



FEDERAL TRANSIT ADMINISTRATION

# **State of Good Repair & Transit Asset Management**

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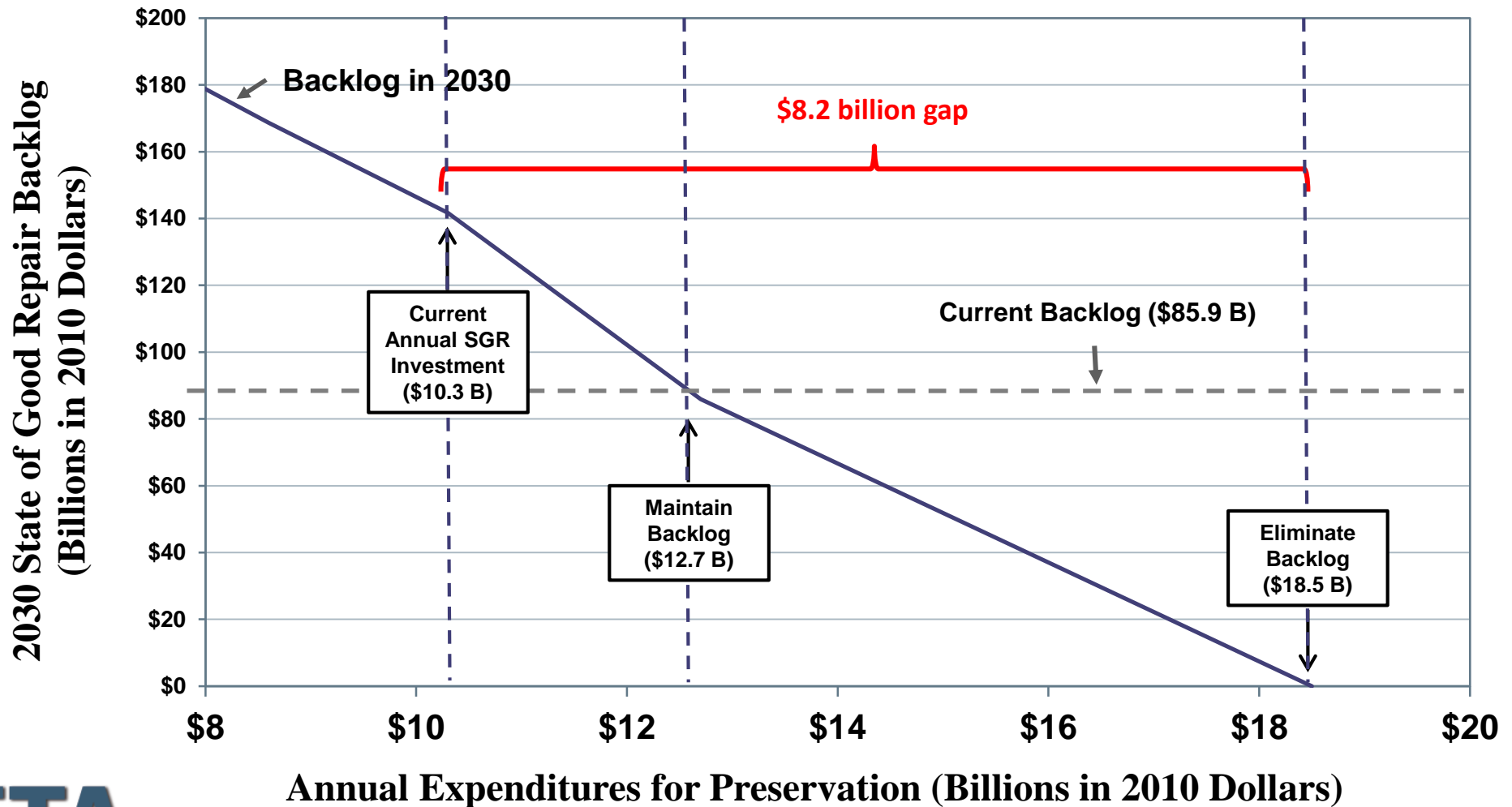


**U.S. Department of Transportation**  
**Federal Transit Administration**

# FTA's Estimate of the SGR Backlog Has Grown

- 2010 Conditions & Performance (2008 data and \$'s)
  - \$78.0 Billion = **\$79.6 Billion** (in 2010\$)
- 2013 Conditions & Performance (2010 data and \$'s)
  - **\$85.9 Billion** (in 2010\$)
- Estimate increased by 9.7%

# The current reinvestment rate is not sufficient to reduce the SGR backlog...



# GROW AMERICA ACT

- \$302 billion, four year surface transportation reauthorization proposal to repair roads, bridges, transit systems, and railways
- Includes \$72 billion for transit systems over 4 years
- \$31 billion targeted to state of good repair for both bus and rail systems
- Almost \$11 billion for capital investment grants including core capacity projects

# National Transit Asset Management System

Define state of good repair, including objective measures of asset conditions

Establish SGR performance measures -- each grantee must set SGR performance targets and report to FTA annually

All recipients and sub-recipients must develop transit asset management plans

Report to the NTD data on asset inventories and condition assessments

Technical assistance from FTA

# 4 Proposed Methods for Defining SGR

## Age-based

Assets should be scheduled for replacement beyond a certain maximum age

## Condition-based

Assets should be replaced once inspections identify deteriorated conditions

## Performance-based

Assets should be replaced when their deteriorated condition reduces speed or reliability

## Comprehensive-assessment

Combines age, condition inspections, performance data, and maintenance history

Less Burden

More Accuracy

# Defining SGR Has Cross-Cutting Impacts

- Section 5337: State of Good Repair Grants are to “maintain [transit] systems in a *state of good repair*”
- Section 5329: The National Public Transportation Safety Plan must include the definition of *state of good repair*
- Sections 5303 & 5304: Metropolitan and Statewide Plans must include transit *state of good repair* performance targets
- Section 5309(a)(2): Core Capacity projects excludes “elements designed to maintain a *state of good repair*”
- Section 20008(b): Applicants for the Expedited Project Delivery Pilot Program must certify that their existing system is in a *state of good repair*

# SGR Performance Measures

FTA must establish performance measures based on the SGR definition

Recipients set their own targets, report on progress annually

- No rewards for making a target
- No penalties for missing a target

Investment  
Prioritization

SMS  
Approach to  
Safety

Performance-  
Based  
Planning  
Process



# TAM Plans for All Grantees

- Each recipient and subrecipient must develop a TAM Plan

## TAM Plan requirements:

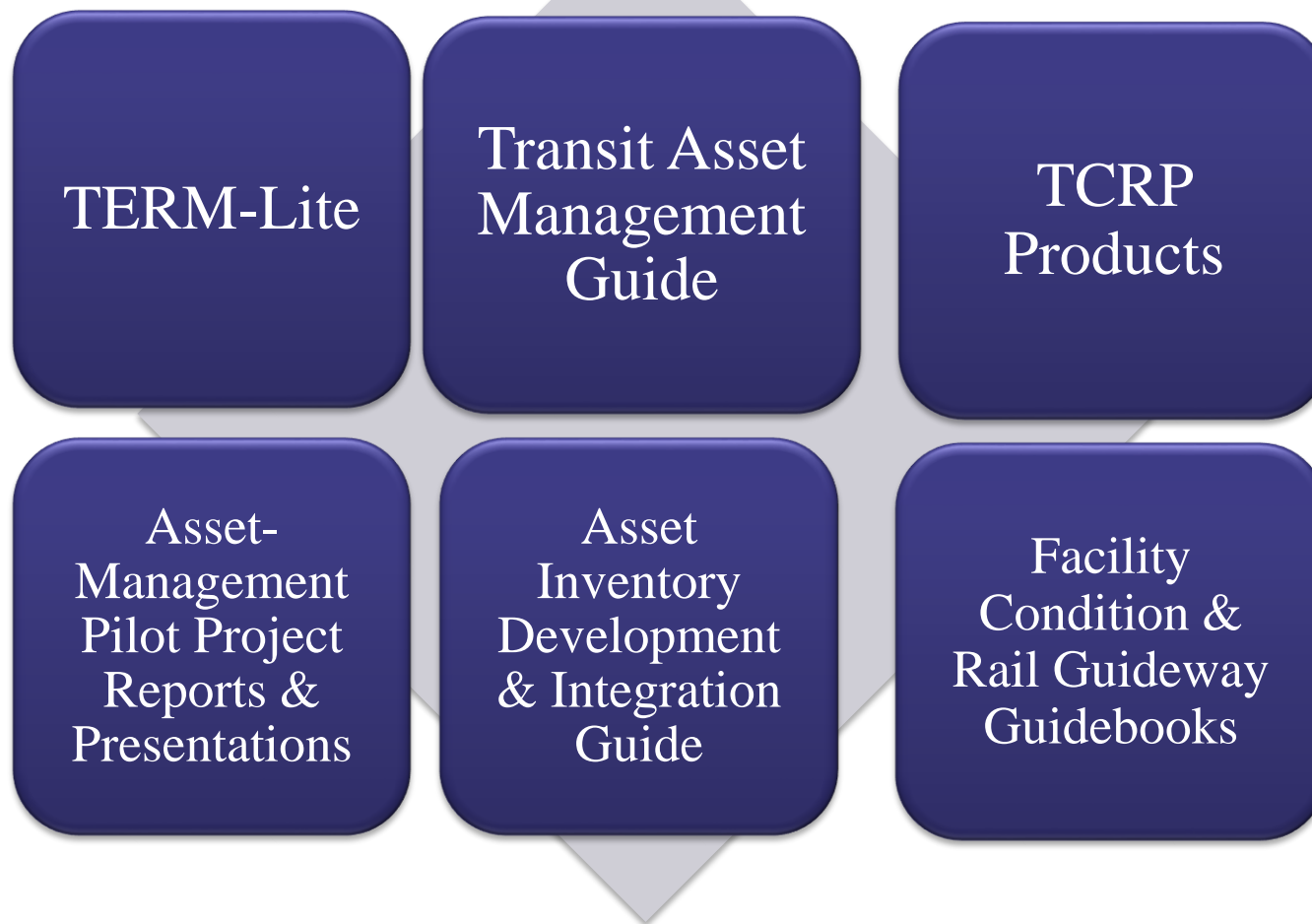
- 1) Asset inventory with condition assessments
- 2) Investment prioritization
- 3) Certification by the recipient to FTA

- FTA plans to minimize the impacts of the new requirements on small grantees

# NTD Asset Inventory Module

- NTD reporting requirements will be handled separate from the rule-making
- Pre-pilot conducted in 2012
  - minimize reporting burden
  - focus on essential data needed by FTA
  - asset inventory for NTD reporting will likely be at a higher level than the asset inventory needed for a TAM Plan

# Technical Assistance from FTA

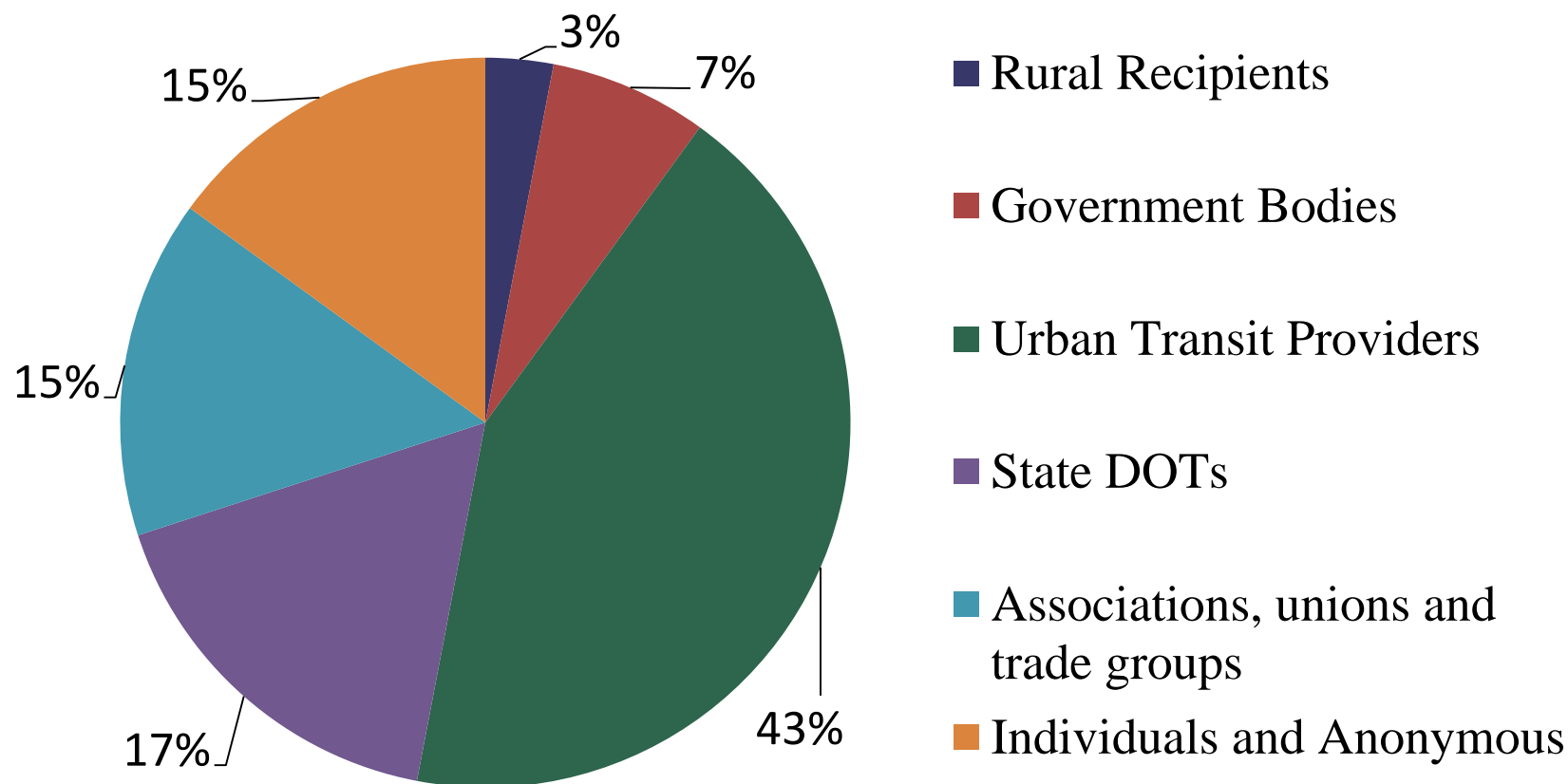


[www.fta.dot.gov/sgr](http://www.fta.dot.gov/sgr)

# Why An ANPRM?

- Give the transit industry a full understanding of FTA's approach to implementation of safety and TAM requirements
- Highlight inherent linkages between asset condition and safety
- Seek transit industry comment on all of the core questions surrounding FTA's approach in order to guide development of programs

# WHO COMMENTED ON THE ANPRM?



146 Respondents, over 2,500 pages of comments

# Definition of SGR

- “The definition of ‘State of Good Repair’ must remain simple – ‘an asset fit for its intended purpose.’” – APTA
- A possible definition of SGR: "a state...in which a transit agency maintains its physical assets according to a policy that minimizes asset life-cycle costs while avoiding negative impacts to transit service." -- Massachusetts Association of Regional Transit Authorities
- “Ultimately, having a combination of age, condition, and performance would be best but it will likely take agencies years to reach that point. “ – Utah Transit Authority

# Performance Measures

- “Use performance measures that are simple, understandable and at a high level.” -- Centre Area Transportation Authority (CATA)
- “Collecting performance target data through the NTD makes the most sense and would facilitate developing requirements that are applicable across agencies.”-- Alameda Contra Costa Transit District
- “It seems to make sense that SGR should be defined differently for different asset classes, because these assets have different impacts upon whether a transit agency safely & effectively delivers the service that it is charged to deliver ("criticality").” --*Massachusetts Association of Regional Transit Authorities*

# TAM Plans & Inventory

- “*Annual updates* of the TAM plan should be required... Certification should be part of the existing annual certifications and assurances process.” -- Maryland Department of Transportation
- “TAM plans should apply to assets owned by the transit agency, even if operated by third parties. Replacement of these assets represents a future capital liability of the agency.” -- Pace Suburban Bus
- “Capital asset inventory should “Include current NTD fields, but for each asset (Rural NTD keeps assets in groups).” -- Oregon DOT



# Certification & Target Setting

- “NTSB has found that statistical information is most useful when relevant topics are consolidated in a single location. FTA’s NTD appears to be an ideal repository for the SGR performance target data. In addition, the NTD should be designed to allow as many features as possible to be cross-referenced.” -- National Transportation Safety Board
- “The time horizon of the performance targets should be established by the agency in timeframes that are appropriate for the agency’s capital plan.” – SEPTA
- “Board of director approval of TAM plans likewise are problematic. This is a technical document, not a policy decision for a board. Certification by a responsible official is sufficient.” -- APTA