

AGENDA

Transportation Policy Board

Wednesday June 14, 2023 - 7:30 - 9:00 a.m.

Remote Meeting Via Zoom

Note: Remote meeting.

Watch the meeting live on Facebook: <https://www.facebook.com/trpc.org>

Public: To register to attend the meeting remotely, click on:

https://trpc-org.zoom.us/webinar/register/WN_nY7Hj9dTcW4D475bFK1yQ

After registering, you will receive a confirmation email containing information about joining the meeting.

Note: Policy Board members will be pre-registered and will receive a separate link to join the meeting.

Note: For anyone opting to attend the meeting in person, TRPC will provide access at:

Thurston Regional Planning Council

2411 Chandler Court SW

Olympia, WA 98502

1. **7:30 am** **Introductions** – Andy Ryder, Chair
2. **Executive Director’s Report & Announcements** – Marc Daily, TRPC
3. **Approval of Agenda** – Andy Ryder, Chair **ACTION**
4. **Consent Calendar** **ACTION**
 - a. **Approval of Meeting Notes** (Attachment) – May 10, 2023, Andy Ryder, Chair
5. **Public Comment Period**

Public comment for this meeting will be accepted in written and oral format.

 - The deadline for submitting written public comments or registering for oral public comment at the meeting is noon (12:00 p.m. Pacific Daylight Time) the day preceding the meeting, June 13, 2023.
 - For written public comment, please provide: 1) your name and address and 2) your comments. Send them to info@trpc.org. Written comments received by the deadline will be provided to the Policy Board members prior to the meeting.
 - Commenters may attend the meeting in person or choose the remote option. For either, please register to comment through this link https://trpc-org.zoom.us/webinar/register/WN_nY7Hj9dTcW4D475bFK1yQ.
 - Check the box indicating you wish to provide public comment; and 2) list a general topic.

The Chair may accept public comment from individuals that did not pre-register after registered public comment has been provided. The Chair may also limit oral public comment to three minutes or less, depending on the meeting agenda and number of people wishing to comment.
6. **7:40 – 8:15** **A Conversation about the 2023 Legislative Session and Planning for 2024: State Representative Beth Doglio, 22nd Legislative District** – Karen Parkhurst, TRPC, and Representative Doglio **PRESENTATION**

35 min
15 min. presentation, 20 min. discussion.
7. **8:15 – 8:40** **TRPC Allocation of Federal Carbon Reduction Program Funds (CRP)** (Attachment) – Katrina Van Every, TRPC **ACTION**

25 min
10 min. presentation, 5 min. discussion.

TRPC staff will provide an overview of its recommendation for programming out the agency’s allocation of Carbon Reduction Program funding. The TPB will be asked to make a recommendation to Council.
8. **8:40 – 9:00** **Transit Safety Performance Measures Targets – 2023 Update** (Attachment) – Katrina Van Every, TRPC **ACTION**

15 min
10 min. presentation, 10 min. discussion.

TRPC staff will provide an overview of Intercity Transit’s transit safety performance measures. The TPB will be asked to make a recommendation to Council to adopt Intercity Transit’s transit safety performance measures.
9. **9:00 am** **Adjourn**

NEXT MEETING

July 12, 2023 – REMOTE

Note: For anyone unable to access the meeting remotely,

TRPC will provide access to the meeting in the conference room at 2411 Chandler Court SW, Olympia, WA 98502

Public Comment:

The following is not acceptable as either written or oral public comment and is considered disruptive behavior.

- Promoting or advertising commercial services, entities, or products.
- Supporting or opposing political candidates or ballot propositions.
- Distributing obscene content.
- Engaging in illegal activity or encouragement of illegal activity.
- Promoting, fostering or perpetuating discrimination on the basis of creed, color, age, religion, gender, gender identification, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation information that may tend to compromise the safety or security of the public or public systems.
- Threatening or intimidating language, including cyber bullying.
- Otherwise engaging in disruptive behavior.

Members of the public engaging in disruptive behavior may have their emails blocked (for written comments) or be removed from the meeting (for oral comments).

Thurston Regional Planning Council ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person based on race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding TRPC's Title VI Program, you may contact the Title VI Coordinator at 360.956.7575 or email info@trpc.org.

If you need special accommodations to participate in this meeting, please call us at 360.956.7575 by 10:00 a.m. three days prior to the meeting. Ask for the ADA Coordinator.

For TDD users, please use the state's toll-free relay service, 711 and ask the operator to dial 360.956.7575.

MINUTES OF MEETING

Regular Meeting
TRANSPORTATION POLICY BOARD
Wednesday, May 10, 2023
Remote Meeting

Call to Order

Chair Ryder called the meeting to order at 7:32 am.

Attendance

Members Present:

City of Lacey
City of Olympia
City of Rainier
City of Tenino
Intercity Transit
Port of Olympia
Thurston County
WSDOT
Business Rep
Business Rep
Community Rep
Emeritus Rep

Andy Ryder, Chair
Clark Gilman, Council member
Ron Kemp, Council member
John O'Callahan, Council member
Don Melnick, Authority member
Joe Downing, Commissioner
Carolina Mejia, Commissioner
Gaius Sanoy, Staff
David Wasson
Renee Radcliff Sinclair, Second Vice Chair
Michelle Murray
Pete Kmet

Members Absent:

Nisqually Indian Tribe
Confederated Tribes of the
Chehalis Reservation
City of Tumwater
City of Yelm
North Thurston Public Schools
Business Rep
Community Rep

Heidi Thomas, Staff

Amy Loudermilk, Staff
Peter Agabi, Council member
Brian Hess, Council member
Garrett Kendall, Staff
Jessica McKeegan-Jensen
Travis Millar

Staff Present:

Marc Daily, Executive Director
Karen Parkhurst, Planning & Policy Director
Burlina Lucas, Executive Assistant
Dorinda Merrill, Office Specialist IV
Dave Read, IT Manager
Katrina Van Every, Transportation Manager
Paul Brewster, Senior Planner
Allison Osterberg, Senior Planner

Others Present:

Emily Bergkamp, Intercity Transit
Peter Stackpole, Intercity Transit
Jessica Gould, Intercity Transit
Martin Hoppe, City of Lacey
Mary Heather Ames, City of Tumwater
Matt Unzelman, Thurston County
Sophie Stimson, City of Olympia
Michelle Swanson, City of Olympia

Agenda Item 1
INFORMATION

Introductions/Announcements/Updates

Members were introduced.

Agenda Item 2
INFORMATION

Executive Director’s Report & Announcements.

Executive Director Marc Daily announced that (1) the Planning Manager position with TRPC will be advertised starting May 9th; (2) the Bicycle Community Challenge (BCC) has started and runs through the month of May; and (3) Mr. Daily has been asked to serve as Vice Chair for the eighteen Metropolitan Planning Organizations (MPO) and Regional Transportation Planning Organizations (RTPO) that meet quarterly.

Agenda Item 3
ACTION

Approval of Agenda

Board member O’Callahan moved, seconded by Board member Melnick, to approve the agenda. Motion carried.

Agenda Item 4
ACTION

Approval of Consent Calendar

- a. Approval of Meeting Notes – April 12, 2023

Board member O’Callahan moved, seconded by Board member Melnick, to approve the consent calendar. Motion carried.

Agenda Item 5

Public Comment

There was no public comment.

Agenda Item 6
PRESENTATION

Carbon Reduction Program (CRP) Funding

Transportation Manager Katrina Van Every provided an overview of the Carbon Reduction Program (CRP). Thurston Regional Planning Council (TRPC) has about \$500,000 annually in CRP funding to program out between 2022 and 2026.

The purpose of the program is intended to reduce transportation emissions (CO₂) from on-road highway sources. Eligible projects that can receive the funding include:

- Bicycle and pedestrian facilities.
- Energy efficient street lighting and traffic control device.
- Projects that support deployment of alternative fuel vehicles.
- Public transportation projects.
- Advanced transportation and congestion management technologies.
- Intelligent Transportation System (ITS) capital improvements and vehicle -to-infrastructure communications equipment.
- Other projects within the Carbon Reduction Program Guidance.

The Transportation Policy Board (TPB) will be asked to take action on a recommendation to TRPC at their June 14, 2023, meeting.

Agenda Item 7
PRESENTATION

Martin Way Corridor Study Update

Senior Planner Allison Osterberg provided an update on the Martin Way Corridor Study. The study is a joint planning effort between TRPC, Thurston County, Intercity Transit, and the cities of Olympia and Lacey.

The purpose of the study is to develop a common vision for the corridor that looks at issues around safety, multimodal use, and land use.

Agenda Item 8
PRESENTATION

2023 State Legislative Session

Planning & Policy Director Karen Parkhurst provided an update on the 2023 Legislative Session.

Agenda Item 9

Adjournment

There being no further business, Chair Ryder adjourned the meeting at 9:01 a.m.

Andy Ryder, Chair



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
- Thurston County
- North Thurston Public Schools
- Olympia School District
- Tumwater School District
- Intercity Transit
- LOTT Clean Water Alliance
- Port of Olympia
- PUD No. 1 of Thurston County

ASSOCIATE MEMBERS:

- Lacey Fire District #3
- Puget Sound Regional Council
- The Evergreen State College
- Thurston Conservation District
- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Katrina Van Every, Transportation Manager

DATE: June 7, 2023

SUBJECT: Carbon Reduction Program (CRP) Funding

PURPOSE

The purpose of this agenda item is to review TRPC staff’s recommendation for programming out the agency’s allocation of Carbon Reduction Program funding.

Summary:

- TRPC has about \$500,000 annually in Carbon Reduction Program funding to program out between 2022 and 2026.
- Carbon Reduction Program funding can be used on many of the same projects as TA- and CMAQ-eligible projects.
- Staff’s recommendation consists of two parts: 1) Award a total of \$1,066,615 in CRP funding to five projects for obligation by June 30, 2024; and 2) As part of 2024 Call for Projects process, issue a call for remaining allocations for obligation between 2025 and 2027 – approximately \$1,560,204.
- Staff originally proposed using \$80,000 of the CRP funding to create a regional carbon reduction strategy. In mid-May, staff was informed by WSDOT that a regional carbon reduction strategy is not an eligible use of CRP funding.

REQUESTED ACTION

- Recommend Council award a total of \$1,066,615 in CRP funding to five projects recommended by staff for obligation by June 30, 2024.
- Recommend Council issue a call in 2024 for remaining CRP allocations for obligation between 2025 and 2027.

Attachment

kve:dm



Marc Daily
Executive Director

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EQUITY CONSIDERATIONS

How has equity been considered in this agenda item?

As in the last Call for Projects process completed in 2022 programming out CRP funds will utilize regional evaluation criteria - including equity – to assess, score, and rank proposals. In the short term, projects that are already obligated, awarded funding, or on the contingency list will be considered.

BACKGROUND

Between 2022 and 2026, TRPC has approximately \$2.6 million in Carbon Reduction Program funding to program out:

Geographic Area	Actual Obligation Authority		Conservative Estimates based on 2023 Allocation			TOTAL
	2022	2023	2024	2025	2026	
Urban Medium	\$323,413	\$281,101	\$281,101	\$281,101	\$281,101	\$1,447,817
Urban Small	\$94,011	\$81,711	\$81,711	\$81,711	\$81,711	\$420,855
Rural	\$169,355	\$147,198	\$147,198	\$147,198	\$147,198	\$758,147
TOTAL	\$586,779	\$510,010	\$510,010	\$510,010	\$510,010	\$2,626,819

CRP funding can be used on a variety of projects that reduce transportation emissions (CO₂). Many of the TA- and CMAQ-eligible projects are also eligible for CRP funding. Eligible CRP projects include:

- Bicycle and pedestrian facilities
- Energy-efficient street lighting and traffic control devices
- Projects that support deployment of alternative fuel vehicles (ex: EV charging stations)
- Public transportation projects
- Advanced transportation and congestion management technologies
- ITS capital improvements and vehicle-to-infrastructure communications equipment
- Other projects (see the [Carbon Reduction Program Guidance](#))

Like other funding TRPC distributes, the CRP funding requires a 13.5% local match.

ISSUES

- The CRP funds are only guaranteed for five years. We assume but don't know for sure if they will continue past 2026.
- Urban Small and Rural funding pots present a challenge because there are few existing projects (both projects already awarded funding and those on the contingency list) that qualify. Additionally, the amount is so small year to year that federalizing projects may not make sense.
- Many jurisdictions are facing staffing/contracting challenges that make it difficult to get existing projects done.
- New projects that "move the needle" are not in the works. Given staffing/contracting constraints, creating new projects that can use CRP funding is not realistic in the short term.
- Once TRPC officially becomes a Transportation Management Area, the geographic areas will change (Urbanized, Urban Small, and Rural), as will the allocation amounts (though not to a great extent).
- The Rural Community Support Program (RCSP) will issue a Call for Projects this fall. While willing, Thurston County may not have the capacity (i.e. a rural project they can put CRP funds on) to flip rural funds to add to the RCSP call.
- The next Call for Projects is anticipated in 2024 to program out dollars for 2028-2030, which would differ from the optimal window for obligating CRP funding.
- It is unclear at this time if there are different reporting requirements for CRP vs. STBG/CMAQ/TA that might increase administrative work associated with the award.
- Staff originally proposed using \$80,000 of the CRP funding to create a regional carbon reduction strategy. In mid-May, staff was informed by WSDOT that a regional carbon reduction strategy is not an eligible use of CRP funding.

STAFF RECOMMENDATION

Staff's recommendation consists of three parts:

1. Award a total of \$1,066,615 in CRP funding to the following projects for obligation by June 30, 2024:

Urban Medium							
Agency	Project	Phase	Status	CRP Funding Request	Project Score	Funding Recomm.	Required Match
Lacey	College Street Corridor Improvements Phase 3	RW	Partial Funding Awarded	Up to \$2 million	6	\$210,404	\$32,838
Olympia	Fones Road – Transportation	CN	Awarded Funding	Unlimited	6	\$210,404	\$32,838
Tumwater	Israel Rd & Linderson Way Pedestrian and Bicycle Improvements	CN	Partial Funding Awarded	Up to \$600,000	6	\$210,404	\$32,838
Intercity Transit	East Martin Way Roundabout	RW	Contingency	\$794,070	5	\$210,403	\$32,837
Rural							
Agency	Project	Phase	Status	CRP Funding Request	Project Score	Funding Recomm.	Required Match
Nisqually Tribe	Nisqually Tribe Fleet Electrification and Resilient Energy Project	PE, CN	Contingency	\$225,000	4	\$225,000	\$35,116

2. As part of 2024 Call for Projects process, issue a call for remaining allocations for obligation between 2025 and 2027 – approximately \$1,560,204.

Obligation by June 30, 2024. TRPC staff asked TAC members to identify projects (obligated, awarded funding, and contingency projects) they could utilize CRP funding for and obligate by June 30, 2024; TAC members identified nine Urban Medium projects and one Rural project. To craft staff's recommendation for funding, the following criteria were established:

- **Maximum of one project funded from each agency.** Except for Intercity Transit which had six projects that could obligate CRP funding by June 30, 2024, each agency indicated they had one project. Intercity transit was therefore asked to identify a priority order for their projects.
- **Order of Preference Score.** TRPC staff established an order of preference. Projects that are funding secured and obligated received a score of 3, projects that are funding secured and not yet obligated received a score of 2, and projects on the contingency list received a score of 1.
- **Equity Score.** TRPC staff looked to the last Call for Projects process for the equity criteria. Three projects were part of the last Call, and the equity score assigned during that process were used. For projects that were not part of the last Call, TRPC staff assigned a score based on the guidance from the last call (attached) and validated the score with the applicable TAC member.
- **Greenhouse Gas Reduction Score.** TRPC staff again looked to the last Call for Projects process for the greenhouse gas reduction score. For projects that were part of the last Call, the greenhouse gas reduction score assigned during that process were used. For projects that were not part of the last Call, TRPC staff assigned a score based on the guidance from the last call (attached) and validated the score with the applicable TAC member.

Scoring for all projects is appended to the end of this staff report.

TRPC staff recommends five projects be partially funded:

- Lacey College Street Corridor Improvements Phase 3
- Olympia Fones Road – Transportation
- Tumwater Israel Rd & Linderson Way Pedestrian and Bicycle Improvements
- Intercity Transit East Martin Way Roundabout
- Nisqually Tribe Nisqually Tribe Fleet Electrification and Resilient Energy Project

2024 Call for Projects. As part of the 2024 Call for Projects process, TRPC will issue a call for the remaining CRP allocation for obligation between 2025 and 2027. Selection criteria and scoring projects will be developed

MEMORANDUM

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June 7, 2023

with the next Call. It should be noted that the next Call will cover two obligation time periods: 2025-2027 for the CRP funding and 2028-2030 for the STBG, TA, and CMAQ funding. The table below estimates the CRP obligation authority for the 2024 Call for Projects and is subject to revision.

Geographic Area	Estimated Obligation Authority
Urban Medium	\$606,202
Urban Small	\$420,855
Rural	\$533,147
Total	\$1,560,204

NEXT STEPS

Anticipated Timeline:

- June 2nd – Council’s 1st review
- June 14th – TPB discussion/recommendation
- July 7th – Council action

Project Scoring

Urban Medium								
Agency	Project	Phase	Status	CRP Funding Request	Equity Score (max. 2)	GHG Reduction Score (max. 2)	Preference Order Score (max 3)	TOTAL Score
Intercity Transit	Walk N Roll 2023/2024 and 2024/2025	Program	Obligated	\$100,000	2	2	3	7
Intercity Transit	Walk N Roll 2025/2026 and 2026/2027	Program	Awarded Funding	\$100,000	2	2	2	6
Lacey	*College Street Corridor Improvements Phase 3	RW	Partial Funding Awarded	Up to \$2 million	2	2	2	6
Olympia	Fones Road – Transportation	CN	Awarded Funding	Unlimited	2	2	2	6
Tumwater	Israel Rd & Linderson Way Pedestrian and Bicycle Improvements	CN	Partial Funding Awarded	Up to \$600,000	2	2	2	6
Intercity Transit	9 Propane-Powered Dial-A-Lift Vehicles	Vehicles	Partial Funding Awarded	\$253,000	1	2	2	5
Intercity Transit	*§East Martin Way Roundabout	RW	Contingency	\$794,070	2	2	1	5
Intercity Transit	Bus Stop Enhancements	CN	Contingency	\$213,763	1	2	1	4
Intercity Transit	Propane-Fueled Vans for Dial-A-Lift Service	Vehicles	Contingency	\$340,510	1	2	1	4
Urban Medium								
Agency	Project	Phase	Status	CRP Funding Request	Equity Score (max. 2)	GHG Reduction Score (max. 2)	Preference Order Score (max 3)	TOTAL Score
Nisqually Tribe	*Nisqually Tribe Fleet Electrification and Resilient Energy Project	PE, CN	Contingency	\$225,000	1	2	1	4

*Indicates project was part of the 2022 Call for Projects process; equity and greenhouse gas reduction scores from the last call were used.

§Intercity Transit indicated the East Martin Way Roundabout was its highest priority project. Staff's recommendation reflects this.



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- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Katrina Van Every, Transportation Manager

DATE: June 7, 2023

SUBJECT: Federal Transit Safety Performance Measure Targets – 2023 update

PURPOSE

Adopt updated federal transit safety performance measure targets.

Summary:

- As part of a federal requirement, Intercity Transit is required to develop a Public Transportation Agency Safety Plan (PTASP) and set transit safety performance measures and targets. Intercity Transit’s plan was adopted in September 2020.
- Thurston Regional Planning Council (TRPC) adopted transit safety measures and targets in October 2020.
- Intercity Transit’s safety targets are updated annually, and the 2023 update is now available.
- Federal rules also require that TRPC, in their role as the Metropolitan Planning Organization (MPO) for the Thurston Region, adopt transit safety performance targets. As Intercity Transit is the only public agency transit provider in the region, staff recommends TRPC adopt Intercity Transit’s updated 2023 transit safety performance measure targets.
- The performance measures are included in the Regional Transportation Improvement Plan (RTIP) and the Regional Transportation Plan (RTP) and will be updated the next time those documents are updated.

REQUESTED ACTION

Recommend Council adopt Intercity Transit’s transit safety performance measures.

kve:dm



Marc Daily
Executive Director

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EQUITY CONSIDERATIONS

How has equity been considered in this agenda item?

Improving transit safety will benefit people traveling within Intercity Transit's service area. Underserved populations rely on transit to a greater extent proportionally, therefore, improving transit safety provides direct equity benefits.

BACKGROUND

As part of a federal requirement (49 CFR Part 673), Intercity Transit is required to develop a Public Transportation Agency Safety Plan (PTASP) and set performance measures and targets. Their plan was adopted in September 2020.

In early 2023, Intercity Transit revised the Plan's performance measure targets.

Performance targets must be set for the following four areas of performance measures:

- **Fatalities:** Total number of fatalities reported to National Transit Database (NTD) and rate per total vehicle revenue miles (VRM) by mode.
- **Injuries:** Total number of injuries reported to NTD and rate per total VRM by mode.
- **Safety Events:** Total number of safety events reported to NTD and rate per total VRM by mode.
- **System Reliability:** Mean distance between major mechanical failures by mode.

Federal rules also require TRPC, in their role as the Metropolitan Planning Organization (MPO) for the Thurston Region, to adopt transit safety performance targets. As Intercity Transit is the only public agency transit provider in the region, staff recommends TRPC adopt Intercity Transit's updated transit safety performance measure targets.

PERFORMANCE TARGETS

Intercity Transit has chosen to establish and measure their safety performance against realistic and data-driven safety performance indicators and safety performance targets.

Below is a summary of Intercity Transit's recent safety performance.

Please note:

For the purposes of safety event performance measure, Federal Transit Administration (FTA) uses all safety events that meet a National Transit Database (NTD) major event reporting threshold (events reported on the S&S-40 form). In other words, for this measure, FTA includes only major *safety* events and excludes major *security* events (both of which are reported to the NTD). This means that an agency may have to report a major security event to the NTD, but it would exclude that security event from its safety events performance measure. The NTD defines a safety event as a collision, derailment, fire, hazardous material spill, act of nature (Act of God), evacuation, or other safety occurrence not otherwise classified occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established NTD thresholds.

For purposes of the injuries safety performance measure, FTA uses the NTD definition of injury (harm to a person requiring immediate medical attention away from the scene) and the injuries reported on both the NTD S&S-40 (major) and S&S-50 (non-major) forms but excludes injuries resulting from assaults and other crimes. This means that an agency may have to report a crime-related injury to the NTD, but it would exclude that injury from its injury performance measure. This also means that injuries safety performance measure includes operator injuries.

June 7, 2023

Below is Intercity Transit's safety performance for 2021 and 2022:

2021 Safety Performance (Intercity Transit)							
Mode of Service	Fatalities (Total)	Fatalities (Per 100k VRM)	Injuries (Total)	Injuries (Per 100k VRM)	Safety Event (Total)	Safety Event (Per 100k VRM)	System Reliability
Fixed Route	0	0	2	.08	2	.08	36,000
Paratransit/ Demand Response	0	0	0	0	1	.12	42,000
Vanpool	0	0	0	0	1	.07	718,000
Vehicle Revenue Miles Driven in 2021 (Intercity Transit)							
Fixed Route/Commuter Bus						2,477,445 Miles	
Paratransit/Demand Response						844,966 Miles	
Vanpool						1,435,516 Miles	
2022 Safety Performance (Intercity Transit)							
Mode of Service	Fatalities (Total)	Fatalities (Per 100k VRM)	Injuries (Total)	Injuries (Per 100k VRM)	Safety Event (Total)	Safety Event (Per 100k VRM)	System Reliability
Fixed Route	0	0	1	.07	1	.07	34,200
Paratransit/ Demand Response	0	0	1	.12	1	.12	39,900
Vanpool	0	0	1	.07	1	.07	682,100
Vehicle Revenue Miles Driven in 2021 (Intercity Transit)							
Fixed Route/Commuter Bus						2,900,663 Miles	
Paratransit/Demand Response						789,879 Miles	
Vanpool						2,230,425 Miles	

Below are the recommended 2023 transit safety performance targets, compared to the existing 2022 targets:

2022 Transit Safety Performance Targets							
Mode of Service	Fatalities (Total)	Fatalities (Per 100k VRM)	Injuries (Total)	Injuries (Per 100k VRM)	Safety Event (Total)	Safety Event (Per 100k VRM)	System Reliability
Fixed Route	0	0	1	.07	1	.07	34,200
Paratransit/ Demand Response	0	0	1	.12	1	.12	39,900
Vanpool	0	0	1	.07	1	.07	682,100

2023 Transit Safety Performance Targets							
Mode of Service	Fatalities (Total)	Fatalities (Per 100k VRM)	Injuries (Total)	Injuries (Per 100k VRM)	Safety Event (Total)	Safety Event (Per 100k VRM)	System Reliability
Fixed Route	0	0	3	.12	3	.14	69,475
Paratransit/ Demand Response	0	0	1	.16	1	.13	65,025
Vanpool	0	0	0	0	1	.06	997,961

Notes:

VRM is vehicle revenue miles.

System Reliability is the mean distance between major mechanical failures

NEXT STEPS

The following is the anticipated schedule for adopting these new targets.

- June 2nd – Council's first review
- June 14th – TPB recommendation
- July 7th – Council adoption

Performance measures are included in the Regional Transportation Improvement Plan (RTIP) and the Regional Transportation Plan (RTP). Once adopted, these performance measures will be updated the next time those documents are updated.