendors
- Vendor Demos
- RFP Development

Needs Assessment

Phase 2
- Issue RFP
- Evaluate RFP
- Select Vendor

Software Selection and Procurement

Phase 3
- Develop Implementation Plan (Tier 1 and Tier 2)
- Setup Governance Structure
- Implementation
- Implementation Oversight

Implementation and Support

Phase 1 Deliverables
- Project Schedule
- Requirements document
- Status Reports

Phase 2 Deliverables
- Status Reports
- Statement of Work for RFP
- Recommendation of Award

Phase 3 Deliverables
- Implementation Plan
- Training and communications plan
- Stakeholder Committee Charter
- Status Reports
Requirements – Captured in Two Tiers to allow for an Incremental Implementation

**Tier 1**

- **Capital Asset Management**
  - Processes related to managing condition of assets, State of Good Repair and capital planning several years into future
  - Long-term planning

**Tier 2**

- **Maintenance Management**
  - Processes related to day-to-day managing of assets including work orders and routine maintenance
  - Short-term planning
- **Procurement**
  - Processes related to acquisition of assets
- **Materials Management**
  - Processes related the management of parts inventories and logistics
- **Financial Management**
  - Processes related accounting, operational budgeting, what-if analysis and performance monitoring
  - Short- and long-term planning
Our Final Solution is Focused on all Stages of the Asset Lifecycle

- What is the state of the existing capital asset inventory?
- Are all major capital assets required to provide transit services included in the inventory?
- What are the asset and data gaps in the documented inventory?

- What is the current condition of capital assets required to provide services?

- What is the target State of Good Repair (SGR) condition rating for each type of asset?
- Based on the target, what is the gap between the current and the desired SGR condition?
- What investment is required to address the condition gap?

- What investment is required to address the condition gap?

- What is the approach to prioritize asset recapitalization to achieve target SGR?

- What is the process to report asset condition to FTA?
- How does the agency know if its asset investment approach is meeting its goals?

Supporting Asset Management System

Repeat process as required
Software Selected based upon Functionality to meet Asset Management Requirements

Trapeze Enterprise Asset Management (EAM) solution was selected because of the ability to meet our needs today and in the future:

• Single repository for all assets
• Ability to meet FTA requirements
• Ability to support operations
• Capital Planning Tools
• Ease of Use
• NTD Reporting
• Future reporting capability
Implementation of Trapeze EAM – Our Tier 1 Requirements

- Inventory
- Condition
- Reinvestment Needs
- Prioritize Investments
- FTA/NTD Reporting
- Commissioning
- Disposal
- GIS Integration
- State and Local Reporting
# Fleet Equipment

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## Basic Info

- **Model year**: 2002
- **Manufacturer ID**: NEW FLYER
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- **Equipment type**: 2002 NEW FLYER C35LF
- **PM program type**: CLASS INDIVIDUAL NONE
- **Description**: 2002 NEW FLYER C35LF
- **Color**: 
- **Serial number**: 5FYCZGP001U023536
- **Asset number**: 5167
- **Associated file**: Path and file name
- **Description**: 

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21
Fleet Equipment
State of Good Repair Information
State of Good Repair

4 Methods for Defining SGR (FTA)

- **Age-based**
  Assets should be scheduled for replacement beyond a certain maximum age

- **Condition-based**
  Assets should be replaced once inspections identify deteriorated conditions

- **Performance-based**
  Assets should be replaced when their deteriorated condition reduces speed or reliability

- **Comprehensive Assessment**
  Combines age, condition inspections, performance data, and maintenance history

Less Burden → More Accuracy

- Trapeze EAM supports all four methods for defining SGR
### Fleet Equipment List

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## Stationary Equipment

![Stationary Equipment Interface](image)

### Equipment Details

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### Additional Data

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Monitoring and Controlling will continue to improve the program

- Portfolio of all regional assets,
- Reports that will guide the cost benefit analysis,
- Asset replacement plan will be prioritized according to regional goals and objectives,
- Continuing to work on added regional stakeholders to the Trapeze Solution
Benefits individual agencies and the Region

• Data is generated at a regional level,
• Cost benefit analysis are conducted regionally and consistently by each partnering agency/stakeholder, and
• A long and short term capital replacement plan for the region is generated.
A Picture of how our Solution is Structured

Assets

Data elements

Core Information

Reporting

External

Maintenance Records

Ownership

Location

Task

FTA condition Rating

FTA funding Source

Purchase Date

Cost

Miles

Make

Model

Vendor

Funding Source

Fixed Vehicles

Support Vehicles

Demand Vehicles

Facilities

Other

Agency Board and Local Jurisdictions

ITD, MPO

Agency Reporting

Capital Reporting

Regulatory Reporting

FTA
Risks and Challenges?

• Assets are owned by various organizations and agencies
• Differing Missions and Goals
• Maintenance of Assets
• No Standardized Accounting Practices
Overcoming Obstacles

• Communicating and coordinating with our partner agencies and stakeholders.
• Standardizing asset facts and specifications.
• Prioritizing asset needs regionally.
• Submitting for grant applications as a region and with multiple agency participation.
• Coordinate/standardize our systems, e.g. naming of bus stops, 511, etc.
• Understanding the FTR Requirements
Closing

Small Transit Agency Asset Management Systems must be:

• Regional,
• Easy to Use,
• Track Data required for reporting,
• Track Data required for grant applications and
• Provide agencies with operational capabilities.
Questions