Why Asset Management Plan?

Required by 49 CFR Part 625

• Final Rule adopted in July 2016

All transit providers that receive federal funds

SMART considered a Tier I agency

• Operates rail transit
• All requirements apply
• Cannot be part of a “group” plan

State of Good Repair

• Condition in which a capital asset can operate at a full level of performance – without limit or restriction
What Does it Contain?

Develop and Implement a Transit Asset Management Plan with the following elements:

- Inventory of assets
- Condition assessment of assets
- Description of support tools
- Prioritized list of investments
- State of Good Repair/ Transit Asset Management policy
- Implementation strategy
- Identification of resources
- Evaluation Plan
Scope

In Scope
- All assets over $5,000 and a useful life of 1 year or more

Exceptions
- All equipment under $50,000
- Freight assets
Diesel Multiple Units (DMUs)

- 14 – Placed in service 2015
- 4 – Placed in service 2018
- All Tier IV engines
- Average speeds 40mph with top speed of 79mph
- 85’ long, 14’7” tall and 10’5” wide
- Each 2-car trains weighs about 149 tons
- Each 2-car train can carry approximately 150 seated passengers
Assets – Facilities

Administrative Facilities:
• 7 buildings

Maintenance Facilities:
• 5 buildings

Passenger Facilities:
• Pathways – 12 miles
• Platforms – 12
• Park-n-Rides - 6
Assets – Infrastructure

- Bridges – 41
- Culverts – 119
- Tunnels – 2
- Grade Crossings – 85
- Control Points – 23
- Electric Locks/ Switches – 10
- Central Instrument Locations – 103
- Track – 82.5 miles
Assets – Equipment
($50,000 and over)

- Non-Revenue Vehicles – 13
- Information Technology Systems – 3
- Security & Surveillance – 2
- Fare Generation (Ticket Vending Machines) – 15
- Vehicle Maintenance – 6
- Maintenance of Way - 4
Condition Assessment – Revenue Vehicles

Required Performance Metric

• % of revenue vehicles that have met or exceeded their useful life benchmark

SMART DMUs useful life is 39 years

• 14 DMUs have an average age of 7
• 4 DMUs have an average age of 4

No DMUs have met or exceeded their useful life benchmark (0%)
Condition Assessment – Facilities

Required Performance Metric

- % of facilities rated under 3.0 on the TERM Scale
- TERM Scale:
  - 5.0 – New or like new 95% to 100% confidence in reliability
  - 4.5 - 90% to 95% confidence in reliability
  - 4.0 – 80% to 90% confidence in reliability
  - 3.5 – 70% to 80% confidence in reliability
  - 3.0 – 60% to 70% confidence in reliability
  - 2.5 – 50% to 60% confidence in reliability
  - 2.0 – 40% to 50% confidence in reliability
  - 1.5 – 30% to 40% confidence in reliability
  - 1.0 – less than 30% confidence in reliability
  - 0.0 – Not safe to use
Condition Assessment – Facilities

Administration Facilities
  • Not assessed
  • Leased out and not used for transit purposes
  • Will be assessed in the future

Maintenance Facilities
  • No facilities are rated under 3.0

Passenger Facilities
  • Pathways – No facilities are rated under 3.0
  • Stations – No facilities are rated under 3.0
  • Park-n-Rides – No facilities are rated under 3.0
Condition Assessment – Infrastructure

Required Performance Metric

- % of track segments under performance restriction

None of SMART’s track segments are under performance restriction
### Condition Assessment – Equipment

#### Required Performance Metric

- % of non-revenue service vehicles that meet or exceed the useful life benchmark

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Number</th>
<th>Number that Meets or Exceeds ULB</th>
<th>% of Equipment that meet or Exceed ULB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Revenue Vehicles</td>
<td>13</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Information Technology</td>
<td>3</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Security &amp; Surveillance</td>
<td>2</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Revenue Generation</td>
<td>15</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Vehicle Maintenance</td>
<td>6</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Maintenance of Way</td>
<td>4</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Total Equipment</strong></td>
<td><strong>43</strong></td>
<td><strong>1</strong></td>
<td><strong>2%</strong></td>
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</tbody>
</table>
### Planned Investment

Based on current Capital and Operations Plan

<table>
<thead>
<tr>
<th></th>
<th>FY 23</th>
<th>FY 24</th>
<th>FY 25</th>
<th>FY 26</th>
<th>FY 27</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track, MOW, &amp; Facilities</td>
<td>$415,500</td>
<td>$510,000</td>
<td>$560,000</td>
<td>$560,000</td>
<td>$3,050,000</td>
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<tr>
<td>Non-Revenue Vehicles</td>
<td>$445,000</td>
<td>$378,000</td>
<td>$310,000</td>
<td>$454,000</td>
<td>$185,000</td>
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<tr>
<td>Equipment &amp; Machinery</td>
<td>$251,427</td>
<td>$12,800</td>
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<td>$96,950</td>
<td>$36,250</td>
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<tr>
<td>DMUs</td>
<td>$670,000</td>
<td>$1,430,000</td>
<td>$880,000</td>
<td>$1,550,000</td>
<td>$900,000</td>
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<tr>
<td>Bridges</td>
<td>$759,036</td>
<td>$1,994,192</td>
<td>$1,549,188</td>
<td>$4,114,749</td>
<td>$2,409,000</td>
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<tr>
<td>Safety &amp; Security</td>
<td>$454,500</td>
<td>$632,000</td>
<td>$606,000</td>
<td>$151,500</td>
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<tr>
<td>Train Control</td>
<td>-</td>
<td>-</td>
<td>$2,292,000</td>
<td>$2,292,000</td>
<td>-</td>
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<tr>
<td><strong>Total</strong></td>
<td>$2,995,463</td>
<td>$4,956,992</td>
<td>$6,197,188</td>
<td>$9,219,199</td>
<td>$6,580,250</td>
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Questions?