



Implementing an Asset Management Program at a Legacy Transit System

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A Legacy Transit System

- SEPTA was created between 1964 and 1983 from the consolidation of bankrupt regional transportation providers.
- Many assets had fallen into a state of disrepair before SEPTA assumed operations.
- Documentation on assets was lacking.



Expansive and Multimodal



- Sixth largest public transportation agency in the country.
- Operating area: 2,200 square miles.
- Multimodal:
 - Heavy Rail
 - Commuter Rail
 - Light Rail
 - Bus
 - Trackless Trolley
 - Paratransit
- Utilizing infrastructure maintained and owned by Amtrak, freight, and the City.

A Diverse Asset Portfolio



A Diverse Asset Portfolio



- 400 miles of mainline track
- 364 bridges
- 77 Substations/ Switching Stations
- 345 Stations and Bus Terminals
- 23 Vehicle Maintenance Shops



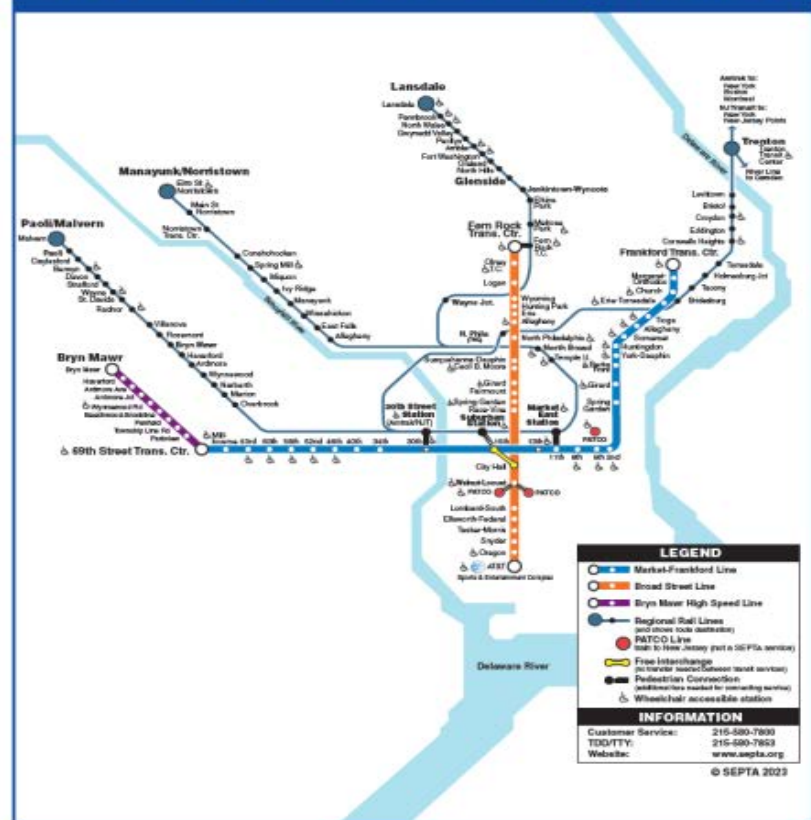
With Recent Funding Challenges

SERVICE REALIGNMENT PLAN PUBLISHED SEPTEMBER 2013

Regional Rail & Rail Transit 2013



Without Critical Funding... What Will Happen to SEPTA Rail Network by 2023



Demonstrating the Impact of Reduced Funding

Giving Transit Needs a Voice

- State of Pennsylvania passed a new transportation funding bill in November 2013.
- Sustainable funding source allows SEPTA to address current and future SGR needs.
- “Rebuilding the System” remains a key component of the Corporate Roadmap.



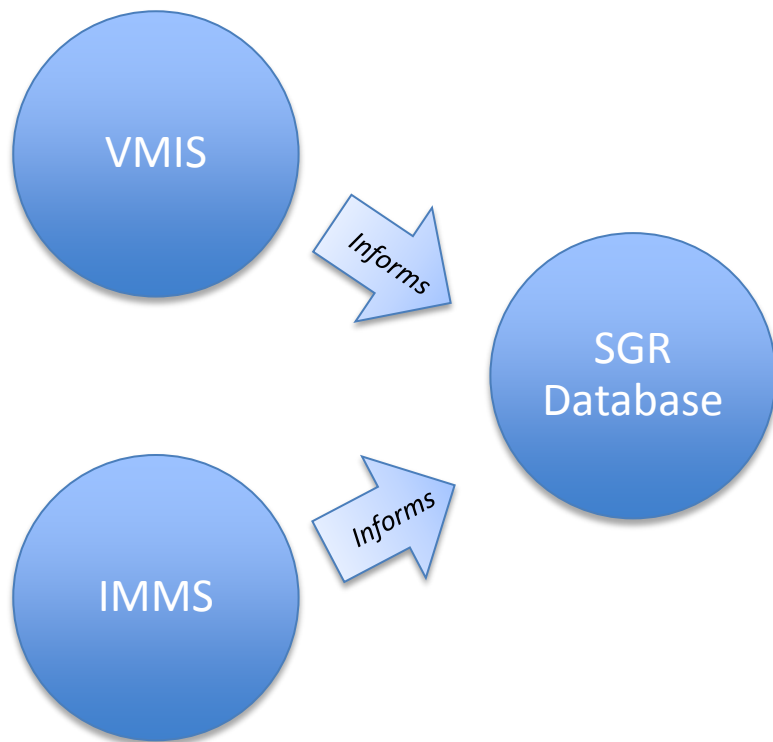
Turning Data into Information



- Asset Management Program Implementation
 - Develop Program Framework
 - Identification of Existing Practices and Gap Analysis
 - Procurement of Software Tools
 - Capital Needs Inventory
 - Maintenance Management System Implementation
 - Asset Management Plan Development



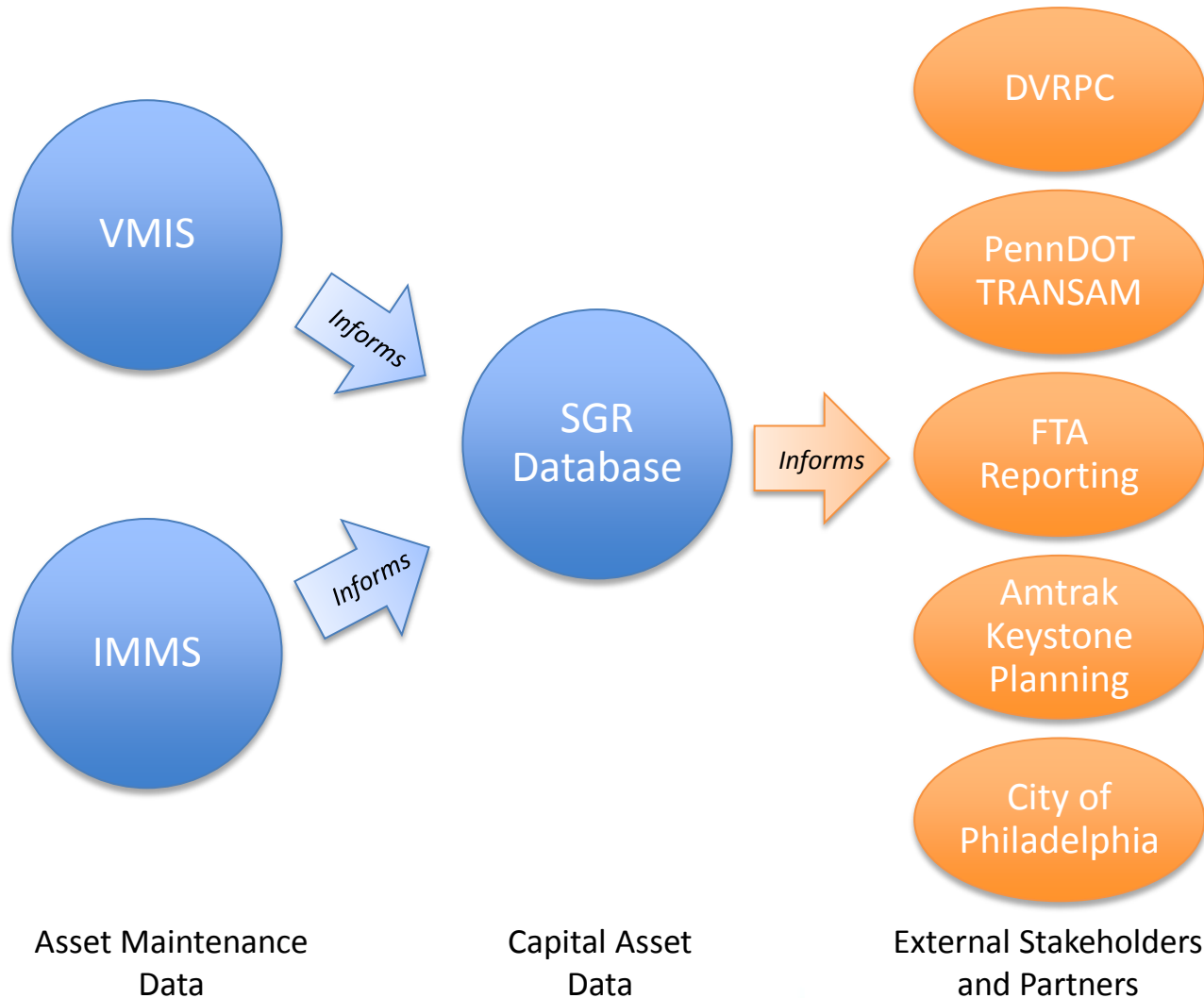
Data-Supported Decision Framework



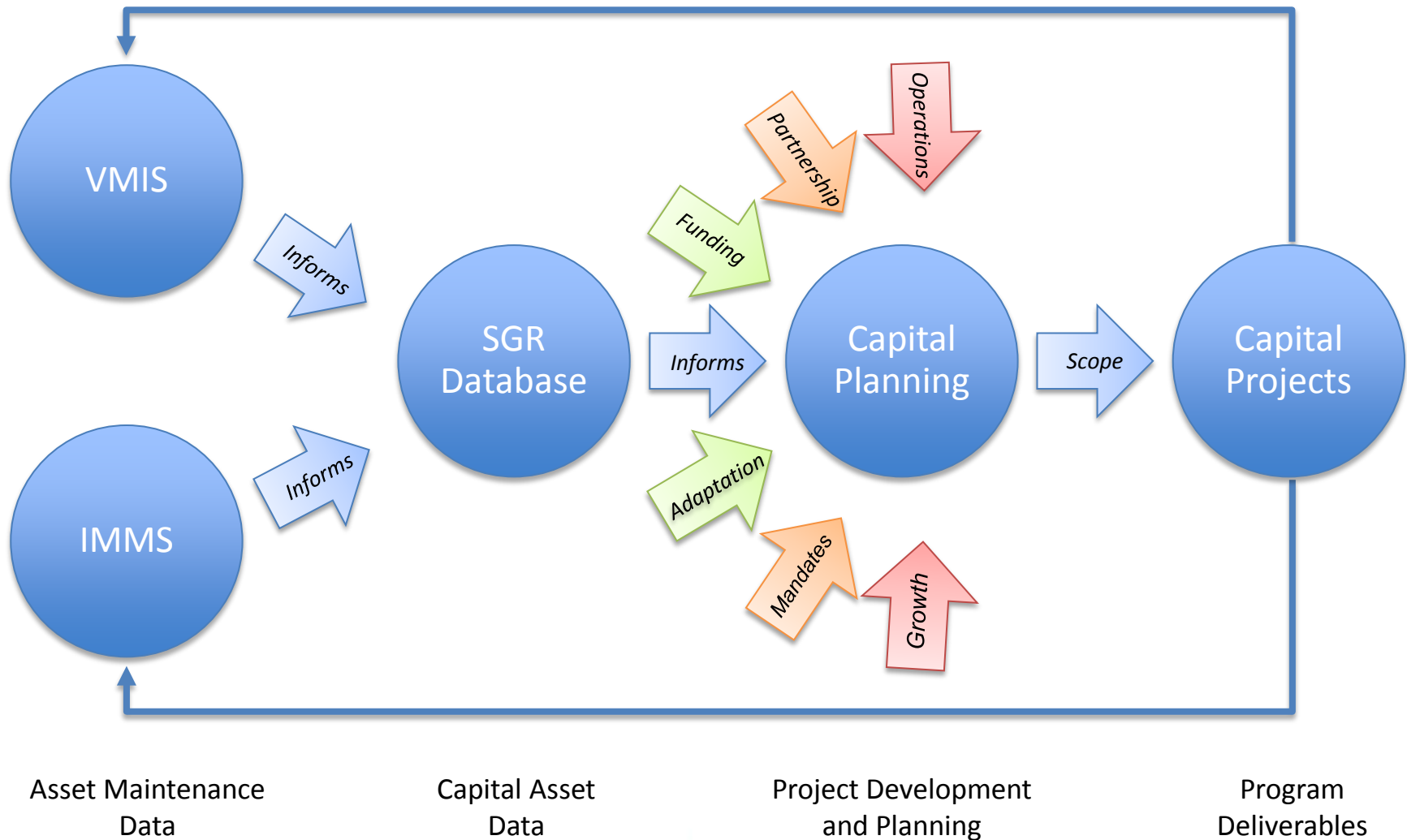
Asset Maintenance
Data

Capital Asset
Data

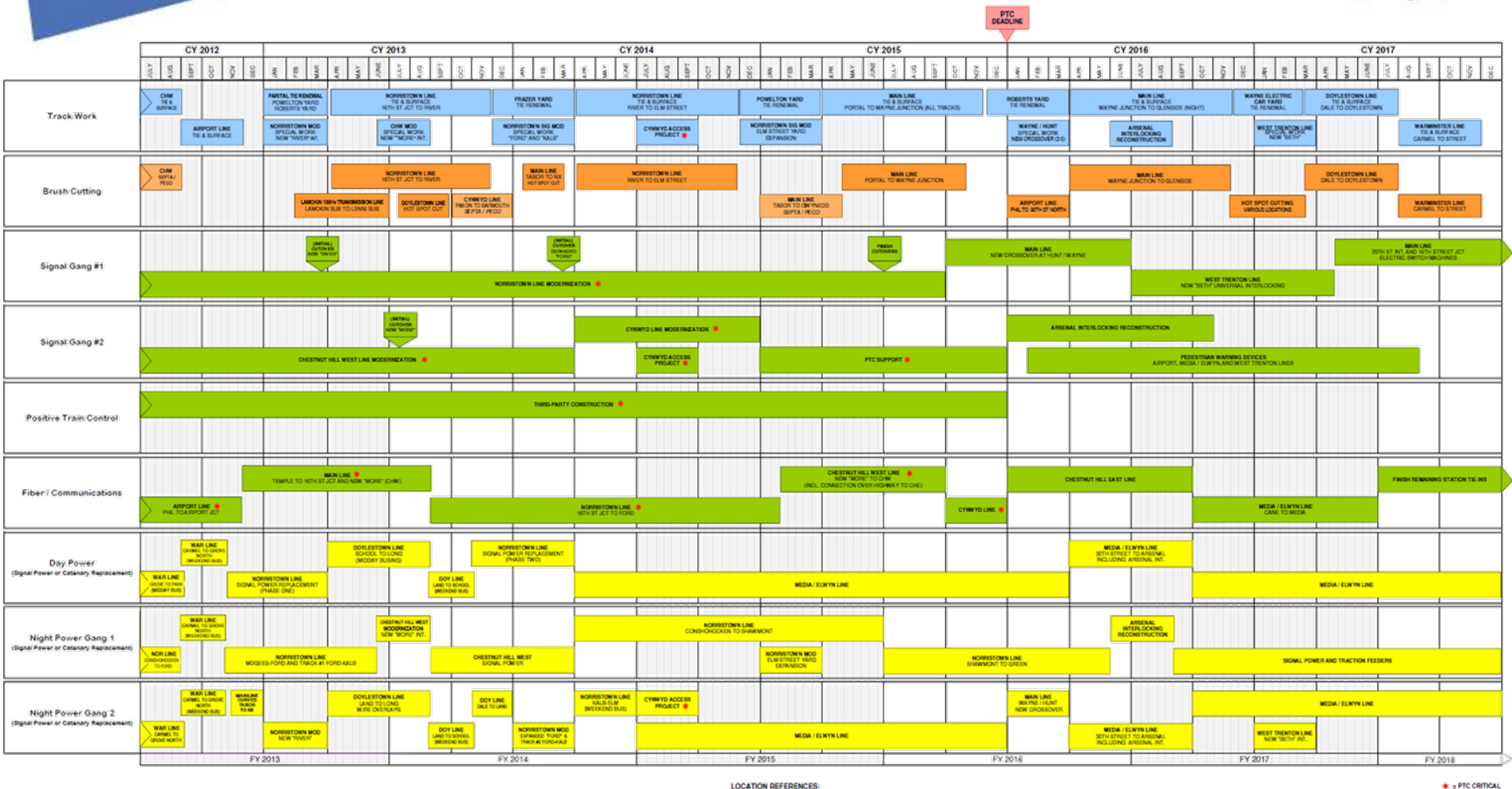
Data-Supported Decision Framework



Data-Supported Decision Framework

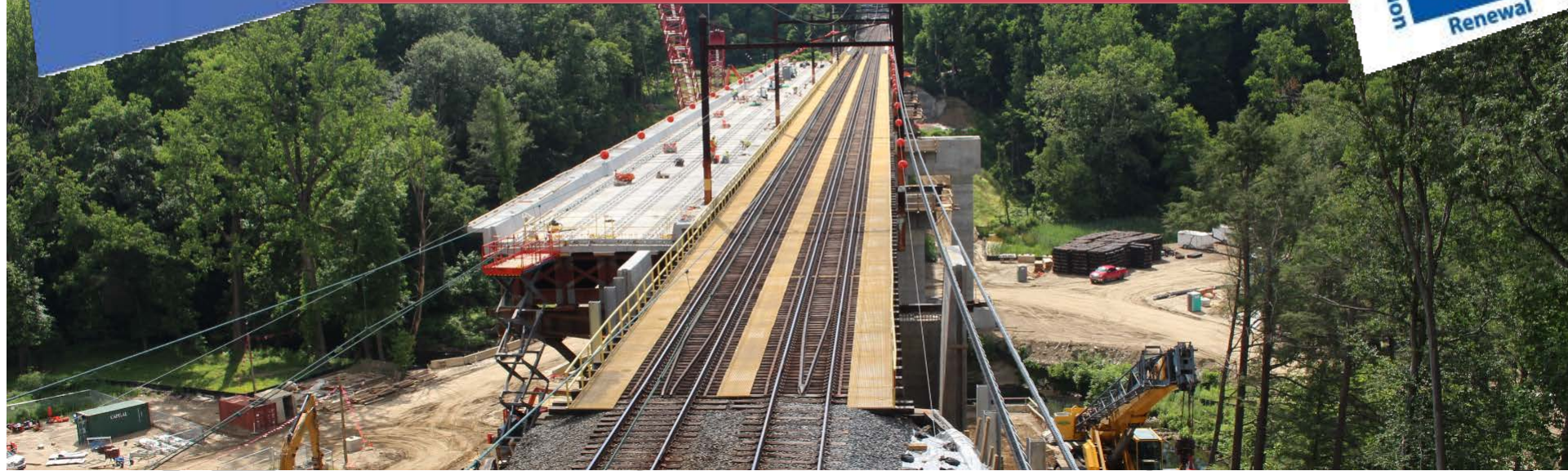


Lifecycle Data drives Planning

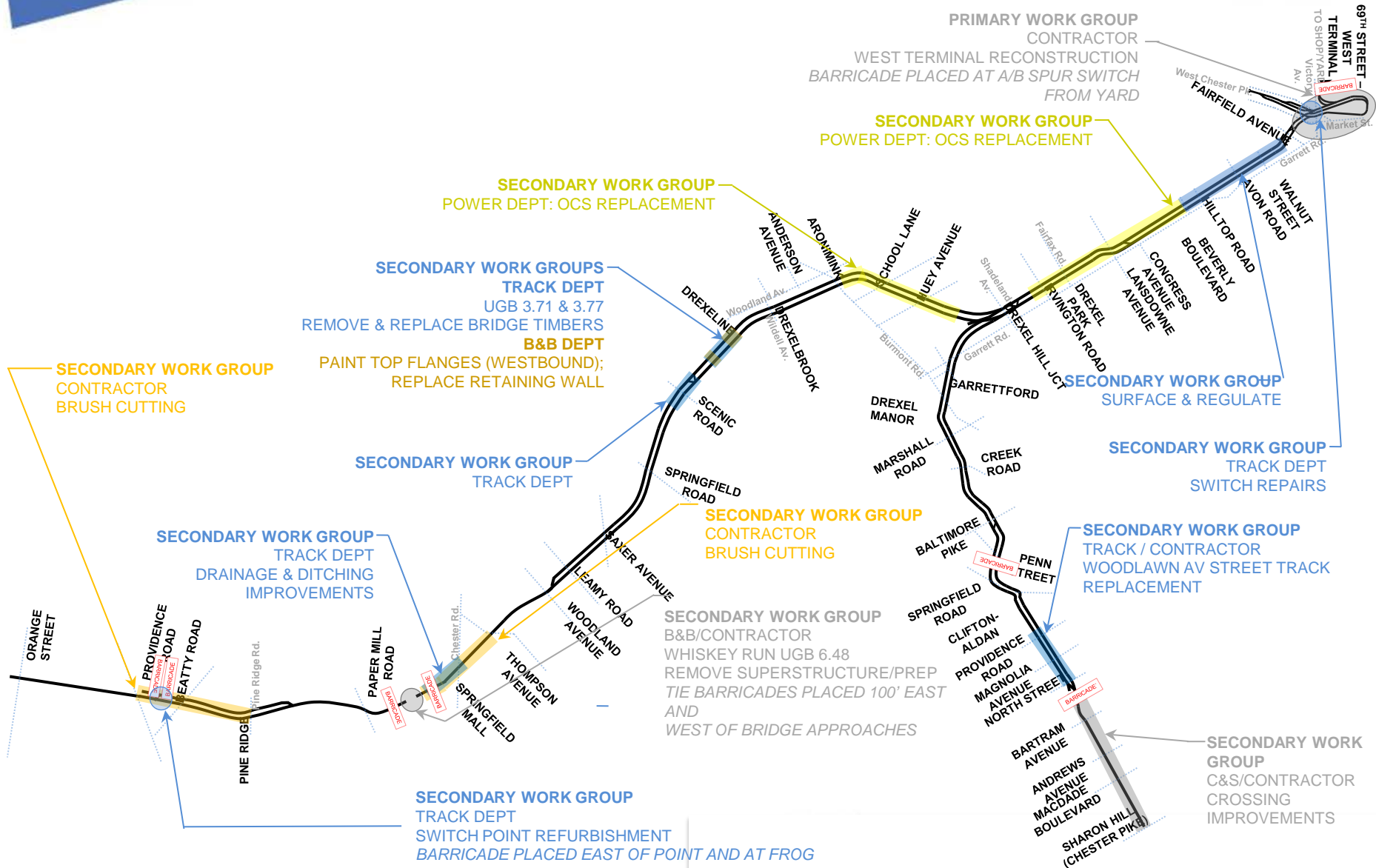


On the Commuter Railroad, drivers include Positive Train Control, Plant Rationalization, and Normal Replacement.

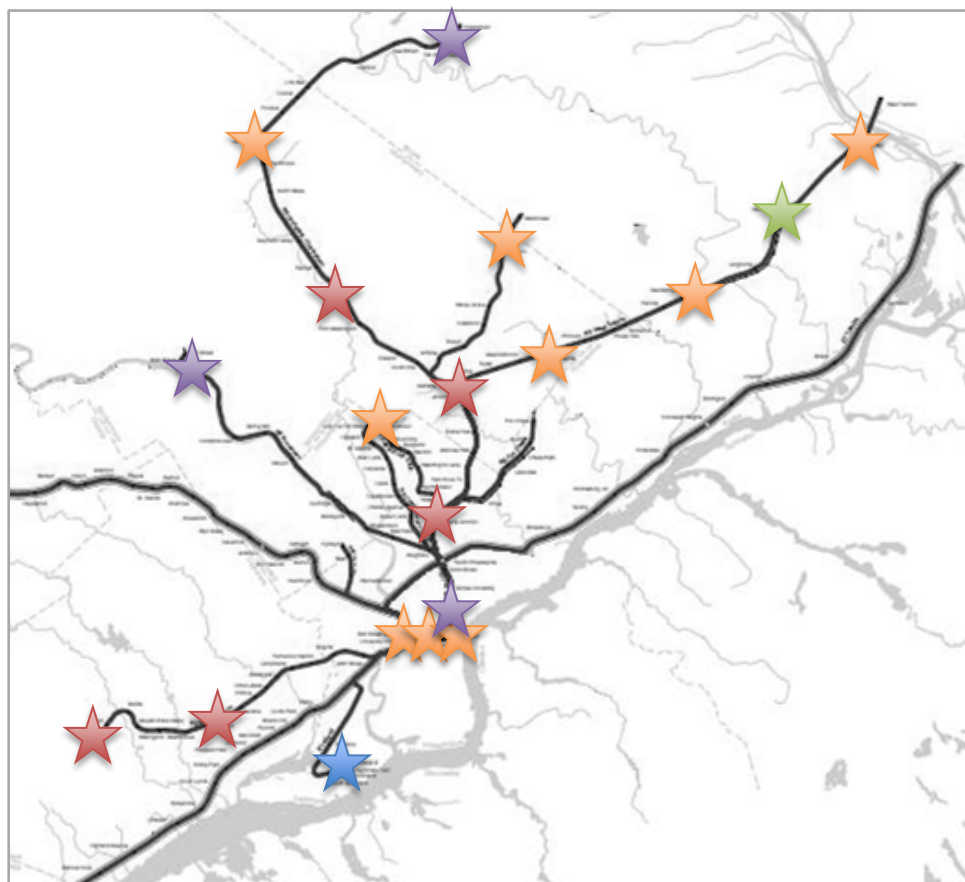
Media/ Elwyn Line



Ensuring Safety with the Work Plan



Substation Program: Prioritized by Risk



Prioritized by Reliability, Operational Impact, and Redundancy



Overhaul of Ambler Substation (1930) to start in Summer 2016

Resiliency Program Addresses Risk

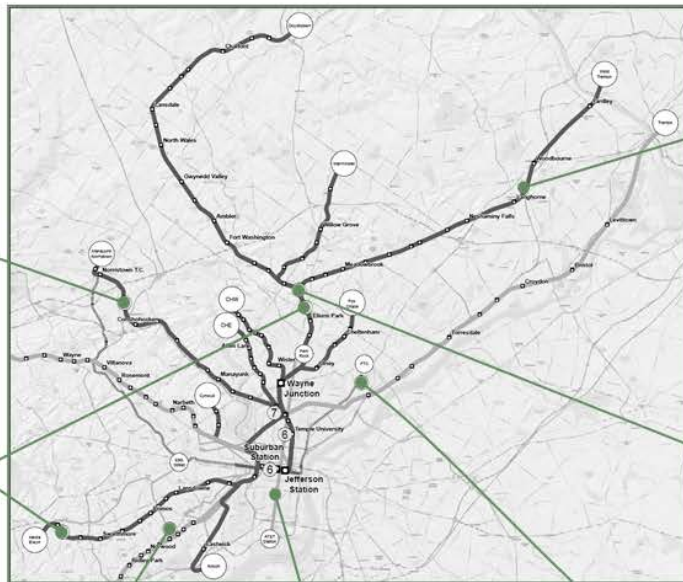
**MANAYUNK/ NORRISTOWN LINE SHORELINE
STABILIZATION**



RAILROAD EMBANKMENT AND SLOPE STABILIZATION



SHARON HILL LINE FLOOD MITIGATION



RAILROAD SIGNAL POWER REINFORCEMENT



JENKINTOWN AREA FLOOD MITIGATION



SUBWAY PUMP ROOM EMERGENCY POWER



ANCILLARY CONTROL CENTER



Program Status



- Enterprise Maintenance Management System implementation ongoing. (Training Summer 2016)
- Update of Capital Asset Inventory (ongoing)
- Development of Asset Management Plan (ongoing)



Moving Forward



- Final implementation of Enterprise Maintenance Management Systems (Winter 2016)
- Finalization of Framework (Post Rulemaking)
- Asset Management Plan Completion
- Development of PMP to gather asset data for ongoing projects
- Continued coordination with agency stakeholders





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