

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 101024	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
---	------------------------	--

**TITLE:**

Grant Application - FTA Transit Asset Mgmt Pilot

**PURPOSE:**

Approval 1.FTA Transit Asset Management Pilot Program Grant application;2.to create a Transit Asset Management CIP project & approve programming of any funding resulting from this application with that of the previously awarded grant into this project;3.to authorize an increase in the Capital budget of **\$2.4M**, from \$852.5M to **\$854.9M**;4.to authorize 1 new capital position;5.to authorize the GM/CEO to initiate and award contract actions or agreements necessary to implement this project;**6.to reprogram \$0.60M within the FY2011 capital budget;7.to authorize an increase to the Capital Budget in the amount of any additional FTA State of Good Repair grant received based on the application in an amount up to \$1M.**

**DESCRIPTION:**

Metro has submitted a grant application for a Transit Asset Management (TAM) Pilot Project. The intent of the pilot project is to develop an agency asset management model that that will integrate Metro`s asset management practices into one, coordinated, organizational strategy, and provide the basis for continually improving asset management practices at Metro.

FTA wants selected agencies to demonstrate effective Transit Asset Management systems and "best practices" which can be replicated to improve public transportation asset management throughout the industry.

This project will build upon Metro`s previous asset management initiatives and systems. In 1998, Metro commissioned a study by Frederick R. Harris which provided an in-depth assessment of the existing asset inventory and confirmed the asset replacement and rehabilitation timetables then in use. The deliverables in the Harris study provided the basis for subsequent capital improvement plans, including the Metro Matters program in 2005, however, it did not provide a formal structure for administration of the information. This project takes the existing processes and integrates them into a strategic information system.

Metro was awarded a \$3 million FTA asset management grant in October 2010. It was comprised of \$2.4 million federal funds and ~~\$600 thousand Metro Matters residual funds~~ **\$0.60 million CIP system performance funds** as the local match. The purpose is to formalize and institutionalize asset management processes and procedures, establish data collection protocols, condition assessment criteria, lifecycle evaluation criteria, performance criteria and quality control protocols.

This will enable us to take asset condition data produced by front-line mechanics and engineers and move it as useful information through our planning, budgeting, maintenance, administrative and management decision-making processes. The \$1 million TAM Pilot Program will provide the agency-wide framework for integration of asset management practices into one, coordinated organizational strategy. It will be the mechanism to establish organizational goals and policy, set clearly defined functional requirements, roles and responsibilities. It will establish standards for the acquisition, management, quality assurance and utilization of asset information and provide for the integration of quality asset information into capital planning and programming decisions.

Ultimately, implementation of both projects will result in the use of quality data and well-defined objectives in a systematic process to strategically maintain and improve capital assets, resulting in the optimal allocation and utilization of available funding.

It is necessary to establish a CIP project for Asset Management with the \$3 million grant already awarded and Board authorization is requested to program any funding received from this grant into that project. One capital-funded project manager is needed to implement the \$3 million Asset Management grant and this grant should it be awarded. The capital position would be required for the duration of the asset management implementation. This increases the staffing level from 11,092 to 11,093.

The grant amount is \$1 million (100% federal funding, no matching funds required) but has not yet been awarded.

**Board Resolution 2002-22, dated May 2002, allows Metro to apply for federal and state grants that do not require a non-federal match and obtain approval from the Board each time Metro applies for such grants.**

**Programmatic Impact: All programmed repairs can be made with the funds remaining after reprogramming. However, this proposed reprogramming would eliminate the contingency for un-programmed repairs. In the event that other needs are identified, Metro would we have to locate other**

**sources.**

**FROM**

<b>Category</b>	<b>CIP</b>	<b>Description</b>	<b>FY2011</b>	<b>Reprogram</b>
<b>Vehicle/Vehicle Parts</b>	<b>CIP064</b>	<b>1000 Series Rail Car HVAC Rehab.</b>	<b>\$4.25M</b>	<b>(\$.60M)</b>

**TO**

<b>Category</b>	<b>CIP</b>	<b>Description</b>	<b>FY2011</b>	<b>Reprogram</b>
<b>System and Technology</b>	<b>CIP149</b>	<b>Transit Asset Management</b>	<b>\$2.40M</b>	<b>\$.60M</b>

**FUNDING IMPACT:**

Project Manager:	Randy Pozzi
Project Department/Office:	TIES/PPLE
Program:	FY2011 CIP
Project:	CIP149 - Transit Asset Management
Proposed Budget:	\$3,000,000
This Action:	\$3,000,000
Prior Approval:	\$ 0
Remaining Budget	\$ 0

**The current action also authorizes an increase to the Capital Budget in the amount of any additional FTA State of Good Repair grant received based on the application in an amount up to \$1 million.**

**RECOMMENDATION:**

Approval (1) for the FTA Transit Asset Management Pilot Program Grant application; (2) to create a Transit Asset Management Capital Improvement Plan project and approve programming of any funding resulting from this application with that of the previously awarded grant into this project; (3) to authorize an increase in the Capital budget of ~~\$3 2.4~~ million, from \$852.5 million to ~~\$855.5~~ **854.9** million; (4) to authorize 1 new capital position to support project management project implementation, increasing the staffing level from 11,092 to 11,093; and (5) to authorize the General Manager to initiate and award contract

actions or agreements necessary to implement this project; **(6) to reprogram \$0.60 million within the FY2011 capital budget; (7) to authorize an increase to the Capital Budget in the amount of any additional FTA State of Good Repair grant received based on the application in an amount up to \$1 million.**

**SUBJECT: FEDERAL TRANSIT ADMINISTRATION TRANSIT ASSET MANAGEMENT SYSTEM GRANT**

**2011-15**  
**RESOLUTION**  
**OF THE**  
**BOARD OF DIRECTORS**  
**OF THE**  
**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, Metro has submitted a grant application for and has been selected for a \$3 million dollar (\$2.4 million federal funds and \$600,000 Local match) Federal Transit Administration (FTA) State of Good Repair grant; and

WHEREAS, The Local match is available from System Performance Funds allocated to Capital Improvement Program (CIP)-064 (1000 Railcar Series HVAC) which are not needed in FY2011; and

WHEREAS, Metro applied for an additional \$1 million FTA Transit Asset Management System grant which will have no Local match requirement to develop an agency model that will integrate Metro's asset management practices into one, coordinated, organizational strategy, and provide the basis for continually improving asset management practices at Metro; and

WHEREAS, This project will result in organizational goals, policies, and plans that will expedite the deployment of best practices at Metro and will guide future capital planning and programming decisions, to ensure Metro maintains a state of good repair of the system and continues to meet and exceed its safety goals; and

WHEREAS, This project will build upon Metro's current asset management initiatives and systems and, also, incorporate the asset management initiatives underway, including the development of a rail mileage-based asset management system, an asset management software upgrade, and an asset condition database, into an overall asset management implementation plan; now, therefore be it

*RESOLVED*, That the Board of Directors authorizes the creation of a CIP Project entitled Transit Asset Management System with an initial budget of \$3 million to be funded with the proceeds of the \$3 million FTA State of Good Repair grant; and be it further

*RESOLVED*, That the Board of Directors ratifies the application for the FTA Transit Asset Management System grant to develop an agency asset management model that provides the framework for managing Metro's assets; and be it further

*RESOLVED*, That the Board of Directors increases the Capital Budget by \$2.4 million from \$852.5 million to \$854.9 million for the first FTA State of Good Repair grant and further increases the Capital Budget in the amount of any additional FTA State of Good Repair grant received based on the application ratified in this Resolution up to a maximum of \$1 million; and be it further

*RESOLVED*, That the Board of Directors approves the reprogramming of \$600,000 in FY2011 funds from CIP-064 to CIP-149; and be it further

*RESOLVED*, That the Board of Directors authorizes the General Manager and Chief Executive Officer (GM/CEO) to initiate and award contract actions or agreements necessary to implement this project subject to the availability of funds; and be it further

*RESOLVED*, That the Board of Directors authorizes the GM/CEO to create one full-time Capital Project Management position increasing the staffing level from 11,092 to 11,093 to support asset management project implementation; and be it further

RESOLVED, That the actions hereby authorized are subject to the receipt and availability of the federal funds and local match required, if any; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



---

Carol B. O'Keeffe  
General Counsel