

# Regional Public Transportation Subcommittee Work Program

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# Topics

1. MAP-21 Performance Rules
  - Transit Asset Management rule (9/30)
2. Federal Register notices
  - ❖ FTA Circular: ADA Guidance (10/5)
3. Outline of “State of Public Transportation” Report

# Performance Provisions – Rulemaking Schedule

	Planning Rules	Proposed Rulemaking	Final Rulemaking
Planning	<ul style="list-style-type: none"> <li>• Statewide and Metropolitan Planning Rule</li> </ul>	June 2014	<i>March 25, 2016</i>
Highway Safety	<ul style="list-style-type: none"> <li>• Safety Performance Measure Rule</li> <li>• Highway Safety Improvement Program (HSIP)</li> <li>• Highway Safety Program Grants Rule</li> </ul>	March 2014	<i>February 2016</i> (Interim Final Rule for Grants issued January 2013).
Highway Conditions	<ul style="list-style-type: none"> <li>• Pavement and Bridges Performance Measurement</li> <li>• Asset Management Plan</li> </ul>	January/February 2015	<i>May 2016</i>
Congestion / System performance	<ul style="list-style-type: none"> <li>• System Performance Measures Rule (Congestion, Air Quality, and Freight)</li> </ul>	<i>November 30, 2015</i>	?
Transit	<ul style="list-style-type: none"> <li>• Transit Asset Management</li> <li>• National Public Transportation Safety Program</li> <li>• Public Transportation Agency Safety Plan</li> </ul>	September 30, 2015 (Transit Asset) <i>December 17, 2015</i> (Agency Safety Plan)	?

# Transit Asset Management

Notice of Proposed Rulemaking (NPRM) published September 30, 2015

## What is TAM?

- A transit asset management (TAM) system is “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.”

## Applicability

- Applies to all recipients of all recipients or subrecipients of Federal transit funds (e.g., Section 53XX funds) that own, operate, or manage capital assets used in the provision of public transportation.
  - “TAM plans would be required to account for all assets used in the provision of public transportation service for the recipient or subrecipient, regardless of funding source, and whether used by the recipient or subrecipient directly, or leased by a third party.”

# Who Does Transit Asset Management?

## Agency Size

- Tier I provider is a recipient with 101+ vehicles in revenue service during peak regular operations, across all modes of service, or that operates a rail system.
  - Each Tier 1 provider has to prepare and submit a Transit Asset Management Plan
- Test Tier II provider is a recipient or with 100 or fewer vehicles in revenue service during peak regular operations, across all modes of service, and does not operate a rail system
  - Tier II providers are grouped and reported collectively by State or other recipient.
    - Option to report individually.

## Annual Reporting Requirements

- “Each designated recipient must submit two annual reports:
  - On the condition of their public transportation systems, including a description of any change in condition since the last report,
  - Describing progress towards meeting performance targets established during that fiscal year and a description of the performance targets for the subsequent fiscal year.”

# Elements of Transit Asset Management Plan

TAM Plan has nine elements (only 1-4 are required of Tier II recipients)

1. An inventory of capital assets
  2. A condition assessment of the capital assets (with level of detail sufficient to monitor and predict the performance of each capital asset)
  3. A list of the transit provider's analytical processes or decision-support tools that:
    - (i) Estimate capital investment needs over time;
    - (ii) Assist capital asset investment prioritization;
  4. A project-based prioritization of investments.
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5. A transit asset management and State of Good Repair (SGR) policy;
  6. A strategy for the implementation of the TAM plan;
  7. A description of annual key transit asset management activities spanning the time horizon of the TAM plan;
  8. A specification of the resources, including personnel, needed to develop and implement the TAM Plan; and
  9. An outline of how the TAM plan and related business practices will be monitored, evaluated and updated, as needed, to ensure the continuous improvement of transit.

# Transit Asset Definitions

## Definitions

- A capital asset is in a state of good repair if it is in a **condition sufficient to enable the asset to operate at a full level of performance**. Must consider the life cycle of that asset, and whether scheduled maintenance, repair, and rehabilitation have been completed.
- **Useful life benchmark (ULB)** means the expected life cycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment.

# Transit Asset Performance Measures

## Performance Measures

### (a) Equipment - (non-revenue) service vehicles (Age)

- Percentage of vehicles that have met or exceeded their useful life benchmark (ULB).
  - Cranes, prime movers, vehicle lifts, tow trucks

### (b) Rolling stock (Age)

- Percentage of revenue vehicles within a particular asset class that have meet or exceed ULB.
  - 40 foot bus, 60 foot bus, vans, cutaways, locomotives, rail vehicles

### (c) Infrastructure-rail fixed-guideway track, signals, and systems (Condition)

- The percentage of track segments, signal, and systems with performance restrictions.
  - Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems

### (d) Stations/Facilities (Condition)

- The percentage of facilities within an asset class, rated below condition 3 on the TERM scale.
  - Maintenance, Administration, Depots, Terminals, Parking Garages

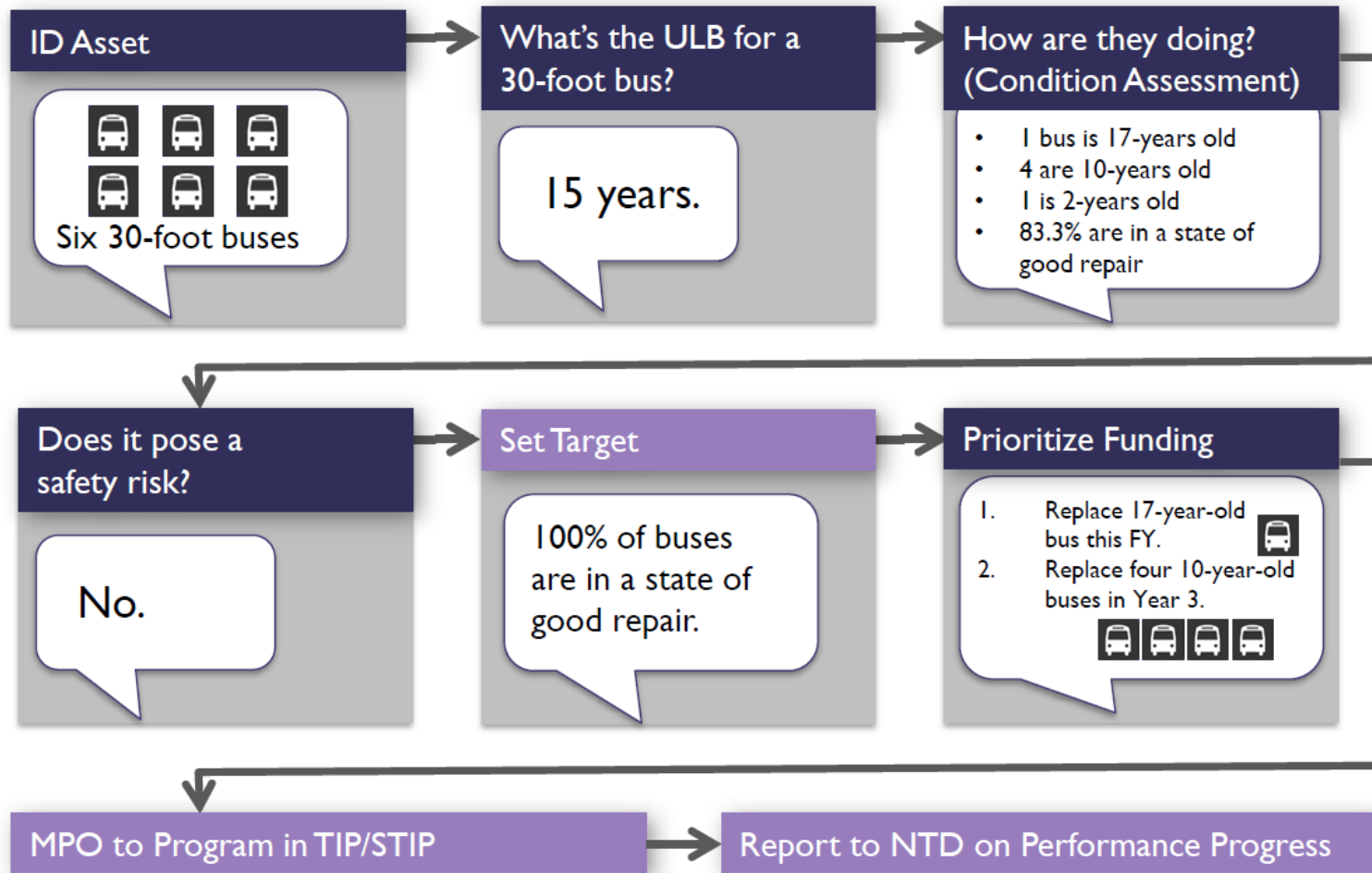


# TAM Plan Investment Prioritization

## Investment prioritization

- a) “A TAM plan must include an investment prioritization that identifies projects to improve or maintain the state of good repair of capital assets over the horizon period of the TAM plan.
- b) Projects to improve or maintain the state of good repair of capital assets must be ranked in order of priority and the year in which they are anticipated to be carried out.
- c) Ranking of projects in the investment prioritization must be established on the basis of the transit asset management policy and strategies identified in the TAM plan.
- d) The investment prioritization must give due consideration to those projects for state of good repair that pose an identified unacceptable safety risk.
- e) The investment prioritization must take into consideration an estimate of funding levels and funding sources that are reasonably expected to be available in each fiscal year during the TAM plan horizon period.”

# TAM Workflow (Example – 30-ft bus)



# For Statewide and Metropolitan Planning

- “Coordination amongst transit providers, States and MPOs should influence MPO and State transportation funding investment decisions and is intended to increase the likelihood that transit SGR needs are programmed, committed to, and funded as part of the planning process.”
- “The Statewide and Metropolitan Transportation Plans shall include:
  1. A description of the TAM performance measures and targets;
  2. A report evaluating the condition of the transit system(s) with respect to the State and MPO performance measures and targets, including the progress achieved in meeting performance targets compared with system performance recorded in previous years.”
- “Transportation improvement programs (TIPs) and statewide transportation improvement programs (STIPs) must include, to the maximum extent practicable, a discussion of the anticipated effects of the TIP/STIP toward achieving the TAM performance targets in the Statewide and Metropolitan Transportation Plans by linking TAM investment priorities to those performance targets.”



# FTA Links

## **State of Good Repair & Asset Management page**

- <http://www.fta.dot.gov/13248.html>

## **TAM Presentation**

- [http://www.fta.dot.gov/documents/NPRM\\_website\\_508.pdf](http://www.fta.dot.gov/documents/NPRM_website_508.pdf)

## **TAM Fact Sheet**

- [http://www.fta.dot.gov/documents/TAMFactSheet\\_10\\_2\\_15.pdf](http://www.fta.dot.gov/documents/TAMFactSheet_10_2_15.pdf)

# FTA Circular: ADA Guidance

FTA C 4710.1 – Americans with Disabilities Act (ADA) Guidance.

- Published October 5, effective November 4.
- Also Federal Register notice summarizing public comments and FTA response.

Specific sections of interest include:

- Chapter 2 – General Requirements: Lift/Ramp Securement Use, Assistance by Transit Agency Personnel.
- Chapter 4 – Vehicle Acquisition and Specifications
- Chapter 6 – Fixed Route Service: Alternative Transportation when Bus Lifts Inoperable, Adequate Boarding/ Disembarking times, Stop Announcements, Route Identification

# Outline of “*State of Public Transportation*” Report

1. Executive Summary (Introduction)
  - Introduction: overview of transit in the national capital region (pictures)
  - List of fixed route providers and major paratransit
  - Overview of statistics: fixed ridership by mode, bus breakdown
2. “One Page” Provider Highlights / Statistics
  - System highlights – Major accomplishments
  - Data: Ridership and operating expenditures
  - Focus on fixed route – additional paragraphs for jurisdiction and paratransit
3. Past/Upcoming Accomplishments / Major Events:
  - Projects started/completed
  - Major Studies
4. Issues Discussed at RPTS
  - E.g., customer info, maintenance facilities, downtown staging needs (bus and rail), technology integration, etc.
5. Findings / Recommendations for consideration by the TPB
  - Categorized Regional Priorities for transit
  - References and resources.



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# “One Page” Provider Highlights / Statistics

One slide per fixed route provider

- Highlights, basic data, ridership and financial statistics.
- *Ensures contribution of each provider recognized. Speaks to range of providers across region*
- *Paragraph for paratransit*
- *Paragraph for jurisdiction*

## 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

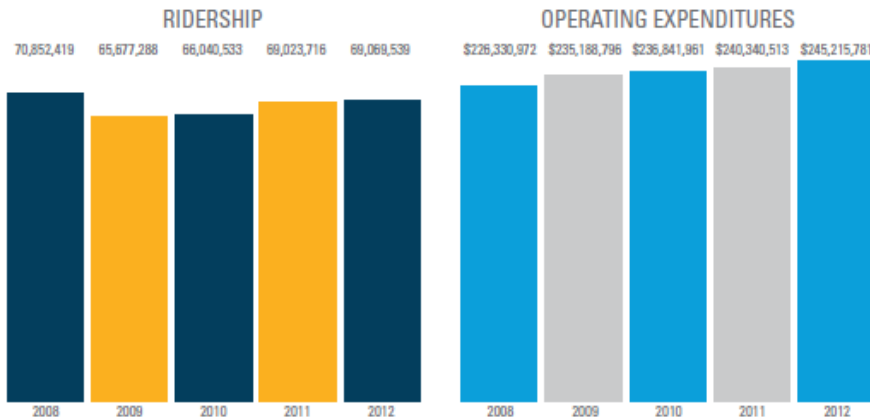
<b>Legal Name</b>	Metro Tranist
<b>Governance</b>	Regional
<b>Area Served</b>	Anoka, Dakota, Hennepin, Ramsey, Washington counties
<b>Legislative District</b>	Metro
<b>Congressional District</b>	2, 3, 4, 5, 6

## 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





# Next Steps for *State of Public Transportation* Report

- January : Discuss Data for inclusion
  - Handout on MinnDOT and MDOT reports
- February : Discuss Information Topics for inclusion
- March: Discuss Draft Questionnaire
- April: Distribute Data & Information Questionnaire, with responses due end of May
- ~~June July October~~ **November**: Present initial data profiles and outline of information topics.
- ~~July August~~ **December**: Present draft report for comment
- ~~September~~ **January**: Approve final report.

# Agenda Topics for 2015

- RPTS relies on participant contributions:
  - What would you like to present and discuss in upcoming meetings?

*Next meeting: November 24, 2015*

