

# D SYSTEM PERFORMANCE REPORT

# Introduction

The Federal Highway Administration (FHWA) defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. In short, Transportation Performance Management:

- ▶ Is systematically applied, a regular ongoing process
- ▶ Provides key information to help decision makers to understand the consequences of investment decisions across transportation assets or modes
- ▶ Improves communication between decision makers, stakeholders, and the traveling public
- ▶ Ensures targets and measures are developed in cooperative partnerships and based on data and objective information

In 2015, using the Transportation Performance Management Framework, Congress established the following seven Federal Performance Goals for the federal-aid highway system, shown in Figure D.01.

With direction from Congress, US Department of Transportation (USDOT) published rules in 2017 that identify specific processes and timetables for measuring and establishing targets for the performance of National Highway System (NHS) to meet the seven federal performance goals. These rules help FHWA, state DOTs, and Metropolitan Planning Organizations (MPO) to plan, program, and invest in transportation where it is most needed, while increasing the transparency and accountability of investment of federal dollars. SRTC has approximately \$880 million in federal dollars programmed in its 2025–2028 Transportation Improvement Program (TIP).

Figure D.01 **Federal Performance Goals**

Source: 23 USC § 150(B)

- 1. Safety**  
Achieve significant reduction in traffic fatalities and serious injuries on all public roads.
- 2. Infrastructure Conditions**  
Maintain the highway infrastructure asset system in a state of good repair.
- 3. Congestion Reduction**  
Achieve a significant reduction in congestion on the National Highway System.
- 4. System Reliability**  
Improve the efficiency of the surface transportation system.
- 5. Freight Movement and Economic Vitality**  
Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6. Environmental Sustainability**  
Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7. Reduced Project Delivery Delays**  
Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice.

# Performance Measure Framework

USDOT published 21 different rules for national performance measures to be administered by the FHWA and FTA. The individual state DOTs are required to report their performance on each of the 21 national performance measures to the FHWA and FTA. The state DOTs coordinate with the MPOs to establish targets at the Metropolitan Planning Area (MPA) level that work toward state targets. However, not all 21 performance measures and targets apply to every MPO. SRTC is required to set and report on target attainment for the following performance measures:

## Safety

1. Number of fatalities on all roads
2. Fatalities per 100 million vehicle miles traveled (VMT) on all roads
3. Number of serious injuries on all roads
4. Serious injuries per 100 million VMT on all roads
5. Number of non-motorized fatalities and non-motorized serious injuries on all roads

## Pavement Condition

6. Percent of Interstate pavement on the NHS in **good** condition
7. Percent of Interstate pavement on the NHS in **poor** condition
8. Percent of non-Interstate pavement on the NHS in **good** condition
9. Percent of non-Interstate pavement on the NHS in **poor** condition

## Bridge Condition

10. Percent of NHS bridges classified in **good** condition (weighted by deck area)
11. Percent of NHS bridges classified in **poor** condition (weighted by deck area)

## Highway System Reliability

12. Percent of person-miles traveled on the Interstate NHS that are reliable
13. Percent of person-miles traveled on the non-Interstate NHS that are reliable

## Freight Performance

14. Truck Travel Time Reliability Index

## Congestion Mitigation and Air Quality

15. Carbon monoxide kg/day
16. Particulate matter kg/day

## Public Transit Asset Management

17. Equipment: The percentage of non-revenue service vehicles (by type) that meets or exceeds the Useful Life Benchmark (ULB)
18. Rolling Stock: The percentage of revenue vehicles (by type) that meets or exceeds the ULB
19. Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale

## Public Transit Safety

20. Reduce casualties and occurrences: Use a safety management systems framework to identify safety hazards, mitigate risk, and reduce casualties and occurrences resulting from transit operations to meet or exceed the acceptable level of safety performance
21. Foster a robust safety culture: Foster agency-wide support for transit safety by establishing a culture where managers are held
22. Safe and reliable systems and equipment: Ensure that all vehicles, equipment, and facilities are regularly inspected, maintained, and serviced as needed

The final performance rules give MPOs the option to either adopt their own performance targets, or to adopt targets developed by the state and transit providers. However, not all targets are achievable through MPO planning, programming, and investment. SRTC adopted Regional Transportation System Performance Targets, in the following ways:

- ▶ SRTC by resolution 23-10 supported statewide targets for pavement condition and bridge condition on April 13, 2023.
- ▶ SRTC by Resolution 23-13 supported statewide targets for travel time reliability, freight reliability, and air quality on May 11, 2023.
- ▶ SRTC by resolution 25-05 supported statewide targets for measures related to safety on February 13, 2025.
- ▶ SRTC agreed to support public transit asset management (TAM) and public transit safety targets as developed by Spokane Transit Authority (STA) as part of its 2025–2028 TIP, adopted through a Board motion on October 10, 2024.

Except for the measures pertaining to transit and safety, all measures apply only to roads in the NHS. The NHS is made up of designated principal arterials in accordance with federal and state criteria on functional classification.

For more information about performance-based planning and requirements please visit: <https://www.fhwa.dot.gov/fldiv/tpm.cfm>.

# Safety

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## ▶ Statewide Performance Measure

Effective April 14, 2016, the FHWA established five highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP).<sup>1</sup> These performance measures are:

1. Number of fatalities on all roads
2. Fatalities per 100 million VMT on all roads
3. Number of serious injuries on all roads
4. Serious injuries per 100 million VMT on all roads
5. Number of non-motorized fatalities and non-motorized serious injuries on all roads

WSDOT annually publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. WSDOT adopts and annual statewide targets for all safety categories as zero fatalities and zero serious injuries—this is often referred to as Target Zero. In September 2024, WSDOT reaffirmed through its 2024 Strategic Highway Safety Plan that Target Zero provides the framework and trendlines for developing safety performance targets.

On February 13th, 2025 the SRTC Board signed a resolution to plan and program projects so that they contribute to the accomplishment of the statewide performance targets for safety, see Figure D.02.

SRTC's 2021 Metropolitan Transportation Plan (MTP) prioritization process, annual state and federal Unified Lists, and 2027–2029 call for projects prioritization evaluated projects and programs for safety benefits and are examples of current efforts by SRTC to achieve Target Zero.

In February 2024, the SRTC Policy Board approved a resolution adopting safety targets for the greater Spokane region. The safety targets included below were identified within SRTC's Regional Safety Action Plan (RSAP). You can find more information at <https://www.srtc.org/rsap>.

SRTC's safety targets have been formally adopted or supported through the following actions:

- ▶ 2021 targets were supported by letter from the SRTC Executive Director, Dec 9, 2020
- ▶ 2022 targets were supported by SRTC Board Resolution on March 10, 2022
- ▶ 2023 targets were supported by SRTC Board Resolution on February 9, 2023
- ▶ 2024 targets were supported by SRTC Board Resolution on February 8, 2024
- ▶ 2025 targets were supported by SRTC Board Resolution on February 9, 2025

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<sup>1</sup> 23 CFR Part 490, Subpart B

Figure D.02 **Safety Measures and Targets**

#	Measure	Statewide		SRTC Planning Area	
		Baseline <sup>1</sup>	2025 Target	Baseline <sup>1</sup>	2025 Target <sup>2</sup>
1	Number of fatalities on all roads	667.8	477.0	48.0	34.3
2	Fatalities per 100 million VMT on all roads	1.144	0.818	1.292	0.924
3	Number of serious injuries on all roads	2,823.6	2,016.9	188.8	134.9
4	Serious injuries per 100 million VMT on all roads	4.804	3.458	5.070	3.622
5	Number of non-motorized fatalities and non-motorized serious injuries on all roads	657.0	469.3	60.2	43.0

<sup>1</sup> Baseline data reflect the five-year average for 2019–2023.

<sup>2</sup> SRTC supports the statewide target. While no target is established specifically for the SRTC Metropolitan Planning Area, the 2025 target reflects the region's proportional share of the statewide target.

In addition to SRTC’s Transportation Performance Management targets regarding safety, the agency and its public stakeholders have continually identified safety as a top priority for our region. This has been reaffirmed through SRTC’s public outreach during the development of our MTP.

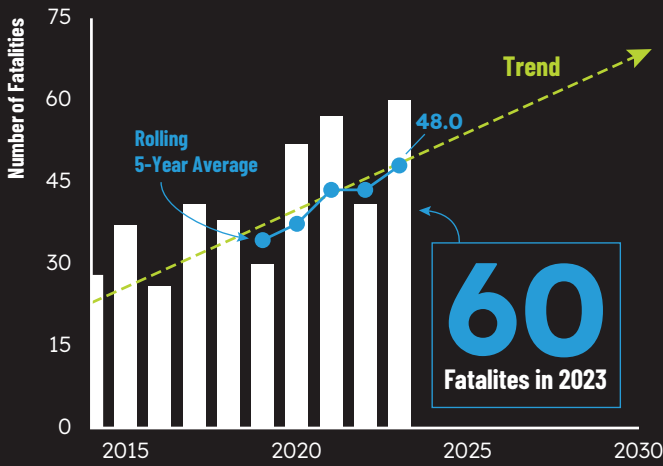
SRTC developed the RSAP address safety trends heading in the wrong direction. It analyzed fatal and serious injury crash data from 2018–2022 to identify safety issues and possible solutions to reach zero fatalities on our roadways. Public feedback was also considered and found to align with what the data indicated.

As part of this work, SRTC developed a set of strategies and actions to make progress towards eliminating fatal and serious injury crashes for people in vehicles, on motorcycles, walking, rolling, or cycling. Recommended strategies are informed by the crash analysis, equity analysis, High Injury Network (HIN), stakeholder interviews, public input, agency plans and policies, and best practices from the region and throughout the United States. The full document, including implementation steps, public outreach information, and a detailed overview of the region’s high-injury corridors, is available to read on our website at <https://www.srtc.org/rsap>.

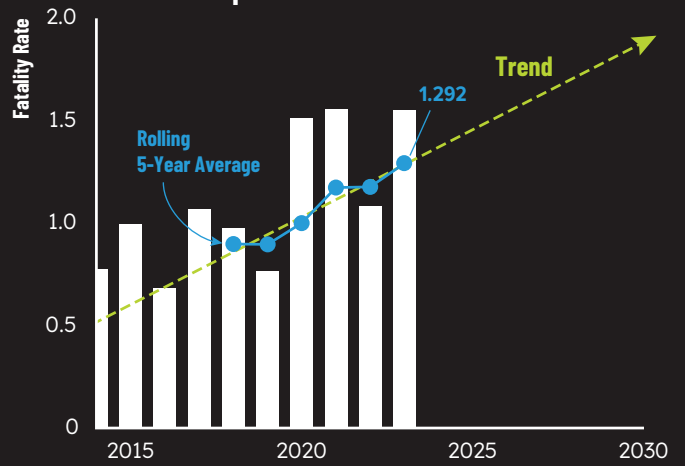
SRTC was awarded \$388,000 from the USDOT through the Safe Streets for All grant program in 2025. The grant award will be used to fund an education campaign in the Spokane region to promote safe travel behaviors and improve safety conditions for vulnerable road users, particularly senior citizens, teenagers, and children.

Figure D.03 Safety Measure Trends in the SRTC Planning Area

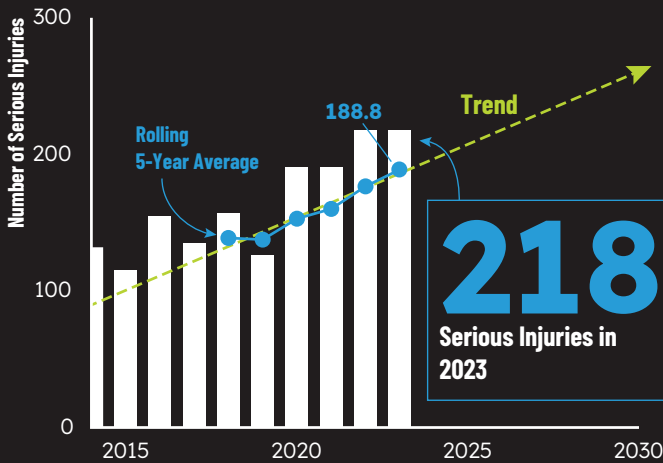
### Measure #1: Fatalities



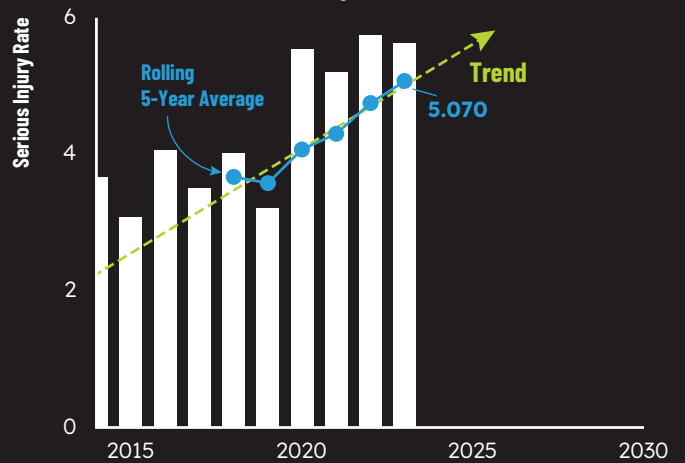
### Measure #2: Fatality Rate per 100 million VMT



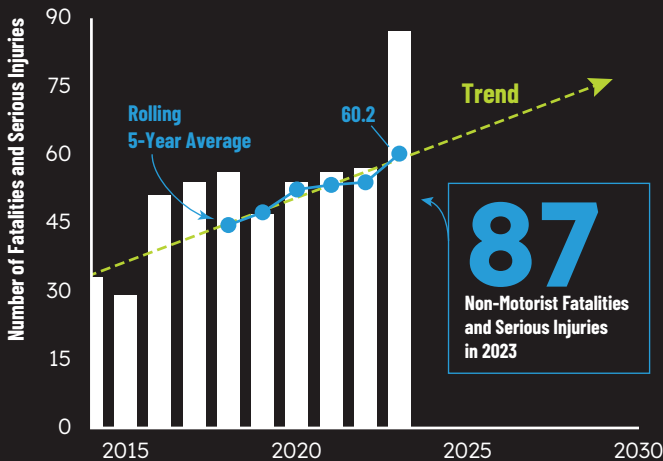
### Measure #3: Serious Injuries



### Measure #4: Serious Injury Rate per 100 million VMT



### Measure #5: Non-Motorist Fatalities and Serious Injuries



# Pavement Condition

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## ► Statewide Performance Measure

Pavement performance measures are related to the percentage of pavement on the state's NHS in good or better condition; these measures apply statewide and are not specific to the Spokane region. In Washington state in 2023, there were approximately 165,370 total lane miles on the NHS.

Roadways in Spokane County that are part of the NHS consist of approximately 1,102 lane miles. Of the total, 58% are part of the state-owned system (which includes 213.9 Interstate lane miles) and 42% are locally owned which is approximately 461.9 lane miles. The source of this information is the Highway Performance Monitoring System (HPMS).<sup>2</sup> Figure D.04 displays 2021 pavement condition on the NHS throughout Spokane County.

The WSDOT Pavement Office conducts pavement ratings for all NHS routes. WSDOT is required to develop both two- and four-year targets; however, only the four-year targets (2025) are included in this report because the two-year target cannot be related to current conditions. WSDOT has selected four-year targets they feel are achievable based on current conditions and current funding levels. Pavement condition in Spokane County is provided for informational purposes only.

RCW 47.05 and the WSDOT's Highway System Plan set the direction for management of infrastructure condition for Washington state highways, which is to preserve pavements at lowest life cycle cost. The lowest life cycle strategy for any pavement is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. As required under 23 CFR 515, the specific strategies for WSDOT pavement and bridge preservation are documented in WSDOT's 2022 Transportation Asset Management Plan.

WSDOT is the lead agency tracking progress toward meeting pavement performance targets. WSDOT allocates funding for pavement preservation on the NHS and distributes funding through the National Highway Performance Program (NHPP) grant program. SRTC prioritizes actions to preserve pavement on a cost-effective timeline, before there is a need for more expensive fixes. SRTC also prioritizes funding for projects on the NHS, including highways, freeways, and principal arterial routes. SRTC also has a TIP policy to conduct a biennial pavement preservation call for projects. Local agencies also fund pavement preservation through other statewide grants, transportation benefit districts (TBD), or other local funds.

Statewide and SRTC MPO metropolitan area system conditions for each performance measure are included in Figure D.05. System conditions reflect baseline performance. The latest conditions will be updated on a biannual basis and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

SRTC supports the statewide pavement targets developed by WSDOT. These targets were adopted by the MPO board on April 13th, 2023.

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<sup>2</sup> Federal Highway Administration, BETA - Highway Performance Monitoring System 2023 (U.S. Department of Transportation), <https://catalog.data.gov/dataset/beta-highway-performance-monitoring-system-2023>.

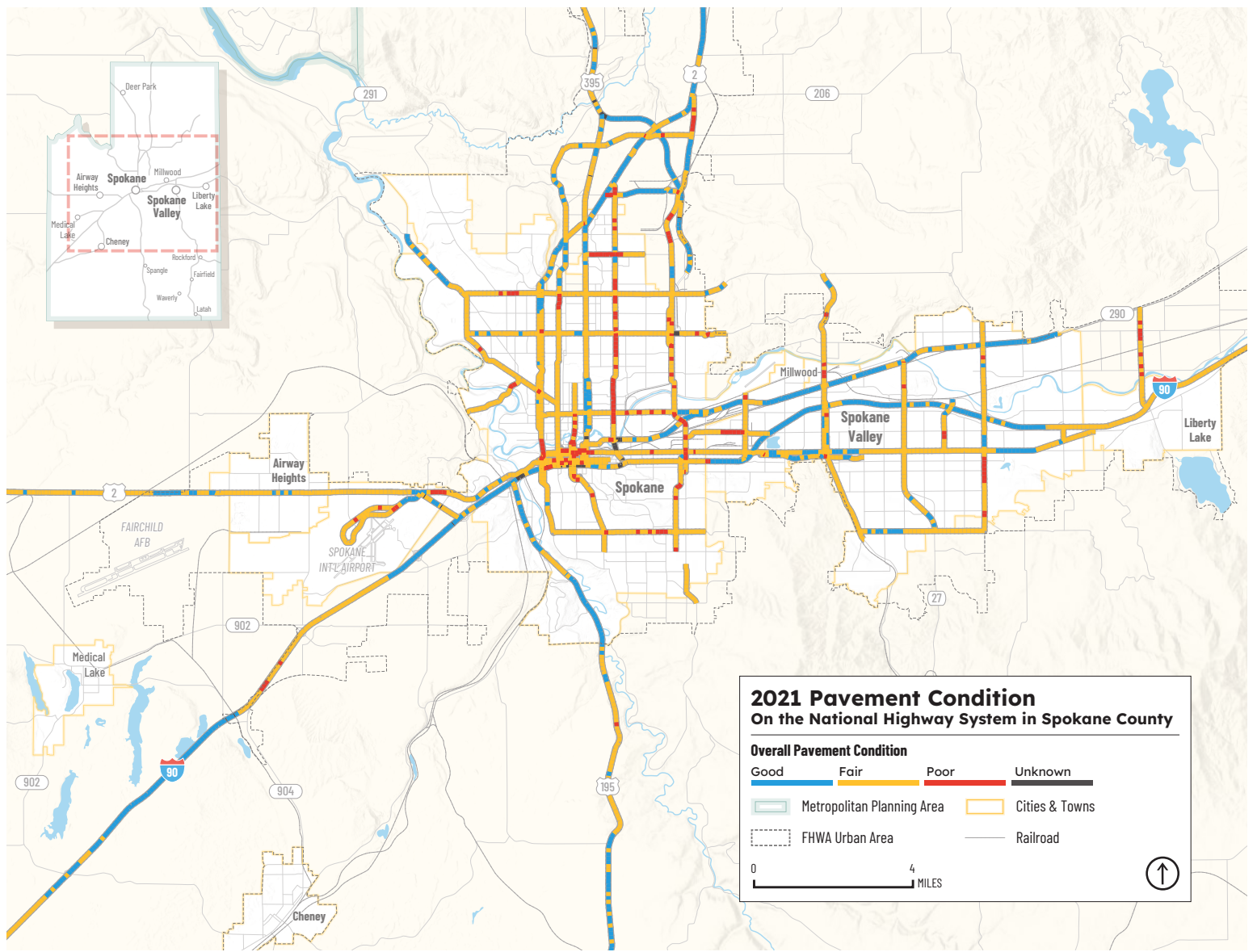


Figure D.04 **NHS Pavement Condition in the SRTC Planning Area**

Source: WSDOT Pavement Office

Figure D.05 **Pavement Condition Measures and Targets**

#	Measure	Statewide		SRTC Planning Area	
		Baseline	2025 Target	Baseline <sup>1</sup>	2025 Target
6	Percent Interstate pavement on the NHS in <b>good</b> condition	46.0%	30% or more	53.4%	Support state target
7	Percent of Interstate pavement on the NHS in <b>poor</b> condition	1.9%	4% or less	1.2%	Support state target
8	Percent of non-Interstate pavement on the NHS in <b>good</b> condition	46.8%	45% or more	27.0%	Support state target
9	Percent of non-Interstate pavement on the NHS in <b>poor</b> condition	4.2%	5% or less	6.9%	Support state target

1 SRTC Planning Area baseline data reflects 2021 performance  
Data source: WSDOT Pavement Office

# Bridge Condition

## ► Statewide Performance Measure

Bridge performance targets are related to bridge condition for bridges on the NHS; these measures apply statewide. There are 307 bridges in Spokane County on the National Bridge Inventory, of which 141 are on the NHS. Bridge condition in Spokane County is provided for informational purposes only.

RCW 47.05 and the WSDOT Highway System Plan set the direction for management of infrastructure condition for Washington state highways, which is to preserve bridges at lowest life cycle cost. The lowest life cycle strategy for any bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. As required under 23 CFR 515, the specific strategies for WSDOT pavement and bridge preservation are documented in WSDOT’s 2022 Transportation Asset Management Plan as certified by FHWA.

WSDOT is the lead agency tracking progress towards meeting bridge performance targets. WSDOT allocates funding for bridge preservation and distributes it through grant programs specifically for bridge projects. Most funding for major bridge repairs and replacements come through competitive grant processes.

SRTC supports the statewide bridge targets developed by WSDOT. These targets were adopted by the MPO board on April 13th, 2023, see Figure D.06.

Figure D.06 **Bridge Condition Measures and Targets**

#	Measure	Statewide		SRTC Planning Area	
		Baseline <sup>1</sup>	2025 Target	Baseline <sup>1</sup>	2025 Target
10	Percent of NHS bridges in <b>good</b> condition (weighted by deck area)	33.0%	30% or more	37.8%	Support state target
11	Percent of NHS bridges in <b>poor</b> condition (weighted by deck area)	7.5%	10% or less	8.0%	Support state target

<sup>1</sup> Statewide and SRTC Planning Area baseline data reflect 2024 performance.  
Data Source: 2024 National Bridge Inventory ASCII File

# Highway System Reliability

## ► Statewide Performance Measure

The highway system performance measures describe how reliable travel time is through a particular corridor; these measures apply statewide and are not specific to the Spokane region. Corridor segments are ranked as either reliable or not reliable for travel time using person-miles. Person miles is an estimate of the total distance traveled by all persons on a given trip. To be reliable this is calculated by dividing 80th percentile average annual daily travel time over 50th percentile average annual daily travel time. If the ratio is more than 1.5 then roadway travel time is unreliable.

For trucks, the Truck Travel Time Reliability (TTTR) Index is calculated by dividing 95th percentile average annual daily travel time by the 50th percentile average annual daily travel time. If the ratio is more than 1.5 then the roadway travel time is not reliable. Spokane County numbers are provided for information purposes only.

Figure D.08 shows travel time reliability for the NHS network within Spokane County, while Figure D.09 shows TTTR on I-90 in the region.

WSDOT is the lead agency tracking progress toward meeting highway system performance targets. WSDOT and its partners assess performance and target achievement through the Regional Integrated Transportation Information System (RITIS) data tool. The state’s financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision-making processes.

In Washington state, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, SRTC and its members are developing legislative transportation priorities. Additionally, WSDOT and its partner MPOs and RTPOs are working to make unified project and program recommendations to the legislature by focusing on their shared priorities for enhancing the performance of the transportation system. A major focus of this effort is to increase the consistency between regional plans and WSDOT’s statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

Figure D.07 **Highway System and Freight Reliability Measures and Targets**

#	Measure	Statewide		SRTC Planning Area	
		Baseline <sup>1</sup>	2025 Target	Baseline <sup>1</sup>	2025 Target
12	% of person-miles traveled on the Interstate System that are reliable	79.9%	72.5%	94.1%	Support state target
13	% of person-miles traveled on the non-Interstate NHS that are reliable	89.6%	88.4%	96.2%	Support state target
14	Truck Travel Time Reliability Index	1.53	1.53	1.30	Support state target

<sup>1</sup> Statewide and SRTC Planning Area baseline data reflect 2024 performance.  
Data Source: National Performance Management Research Dataset (NPMRDS)

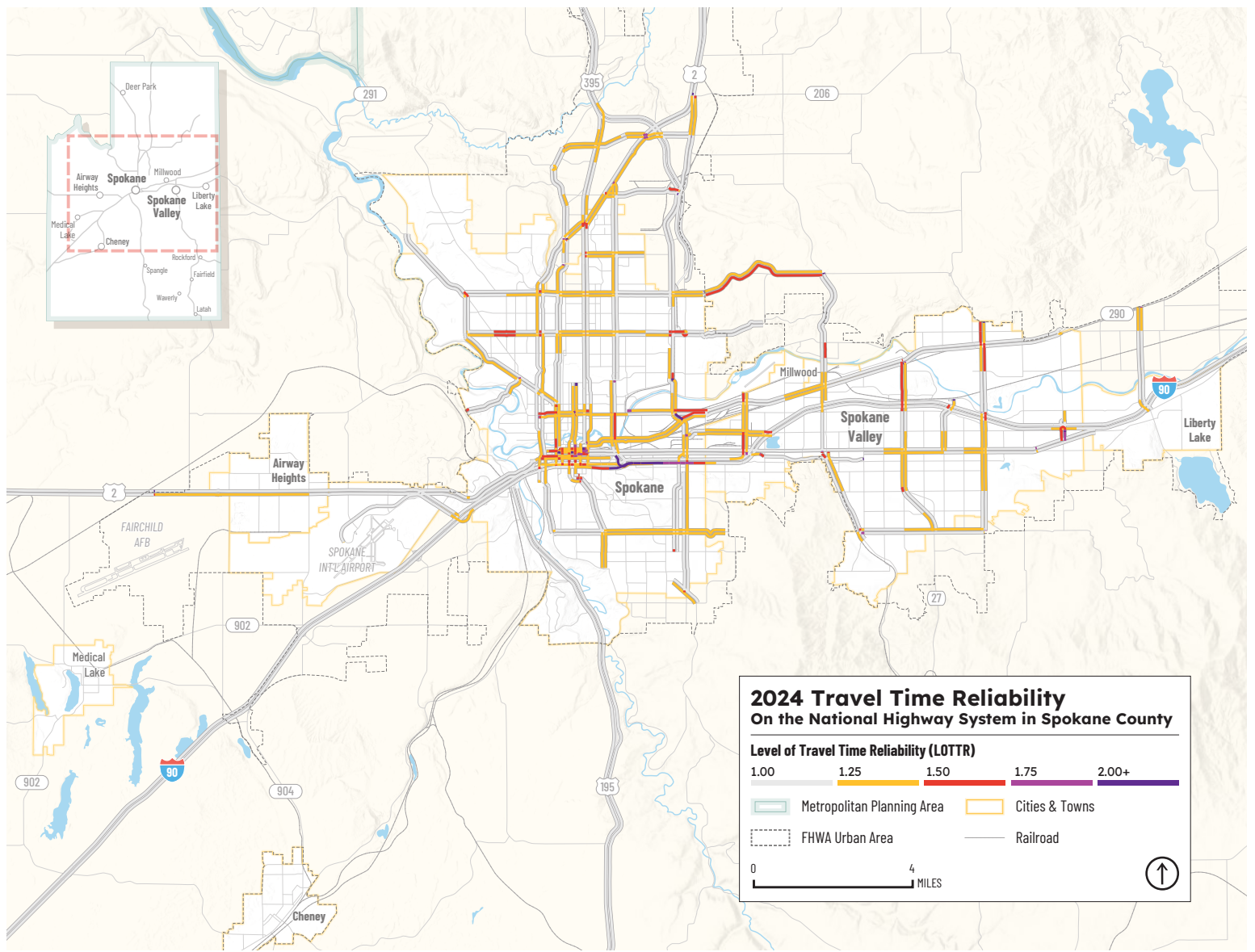


Figure D.08 **NHS Travel Time Reliability in the SRTC Planning Area**

Source: National Performance Management Dataset (NPMRDS)

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2022 Washington State Freight System Plan collaboratively with public and private partners, reflecting feedback gathered throughout the outreach process. The Freight System Plan identifies needs, issues, and potential improvement on the state’s multimodal freight network. The full list of potential strategies is included in Appendix F and available on the WSDOT website.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified specific freight priority projects and described how those priorities would be invested and funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Many of those project investments have been implemented or are currently in progress.

SRTC supports the statewide targets developed by WSDOT. These targets were adopted by the MPO board on May 11th, 2023 and are shown in Figure D.07.

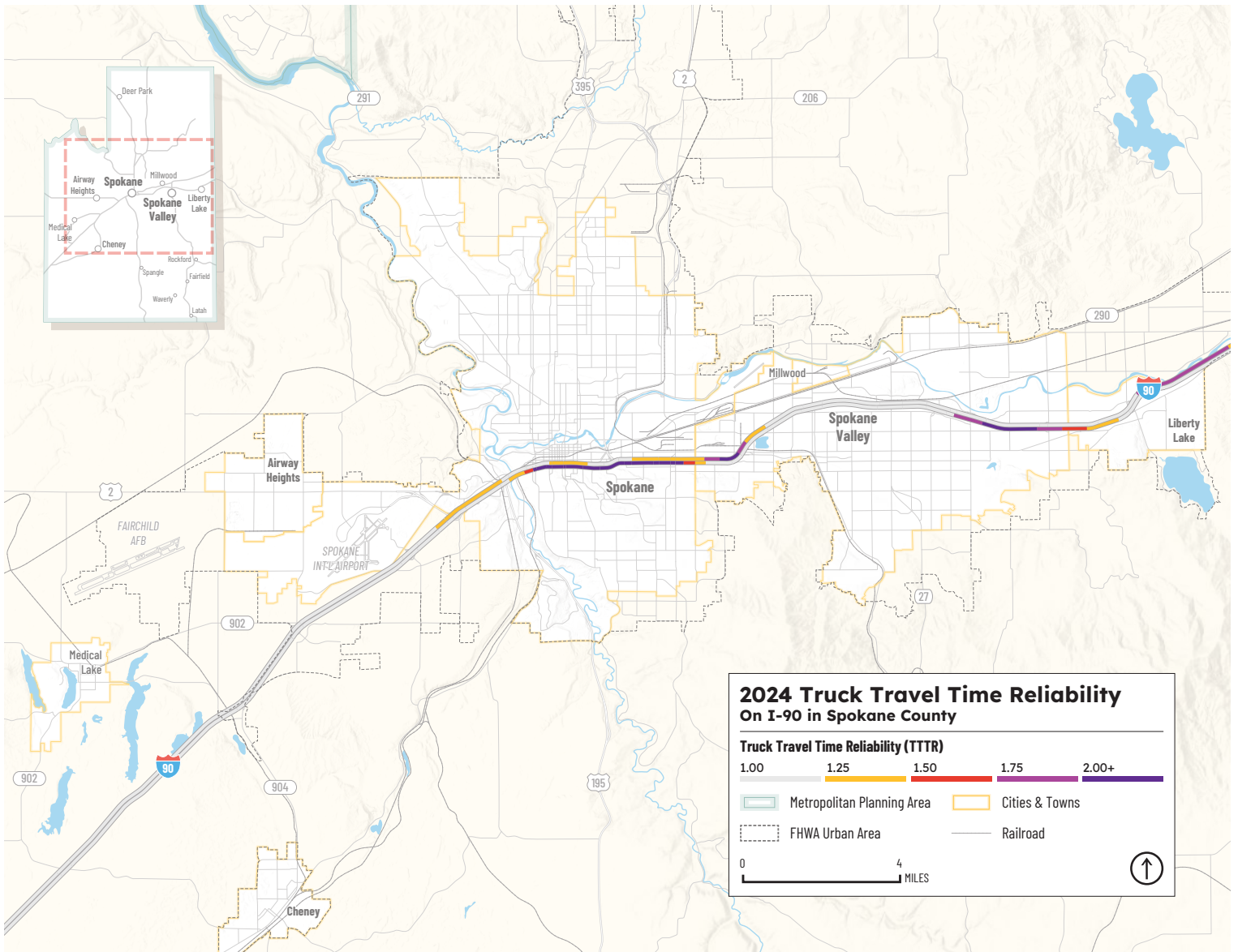


Figure D.09 **Interstate Truck Travel Time Reliability in the SRTC Planning Area**

Source: National Performance Management Dataset (NPMRDS)

# Congestion Mitigation & Air Quality

## ► Statewide Performance Measure

Until recently, SRTC was an air quality attainment area working under a maintenance plan for past violations to the national ambient air quality standards for particulate matter of 10 microns or less (PM10) and for carbon monoxide (CO). As of August 2024, the region is no longer a maintenance plan area.

SRTC reports on the air quality improvements that come from projects funded by the SRTC Congestion Mitigation Air Quality (CMAQ) funding awards. These emission improvements are rolled up into a statewide baseline and future target. SRTC supports the statewide targets developed by WSDOT. These targets were adopted by the MPO board on May 11, 2023. Spokane County totals are provided for informational purposes and are expressed in terms of reductions in kg/day.

Figure D.10 **Congestion Mitigation and Air Quality Measures and Targets**

#	Measure	Statewide		SRTC Planning Area
		Baseline	2025 Target	4-Year Emissions Reductions
15	Carbon Monoxide (kg/day)	184.57	447.68	27.16
16	Particulate Matter of 10 Microns or Less (kg/day)	2.41	34.93	0.00

# Transit Asset Management

## ▶ Regional Performance Measure

MPO's are required to adopt transit asset management targets based on targets set by public transit agencies within their boundaries. STA is the only public transportation provider required to report these targets to SRTC at this time. SRTC and STA are required to coordinate on these targets and the target-setting process. In accordance with 49 CFR Part 625 and 630, STA reported State of Good Repair Asset Management Targets to SRTC. SRTC agreed to support public transit asset management (TAM) targets as developed by STA as part of its 2025–2028 TIP, adopted through a Board motion on October 10, 2024.

Figure D.11 **Transit Asset Management Measures and Targets**

#	Measure	Baseline	STA/Regional Target
<b>17</b>	<b>% of revenue service vehicles (by type) that meets or exceeds the ULB</b>		
	Buses	75% <sup>1</sup>	Maintain the bus fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Paratransit Vans	83% <sup>2</sup>	Maintain the paratransit van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Rideshare Vans	94%	Maintain the rideshare van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Special Use Vans	100%	Maintain the special use van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
<b>18</b>	<b>% of non-revenue service vehicles (by type) that meets or exceeds the ULB</b>		
	Non-Revenue Vehicles	84% <sup>3</sup>	Maintain the support or non-revenue fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
<b>19</b>	<b>% of facilities (by group) that are rated 3.0 (adequate) or better on the TERM Scale</b>		
	Facilities	100%	Maintain all facilities equal to or greater than 90% have a TERM condition rating of 3 (adequate) or better

- 1 As STA transitions toward a more sustainable fleet—highlighted by the integration of battery electric coaches comprising 25% of our vehicles—and in light of post-COVID delays in bus production and delivery from the two Buy America-compliant vendors, the agency has retained coaches that have reached their useful life benchmarks. Under a board-approved plan to accelerate fleet replacement, STA's fixed-route fleet is projected to meet or exceed 90% State of Good Repair (SGR) compliance in fiscal year 2026. With 2025 YTD retirements and replacements, the SGR score for the fixed route bus fleet has improved to 82%.
- 2 The paratransit fleet experienced similar setbacks related to the fixed route fleet. With YTD 2025 retirements and replacements, the paratransit van SGR score is at 94%.
- 3 With YTD 2025 retirements and replacements, the non-revenue fleet SGR score is at 87%.

The TAM rule is the first performance rule from the Federal Transit Administration and became effective on October 1, 2016. This rule applies to all agencies receiving Chapter 53 federal funds to develop a TAM Plan to guide investments for their public transportation assets, including revenue vehicles, facilities, equipment, and infrastructure. The TAM Plan includes four required elements:

1. An inventory of capital assets
2. A condition assessment of inventoried assets
3. A description of an analytical process that assists in investment prioritization to estimate capital needs over time
4. A prioritized list of projects to manage the condition of capital assets

The TAM Plan also presents performance targets for revenue vehicles, non-revenue vehicles, and facilities, which must be reported to the National Transit Database (NTD) on an annual basis. The performance targets are related to asset Useful Life Benchmark (ULB) and asset condition.

Per federal requirements, anytime a public transit provider adopts new TAM targets, SRTC has 180 days to review and adopt TAM performance targets and bring them into the regional performance management efforts. Staff from both agencies have agreed to keep in regular contact regarding these performance targets so that consistency can be maintained between the two organizations.

# Public Transit Safety

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## ▶ Regional Performance Measure

MPO's are required to adopt public transit safety targets found in the Public Transportation Agency Safety Plan (PTASP) of the public transit agencies within their boundaries, as required by 49 CFR 473. STA is the only public transportation provider required to report these targets to SRTC at this time. SRTC and STA are required to coordinate on these targets and the target-setting process. Per federal requirements, anytime a public transit provider adopts new targets, SRTC has 180 days to review and adopt performance targets and bring them into the regional performance management efforts. SRTC agreed to support safety targets developed by STA as part of its 2025-2028 TIP adopted through a Board motion on October 10, 2024.

## Safety Goals, Objectives, and Targets

STA's first step in safety assurance is establishing safety objectives and performance targets to meet the agency's safety goals and are sufficient to control the risks. Key Performance Indicators (KPIs) are established that indicate whether the agency is achieving its safety objectives and performance targets.

Figure D.12 **Public Transit Safety Goals, Objectives, Measures, and Targets**

#	Objective	Measure	Baseline	Target
<b>20</b>	<b>Goal 1: Safety Management Systems to Reduce Casualties and Occurrences</b>			
	Using a safety management systems framework to identify safety hazards, mitigate risk, and reduce casualties and occurrences resulting from transit operations to meet or exceed the acceptable level of safety performance.			
	Reduce the frequency of preventable vehicle collisions	# of preventable events per 10,000 miles	0.6	0.08 or less
	Reduce the frequency of preventable vehicle collisions	# of preventable events per 10,000 miles	0.13	0.1 or less
	Reduce the frequency of preventable passenger injuries	# of preventable passenger injuries per year	4	0
	Reduce the frequency of preventable passenger injuries	# of preventable passenger injuries per year	4	0
	Reduce the # of events per year	Total # of events per year	316	310
	Reduce the # of safety events per year	# of safety events per year	54	50
	Reduce the frequency of employee injuries	# of employee injuries per 1,000 hours	0.05	0.07
	Reduce employee time loss due to injury or illness	# of days lost per 1,000 hours	0.03	0.04
	Increase the assessment of facilities, equipment, and procedures to identify and mitigate any potential safety risks	# of facility safety audits and inspections completed quarterly per year	1 per quarter	Meet the baseline
<b>21</b>	<b>Goal 2: Safety Management Systems to Foster a Robust Safety Culture</b>			
	Foster agency-wide support for transit safety by establishing a culture where managers are held accountable for safety and everyone in the organization takes an active role in securing transit safety, cultivate a safety culture in which employees are comfortable, and encouraged to bring safety concerns to the attention of agency leadership.			
	Increase attendance at monthly safety meetings	% of employees who participate in the monthly safety meetings	TBD	100%
	Annual advanced training completed by all fixed route, paratransit, and maintenance	% of employees who complete advanced training	100%	100%
<b>22</b>	<b>Goal 3: Safety Management Systems to Ensure Safe and Efficient Systems/Equipment</b>			
	STA will provide safe and efficient transit operations by ensuring all vehicles, equipment, and facilities are regularly inspected, maintained and services as required.			
	Reduce the # of fixed route road calls	# of miles between road calls	6,435 miles	6,000 miles
	Reduce the # of paratransit road calls	# of miles between road calls	554,102 miles	75,000 miles
	Prioritize preventative safety-related maintenance or inspections	Safety-related PMs completed on schedule	97%	80% of all PM services completed on time