

FTA Performance Measures

The Public Transportation Agency Safety Plans (PTASP) regulation, found at 49 CFR part 673, requires each transit agency covered by the regulation to include annual safety performance targets (SPTs) in their Agency Safety Plan (ASP). These targets must be based on the safety performance measures established in the National Public Transportation Safety Plan (National Safety Plan) according to §673.11(a)(3).

The Federal Transit Administration (FTA) has not specified a required methodology for establishing SPTs for the 14 safety performance measures applicable to all agencies under the PTASP regulation. The FTA identifies two types of safety performance measures in the National Safety Plan: total number measures, which track the total instances, and rate measures, which evaluate the rate of occurrences.

Safety Performance Measure	Metric	Definition
1a: Major Events	Total #	= # of major events
1b: Major Event Rate	Rate	= # of major events/ VRM
1.1: Collision Rate	Rate	= # of collisions/ VRM
1.1.1: Pedestrian Collision Rate	Rate	= # of pedestrian collisions/ VRM
1.1.2: Vehicle Collision Rate	Rate	= # of vehicle collisions/ VRM
2a: Fatalities	Total #	= # of fatalities
2b: Fatality Rate	Rate	= # of fatalities / VRM
2.1: Transit Worker Fatality Rate	Rate	= # of transit worker fatalities/ VRM
3a: Injuries	Total #	= # of injuries
3b: Injury Rate	Rate	= # of injuries/ VRM
3.1: Transit Worker Injury Rate	Rate	= # of transit worker injuries/ VRM
4a: Assaults on Transit Workers	Total #	= # of assaults on transit workers
4b: Assaults on Transit Workers Rate	Rate	= # of assaults on transit workers/ VRM
5: System Reliability	Rate	= VRM/ # of major mechanical system failures

FTA Definition of Vehicle Revenue Miles (VRM) for use in Rates

Agencies must set SPTs for the total number of major events and the rate of major events per vehicle revenue mile (VRM). States and MPOs may request that transit agencies use specific VRM values for SPTs for rate safety performance measures to ensure consistency across the transportation modes represented in the State/regional planning process.

Assaults on transit Workers

Historically, assaults on transit workers were not collected in the NTD as a separate category from other assaults and were not reported if they did not result in a fatality, injury, or other major event threshold. Additionally, the term transit worker previously only included paid employees and contractors and excluded volunteers. On February 23, 2023, FTA finalized new NTD reporting requirements that will collect data on all assaults on all transit workers, regardless of injury.