10. PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) PERFORMANCE MEASURES UPDATE

BACKGROUND

The Public Transportation Agency Safety Plan (PTASP) is a federal regulation, codified in 49 CFR Part 673, that was introduced under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act in 2021. The law directs the Federal Transit Administration (FTA) to require operators of public transportation systems that receive federal funds to develop and implement a comprehensive safety plan based on Safety Management System (SMS) principles. SMS is a formal, data-driven, and organization-wide approach to managing safety risk, consisting of four main pillars:

1. **Safety Management Policy:** Documented commitment to safety and objectives.
2. **Safety Risk Management:** Process for identifying, assessing, and mitigating hazards.
3. **Safety Assurance:** Activities to monitor safety performance and ensure risk mitigations are effective.
4. **Safety Promotion:** Training and communication to support a culture of safety

In April 2024, the FTA published an updated National Public Transportation Safety Plan (National Safety Plan) that expanded the number of required safety performance measures from seven (7) to fourteen (14) individual metrics. These updated measures now include granular data for collisions (overall, pedestrian, and vehicular rates), transit worker fatalities and injuries, and assaults on transit workers (total number and rate), in addition to the original metrics for fatalities, injuries, safety events, and system reliability.

The MPO is required to coordinate with transit providers to establish regional safety performance targets and reflect these measures in the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

CURRENT SITUATION

H-GAC coordinated with regional transit agencies and reviewed current safety performance and established updated regional targets for 2028 and 2030 using the most recent transit agency safety performance reports.

This coordination ensures regional planning aligns with the specific safety objectives adopted by each agency's governing body. Notable updates in this cycle include the first-time reporting of transit worker assault targets and more detailed collision rates as required by the April 2024 National Safety Plan update.

Performance measure targets for 2028 and 2030 were endorsed by the Regional Transit Coordination Subcommittee on September 3, 2026. Please see the attached report for more information.

ACTION REQUESTED

Transportation Policy Council approval of Resolution No. 2026-22

Transportation Policy Council
Metropolitan Planning Organization
Galveston ★ Harris ★ Liberty ★ Montgomery ★ Waller ★ Brazoria ★ Chambers ★ Fort Bend

Resolution

No. 2026-22

AUTHORIZING ADOPTION OF FEDERAL PERFORMANCE TARGETS FOR PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES REQUIRED BY THE FAST ACT AND THE INFRASTRUCTURE INVESTMENT AND JOBS ACT

WHEREAS, the Houston-Galveston Area Council (H-GAC) is designated as the Metropolitan Planning Organization (MPO) for the Houston - Galveston Metropolitan Planning Area by the Governor of Texas in accordance with federal law, and;

WHEREAS, the Transportation Policy Council (TPC) is the regional transportation policy body, and;

WHEREAS, the federal law assigns the MPO the responsibility for carrying out the metropolitan planning process, cooperation with the State and publicly owned transit service providers, and;

WHEREAS, the federal law assigns the MPO the responsibility for developing and approving regional performance measure targets and to incorporate these measures and a performance-based planning process into the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) documents, and;

WHEREAS, the federal law requires the adoption of regional Public Transportation Safety performance targets for 14 safety performance measures including major safety events, collisions, fatalities, injuries, assaults on transit workers, and the mean distance between major mechanical failures, as shown in Attachment 1 - Public Transportation Agency Safety Performance Measures Report, and;

NOW, THEREFORE, BE IT RESOLVED THAT THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA ADOPTS THE REGIONAL PUBLIC TRANSPORTATION SAFETY PERFORMANCE TARGETS FOR TIER I AND TIER II TRANSIT PROVIDERS, AS IDENTIFIED IN THE ATTACHED TABLES, AND AMENDS THE PERFORMANCE MEASURES INTO THE 2027- 2030 TRANSPORTATION IMPROVEMENT PROGRAM AND THE 2050 REGIONAL TRANSPORTATION PLAN.

PASSED AND APPROVED this 25th day of September 2026, at a regularly called meeting of the Transportation Policy Council.

APPROVED:

Hon. Justin Beckendorff, Chairman
Transportation Policy Council

ATTEST:

Hon. Sally Branson, Secretary
Transportation Policy Council

Public Transportation Agency Safety Plan (PTASP) 2028-2030 Performance Measures Report

1. Introduction

The Public Transportation Agency Safety Plan (PTASP) is a federal regulation, codified in 49 CFR Part 673, that was introduced under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America's Surface Transportation (FAST) Act and the 2021 Bipartisan Infrastructure Law also known as the Infrastructure Investment and Jobs Act (IIJA). The law directed the Federal Transit Administration (FTA) to require operators of public transportation systems that receive federal funds to develop and implement a comprehensive safety plan based on Safety Management System (SMS) principles. SMS is a formal, data-driven, and organization-wide approach to managing safety risk, consisting of four main pillars:

1. **Safety Management Policy:** Documented commitment to safety and objectives.
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3. **Safety Assurance:** Activities to monitor safety performance and ensure risk mitigations are effective.
4. **Safety Promotion:** Training and communication to support a culture of safety

In April 2024, the FTA published an updated National Public Transportation Safety Plan (National Safety Plan) that expanded the number of required safety performance measures from seven (7) to fourteen (14) individual metrics. These updated measures now include granular data for collisions (overall, pedestrian, and vehicular rates), transit worker fatalities and injuries, and assaults on transit workers (total number and rate), in addition to the original metrics for fatalities, injuries, safety events, and system reliability:

#	Safety Performance Measure	Description
1a	Major Safety Events	The total count of all safety and security events that meet the National Transit Database (NTD) major event threshold
1b	Major Safety Event Rate	The total number of major safety and security events divided by total Vehicle Revenue Miles (VRM)
1.1	**Collision Rate (NEW)**	The total number of all collisions (including vehicle, object, and person) reported to the NTD divided by VRM
1.1.1	**Pedestrian Collision Rate (NEW)**	The number of collisions specifically "with a person" (including suicides/attempted suicides) divided by VRM
1.1.2	**Vehicular Collision Rate (NEW)**	The number of collisions specifically "with a motor vehicle" divided by VRM
2a	Fatalities	The sum of all deaths or suicides confirmed within 30 days of a reportable event, excluding deaths from natural causes
2b	Fatality Rate	The total number of fatalities divided by VRM
2.1	**Transit Worker Fatality Rate (NEW)**	The number of workforce deaths—including employees, contractors, and operators—divided by VRM
3a	Injuries	The count of all harm to persons resulting from an event that requires immediate medical attention away from the scene
3b	Injury Rate	The total number of reportable injuries divided by VRM
3.1	**Transit Worker Injury Rate (NEW)**	The number of workforce injuries (employees, contractors, and staff) divided by VRM
4.1	**Assaults on Transit Workers (NEW)**	The total count of circumstances where an individual knowingly interferes with, disables, or incapacitates a transit worker with intent to endanger or with reckless disregard for safety
4b	**Rate of Assaults on Transit Workers (NEW)**	The total number of transit worker assaults divided by VRM
5	System Reliability *(Note: higher is better)*	The Mean Distance Between Failures (MDBF), which is the mathematical average distance a vehicle travels between major mechanical system failures. Unlike the other rates, this is calculated by dividing total VRM by the number of failures

2. Target Calculation Methodology

Targets are established by applying regional weights to individual agency PTASPs based on Vehicle Revenue Miles (VRM):

- **Vision Zero Approach:** H-GAC will use Vision Zero as the baseline for the seven new performance targets. In 2020, H-GAC adopted a Vision Zero policy. Setting 2028 and 2030 PTASP targets for fatalities, collisions, and assaults on transit workers executes H-GAC's Vision Zero approach.

- **Continuous Improvement:** H-GAC intends to reevaluate these regional targets as more granular data for the seven new performance targets are reported to the National Transit Database (NTD).

- **Transit Agency Consultation**: H-GAC consults with transit agencies to set regional transit safety targets. In discussions with METRO, both agencies agreed to set 2028 and 2030 regional transit safety targets to the lower of: i) actual 2025 performance or ii) future targets set forth in METRO's 2026 PTASP.

3. Tier I Agencies – Regional Safety Performance and Future Targets

Tier I – METRO and Island Transit (Bus)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Bus	1a	Major Safety Events	136	398	438	260	260
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.33	0.942	0.948	0.500	0.500
	1.1	**Collision Rate (NEW)**	-	-	0.491	0.490	0.490
	1.1.1	**Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0.03	0.03	0.03
	1.1.2	**Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0.429	0.429	0.429
	2a	Fatalities	0	6	3	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0.014	0.006	0	0
	2.1	**Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	3a	Injuries	175	387	438	233	233
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.425	0.916	0.948	0.45	0.45
	3.1	**Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0.002	0	0
	4.1	**Assaults on Transit Workers (NEW)**	-	-	14	14	14
	4b	**Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)**	-	-	0.03	0.03	0.03
	5	System Reliability *(Note: higher is better)*	6,750	6,219	5,934	6,627	6,627

Tier I – METRO and Island Transit (Paratransit)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Paratransit	1a	Major Safety Events	39	52	63	36	36
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.289	0.304	0.313	0.19	0.19
	1.1	**Collision Rate (NEW)**	-	-	0.194	0.18	0.18
	1.1.1	**Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0.01	0.01
	1.1.2	**Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0.184	0.17	0.17
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0	0	0	0
	2.1	**Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	3a	Injuries	35	58	62	29	29
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.174	0.339	0.308	0.15	0.15
	3.1	**Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	4.1	**Assaults on Transit Workers (NEW)**	-	-	0	0	0
	4b	**Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	5	System Reliability *(Note: higher is better)*	21,000	17,769	18,135	17,499	17,499

Tier I – METRO and Island Transit (Rail)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Rail	1a	Major Safety Events	100	93	132	111	111
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	4.72	2.90	3.99	3.27	3.27
	1.1	**Collision Rate (NEW)**	-	-	1.57	1.57	1.57
	1.1.1	**Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0.42	0.42	0.42
	1.1.2	**Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	1.12	1.12	1.12
	2a	Fatalities	0	2	2	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0.06	0.06	0	0
	2.1	**Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	3a	Injuries	45	69	70	50	50
	3b	Injury Rate per 100k Vehicle Revenue Mile	1.89	2.15	2.12	1	1
	3.1	**Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0.06	0.06	0.06
	4.1	**Assaults on Transit Workers (NEW)**	-	-	2	2	2
	4b	**Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)**	-	-	0.06	0.06	0.06
	5	System Reliability *(Note: higher is better)*	15,000	45,789	103,414	105,981	105,981

4. Tier II Agencies – Regional Safety Performance and Future Targets

Tier II Transit Agencies (Bus)

Mode	#	Category	2023 Targets	2023 Actual	2025 Actual	2028 Target	2030 Target
Bus	1a	Major Safety Events	0.53	2.28	1.64	1.05	1.05
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.20	0.27	0.36	0.56	0.56
	1.1	**Collision Rate (NEW)**	-	-	0.19	0	0
	1.1.1	**Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	1.1.2	**Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0.186	0	0
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0	0	0	0
	2.1	**Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	3a	Injuries	0.28	1.66	0.26	0.61	0.61
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.15	0.20	0.036	0.21	0.21
	3.1	**Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	4.1	**Assaults on Transit Workers (NEW)**	-	-	0	0	0
	4b	**Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	5	System Reliability *(Note: higher is better)*	150,207	32,640	60,917 (2024)	98,005	98,005

Tier II Transit Agencies (Demand Response)

Mode	#	Category	2023 Targets	2023 Actual	2025 Actual	2028 Target	2030 Target
Demand Response	1a	Major Safety Events	1.90	0.94	0	1.24	1.24
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.20	0.090	0	0.19	0.19
	1.1	**Collision Rate (NEW)**	-	-	0	0	0
	1.1.1	**Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	1.1.2	**Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0	0	0	0
	2.1	**Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	3a	Injuries	1.68	1.41	0.36	1.07	1.07
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.15	0.13	0.058	0.10	0.10
	3.1	**Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	4.1	**Assaults on Transit Workers (NEW)**	-	-	0	0	0
	4b	**Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)**	-	-	0	0	0
	5	System Reliability *(Note: higher is better)*	288,488	221,234	174,176	251,590	251,590