



Worcester Regional Transit Authority

PTASP Update to CMMPO


9/18/2024

What is the WRTA PTASP?

- PTASP – Public Transportation Agency Safety Plan
 - FTA regulation for transit agencies to implement a comprehensive, and collaborative approach to managing safety
 - First WRTA PTASP endorsed by WRTA Advisory Board in November 2020, updated in 2022
- PTASP details safety processes and procedures for WRTA, and utilizes existing safety practices and includes transit-industry best practices.

Worcester Regional Transit Authority Public Transportation Agency Safety Plan

Worcester Regional Transit Authority
Public Transportation Agency Safety Plan
December 31, 2022



Introduction

The following Public Transportation Agency Safety Plan (PTASP) details the safety processes and procedures for the Worcester Regional Transit Authority (WRTA). This plan utilizes existing agency safety practices and best practices to be implemented to meet the new regulation set in 49 CFR Part 673 of the federal guidelines.

The PTASP includes formal documentation to guide the agency in proactive safety management policy, safety risk management, safety assurance, and safety promotion. The goal is to provide management and labor a comprehensive, collaborative approach to managing safety. The plan includes the process and schedule for an annual review of the plan to review the safety performance measures and update processes that may be needed to improve the organizations safety practices.



Agency Background

The Worcester Regional Transit Authority is a political subdivision of the Massachusetts Department of Transportation and is the second largest regional transit authority in Massachusetts with 55 transit buses and 59 demand response vans. The WRTA was created in September 1974 pursuant to Massachusetts General Laws, Chapter 161B and is funded with Federal, State, and local subsidies, as well as farebox revenue. The WRTA is not a transit operator, however, it is responsible for the planning, funding, and oversight of public transportation in the City of Worcester and the thirty-six (36) surrounding communities in its service delivery area. The area comprises of over 500,000 in population and can be characterized as having an urban core over 200,000 population in thirty-eight square miles surrounded by suburban and rural areas.

The day-to-day affairs of the WRTA are conducted by an Administrator, who is appointed by the Advisory Board. The Advisory Board is made up of representatives from the 37-member communities of the WRTA.

It is the goal of the WRTA, through its Operators, to provide the best, efficient and maximum amount of transportation possible to its service area with its limited revenues from the Federal Transit Administration, the Commonwealth of Massachusetts, and its Member Communities.

Public Transportation Agency Safety Plan



Framework of PTASP

- Development of Safety Performance Targets
- Safety Management Policy
 - Risk Management Process
 - Performance Monitoring and Measurement
 - Promotion and Communication
- Implementation of Safety Committee
 - Established WRTA Employee Safety Committee in July 2022
 - Equal representation between frontline employees (ATU Local 22) and management (CMTM)
 - Responsible for carrying out PTASP, relevant updates, and approval of plan and subsequent safety target updates



Safety Performance Measures (2022)

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Miles btwn Failures)
Fixed Route	0	0	26	2.8	14	1.5	9,500
Demand Response	0	0	6	1.2	8	1.6	125,000

- Metrics based on previous five calendar years of data (2018 – 2022)
- Demand Response consists of all paratransit modes combined
- Rates are per 1,000,000 vehicle revenue miles



Updated Safety Performance Measures (2023)

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Miles btwn Failures)
Fixed Route	0	0	20	2.1	14	1.5	9,500
Demand Response	0	0	4	0.8	8	1.5	125,000

- Metrics based on previous five calendar years of data (2019 – 2023)
- Demand Response consists of all paratransit modes combined
- Rates are per 1,000,000 vehicle revenue miles



Safety Performance (2022 vs. 2023)

Mode of Transit Service	PTASP Plan Year	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Miles btwn Failures)
Fixed Route	2022	0	0	26	2.8	14	1.5	9,500
	2023	0	0	20	2.1	14	1.5	9,500
Demand Response	2022	0	0	6	1.2	8	1.3	125,000
	2023	0	0	4	0.8	8	1.5	125,000

- **Red** = increases between 2022 and 2023 performance metrics
- **Green** = decreases between 2022 and 2023 performance metrics

