

# The Reconstitution of the Regional Public Transportation Subcommittee

Transportation Planning Board  
December 17, 2014

# 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
- Reconstitution Completed



# 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 and 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



**Contact** Brian Lamb  
**Title** General manager  
**Street** 560 Sixth Avenue North  
**City State Zip** Minneapolis MN 55411  
**Telephone** 612.373.3333  
**E-mail** brian.lamb@metrotransit.org  
**Website** [metrotransit.org](http://metrotransit.org)



## 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 Metro  
**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

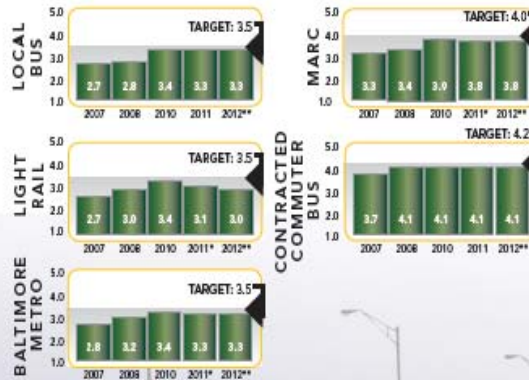
**Hours of Operation**  
 Monday - Friday 12:00 am - 11:59 pm  
 Saturday 12:00 am - 11:59 pm  
 Sunday 12:00 am - 11:59 pm  
**Base fare** \$1.75 - \$3.00

## 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

# Reconstitution Completed

- The Technical Committee was briefed in November and December on the proposed mission and activities of the RPTS. The Regional Bus Subcommittee also provided comment.
- The reconstitution memorandum was accepted by the Technical Committee on December 5.
- The Regional Public Transportation Subcommittee will next meet in January 2015.







Questions?