



The Reconstitution of the Regional Public Transportation Subcommittee

TPB Technical Committee

December 5, 2014

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Department of Transportation Planning

Structure of Presentation

- Regional Bus Subcommittee
- MAP-21 and TPB Resolution
- Reconstitution of RBS as the Regional Public Transportation Subcommittee (RPTS)
- “State of Public Transportation” Report



Regional Bus Subcommittee



- Subcommittee of the TPB Technical Committee since 2007
 - Members are bus transit agency staff and jurisdictional transit planners. Typically meets on a monthly basis.
- Coordinates regional bus planning for the CLRP and TIP
- Advises on TPB studies of public transportation
 - e.g., Commuter Bus Staging, Bus on Shoulders, Bus Hot Spots, etc.
- Forum for discussion of general bus and transit topics
 - e.g., Customer Information, Bus Stop Accessibility, Ridership Surveys, etc.

MAP-21 and TPB Resolution R4-2015

The federal surface transportation act, MAP-21, added a requirement for representation of public transportation providers in the metropolitan planning process and MPO policy boards.

In response, on September 17, 2014 the TPB passed R4-2015. The TPB resolved hereby:

1. The current composition of the policy board... satisfies the requirement of MAP-21...
2. *Changes the name of the TPB Regional Bus Subcommittee to the **Regional Public Transportation Subcommittee** and broadens its scope to include all eligible public transportation service providers*
3. Commits to continuing a cooperative discussion with the providers of public transportation... in carrying out the metropolitan transportation planning process...

<http://www.mwcog.org/uploads/committee-documents/fl1YWFZY20140922153142.pdf>

Regional Public Transportation Subcommittee (RPTS) Reconstitution Memorandum

Memorandum establishes the following for the RPTS:

- *Mission Statement*: coordinate long-range public transportation planning for the region.
- *Activities*: information sharing, technical inputs, consultation on federal requirements, strategies and projects, coordinate with other committees.
 - In the future, provide input on the measures and targets for the MAP-21 performance provisions for transit state of good repair and safety.
- *Participation and Membership*: jurisdiction staff, providers of public transportation.
- *Governance*: rotating annual chair.



RPTS Annual Report: *“State of Public Transportation”*

Annual report each Fall to the TPB to communicate the accomplishments, issues, and recommendations of the region’s public transportation providers.

Contents :

- 1) Past/Upcoming Accomplishments / Major Events
 - Projects started/completed, major studies, etc.
- 2) Provider Profile Page
 - Financial Data: Funding, Operating & Capital Expenditures
 - Ridership and Service Data
 - MAP-21 Performance Measures (Asset Management and Safety)
- 3) Topics discussed at RPTS meetings
 - Findings / recommendations for consideration by the TPB

METRO TRANSIT: REGULAR ROUTE BUS



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2012 highlights

- Purchased two next-generation hybrid-electric buses
- 33 new hybrid-electric buses began service in St. Paul and communities in the east metro
- Achieved highest maintenance reliability in service history: 7,456 miles between road calls
- Opened 180-space park & ride lot in Little Canada with express service to Minneapolis and St. Paul

System snapshot

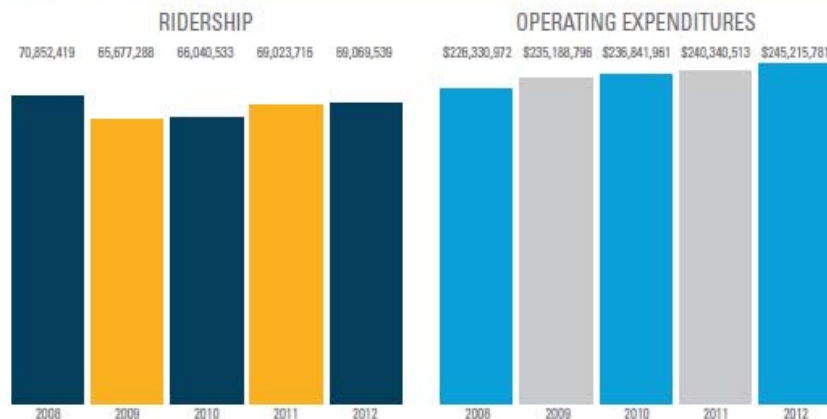
Legal Name Metro Transit
Governance Regional
Area Served Anoka, Dakota, Hennepin, Ramsey, Washington counties
Legislative District Metro
Congressional District 2, 3, 4, 5, 6

System characteristics

Vehicle fleet 740 buses, 166 articulated buses, 26 motor coaches
Service type Fixed route

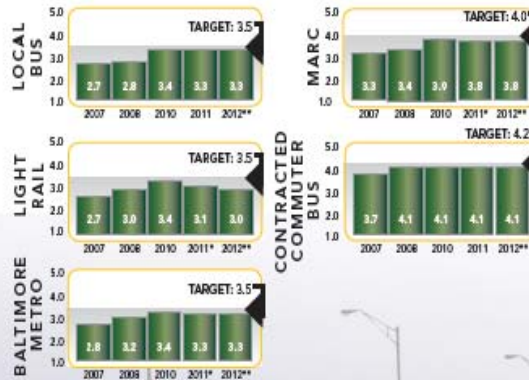
Hours of Operation
 Monday - Friday 12:00 am - 11:59 pm
 Saturday 12:00 am - 11:59 pm
 Sunday 12:00 am - 11:59 pm
Base fare \$1.75 - \$3.00

System performance



MTA: Customer Perceptions of Safety on the MTA System

A positive perception of personal safety is correlated with higher ridership and stronger commitment to transit as a mode of travel.



YEAR
 (1=Fair and 5=Excellent)
 2009 survey not administered.
 *2011 data was revised from the 2012 Attainment Report.
 **All 2012 data are estimated. Final 2012 data will be available in the spring of 2013.



Why Did Performance Change?

- As MTA's crime rate continues to fall, customers continue to feel safe
- Utilized the Police Cadet program to improve the visibility of MTA's Police Forces
- Used Closed Circuit TV (CCTV) and other security measures to ensure the safety of customers at Baltimore Metro stations and on the bus fleet
- Continued safety and security programs, such as the Zone Enforced Uniform Sweeps (ZEUS) and CompStat

What Are Future Performance Strategies?

- Continue to utilize the Police Cadet program to improve the visibility of MTA's Police Forces, make traveling safer and give Maryland youth a point of entry into transit law enforcement
- Utilize CCTV and other security measures to ensure the safety of customers
- Target and prevent criminal activity through both covert and overt police operations, efficiently and effectively launched through the CompStat process
- In the FY2013-FY2018 Consolidated Transportation Plan (CTP), MTA has programmed over \$41 million in Department of Homeland Security grants to enhance law enforcement resources on the MTA system

MTA: Preventable Accidents Per 100,000 Vehicle Miles

MTA has developed a baseline from which to reduce preventable accidents, increase efficiency and provide a safer ride to customers.

CALENDAR YEAR	2007	2008	2009	2010	2011	2012*	TARGET
	Accident Rate						
Local Bus	2.50	2.50	2.93	2.86	3.10	2.12	2.0 by CY2013
Light Rail	n/a	n/a	0.06	0.31	0.16	0.19	0.15 by CY2013
Baltimore Metro	n/a	n/a	0.20	0.17	0.05	0.03	0.03 by CY2013
Paratransit/ Taxi Access	n/a	n/a	1.14	0.00	2.31	2.07	2.0 by CY2013

(Baseline year = 2008)
 * 2012 data are estimated.

Why Did Performance Change?

- All MTA modes except Light Rail have experienced a decrease in preventable accident rates (based on estimated 2012 data)
- Significant decreases in the Local Bus accident rate are due to ongoing efforts to increase operator accountability through re-training and corrective action
- Paratransit accidents are slightly higher over the past four years due to a change in how accidents are captured (including accidents from contracted service providers)

What Are Future Performance Strategies?

- Continue accountability efforts to ensure that operators with multiple preventable accidents receive appropriate re-training and corrective action
- Utilize efficient and effective training methodologies, including the bus simulator, operator re-certification programs, and safe operation awards, to give operators the skills they need to perform their duties safely

Next Steps

- After discussion and acceptance by today's Technical Committee, the elements of the reconstitution will be presented to the TPB as information on December 17.
- The reconstituted Regional Public Transportation Subcommittee will next meet in January 2015.





Questions?