

MTAP Member Discussion – Standards for State of Good Repair (SGR)

1. How are you determining the baseline for establishing state of good repair? How are you determining if a vehicle is in a SGR? What is the measure?
2. Are you using standards in addition to the required Useful Life standard? Like miles, condition, lifecycle costs?
3. Content v. Process...what does a vehicle being out of SGR mean? Do we have to replace it?
4. Has SGR forced you to reconsider your disposition schedule?
5. Many transits are worried about the political and legal ramifications of vehicle disposition. Even if there isn't a legal issue, is there a perception issue? What steps are people taking to work with their transit systems to ease fears?
6. Perfect is the enemy of the good – should we focus on doing the bear minimum that needs to be done to get our TAM plans done or should we do more?
7. How are your 5310 providers coming along? Do you have a clear definition of 5310 operators who provide public transportation to a segment of the population (seniors, low income, people with disabilities) versus 5310 operators providing closed door transportation to a segment of the population?
8. FTA has published a cheat sheet on Useful Life Benchmarks which is considerably different from the Minimum Service-life categories listed in past circulars. Which standard do you feel is more accurate in representing Useful Life for your grantees?



MTAP Member Discussion – Facilities

1. How are you meeting the state of good repair processes for your facilities?
2. What challenges are states running into in terms of determining the condition of its facilities?
3. How are you dealing with your 5310 grantees whose facilities may or may not be transit related?
4. Are there any success stories?

MTAP Member Discussion – Working With MPOs

1. How are members working with their MPOs to meet regional goals?
2. Are states noticing any difference in what transit agencies are reporting to their MPOs from what the transit agencies are reporting to the state?
3. Are the MPOs asking the questions of transit agencies differently?
4. Which state DOT thinks its coordination process with its MPOs is successful?

MTAP Member Discussion – Implications on Grants Management Systems

1. Are people using their GMSs to meet reporting requirements? And how?
2. What challenges have you run into?
3. How is it working with NTD? Are there any workarounds?
4. What methods are you using to avoid duplication of data?



MTAP Member Discussion – Working with Transit Systems

1. Have you provided any training on the TAM requirement to your grantees?
2. Have providers submitted names of their Accountable Executive?
3. Are there any exclusions of transit systems that would qualify to be in the statewide plan? (i.e. Tribal Transit Systems, Small urbans, 5310 grantees)
4. Have you given clear guidance on the information required of each system to develop and maintain your TAM Plan?
5. Have you found large disparities between existing system definitions on when vehicles are to be replaced? If so, how do you plan to incorporate that into your TAM plan?

