# Public Transportation Agency Safety Plans (PTASP) & Performance Measures

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**DEPARTMENT OF TRANSPORTATION**

mndot.gov

# Public Transportation Agency Safety Plan Technical Assistance Center

- Find more information on the PTASP's please go to the PTASP Technical Assistance Center: **https://www.transit.dot.gov/PTASP-TAC**

- Example of a Safety Plan: [Sample Small Public Transportation Provider Agency Safety Plan](#)

- **Final Rule Effective** on July 19, 2019

- **Compliance Date** is December 31, 2020

# Safety Performance Measures/Targets

## Completed Steps:

1. Finalized definitions based on the NTD Safety Definitions

   1. Bullet point format – NTD Quick Reference Guide (distributed at December TAC Mtg.)

   2. Stick with All Safety Events, Injuries & Major Mechanical Failures definitions from NTD.

2. Finalized Targets (Individual)

   - Separate DAR & RR

   - Calculate the Targets using the formula (for each system)

3. Discuss Safety Target Coordination with Transit Systems, MPO's & MnDOT OTAT

# National Transit Database (NTD)

- NTD was established by Congress in 1974.

- Collect information and statistics on transit systems

- It is recommended by the FTA National Public Safety Plan to establish each target based on the safety data reported to the NTD.

- The data is used to provide industry performance reports to congress and other federal agencies and departments.

  - This helps to direct and improve FTA Programs, and used to apportion over $5 Billion of FTA funds to Transit Agencies and UZA's. FTA submits annual NTD reports to Congress, summarizing transit service and safety data.

  - Generates technical analysis of trends in transit safety and security, published on a monthly basis and accessed by any interested parties.

- The definitions are from the 2019 NTD Safety & Security Policy Manual

- Using NTD Definitions & NTD Reporting Quick Reference Guide

- Website: https://www.transit.dot.gov/ntd/manuals

2019 Report Year ☑

**NTD**
National Transit Database

Safety & Security
Policy Manual

Office of Budget and Policy
January 2019

- FTA adopted four initial safety performance measures:

| | |
|---|---|
| **Injuries** | Total number of reportable injuries and rate per total vehicle revenue miles (VRM) by mode |
| **Fatalities** | Total number of reportable fatalities and rate per total vehicle revenue miles (VRM) by mode |
| **Safety Events** | Total number of reportable events and rate per total vehicle revenue miles (VRM) by mode |
| **System Reliability** | Mean distance between major mechanical failures by mode |
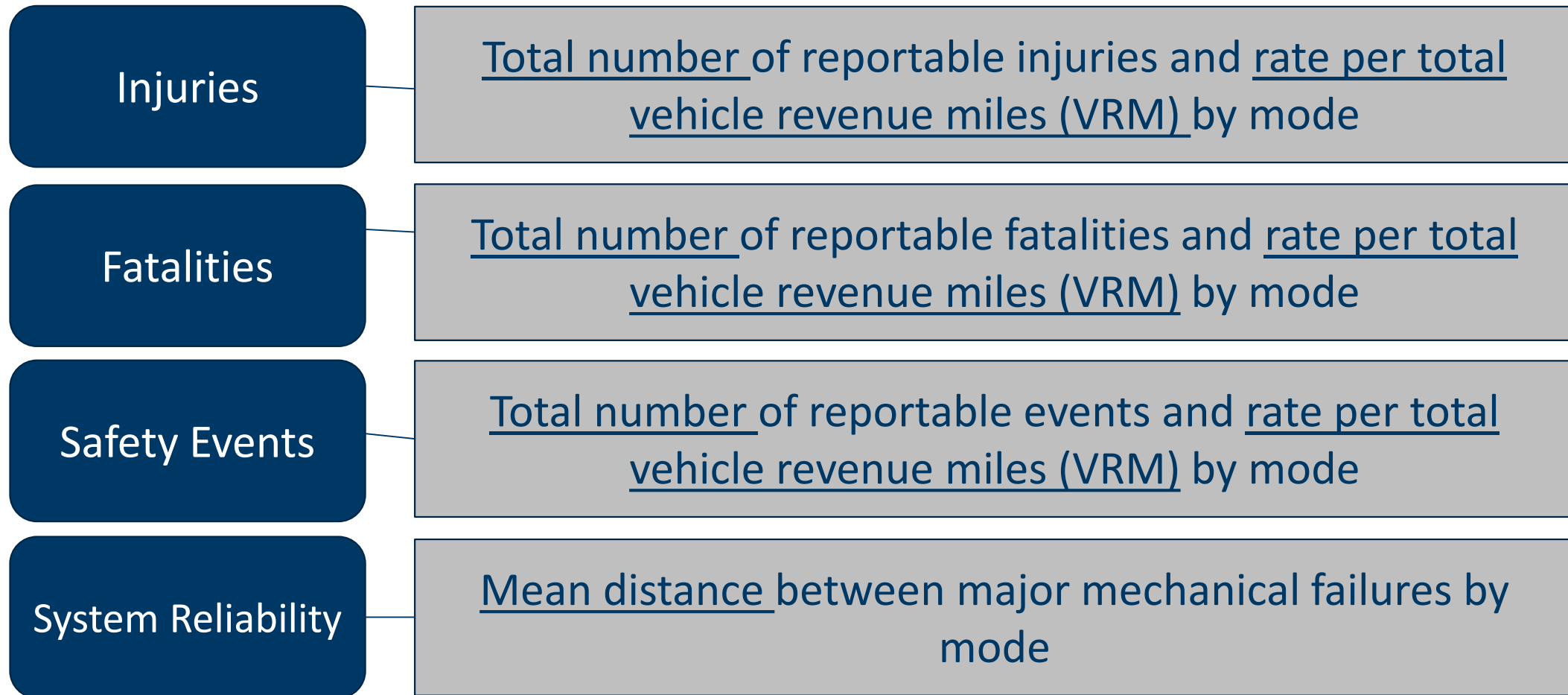
- **Injuries** – Specific per system

- **Safety Events** – Specific per system

- **Fatalities** – Zero

- **System Reliability** – **Specific per system (previously statewide)**

  - Based on OTAT's analysis, system reliability needs to be calculated out per system due to the difference in VRM's between the 5307 Transit Systems.

# Example Safety Performance Target – Individual

| Safety Performance Targets[1] | | | | | | |
|---|---|---|---|---|---|---|
| *Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.* | | | | | | |
| Targets below are based on review of the previous 5 years of CT's safety performance data. | | | | | | |
| **Mode of Transit Service** | **Fatalities (total)** | **Fatalities (per 100 thousand VRM)** | **Injuries (total)** | **Injuries (per 100 thousand VRM)** | **Safety Events (total)** | **Safety Events (per 100 thousand VRM)** | **System Reliability (VRM / failures)** |
| **Fixed Route Bus** | 0 | 0 | 5 | 0.2 | 7 | 0.28 | 9,500 |
| **ADA / Paratransit** | 0 | 0 | 1 | 0.1 | 1 | 0.1 | 68,456 |

# Example of Target Coordination

| **Safety Performance Target Coordination** | | |
|---|---|---|
| *Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.* | | |
| CT's Accountable Executive shares our ASP, including safety performance targets, with the Metropolitan Planning Organization (MPO) in our service area each year after its formal adoption by the County Commission. CT's Accountable Executive also provides a copy of our formally adopted plan to the AnyState Department of Transportation. CT personnel are available to coordinate with AnyState and the MPO in the selection of AnyState and MPO safety performance targets upon request. | | |
| **Targets Transmitted to the State** | **State Entity Name** | **Date Targets Transmitted** |
| | Any State Department of Transportation | 7/15/2020 |
| **Targets Transmitted to the Metropolitan Planning Organization(s)[2]** | **Metropolitan Planning Organization Name** | **Date Targets Transmitted** |
| | Metropolitan Planning Organization | 7/15/2020 |

# Injuries, Safety Events & System Reliability Target Calculations

**Injuries:**

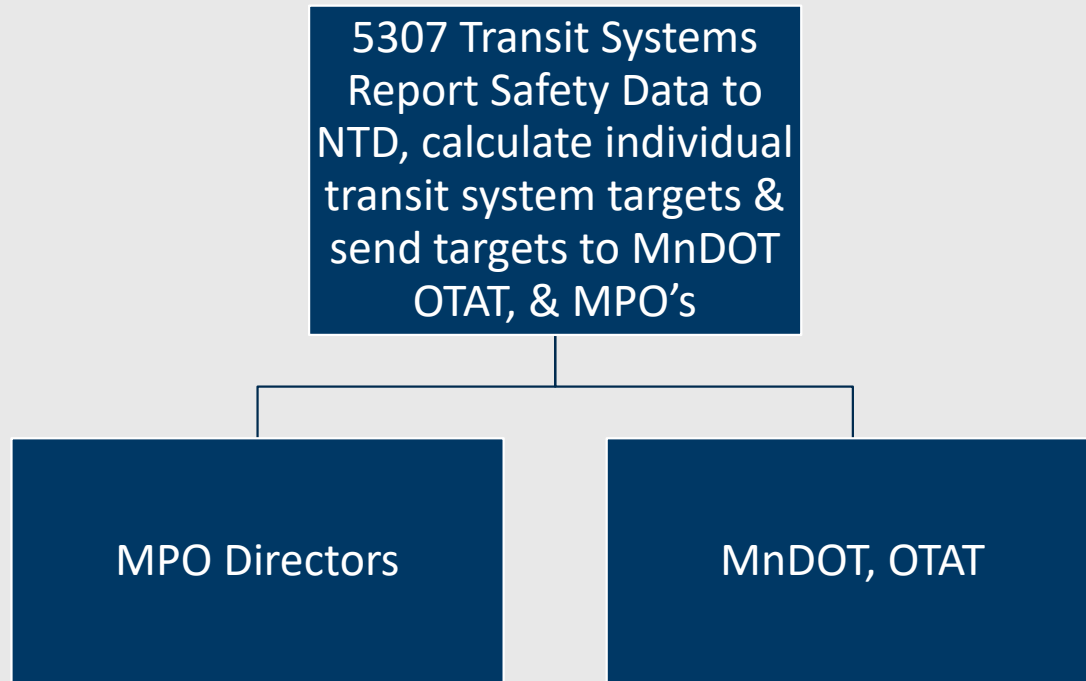*=(Total Number of Annual Injuries X 100,000 VRM)/Total expected VRM for the year*

**Safety Events:**

*=(Total Number of Annual Safety Events X 100,000 VRM)/Total expected VRM for the year*

**System Reliability:**

*=(Total Number of Annual Major Mechanical Failures X 100,000 VRM)/Total expected VRM for the year*

5307 Transit Systems Report Safety Data to NTD, calculate individual transit system targets & send targets to MnDOT OTAT, & MPO's

MPO Directors

MnDOT, OTAT

- Tracking and reporting to MPO's and Transit systems:

  - MPO's & MnDOT receives the safety targets from all 5307 Transit Systems at the latest by December 31$^{st}$ 2020.

  - MPO's please reference the PTASP Safety PM Overview document.

# Timeline for Annual Performance Targets Updates

- Year 1 – December 31$^{st}$ 2020, All 5307 Transit Systems need to have their targets to the MPO's. 180 days out the MPO's have to adopt their own targets.

- Year 2 – *Proposed*: A timeline based off of what <u>month</u> the Transit Systems review their NTD information and update the PTASP targets. Have each MPO adoption of the targets be the same schedule (180 days for adoption).

  - Annually the Transit Systems must review, update, and certify their PTASP targets. MPO's are encouraged to coordinate with Transit systems and MnDOT annually to discuss the PTASP targets requirements, but are not required to make annual updates.

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Questions?

Thank you!

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