

SGR DEFINITION QUESTIONS

1. What should constitute a “major system”?
2. Should FTA consider components lower than the “major system” level for determining SGR compliance?
3. What should be the percentage threshold for a transit agency’s overall “major system” to be in good condition to declare the transit system in a SGR industrywide?
4. What period of time should be used for assessing SGR compliance?
5. How should the condition of each major asset be determined (e.g. physical condition combined with actual performance and maintenance/repair backlog) and how should the ratings be factored to determine a percentage for the transit system (e.g. straight averaging method, weighted averages based on asset type – for example higher weight for safety critical assets, or for vehicles, etc.)?
6. How should an asset physical condition, asset performance, and asset backlog be factored to generate a SGR percentage for each major system?
7. Should the useful life of an asset be considered when assessing a major system’s components for SGR and if so how should it be factored in the equation?
8. What criteria should be used for measuring each major system’s performance?
9. What criteria should be used for measuring maintenance/repair backlog?

SAFETY CRITICAL ASSETS QUESTIONS

1. Do you agree with the proposed criteria for determining “safety critical” assets for SGR funding purposes? Explain your answer, yes or no.
2. Are 3 levels sufficient?
3. Other thoughts?