



Board Report

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Agenda Number: 5.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
DECEMBER 11, 2024**

SUBJECT: STATE OF GOOD REPAIR

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on State of Good Repair budget and expenses.

ISSUE

To support the discussion for the effective and efficient use of funds, this quarterly presentation provides the committee with Metro’s status in meeting State of Good Repair (SGR) requirements per the Federal Transit Administration’s Transit Asset Management (TAM) Rulemaking. This includes progress on condition assessments performed by Enterprise Transit Asset Management (ETAM) in support of the implementation of the new Enterprise Asset Management (EAM) system.

EQUITY PLATFORM

The Enterprise Transit Asset Management (ETAM) assessment contracts cover all Metro-owned stations, tunnels, bridges, facilities, and buildings that house Metro employees. The ETAM assesses all of Metro’s structures and facilities to prevent major disruption of service to Los Angeles communities. Ensuring a state of good repair directly benefits riders, particularly those from Equity Focus Communities, who are more reliant on public transportation for their daily needs.

ATTACHMENTS

Attachment A - Presentation

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Measure M Independent Taxpayer Oversight Committee

Enterprise Transit Asset Management

State of Good Repair

December 11, 2024



Metro

Transit Asset Management – Accomplished and In Progress as of FY25 Q1

Continued Condition Assessments:

- Structures Inspections Contract: 7-year contract for FY20-26 inspections. Approved 4 of 27 final inspection reports by the end of FY25 Q1.
- Facility Condition Assessments required per FTA TAM Rulemaking: 3-year contract for FY23-25 required assessments. Planning to complete 75 assessments in FY25.

Asset Inventory requires new asset records from near term new projects:

- AMC (all assets on new segment K line to C Line)
- Foothill 2B
- Westside PLE 1

FTA TAM Rulemaking compliance deadline:

- October 31, 2024: Reported FY24 data into NTD
- October 31, 2024: Group TAM data reported to NTD
- October 3, 2024: FY25 Target memo signed by CEO/Accountable Executive
- October 1, 2024: Group TAM updated

Federal Transit Administration (FTA) Annual Reporting 10/31/2024

Rolling Stock and Equipment: FY25 Targets

FTA TAM Rulemaking: “§ 625.45 Setting performance targets for capital assets.

(a) General.

(1) A provider must set one or more performance targets for each applicable performance measure.

(2) A provider must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM plan horizon period.”

FTA TAM Performance Measures / Targets						Based on FY24 Census Date (6/30/2024)				FY25 Forecast (6/30/2025)			
Asset Class	Performance Measure based on 49 CFR Part 625	① FY24 Target (reported to FTA)	② = ⑥ / ⑤ FY24 Actual (Calc'd by FTA)	② = ① FY24 Performance Meet/Exceed	③ = ⑩ / ⑨ FY25 Target* (reported to FTA)	④ Total Asset Count	⑤ "Active" Asset Count	⑥ Meet/Exceeded ULB (NTD Method [†])	⑦ Average Age	⑧ Total Asset Estimate	⑨ "Active" Asset Estimate	⑩ Meet/Exceeded ULB (NTD Method [†])	⑪ Average Age
Rolling Stock	Articulated Bus (AB)	35%	34.07%	Met	35%	277	270	92	8.3	274	269	94	9.3
	Bus (BU)	1%	1.68%	Not Met	2%	1,789	1,722	29	8.1	1,877	1,809	32	8.8
	Heavy Rail Vehicles (HR)	30%	30.23%	Not Met	24%	100	86	26	27.4	126	112	26	22.4
	Light Rail Vehicles (LR)	0%	0.00%	Met	0%	337	317	0	9.0	337	323	0	10.6
625.43(b): Rolling stock. The performance measure for rolling stock is the percentage of [active, dedicated] revenue vehicles [for which the agency has capital responsibility] within a particular asset class that have either met or exceeded their useful life benchmark.													
Equipment	Automobiles	52%	51.75%	Met	57%		487	252	9.8		500	284	10.3
	Trucks and Other Rubber Tire Vehicles	41%	42.71%	Not Met	52%		995	425	11.0		1,024	523	11.4
	Steel Wheel Vehicles	20%	20.00%	Met	20%		10	2	11.1		10	2	12.1
625.43(a): Equipment: (non-revenue) service vehicles. The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their useful life benchmark.													

* FY25 Target is the forecast performance or condition rounded up to the next whole percentage.

† Uses the FTA/NTD method of calculating age: **Census Year - Year of Manufacture** for each asset.



Federal Transit Administration (FTA) Annual Reporting 10/31/2024

Facilities and infrastructure: FY25 Targets

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Asset Class	Performance Measure based on 49 CFR Part 625	①	② = ⑥ / ⑤	② = ①	③ = ⑩ / ⑨	④	⑤	⑥	
		FY24 Target (reported to FTA)	FY24 Actual (Calc'd by FTA)	FY24 Performance Meet/Exceed	FY25 Target * (reported to FTA)	Total Asset Count	Facilities Assessed	Facilities Below TERM Condition 3	
Facilities	Passenger Facilities (Stations & Parking)	625.43(d): Facilities. The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%	0.00%	Met	0%	285	233	0
	Administration & Maintenance Facilities		0%	0.00%	Met	0%	152	152	0
Infrastructure	Asset Class	Performance Measure based on 49 CFR Part 625	FY24 Target (reported to FTA)	FY24 Actual (Calc'd by FTA)	FY24 Performance Meet/Exceed	FY25 Target * (reported to FTA)		Total Revenue Track	Average Performance Restriction
	Heavy Rail (HR)	625.43(c): Infrastructure: rail fixed-guideway, track, signals, and systems. The performance measure for rail fixed-guideway, track, signals, and systems is the percentage of track segments with performance restrictions.	2%	0.19%	Met	2%		31.84 miles	0.06 miles
	Light Rail (LR)		4%	2.77%	Met	4%		186.76 miles	5.18 miles

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‡ Uses the FTA/NTD method of calculating age: **Census Year - Year of Manufacture** for each asset.



Setting and Using Targets – Response to Director’s Comments

In response to Director’s comment about more explanation of target numbers at the 10/3/2024 MMITOC meeting:

Rolling Stock:

- Buses: Deliveries continue to be impacted due to supply chain issues; therefore, affecting retirements.
- Rail Vehicles: HR4000 supplier is challenged due to production issues.

Non-Revenue Vehicles:

- Delivery delays are expected to continue due to supply chain delivery disruptions, significant price increases, and rebidding of procurements due to lack of bids from dealers.

Facilities: No change in targets as facilities continue to be in adequate or better overall condition.

Infrastructure:

- Slow Zone target setting considers vandalism (such as fence cutting and cable theft) which continues to be a factor in responding to unscheduled maintenance.

Use of Targets by Others:

- ETAM reviews data to formulate targets and performance, is shared with Operations and Finance for their consideration of capital project budgeting and by Planning for considering SGR needs in the Short- and Long-Range Transportation Plans.
- Targets and performance are shared with SCAG for use in setting regional targets for Southern California transit operators.



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Thank you!

Enterprise Transit Asset Management

State of Good Repair



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