#### Regional Public Transportation Safety Performance Targets

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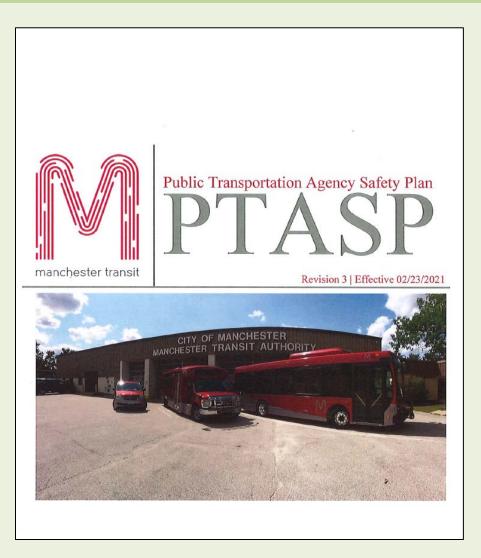


# Public Transportation Safety Requirements

- 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



- 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
  - 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, staff is proposing 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 | Fatalities |
|---------------------|------------|------------|
| Mode of bus service | (Total)    | (Rate)     |
| Fixed Route         | О          | О          |
| Demand Response     | О          | О          |

- 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 | Injuries |
|---------------------|----------|----------|
| Mode of bus service | (Total)  | (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<br>(Total) | Safety Events<br>(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<br>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?