



## Fast Act New Requirements - Transit Asset Management

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# Current Tri-Rail Service



Service began January 9, 1989

72.6 mile system / 145.2 track miles

18 stations – Broward 7, PB 6, Dade 5

50 weekday trains, 30 weekend/holiday

Mainline speed ranging from 20-79 mph

23 Locomotives, 21 Cab Cars,

29 coach cars, 28 Commuter buses

13,894 weekday average ridership

4,240,699 FY 2016



## TAM Purpose

Transit asset management (TAM) is to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures through out their entire life cycle.

Transit agencies are required to develop TAM plans and submit their performance measures and targets to the National Transit Database by specific deadlines.

<https://www.transit.dot.gov/TAM/gettingstarted>







### Fixing America's Surface Transportation (Fast) Act

- July 2016 FTA published TAM final rule Effective October 1, 2016
- The rule requires FTA grantees to develop asset management plans 49 USC Chapter 53

### Deadlines

- January 2017 Initial Performance Targets related to the State of Good Repair of equipment, rolling stock, infrastructure, assets and facilities
- 2018 Expanded register of transit assets accompanied by an assessment of condition and performance
- 2018 Narrative report of SFRTA investments over the coming year to meet the established performance targets.
- October 1, 2018 SFRTA TAM





**SOUTH FLORIDA  
REGIONAL  
TRANSPORTATION  
AUTHORITY**

# SFRTA Vision and Goals

VISION	FY 2017 Work Efforts to Meet Adopted Goals and Objectives
<p>Goal 1 Take an active leadership role to expand regional premium transit.</p> <p>Goal 2 Provide leadership in advocacy and education of the need for an expanded regional premium transit system.</p>	<p>Tri-Rail Downtown Miami Link (TRDML) - With its regional partners, SFRTA took a leadership role in expanding Tri-Rail service into downtown Miami on the FEC corridor and in securing \$70M in funding for the project.</p> <ul style="list-style-type: none"> <li>New Station Planning: SFRTA conducted stakeholder coordination and project scheduling for a second Tri-Rail station in the City of Boca Raton.</li> </ul>
PARTNERSHIPS	
<p>Goal 3 Continue utilization of private sector contractors for majority of SFRTA services and operations.</p> <p>Goal 4 Develop and pursue partnerships with agencies/entities in both the public and private sector.</p>	<p>New Operating Services Contract - Combines four separate contracts into one for maintenance and equipment, train operations, station maintenance, and dispatching. Performance and accountability and are expected to improve by managing these functions under one contract.</p> <p>Positive Train Control (PTC) Services were procured to meet federal deadlines to install PTC safety technology.</p>
QUALITY/PERFORMANCE	
<p>Goal 5 Maximize the performance, reliability, efficiency and capacity of the existing SFRTA/Tri-Rail system.</p> <p>Goal 6 Improve the Tri-Rail passenger experience.</p> <p>Goal 7 Improve connecting transit and transportation services.</p>	<p>New Operations and Dispatch Center and Tri-Rail Pompano Beach Green Station Project - Construction was substantially completed.</p> <p>Commuter Connector Bus Fleet - The fleet was replaced and upgraded with 28 vehicles with increased capacity, ADA and safety features, and Wi-Fi capability. Commuter Connector Bus Tracker - All fourteen Commuter Connectors can now be tracked on the Tri-Rail Tracker website and app.</p> <p>Customer Inquiry Response Time decreased from 11.5 days in 2016 to 9 days in 2017 exceeding the fourteen-day performance standard.</p>
SUSTAINABLE FUNDING	
<p>Goal 8 Pursue funding opportunities to support both the existing SFRTA/Tri-Rail system and expanded premium transit.</p>	<p>PTC Grant for \$31.6M – Received from USDOT/FRA to implement PTC on the SFRC. This funding also leverages \$11.1M in FDOT/local funds.</p> <p>SFRTA Studied the Funding Potential of Tax Increment Financing (TIF) to supplement funding for new stations. SFRTA continues to pursue participation opportunities in funding and grant initiatives.</p>
ECONOMIC GROWTH	
<p>Goal 9 Facilitate economic growth and development throughout the region.</p>	<p>TOD Planning for Transit Station Areas - SFRTA received a \$1.25 million FTA grant to conduct TOD planning activities along the proposed TRCL corridor. Seven local governments were selected through a competitive process to receive funding from the grant to conduct a variety of TOD activities. SFRTA adopted an agency TOD Policy in April 2017.</p> <p>TOD benefits to SFRTA include increased ridership and revenues. Benefits to local governments include economic productivity and increased revenue associated with efficient land use, development, and improved mobility that can foster economic competitiveness. See Section 2, page 2-16 for details.</p>
ENVIRONMENTAL SUSTAINABILITY	
<p>Goal 10 Maximize environmentally sustainable practices for both the current SFRTA/Tri-Rail system and expanded premium services in the region.</p>	<p>The New Operations and Dispatch Center and Renovated Pompano Beach Station were both designed to LEED Silver standards. The station will be Tri-Rail's first LEED certified, sustainable station and a prototype for future stations.</p>



## SFRTA TAM Implementation Plan

### TAM Working Committee

Finance Mgr.  
Operations Mgr.  
Fleet Mgr.  
Inventory Mgr.  
Security Mgr.  
IT Mgr.  
Procurement Mgr.  
Planning Mgr.

### Phase I

Policy Framework  
Performance Targets

Inventory data sources,  
information systems,  
business processes and  
key personnel

Gap assessment

### Phase 2

Complete inventory of  
capital assets, collect  
condition assessment  
data

SFRTA TAM system  
Develop TAM Plan  
elements

Develop work plan  
prioritize critical path  
items

### Phase 3

Develop Financial  
elements of SFRTA TAM  
Plan

Implementation  
Strategy

Documentation and  
Training





## Challenges

Project Prioritization

Funding

Combining Safety and Asset Management







## Solutions

Early development of TAM, Performance Measures, Policies and Agency Direction

Employee Roles and Responsibilities

Measurable Goals and Objectives

Keeping Safety at the top





SFRTA TAM

# Questions

