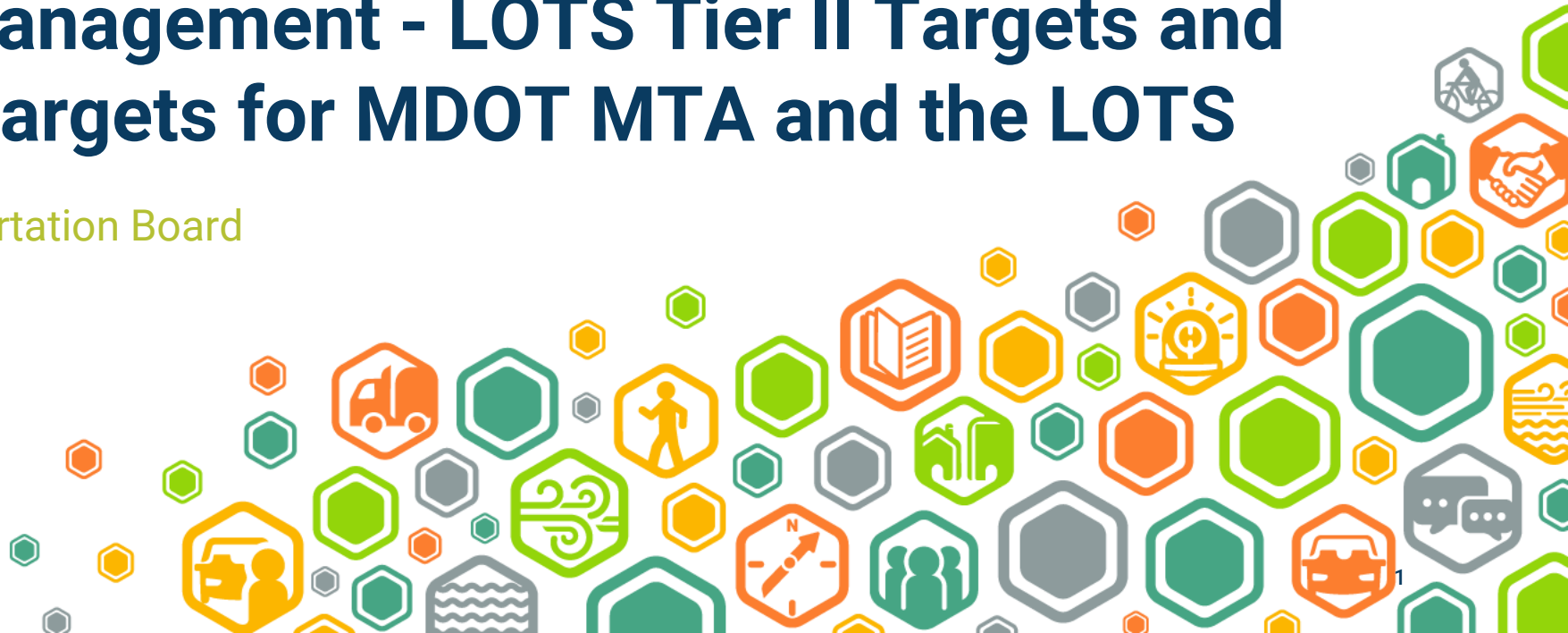




Transit Asset Management - LOTS Tier II Targets and Transit Safety Targets for MDOT MTA and the LOTS

Baltimore Regional Transportation Board

March 28, 2023



Background

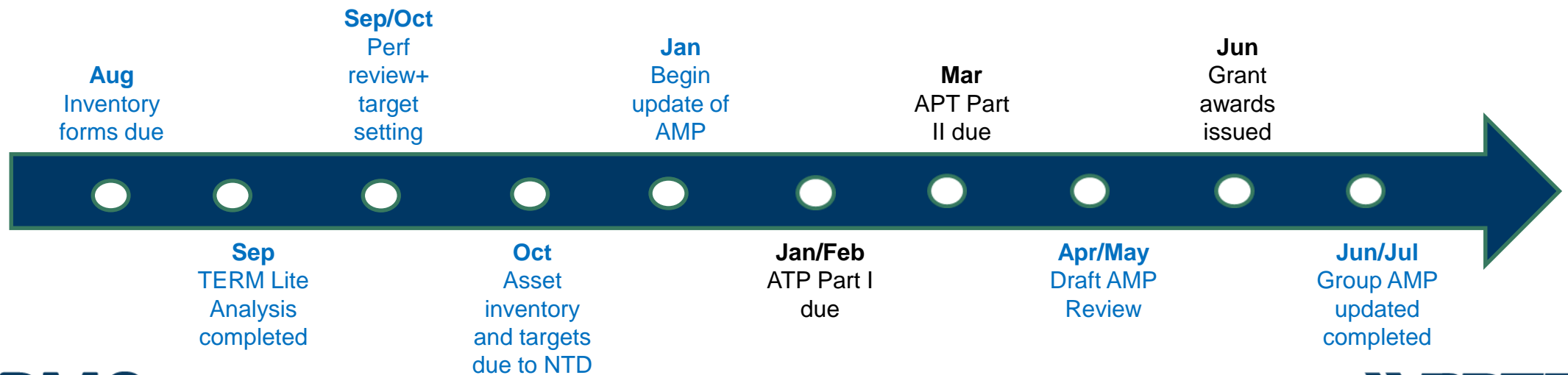
- In 2016, the Federal Transit Administration (FTA) established a system to monitor and manage public transportation assets to improve safety and increase reliability and performance
- The first Transit Asset Management (TAM) Plans were due in October 2018, and subsequent updates of the full plans are required every four years
- MDOT MTA assists the LOTS with a statewide Tier II TAM Group Plan

TAM Plan Elements

Tier	Element
Tier II (small transit agencies)	1. An inventory of assets
	2. A condition assessment of inventoried assets
	3. Description of a decision support tool
	4. A prioritized list of investments

Annual Asset Management Reporting Requirements

- In addition to TAM Plan updates every four years, NTD regulation require annual submission of asset inventory data and narrative reports in four categories: rolling stock, equipment, facilities, and infrastructure.
- For the LOTS, this process is built into the Annual Transportation Plan process (through which Federal and State grants are awarded, including the State of Good Repair Grants program) and those administered by MDOT MTA.



MPO Requirements

- After the 2016 Final Rule, MPOs were required to cooperatively develop and adopt asset management baselines and targets within 180 days of the date set by the transit agency.
- After the initial requirement, an MPO must adopt new targets when it updates the MTP on a four year cycle*, and the first MTP update or amendment to be approved on or after July 20, 2021 is required to include the MPO's transit safety targets

**the MPO and transit agency may select to do so more frequently*

LOTS Tier II Transit Asset Management Performance

Performance Measure	2022 Asset Count	2022 Performance (%)
Rolling Stock		
AB - Articulated Bus	0	0%
AO - Automobile	14	57.1%
BU - Bus	106	12.3%
CU - Cutaway	156	36.5%
FB - Ferryboat	4	75%
MV - Minivan	7	28.6%
SV - Sports Utility Vehicle	0	0%
TB - Trolley Bus	1	0%
VN - Van	9	11.1%

LOTS Tier II Transit Asset Management Performance

Performance Measure	2022 Asset Count	2022 Performance (%)
Equipment (non revenue vehicles)		
Automobiles	13	23.1%
Trucks and other Rubber Tire Vehicles	13	23.1%
Facility		
Passenger / Parking Facilities	0	0%
Administrative / Maintenance Facilities	22	0%

Resolution #23-15 - Accept LOTS Regional Baseline and Targets for inclusion in the LRTP and TIP

Performance Measure	2022 Baseline (%)	2023 Target (%)
Rolling Stock		
AB - Articulated Bus	0%	0%
AO - Automobile	57.1%	57.1%
BU - Bus	12.3%	23%
CU - Cutaway	36.5%	40.8%
FB - Ferryboat	75%	100%
MV - Minivan	28.6%	25%
SV - Sports Utility Vehicle	0%	0%
TB - Trolley Bus	0%	100%
VN - Van	11.1%	11.1%

Resolution #23-15 - Accept LOTS Regional Baseline and Targets for inclusion in the LRTP and TIP

Performance Measure	2022 Baseline (%)	2023 Target (%)
Equipment (non revenue vehicles)		
Automobiles	23.1%	23.1%
Trucks and other Rubber Tire Vehicles	23.1%	30.8%
Facility		
Passenger / Parking Facilities	0%	0%
Administrative / Maintenance Facilities	0%	0%



Transit Safety Targets in the Baltimore Region

Baltimore Regional Transportation Board

March 28, 2023



Background

- **FTA's Public Transportation Agency Safety Plan (PTASP) Final Rule (2019) requires recipients of Federal transit funds to develop public transportation agency safety plans.**
- **Safety plans must include safety performance targets in four categories:**
 - Fatalities (total number of reportable fatalities and rate per total revenue miles by mode)
 - Injuries (total number of reportable injuries and rate per total vehicle revenue miles by mode)
 - Safety events (total number of reportable events and rate per total vehicles revenue miles by mode)
 - System reliability (mean distance between major mechanical failures by mode)

MPO Requirements

- FTA's PTASP regulation requires safety performance targets to be made available to MPOs to aid in the planning process.
- MPOs are required to reference safety performance targets in TIPs and MTPs updated or amended after July 20, 2021.
- MPOs must adopt safety performance targets within 180 days of receiving.

Safety Performance Targets – Locally Operated Transit Systems

Performance Measure	Fatalities	Fatalities (per 100K VRM)	Injuries	Injuries (per 100K VRM)	Safety Events	Safety Events (per 100K VRM)	Miles between Major Mechanical Failures
Annapolis Transit							
Fixed Route	0	0	0	0	3	0.17	Not Available
Demand Response	0	0	0	0	0	0	Not Available
Anne Arundel OOT							
Fixed Route	0	0	1	0	2	0	25,000
Demand Response	0	0	1	0	1	0	75,000
Baltimore County							
Fixed Route	0	0	0	0	0	0	1 st year of service
Demand Response/Paratransit	0	0	0	0	0	0	39,614
Carroll Transit							
Fixed Route	0	0	1	0.10	3	1.34	>170,000
Demand Response	0	0	1	0.20	5	1.30	>330,000
Charm City Circulator							
Fixed Route	0	0	<3	<0.5	<1	<0.22	>5,000
Harford Link							
Fixed Route	0	0	<5	<.55	<15	<1.67	>43,142
Demand Response	0	0	<3	<.85	<10	<3.33	>26,404
Queen Anne's County							
Demand Response	0	0	0	0	0	0	0
Fixed Route	0	0	0	0	0	0	0
RTA of Central MD							
Fixed Route	0	0	20	1.5	20	1.5	6,000
Demand Response/Paratransit	0	0	3	0.25	5	0.40	6,000

Safety Performance Targets – MDOT MTA

Mode of Transit Service	Fatalities	Fatalities (per 1M VRM)	Injuries	Injuries (per 1M VRM)	Safety Events	Safety Events (per 1M VRM)	Miles between Major Mechanical Failures
Local Bus	2	0.1	141	7.1	57	2.9	6,000
Light Rail	1	0.3	16	5.5	19	6.6	900
Metro Subway	1	0.2	42	9.3	8	1.9	6,000
Mobility	0	0.0	77	4.3	33	1.9	15,000
Commuter Bus	0	0.0	0	0.0	0	0.0	25,000

Resolution #23-16 - Accept transit safety performance measures for each transit system in the region

Performance Measure	Fatalities	Fatalities (per 100K VRM)	Injuries	Injuries (per 100K VRM)	Safety Events	Safety Events (per 100K VRM)	Miles between Major Mechanical Failures
Annapolis Transit Fixed Route Demand Response	0 0	0 0	0 0	0 0	3 0	0.17 0	Not Available Not Available
Anne Arundel OOT Fixed Route Demand Response	0 0	0 0	1 1	0 0	2 1	0 0	25,000 75,000
Baltimore County Fixed Route Demand Response/Paratransit	0 0	0 0	0 0	0 0	0 0	0 0	1 st year of service 39,614
Carroll Transit Fixed Route Demand Response	0 0	0 0	1 1	0.10 0.20	3 5	1.34 1.30	>170,000 >330,000
Charm City Circulator Fixed Route	0	0	<3	<0.5	<1	<0.22	>5,000
Harford Link Fixed Route Demand Response	0 0	0 0	<5 <3	<.55 <.85	<15 <10	<1.67 <3.33	>43,142 >26,404
Queen Anne's County Demand Response Fixed Route	0 0	0 0	0 0	0 0	0 0	0 0	0 0
RTA of Central MD Fixed Route Demand Response/Paratransit	0 0	0 0	20 3	1.5 0.25	20 5	1.5 0.40	6,000 6,000

Resolution #23-16 - Accept transit safety performance measures for each transit system in the region

MDOT MTA

Mode of Transit Service	Fatalities	Fatalities (per 1M VRM)	Injuries	Injuries (per 1M VRM)	Safety Events	Safety Events (per 1M VRM)	Miles between Major Mechanical Failures
Local Bus	2	0.1	141	7.1	57	2.9	6,000
Light Rail	1	0.3	16	5.5	19	6.6	900
Metro Subway	1	0.2	42	9.3	8	1.9	6,000
Mobility	0	0.0	77	4.3	33	1.9	15,000
Commuter Bus	0	0.0	0	0.0	0	0.0	25,000

For More Information

Shane Sarver | Multi-Modal Planner

410-732-0500 x1027 | ssarver@baltometro.org | www.baltometro.org

