



Conference on

TRANSIT STATE OF GOOD REPAIR

March 7-8, 2012, Willard InterContinental, Washington DC

Hosted by:

Global **Mass Transit** Report

Information & analysis on the global mass transit industry

MISSION

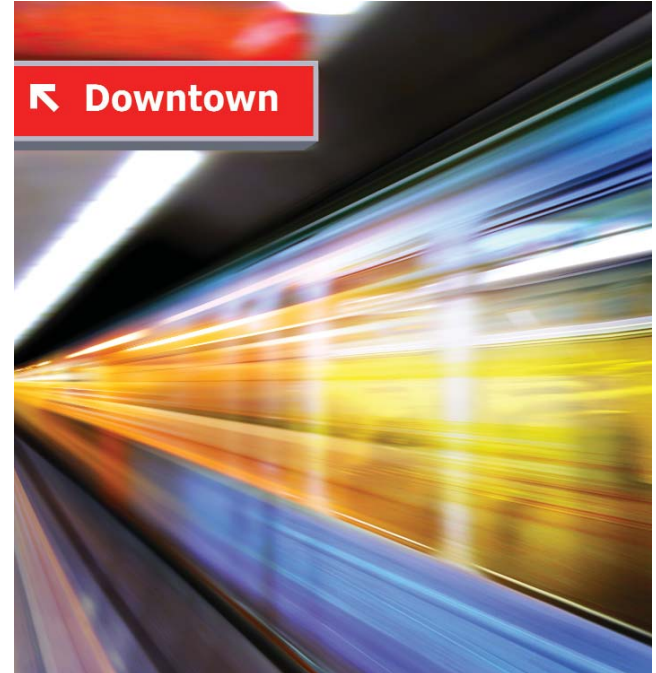
Transit agencies today face issues such as increasing service and ridership demand, ageing infrastructure and vehicles, declining external funding (federal, state and local government grants), and the need to grow internally generated revenues (fares, joint development, advertisements, etc.). For transit operators, ageing capital assets lead to higher maintenance costs and limited ability to expand system capacity. Many transit agencies lack state-of-the-art capital planning systems and are taking sub-optimal decisions with regard to fund allocation for assets. The US Department of Transportation's Federal Transit Administration estimates that one-third of the US's transit assets are either in a marginal or poor condition and there exists a backlog of USD80 billion in deferred asset maintenance and replacement needs with an additional investment requirement of USD14.4 billion annually for normal replacement expenditures to prevent further backlog.

In response to these circumstances, **Global Mass Transit** will host a conference, **Transit State of Good Repair (SOGR)**, on **March 7 and 8, 2012** at the **Willard InterContinental** in **Washington DC**. The conference will bring together diverse stakeholders for exploring creative approaches to finance the required repairs and upgrades of ageing transportation assets. The mission of the conference is to explore SOGR as a strategy for managing and growing the asset base to achieve a high-quality, reliable, safe, secure, efficient and customer-centric transit service which promotes community livability and sustainability.

The conference is unique in that it focuses only on SOGR. It aims to provide practical suggestions, and discuss the lessons learnt and best practices for adopting a systems engineering approach in achieving transit SOGR to optimize resources, generate revenues and maximize returns on investment. It will address issues related to assessing the condition of transit capital assets, prioritizing transit reinvestment decisions, preventive maintenance practices, asset management, research needs, transit recapitalization and innovative financing strategies. The sessions will also adequately address the unique issues relevant to small and medium transit agencies.

The speakers will include policymakers, transit agencies and operators, technology providers, specialist consultants, transit-related associations and financiers such as private equity firms and banks.

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KEY ISSUES TO BE EXPLORED

- ❖ How can SOGR be defined and measured?
- ❖ How can the systems engineering approach be used to adopt SOGR as a strategy?
- ❖ How can transit agencies make better use of their existing maintenance management systems to meet SOGR needs?
- ❖ How can transit operators balance demand, service and finances?
- ❖ What tools and guidance are available to develop asset management programs?
- ❖ How can operations efficiency and effectiveness be optimized through IT systems support, technology upgrades, and process improvement techniques?
- ❖ How can transit agencies maintain competitiveness in their service operations?
- ❖ How can the existing assets be best leveraged for generating new operating revenues?
- ❖ What are the best practices in the development of asset inventories and how are transit agencies utilizing their inventories?
- ❖ What are the different models and frameworks for capital investment prioritization?
- ❖ How can the transit industry leverage the opportunities offered by public-private partnerships to maximize public benefits?
- ❖ What are the innovative financing sources for meeting transit SOGR needs?
- ❖ What can be done to garner political support at the local and regional levels to influence transit funding allocation at the national level?
- ❖ What are the requirements and potential solutions for meeting transit workforce needs to ensure that assets remain in SOGR?

AGENDA (Tentative)

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Day 1: Wednesday, March 7, 2012

| Time | Session | Themes |
|---------------|--|--|
| 8:30 - 9:30 | REGISTRATION | |
| 9:30 - 9:40 | Opening Remarks | |
| 9:40 - 10:20 | Establishing SOGR Benchmarks | <ul style="list-style-type: none"> - Terms, definition, measurement - Research results from FTA study |
| 10:20 - 10:40 | Panel discussion and Q&A | |
| 10:40 - 11:20 | US Case Studies (pilots selected by FTA) | <ul style="list-style-type: none"> - Small transit agency - Medium transit agency - Large transit agency |
| 11:20 - 11:40 | Discussion on lessons learned and Q&A | |
| 11:40 - 12:00 | BREAK | |
| 12:00 - 12:40 | Systems Engineering Approach | <ul style="list-style-type: none"> - Optimizing the life and value of assets - Life cycle analysis - SOGR as a strategy |
| 12:40 - 13:00 | Panel discussion and Q&A | |
| 13:00 - 14:00 | LUNCH | |
| 14:00 - 14:50 | Transit Asset Management | <ul style="list-style-type: none"> - Models for predicting SOGR needs - Conceptual frameworks for transit asset management - TERM and TERM-Lite |
| 14:50 - 15:10 | Discussion on lessons learned and Q&A | |
| 15:10 - 15:30 | BREAK | |
| 15:30 - 16:20 | Prioritizing Capital Investments | <ul style="list-style-type: none"> - Developing asset management plans - Investment prioritization |
| 16:20 - 16:40 | Panel discussion and Q&A | |
| 16:40 - 17:10 | Panel Discussion | |
| 17:10 - 17:30 | Close of Session | |

Day 2: Thursday, March 8, 2012

| | | |
|---------------|---|---|
| 9:00 - 9:15 | Recap of Day 1 | |
| 9:15 - 10:00 | Financing and Project Delivery | <ul style="list-style-type: none"> - Program management - Government funding - Innovative financing (PPPs, revolving loans, leveraging assets for capital investment) - Innovative project delivery (PPP, D/B, CM@Risk) - Risk assessment and management |
| 10:00 - 10:20 | Discussion on best practices and Q&A | |
| 10:20 - 11:00 | Operations Efficiency and Effectiveness | <ul style="list-style-type: none"> - IT system support (inventory, procurement, finance, customer service, capital programming, safety and security management systems) - Leveraging assets (technology, real estate, expertise, etc.) for new operating revenue - Process improvement through Six Sigma - GIS applications for network optimization - Performance management - Preventive maintenance - Ridership enhancement |
| 11:00 - 11:20 | Panel discussion and Q&A | |
| 11:20 - 11:40 | BREAK | |
| 11:40 - 12:20 | Human Resources Development | <ul style="list-style-type: none"> - Recruitment and retention strategies - Assessing and meeting training needs - Labor-management partnerships |
| 12:20 - 12:40 | Discussion on lessons learned and Q&A | |
| 12:40 - 13:00 | Concluding Remarks | |
| 13:00 - 14:00 | LUNCH | |

WHO SHOULD ATTEND?

The event is expected to draw participation from top executives, managers and decision-makers from:

- ❖ Public transport authorities and operating companies
- ❖ Policymaking and regulatory bodies
- ❖ Technology and service provider firms
- ❖ Equipment manufacturing companies
- ❖ Financiers and venture capitalists
- ❖ Industry consultants
- ❖ Research and development organizations
- ❖ Technical institutes

KEY BENEFITS TO PARTICIPANTS

- ❖ Gain insight on relevant issues for transit SOGR from various perspectives
- ❖ Explore financing strategies for small, medium and large transit agencies
- ❖ Share successful preventive and corrective maintenance practices for ageing rolling stock and safety-critical assets
- ❖ Evaluate existing models and analytical tools for transit asset management
- ❖ Discuss innovative financing strategies for reinvestment projects and new procurements
- ❖ Network with transit agency managers and key industry players
- ❖ Participate in interactive plenary discussions
- ❖ Understand the scope of the global financial crisis and how transit agencies and private corporations are approaching the problem
- ❖ Learn about the drivers of PPP in transit
- ❖ Identify and analyze solutions and strategies for operations efficiency and effectiveness
- ❖ Develop a comprehensive understanding of transit workforce requirements for meeting SOGR needs

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ABOUT THE ORGANISERS

Global Mass Transit is a leading provider of information and analysis on the global mass transit industry. It publishes the **Global Mass Transit Report** (a monthly newsletter) and **Global Mass Transit Weekly** (a weekly update). It also operates the www.globalmasstransit.net website.

Global Mass Transit provides information on all key developments, trends and issues in the sector. It tracks major projects, contracts and investments. It profiles leading mass transit authorities/operators and discusses their strategies. It reports on regulatory initiatives and examines their implementation. It provides the latest available data and statistics. It also features the views and perspectives of experts and top industry players.

Our clients include leading global organizations such as **Accenture, Acciona Infraestructuras, AECOM, Agence Métropolitaine de Transport (AMT), Ansaldo STS, AnsaldoBreda SpA, Ashok Leyland, BAE Systems, Bombardier Transportation, CAF, Clever Devices, Confidex Limited, Corredor Insurgentes SA de CV (CISA), DB Stadtverkehr GmbH, European Bank for Reconstruction and Development, EvoBus GmbH (Daimler), GFI Genfare, Giesecke & Devrient GmbH, Halcrow, Harrington-Hughes & Associates Incorporated, Höft & Wessel AG, HOK, HUBNER GmbH, IMG Consulting, INIT AG, IVU Traffic Technologies AG, KEOLIS, Knorr-Bremse SFS GmbH, Land Transport Authority Singapore, Luminator, Metropolitana Milanese SpA, Mobitec, NXP Semiconductors, Parker Hannifin Corporation, Pöyry PLC, PricewaterhouseCoopers, RATP, Ringrollers – a division of DCD DORBYL, Rogers Corporation, Selectron Systems AG, Serco, Siemens, SNC-Lavalin, Sojitz Corporation, Swissrail, Tait Radio, Tata Realty and Infrastructure Limited, Technatomy Corporation, TEMSA Europe NV, Thales Rail Signalling Solutions, Thetis SpA, Traktionssysteme Austria, Trapeze Group, Unipart Rail, VDV-Kernapplikations GmbH & Co. KG, Vossloh España, WorleyParsons, ZF Friedrichshafen AG, etc.**

SPONSORSHIP (Limited to four organizations)*

The conference will provide an excellent opportunity for organizations to showcase their products and services. The deliverables include:

- ❖ Two delegate registrations (full conference)
- ❖ Table space at the conference
- ❖ Distribution of sponsor promotional material to each delegate
- ❖ Logo presence at the conference
- ❖ Acknowledgement on the conference website
- ❖ A hyperlink to the organization's website
- ❖ Speaker slot (if relevant, subject to approval of organizers)

* Available on a first-come, first-served basis.

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DELEGATE FEES

The delegate fee is **USD1,500** for one, **USD2,400** for two, **USD3,300** for three and **USD4,200** for four.

HOTEL INFORMATION

Willard InterContinental

1401 Pennsylvania Avenue NW

Washington, D.C. 20004

Tel: 1-202-628-9100 Fax: 1-202-637-7326

DELEGATE FEES

| Delegates | Price (USD) |
|-----------------|-------------|
| One delegate | 1,500 |
| Two delegates | 2,400 |
| Three delegates | 3,300 |
| Four delegates | 4,200 |

*There is a special low fee of USD500 per delegate for mass transit operators and government agencies.
(Conference fee includes lunch and tea/coffee on both days of the conference.)*

REGISTRATION FORM

I would like to register for the conference

Please send me more information

NAME/DESIGNATION _____ COMPANY _____

MAILING ADDRESS _____

PHONE _____ MOBILE _____

FAX _____ EMAIL _____

PAYMENT OPTIONS

1. Credit Card: To make payments by credit card, please visit http://www.globalmasstransit.net/shopping_cart.php

All credit card payments will be subject to standard credit card charges

2. Wire Transfer:

Beneficiary: India Infrastructure Publishing Private Limited*
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Bank Address: M-6 Hauz Khas, New Delhi - 110016, India
Bank Account No: 1050338
Swift Code: ABNAINBBDEL

**Global Mass Transit is a division of India Infrastructure Publishing Private Limited.*

TERMS AND CONDITIONS

Payment Policy

- Full payment must be received prior to the conference in US dollars (USD).

Cancellations

- Cancellation requests received in writing 30 days (February 7) before the date of the conference will be eligible for a full refund, minus a service charge/administration fee of USD150. We regret that no refunds will be made for any cancellation requests received less than 30 days prior to the conference.
- Substitutions/name changes are welcome at no extra charge. Please send these in writing at least two days prior to the conference.
- **Disclaimer:** Global Mass Transit shall assume no liability whatsoever in case the conference is postponed or cancelled due to a fortuitous event or unforeseen occurrence that renders its organization impractical, illegal or impossible. For purpose of this clause, a fortuitous event shall include, but not be limited to: war, fire, labor strike, extreme weather or other emergency. Global Mass Transit's responsibility is limited to the return of registration fees only, and not any travel and accommodation costs.
- Please note that it may become necessary for reasons beyond the control of the organizers to make alterations to the content and timing of the program or speakers.

CONTACT US

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To register, email us at: registration@globalmasstransit.net or visit us at www.globalmasstransit.net