Safety Targets and Performance

Washington Metropolitan Area
Transit Authority

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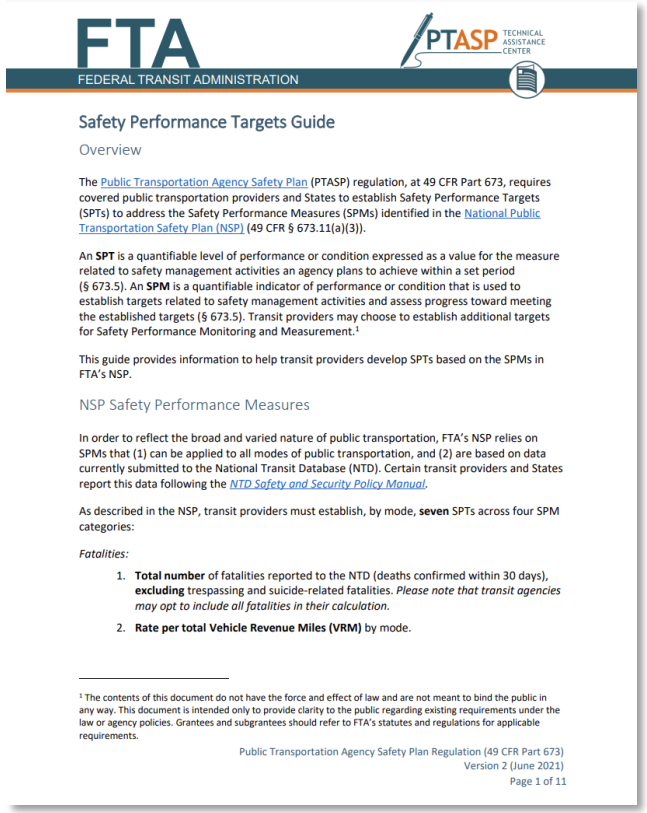
Federal Requirements for Transit Agencies

- Set targets annually
- Use data-driven process
  - Establish a baseline of 3 years
  - Recommend a % improvement over the baseline using:
    - Peer benchmarks
    - Trend data
    - Actions, resources and risks
- Engage with Joint Labor Management Safety Committee (JLMSC)



FTA
FEDERAL TRANSIT ADMINISTRATION

PTASP TECHNICAL ASSISTANCE CENTER

Safety Performance Targets Guide

Overview

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires covered public transportation providers and States to establish Safety Performance Targets (SPTs) to address the Safety Performance Measures (SPMs) identified in the National Public Transportation Safety Plan (NSP) (49 CFR § 673.11(a)(3)).

An **SPT** is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities an agency plans to achieve within a set period (§ 673.5). An **SPM** is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities and assess progress toward meeting the established targets (§ 673.5). Transit providers may choose to establish additional targets for Safety Performance Monitoring and Measurement.[1]

This guide provides information to help transit providers develop SPTs based on the SPMs in FTA's NSP.

NSP Safety Performance Measures

In order to reflect the broad and varied nature of public transportation, FTA's NSP relies on SPMs that (1) can be applied to all modes of public transportation, and (2) are based on data currently submitted to the National Transit Database (NTD). Certain transit providers and States report this data following the *NTD Safety and Security Policy Manual*.

As described in the NSP, transit providers must establish, by mode, **seven** SPTs across four SPM categories:

Fatalities:

1. **Total number** of fatalities reported to the NTD (deaths confirmed within 30 days), **excluding** trespassing and suicide-related fatalities. *Please note that transit agencies may opt to include all fatalities in their calculation.*
2. **Rate per total Vehicle Revenue Miles (VRM)** by mode.

[1] The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.

Public Transportation Agency Safety Plan Regulation (49 CFR Part 673)
Version 2 (June 2021)
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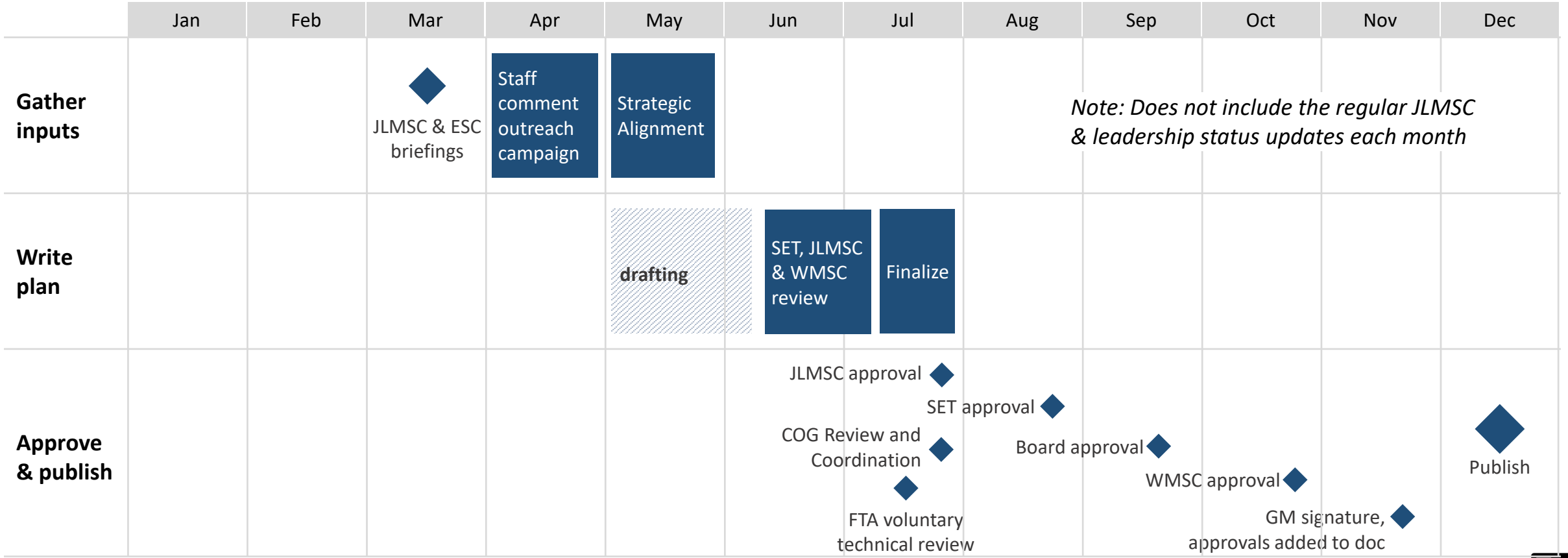
WMATA's Agency Safety Plan and Safety Target Timeline

JLMSC: Joint Labor and Management Safety Committee
ESC: Executive Safety Committee
SET: Senior Executive Team

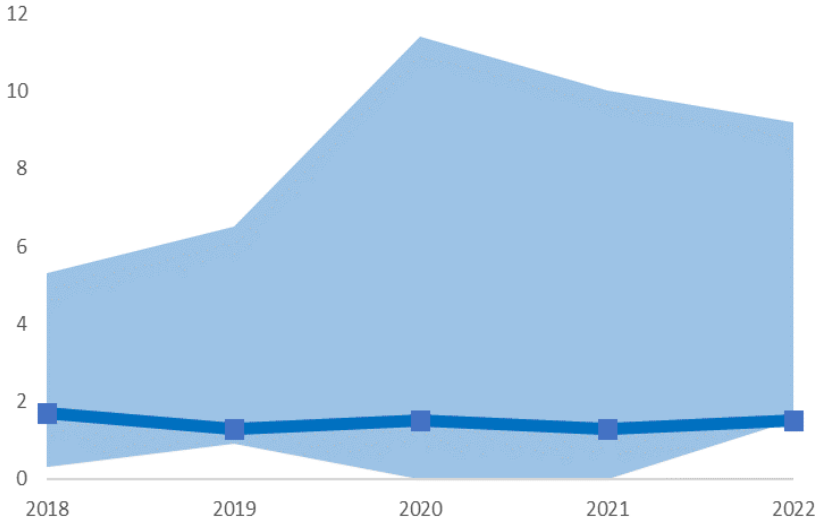


FY2024 Safety targets

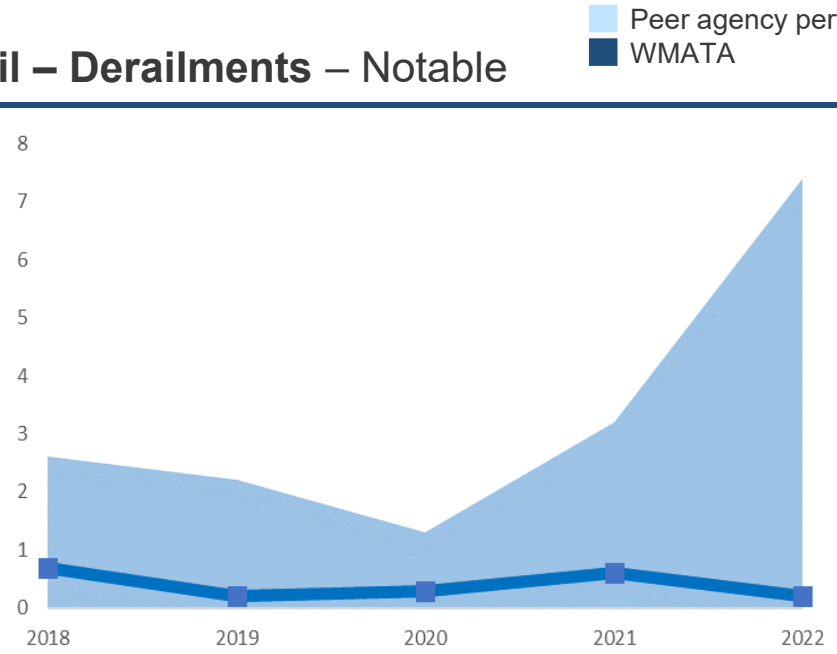
	Metric	Bus FY23 Target	Bus FY23 Actual	Bus FY24 Target	Rail FY23 Target	Rail FY23 Actual	Rail FY24 Target
Fatalities	Fatalities	0	4	**0**	0	4	**0**
Injuries	Employee and Customer Injury Count	433	273	**250**	104	152	**146**
	Employee and Customer Injury Rate	71.8	72	**66.4**	29.1	20.6	**18.3**
NTD Major Safety Events	Safety Event Count	188	186	**168**	23	39	**41**
	Safety Event Rate	53	48.8	**44.6**	3.9	5.2	**5.2**
Assaults	Assault Count	36	54	**44**	60	51	**60**
	Assault Rate	10	14.3	**11.7**	10	6.9	**7.5**
System Reliability	Mean Distance Between Failure	8,200	7,800	**8,000**	56,500 (7k) 14,000 (Legacy)	26,400	**25,000**

Rail Performance compared to peer agencies: 2018 - 2022

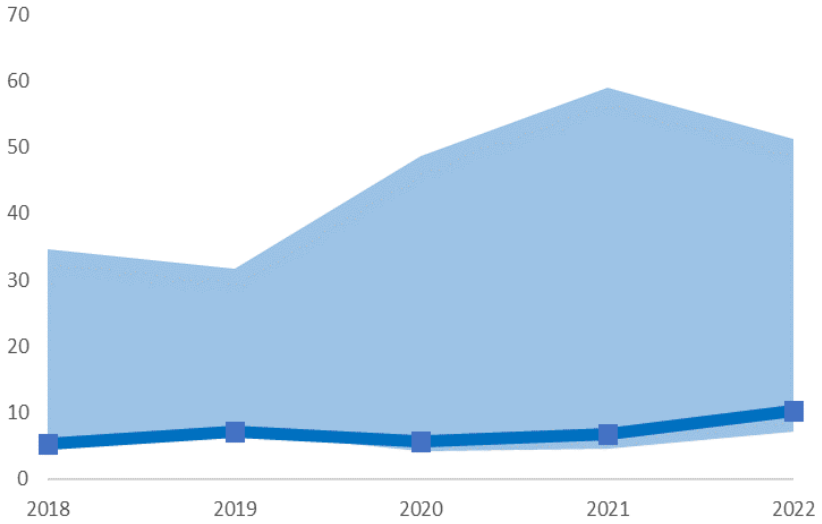
1 Rail – Collisions – Notable



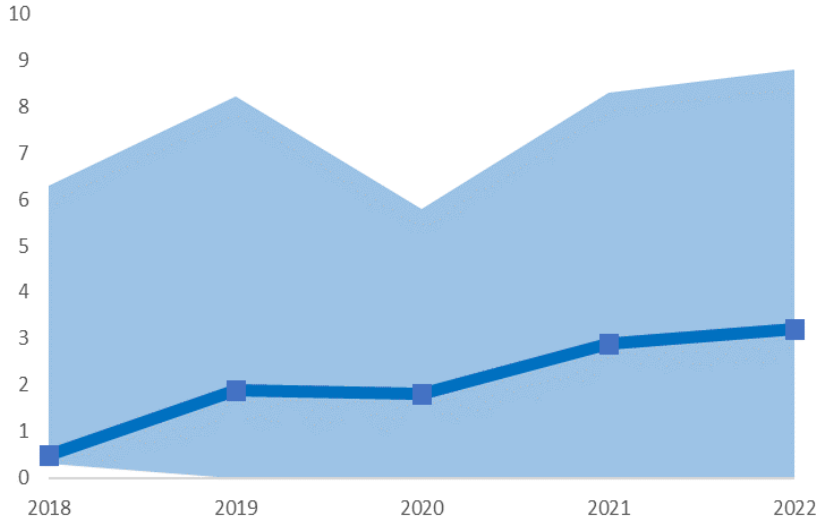
2 Rail – Derailments – Notable



3 Rail – Customer Injuries – Notable

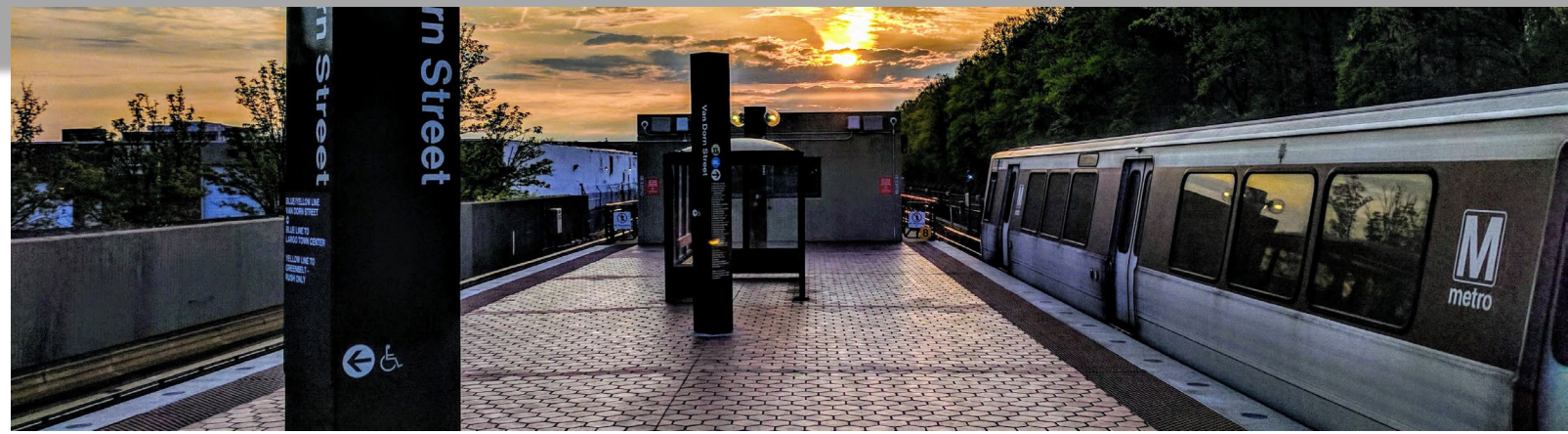


4 Rail – Employee Injuries – Better than average



FY23 Performance Results

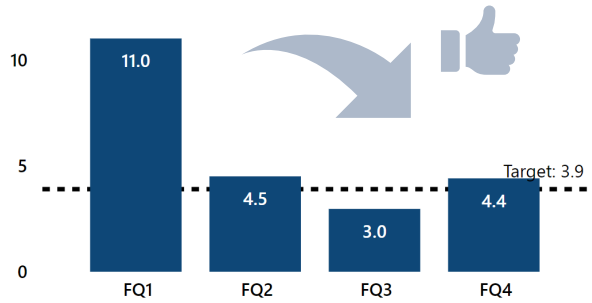
Only 317 customer injuries out of almost 200 million trips in FY23; number of Metrorail customer injuries fell 25% compared to FY22



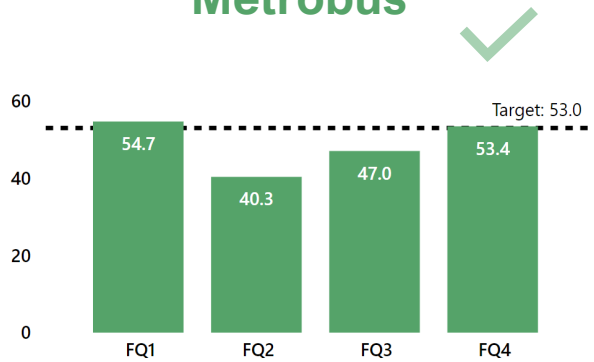
System safety event rates

Fell by **60%** for rail and **68%** for MetroAccess from Q1 to Q4. Metrobus safety events met target in FY23

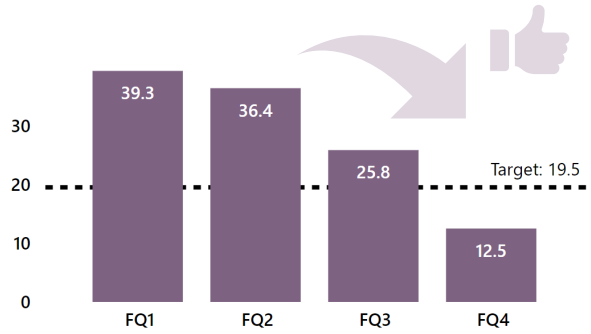
Metrorail



Metrobus

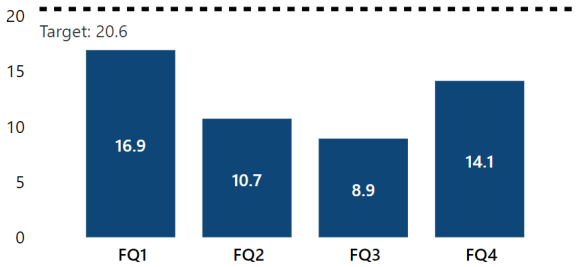


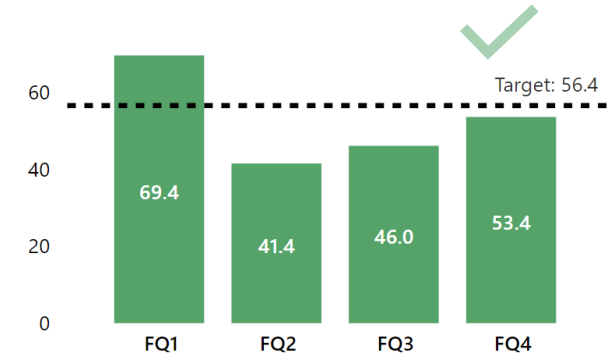
MetroAccess

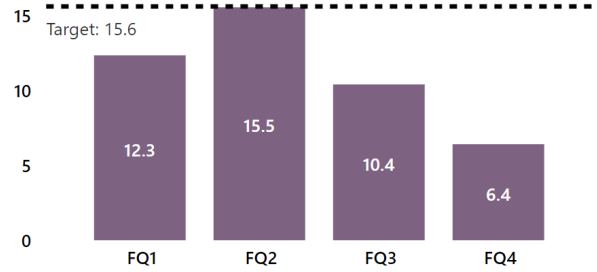


Customer injuries

stayed **below Metro's performance threshold** for all modes for the last three quarters of the fiscal year



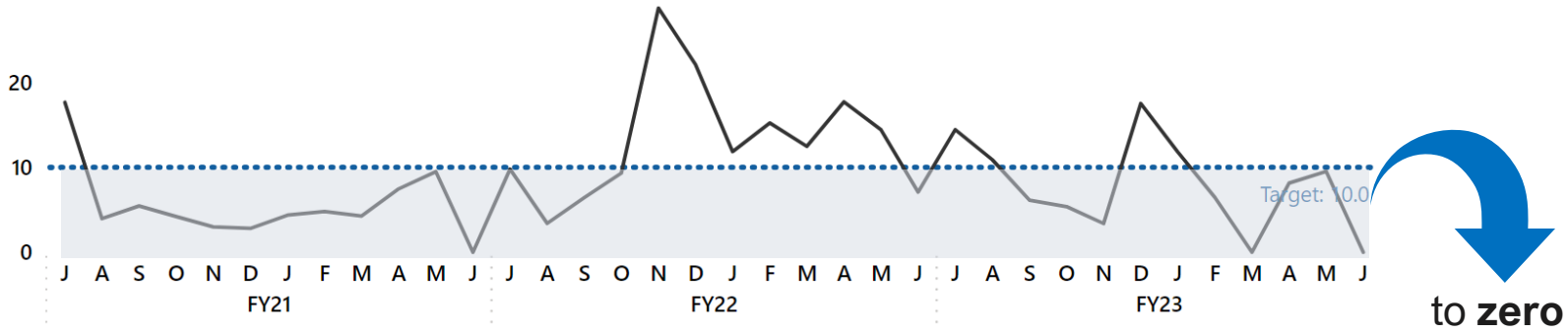




FY23 Performance: Metrorail Customer and Employee Assault Rate

7.4 Rail customer and employee assaults per 10 million vehicle revenue miles, meeting target of no more than **10**

- 55 total assaults during FY23: 14 employee and 41 customer
- 15% decrease in number of assaults from FY22, with four fewer employee assaults



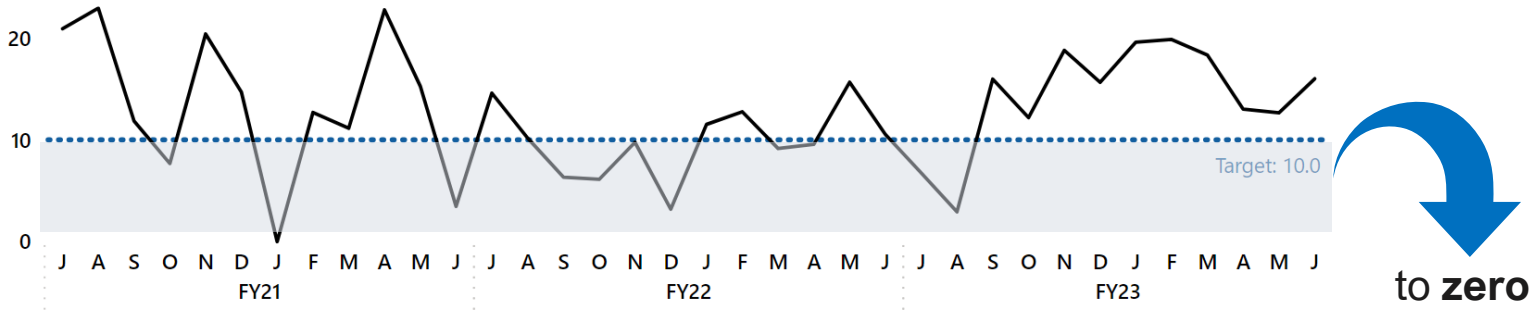
678 Station Managers and Rail Operations Supervisors completed de-escalation training

Target met Target at risk Target missed

FY23 Performance: Metrobus Customer and Employee Assault Rate

14.3 Bus customer and employee assaults per 10 million vehicle revenue miles, missing target of no more than **10**

- 54 total assaults in FY23: 5 employee and 49 customer
- 50% increase in number of assaults from FY22, increase is entirely in customer assaults
- Employee assaults in FY23 DECREASED compared to FY22– there were 5 in FY23 and 9 in FY22



Deploying officers to locations with higher crime and routes with high ridership

Target met Target at risk Target missed