

10. PUBLIC TRANSIT AGENCY SAFETY PERFORMANCE PLAN MEASURES

**BACKGROUND**

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In compliance with the federal laws Moving Ahead with Progress-21 (MAP -21) and the Fixing America’s Surface Transportation (FAST) Act, the Federal Transportation Administration (FTA) developed a Public Transportation Agency Safety Program on August 11, 2016, that adopted a Safety Management System as the foundation for developing and implementing a safety program. FTA is committed to developing, implementing, and consistently improving strategies and processes to ensure that transit achieves the highest practicable level of safety.

The Transit agencies in the Houston-Galveston Region were required to submit a Public Transportation Agency Safety Plan (PTASP) to the FTA by December 31, 2022. Each agency developed performance targets or measures in the following safety areas, including the number and rate of fatalities, injuries, safety events, and the mean distance between mechanical failures. Agencies reported performance of past years along with measures identifying future goals. All agencies incorporated Vision Zero with respect to fatalities in their plans. Colorado Valley Transit and Brazos Transit completed their plans in coordination with the Texas Department of Transportation and are not included in H-GAC’s regional plan.

**CURRENT SITUATION**

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H-GAC is required to set Regional Public Transportation Agency Safety Performance Measures by April 30, 2023. H-GAC, consistent with FTA guidelines, divides transit agencies into two reporting tiers to develop these measures. Tier I includes those agencies that operate fixed guideway service (including Rail, Bus Rapid Transit), fixed route (and commuter) bus, and demand response/paratransit services. The Metropolitan Transit Authority of Harris County (METRO) and Island Transit fall within Tier I. Tier II includes five transit agencies that operate fixed route and/or demand response services including Fort Bend Transit, Harris County Transit, the Gulf Coast Transit District, The Woodlands Township and City of Conroe. The level of fixed route and demand response service, as measured by vehicle revenue miles, varies considerably. As a result, H-GAC used weighted averages related to vehicle revenue miles to develop performance measures or targets. Past performance data is also included to allow H-GAC and the agencies to track how the regional measures align against actual performance.

**ACTION**

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For Information and Discussion.