



Safety Performance Targets Fact Sheet

Overview

The Public Transportation Agency Safety Plan (PTASP) regulation at [49 CFR § 673.11\(a\)\(3\)](#) states that an Agency Safety Plan must include performance targets based on the safety performance measures established in the [National Public Transportation Safety Plan](#). This fact sheet contains guidance on how to determine safety performance targets (SPTs) to meet that requirement.¹

Setting Targets

Generally, an agency sets SPTs for each mode that represent its goals for the upcoming year (calendar, fiscal, or National Transit Database [NTD] reporting year). These goals could maintain current safety performance levels or aim to improve upon current safety performance. The Federal Transit Administration (FTA) has not specified how transit providers must set their targets nor established a required methodology.

You may choose to set your targets based on the safety data reported for each mode to the NTD in the past year or an average of the data (per mode) you reported over a certain number of years. You may consider benchmarking peer agencies or transit industry averages based on data reported to the NTD (see resources section for a link to the NTD time-series data).

Fatality Target

For the fatality safety performance measure, FTA uses the NTD definition of fatality (death confirmed within 30 days) and excludes trespassing and suicide-related fatalities. This means that although you may have to report a trespassing fatality to the NTD, you would exclude that trespassing fatality from your fatality performance target.

Injury Target

For the injury safety performance measure, FTA uses the NTD definition of injury (harm to a person requiring immediate medical attention away from the scene). FTA uses injuries reported on both the NTD S&S-40 (major) and S&S-50 (non-major) forms and excludes injuries resulting from assaults and other crimes (security events). This means you may have to report a crime-

¹ 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.



related injury to the NTD, but you would exclude that injury from your injury performance target.

Safety Event Target

For the safety event performance measure, FTA uses all *safety* events meeting an NTD major event threshold (events reported on the S&S-40 form). For this measure, FTA includes only major *safety* events and excludes major *security* events (both of which are reported to the NTD). This means you may have to report a major security event to the NTD, but you would exclude that security event from your safety events performance target.

System Reliability Target

The system reliability target is expressed in miles and is the mean (average) distance between major mechanical failures. The NTD defines a major mechanical system failure as “a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.” NTD Full Reporters report major mechanical failures to the NTD on the Maintenance Performance form (R-20). To calculate the mean distance between failures for a transit mode, you divide total vehicle revenue miles (VRM) by the total number of failures.

Agency B, which operates 45 fixed-route Vehicles Operated in Annual Maximum Service (VOMs), reported 2,560,000 total VRM and 250 major mechanical failures in the past year.

$$\text{VRM} / \text{failures} = \text{SPT}$$

$$2,560,000 / 250 = 10,240 \text{ miles}$$

Data for NTD Reduced Reporters

Reduced Reporters report the total annual number of fatalities and injuries that occur in their systems, the total number of reportable events, and their annual VRM.² You can use this information to support the development of SPTs for fatalities, injuries, and safety events. As noted above, when you develop SPTs for fatalities, you will exclude trespassing and suicide-related fatalities; for injuries, you will exclude injuries resulting from assaults and other crimes (security events).

Reduced Reporters are not required to report major mechanical failures to the NTD. To set the system reliability performance target, you may, for example, review vehicle maintenance records to determine the number of major mechanical failures experienced in the prior year or the average of major mechanical failures over a certain number of years.

² Reduced reporters receive or benefit from Section 5307 funding, operate 30 vehicles or less across all modes and types of service, and do not operate fixed guideway and/or high intensity busway.



Resources

- [Safety Performance Targets Guide](#) provides information to help transit agencies develop SPTs based on the safety performance measures in FTA's [National Public Transportation Safety Plan](#). See, for example, the section "Strategies for Establishing SPTs."
- [PTASP Safety Performance Targets Webinar Presentation](#) (February 4, 2020) reviews the requirements for SPTs in the PTASP regulation.
- The most recent *NTD Safety and Security Policy Manual* lists the major reporting thresholds for rail and non-rail modes. For more information on NTD reporting, see the most recent *NTD Reporting Policy Manual* or *NTD Reduced Reporting Manual*. See the full list of [NTD manuals here](#).
- [NTD Glossary](#) includes definitions for reporting fatalities, injuries, safety events, and major mechanical system failures to the NTD and lists the NTD forms on which they are reported.
- [NTD Safety & Security Major-Only Time Series Data](#) includes data on events, injuries, and fatalities reported in previous years to the NTD by Full Reporters.
- [NTD Safety & Security Quick Reference Guides](#) define reportable Safety & Security events and identify reporting thresholds for rail and non-rail modes reporting to the NTD.



PTASP Technical Assistance Available Now

- Access one-on-one Agency Safety Plan support
- Learn and share through the PTASP Community of Practice
- Explore the PTASP Resource Library

<https://www.transit.dot.gov/PTASP-TAC>