



## Learn. Share. Engage.

This issue of the *Biweekly Message* focuses on Safety Performance Targets (SPTs).

## Featured Resources

PTASP Safety Performance Targets Webinar (Tuesday, February 4, 2020):

[Webinar Presentation](#) | [Webinar Recording](#)

[Agency Safety Plan \(ASP\) Lessons Learned](#) shares lessons learned from TAC ASP reviews.

FTA's [National Public Transportation Safety Plan](#) (NSP) provides the performance measures agencies use to develop SPTs.

The [Safety Performance Targets Guide](#) provides information to help agencies develop SPTs based on the safety performance measures in FTA's NSP.

The [Introduction to Safety Performance Indicators and Targets](#) helps agencies develop safety performance indicators and SPTs as part of their ongoing safety performance monitoring and measurement activities for Safety Assurance.

Access the entire resource library by visiting FTA's [PTASP Technical Assistance Center website](#).

## Q & A Highlights

### Question 1:

What is a safety event?

### FTA Response:

The National Transit Database (NTD) defines a safety event as a collision, derailment, fire, hazardous material spill, act of nature (Act of God), evacuation, or other safety occurrence not otherwise classified occurring on transit right-of-

### Need Assistance?

Contact a PTASP Specialist today!



[PTASP-TAC@dot.gov](mailto:PTASP-TAC@dot.gov)



1-87 PTASP-AID  
1 (877) 827-7243

9 a.m. to 8 p.m. EST, M-F

Did you know that FTA's Technical Assistance Center (TAC) offers voluntary reviews of draft ASPs?



Submit your ASP by **November 13, 2020** to guarantee review by TAC.

For more information, see [Agency Safety Plan Review: What to Expect](#)

## Novel Coronavirus (COVID-19)

FTA encourages transit agencies to be informed and prepared for protecting personnel and passengers against COVID-19. For more info, visit [FTA's COVID-19 page](#).

Also, consider reviewing:

- [FAQs from FTA Grantees Regarding COVID-19](#)
- [FTA's Coronavirus Disease 2019 \(COVID-19\) Resource Tool for Public Transportation](#) provides a one-stop-shop for Federal COVID-19 guidance and recommendations



way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established NTD thresholds. (Note also that Part 673.5 defines event as “any Accident, Incident, or Occurrence.”)

### Question 2:

I want to verify that the numbers we can use to calculate our SPTs should come from NTD’s S&S-40 major event reporting form since that data is reported in the categories of fatality, injury, and safety events.

### FTA Response:

For the injury safety performance measure, FTA uses injuries reported on both the NTD S&S-40 (major) and S&S-50 (non-major) forms, excluding injuries from assaults and other crimes. For the safety event performance measure, FTA uses safety events that meet the NTD major event reporting threshold (S&S-40 form). FTA includes only major safety events and excludes major security events (see the [NTD Glossary](#) for definitions).

### Question 3:

Most of our fleet is interchangeable between modes. With that in mind, we thought it would be best to apply the predominant use rule when calculating system reliability. We average the miles between road calls for previous years and divide the total by the percentage assigned to each mode. Can you confirm this is a sound approach, given the circumstances?

### FTA Response:

The PTASP regulation does not establish a specific methodology for how you set your SPTs. FTA defers to each transit agency to determine for itself the best approach to setting SPTs based on its size and operating characteristics. Establishing targets based on the predominant use rule is one of the many possible methodologies.

## Upcoming Events

### Safety Promotion ASP Section Lessons Learned Webinar

When: July 23, 2-3:30 EST

[Register Here](#)

### Virtual PTASP Workshops

Workshop Offering 1: August 12-13,  
11:30-4:30 EST

[Register Here](#)

Workshop Offering 2: August 19-20,  
11:30-4:30 EST

[Register Here](#)

*Registration coming soon:*

### Management of Change Webinar

When: August 27, 2-3:30 EST



### ASP Tip

## Setting SPT Time Frames

Establish time frames for your agency’s SPTs and explain how they were calculated to help improve understanding and manage expectations at your agency.



## ASP Lessons Learned: Safety Performance Targets

- Include **seven** total SPTs per transit mode, including the total numbers and rates per vehicle revenue miles for safety events, injuries, and fatalities, and the mean distance between major mechanical failures.
- Identify the time frame and rates for performance targets. For example, the SPTs will be evaluated over a fiscal year period with a baseline year of Fiscal Year 2021 (July 1, 2020 to June 30, 2021), and the rates for SPTs are calculated per 100,000 vehicle revenue miles.
- Consider describing how the agency set its targets. For example, the agency established the total numbers and rates used for its SPTs based on an average of its safety performance data over the last three years.
- Consider describing the process for routinely reviewing these targets to ensure they are still suitable and assess how effective the agency's activities are in meeting the targets.

### Targets by mode for:

1. Fatalities: Total number
2. Fatalities: Rates per vehicle revenue miles
3. Injuries: Total number
4. Injuries: Rates per vehicle revenue miles
5. Safety events: Total number
6. Safety events: Rates per vehicle revenue miles
7. Target mean distance between major mechanical failures in vehicle revenue miles

### Get Involved with the [PTASP Community of Practice](#)

We want to hear from you! Below are two of many topics for discussion. Start the conversation today to support your ASP development and learn from your peers.

- Has the [COVID-19 public health emergency affected the contents of your Agency Safety Plan](#), and if so, how?
- What [methods of communication](#) does your agency use to announce safety concerns?

*The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.*