



Greater Buffalo Niagara Regional Transportation Council
438 Main St, Suite 503 | Buffalo, NY 14202 | 716-856-2026 | www.gbnrtc.org

RESOLUTION 2023-8

2023 Transit Safety Performance Measure Targets

Action Level: GBNRTC Policy Committee

WHEREAS, the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is the designated Metropolitan Planning Organization (MPO) for Erie and Niagara Counties; and

WHEREAS, on July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems; and

WHEREAS, a safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (49 CFR § 673.5 Public Transportation Agency Safety Plans); and

WHEREAS, the PTASP regulation (49 CFR Part 673) requires covered public transportation providers and State Departments of Transportation (DOT) to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan (49 CFR § 673.11(a)(3)); and

WHEREAS, the following seven safety performance targets must be established by transit agencies:

1. Total number of fatalities reported to NTD
2. Fatality rate per total vehicle revenue miles (VRM) by mode
3. Total number of injuries reported to NTD
4. Injury rate per total VRM by mode
5. Total number of safety events reported to NTD
6. Safety event rate per total VRM by mode
7. System reliability rate by mode; and

WHEREAS, the Niagara Frontier Transportation Authority (NFTA) Executive Safety Committee has officially adopted the safety performance targets in the NFTA Metro Agency Safety Plan dated February 27, 2023; and

WHEREAS the GBNRTC may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned State's targets, or establish its own target within 180 days of the State establishing and reporting its safety targets, and targets must be established and affirmed annually.

NOW THEREFORE, BE IT RESOLVED that the GBNRTC Policy Committee will support NFTA's 2023 targets for the seven safety performance targets as attached herein.

BE IT FURTHER RESOLVED, that the GBNRTC Policy Committee will plan and program projects that contribute to the accomplishment of said targets.

RECOMMENDED BY:



Chair, GBNRTC Planning and Coordinating Committee

Date: 3/1/23

APPROVED BY:



Chair, GBNRTC Policy Committee

Date: 3/3/2023

Transit Safety Performance Measures and 2023 Targets

| NFTA 2023 PERFORMANCE MEASURE | MODE | 2020 | 2021 | 2022 | 3-YEAR AVERAGE | 2023 GOAL | 2023 TARGET |
|---|---|--------|--------|--------|----------------|----------------|-------------|
| 1. Total number of fatalities reported to NTD by mode | Light Rail | 2 | 0 | 2 | 1.33 | 0 | 0 |
| | Bus | 0 | 1 | 1 | 0.66 | 0 | 0 |
| | Paratransit Access Line (PAL) | 0 | 0 | 0 | 0.00 | 0 | 0 |
| 2. Fatality rate per 1M vehicle revenue miles (VRM) by mode | Light Rail | 1.94 | 0.00 | 4.79 | 2.24 | 0.00 | 0.00 |
| | Bus | 0.00 | 0.10 | 0.11 | 0.07 | 0.00 | 0.00 |
| | Paratransit Access Line (PAL) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3. Total number of injuries reported to NTD by mode | Light Rail | 18 | 16 | 1 | 11.66 | 5% Reduction | 11.08 |
| | Bus | 48 | 60 | 25 | 44.33 | 5% Reduction | 42.11 |
| | Paratransit Access Line (PAL) | 4 | 3 | 4 | 3.66 | 5% Reduction | 3.48 |
| 4. Injury rate per 1M VRM by mode | Light Rail | 17.66 | 18.96 | 2.39 | 13.00 | 5% Reduction | 12.35 |
| | Bus | 4.96 | 6.62 | 2.98 | 4.85 | 5% Reduction | 4.61 |
| | Paratransit Access Line (PAL) | 2.67 | 1.50 | 1.87 | 2.01 | 5% Reduction | 1.91 |
| 5. Total number of safety events reported to NTD by mode | Light Rail | 24 | 16 | 5 | 15 | 5% Reduction | 14.25 |
| | Bus | 42 | 48 | 15 | 35 | 5% Reduction | 33.25 |
| | Paratransit Access Line (PAL) | 3 | 3 | 3 | 3 | 5% Reduction | 2.85 |
| 6. Safety event rate per 1M VRM by mode | Light Rail | 23.55 | 18.96 | 11.98 | 18.16 | 5% Reduction | 17.25 |
| | Bus | 4.34 | 5.30 | 1.79 | 3.81 | 5% Reduction | 3.61 |
| | Paratransit Access Line (PAL) | 2.00 | 1.50 | 1.40 | 1.63 | 5% Reduction | 1.55 |
| 7. System reliability rate per 1M VRM by mode* | Light Rail | 331.37 | 347.23 | 963.52 | 547.37 | Maintain Rate | 547.37 |
| | Bus | 105.99 | 122.80 | 109.53 | 112.77 | Maintain Rate | 112.77 |
| | Paratransit Access Line (PAL) | 11.92 | 11.50 | 14.56 | 12.66 | Maintain Rate | 12.66 |
| 8. Authority Specific Goals | Metro Training Rates | 98.0% | N/A | 81.0% | 89.0% | 5% Improvement | 93.0% |
| | Metro Bus Recordable Injury Rates | 5.20 | 7.00 | 4.46 | 5.55 | 5% Improvement | 5.27 |
| | Metro Rail Recordable Injury Rates | 10.50 | 6.60 | 2.76 | 6.62 | 5% Improvement | 6.28 |
| | Metro Bus Hazard Resolution Rates | 76.0% | 83.0% | 77.5% | 78.0% | 5% Improvement | 82.0% |
| | Metro Rail Hazard Resolution Rates | 80.0% | 58.0% | 86.1% | 74.0% | 5% Improvement | 78.0% |
| | Metro Bus Accident Preventability Rates (per 100,000) | 1.90 | 1.40 | 1.91 | 1.73 | 5% Improvement | 1.64 |

Source: Niagara Frontier Transportation Authority (NFTA), 2/27/2023.

Definitions:

Fatality

- A death or suicide confirmed within 30 days of a reported event. Does not include deaths in or on transit property that are a result of illness or other natural causes.

Serious Injury

- Requires hospitalization for more than 48 hours within 7 days of the event
- Results in a fracture of any bone (except simple fractures of fingers, toes, or nose)
- Causes severe hemorrhages, or nerve, muscle, or tendon damage
- Involves an internal organ
- Involves second- or third-degree burns, or any burns affecting more than five percent of the body surface.

Safety Event

- A collision, derailment, fire, hazardous material spill, act of nature (Act of God), evacuation, or OSONOC3 occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established NTD thresholds.
- Fatalities, injuries requiring immediate medical attention away from the scene, derailment, substantial damage, and evacuation for life safety reasons.

System Reliability

- The rate of vehicle failures in service, defined as mean distance between major mechanical failures, is measured as vehicle revenue miles operated divided by the number of major mechanical failures.