

To: CRCOG Transportation Committee
From: Devon Lechtenberg, Senior Transportation Planner
C: Robert Aloise, Director of Planning
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Date: April 16, 2021
Subject: FTA Transit Safety Performance Targets

The Federal Transit Administration's (FTA) Public Transportation Agency Safety Plan (PTASP) final rule (49 CFR Part 673) requires that agencies receiving federal funding for providing public transit under the Section 5307 Grant Program (49 CFR Part 5307) each create a comprehensive, collaborative approach to safety, known as a Safety Management System (SMS). Part of this SMS is establishing mandatory safety performance targets, which transportation operators originally had until July 20, 2020 to enact. This deadline was extended until July 20, 2021.

There are seven PTASP Safety Targets: two targets for fatalities, two for injuries, two for safety events, and one for mechanical failures. For those areas where there are two targets, the first target is the number of incidents and the second is a rate of incidents per hundred thousand (*or one million*) vehicle revenue miles (VRM). Within the Capitol Region, the Connecticut Department of Transportation (CTDOT) prepared safety targets for *CTtransit* - Hartford Division, Arrow Line Acquisitions, Collins Bus Service, DATTCO, and New Britain Transit. The Greater Hartford Transit District (GHTD) prepared its own safety targets, including several beyond the required seven targets. All targets are effective as of January 1, 2021. Metropolitan Planning Organizations (MPOs) have until July 20, 2021 to endorse these PTASP targets or create their own (See table on next page). After the deadline, these seven targets must be referenced in amendments and updates of core MPO plans.

While PTASP targets must be updated annually by the responsible provider agencies, MPOs are not explicitly required to update their adoption of these targets each year. In preparing amendments to transit system performance reports within the required Metropolitan Transportation Plan (MTP), MPOs can choose to revisit targets and update them accordingly at that time. However, in the first MTP amendment or update published on or after the July 20, 2021 deadline and in each subsequent full update, current PTSAP targets must be present. ***CRCOG staff recommend that the Transportation Committee review these PTASP targets and plan on taking action at the May 2021 meeting.***

Full PTASP reports for each agency as well as FTA supplementary information can be consulted at <https://crcog.org/transportation/performanceasures>. All documents will be posted by the end of Monday, April 19, 2021.

CTDOT-Administered Safety Performance Targets

Prepared by Connecticut Department of Transportation on Behalf of Service Entities								
Service Entity	Transit Mode	Fatalities		Injuries		Safety Events		System Reliability
		per 100 thousand	VRM	per 100 thousand	VRM	per 100 thousand	VRM	VRM / mechanical failures
		Total	VRM	Total	VRM	Total	VRM	
CTtransit-Hartford Division	Motorbus (MB)	0	0	61	0.7	315	3.6	69,774
	Bus Rapid Transit (RB)	0	0	26	3.8	82	12	22,092
		per 1 million	VRM	per 1 million	VRM	per 1 million	VRM	VRM / mechanical failures
		Total	VRM	Total	VRM	Total	VRM	
Arrow Line Acquisition	Commuter Bus (CB)	0	0	0	0	0	0	217,801
Collins Bus Service	Commuter Bus (CB)	0	0	0	0	1	1	12,041
DATTCO	Motorbus (MB)	0	0	0	0	0	0	38,445
	Commuter Bus (CB)	0	0	0	0	1	1.3	84,721
New Britain Transit	Commuter Bus (CB)	0	0	2	2.2	1	1.9	22,069
GHTD-Administered Safety Performance Targets*								
		per 1 million	VRM	per 1 million	VRM	per 1 million	VRM	VRM / mechanical failures
		Total	VRM	Total	VRM	Total	VRM	
GHTD	Motorbus (MB)	0	0	26	6.3	23	5.7	50,000

* GHTD set six targets in addition to the seven mandated ones. These include an additional four targets for injury types and two for driver assaults. They are not being considered for endorsement but can be accessed in the attached GHTD PTASP Targets.