

MDT 2017 Transit Workshop

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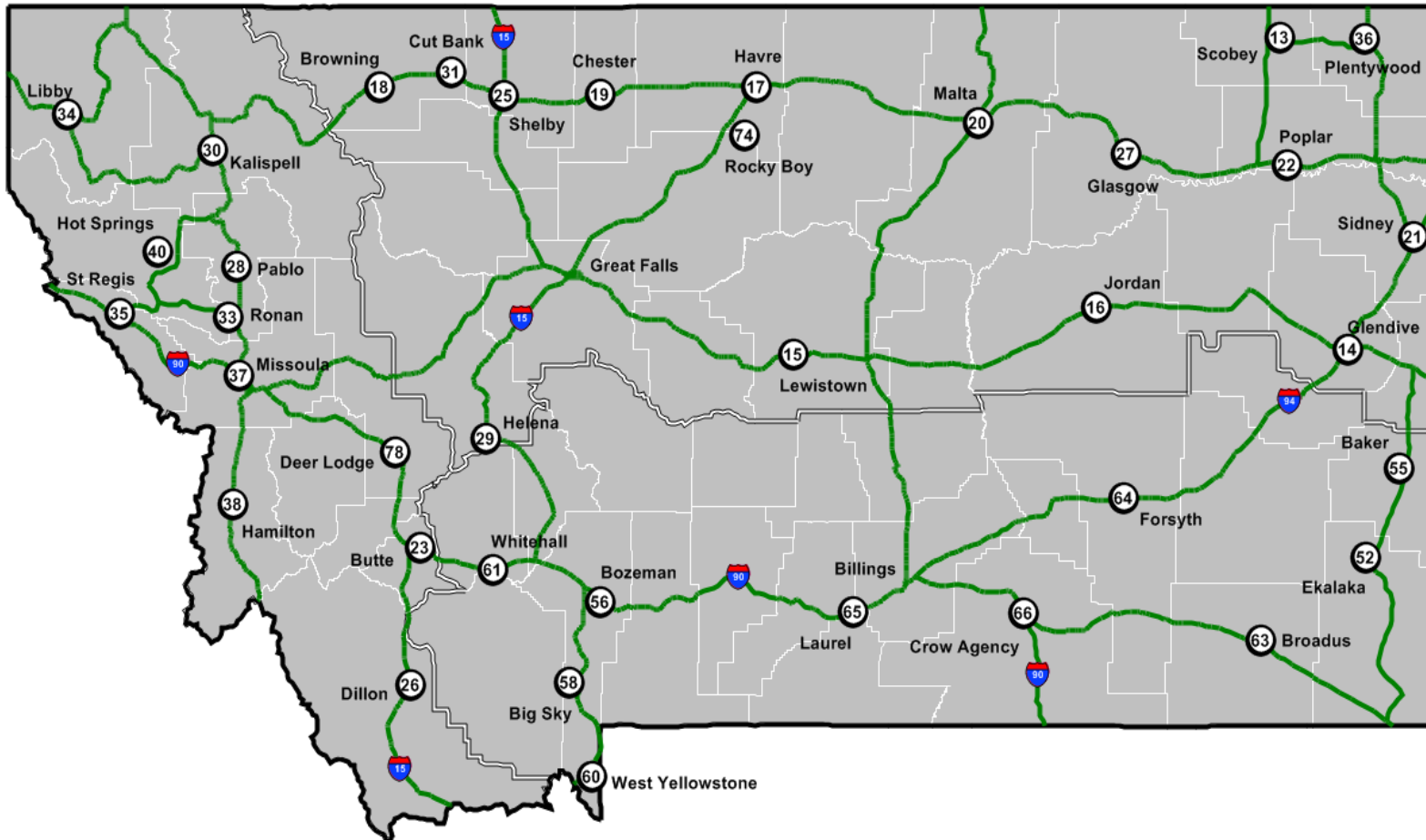
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**CDM
Smith**®

Background of the Program

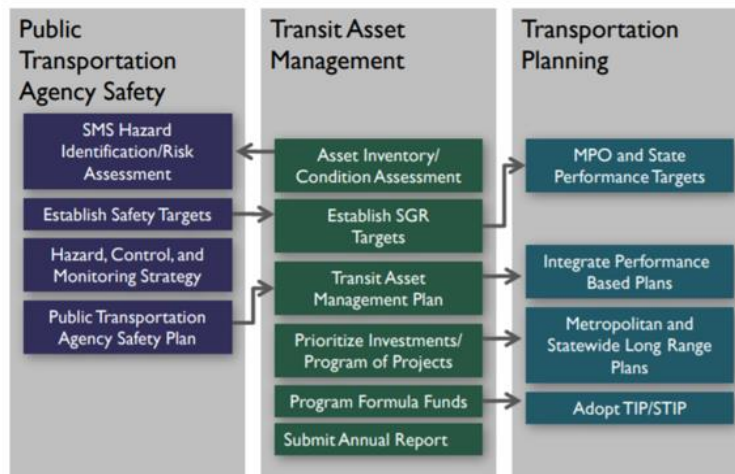


MDT is the sponsor for a Group TAMP for the 37 §5311 providers

Context of the Program

A TAMP is <u>NOT</u>	A TAMP IS....
An isolated new planning tool that is unrelated to other planning efforts.	One aspect of coordinated performance-based planning as implemented in MAP-21 and the FAST ACT.
A simple list of best practices in asset management.	A plan outlining specific steps for Montana to improve their asset management practices and results.
A pointless planning exercise with no useful real-world application.	A framework to support decisions for optimized asset management within a given budget scenario.
A reference tool applicable only for the occasional tough decision.	A comprehensive tool supporting all asset management decisions.
A one-time effort to check off Federal requirements.	A foundation for optimizing long-term asset management.
A static plan.	A base plan with annual reports on progress and a 4-year update cycle.

- What have I got?
- What condition are they in?
- What is my target?
- With the budget I have....
- Which ones should I replace?
- When?



Context of the Program

- You all already do asset management. The TAMP is a new planning program intended to make the process more strategic and more systematic
- FTA provides guidance and tools.....and deadlines

Task	Time Horizon
Submit FY 2017 asset inventory data to NTD	January 2018
Complete the first TAMP	October 2018
Submit FY 2018 asset inventory data to NTD	January 2019
Submit FY 2019 targets to NTD	January 2019
Submit FY 2019 asset inventory data to NTD	January 2020
Submit FY 2020 targets to NTD	January 2020
Submit Narrative Report to NTD	January 2020
Submit FY 2020 asset inventory data to NTD	January 2021
Submit FY 2021 targets to NTD	January 2021
Submit Narrative Report to NTD	January 2021
Complete the TAMP full update	October 2022

Goals of the Program

Our overall goals in implementing the TAMP are:

- Organize and coordinate data collection to minimize the burden for the required **annual reports**
- Use the data for annual updates to the **State of Good Repair** targets
- Use the decision support tool to prioritize vehicle & facility replacements
- Systematically manage the vehicle fleet and facilities to efficiently meet the **SGR targets**
- Link the TAMP requirement to other reporting requirements to minimize the burden

Step 1: Asset Inventory and Data Collection

(What have I got?)

- This is the real core of the program; a useful TAMP depends on accurate inventories
- Inventories will have to be updated for the annual reports
- Based on our first round on inventories in November and December, MDT has the goals of:
 - Develop a brief manual to describe the asset evaluation processes
 - Tie into PTMS and WebGrants
 - Add items to the inventory to gather more data

Step 2: Determine the Useful Life Benchmark

(What condition are they in?)

- The ULB is set by MDT based on manufacturer's suggestions
- Our TAMP reviews benchmarks for mileage, age, and condition

Useful Life Benchmarks Defined by MDT			
Classification Weight	Vehicle Type	Mileage	Years
Light Duty	Minivan or Conversion Van	100,000	7
	Gas Extended Van	100,000	7
	Diesel Extended Van	150,000	7
	Gas Cutaway Bus	100,000	7
	Diesel Cutaway Bus	150,000	7
	Low Floor Cutaway Bus	150,000	7
	Hybrid Cutaway Bus	150,000	7
	Sprinter Van	175,000	8
Medium Duty	Raised Floor Transit Bus	300,000	8
	Low Floor Transit Bus	300,000	8
	Hybrid Transit Bus	300,000	8
Heavy Duty	HD LF Transit (Gillig)	350,000	10

Step 3: Performance Targets

(What is my target?)

- Targets should be quantifiable and supported by data...so accurate inventories with annual updates are critical

Vehicles			
	Mileage	Age	Condition
Revenue Vehicles	75%	75%	75%
Backup Revenue Vehicles	50%	50%	50%
Non-Revenue Vehicles	50%	50%	50%

Facilities	
	Condition
Administrative	100%
Maintenance	90%
Access & Parking	80%

Equipment	
	Condition
All Equipment	80%

The TAMP has different targets for vehicles, facilities, and equipment

Step 4: Determine the Budget Scenario

(With the Budget I have....)

- Based on historic data, the TAMP assumes that the current budget of \$2 million per year will continue to be funded
- Planning scenarios define three different budget scenarios to examine their effect on the performance targets
 - - 15% funding
 - +15% funding
 - 0 funding

Replacement Prioritization Score

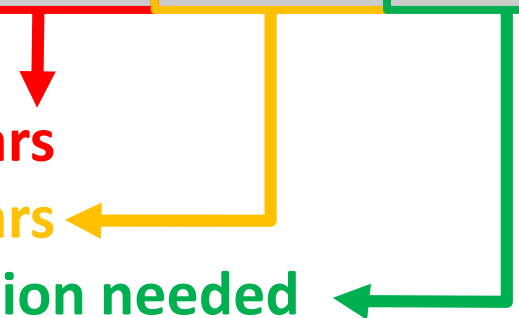
All vehicles receive a score from 1-100 based on their mileage, age, and condition in relation to their specific ULBs

Criteria	Scale	Weight	Total Criteria Score	Vehicle 1	Vehicle 2	Vehicle 3
Mileage	5	10	50	5	4	2
Age	4	7	28	4	3	2
Condition	4	4	16	3	2	2
Maintenance Issues *	2	3	6	2	1	0
Score			100	96	72	42

Score > 80 **Replace in 1-2 years**

60 < Score < 80 **Replace in 3-5 years**

Score < 60 **No immediate action needed**



Step 5: Develop Projects & Priorities

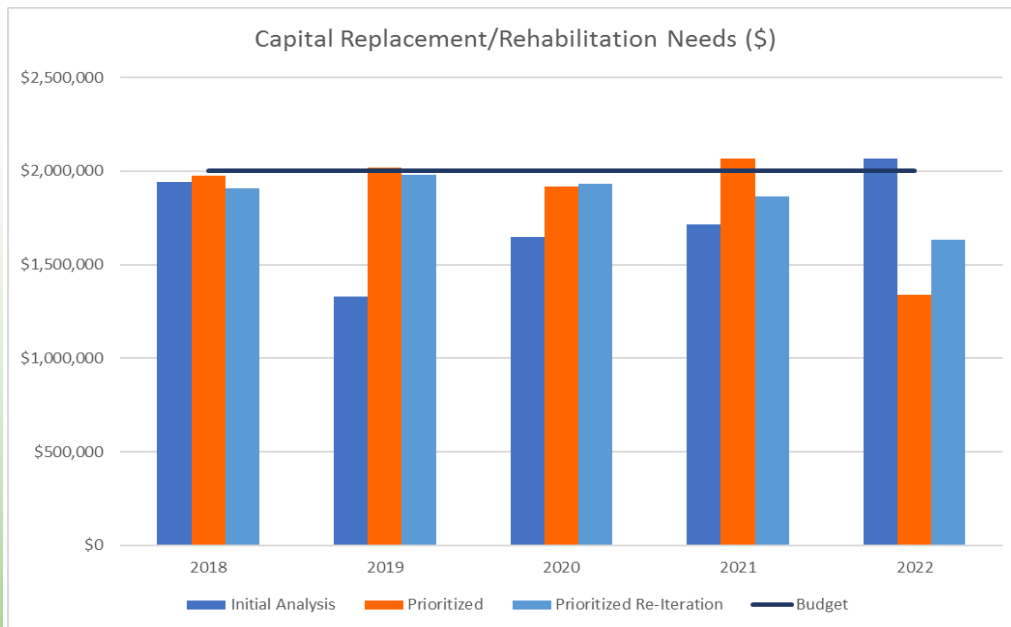
(Which ones should I replace first?)

Year	Vehicle	Class	Subclass	ULB	Repl. Score	Vehicle ID
2005	Ford	cutaway	van cutaway	10	47	13910661
2010	Dodge	minivan	minivan	8	68	13900771
2016	Dodge	minivan	accessible van	8	23	13901008
2004	Chevy 13 pax	cutaway	van cutaway	10	76	14100001
2007	Chevy 13 pax	cutaway	van cutaway	10	80	14950713
2010	Ford F 450 13	cutaway	van cutaway	10	54	14900820
2015	Ford F 450 13	cutaway	van cutaway	10	23	14900979
2001	Chevrolet 12 p	cutaway	van cutaway	10	55	15100001
2006	Ford 6 pax	minivan	minivan	8	80	15930664
2009	Ford Transtar	cutaway	van cutaway	10	43	15990752
2010	Ford 18 pax	cutaway	van cutaway	10	35	15900830
2010	Dodge 5 pax	minivan	accessible van	8	68	15900805
2015	Ford 12 pax	cutaway	van cutaway	10	27	15900953
2016	Dodge 5 pax	minivan	accessible van	8	23	15901006
2007	Chevrolet 7 pa	minivan	accessible van	8	43	16950699
2007	Chevrolet 10 p	van	extended van	8	43	16950698
2007	Freightliner ch	cutaway	md cutaway	10	72	17100001
2010	Ford F 550 23	cutaway	truck cutaway	10	68	17900836
2010	Ford F 550 23	cutaway	truck cutaway	10	68	17900837
2016	Ford Sprinter	van	extended van	8	23	18100001
2016	Ford Sprinter	van	extended van	8	23	18100002
2016	Ford Sprinter	van	extended van	8	23	18100003
2016	Ford Sprinter	van	extended van	8	23	18100004
2010	Dodge 6 pax	minivan	accessible van	8	43	19900803
2011	Dodge	minivan	minivan	8	43	19900846

- The Excel-based **Decision Support Tool** from FTA has been customized for the Montana TAMP
- The **Decision Support Tool** looks beyond the lifecycle of a single vehicle....it reviews vehicles assets over time, is tied to the budget, and ranks replacements based on need

Step 6: Prioritize Replacements over Time

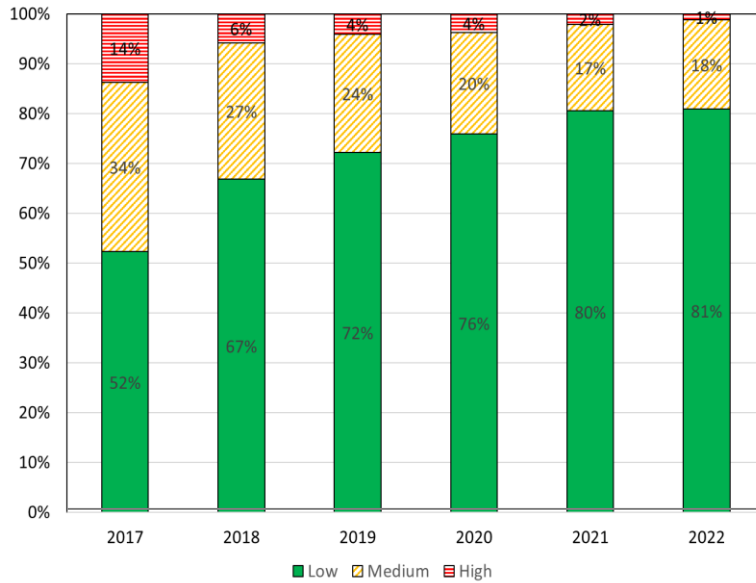
(When?)



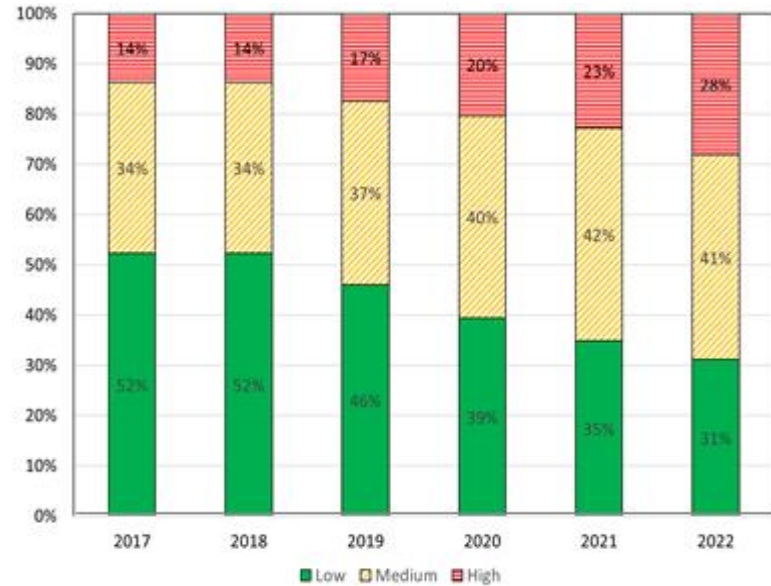
- Balance the budget and needs
- Review the year-to-year expenditure of the budget for stability
- “Pipeline” individual vehicles for replacement to get a strategic balance for the budget and needs over time, in addition to considering just the needs of individual vehicles

Condition Trends

(How Does Replacement Prioritization Affect Condition of my Assets?)



Current Budget Scenario



Zero Budget Scenario

Lagniappe

- Establish an ongoing TAMP workgroup to coordinate, streamline, and implement best practices.
- Implement TERM condition ratings for facilities.
- Implement standards for vehicle condition assessment.
- WebGrants, PTMS, and NTD coordination.
- Implement enhanced preventative maintenance plans.
- Develop a performance monitoring dashboard.
- Feature TAMP discussions in the annual Transit Workshops.