

Version 25



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Technical Support

Trapeze provides several ways to connect with the Customer Care team. Please provide detailed information to the representative. If you are reporting an issue by e-mail, include any error messages, screen shots of your problem, and steps to replicate the issue.

Customer Care is available Monday through Friday, 8:00 a.m. to 8:00 p.m., Eastern Standard Time.

Toll-Free Telephone: 1-877-411-8727

E-mail: cc@trapezegroup.com

FTP Site: <https://ftps.trapezegroup.com/>

Web Site: <https://collaborate.trapezegroup.com>

The website provides access to Trapeze Collaborate which offers resources to implement and operate the software, search knowledge, participate in communities, log/track service requests, sign-up for release alerts, view product health recommendations, and download updates or documentation. For secure access to Collaborate, contact Customer Care through the website or by calling the number above.

Product Compatibility

Refer to the latest [Product Compatibility](#) information on Trapeze Collaborate for requirements including operating system information, databases, Crystal reports, network protocol, HTTP servers and browsers that are supported.

Network Restrictions – Administrator and User Guide

Version 25.x

February 2026

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1. Overview

The Network Restrictions module automates the time-consuming work of calculating and managing portions of rail that are under operating or speed restrictions. It provides:

- Dynamic Tracking where multiple restrictions can be actioned, monitored, and cleared.
- Visualization of restrictions and data in a track-chart view that is in a familiar format and easy to understand.
- Audit Trail of restrictions that is easily reportable and defensible.

Previously, personnel had to rely on inconsistent methods of tracking and communicating about restrictions across multiple departments. This often led to restrictions staying in place longer than necessary, lesser restrictions being forgotten or not imposed, lack of historical information or confirmation of work done, inconsistency in train control systems, and overall degraded customer experience.

The Network Restrictions module helps your organization improve safety, reporting, and information sharing, as well as satisfying the regulatory TAM Reporting rule.

TAM Reporting: 49 U.S.C. § 5326

Guideway Performance Restriction Requirements

- A performance restriction is defined to exist on a segment of rail fixed guideway when the maximum permissible speed of transit vehicles is set to a value that is below the guideway's full service speed.
- Agencies must measure the **length of track miles under performance restrictions** each month based on a snapshot of conditions that existed as of 9:00 AM local time on the first Wednesday of the month. This calculation must be performed separately for each combination of rail fixed guideway mode and type of service.
- All performance restrictions that can be applied to a specific section of track (excludes system-wide restrictions for inclement weather, for example) are required to be included in the calculation, regardless of cause or duration, including temporary speed restrictions placed due to maintenance activity.
- Agencies are required to report an annual value for length of track miles under performance restrictions to FTA by averaging the values calculated each month over the course of the year.

The Network Restrictions module displays the current state of the network at any given time. It does not set your circuits or calculate how they should be set. Train control systems and engineers are still required to determine and action the appropriate restrictions. The module allows qualified personnel to do the following:

- Implement and clear restrictions.
- Visualize circuit speed for each section of track in a track-chart style view.
- Plan work through tracking defects associated with the restriction.

- Ensure the safety of crews and customers by specifying the types of protections you've implemented for the restriction.
- Track history of restrictions including the audit trail of who implemented it and who cleared it.
- Customize the system to your organization's workflows.

Requirements

EAM Application 25.x

EAM Web Modules 25.x

License Key – Network Restrictions

Assumptions

- ❗ Do not use the browser's **Back** button in the Web Modules as unanticipated results may occur.
- ❗ Do not open or use the same instance of the Web Modules in multiple browser windows or tabs. This can cause errors or unexpected performance issues.

2. Network Restrictions

A restriction on a section of track limits how the track can be used. This can be applied to linear assets or stationary assets. There are two types of restrictions:

- **Speed Restrictions** - Limit speed over a linear asset. For example, a speed restriction on a track due to construction.
- **Operation Restrictions** - Limit functionality or usage of an asset such as a clamp on a switch to prevent use of a crossover from one track to another.

Linear Reference System (LRS)

At the foundation of Network Restriction management is the Linear Reference System (LRS) which provides precise definition of the rail alignment through segments, markers, etc. LRS tracks all rail assets and activity with respect to a fixed location on the corridor. The following are factors that are tracked with the LRS and represented within the Network Restrictions module.

- **Precise Location** - Allows for precise tracking which assists with the visual representation of an asset within the module. This applies to all single point assets along the wayside – switches, signals, stations, crossovers.
- **Track Circuits**
- **Full Service Speed (FSS)** - FSS is critical to ensuring the safety of passengers. Deviations from FSS or as-designed operational characteristics are reportable events. The design speed of a section of track may be higher than the operational allowed speed.

Reasons for Restrictions

- Maintenance – Defect being monitored, scheduled grinding, unscheduled work, etc.
- Capital Work – Rail or tie replacements, other construction work, etc.
- Unusual Occurrences – Police activity on the wayside, weather event, etc.
- Special Events – Known events requiring slower speeds, closure of section of track, etc.

Restriction Workflow



Implementations

Implementations are used to enforce and protect restricted areas. These implementations are identified within the module and can be customized to your organization's requirements. The following are examples of implementations:

- Broadcasts/Staffed – Communications and staff in place to ensure safe operations are occurring throughout the area.
- Sign or Ties & Lanterns – Sign or rail-road ties or lanterns in place to ensure safe operations.
- Clamps – Switches are often clamped to prevent the switch from moving.
- Circuits – Circuits are dialed to a restricted speed to enforce the restriction.

3. Using the Network Restrictions Portal

Network Restrictions Portal

All Lines

Refresh

OFF

VIEW CLEARED RESTRICTIONS

+ NEW RESTRICTION

Speed Restrictions

											Search...
Activated	Updated	Asset	Speed	Restriction	Line	Implementations	Status	Start	End	Description	
12/04/23	12/04/23	BL-TRK-EB	30 mph	2020-0006	BLUE LINE	--	ACTIVE	BLEB-BEGIN+0	BLEB-050+0	First section of track	
11/03/23	11/03/23	BL-TRK-WB	85 mph	2020-0004	BLUE LINE	--	ACTIVE	BLWB-BEGIN+0	BLWB-END+0	o" there	
11/01/23	11/01/23	RL-TRK-SB	85 mph	2020-0002	RED LINE	Circuits	ACTIVE	RLSB-BEGIN+0	RLSB-END+0	1	
10/30/23	10/30/23	RL-TRK-SB	85 mph	2023-0032	RED LINE	--	ACTIVE	RLSB-BEGIN+0	RLSB-END+0	bc	
10/30/23	10/30/23	RL-TRK-SB	50 mph	2023-0030	RED LINE	--	ACTIVE	RLSB-BEGIN+0	RLSB-END+0	--	
10/30/23	10/30/23	GL-TRK-NB	60 mph	2023-0028	GREEN LINE	--	ACTIVE	GLNB-BEGIN+0	GLNB-END+0	--	
10/13/23	10/13/23	BL-TRK-EB	100 mph	2023-0019	TESTING LINE	--	ACTIVE	BLEB-BEGIN+0	BLEB-END+0	testing location description	

Operating Restrictions

											Search...
Activated	Updated	Asset	Restriction	Line	Instruction	Implementations	Status	Start	End	Description	
11/14/23	11/14/23	BL-DXOV1	2020-0005	BLUE LINE	--	--	ACTIVE	--	--	--	
11/01/23	11/01/23	BL-DXOV1	2020-0003	BLUE LINE	1	Clamps	ACTIVE	--	--	-- 1	
11/01/23	11/01/23	RL-TRK-SB	2020-0001	RED LINE	1	Signs	ACTIVE	RLSB-BEGIN+0	RLSB-END+0	1	
10/30/23	10/30/23	RL-TRK-SB	2023-0029	RED LINE	--	--	ACTIVE	RLSB-BEGIN+0	RLSB-END+0	--	
10/30/23	10/30/23	GL-TRK-NB	2023-0027	GREEN LINE	--	--	ACTIVE	GLNB-BEGIN+0	GLNB-END+0	--	
10/17/23	10/17/23	BL-TRK-WB	2023-0022	BLUE LINE	asd	Signs	ACTIVE	BLWB-BEGIN+0	BLWB-END+0	asdf	
10/13/23	10/13/23	BL-DXOV1	2023-0020	TESTING LINE	instruction	--	ACTIVE	--	--	-- testing location description	

The Network Restrictions Portal is a gadget-based portal with a customizable layout and tables. To edit the layout, click the ellipses at the upper right-hand corner of the screen and select **Edit Layout**. The Edit Layout pop-in allows you to add, delete, and move gadgets to suit your workflow.

Clicking the ellipses also allows you to select **Edit Module Settings** which launches the Module settings page where additional configuration of the module can be completed. The Module Settings page also provides a list of all screens associated with Network Restrictions. Click **Setup Screens** and select any screen to be taken to that screen to perform additional set-up and configuration.

The header of the portal provides a drop-down box where you can view **All Lines** or drill-down to select a specific **Line** where you would like to view restrictions.

View Cleared Restrictions

Restrictions that have been cleared in the system that are waiting to be closed. Tabs separate operating vs speed.

New Restriction

New Restriction Unpublished

1 Background

2 Associated Work

3 Implementation

LOAD FROM SERVICE REQUEST

Imposed by

▼

...

Department

--

Restriction Type

☐ Speed ☐ Operating

Line ID

▼

...

Restricted Asset

...

Location Description

Example: WB Chestnut Hill to Newton Centers

Segment ID

--

Start

▼

...

ft

End

▼

...

ft

If loading from Service request, select the desired service request and associated data is loaded.

1. Select imposed by – must be a person who is authorized.
2. If priority and dates, they will populate if coming from service request.

3. Select type of restriction. Click Next.
4. Select Speed on the next screen and enter description.
5. Segment ID will populate. Click Next.
6. Attaches Service request automatically. Click Next
7. Configure Implementation – option broadcast, staffed, signs circuits. Displays all of the information circuit speed, circuit, any other restrictions in the area in a visual manner.
8. Record circuit values.
9. Click Publish.
10. Go back to the restriction screen and your restriction can be viewed in the Speed restriction. Purple indicates this happened within the last 24 hours. Time is configurable.

If not creating from service request, add information manually.

Once published you have the option to Edit or Complete the Work.

Clearing and Closing Restrictions

1. Open the desired restriction. Click Clear.
2. Select who authorized it to be cleared.
3. Select the circuit or asset to be cleared from the visual representation of the area. You can also view all other restrictions in the area to verify there are no issues with resolving the restriction. Reset other restrictions if necessary.
4. Click Confirm Restrictions Cleared.
 -  Click back into the restriction to view the history of when the restrictions were made and when they were cleared for NTD reporting purposes.
 -  Restrictions are not automatically closed when cleared. This allows for other associated work to still be completed. A restriction cannot be closed until all associated work is cleared.
5. Select restrictions from the list and click Close Selected Restrictions.

Speed Restrictions

Activated	Updated	Asset	Speed	Restriction	Line	Implementations	Status	Start	End	Description
12/04/23	12/04/23	BL-TRK-EB	30 mph	2020-0006	BLUE LINE	--	ACTIVE	BLEB-BEGIN+0	BLEB-050+0	First section of track
11/03/23	11/03/23	BL-TRK-WB	85 mph	2020-0004	BLUE LINE	--	ACTIVE	BLWB-BEGIN+0	BLWB-END+0	o' there
11/01/23	11/01/23	RL-TRK-SB	85 mph	2020-0002	RED LINE	Circuits	ACTIVE	RLSB-BEGIN+0	RLSB-END+0	1
10/30/23	10/30/23	RL-TRK-SB	85 mph	2023-0032	RED LINE	--	ACTIVE	RLSB-BEGIN+0	RLSB-END+0	bc
10/30/23	10/30/23	RL-TRK-SB	50 mph	2023-0030	RED LINE	--	ACTIVE	RLSB-BEGIN+0	RLSB-END+0	--
10/30/23	10/30/23	GL-TRK-NB	60 mph	2023-0028	GREEN LINE	--	ACTIVE	GLNB-BEGIN+0	GLNB-END+0	--
10/13/23	10/13/23	BL-TRK-EB	100 mph	2023-0019	TESTING LINE	--	ACTIVE	BLEB-BEGIN+0	BLEB-END+0	testing location description

Table displaying restrictions based on speed. The table includes Activated, Updated, Asset, Speed, Restriction, Line, Implementations, Status, Start, End, Description, Affected Area, Restricted Area, Comments, Imposed By, Department, Reason and Priority information. The table can be reordered and customized to view the information most important to your organization.

Changing the circuit's speed will no longer automatically create an implementation measure for the current restriction. This has to be done as a separate manual action.

Users must now click an unlock icon to alter the Circuit's speed. This has been added to make the changing of a Circuit's speed a more intentional action.

A Restriction's implementation may be configured for a given circuit independently of changing the Circuit's configured speed.

Operating Restrictions

Activated	Updated	Asset	Restriction	Line	Instruction	Implementations	Status	Start	End	Description
11/14/23	11/14/23	BL-DXOV1	2020-0005	BLUE LINE	--	--	ACTIVE	--	--	--
11/01/23	11/01/23	BL-DXOV1	2020-0003	BLUE LINE	1	Clamps	ACTIVE	--	--	1
11/01/23	11/01/23	RL-TRK-SB	2020-0001	RED LINE	1	Signs	ACTIVE	RLSB-BEGIN+0	RLSB-END+0	1
10/30/23	10/30/23	RL-TRK-SB	2023-0029	RED LINE	--	--	ACTIVE	RLSB-BEGIN+0	RLSB-END+0	--
10/30/23	10/30/23	GL-TRK-NB	2023-0027	GREEN LINE	--	--	ACTIVE	GLNB-BEGIN+0	GLNB-END+0	--
10/17/23	10/17/23	BL-TRK-WB	2023-0022	BLUE LINE	asd	Signs	ACTIVE	BLWB-BEGIN+0	BLWB-END+0	asdf
10/13/23	10/13/23	BL-DXOV1	2023-0020	TESTING LINE	Instruction	--	ACTIVE	--	--	-- testing location description

Table displaying restriction based on operating issues. The table includes Activated, Updated, Asset, Restriction, Line, Instruction, Implementations, Status, Start, End, Description, Affected Area, Restricted Area, Comments, Imposed By, Department, Reason, Priority, Implementation Assets, and Date Created information. The table can be reordered and customized to view the information most important to your organization.

- ✔ When an item has been updated or activated in the last 24 hours on either the Speed or Operating Restriction table, it will display in purple for quick reference.

Activated	Updated	Asset	Speed	Restriction	Line	Implementations	Status	Start	End
11/01/23	03/08/24	RL-TRK-SB	85 mph	2020-0002	RED LINE	Circuits	ACTIVE	RLSB-BEGIN+0	RLSB-END+0
12/04/23	12/04/23	BL-TRK-EB	30 mph	2020-0006	BLUE LINE	--	ACTIVE	BLEB-BEGIN+0	BLEB-050+0
04/26/23	11/27/23	BL-TRK-WB	70 mph	2022-0006	BLUE LINE	Circuits	WORK COMPLETED	BLWB-BEGIN+0	BLWB-END+0

Circuits

SP-OL-54

WORK FINISHED

Circuits

Between Station A and Station B

18 mph

1+00 – 3+00

10560.00 ft restricted

7/06/21 – 8/12/21

Background

Details

Implementations

Recorded by: (RecordingUser) (DateTime)

☐ Show Cleared

Implementation	Implemented By	Implemented On	Cleared By	Cleared On
CIRCUITS	Ortega, Raul	7/06/21 3:03 PM		

Move Implementation to

☐ Enter separate values for normal and reverse speeds

Linear Visualization

Track and Circuits

TK-OL-NB

FSS

Circuit Speed

Restricted Area

Affected Area

C-429 @ 25 mph

C-430 @ 18 mph

C-431 @ 18 mph

C-432 @ 25 mph

This Restriction

SP-OL-54

Circuits

1+00

18 mph

3+00

Other Restrictions in Restricted Area

(RestrictionID-2)

Circuits

1+00

25 mph

4+00

(RestrictionID-3)

Circuits

1+00

25 mph

2+40

(RestrictionID-4)

Circuits

2+40

18 mph

4+00

Record Circuit Values

Restriction	Speed	C-429 0+00 to 1+00	C-430 1+00 to 2+10	C-431 2+10 to 3+47	C-432 3+47 to 4+00
FSS		40	25	40	25
Circuit Speed		25	18	18	
MINIMUM SPEED OF RESTRICTIONS		18	18	18	
Circuits SP-OL-54 18 mph 1+00 – 3+00		18	18	18	+
Circuits (RestrictionID-2) 25 mph 1+00 – 4+00		25	25	25	
Circuits (RestrictionID-3) 25 mph 1+00 – 2+40		25	25		
Circuits (RestrictionID-4) 18 mph 2+40 – 3+00			18	18	

PREVIOUS STEP

PUBLISH

CANCEL

Appendix A. Terms and Definitions

Network Restrictions Terms and Definitions

Term	Definition
Affected Area	The point at which braking must begin/end to achieve the required speed through the Restricted Area.
Defect Area	If the restriction is caused by an item recorded by a Service Request, then the location of the Service Request is the Defect Area. This is not required to create a restriction, but a supplemental data point used by the individual/department that is determining the Restricted Area.
FSS	Full-Service Speed. The most conservative of all track speed determinations/recordings. Currently single number (not a calculation of multiple numbers).
Implementation Type	This is how operators will know that train behavior must be changed on the track. • Imposing: Records after-the-fact information since approval-authorized employees are only ones calling in restrictions. For example, a defect is identified during nightshift and called in, a restriction is created at 3am. First trains won't run until 5am and so at that time, Operators will make the radio announcement and it will be moved into Implementation Type: Broadcast. • Broadcast: Communication is happening from OCC Dispatchers over radio to train operators. No physical methods are in place. This is often a first status while implementation is happening. • Staffed: A physical presence of an employee is required. Could be for flagging or manually throwing a switch. • Signs: Physical signage is placed in locations according to SOP by track employees. Could be multiple so the system has a description field and a location field. Can be for either Speed or Operating Restriction. The outermost signs determine the Affected Area of the restriction. • Circuits: Only for Speed Restriction. Tracks with circuits automatically control the train speed. When a train passes over a different speed bond it either begins braking or accelerating. Large speed restrictions may require a 'step down' of multiple circuits to avoid hard braking and achieve the required speed through the restricted area. • Clamped: Only for Operating Restrictions. Used when a switch can only be used in a prescribed manner. Ties & Lanterns: Only for Operating Restrictions. Used to fully close a section of track. Location is the point at which the track is closed.
Linear Referencing System (LRS)	System used to reference points or sections along a linear asset. The EAM LRS system uses a combination of segments and markers to allow maintenance to identify a work area. This is visualized in track-chart diagrams.

Term	Definition
Markers	A marker represents a point along a segment. Markers hold a set offset from a segment to determine where this marker is. These are the reference markers used to help identify bounds of work or reported issues along a track.
Operating Restriction	Alteration or limit on train behavior. For example, straight moves only on a switch (switch is out of operation). Track closed or requires some form of extra help to operate (switch must be manually thrown).
Restricted Area	Linear span determined by Track or Signals Department through which trains must pass at the point at which braking must begin/end in order to achieve the required speed through the Restricted Area.
Segments	A segment represents a continuous section, such as track. These can be thought of as LRS segments. EAM segments have a defined length and are used to determine the actual length of linear assets that are mapped along the segment. This includes the common use case of the whole segment to the whole track and for other assets that are along the track such as signals, track circuits, etc. EAM's linear referencing system can then use a segment with an offset to give a set location on the section.
Speed Restriction	Track slowdown through a given area. The distance from MAS determines the severity of a restriction. Can be because of a defect, condition, or outside factor. Can be short term or long/semi-permanent.
Suppressed Restriction	Suppression applies to Speed Restrictions only. A restriction is distinct when it is due to a distinct reason so it is possible to have multiple restrictions covering the same linear span. For example, there is an existing Speed Restriction (R-1) from Marker 1 to Marker 20 of 18 mph, reduced from a MAS of 40mph. A new defect has been found at Marker 15 and the speed needs to be reduced to 10 mph from Marker 10 to Marker 25 (R-2). Thus, R-2 will suppress R-1 from Marker 10-20. This is a PARTIAL SUPPRESSION because R-1 is still the most restrictive from Marker 1-10. It's also possible for restrictions to be fully suppressed where their entire span is no longer the slowest required speed. - Significance: If R-2 is cleared before R-1, then Point 10-20 must be returned to 18 mph and not MAS 40 mph. This is the critical communication that must happen when overlapping restrictions are clear and/or altered in speed, size or location. There is work to reimpose R-2. Depending on the track location it could be replacing or relocating signage or changing circuit speeds. R-2's records would then need to be updated with this new information. - NOTE: The concept of suppressed restrictions is now dealt with implicitly in the system. They are not directly labelled as suppressed restrictions. There is only one circuit speed maintained as the circuit speed. It is not necessarily possible to be definitive as to which implementation relates to the circuit speed, as a circuit may have been dialled to a particular speed for multiple reasons and could have addressed restrictions that are no longer active

Domain Definitions

Term	Definition
ATC	Automatic Train Control. Non-Federal Rail Authority (FRA) regulated. External system used to control train speeds automatically via track circuits.
Consist	The assemblage of train cars. For example, "This CONSIST consists of 8 cars."
Fixed Guideway (FG)	A public transportation facility using and occupying: • A separate right-of-way (ROW) or rail for the exclusive use of public transportation • A fixed catenary system useable by other forms of transportation. ◦ All rail modes operate exclusively on FG. Although the FTA recognizes several non-rail modes as operating on FG, the TAM performance measurement only applies to reporters with rail FG.
FTA	Federal Transit Administration
Full-Service Speed	What the FTA uses to define if a restriction exists. The planned speed at time of installation at which vehicles can travel on a segment during normal operation, or the speed at which vehicles can travel on the segment absent any speed restriction on the segment.
PTC	Positive Train Control for heavy rail. Mandatory for anything FRA regulated. Uses transponders on vehicles and signals along track in ground.
TAM	Transit Asset Management
TAM Final Rule	Introduced the federal requirement to report on "the percentage of track segments (by rail mode) that have performance restrictions. The infrastructure performance measure applies only to rail fixed guideway systems." • Performance restriction is defined as a segment of guideway track miles where the maximum permissible speed of transit vehicles is set to a value that is below the guideway's full-service speed. Restrictions can be caused by issues with rail fixed guideway, track, power, and signal systems. • Track miles are defined as the miles of track used in service, regardless of directionality. • Track segments are measured to the nearest 0.01 of a mile. The annual performance measure for Infrastructure is an average of each month's performance restriction measure. Performance restrictions should be measured at 9:00 AM local time on the first Wednesday of each month.
TAM Infrastructure Performance Measure Reporting Guidebook	The final Transit Asset Management guidebook details the methods for transit agencies in measuring and reporting TAM infrastructure assets under performance restrictions (slow zones) to the National Transit Database (NTD).

Term	Definition
Telemetry Cars / Geometry Cars	Cars that travel track to look for defects with specialized hardware. Expensive to operate and therefore sometimes contracted.
Track Miles	Miles of track is measured as the number of tracks per one-mile segment of right-of-way (ROW). Miles of track is measured without regard to whether rail traffic can flow in only one direction on the track. • Although the NTD glossary definition of miles of track includes yard track and sidings, the performance measure does not. • Do not include yard track or sidings in the calculation of track miles for purpose of the performance measure.