

PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #522

SUPPORT OF PUBLIC TRANSPORTATION AGENCY SAFETY TARGETS UNDER THE FEDERAL TRANSPORTATION PERFORMANCE MANAGEMENT REQUIREMENTS

**WHEREAS**, the New York Metropolitan Transportation Council (NYMTC) is a regional council of governments which is the metropolitan planning organization (MPO) for New York City, Long Island, and the Lower Hudson Valley; and

**WHEREAS**, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical project and other outcomes for the region; and

**WHEREAS**, the Federal Transit Administration (FTA) published the final rule, (49 CFR Part 673), on the Public Transportation Agency Safety Plan (PTASP) on July 19, 2018, with an effective date of July 20, 2019, requiring certain operators of public transportation systems that are recipients or sub-recipients of FTA grant funds to develop safety plans that include the processes and procedures necessary for implementing Safety Management Systems (SMS); and

**WHEREAS**, applicable providers of public transportation are required to annually set targets for four (4) Transit Safety performance measures, initially in July 2020 but due to the pandemic, the Federal Transit Administration (FTA) "suspended enforcement" of the rule through December 31, 2020; and

**WHEREAS**, under 23 CFR Part 450.306 MPOs are required to establish performance targets no more than 180 days after the date on which the providers of public transportation establish the performance targets; and

**WHEREAS**, the public transportation agencies responsible for service in NYMTC's planning area have established safety targets in their Public Transportation Agency Safety Plans (PTASPs), and thus NYMTC is required to establish its public transit safety targets by June 30, 2021; and

**WHEREAS**, the metropolitan planning regulations give MPOs the option to (1) agree to program investments in support of these targets, or (2) set their own quantifiable targets; and

**WHEREAS**, NYMTC will program investments which support achievement of the transit safety performance targets developed by the public transit agencies in their PTASPs.

**NOW, THEREFORE, BE IT RESOLVED THAT** NYMTC will support the public transportation agency safety performance targets as established in each agency's PTASP by programming investments that support the achievement of these targets; and

**BE IT FURTHER RESOLVED THAT** PFAC directs NYMTC staff to make the appropriate changes to the Federal Fiscal Years (FFYs) 2020-2024 Transportation Improvement Program and the System Performance section of the FFYs 2018-2045 Regional Transportation Plan to reflect these new targets.

This resolution shall take effect on the seventeenth day of June two thousand and twenty-one.

**ADOPTED: June 17, 2021**

*"I hereby certify that the above is a true copy of Resolution #522, Support of Public Transportation Agency Safety Targets Under the Federal Transportation Performance Management Requirements, and was motioned by Sandra Fusco, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Jack Schmidt, representing the New York City Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."*

Ron Epstein, PFAC Chair

**Public Transportation Agency Safety Plan (PTASP) Targets -amended into Chapter 4 of Plan 2045  
Resolution 522 of June 17, 2021**

FTA-established transit safety performance management requirements in the Public Transportation Agency Safety Plan final rule require providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a Public Transportation Agency Safety Plan based on a Safety Management Systems approach.

Each Public Transportation Agency Safety Plan includes performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, including:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode
- Total number of reportable injuries and rate per total vehicle revenue miles by mode
- Total number of reportable safety events and rate per total vehicle revenue miles by mode
- System reliability measured as the mean distance between major mechanical failures by mode

The targets set by some of the transit operators in the NYMTC planning area are displayed in Tables [3-16](#) through [3-21](#). Other will be added as they become available.

*Table 3-16*

***Metropolitan Transportation Authority (MTA) Bus Systems***

|                           | Fatalities | Customer Accident Injury Rate (per million customers) | Collisions with Injury Rate (per million vehicle miles) | Employee Lost Time & Restricted Duty Rate (per 100 employees) | System Reliability: Mean Distance Between Failures (miles) | System Reliability (% of completed trips) |
|---------------------------|------------|-------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------|
| MTA New York City Transit | 0.00       | 1.19                                                  | 6.47                                                    | 5.42                                                          | 6,413.00                                                   | 99.40                                     |
| MTA Bus Company           | 0.00       | 1.06                                                  | 5.51                                                    | 6.67                                                          | 6,880.00                                                   | 99.40                                     |

*Table 3-17*

***Metropolitan Transportation Authority (MTA) Subway***

|                                     | Fatalities      | Injuries        | Safety Events   | System Reliability Mean Distance Between Failure |
|-------------------------------------|-----------------|-----------------|-----------------|--------------------------------------------------|
| Employee Safety Performance Targets | Reduction by 5% | Reduction by 5% | Reduction by 5% | 150,000 Miles                                    |
| MTA Bus Company                     | Reduction by 3% | Reduction by 3% | Reduction by 3% | N/A                                              |

Table 3-18

**Westchester County – Bee-Line System**

| Mode of Transit Service | Fatalities (Total) | Fatalities (Rate) | Injuries (Total) | Injuries (Rate) | Safety Events (Total) | Safety Events (Rate) | System Reliability (Miles Between Major Failures) |
|-------------------------|--------------------|-------------------|------------------|-----------------|-----------------------|----------------------|---------------------------------------------------|
| Fixed-Route Bus         | 0.0                | 0.0               | 63.0             | 8.2             | 48.0                  | 6.2                  | 3,600                                             |
| Paratransit             | 0.0                | 0.0               | 4.0              | 1.2             | 4.0                   | 1.2                  | 40,000                                            |

Table 3-19

**Nassau Inter-County Express (NICE)**

| Mode of Transit Service | Fatalities (Total) | Fatalities (Rate) | Injuries (Total) | Injuries (Rate) | Safety Events (Total) | Safety Events (Rate) | System Reliability (Miles Between Major Failures) |
|-------------------------|--------------------|-------------------|------------------|-----------------|-----------------------|----------------------|---------------------------------------------------|
| Fixed Route             | 0.0                | 0.0               | 43.0             | 0.42            | 76.00                 | 0.80                 | 9,000                                             |
| Paratransit             | 0.0                | 0.0               | 3.0              | 0.16            | 18.00                 | 0.95                 | 28,702                                            |

Table 3-20

**City of Long Beach**

| Mode of Transit Service      | Fatalities (Total) | Fatalities (Rate) | Injuries (Total) | Injuries (Rate) | Safety Events (Total) | Safety Events (Rate) | System Reliability (Miles Between Major Failures) |
|------------------------------|--------------------|-------------------|------------------|-----------------|-----------------------|----------------------|---------------------------------------------------|
| Fixed Route / Deviated Route | 0                  | 0                 | 0                | 0               | 0                     | 0                    | 0                                                 |
| Paratransit                  | 0                  | 0                 | 0                | 0               | 0                     | 0                    | 0                                                 |

Table 3-21

**Town of Huntington**

| Mode of Transit Service      | Fatalities (Total) | Fatalities (Rate) | Injuries (Total) | Injuries (Rate) | Safety Events (Total) | Safety Events (Rate) | System Reliability (Miles Between Major Failures) |
|------------------------------|--------------------|-------------------|------------------|-----------------|-----------------------|----------------------|---------------------------------------------------|
| Fixed Route / Deviated Route | 0                  | 0                 | 0                | 0               | 0                     | 0                    | 0                                                 |
| Paratransit                  | 0                  | 0                 | 0                | 0               | 0                     | 0                    | 0                                                 |