

Regional Public Transportation Safety Performance Targets

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Public Transportation Safety Requirements

- On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule.
- The PTASP rule became effective on July 19, 2019.
- The PTASP rule includes requirements for transit operators in urbanized areas (e.g. Manchester Transit Authority) and metropolitan planning organizations (e.g. SNHPC) to **adopt public transportation safety performance targets**.
- Due to the COVID pandemic, PTASP rule compliance requirements have been delayed from July 20, 2020 to July 21, 2021.



Public Transportation Safety Requirements



manchester transit

Public Transportation Agency Safety Plan

PTASP

Revision 3 | Effective 02/23/2021



- On February 23, 2021, the Manchester Transit Authority adopted its PTASP, which includes agency-level safety performance targets.
- Pursuant to the PTASP rule (49 CFR 673), the SNHPC must set regional transit safety targets no more than 180 days after the completion of the MTA's PTASP.



Public Transportation Safety Measures

- The federally-required public transportation safety measures are:
 1. Number of Fatalities
 2. Rate of Fatalities
 3. Number of Injuries
 4. Rate of Injuries
 5. Number of Safety Events
 6. Rate of Safety Events
 7. System Reliability

As the Manchester Transit Authority (MTA) is the only applicable transit provider in the region, the SNHPC TAC has recommended that the SNHPC adopt the MTA's public transportation safety targets as the regional public transportation safety targets.



Public Transportation Safety Targets - Fatalities

Mode of Bus Service	Fatalities (Total)	Fatalities (Rate)
Fixed Route	0	0
Demand Response	0	0

- The Manchester Transit Authority has had no fatalities on either the fixed route or demand response systems, and their PTASP has a goal of maintaining zero fatalities.
- Accordingly, the MTA's annual targets for both number of fatalities and rate of fatalities is zero.



Public Transportation Safety Targets - Injuries

Mode of Bus Service	Injuries (Total)	Injuries (Rate)
Fixed Route	2	1.6
Demand Response	1	2.75

- An “**injury**” is defined as an injury requiring medical attention at a location other than the location at which the event occurred.
- The Manchester Transit Authority’s annual injury targets are 2 injuries on the fixed-route system and 1 injury on the demand response system. The corresponding injury rate targets are calculated per 500,000 vehicle revenue miles.



Public Transportation Safety Targets – Safety Events

A “**safety event**” is an event that occurs on a transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility or rail yard, during a transit related maintenance activity, or involving a transit revenue vehicle that includes, but is not limited to: 1) A fatality confirmed within 30 days; 2) An injury requiring transport away from the scene for medical attention; 3) A serious injury; or 4) Substantial property damage to facilities equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.



Public Transportation Safety Targets – Safety Events

Mode of Bus Service	Safety Events (Total)	Safety Events (Rate)
Fixed Route	17	13.85
Demand Response	7	19.55

- The Manchester Transit Authority's annual targets are 17 safety events on the fixed route system and 7 safety events on the demand response system.
- The MTA's safety event rate targets are calculated per 500,000 vehicle revenue miles.



Public Transportation Safety Targets – System Reliability

Mode of Bus Service	System Reliability (Miles)
Fixed Route	30,460
Demand Response	13,764

- **“System Reliability”** targets are based on the mean distance (number of miles) between major mechanical failures.
- The Manchester Transit Authority’s annual system reliability targets are 30,460 miles between major mechanical failures on the fixed route system and 13,764 miles on the demand response system.



Questions?