

FTA

FEDERAL TRANSIT ADMINISTRATION

Transit Safety and Asset Management and Updates from FTA



Wisconsin Tribal Transportation
Conference
November, 2018



U.S. Department of Transportation
Federal Transit Administration

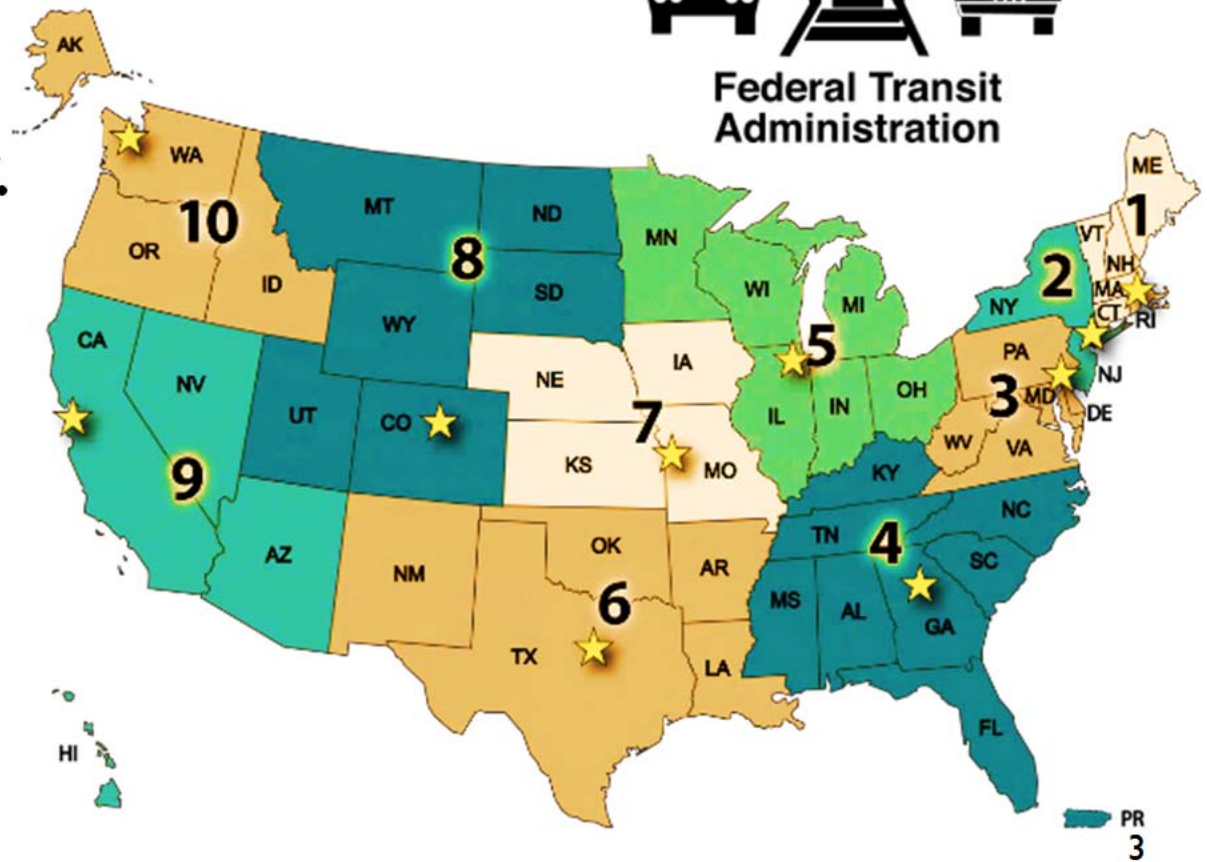
Contents

- Overview of Tribal Transit Program
- News and Updates
- Transit Asset Management (TAM)
- Transit Safety Rule and Safety Planning
- Q & A



FTA Regions

- HQ in Washington DC
 - 10 Regions
 - >\$12-14 Bil. /yr.
 - >700 grantees
 - New Region 5
- Administrator:
Kelley Brookins



FTA Tribal Transit Program

SAFETEA-LU (FY 2006-2012)

- Created the Tribal Transit Program
- Administered as a discretionary program at approximately \$15 million / year

MAP-21(FY 2013-2014)

- Continued and Modified TTP
- Formula Program : \$25 Million per year
- Discretionary Program: \$5 Million per year

FAST Act (FY 2015-2020)

- Increased Formula Program to \$30 Million per year

5311 Tribal Transit Program

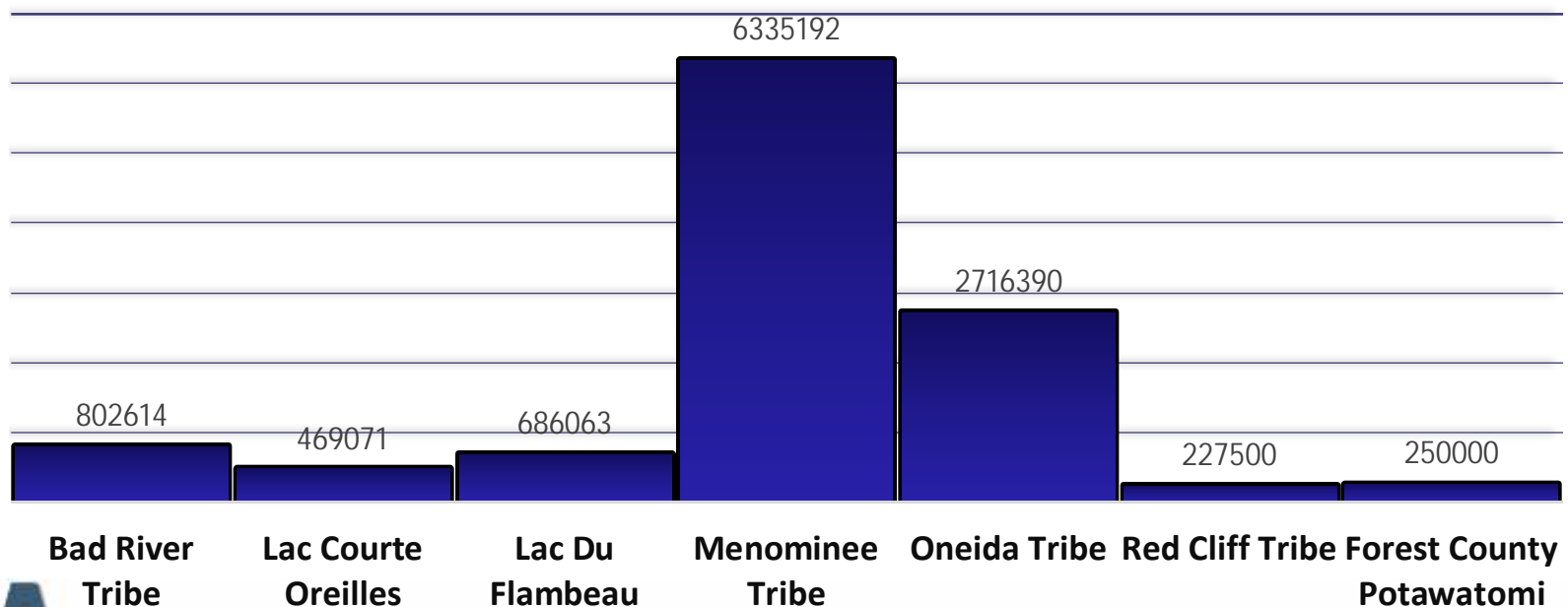
- Eligible Recipients: Federally Recognized Tribes
- Eligible Activities:
 - **Capital** Acquisition, Construction, and Improvement of public transit infrastructure, facilities, and equipment
 - **Operating** Costs directly related to systems operations, including fuel, driver & dispatcher salaries and benefits, service agreements
 - **Planning** Developing transit plans and programs, pre-development studies, evaluations, and data exchange
 - **Administrative** Salaries and benefits, insurance and facilities overhead (Indirect Costs funded at BIA approved rate)

5311 Tribal Transit Program

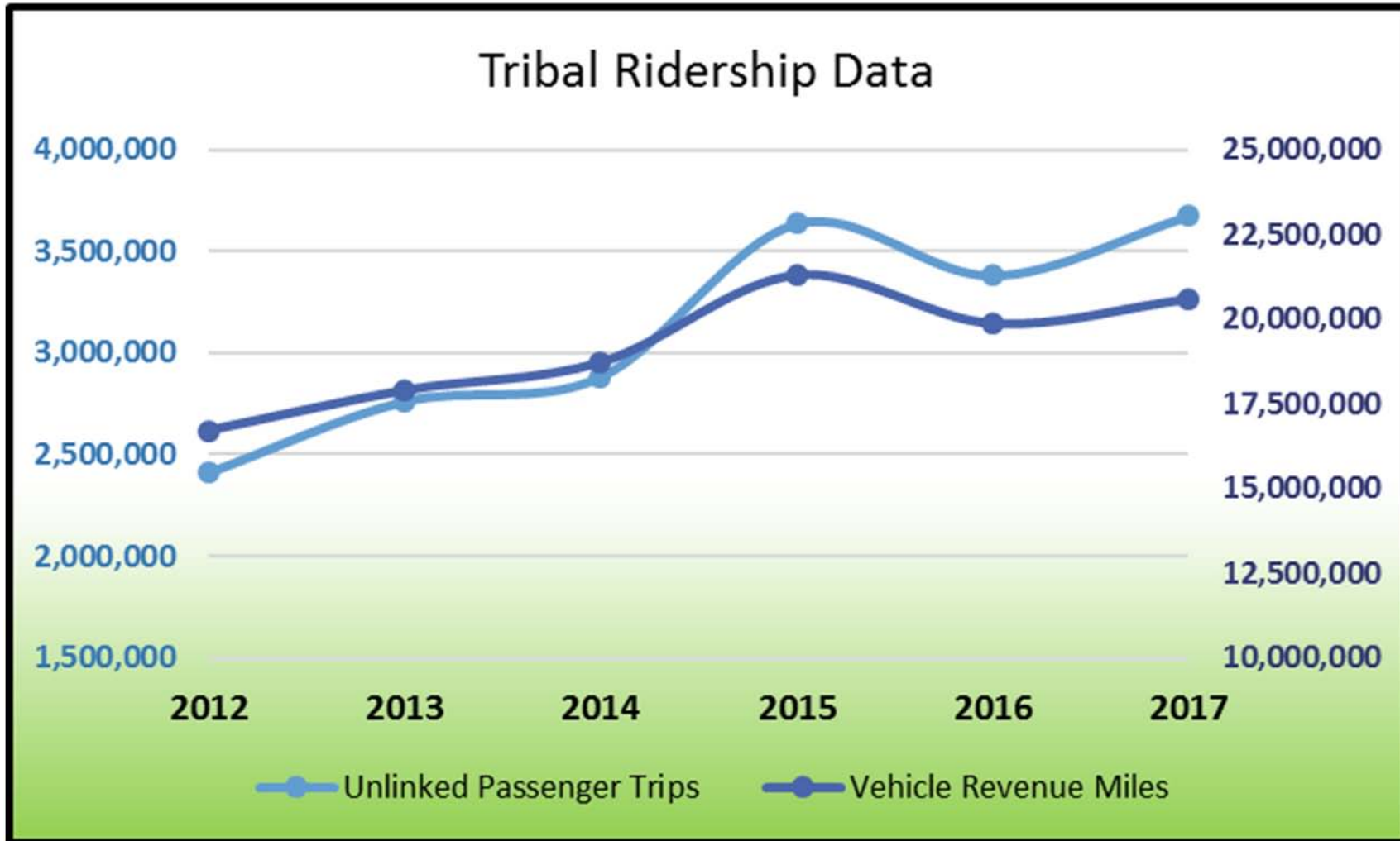
- Formula Funds (\$30M) Apportioned to 121 Tribes/Tribal Agencies (FY18) with Existing Transit Service
 - No Local Match Required
- Discretionary Funds (\$5M) awarded competitively
 - NOFO published in the federal register with directions on how to apply. Existing or Proposed Transit Service required.
 - 10% Local Match required for capital and operating projects

Wisconsin FTA Tribal Grantees

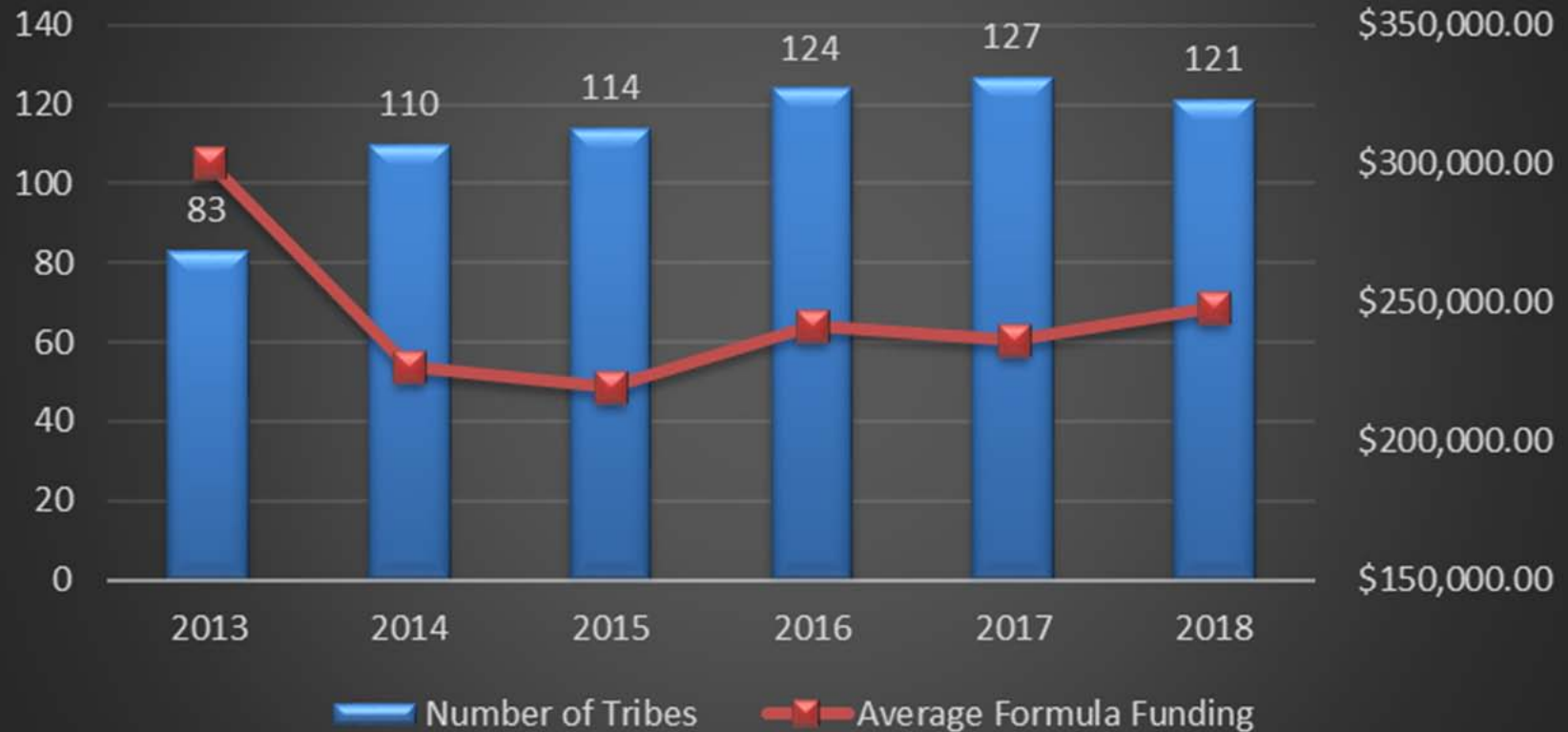
- In the past 5 years, Tribes in Wisconsin have been awarded more than \$11 million in direct FTA Funding for operations, bus and van purchases, and facilities.



Tribal Ridership Data



Tribal Transit Program



Other programs...

- State Pass-Through...
 - 5310 Enhanced Mobility Program for Seniors and Persons with Disabilities (+innovative projects)
 - RTAP
 - STBG Flex Funds (FHWA)
- 5339 Bus and Bus Facilities Competitive Program
- Major Capital Programs/BUILD Grants
- **START PLANNING EARLY!!**
 - Contact FTA to discuss projects well ahead of grant deadlines, procurement, incurring costs, etc.

Latest Competitive Awards

- FY18 5339 Bus and Bus Facilities:
 - The **Menominee Indian Tribe of Wisconsin** will receive \$180,000 to purchase new buses. The project will replace buses that have exceeded their useful life to support transit needs of the Menominee Reservation.
- FY17 5311 Tribal Transit Competitive Program
 - The **Forest County Potawatomi Community Tribe** will receive \$250,000 to purchase an accessible vehicle, a facility to store the vehicle, bus stops and driver training. This new service will provide residents with greater access to healthcare, shopping and employment.

Other News and Updates

- Joint Procurement Clearinghouse
- State Procurement Schedules and Pilot Program for Non-profit Cooperative Procurements
- Buy America domestic content requirement now 65%, will rise to 70% in October 2019
- Small Purchase threshold now at \$250,000
 - Micro-purchase threshold raised to \$10,000
 - Buy America waiver remains at \$150,000
- Transit Asset Management (TAM)

What is Transit Asset Management?

- Transit Asset Management (TAM) uses the condition of assets **to guide the prioritization** of funding for transit properties in order to keep our transit networks in a State of Good Repair (SGR).
 - Condition in which a capital asset operates at a full level of performance.
- The TAM rule requires every transit provider that receives FTA financial assistance to develop a TAM plan or be a part of a group TAM plan prepared by sponsor.

Responsibility for TAM Plan Development

- **Each transit provider must designate an Accountable Executive**
- Plan Coordination
 - Tribal Transit provider may participate in a single Group Plan or opt out and develop its own TAM Plan
 - A Group Plan participant must collaborate with the sponsor in the development of the plan
- Eligible activity under 5311

TAM Plans

- Group Plans compiled by a sponsor
 - State DOT or Designated/Direct Recipient
 - Each participant designates an Accountable Executive
- TAM Plan Elements for Tribal Providers:
 - Inventory of Capital Assets
 - Condition Assessment
 - Decision Support Tools
 - Investment Prioritization

1. Inventory of Capital Assets

- A listing of all capital assets (including non-FTA funded):
 1. Owned by the transit provider
 2. Third-party exclusive-use assets
 3. Equipment Assets:
 - all non-revenue service vehicles regardless of cost,
 - other owned assets over \$50,000,
 - no third-party equipment assets.

2. Assessing Condition by Asset Class

Category	Asset Inventory	Assessing Condition
Equipment	<ul style="list-style-type: none"> ▪ All non-revenue service vehicles and equipment > \$50K used in the provision of public transit, except 3rd-party equipment assets 	<ul style="list-style-type: none"> ▪ Only equipment with direct capital responsibility, no third party assets
Rolling Stock	<ul style="list-style-type: none"> ▪ All revenue vehicles used in the provision of public transit 	<ul style="list-style-type: none"> ▪ Only revenue vehicles with direct capital responsibility
Infrastructure	<ul style="list-style-type: none"> ▪ All infrastructure used in the provision of public transit 	<ul style="list-style-type: none"> ▪ Only infrastructure with direct capital responsibility
Facilities	<ul style="list-style-type: none"> ▪ All facilities used in the provision of public transit (excluding bus shelters) 	<ul style="list-style-type: none"> ▪ Only facilities with direct capital responsibility (excluding bus shelters)

3. Decision Support Tools

- List analytical process(es) used to make investment prioritization
 - To estimate capital investment needs over time
 - To assist in prioritization
- The tool does not have to be specialized software

4. Investment Prioritization

- A ranked listing of proposed projects and programs ordered by year of planned implementation
- Prioritization locally determined based on policy and need
- Must adequately consider
 - Identified unacceptable safety risks
 - Accessibility requirements
- Fiscally constrained based on estimated funding levels

Targets for Performance Measures

- Targets will be set annually for each asset class
- Supported by data
 - Most recent condition data
 - Reasonable financial projections
- Targets for Group Plans apply to the group as a whole
- Reported annually to National Transit Database (NTD)
 - www.transit.dot.gov/ntd/ntd-asset-inventory-modules-and-information

Performance Measures

- **Equipment** *Age*
 - Percentage of non-revenue service vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- **Rolling Stock** *Age*
 - Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
- **Infrastructure** *Performance*
 - Percentage of track segments with performance restrictions by class
- **Facilities** *Condition*
 - Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale
(1=Poor to 5=Excellent)

TAM Reporting to NTD

1. Data Reports

- Projected performance targets for next fiscal year
- System Condition and Performance Reports
 - Useful Life Benchmarks for Rolling Stock & Equipment
 - Condition Assessments for Facilities

2. Narrative Report

- Change in condition
- Progress toward targets
- Group Plan Sponsors submit consolidated reports on behalf of their participants

National Transit Database Webpage

os://www.transit.dot.gov/ntd/ntd-asset-inventory-modules-and-information

United States Department of Transportation [About DOT](#) | [Our Activities](#) | [Areas of Focus](#)

 **Federal Transit Administration**

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Home » National Transit Database

National Transit Database

About the NTD

NTD Data

Reference Materials

Manuals

Asset Inventory Module

Trainings and Conferences

Reporting Forms

Presentations and Webinars

Rules and Regulations

NTD Glossary

Reporting Login

NTD Asset Inventory Modules and Information

The Asset Inventory Modules for the National Transit Database

- [Asset Reporting Manual](#)
- [Asset Module Reporting Template \(Excel\)](#)
- [Asset Inventory Expansion Federal Register Notice](#)
- [Asset Inventory Expansion Overview Webinar](#)
- [Asset Inventory Expansion Webinar Presentation \(PDF\)](#)
- [Webinar Q&A Transcript - 12/16/15 \(PDF\)](#)
- [Webinar Q&A Transcript - 12/18/15 \(PDF\)](#)

Updated: Wednesday, March 9, 2016

Related Links

- [NTD Internet Reporting System Forms](#)
- [Manuals](#)
- [Federal Register Notices, Rules & Regulations](#)
- [Census Updates](#)
- [Presentations and Webinars](#)

**Asset Module
Reporting Template**

Accessibility Contact

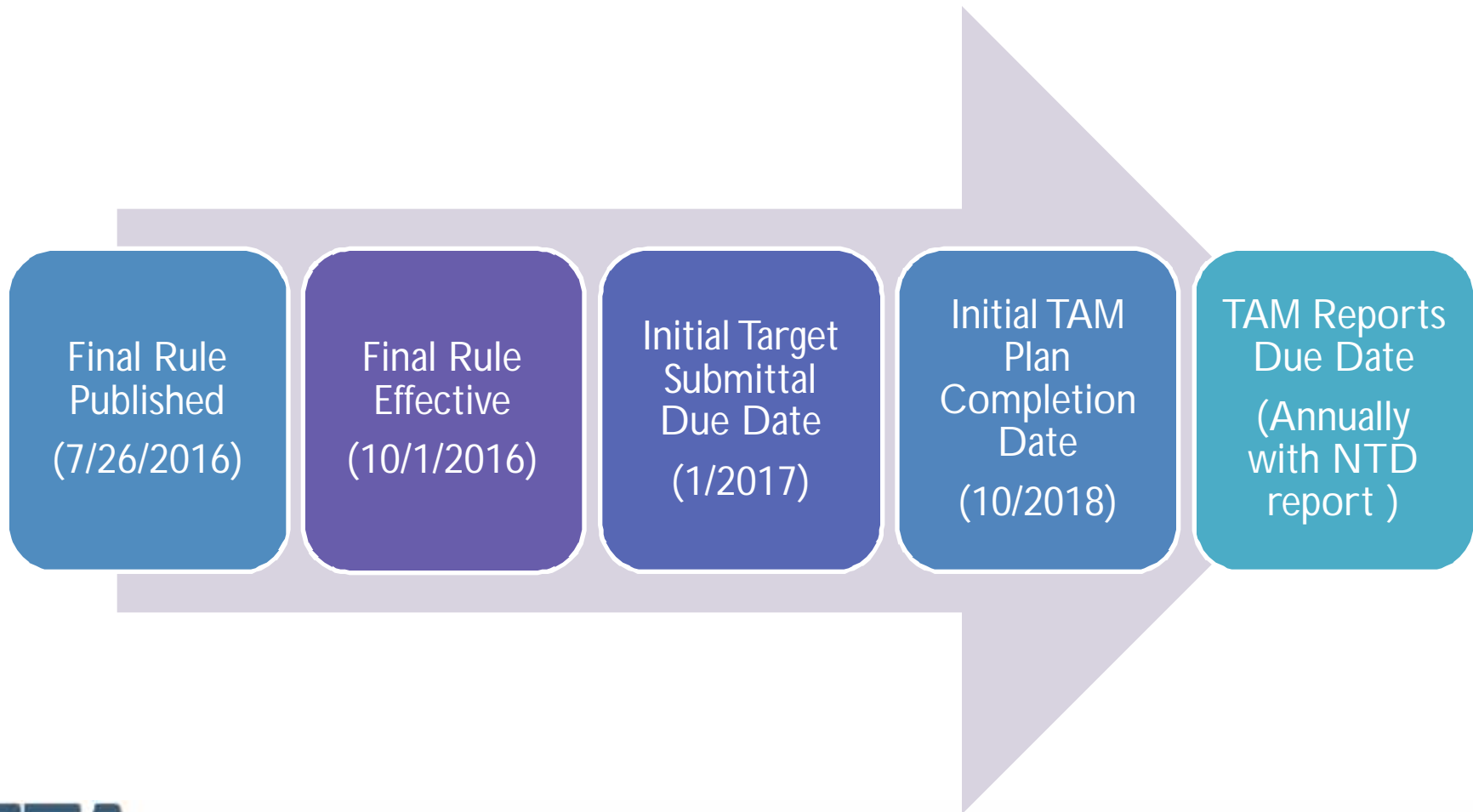
National Transit Database
1200 New Jersey Avenue, SE
Federal Transit Authority
Washington, DC 20590
United States
NTDhelp@dot.gov

<https://www.transit.dot.gov/ntd/ntd-asset-inventory-modules-and-information>



FEDERAL TRANSIT ADMINISTRATION

Where do we go from here?



TAM Timelines

Items in blue Submitted to NTD

Activity	Initial Due Date	Ongoing Submittal Frequency
Final Rule Effective Date	October 1, 2016	n/a
SGR Targets	<i>Set by 1/1/17</i>	<i>Annually within 4 months of end of provider's FY as part of NTD Report</i>
TAM Plan	October 1, 2018	Every 4 years
Asset Inventory and Condition Reporting*	<i>Within 4 months of end of provider's FY 2018</i>	<i>As part of NTD Report</i>
Narrative Report	<i>Within 4 months of end of provider's FY 2019</i>	<i>Annually within 4 months of end of provider's FY</i>

- Only 1/3 of facilities condition assessments are due in NTD report year 2018

Online Resources:

- <https://www.transit.dot.gov/TAM>
- <https://www.transit.dot.gov/TAM/Resources/PeerLibrary>
- <https://www.transit.dot.gov/TAM/gettingstarted/htmlFAQs>
- <https://www.transit.dot.gov/PerformanceManagement>
- <http://www.ntionline.com/>
- <http://www.apta.com/resources/standards/state-of-good-repair>

What is the Public Transportation Agency Safety Plan (PTASP)?

- Certain Transit Providers required to develop safety plans that include specific and effective policies and procedures for safety and accountability
- Currently applies only to urban operators, FTA has deferred the requirement for Tribal and 5311 Operators



Safety Plan Elements

- Safety objectives for the agency
- An employee reporting program
- Organizational Accountability:
 - Accountable executive
 - Chief Safety Officer
 - Agency Leadership
 - Key Staff responsible for safety

Establish an agency process to:

- Identify Safety Hazards
 - Speed, driver distraction, inexperienced drivers, impaired driver
 - Dangerous intersections, weather, animals, blind spots
 - Vehicle breakdowns, communications breakdowns
 - Belligerent passenger, child safety, medical emergencies
 - Unique for different agencies and service areas

Establish an agency process to:

- Assess the safety risks associated with identified safety hazards
- Prioritize safety hazards based on the level of risk for a given agency
- Implement safety risk mitigations
- Monitor compliance and sufficiency of operations and maintenance policies and procedures

Establish an agency process to:

- Conduct investigations of safety events to identify causal factors and implement mitigations
 - Bus breakdown
 - Collision/Accident (type, driver, location, environmental conditions, etc.)
 - Fire, Hazmat
 - Security event (vandalism, suspicious package, robbery, cyber?)

NTD Reportable Safety Events

- Fatalities
- Injuries requiring immediate transport for medical attention
- Property Damage > \$25,000
- Collisions that involve towing away any vehicle from the scene
- Evacuation of a transit facility for life-safety reasons

Causal Taxonomy for Transit Safety Events

- Errors
- Violations
- Communication
- Condition/impairment

Human Factor



- Vehicle/Mech
- Design
- Structural
- Communication/systems

Equipment/Infrastructure



- Visibility
- Weather
- Surface conditions
- Natural event
- Obstructions

Environmental



- Supervision
- Resource management
- Culture/Structure
- Processes and Procedures

Organizational



- Regulations
- Regulatory Oversight
- Economic, social, or political environment
- "Act of god"

Outside Factors



Establish an agency process to:

- Identify mitigations and safety activities that may be ineffective, inappropriate, or not adequately implemented
- Monitor safety related events nationally and globally, and participate in safety-related information sharing
 - Identify and assess changes that may introduce new hazards or impact safety performance
 - Monitor safety performance for continuous improvement
- **PROMOTE!** Communicate safety goals and performance throughout the organization

Safety topics

- Are employees well-versed in safety and emergency plans, policies, and procedures?
 - New employee education, basic CPR/First Aid?
 - Continual refreshers
 - Interactive and engaging trainings
- Do employees and riders know who to bring safety concerns to?
- Are employees and riders comfortable with bringing safety concerns forward?
 - Can they do so anonymously?
 - Is there a process in place to investigate claims, provide timely responses, and resolve and close issues?

Safety Performance Targets

- Specific numerical targets set by transit agency based on safety performance measures established by FTA:

Injuries	<ul style="list-style-type: none">• Total amount and rate per total vehicle revenue miles.
Fatalities	<ul style="list-style-type: none">• Total amount and rate per total vehicle revenue miles.
Safety Events	<ul style="list-style-type: none">• Total amount and rate per total vehicle revenue miles.
System Reliability	<ul style="list-style-type: none">• Mean distance between major mechanical failures.

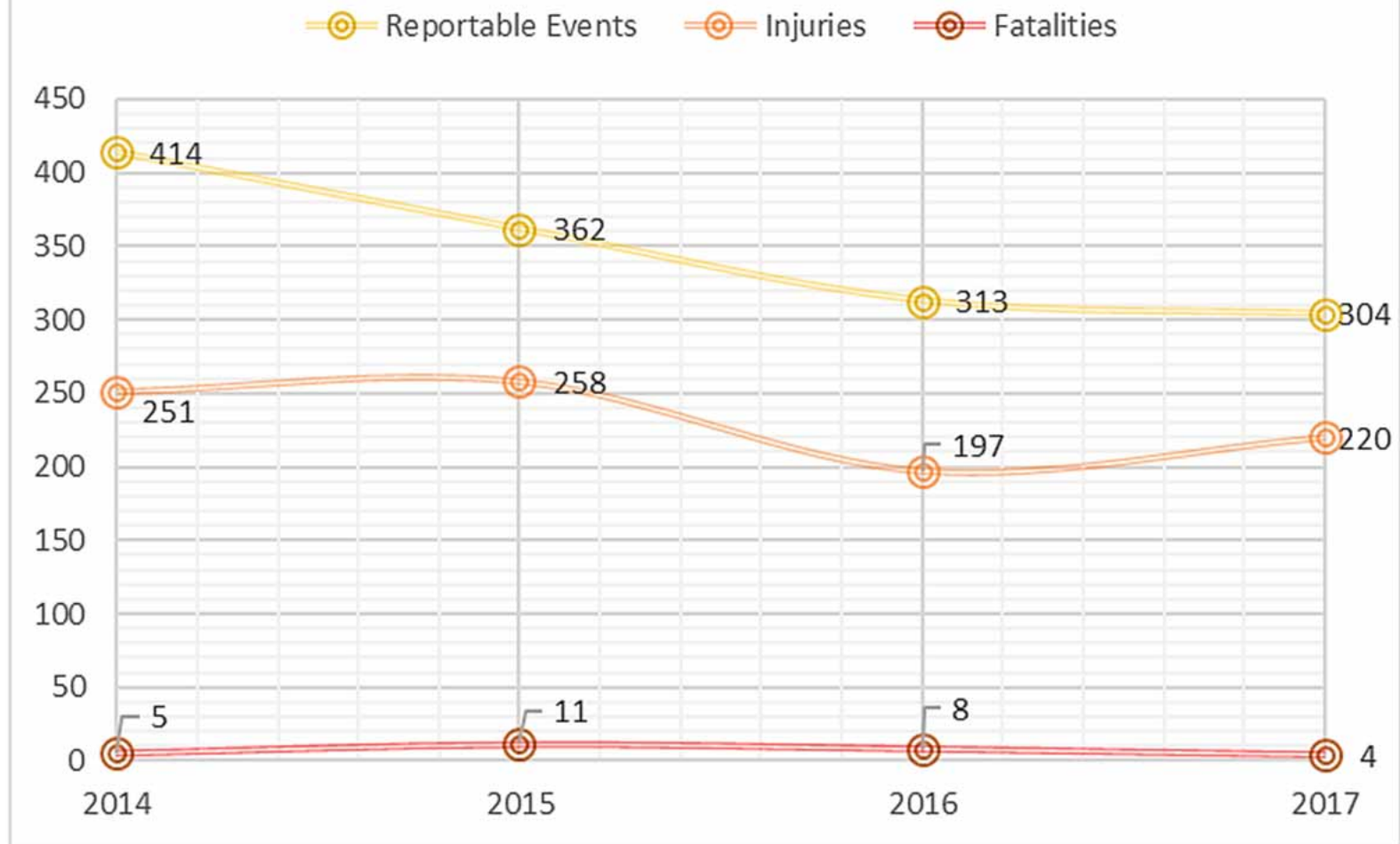
**Established in FTA's National Public Transportation Safety Plan*

+ Others (unique to local transit agency)

Transit Safety Events, Fatalities, and Injuries Per 100 Million Unlinked Passenger Trips (UPT) 2009-2013

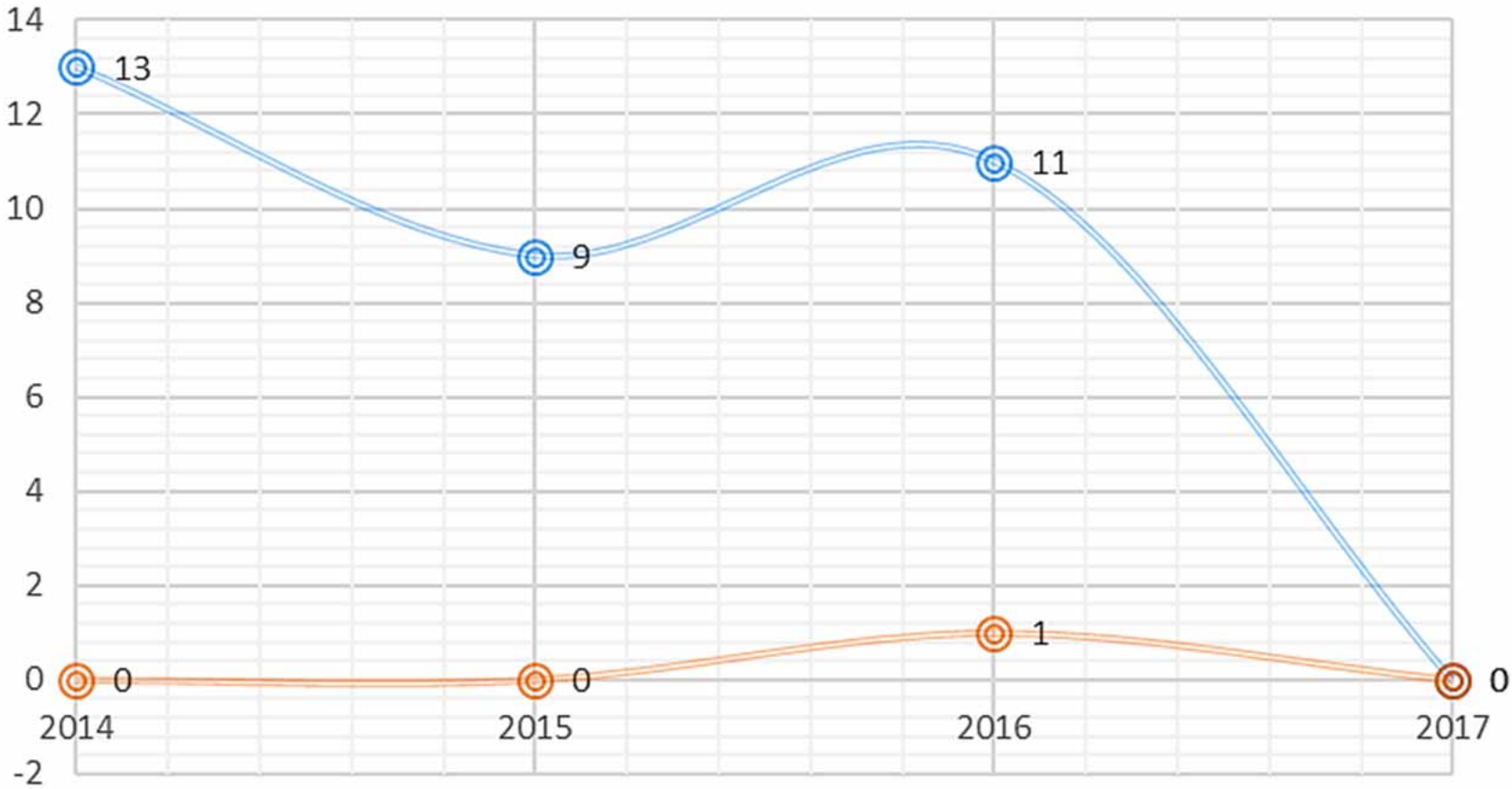
Modes	Rate	2009	2010	2011	2012	2013	Total	Trendline
Rail	Event Rate	22.5	22.6	22.2	20.4	22.1	21.9	
	Fatality Rate	1.3	1.2	1.2	1.7	1.4	1.4	
	Injury Rate	14.7	16.5	14.2	13.9	12.8	14.4	
Bus	Event Rate	83.5	83.2	83.8	84.1	90.5	85.0	
	Fatality Rate	1.6	1.7	1.7	2.1	2.1	1.9	
	Injury Rate	137.6	148.9	148.1	150.2	157.7	148.6	
All Transit	Event Rate	58.2	57.3	57.5	56.8	60.6	58.1	
	Fatality Rate	1.5	1.5	1.5	1.9	1.8	1.7	
	Injury Rate	86.5	92.5	90.9	91.6	94.5	91.2	

All Rural & Tribal Transit Providers



Reportable Safety Events

Wisconsin Rural & Tribal Wisconsin Tribal



Online Resources

- <https://www.transit.dot.gov/PTASP>
- <https://www.transit.dot.gov/regulations-and-guidance/safety/>
- <http://nationalrtap.org/Resource-Library>
- <http://www.nationalrtap.org/News/Best-Practices-Spotlight/Archive-Safety>
- <http://tribalsafety.org/Portals/16/SMS/TRIBAL-TRANSPORTATION-SAFETY-PLAN-web.pdf>
- <https://www.transportation.gov/tsi/transit-safety-and-security>

Technical Assistance and Training



NationalRTAP.org
888-589-6821



NC4MM.org
866-846-6400



NADTC.org
866-983-3222



NTIOnline.com
848-932-1700

FTA Contact:

Region 5: Evan Gross

Email: Evan.Gross@dot.gov

Phone: 312-886-1619



<https://www.transit.dot.gov/about/regional-offices/region-5>



Federal Transit
Administration
www.fta.dot.gov

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