

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	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		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	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		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		0.0
	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		0.0
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
	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.