

Federal Transit Administration Regional Transit Safety Targets

Transportation Operators Committee
June 23, 2021



Puget Sound Regional Council

Federal Performance Measures - Background

- MAP-21/FAST Act required state DOTs and MPOs to set targets for a variety of transportation-related performance measures beginning in 2018

Performance Measures	Initial PSRC Board Action	Update Schedule
Transit Asset Management	Approved June 2017	Must incorporate into each new TIP or RTP
Safety Performance	Approved January 2018	Annual
Bridge and Pavement Condition	Approved October 2018	Every 4 Years
System Performance		
Congestion Mitigation and Air Quality Improvement Program (CMAQ)		
Transit Safety	Expected Summer 2021	Every 4 Years

Overview of PTASP

- MAP-21 and Fast Act require transit agencies to develop a Public Transportation Agency Safety Plan (PTASP), including the development of safety performance targets
- Applicable to most transit agencies in the PSRC region
 - Exceptions include Sounder Commuter Rail, Amtrak, and all ferry operators
- There are three mode categories that require targets: Fixed route bus, non-fixed route bus, and rail
- MPOs have ~6 months after the last transit agency submits their adopted targets to adopt regional targets
 - Last transit agency submitted their targets to PSRC in April

Overview of Required Targets

Fatalities

- 1) Total number of fatalities
- 2) Fatality rate by vehicle revenue miles

Injuries

- 3) Total number of injuries
- 4) Injury rate by vehicle revenue miles

Safety Events

- 5) Total number of safety events
- 6) Safety event rate by vehicle revenue miles

System Reliability

- 7) Average distance between major mechanical failures



Regional Target-Setting Approach

- Utilize targets that are adopted by each agency
- Roll up these agency-specific targets to develop regional targets
- Methodology Example: Injury Rate
 1. Develop a “weight” for each agency based on their annual vehicle revenue miles (VRM)
 2. Multiply each agency’s injury rate by their respective weight and then sum the total for all agencies
 3. Divide that total by the sum of all agency weights to get the regional target for injury rate by VRM

Regional Transit Safety Targets

- Below are the regional transit safety targets rolled up from the local agency targets. The targets were combined using the methodologies described on the previous slide.

Mode	Fatalities	Fatality Rate*	Injuries	Injury Rate*	Safety Events	Safety Event Rate*	System Reliability**
Fixed Route	0	0	173	0.28	177	0.29	6,530
Non-Fixed Route	0	0	7	0.05	7	0.05	39,508
Rail	0	0	25	0.51	40	0.81	42,828

* Rates are Per 100K Vehicle Revenue Miles

**System Reliability represents the average number of miles between major mechanical failures

TOC Recommendation

- Requested Recommendation: PSRC staff requests that the Transportation Operators Committee recommend adoption of the regional transit safety targets to PSRC's Transportation Policy Board





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