



# Background

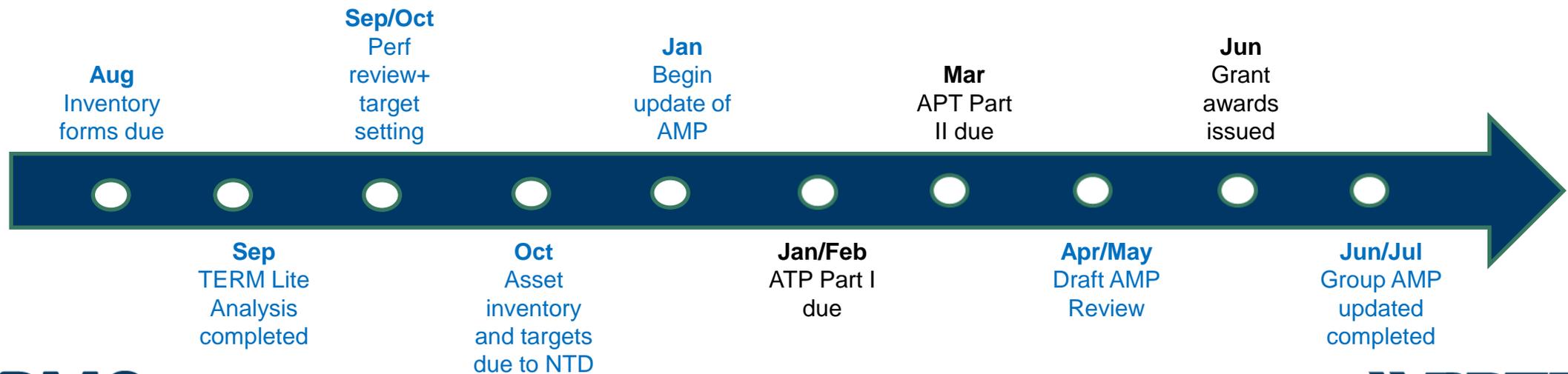
- In 2016, the Federal Transit Administration (FTA) established a system to monitor and manage public transportation assets to improve safety and increase reliability and performance
- The first Transit Asset Management (TAM) Plans were due in October 2018, and subsequent updates of the full plans are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

# TAM Plan Elements

| Tier                                    | Element  |
|---|--|
| <b>Tier II (small transit agencies)</b> | <ol style="list-style-type: none"><li data-bbox="1116 468 2285 554">1. An inventory of assets</li><li data-bbox="1116 554 2285 639">2. A condition assessment of inventoried assets</li><li data-bbox="1116 639 2285 725">3. Description of a decision support tool</li><li data-bbox="1116 725 2285 818">4. A prioritized list of investments</li></ol> |

# 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%              |



# 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 |
|------------------------------|------------|---------------------------|----------|-------------------------|---------------|------------------------------|---|
| <b>Annapolis Transit</b>     |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | 0        | 0                       | 3             | 0.17                         | Not Available                           |
| Demand Response              | 0          | 0                         | 0        | 0                       | 0             | 0                            | Not Available                           |
| <b>Anne Arundel OOT</b>      |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | 1        | 0                       | 2             | 0                            | 25,000                                  |
| Demand Response              | 0          | 0                         | 1        | 0                       | 1             | 0                            | 75,000                                  |
| <b>Baltimore County</b>      |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | 0        | 0                       | 0             | 0                            | 1 <sup>st</sup> year of service         |
| Demand Response/Paratransit  | 0          | 0                         | 0        | 0                       | 0             | 0                            | 39,614                                  |
| <b>Carroll Transit</b>       |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | 1        | 0.10                    | 3             | 1.34                         | >170,000                                |
| Demand Response              | 0          | 0                         | 1        | 0.20                    | 5             | 1.30                         | >330,000                                |
| <b>Charm City Circulator</b> |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | <3       | <0.5                    | <1            | <0.22                        | >5,000                                  |
| <b>Harford Link</b>          |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | <5       | <.55                    | <15           | <1.67                        | >43,142                                 |
| Demand Response              | 0          | 0                         | <3       | <.85                    | <10           | <3.33                        | >26,404                                 |
| <b>Queen Anne's County</b>   |            |                           |          |                         |               |                              |   |
| Demand Response              | 0          | 0                         | 0        | 0                       | 0             | 0                            | 0                                       |
| Fixed Route                  | 0          | 0                         | 0        | 0                       | 0             | 0                            | 0                                       |
| <b>RTA of Central MD</b>     |            |                           |          |                         |               |                              |   |
| 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 |
|------------------------------|------------|---------------------------|----------|-------------------------|---------------|------------------------------|---|
| <b>Annapolis Transit</b>     |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | 0        | 0                       | 3             | 0.17                         | Not Available                           |
| Demand Response              | 0          | 0                         | 0        | 0                       | 0             | 0                            | Not Available                           |
| <b>Anne Arundel OOT</b>      |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | 1        | 0                       | 2             | 0                            | 25,000                                  |
| Demand Response              | 0          | 0                         | 1        | 0                       | 1             | 0                            | 75,000                                  |
| <b>Baltimore County</b>      |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | 0        | 0                       | 0             | 0                            | 1 <sup>st</sup> year of service         |
| Demand Response/Paratransit  | 0          | 0                         | 0        | 0                       | 0             | 0                            | 39,614                                  |
| <b>Carroll Transit</b>       |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | 1        | 0.10                    | 3             | 1.34                         | >170,000                                |
| Demand Response              | 0          | 0                         | 1        | 0.20                    | 5             | 1.30                         | >330,000                                |
| <b>Charm City Circulator</b> |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | <3       | <0.5                    | <1            | <0.22                        | >5,000                                  |
| <b>Harford Link</b>          |            |                           |          |                         |               |                              |   |
| Fixed Route                  | 0          | 0                         | <5       | <.55                    | <15           | <1.67                        | >43,142                                 |
| Demand Response              | 0          | 0                         | <3       | <.85                    | <10           | <3.33                        | >26,404                                 |
| <b>Queen Anne's County</b>   |            |                           |          |                         |               |                              |   |
| Demand Response              | 0          | 0                         | 0        | 0                       | 0             | 0                            | 0                                       |
| Fixed Route                  | 0          | 0                         | 0        | 0                       | 0             | 0                            | 0                                       |
| <b>RTA of Central MD</b>     |            |                           |          |                         |               |                              |   |
| 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                                   |

# 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

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**Shane Sarver** | Multi-Modal Planner

410-732-0500 x1027 | [ssarver@baltometro.org](mailto:ssarver@baltometro.org) | [www.baltometro.org](http://www.baltometro.org)

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