



**MEMORANDUM**

**TO:** TPB Technical Committee  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Performance-Based Planning and Programming (PBPP) Regional Transit Safety Targets - DRAFT  
**DATE:** September 24, 2021

This memorandum provides an update on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements under the federal surface transportation act (Fixing America’s Surface Transportation Act, or FAST Act) for the area of transit safety. Applicable providers of public transportation are required to set targets for four performance measures, following which metropolitan planning organizations (MPOs) are required to establish overall transit safety targets for their planning area.

**TRANSIT SAFETY RULEMAKING**

The Public Transportation Agency Safety Plan (PTASP) final rule was issued on June 19, 2018. The issuance of this final rule served as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule which defined the four transit safety performance measures for which providers of public transportation and MPOs have to set targets.

The PTASP final rule had an effective date of July 19, 2019, with one year for implementation. The rule applies to providers of public transportation that are recipients and sub-recipients of FTA Section 5307 funding and that fall under the safety jurisdiction of the Federal Transit Administration (FTA). Applicable providers of public transportation were required to develop Public Transportation Agency Safety Plans, which include the process and procedures for implementing Safety Management Systems (SMS), and certify their safety plan by July 20, 2020. In addition, they were required to set initial targets for the four transit safety measures by July 20, 2020 (thereafter annually), following which the MPO must set transits safety targets for the metropolitan planning area within 180 days.

<b>Transit Safety Performance Measures</b>	
<b>Fatalities</b>	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
<b>Injuries</b>	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
<b>Safety Events</b> (Collisions, derailments, fires, or life safety evacuations)	Total number of reportable events and the rate per total vehicle revenue miles by mode
<b>System Reliability</b>	Mean distance between major mechanical failures by mode

In response to the COVID-19 pandemic, on April 23, 2020 the FTA announced that it would give providers of public transportation more time to meet the requirements of the PTASP regulation. The regulation set July 20, 2020 as the deadline for providers of public transportation to certify that they have established a compliant agency safety plan. FTA announced it would provide relief by refraining from taking any enforcement action until December 31, 2020 against providers that were unable to meet the July 20, 2020 deadline. For 2021, the rulemaking is in effect.

## **TRANSIT SAFETY FOR THE NATIONAL CAPITAL REGION**

The following providers of public transportation in the region are required to set transit safety targets in accordance with the PBPP requirements. These targets are required for each mode operated by the provider, including heavy rail, streetcar, commuter bus, bus, and paratransit (demand response).

Regional recipients of FTA Section 5307 funding and the modes they operate

- WMATA: Metrorail, Metrobus, MetroAccess
- DDOT: DC Circulator, DC Streetcar
- MDOT-MTA: MTA Commuter Bus
- PRTC OmniRide: commuter bus, local bus, and paratransit

Regional sub-recipients of FTA Section 5307 funding

- VanGo (Charles Co.)
- TransIT (Frederick Co.)
- Ride On (Montgomery Co.)
- The Bus (Prince George's Co.)

Note that while local bus systems in Suburban Maryland are sub-recipients of FTA funds through the State of Maryland's Locally Operated Transit systems (LOTS) funding programs, the local bus systems operated by jurisdictions in Northern Virginia do not receive federal funds and the PTASP rule is not applicable. In addition, commuter rail systems including MARC and VRE have their safety regulated by the Federal Railroad Administration (FRA) and the PTASP rule does not apply to them.

## **CALCULATION OF REGIONAL SAFETY TARGETS**

Targets for the region are based on those adopted – or still preliminary – by each provider of public transportation. Measures are calculated for each mode:

- Number of Fatalities/Serious Injuries/Incidents – total number for all providers of that mode.
- Rate of Fatalities/Serious Injuries/Incidents – total number for all providers of the mode divided by the total number of Vehicle Revenue Miles (VRM) for that mode (reported in rate per 100,000 VRM).
- Mean Distance Between Failure (MDBF) – the total number of VRM for that mode divided by the total number of failures for all providers of the mode.

## 2021 REGIONAL TRANSIT SAFETY TARGETS – DRAFT

Based on the targets adopted or in the process of being adopted by each provider of public transportation, the following set of transit safety targets is proposed as draft targets for the region for 2021.

### 2021 Regional Transit Safety Targets – DRAFT

	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)*	0	0	244	0.31	84	0.11	254,000
Streetcar Rail (SR) *	0	0	0	0.00	4	0.27	672
Urban Bus (MB)*	0	0	411	0.69	463	0.78	13,654
Commuter Bus (CB)	0	0	6	0.07	20	0.23	13,265
Demand Response (DR)	0	0	40	0.19	18	0.08	0
Vanpools (VP)	0	0	6	0.05	118	1.05	9500

Rate - Per 100,000 Vehicle Revenue Miles      MDBF = Mean Distance Between Failures

\* Includes preliminary measures not yet finalized by a provider