

Regional Transit Safety Performance Targets

Transportation Coordination Committee –
May 7, 2021



Performance Based Planning

- **MAP-21 / FAST Act** – Requires the use of performance-based planning for State DOTs, MPOs and public transportation operators.
 - The achievement of performance targets must be linked to investment priorities, included in the TIP and regional long-range plans.
- **The Federal process includes 25+ different performance measures that are required to be set annually or every couple of years.**
 - Highway Safety
 - Highway Asset Conditions
 - Highway System Performance
 - Transit Assets
 - **Transit Safety**

FTA Final Rule - Transit Agency Safety Plans

- **July 2018** – Public Transportation Agency Safety Plan (PTASP) Final Rule required applicable transit providers to develop a certified agency safety plan including targets for 4 transit safety performance measures.
- **July 2020** – Applicable transit providers were required to have their certified agency safety plans and targets in place. Targets must be shared with the MPO and State.
- **July 20, 2021** or 180 days after receipt of operator targets – MPO must adopt Regional Transit Safety Targets

Transit Safety Performance Measures


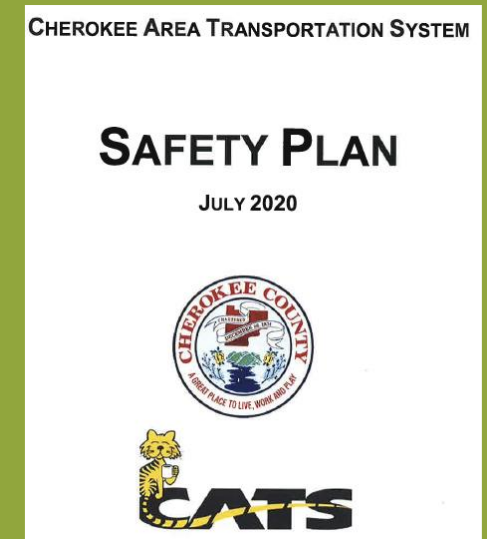
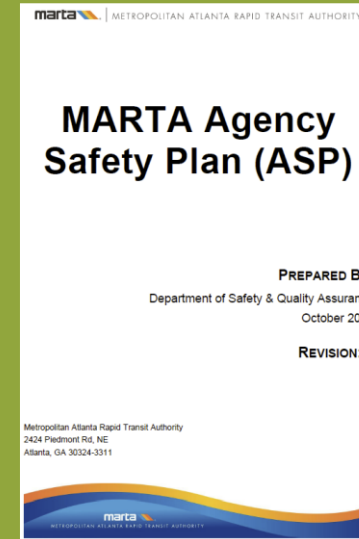
- Set Targets for each mode representing the goals for the upcoming year.
 - Targets can be applied to all modes
 - Based on data submitted to NTD
- FTA has not specified how targets must be set or established a required methodology.
- FTA has not established, and does not impose, penalties for not meeting safety performance targets set by transit providers.

Four Transit Safety Performance Targets

Measures	
1. Fatalities	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
2. Injuries	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
3. Safety Events	Total number of reportable events and the rate per total vehicle revenue miles by mode
4. System Reliability	Mean distance between major mechanical failures by mode

Setting 2021 Regional Transit Safety Targets

- Collected & Reviewed Operator Public Transit Agency Safety Plans (PTASPs) within the region.
 - PTASPs include Transit Safety Targets set by the operator and adopted by their board.
- Conducted 2 meetings with the Transit Operators Group to discuss the operator targets and setting regional targets.
- Met with ARC staff, including the Work with our Performance Analytics and Monitoring Group.



CobbLinc Agency Safety Plan

1. Transit Agency Information

Transit Agency Name	Cobb County (CobbLinc)
Transit Agency Address	463 Commerce Park Drive, Suite 112, Marietta, GA 30080
Name and Title of Accountable Executive	Andrea Foard, Transit Division Manager/Deputy Director
Name of Chief Safety Officer or SMS	Bernadette Townsend, Business Analyst, Interim Chief Safety Officer
Mode(s) of Service Covered by This Plan	Commuter bus, Motor bus, Demand Response List All FTA Funding Types (e.g., 5307, 5310, 5307, 5337, and 5339 bus, Demand Response 5311)
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	CobbLinc is the bus public transportation system in Cobb County and provides commuter bus, motor bus, and demand response services. CobbLinc operates 9 local and 3 express bus routes, 2 Circulator routes, 3 FLEX zones, and paratransit service. All express routes connect with MARTA rail stations and downtown employment centers. CobbLinc also offers 2 transfer centers (Marietta and Cumberland) and 8 park-and-ride lot locations throughout Cobb County. CobbLinc has an average annual ridership of more than 2.5 million passenger trips (FY2019). As of May 2020, CobbLinc's total fleet consists of 121 buses, including 70 local buses, 21 express buses, 25 paratransit buses, and 5 Flex buses. CobbLinc is operated through a contracted service agreement with First Transit, a private operator providing fixed route operations, paratransit operations, maintenance, safety, and customer service. First Transit is a business unit of First Group America, the U.S. based North American Operating Unit of FirstGroup plc (First Group), a United Kingdom-based passenger transportation company. First Group is the U.K.'s largest bus operator, with a fleet of more than 9,000 vehicles, and also one of the U.K.'s leading train operators.

Setting 2021 Regional Transit Safety Targets



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MEMO

TO: Sidney Douse AICP, Senior Planner, Atlanta Regional Commission

FROM: Karen Winger, Transit Director, Gwinnett County Transit

Date: October 19, 2020

RE: Gwinnett County Public Transit Agency Safety Targets

Below are the Gwinnett County Transit Safety Performance Targets for the year 2021. At this time, Gwinnett County's Public Safety Transit Plan has been approved by the Gwinnett County Transit Advisory Board and has been reviewed by the County Administrator, who is the Accountable Executive in the plan. The plan is scheduled to go before the Board of Commissioners in November.

3.1: Safety Performance Targets

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan. Baseline Performance Measures begins January 2019 – December 2019

Mode of Transit Service	Fatalities (Total)	Fatalities (per 100K VRM)	Injuries (Total)	Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K vehicle miles)	System (failures/VRM)
Motorbus	0	0	4	0.51	24	3.10	1 per 32,191
Commuter Bus	0	0	1	0.06	29	1.97	1 per 50,634
Paratransit	0	0	2	0.58	9	2.64	1 per 26,162

The safety performance targets are based on a review of the previous 4 years of tracked data and current fleet vehicle age for reliability, vehicle maintenance records and transit industry standards. The data will be evaluated by the Chief Safety Officer, Accountable Executive and [TransDev](#) Management over a fiscal year period with a baseline year of Fiscal Year 2020 (1/1/2020 - 12/31/2020).

We look forward to continued collaboration in the region.

Fixed Route Bus - 2021 Safety Performance Targets							
Operator	Fatalities		Injuries		Safety Events		System Reliability (Mean Distance Between Failures)
	Total	Rate (Per 100k VRM)	Total	Rate (Per 100k VRM)	Total	Rate (Per 100k VRM)	MDBF = (VRM/Failures)
Cobb LINC	0	0	20	0.6	10	0.3	14,000
Gwinnett	0	0	4	0.51	24	3.1	32,191
CPACS	0	0	0	0	0	0	28,253
MARTA	0	0*	210	77.2*	94	34.6*	7,500
CATS	0	0	1	1.2	1	1.2	64,028
Douglas	0	0	4	0.81	5	1.01	41,102

(*Per FTA guidance for Large Operators, MARTA's rate is Per 10M VRM)

Proposal for Setting 2021 Regional Targets

- Keep the Highest Numbers/Rates for 2021
 - Allow for more time to:
 - Work with TOG to establish a better methodology for future years
 - Collect more historical data as annual PTASPs are updated
 - Analyze Post-COVID transit route changes over time
 - Work with our Performance Analytics and Monitoring Group
 - Collaborate with similar MPO's
 - Find the best way to weigh/average large and small operators within our region

2021 Draft Regional Safety Performance Targets

Draft Regional Safety Performance Targets - Highest Number, Rate & Shortest Distance

Mode	Fatalities		Injuries		Safety Events		System Reliability (Mean Distance Between Failures)
	Total	Rate (Per 100k VRM)	Total	Rate (Per 100k VRM)	Total	Rate (Per 100k VRM)	MDBF = (VRM/Failures)
Fixed Route Bus	0	0	210	77.2*	94	34.6*	7,500
Demand Response	0	0	14	18.8*	11	14.3*	15,000
Commuter Bus	0	0	8	0.4	38	1.97	16,000
Light Rail	0	0	5	0.03	5	0.08	2,700
Heavy rail	0	0	28	0.12	32	0.14	23,000

(*Per 10M VRM - used for Large Operators)

Next Steps & Questions

- Back in July
- TAQC – July
- ARC Board – July
- After Adoption – Start working towards a new target setting methodology.

QUESTIONS?