

Amended Public Transportation Agency Safety Plan Targets:

*The targets were adopted with the desire of all agencies affiliated to have zero fatalities. It is our professional understanding that the targets are specifically data driven and where the numbers posted are derived.



EAST-WEST GATEWAY
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Creating Solutions Across Jurisdictional Boundaries

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Memo to: Board of Directors

From: Staff

Subject: 2021 Public Transportation Agency Safety Plan Performance

Date: Targets March 17, 2021

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As established under MAP-21 and continued in the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for a variety of transportation areas including, public transportation safety.

Public Transportation Agency Safety Plan Performance Measures

The public transportation agency safety plan performance measure (PTASP PM) requirements are set out in the Federal Transit Administration's (FTA) final Rule for Public Transportation Agency Safety Plans.

To fulfill the requirements of the PTASP PM, the East-West Gateway Board of Directors (the Board) must set 2020 transit safety targets by March 2021, no more than 180 days after public transportation agencies (PTAs) set their targets (September 2020). The MPO has the option to set quantitative regional targets or support the transit agency's targets.

Staff recommends that the Board support the transit agencies' targets for the East-West Gateway (EWG) planning area as follows:

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Madison County Mass Transit District Targets							
Mode of Service	Fatalities (Total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100k VRM)	Safety Events (Total)	Safety Events (per 100k VRM)	System Reliability
Fixed Route (MB)	0.00	0.00	13.00	0.34	13.67	0.36	20,833
Paratransit/ Demand Response (DR)	0.00	0.00	0.67	0.11	2.00	0.33	24,121
Vanpool (VP)	0.00	0.00	0.33	0.04	2.67	0.32	239,569

Loop Trolley Targets							
Mode of Service	Fatalities (Total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100k VRM)	Safety Events (Total)	Safety Events (per 100k VRM)	System Reliability
Fixed Route	1.00	0.19	7.00	1.31	7.70	1.44	1,250

Metro Targets							
Mode of Service	Fatalities (Total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100k VRM)	Safety Events (Total)	Safety Events (per 100k VRM)	System Reliability
Metrolink	2.00	0.65	10.00	0.327	112.00	3.66	26,615
MetroBus	1.00	0.05	208.00	1.119	89.00	0.479	27,658
Call-A-Ride	0.00	0.00	16.00	0.304	11.00	0.209	26,088

The following section provides background on the PTASP PM rule.

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Background

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. It continues the National Highway Performance Program (NHPP) established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) intended to establish a performance-driven, outcome-based planning and programming process. A crucial element of this process is the establishment of performance targets and measures to achieve desired outcomes throughout the transportation system.

These performance targets ensure states, public transportation agencies, and MPOs invest resources in transportation projects that make progress toward the achievement of national goals including safety, infrastructure condition/state of good repair, congestion reduction, transportation system reliability, freight movement/economic vitality, environmental sustainability, and reduced project delivery delays.

The PTASP PM requires public transportation agencies and MPOs to establish safety targets as for:

- (1) the total number of reportable fatalities;
- (2) the rate of fatalities per total vehicle revenue miles by mode;
- (3) the total number of reportable serious injuries;
- (4) the rate of serious injuries per total vehicle revenue miles by mode;
- (5) the total number of reportable safety events;
- (6) the rate of safety events per total vehicle revenue miles by mode; and
- (7) the mean distance between major mechanical failures by mode (system reliability).

The targets are from calendar year 2020 and are part of each PTA's required public transportation agency safety plan (PTASP). Each PTASP must include a safety management system to identify, analyze, and mitigate safety risks throughout all aspects of a transit agency's operations (PTASPs can be viewed at <http://www2.ewgateway.org/download/PTASP-Docs/>). PTAs and MPOs must adopt initial targets for each safety measure, and public transportation agencies are required to revisit the PTASP and targets, annually. The actual target should be set to what the public transportation agency believes it can achieve; the rule does not specify or provide guidance for how ambitious the targets should be. FTA will consider PTAs to be in compliance if they have certified their PTASP by December 31, 2020, extended from the original date of July 20, 2020 due to the COVID-19 pandemic. If FTA determines a PTA has not certified its plan by the rule's required due date, then the PTA will be subjected to

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a range of FTA enforcement options, including ineligibility to receive FTA grant funds until compliance is met.

MPOs can either choose to set quantitative regional targets or commit to the PTA's targets and by planning for and programming transit projects. MPOs are required to include targets in its next metropolitan transportation plan update. In addition, EWG is required to show how investments in the transportation improvement program (TIP) help achieve the PTASP PM targets.

Following discussion and approval by the Board, staff will inform IDOT and MoDOT that the EWG has established 2020 public transportation agency safety targets. Under the FAST ACT, EWG is required to set initial transit safety targets and may revisit targets on an annual basis.

Staff Recommendation: Staff recommends approval of the 2020 public transportation agency safety plan performance targets.