

## MEMORANDUM

To: MPO Policy Committee  
From: Scott Bogle, Senior Transportation Planner  
Date: December 8, 2023  
RE: **FY2024 MPO Public Transit Agency Safety Targets**

Just as MPOs and state DOTs track highway safety performance measures, the Federal Transit Administration (FTA) requires transit agencies that receive federal operating funding to develop [Public Transportation Agency Safety Plans \(PTASPs\)](#) describing agency safety policies and procedures; and tracking and setting targets for seven performance measures. The measures deal with four areas of transit safety: Fatalities, Injuries, Safety Events, and System Reliability. The targets are further divided to differentiate between Fixed Route, Demand Responsive and Intercity transit services.

Fatalities	Total number of reportable fatalities and rate per total vehicle revenue miles, by mode
Injuries	Total number of reportable injuries and rate per total vehicle revenue miles, by mode
Safety Events	Total number or reportable events and rate per total vehicle revenue miles, by mode
System Reliability	Mean distance between major mechanical failures, by mode

The RPC MPO is unusual in New Hampshire in that we have two public transportation agencies serving the MPO region: COAST in the Seacoast and the Manchester Transit Authority (MTA) which operates CART transit service in five communities in western Rockingham County including Salem and Hampstead in the RPC MPO region. COAST adopted its most recent update to its PTASP in November 2023. MTA updated its safety targets in July 2023. UNH Wildcat Transit's Route 4 connecting Durham, Newington and Portsmouth also serves the MPO region and is accessible to the public, though as a university transportation system Wildcat Transit is not required to develop a PTASP.

Intercity bus companies that receive operating assistance from the Federal Transit Administration are also required to maintain Public Transit Agency Safety Plans. Boston Express operates commuter and intercity bus service in the I-93 corridor including service to Salem and receives limited FTA operating support given its origin as mitigation for the Salem-Manchester I-93 highway expansion project. The most recent update to the Boston Express PTASP was adopted in December 2022. While C&J operates similar service in the I-95 corridor and periodically receives capital assistance for fleet replacement the C&J service does not receive FTA operating support so is not required to develop a PTASP.

With the recent adoption of updated safety targets by COAST, the RPC MPO is updating our regional transit safety targets in conjunction with our Highway Safety Improvement Program (HSIP) targets.

**Requested Action:**

*Staff ask MPO Policy Committee members to review the attached MPO FY2024-FY2026 Public Transit Safety Targets and, following discussion at the December 13<sup>th</sup> Policy Committee meeting, vote to adopt the targets.*

With questions in advance of the meeting contact Scott Bogle at [sbogle@therpc.org](mailto:sbogle@therpc.org) or 603-512-4456.

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# Rockingham Planning Commission

## Regional Public Transportation Safety Performance Targets

December 8, 2023

### Background

On July 19, 2018 the Federal Transit Administration published the [Public Transportation Agency Safety Plan \(PTASP\) final rule](#) which requires certain transit operators to develop safety plans and implement Safety Management Systems (49 CFR Part 673). The initial rule required compliance for transit agencies July 20, 2020; however this deadline was extended to December 31, 2020 with MPOs provided another 180 days to implement regional transit safety targets based on the PTASPs. The RPC MPO adopted its initial safety targets in June 2021.

The targets address four aspects of transit safety: Fatalities, Injuries, Safety Events, and System Reliability. Separate targets for each of these four areas are required for fixed route transit services and for demand responsive transit services.

Safety Category	Performance Measure
<b>Fatalities</b>	Total Number of reportable fatalities
	Rate of fatalities per 100,000 Vehicle Revenue Miles
<b>Injuries</b>	Total number of reportable injuries
	Rate of injuries per 100,000 Vehicle Revenue Miles
<b>Safety Events</b>	Total number of reportable events
	Rate of safety events per 100,000 Vehicle Revenue Miles
<b>System Reliability</b>	Distance between major mechanical failures

For Fatalities, Injuries and Safety Events targets are set for the actual number of projected incidents as well as for incidence rate. The denominator for the rate measure is Vehicle Revenue Miles (VRM) and is up to individual transit agencies to set. Both COAST and MTA/CART currently use 100,000 miles in their rate calculations.

A “safety event” is an event that occurs on a transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility or rail yard, during a transit related maintenance activity, or involving a transit revenue vehicle that includes, but is not limited to: 1) A fatality confirmed within 30 days; 2) an injury requiring transport away from the scene for medical attention; 3) a serious injury; or 4) substantial property damage to facilities equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

### Target Development

The RPC MPO developed targets by reviewing the data for the two public transit providers in the region: Manchester Transit Authority (MTA/CART) and COAST. COAST most recently updated its PTASP in November 2023 with its safety targets for FY2024. MTA updated its PTASP in July 2023 with safety targets for FY2024-FY2026. FTA regulations require that targets be updated at least every three (3) years, while some agencies such as COAST update their targets annually. The University of New Hampshire Wildcat Transit system, as a university transportation system, is not required by the Federal Transit Administration (FTA) to develop a PTASP or safety targets and is not incorporated into the MPO targets. Separate targets are also included for Intercity Bus based on the PTASP developed by Boston Express which operates commuter and intercity bus service in the I-93 corridor and receives limited FTA operating support to sustain this operation given its origin as mitigation

for Salem-Manchester I-93 highway expansion project. While C&J operates similar service in the I-95 corridor the C&J service does not receive FTA operating support so is not required to develop a PTASP.

**COAST Safety Performance and Targets**

	Performance Measure	FY2022 Performance	FY2023 Target	FY2023 Performance	FY2024 Target
<b>Fixed Route</b>	Fatalities - Total	0	0	0	0
	Fatalities - Rate	0	0	0	0
	Injuries - Total	0	0	1	0
	Injuries - Rate	0	0	0.17	0
	Safety Events - Total	1	0	0	0
	Safety Events - Rate	0.17	0	0	0
	System Reliability	16,130	17,000	13,053	17,000
<b>Demand Response</b>	Fatalities - Total	0	0	0	0
	Fatalities - Rate	0	0	0	0
	Injuries - Total	0	0	2	0
	Injuries - Rate	0	0	0.96	0
	Safety Events - Total	0	0	0	0
	Safety Events - Rate	0	0	0	0
	System Reliability	40,815	50,000	104,270	100,000

Notes: Rates are expressed per 100,000 Vehicle Revenue Miles (VRM)

**MTA Safety Performance and Targets**

	Performance Measure	FY2024-FY2026 Target
<b>Fixed Route</b>	Fatalities - Total	0
	Fatalities - Rate	0
	Injuries - Total	3
	Injuries - Rate	0.86
	Safety Events - Total	21
	Safety Events - Rate	3.6
	System Reliability	15,348
<b>Demand Response</b>	Fatalities - Total	0
	Fatalities - Rate	0
	Injuries - Total	0
	Injuries - Rate	0.0
	Safety Events - Total	3
	Safety Events - Rate	1.1
	System Reliability	16,692

Notes: Rates are expressed per 100,000 Vehicle Revenue Miles (VRM)

## Boston Express Safety Performance and Targets

	Performance Measure	FY2021 Performance	FY2022 Performance	Current Target
<b>Intercity Bus</b>	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	2	2	1.8
	Injuries - Rate	0.28	0.15	0.25
	Safety Events - Total	11	20	9.9
	Safety Events - Rate	1.55	1.51	1.39
	System Reliability	354,259	1.67 million	425,110

*Notes: Rates are expressed per 100,000 Vehicle Revenue Miles (VRM)*

Calculation of regional targets for each measure was based on the assessment of baseline data and established targets for the two public transit agencies. Regional baseline and target calculations will be updated as part of the RPC Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) update processes going forward.

Prior to 2023 the MTA provided only Demand Response transportation in the MPO region in the form of the former Greater Derry-Salem CART transit system that merged into MTA in late 2019. Beginning in 2023 MTA/CART operates a regional fixed route service connecting the new Tuscan Village development in Salem, the new Woodmont Commons development in Londonderry and downtown Manchester; so Fixed Route targets for the MPO region now incorporate inputs from both COAST and MTA/CART. Based on performance in FY2022 and FY2023, these project zero fatalities, up to two injuries and up to 17 safety events for FY2024, and an average distance between mechanical failures of 16,174 miles for System Reliability. Regional rate calculations involve adding the targeted number of injuries or safety events as the numerator and combining total Vehicle Revenue Miles (VRM) for both systems in the denominator and expressing the fraction as a rate per 100,000 VRM.

Regarding Demand Response service targets, COAST has established targets of zero fatalities, zero injuries and zero safety events based on performance in FY2022 and FY2023. MTA set targets of zero Injuries and no more than three Safety Events for their Demand Response service.

Intercity fixed-route service is very different from fixed route regional public transit, with many fewer stops and most revenue miles traveled on interstate highway with fewer opportunities for collision. Because of this, the Boston Express safety targets are not averaged in with COAST and MTA/CART Fixed Route targets but rather separated into a third category of Intercity Bus. These targets include maintaining zero fatalities, no more than two injuries, reducing the injury rate per 100,000 VRM by 10% to 0.25, and no more than 9.9 reportable safety events for a rate of 1.4 per 100,000 VRM (a 10% reduction from FY2021). Boston Express' target for average distance between mechanical failures for FY2023 is 425,110 vehicle revenue miles, representing a 20% improvement over FY2021.

MPO targets for Fatality, Injury and Safety Event rates for both Fixed Route and Demand Response transit service are derived by adding together anticipated vehicle revenue miles for the two public transportation agencies (COAST and MTA) as the denominator; with aggregated Injuries, and aggregated Safety Events as the numerators for the respective rate measures. This yields an MPO Regional Target for Injury Rate on Fixed Route

transit of 0.17 per 100,000 miles, and a Safety Event rate of 0.48 per 100,000 miles. For System Reliability the averaged target is 23,730 miles between mechanical failures.

For Demand Response service the MPO Regional Targets for Fatalities and Injuries are both zero, with a Safety Event rate of 3 per 100,000 revenue miles. For a System Reliability the averaged target is 58,346 miles between mechanical failures.

Because Boston Express is the sole provider of Intercity Bus service that is required to develop a PTASP in the MPO region, their safety targets are proposed as MPO targets.

**Proposed Rockingham Planning Commission MPO Transit Safety Targets for FY2024-FY2026**

	Performance Measure	COAST FY2024 Target	MTA FY2024-FY2026 Target	RPC MPO FY2024-FY2026 Target
<b>Fixed Route</b>	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	0	3	3
	Injuries - Rate	0	0.86	0.32
	Safety Events - Total	0	21	21
	Safety Events - Rate	0	3.6	2.24
	System Reliability	17,000	15,348	16,174
<b>Demand Response</b>	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	0	0	0
	Injuries - Rate	0	0.0	0.0
	Safety Events - Total	0	3	3
	Safety Events - Rate	0	1.1	0.62
	System Reliability	100,000	16,692	58,346
<b>Intercity Bus</b>	Fatalities - Total			0
	Fatalities - Rate			0
	Injuries - Total			1.8
	Injuries - Rate			0.25
	Safety Events - Total			9.9
	Safety Events - Rate			1.39
	System Reliability			425,110