

Appendix F, Addendum 1: Performance Based Planning and Programming - Public Transportation Agency Safety Plan

The [Public Transportation Agency Safety Plan \(PTASP\) final rule \(49 C.F.R. Part 673\)](#) intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. It requires certain recipients and subrecipients of Federal Transit Administration (FTA) grants that operate public transportation to develop and implement safety plans that establish processes and procedures to support the implementation of Safety Management Systems (SMS) and measure agency safety performance through a set of national performance measures. In Virginia, transit agencies are required to meet differing PTASP requirements based on agency size as defined in the PTASP final rule:

A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.

A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

Transit agencies track and report safety related data to the Federal Transit Administration's [National Transit Database](#) annually. These reports are used for tracking transit agency safety performance and are the basis for setting safety performance targets

Tier I Agencies

The safety performance measurements and targets for Tier I transit providers are documented in the individual Agency Safety Plans. The following transit providers have coordinated with their MPOs on the development of compliant tier I plans and adoption transit safety performance targets.

- Greater Richmond transit Company (GRTC)
- Hampton Roads Transit (HRT)
- Potomac and Rappahannock Transit Company (PRTC)

Tier II Group Plan

The Department of Rail and Public Transportation (DRPT) is the sponsor for the [Statewide Tier II Group PTASP Plan](#) and acts as the plan coordinator for fifteen smaller transit agencies in the Commonwealth. The Tier II group plan documents Safety Management Systems (SMS), Safety Performance Targets and, Employee Reporting Programs for each of the participating agencies. While DRPT is the sponsor of the group plan, each transit agency is responsible for the plans implementation and annual review. DRPT will continue to coordinate annual plan updates with

Tier II plan participants. Initial safety targets adopted by each transit agency are included in **Table 1** and **Table 2**. As per the PTASP final rule these safety targets have been provided to the MPOs for inclusion in their TIPs.

Table 1: Annual Transit Safety Performance Targets; Fixed Route Transit

Agency Name	Fatalities (total)	Fatalities (rate per total vehicle revenue miles by mode)	Injuries (total)	Injuries (rate per 100,000 vehicle revenue miles)	Safety events (total)	Safety events (rate per 100,000 vehicle revenue miles)	Distance between Major Failures (miles)	Distance between Minor Failures (miles)
Blacksburg Transit	0	0	5	< 0.5	10	< 1	10,000 miles	3,200 miles
BRITE	0	0	3	< 0.5	5	< 1	10,000 miles	3,200 miles
Bristol Transit	0	0	1	< 0.5	1	< 1	80,000 miles	3,200 miles
Charlottesville Area Transit	0	0	5	< 0.5	10	< 1	10,000 miles	3,200 miles
FRED	0	0	4	< 0.5	8	< 1	10,000 miles	3,200 miles
GLTC	0	0	5	< 0.5	11	< 1	15,000 miles	3,200 miles
Valley Metro	0	0	9	< 0.5	17	< 1	10,000 miles	3,200 miles
Harrisonburg	0	0	3	< 0.5	7	< 1	10,000 miles	3,200 miles
JAUNT	0	0	9	< 0.5	17	< 1	10,000 miles	3,200 miles
PAT	0	0	3	< 0.5	6	< 1	10,000 miles	3,200 miles
Radford	0	0	2	< 0.5	3	< 1	10,000 miles	3,200 miles
Suffolk Transit	0	0	0	< 0.5	0	< 1	10,000 miles	3,200 miles
WATA	0	0	0	< 0.5	1	< 1	10,000 miles	3,200 miles
WinTran	0	0	0	< 0.5	0	< 1	10,000 miles	3,200 miles

Table 2: Annual Transit Safety Performance Targets; Paratransit/Demand Response

Agency Name	Fatalities (total)	Fatalities (rate per total vehicle revenue miles by mode)	Injuries (total)	Injuries (rate per 100,000 vehicle revenue miles)	Safety events (total)	Safety events (rate per 100,000 vehicle revenue miles)	Distance between Major Failures (miles)	Distance between Minor Failures (miles)
Blacksburg Transit	0	0	0	< 0.5	1	< 1	10,000 miles	3,200 miles
BRITE	0	0	0	< 0.5	1	< 1	10,000 miles	3,200 miles
Bristol Transit	0	0	0	< 0.5	0	< 1	80,000 miles	3,200 miles
Charlottesville Area Transit	0	0	0	< 0.5	1	< 1	10,000 miles	3,200 miles
GLTC	0	0	1	<0.75	2	< 1.5	65,000 miles	10,000 miles
Valley Metro	0	0	3	< 0.5	8	< 1	10,000 miles	3,200 miles
Harrisonburg	0	0	1	< 0.5	2	< 1	10,000 miles	3,200 miles
District 3/ Mountain Lynx	0	0	2	< 0.5	5	< 1	10,000 miles	3,200 miles
PAT	0	0	0	< 0.5	1	< 1	10,000 miles	3,200 miles
Suffolk Transit	0	0	1	< 0.5	3	< 1	10,000 miles	3,200 miles
WATA	0	0	6	< 0.5	12	< 1	10,000 miles	3,200 miles
WinTran	0	0	1	< 0.5	2	< 1	10,000 miles	3,200 miles

Funding for Transit Safety Related Projects:

Funding for public transportation safety related projects is primarily implemented through a combination of federal, state, and local funds. Federal funds for transit projects include state controlled federal 5311, 5304, 5339, and RTAP funds. Safety related projects are also funded by transit agency controlled federal 5307 funds. Transit agencies utilize their PTASP and Transit Development Plans (TDPs) to plan and prioritize their capital investments.

State capital assistance funds are allocated by DRPT annually through the [MERIT Capital Assistance prioritization process](#). MERIT allocates approximately \$75 million (FY 2020) annually in state capital funds. The process was implemented during the state FY 2020 grant cycle in response to legislation passed in 2018 directing DRPT to develop a comprehensive prioritization process for allocating state funds to transit projects.

The MERIT Capital Assistance prioritization process determines which projects achieve the policy objective of maintaining a state of good repair of existing transit assets and determines which projects receive funding for new investments. The process ensures that projects included in the STIP address the most urgent state of good repair and safety needs based on a comprehensive scoring framework that includes safety as one of the many comprehensive factors.

Under the Capital Assistance process, projects are classified, scored, and prioritized separately in the following categories with at least 80% of available funding going towards meeting State of Good Repair (SGR) needs¹:

- State of Good Repair (SGR): Projects or programs to replace or rehabilitate an existing asset. (State Match: Up to 68%)
- Minor Enhancement (MIN): Projects or programs to add capacity, new technology, or a customer facility with a cost of less than \$2 million or include a vehicle expansion of no more than five vehicles or 5% of the existing fleet size. (State Match: Up to 68%)
- Major Expansion (MAJ): Projects or programs to add, expand, or improve service with a cost exceeding \$2 million or, for expansion vehicles, an increase of greater than five vehicles or 5% of fleet size, whichever is greater. (State Match: Up to 50%)

Once a project is screened in through the MERIT Capital Assistance prioritization process, it is added to the DRPT Six-Year Improvement Program (SYIP). The SYIP includes funding for public transportation facilities, commuter and public transportation programs, and all interstate and primary highway projects that are being studied, designed, and constructed throughout

¹ The CTB has the flexibility to allocate 100% of available funding resources to SGR.

Virginia over six fiscal years. The Commonwealth Transportation Board (CTB) updates the program each year as priorities are revised, project schedules and costs change, and study results are known. Projects are primarily advanced through partnerships with local and regional governments and private entities in Virginia. DRPT funds only a portion of rail and public transportation project costs, with a significant share of expenses borne by localities.

How Do Transit Safety Projects Get Selected for Inclusion in the STIP?

As noted above, the funding for all transportation projects, including funding for projects to meet transit agency safety targets, are allocated to projects in the CTB-approved SYIP and are consistent with VTrans and the relevant Agency Safety Plans. Since the SYIP is the foundation of the STIP, the program of projects in the STIP demonstrates support to achieve transit agency safety performance objectives and targets documented in the relevant agency plans.