

Greetings

Doug Frate

Director of Intermodal & Freight Division

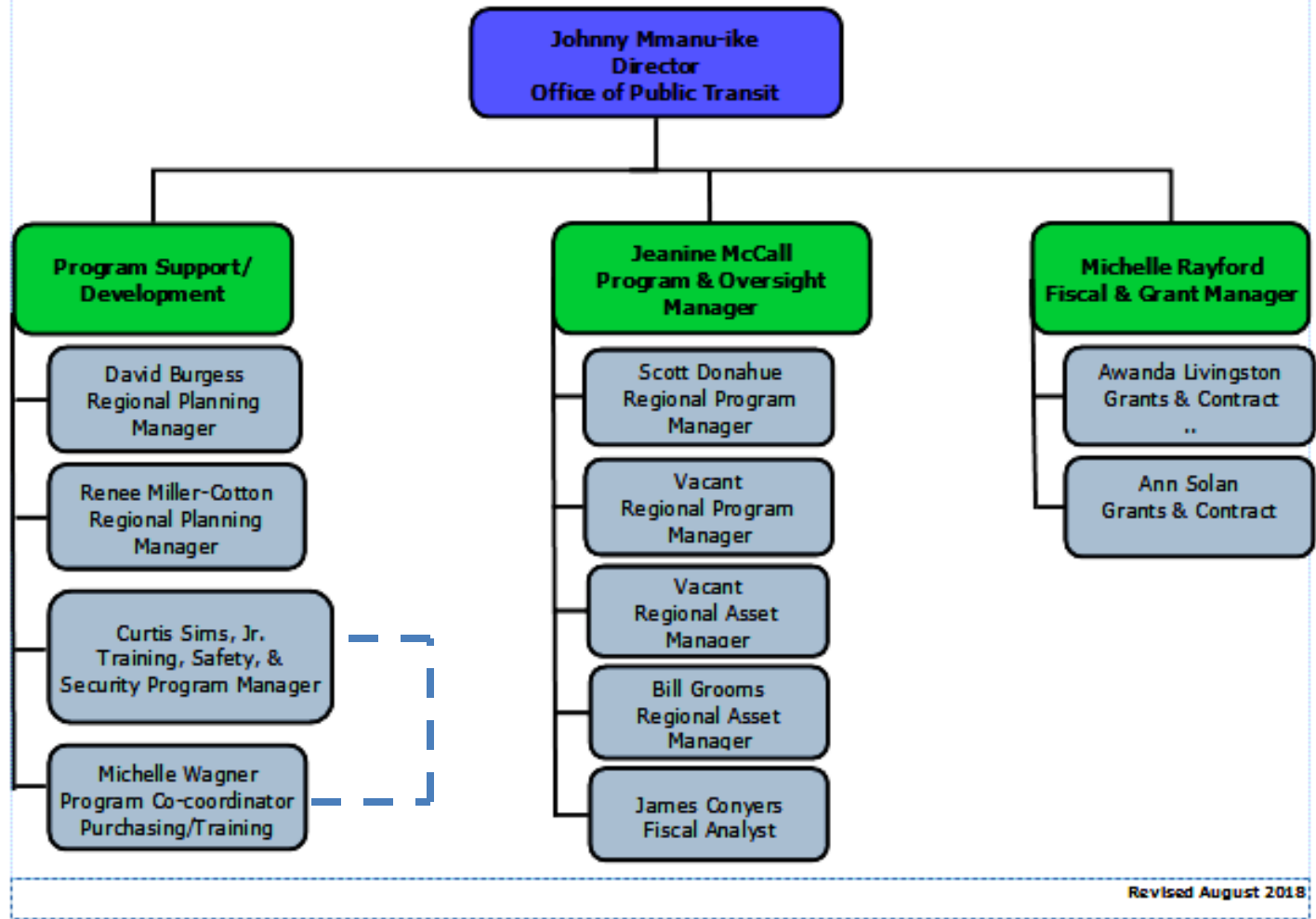


OPT Updates

Johnny Mmanu-ike, Director



2018 Subrecipient Workshop



Funding Announcements Schedule

Proposed Schedule for SFY 2019-2020

- Jan/Feb – Announcements based on prior year apportionments
- Mar – Applications and Budgets due
- Apr – Commission Approvals
- May – Grant submitted to FTA
- Jun – Contracts issued



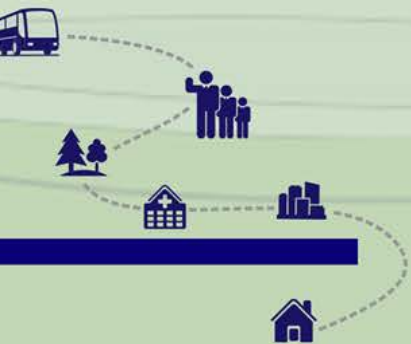
Cost Allocation Plan Solicitation

- Solicitation is currently being prepared.



State Management Review

- Anticipated Fall 2019, more information to follow including what agency will be visited as part of the review
- Anticipate updating the SMP before the review



Safety & Security Final Rule

- Through MAP-21 and the FAST Act, Congress required operators of public transportation systems that receive FTA funds to develop and implement a Public Transportation Agency Safety Plan (49 U.S.C 5329 (d))
- FTA is implementing this requirement through the PTASP final rule (49 C. F. R. Part 673)

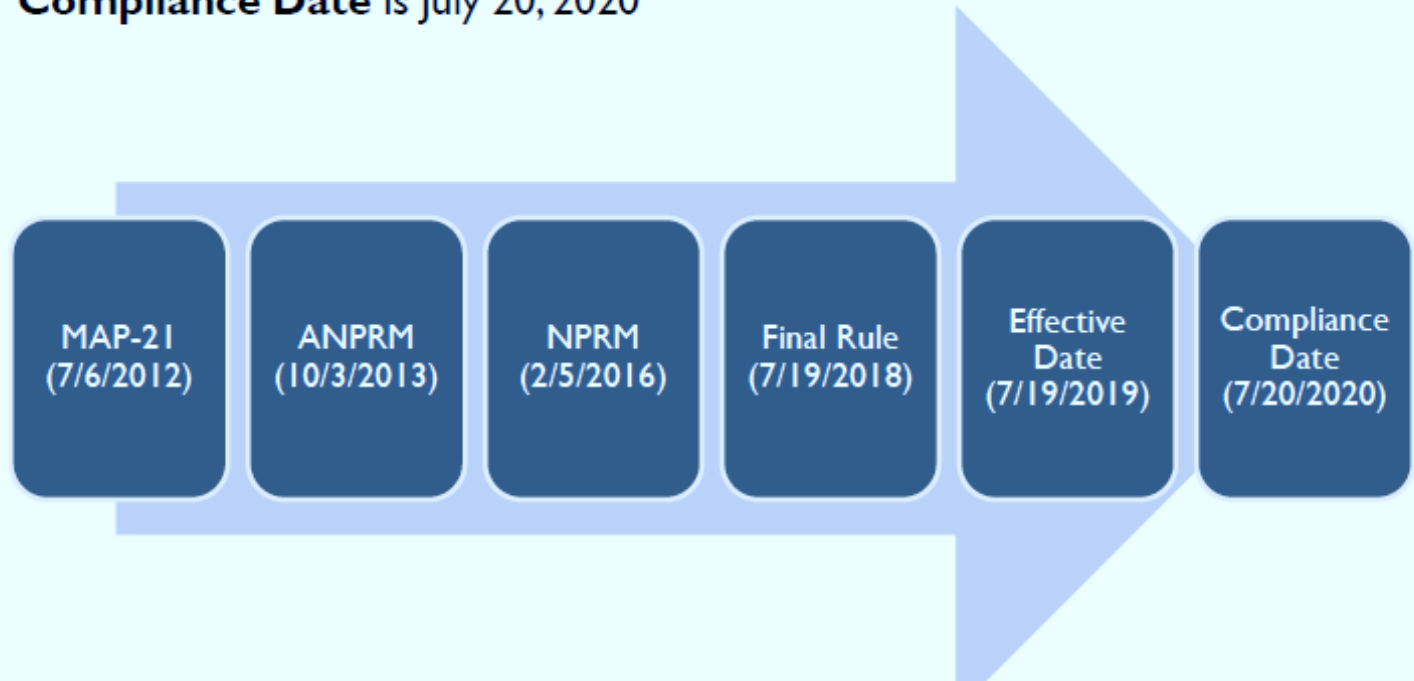


Safety & Security Final Rule

Final Rule Published on July 19, 2018

Effective Date is July 19, 2019

Compliance Date is July 20, 2020



Safety & Security Final Rule

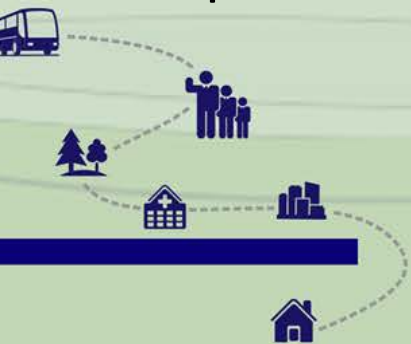
Major Issues Discussed by Commenters		
Comment Category	FTA Response	Reduction in Burden/Cost*
Applicability	Final rule defers applicability to 2,000 small and rural operators under Sections 5310 and 5311.	\$26 million
SMS Requirements	Final rule reduces SMS requirements for small operators.	\$8.4 million
Record Keeping	Final rule reduces overall record keeping burden.	\$6.4 million

*In relation to the costs calculated in the Notice of Proposed Rulemaking (NPRM)



Safety Plan Development & Implementation

- Rail transit agencies and large bus operators must develop and implement their own safety plans.
- A State must develop a safety plan for small transit agencies within the State that receive Urbanized Area Formula Program funds (49 U.S.C. 5307) and operate 100 or fewer vehicles in peak revenue service, unless the transit agency chooses to develop its own safety plan. In either case, small bus operators must implement their own safety plans.



SC Providers whom the rule applies . . .

- Large Urban
 - Augusta (Aiken) – Lower Savannah COG Best Friend Express
 - Charleston – Charleston Area RTA (CARTA)
 - Charlotte (York)
 - Columbia – Central Midlands RTA (CMRTA)
 - Greenville – Greenlink and CATBUS
 - Myrtle Beach – Waccamaw RTA (Coast RTA)



SC Providers whom the rule applies . . .

continued

- Small Urban
 - City of Anderson (Electric City Transit)
 - City of Florence (Pee Dee RTA)
 - Gastonia
 - Hilton Head Island (Lowcountry RTA dba Palmetto Breeze)
 - Mauldin/Simpsonville
 - City of Rock Hill
 - City of Spartanburg (SPARTA)
 - City of Sumter (Santee Wateree RTA)



The Next Steps . . .

- Encourage Large Urbans to develop their PTASP
 - Templates available <https://www.transit.dot.gov/PTASP>
 - State will provide technical assistance and review plan
- Small Urbans to notify State whether they will opt to create their own PTASP
 - Evaluate whether one group plan will suffice
 - Utilize the template available at [www. Transit ,dot.gov](http://www.Transit.dot.gov)
 - Small Urban must implement the Safety Plan.
 - SMS Training October 31, 2018 through November 2, 2018 – Columbia, SC



OPSTATS/NTD Reporting

What is OPSTATS?

- OPSTATS is an Excel-based data entry template employed by OPT to gather and analyze transit program data from subrecipients of OPT



- New for FY 2017-2018 Reporting
 - Transit Asset Management (TAM) Plans
 - Objective is to reach and maintain a state of good repair (SGR)
 - OPT is required to report internal targets to NTD
 - Any variances over/under 10% must be explained
 - Reports were due to OPT on August 31st



Transit Asset Management Plan

- The MPO may adopt the group TAM targets or set their own regional targets. Furthermore, please see as follows:
- The TIP must have a paragraph that includes a description of the anticipated effect of the TIP toward achieving the TAM targets set by the MPO. The MPO can state that _____ projects will help _____ transit agency to achieve its performance targets for transit state of good repair (for vehicles or equipment) or achieve _____ on the TERM scale* (structures or facilities) as identified during the project selection process from the _____ transit agencies Transit Asset Management Plan.
- All we are asking for is that they reference the TAM plan and describe how the projects in the TIP contribute towards meeting the TAM performance targets. They can describe this in a manner that is helpful to local decision-makers to consider when approving the TIP.



Performance Measures

Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)

- **Performance Targets by class:**
- **Bus - 15%**
- **Cutaway - 30%**
- **Mini-van - 20%**
- **Van - 20%**

SCDOT TAM Performance Statement:

SCDOT's Transit Asset Management (TAM) Plan is a set of strategies and systematic processes and practices for managing the performance, risk, and costs of transit capital assets over their lifecycle to provide safe, cost-effective, and reliable service.



2018 Subrecipient Workshop

ASSET CONDITION MEASUREMENT TOOL

Transit System:

Vehicle VIN#

Scheduled Replacement Date:

No.	System	Description of Sub-system Evaluated	SFY2018
1	Engine	Available compression tests, oil usage, oil analysis and noise	
2	Drive-Train	Transmission and rear-end based fluid analysis, shift quality, fluid leaks and noises	
3	Electrical	Lights, switches, gauges, electrical mechanisms, front to back wiring	
4	Suspension/ Steering	Springs, shocks, struts, steering wheel play	
5	A/C, Heating	Cooling and heating throughout vehicle	
6	Structure	Extent of cracks and rust in frame and structure	
7	Body Interior	Condition of floor, windows, seats, side and modesty panels	
8	Body Exterior	Extent of cracks, dents, and rust	
9	Wheelchair Safety	Ability to load and unload passengers safely	
10	Safety Systems	Braking system, emergency brake, emergency exit windows and doors	

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Vehicle Condition Worksheet - Subsystem Rating Guide			Vehicle Condition Scoring Guide
Score	Rating	Description	Score
10	Excellent	Brand new, no major problems exist, only routine PM required	81-100
7-9	Good	Elements are in good working order, require nominal or infrequent minor repairs (More than 6 months between minor repairs)	61-80
4-6	Moderate	Requires frequent minor repairs (<6 months between) or infrequent major repairs (<6 months between)	41-60
1-3	Poor	Requires frequent major repairs (<6 months between)	21-40
0	Bad	In such poor condition that continued use presents potential problems	<=20

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INSTRUCTIONS FOR COMPLETING THE ASSET CONDITION MEASUREMENT FORM

1

The person with the most knowledge of the condition of the vehicle should complete this form. That will most likely be the mechanic and/or regular driver.

2

Each of the 10 systems must be evaluated according to the Subsystem Rating Guide.

3

The total score (between 1 and 10 for each system) of all systems must be entered into the Inventory.

4

Add any additional notes that will be helpful to your agency or SCDOT.

5

NOTE: Submit one for each vehicle.



Transit Asset Management Plan

