Regional Transit Safety Performance Targets

Technical Advisory Committee – Planning Committee
Metropolitan Transportation Services
October 14, 2021
Agenda

• Need
• Regional Safety Performance Targets
• Next Steps
Federal Performance Measures

• MAP-21/FAST Act required state DOTs and MPOs to set transportation performance targets in several sectors in 2018
  – Transit Asset Management
  – Bridge and Pavement Condition
  – System Performance
  – Congestion Management
  – Safety Performance
  – Transit Safety
PTASP - Overview

• MAP-21 & FAST Act also required transit agencies to develop Public Transportation Agency Safety Plans (PTASP), including the development of safety performance targets
• Applicable to Metro Transit, MVTA, MTS Contracted Services, and SW Transit
• Targets required for 3 modes: fixed-route bus, non-fixed route bus & rail
• MPOs have 6 months to develop regional safety performance targets after last agency submits targets to the Met Council
Required Targets

• Fatalities
  – Total number of fatalities
  – Fatality rate by vehicle revenue miles

• Injuries
  – Total number of injuries
  – Injury rate by vehicle revenue miles

• Safety Events
  – Total number of safety events
  – Safety event rate by vehicle revenue miles

• System Reliability
  – Average distance between major mechanical failures
Target Setting Approach

• Use safety performance targets developed by each transit provider
• Each transit provider have targets that reflect their operating contexts, investments both current and future
• If adopted, each agency’s safety performance targets will be incorporated into the TIP and the TPP
## Regional Transit Safety Targets

<table>
<thead>
<tr>
<th>Agency</th>
<th>Safety Events</th>
<th>Fatalities</th>
<th>Injuries</th>
<th>System Reliability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro Transit Bus</td>
<td>3.8 / 100k miles</td>
<td>0 / calendar year</td>
<td>175 / calendar year</td>
<td>7,731 MDBF</td>
</tr>
<tr>
<td>Metro Transit LRT</td>
<td>0.6 / 100k miles</td>
<td>0 / calendar year</td>
<td>145 / calendar year</td>
<td>25,000 MDBF</td>
</tr>
<tr>
<td>SW Transit Bus</td>
<td>1 / 100k miles</td>
<td>0 / calendar year</td>
<td>1 / 100k miles</td>
<td>25,000 MDBF</td>
</tr>
<tr>
<td>SW Transit DAR</td>
<td>1 / 100k miles</td>
<td>0 / calendar year</td>
<td>1 / 100k miles</td>
<td>53,000 MDBF</td>
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<tr>
<td>MTS Bus</td>
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<td>0 / calendar year</td>
<td>0.1 / 100k miles</td>
<td>26,154 MDBF</td>
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<td>MTS DAR</td>
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<td>0 / calendar year</td>
<td>0.2 / 100k miles</td>
<td>57,777 MDBF</td>
</tr>
<tr>
<td>MTS Vanpool</td>
<td>0 / 100k miles</td>
<td>0 / calendar year</td>
<td>0 / 100k miles</td>
<td>0 MDBF</td>
</tr>
<tr>
<td>MVTA Bus</td>
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<td>0 / calendar year</td>
<td>0.236 / 100k miles</td>
<td>9,000 MDBF</td>
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</tbody>
</table>
Recommendations

• Adopt the transit safety performance targets of Metro Transit, Metropolitan Transportation Services Contracted Services, Southwest Transit, and the Minnesota Valley Transit Authority for Bus, Light Rail, Dial-A-Ride, and Vanpool as the regional transit safety performance targets of the Metropolitan Council.

• Incorporate Performance Targets into Metropolitan Council regional planning processes and documents
Next Steps

- Present to Metropolitan Council for Adoption in December 2021
- Incorporate Transit Safety Performance Targets into next updates of TIP and TPP
Questions?

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