Overview

• Overview of PTASP and target-setting process
• PSRC/Transit Agency Collaboration Options
• Discussion: Transit agency plans, targets, data sources, and approaches
• Schedule and Timeline
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.

• FTA outlines plan requirements in the PTASP Final Rule and details required targets in the National Public Transportation Safety Plan.

• Applicable to recipients of FTA financial assistance that operate a public transportation system or operators of rail systems subject to FTA’s State Safety Oversight program.

• There are three mode categories that require targets: Fixed route bus, non-fixed route bus, and rail that is not regulated by the Federal Railroad Administration (FRA).

  • Passenger ferry service, commuter rail service, and any other rail service regulated by the FRA are EXEMPT.
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
Leading up to the July 20th deadline for safety plans and targets, transit agencies and PSRC will need to work together to review draft agency plans and targets and develop an approach for setting regional targets.

There are multiple options for how this work can occur, e.g.:

1) Discussions occur at the April and June TOC meetings, with safety plan contacts invited to attend and participate.

2) Primary discussions happen off-line between PSRC and agency safety contacts, with brief updates provided at the April and June TOC meetings.

Discussion questions on the following slide may help the group determine which option would be the best fit.
Discussion: Agency Plans and Targets

- Who is the primary contact for your agency on the safety planning work?
- When do you expect to have draft plans and targets available to review by?
- What data source(s) are you considering using to identify your performance baseline?
- Which methodologies are you considering to calculate your targets? (e.g. aspirational goal, percentage reduction, etc.)
- Which time period will you be using for your target?
- What approach makes the most sense for setting regional targets?

*Note: Since FTA is providing flexibility in terms of how agencies decide to set their targets, it could complicate the regional target-setting process if agencies choose to take different approaches.*
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>July 20, 2020</td>
<td>Transit Agency Plans and Targets Due and Submitted to PSRC</td>
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<tr>
<td>August 26, 2020</td>
<td>TOC Meeting Discussion: PSRC to provide preliminary regional targets for review</td>
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<tr>
<td>Sept. 10 or Oct. 8, 2020</td>
<td>PSRC to brief Transportation Policy Board on Regional Target-Setting Process</td>
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<tr>
<td>October 28, 2020</td>
<td>TOC Meeting Discussion: TOC to Finalize Recommendation to Board for Regional Targets</td>
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<tr>
<td>November 12, 2020</td>
<td>Recommend Regional Target Adoption at Transportation Policy Board Meeting</td>
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<tr>
<td>December 3, 2020</td>
<td>Recommend Regional Target Adoption at Executive Board Meeting</td>
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<tr>
<td>January 20, 2021</td>
<td>Federal Deadline for Regional Safety Targets</td>
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Thank you.

Gary Simonson
Senior Planner
206-971-3052
gsimonson@psrc.org