

## OCTA Transit Asset Management Plan (2018)

The Orange County Transportation Authority (OCTA) has developed a Transit Asset Management Plan (TAMP) in accordance with federal law. A primary objective of the plan is to document the various interdependent business processes, activities, and tools needed to manage the agency's transit assets to ensure safe, reliable, and high-quality transit service over the long-term.

### Federal Requirement

The Federal Transit Administration (FTA) published the Transit Asset Management (TAM) Final Rule [49 CFR 625] in July 2016. To comply with this rule all recipients and sub-recipients of federal funds that own, operate, or manage capital assets used for providing public transportation must develop and implement TAM Plans. The plans must include an asset inventory and condition assessment, and a prioritized list of investments to support the state of good repair (SGR) of the agency's capital assets. The plans must be implemented by October 1, 2018.

### TAM Purpose and Need

The purpose of the Final Rule is to help achieve and maintain a SGR for the nation's public transportation assets. Transit asset management is a business model that uses transit asset condition to guide the optimal prioritization of funding. Some of the benefits of TAM include: improved data on condition of assets, optimized resource allocation, improved productivity, and improved customer service.

### TAMP Required Elements

The OCTA has established TAM performance targets and developed a TAMP which includes the following elements:

1. Asset Inventory
2. Condition Assessment
3. Decision Support Tools
4. Prioritization of SGR Needs
5. TAM Policy
6. Implementation Strategy
7. List of Key Annual Activities
8. Identification of Resources
9. Evaluation Plan

In addition to implementation of the TAM Plan, some additional National Transit Database (NTD) annual reporting on the condition of OCTA's transit assets will begin in October 2018.

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### OCTA TAM Plan Development

Beginning in the fall of 2016, staff has taken various steps to develop a TAMP that is fully compliant with federal law and is also well integrated with current OCTA practices. The following steps have been taken:

- Reviewed TAM federal guidance and best practices;
- Procured consultant contracts to assist with: (a) preparation of Facility Condition Assessments in accordance with FTA guidance, and (b) preparation of the TAM Plan;
- Conducted interviews with senior staff to assess current TAM practices;
- Updated the asset inventories for vehicles, equipment, and facilities;
- Held three management workshops to establish a TAM policy and goals, review condition assessments, discuss prioritization weights, and provide general input into the TAMP;
- Applied the FTA Transit Economics Requirements Model (TERM-Lite) to estimate the 20-Year transit capital needs; and
- Distributed the draft TAMP and draft TAM Policy for review and comment to all applicable divisions.

Multiple departments combine to track and monitor the SGR of OCTA's transit assets and to plan for the capital replacement of assets when they've reached the end of their useful life. Some of the regular, ongoing management activities that inform the TAM process include the following:

- Biennial Capital Asset Inventory
- 20-Year Fleet Outlook (annual updates)
- Comprehensive Business Plan (CBP) (biennial updates)
- Annual Budget
- NTD Annual Reporting

Integration of the new TAMP requirements with OCTA's ongoing management activities ensures that the TAMP is using the most current forecasts and can provide meaningful input into the agency's TAM practices, including identifying areas for improvement. The TAMP will be used to develop the 20-year list of prioritized transit capital needs and will be updated at least every four years per federal requirements.

### 2018 Condition Assessment Findings

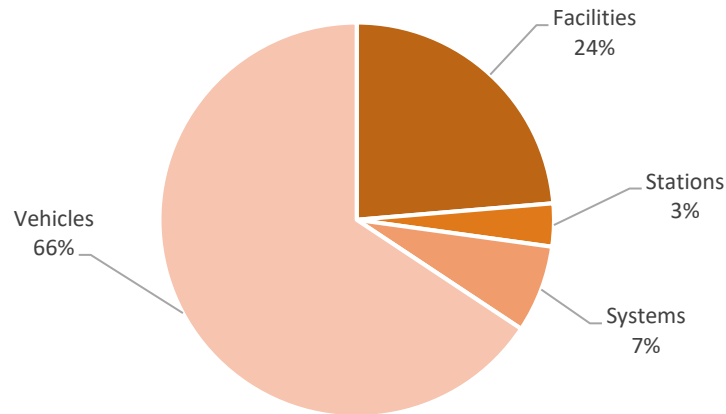
Recently completed condition assessments demonstrate that OCTA is maintaining its vehicles, equipment, and facilities in a state of good repair. The condition assessments indicate that: ninety-eight percent of revenue vehicles have not yet reached their useful life benchmark, 95 percent of non-revenue fleet vehicles have

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not yet met their mileage targets, all OCTA facilities were inspected and rated on the FTA TERM scale as adequate or better condition.

Revenue vehicles represent the largest share of asset holdings (66 percent). Facilities – including bus maintenance and admin facilities – constitute the second largest share of OCTA's asset holdings (24 percent). The remaining 10-percent of assets consists primarily of support systems including fare collection, communications, and IT systems along with minor investments in passenger station related assets.

### Existing Asset Base by Category (2018)



An assessment of the agency's 20-year transit capital needs indicates that OCTA has been proficient in replacing its transit assets on a timely basis. The study team did an analysis of revenue forecast estimates from OCTA's CBP to establish a 20-year constrained budget. Based on the analysis, OCTA's current SGR backlog is estimated to be approximately 4.5 percent of the total value of OCTA transit assets. This is another indicator that OCTA has been proficient in maintaining the agency's assets in a state of good repair.

### Implementation Strategy

The OCTA TAMP addresses each of the nine required elements. It outlines the key annual activities that must occur each year between plan updates and identifies the responsible divisions. The TAMP also identifies areas for continuous improvement, where the agency can refine or improve current practices. Beginning in October 2018, OCTA will begin reporting on the condition of its transit assets (revenue vehicles, service vehicles, and facilities) during NTD annual reporting. The next TAMP update will be required in four years, October 2022.