A RESOLUTION
BY THE
TRANSPORTATION POLICY BOARD
OF THE
MEMPHIS URBAN AREA METROPOLITAN PLANNING ORGANIZATION
ADOPTION TO SUPPORT THE
MEMPHIS AREA TRANSIT AUTHORITY (MATA)
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) TARGETS FOR 2023-2024

RESOLUTION #2024-02

WHEREAS, the Memphis Urban Area Metropolitan Planning Organization (MPO) is the organization responsible for planning an efficient transportation system in the Memphis Metropolitan Planning Area and for the appropriate use of federal transportation funds in that area; and

WHEREAS, in 2012 Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome-based program for transportation decisions, and in 2021 Congress passed the Infrastructure Investment and Jobs Act (IIJA), continuing the performance-based planning program; and

WHEREAS, the regulations require certain operators of public transportation systems that receive federal funds under the FTA Urbanized Area Formula Grants to develop an Public Transportation Agency Safety Plan (PTASP) that includes safety performance targets; and

WHEREAS, the Memphis Area Transit Agency (MATA) is the only designated recipient of Federal Transit Administration (FTA) Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307 in the Memphis Metropolitan Planning Area; and

WHEREAS, MATA has identified, reviewed, and calculated their transit safety performance targets for fatalities, injuries, safety events, and major mechanical failures; and

WHEREAS, MATA's Board of Commissioners adopted the PTASP Safety Plan targets on December 19, 2023 and they will incorporate those targets into the Public Transit Agency Safety Plan; and

WHEREAS, MATA's Agency Safety Plan Performance Measure Targets are included in "Table 1" attached to this resolution; and

WHEREAS, the Engineering and Technical Committee has recommended that the Memphis MPO support the adoption of these transit safety performance measure targets;

BE IT RESOLVED, that the Transportation Policy Board of the Memphis MPO hereby approves that the Memphis MPO will support MATA's agency safety performance targets.

Resolution duly passed on February 15, 2024

Mayor Paul Young
Chairman, Transportation Policy Board
Memphis Urban Area Metropolitan Planning Organization

Table 1 – MATA Transit Safety Targets

	2022 Safety Performance Outcomes							
	MB (Fixed route) 2021 Motor Bus Vehicle Revenue Miles = 3,970,810 miles			**DR** (MATA Plus) 2021 Demand Response Vehicle Revenue Miles = 1,090,888 miles			**SR** (Trolley) 2021 Trolley Vehicle Revenue Miles = 56,495 miles	
	2022 Outcomes Number of Fatalities	**2022 Outcomes** Rate of Fatalities per 100K VRM	**2022 Outcomes** Number of Injuries	**2022 Outcomes** Rate of Injuries Per 100K VRM	**2022 Outcomes** Number of Safety Events	**2022 Outcomes** Rate of Safety Events Per 100 VRM	**2022 Outcomes** Total of Major Mechanical Failures	**2022 Outcomes** Miles between Major Mechanical Failures
MB	1	0.025	18	0.453	14	0.353	1,828	2,172
DR	0	0	7	0.642	5	0.485	139	7,848
SR	0	0	4	7.080	4	7.080	128	441
	2023-24 Safety Performance Goals, Targets & Benchmarks*							
	2023-24 Targets Number of Fatalities	**2023-24 Targets** Rate of Fatalities per 100K VRM	**2023-24 Targets** Number of Injuries	**2023-24 Targets** Rate of Injuries Per 100K VRM	**2023-24 Targets** Number of Safety Events	**2023-24 Targets** Rate of Safety Events Per 100 VRM	**2023-24 Targets** Total of Major Mechanical Failures	**2023-24 Targets** Miles between Major Mechanical Failures
MB	1	0.025	17	0.428	13	0.327	1,737	2,286
DR	0	0	7	0.642	5	0.485	132	8,264
SR	0	0	4	7.080	4	7.080	122	463

*2022-24 Safety Performance Goals, Targets & Benchmarks: Goal 10% reduction # of Fatalities, Injuries, Safety Events, & Major Mechanical Failures over 24 months 2022-2024.