

FTA's State of Good Repair Initiative

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2011 Bus & Paratransit Conference

Why Should FTA Care About SGR?

Two Fundamental Reasons

- Protect significant investments of federal dollars in US transit systems
- and*
- Provide a RELIABLE and SAFE system for the traveling public



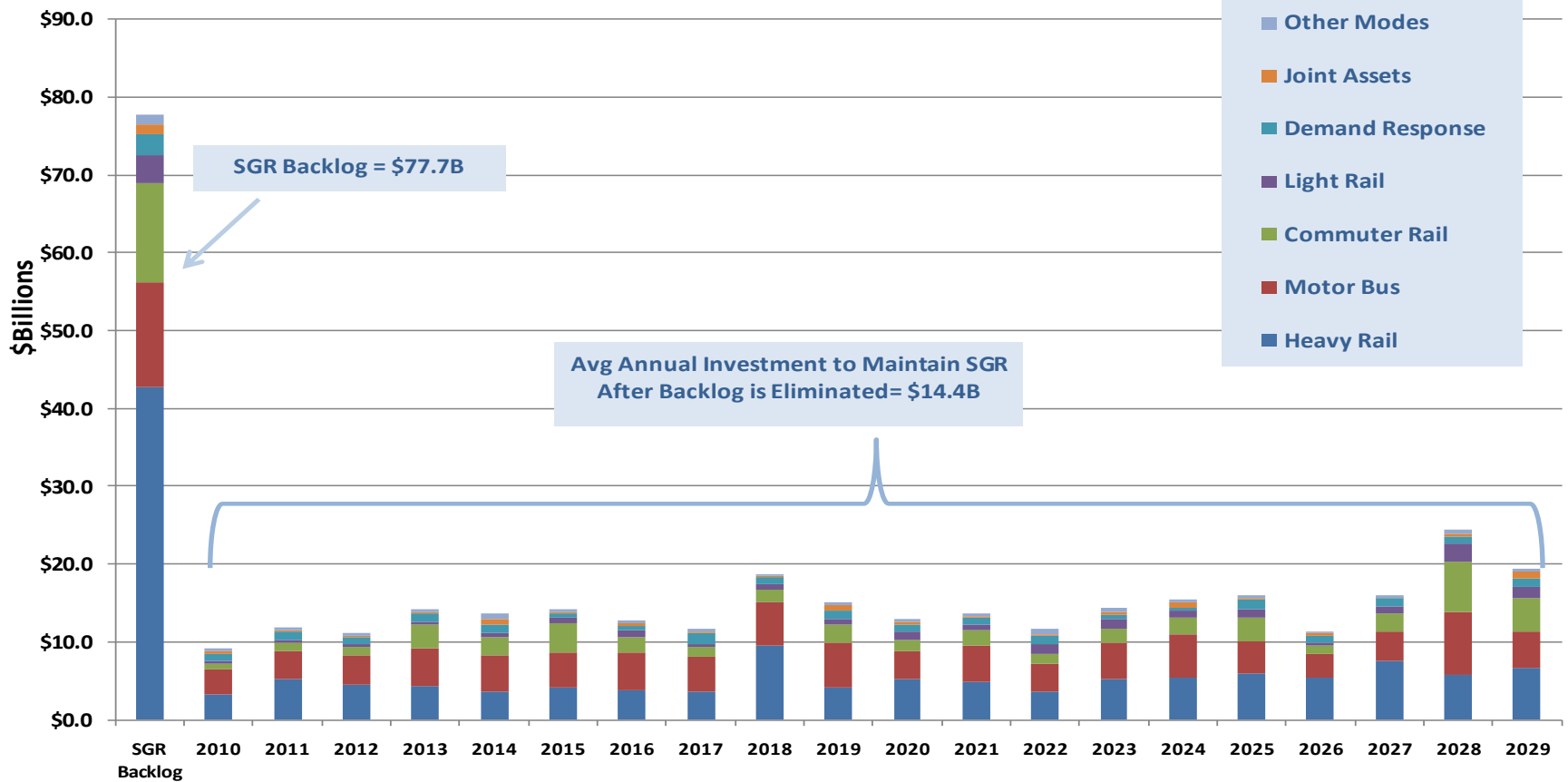
The SGR Problem

- June 2010 National SGR Assessment:
 - There is \$77.7 billion backlog
 - \$18.3 billion per year for 20 years needed to tackle the backlog & emerging recapitalization needs.
 - \$14.4 billion per year needed to maintain a SGR.
 - 1/3 of the nation's transit assets are in marginal or poor condition.
 - Outdated capital planning systems foster suboptimal allocation of available funds to capital assets.



SGR Backlog by Mode and 20 Year Forecast By Mode & Year

SGR Backlog and 20 Year Needs: US Transit



State of Good Repair (SGR) & Transit Asset Management (TAM)

- June 2010 FTA report "*Transit Asset Management (TAM) Practices -- A National and International Review*"
- Summarized SGR/asset management practices at various types/sizes of agencies
- All participating agencies had some system of asset management, albeit at varying levels of maturity & sophistication



TAM Report Identified Opportunities for Improvements

- Align agency policy goals and objectives with an asset management approach that identifies achieving SGR as an objective
- Create an inventory for all assets
- Establish data collection protocols
- Represent complex assets at the component and subcomponent levels



TAM Report - Opportunities for Improvements (Cont'd)

- Establish a condition assessment approach and assessment measures for all assets, including defect tracking.
- Establish a comprehensive set of performance measures relating maintenance to user impacts and report these regularly.



SGR Efforts To Date 2010

- Report – National SGR Assessment {update of Rail Modernization Study} (June 2010)
- Report: Transit Asset Management Practices – National and International Review (June 2010)
- 2nd FTA SGR Roundtable (July 2010)
- 3 NTI Transit Asset Management Courses (Summer 2010)
- NOFA for \$1.4 million for SGR Management Approaches and Transit Assets Condition Assessment Methodologies (October 2010)



SGR Efforts To Date 2010-2011

- SGR Bus and Bus Facilities grants awarded covering 152 projects in 45 states and the District of Columbia totaling \$776 million (November 2010)
- NOFA for \$3 million for Transit Asset Management Pilot Project (November 2010)
- SGR Management Approaches and Transit Assets Condition Assessment Methodologies Research Awards (February 2011)
- TAM Pilot Projects Awards (pending)



Other SGR Efforts To Date

- Worked with SGR Industry WG to develop options for defining SGR for Federal purposes
- Worked with SGR Industry WG to develop framework for asset categories based on Safety Criticality



SGR Definition Framework

- FTA's current thinking on a framework for a SGR definition:
 - Asset condition (meets certain criteria)
 - System performance (meets certain performance levels)
 - Repair Backlog (below certain threshold)
- Agency-specific SGR definitions and goals could be applied for agency management purposes



SGR Definition Framework (cont'd)

Current Thinking on Categorizing Assets Based on Safety Criticality:

- ① Deterioration of asset condition does not permit the safe use of the asset in system operation and requires removal from service
- ② Deterioration of asset condition requires reduced performance level in order to ensure operational safety
- ③ Deterioration of asset condition does not require removal from service or reduced performance in order to ensure operational safety



FTA Proposes a New Rail and Bus State of Good Repair Program

- Replace the Fixed Guideway Modernization and the Bus & Bus Facilities programs.
- Funding formula proposes a two-tier system:
 - One tier for bus systems – 25% of the funds
 - One tier for rail systems – 75% of the funds
- FTA is working with Congress to develop a formula for allocating the funds
- Next slide shows FTA's recommendations for the formula



Proposed Rail and Bus State of Good Repair Program

- FTA recommends that the formula --
 - Allocate funds based on relative cost to restore assets to a SGR
 - Does not inequitably reward agencies that failed to adequately maintain their assets
 - Assures equitable treatment of relative needs of rail and bus systems, and
 - Provide an incentive for development and implementation of aggressive asset management methods and techniques.



SGR and 6-Year Reauthorization

- **Over six years, FTA proposes \$119.2 billion for FTA programs**
- **Nearly one-third, or \$35.5 billion identified for the proposed Bus and Rail State of Good Repair Program**
- **Rebuilds the country's infrastructure for the 21st century**



Future SGR and TAM Activities

- Distribute TERM-Lite to transit agencies to increase asset data collection (2011)
- CEO SGR Summit (date to be announced)
- 3rd SGR Roundtable (July 20-22, Atlanta, GA)
- Evaluate TAM Pilot Projects in field (2011/2012)
- Asset Management Training Courses (2011/2012)
- Technical Assistance Workshops for Asset Management in conjunction with APTA meetings (proposed)

