

NFTA Agency Safety Plan - Performance Measures

CY 2025

| Mode | Vehical Revenue Miles | | | | | | | | | | | |
|-------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Light Rail | 63,647 | 55,927 | 62,415 | 64,465 | 70,461 | 58,650 | 74,164 | 71,345 | 67,568 | 69,435 | 60,752 | 0 |
| Bus | 595,099 | 579,072 | 602,735 | 604,075 | 604,723 | 579,892 | 612,331 | 603,555 | 612,645 | 631,111 | 561,325 | 0 |
| Paratransit | 158,631 | 153,474 | 170,288 | 179,795 | 173,703 | 161,725 | 176,103 | 164,581 | 174,572 | 191,843 | 158,676 | 0 |

| Performance Measure | Mode | # of occurrences | | | | | | | | | | | | RATE | Total # | 2025 Target |
|--|------|------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------|-----|----------|-----------|-------------|
| | | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | | | |
| 1. Measure 1a – Major Events | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.31 | 1 | 3.48 |
| | Bus | 4.0 | 2.0 | 1.0 | 3.0 | 2.0 | 1.0 | 0.0 | 3.0 | 2.0 | 1.0 | 3.0 | 0.0 | | 22 | 21.53 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0 | 2.22 |
| 2. Measure 1b – Major Event Rate | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.4 | 0.0 | 0.0 | 1.31 | 4.83 | |
| | Bus | 6.7 | 3.5 | 1.7 | 5.0 | 3.3 | 1.7 | 0.0 | 5.0 | 3.3 | 1.6 | 5.3 | 0.0 | | 3.36 | 2.81 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.00 | 1.17 |
| 3. Measure 1.1 – Collision Rate | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00 | | 1.26 |
| | Bus | 6.7 | 3.5 | 1.7 | 5.0 | 3.3 | 1.7 | 0.0 | 5.0 | 3.3 | 1.6 | 5.3 | 0.0 | | 3.36 | 1.42 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.00 | 0.99 |
| 4. Measure 1.1.1 – Pedestrian Collision Rate | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00 | | 0.00 |
| | Bus | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.30 | 0.25 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.00 | |
| 5. Measure 1.1.2 – Vehicular Collision Rate | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00 | | 1.71 |
| | Bus | 5.0 | 3.5 | 1.7 | 5.0 | 3.3 | 1.7 | 0.0 | 3.3 | 3.3 | 1.6 | 5.3 | 0.0 | | 3.06 | 2.19 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.00 | 1.17 |
| 6. Measure 2a - Fatalities | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00 | 0 | 0.00 |
| | Bus | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 1 | 0.00 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0 | 0.00 |
| 7. Measure 2b – Fatality Rate | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00 | | 0.00 |
| | Bus | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.15 | 0.00 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.00 | |
| 8. Measure 2.1 – Transit Worker Fatality Rate | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00 | | 0.0 |
| | Bus | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.00 | |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.00 | |
| 9. Measure 3a - Injuries | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 1 | 1.0 | 0.0 | 4 | 4 | 4.4 |
| | Bus | 6.0 | 5.0 | 1.0 | 4.0 | 4.0 | 2 | 0 | 3 | 2 | 3 | 6.0 | 0.0 | | 36 | 51.6 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 1 | 0.0 | 0.0 | | 3 | 8.9 |
| 10. Measure 3b – Injury Rate | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.5 | 14.0 | 0.0 | 14.4 | 16.5 | 0.0 | 5.31 | | 6.3 |
| | Bus | 10.1 | 8.6 | 1.7 | 6.6 | 6.6 | 3.4 | 0.0 | 5.0 | 3.3 | 4.8 | 10.7 | 0.0 | | 5.52 | 6.9 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 6.1 | 0.0 | 5.2 | 0.0 | 0.0 | | 1.54 | 4.6 |
| 11. Measure 3.1 – Transit Worker Injury Rate | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00 | | 0.00 |
| | Bus | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 1.8 | 0.0 | | 0.47 | 0.70 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.00 | 0.14 |
| 12. Measure 4a – Assaults on Transit Workers | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 2.0 | 1.0 | 0.0 | 4 | 0.00 | |
| | Bus | 5.0 | 0.0 | 4.0 | 9.0 | 8.0 | 6 | 5 | 2 | 9 | 14 | 9.0 | 0.0 | | 71 | 10.13 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 1 | 0.0 | 0.0 | | 1 | 0.00 |
| 13. Measure 4b – Rate of Assaults on Transit Workers | Rail | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | 28.8 | 16.5 | 0.0 | 5.34 | | 0.00 |
| | Bus | 8.4 | 0.0 | 6.6 | 14.9 | 13.2 | 10.3 | 8.2 | 3.3 | 14.7 | 22.2 | 16.0 | 0.0 | | 10.72 | 1.39 |
| | PAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | | 0.47 | 0.00 |
| 14. Measure 5 – System Reliability (Major Mechanical System Failure) | Rail | 2,767.3 | 2,431.6 | 2,600.6 | 3,792.1 | 4,403.8 | 2,550.0 | 2,392.4 | 3,963.6 | 3,974.6 | 1,735.9 | 2,430.1 | 0.0 | 3,003.81 | | 1,529.28 |
| | Bus | 5,834.3 | 7,932.5 | 7,727.4 | 11,616.8 | 7,031.7 | 8,527.8 | 7,289.7 | 9,008.3 | 7,658.1 | 6,374.9 | 7,289.9 | 0.0 | | 7,844.66 | 9,436.52 |
| | PAL | 52,877.0 | 21,924.9 | 28,381.3 | 44,948.8 | 28,950.5 | 40,431.3 | 22,012.9 | 32,916.2 | 34,914.4 | 17,440.3 | 7,933.8 | 0.0 | | 30,248.29 | 58,926.01 |

Notes:

All Rates are based on # of occurrences per MM Vehicle Revenue Miles

Definitions per National Transit Database:

Major Events: A safety or security event occurring on transit right-of-way or infrastructure, at a transit revenue facility, at a transit maintenance facility or rail yard, during a transit related maintenance activity or involving a transit revenue vehicle that results in one or more of the following conditions: Non-Rail Modes: A fatality confirmed within 30 days of the event; An injury requiring immediate medical attention away from the scene for one or more person; Property damage equal to or exceeding \$25,000; Collisions involving transit revenue vehicles that require towing away from the scene for a transit roadway vehicle or other non-transit roadway vehicle; An evacuation for life safety reasons. Rail Modes: A fatality confirmed within 30 days of the event; Serious injury that may or may not require transport from the scene for medical attention (see Serious Injury); An injury requiring immediate medical attention away from the scene for one or more persons; Substantial damage; An evacuation for life safety reasons, or to the rail right-of-way; Rail transit vehicle collisions occurring at a grade crossing; Rail transit vehicle collisions with an individual on the rail right-of-way; Rail transit vehicle collisions with another revenue or non-revenue rail transit vehicle; A mainline or yard derailment of revenue or non-revenue vehicles; Events involving a runaway train.

Injury: Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene.

Assault on Transit Worker: A circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

System Reliability (Major Mechanical System Failure): 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.