

# Safety Performance Targets and Relevant Changes

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# Presentation Purpose and Agenda

Review requirements for transit agencies to create Safety Performance Targets (SPTs). This presentation will also describe recent applicable statutory changes and proposed FTA updates.

## Presentation Agenda

- SMS and Target Setting
- SPT requirements for transit agencies
- Bipartisan Infrastructure Law Requirements
- Proposed Updates to the National Public Transportation Safety Plan (NSP)



# SMS and Target Setting

*Safety Risk Management* – Supports hazard identification and the development of mitigations

*Safety Assurance* – Continuous monitoring of targets and adjusting to changes

*Safety Policy* – Supports the drafting of agency-wide policies and procedures

*Safety Promotion* – Communicating to throughout the agency what is working and what is not



# Requirements for Transit Agencies and MPOs

## Transit Agency



- Establish SPTs required by PTASP regulation
- Make SPTs available to State and MPO to aid in the planning process
- Coordinate with MPO in the selection of the MPO's safety performance targets to the maximum extent practicable

## MPO



- Coordinate with transit agencies as required by FTA/FHWA planning regulation
- Set performance targets
- Integrate SPTs set by transit agencies

## States



- Coordinate with MPOs in the selection of safety performance targets

# How Transit Agencies Develop Targets

**Step 1:** Define the safety objective

**Step 2:** Determine if the necessary data exists

**Step 3:** Define the Safety Performance Indicator

**Step 4:** Define the Safety Performance Target

*Example:*

**Safety Objective:** Reduce passenger slip and fall events on vehicles.

**Data:** Incident reports, customer service complaints

**SPI 1:** Number of passenger injuries from slip/fall events on vehicles per vehicle revenue mile.

**SPT 1:** Reduce the number of passenger injuries from slip/fall events on vehicles per vehicle revenue mile by 10% over the next 12 months.



# Safety Performance Measures and SPTs

Addressing FTA's **four** safety performance measures requires **seven** SPTs by mode

Fatalities by Mode

1. Total Number

2. Rate per Vehicle Revenue Mile (VRM)

Injuries by Mode

3. Total number

4. Rate per VRM

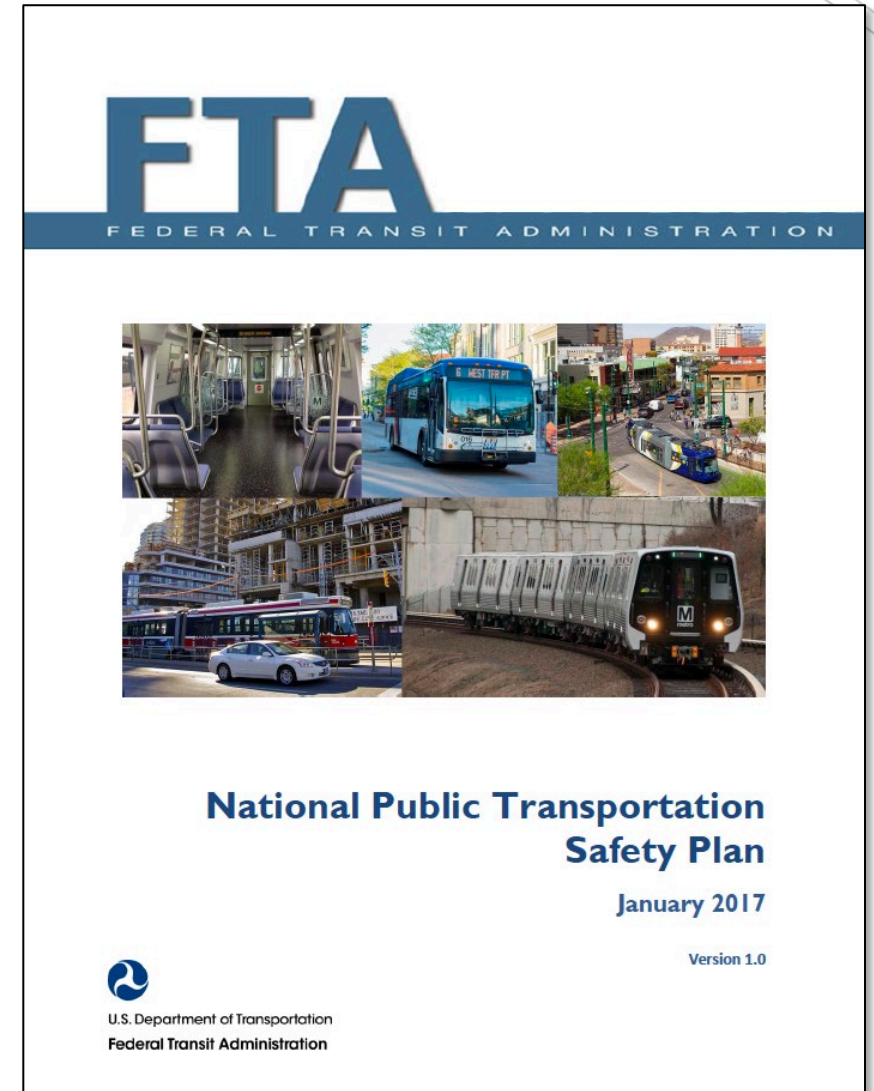
Safety Events by Mode

5. Total number

6. Rate per VRM

System Reliability by Mode

7. Miles between major mechanical failures



# Bipartisan Infrastructure Law

- The Bipartisan Infrastructure Law introduced new requirements related to safety risk reduction for Section 5307 recipients serving a large urbanized area (an urbanized area with a population of 200,000 or more)
- These recipients must establish a risk reduction program for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers
- Joint labor-management Safety Committee must establish SPTs for the risk reduction program





# Safety Performance Criteria Update

- The previous NSP required transit agencies to set targets for 7 safety performance measures
- The proposed NSP adds 7 additional measures for a **total of 14 required measures**

## In Previous NSP:



## Additional:





# Safety Risk Reduction Program

Agencies that receive Section 5307 funding and serve a large urbanized area (UZA) (population > 200,000) must establish a risk reduction program - § 5329(d)(1)(I)

**The proposed NSP defines required safety performance measures for safety risk reduction programs. They are as follows:**

- Major Events  
- Major Event Rate

- Collisions  
- Collision Rate

- Injuries  
- Injury Rate

- Assault on Transit  
Workers  
- Assault on Transit  
Workers Rate

- Once the NSP is finalized, Safety Committees of agencies must set safety performance targets for these eight measures based on a 3-year rolling average of data the agency reports to the NTD
- If an agency fails to meet a safety performance target, it must allocate its safety set aside in the following fiscal year to eligible projects that will assist the agency in meeting the target

# Technical Assistance

- [Introduction to Safety Performance Indicators and Targets](#)
- [Safety Performance Targets Guide](#)
- [Safety Performance Targets Fact Sheet](#)
  
- **TAC Website** [transit.dot.gov/PTASP-TAC](https://transit.dot.gov/PTASP-TAC)
- **Email** [jeremy.furrer@dot.gov](mailto:jeremy.furrer@dot.gov)

The screenshot shows the top of a webpage with the FTA logo and PTASP Technical Assistance Center branding. The main heading is 'Safety Performance Targets Guide' with a sub-heading 'Overview'. The text explains that the PTASP regulation (49 CFR Part 673) requires public transportation providers to establish Safety Performance Targets (SPTs) to address Safety Performance Measures (SPMs) identified in the National Public Transportation Safety Plan (NSP). It defines an SPT as a quantifiable level of performance and an SPM as a quantifiable indicator. The guide is intended to help transit providers develop SPTs based on the SPMs in the NSP. It also mentions that the NSP relies on SPMs that can be applied to all modes of public transportation and are based on data from the National Transit Database (NTD). A list of fatalities categories is provided, including total number of fatalities and rate per total Vehicle Revenue Miles (VRM) by mode. A footnote at the bottom states that the document does not have the force of law and is intended to provide clarity. The page number is 1 of 11.

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## Safety Performance Targets Guide

### Overview

The [Public Transportation Agency Safety Plan](#) (PTASP) regulation, at 49 CFR Part 673, requires covered public transportation providers and States to establish Safety Performance Targets (SPTs) to address the Safety Performance Measures (SPMs) identified in the [National Public Transportation Safety Plan \(NSP\)](#) (49 CFR § 673.11(a)(3)).

An SPT is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities an agency plans to achieve within a set period (§ 673.5). An SPM is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities and assess progress toward meeting the established targets (§ 673.5). Transit providers may choose to establish additional targets for Safety Performance Monitoring and Measurement.<sup>1</sup>

This guide provides information to help transit providers develop SPTs based on the SPMs in FTA's NSP.

### NSP Safety Performance Measures

In order to reflect the broad and varied nature of public transportation, FTA's NSP relies on SPMs that (1) can be applied to all modes of public transportation, and (2) are based on data currently submitted to the National Transit Database (NTD). Certain transit providers and States report this data following the [NTD Safety and Security Policy Manual](#).

As described in the NSP, transit providers must establish, by mode, seven SPTs across four SPM categories:

**Fatalities:**

1. **Total number** of fatalities reported to the NTD (deaths confirmed within 30 days), **excluding** trespassing and suicide-related fatalities. *Please note that transit agencies may opt to include all fatalities in their calculation.*
2. **Rate per total Vehicle Revenue Miles (VRM)** by mode.

<sup>1</sup> The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.

Public Transportation Agency Safety Plan Regulation (49 CFR Part 673)  
Version 2 (June 2021)  
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