



**DATE:** May 2021

**ISSUE SUMMARY:      REGIONAL PUBLIC TRANSPORTATION SAFETY TARGETS**

**FROM:**      Mike Alexander, Director, Center for Livable Communities

**IMPORTANCE:**

Federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) and the FAST Act (Fixing America’s Surface Transportation) established new performance management requirements to ensure state DOTs, MPOs, and public transportation agencies focus the use of federal transportation funds on projects which address national transportation goals. Among other systemwide performance targets, ARC is also required to adopt regional Public Transportation Agency Safety targets, specific to the Metropolitan Planning Organization’s planning area.

The regional Transit Operators Group (TOG) has vetted the proposed inaugural regional transit safety targets, and ARC staff agrees to support the accomplishment of these targets. The regional targets proposed were derived from each of the individual Public Transportation Agency Safety Plans (PTASP), which have all been submitted to the Federal Transit Administration (FTA).

The regional transit safety targets must be reviewed and adopted on an annual basis (similar to the highway safety targets). ARC staff will continue to collaborate with TOG and each public transit safety agency to ensure achievement of the agency-specific and the regional targets.

**ACTION REQUIRED:** Approval



ATLANTA REGIONAL COMMISSION

## **A RESOLUTION SUPPORTING THE REGIONAL PUBLIC TRANSPORTATION SAFETY TARGETS**

**WHEREAS**, the Atlanta Regional Commission (ARC) is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Atlanta Metropolitan Area Boundary which includes all or portions of 20 counties; and

**WHEREAS**, federal legislation and corresponding rulemaking under MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) and the FAST Act (Fixing America's Surface Transportation) established new performance management requirements to ensure state Departments of Transportation (DOTs), MPOs, and public transportation agencies focus the use of federal transportation funds on projects which address national transportation goals; and

**WHEREAS**, public transportation agencies are individually required to assess and establish public safety action plans (PTASP) and performance targets; and

**WHEREAS**, public transportation agencies and MPOs are now required to annually establish data-driven transit safety targets, and report progress on achieving the targets for the following performance measures (for each applicable mode of public transportation): total annual number of fatalities, annual rate of fatalities per one-hundred thousand revenue vehicle miles (RVM), total annual number of serious injuries, annual rate of serious injuries per one-hundred thousand RVM, total annual number of safety events (collisions, derailments, fires, or life safety evacuations), annual rate of safety events per one-hundred thousand RVM, and the annual Mean Distance Between Failures (MDBF); and

**WHEREAS**, in consultation with the regional Transit Operators Group (TOG) and individual public transportation agencies, ARC must annually update the regional public transportation safety targets; and

**WHEREAS**, the proposed Regional Public Transportation Safety Targets for 2021-2022 are:

Mode	Fatalities		Serious Injuries		Safety Events		System Reliability
	Total	Rate (per 100k VRM)	Total	Rate (per 100k VRM)	Total	Rate (per 100k VRM)	MDBF = (VRM/Failures)
<b>Fixed Route Bus</b>	0	0	210	1.2	94	3.1	7,500
<b>Light Rail</b>	0	0	5	0.03	5	0.08	2,700
<b>Heavy Rail</b>	0	0	28	0.12	32	0.14	23,000
<b>Demand Response</b>	0	0	14	1.0	11	2.64	15,000
<b>Commuter Bus</b>	0	0	8	0.4	38	1.97	16,000

**NOW, THEREFORE, BE IT RESOLVED** that the Atlanta Regional Commission agrees to plan and program projects which contribute toward the accomplishment of regionwide public transportation safety targets.

**BE IT FURTHER RESOLVED** that the ARC directs staff to conduct additional investigation into the causes and locations of fatalities and injuries within the Atlanta Region and recommend an appropriate course of action for the agency to follow in improving safety outcomes on our transportation system for all users, with the long-term goal of slowing and eventually reversing recent trends.

**BE IT FURTHER RESOLVED** that staff will periodically report to ARC committees and the Board on their progress and to receive additional direction on any preliminary recommendations before a formal course of action is approved.