

### Transportation Committee

For the Metropolitan Council meeting of December 8, 2021

**Subject:** Regional Transit Safety Performance Measures and 2022-2025 TIP Amendment to Incorporate Targets

#### Proposed Action

That the Metropolitan Council adopt the Regional Transit Safety performance targets and approve an amendment to the 2022-2025 TIP to incorporate the targets as shown in the attachment.

#### Summary of Committee Discussion/Questions

Daniel Pena, Metropolitan Transportation Services, presented this item. There were no questions or comments from Council members.

Motion by Cummings, seconded by Fredson. Motion carried.

## Transportation Committee

Meeting date: November 22, 2021

For the Metropolitan Council meeting of December 8, 2021

**Subject:** Regional Transit Safety Performance Targets and 2022-2025 TIP Amendment to Incorporate Targets

**District(s), Member(s):** All

**Policy/Legal Reference:** MAP-21, FAST ACT

**Staff Prepared/Presented:** Daniel Peña, Planner ([Daniel.Pena@metc.state.mn.us](mailto:Daniel.Pena@metc.state.mn.us))

Joe Barbeau, Senior Planner ([Joseph.Barbeau@metc.state.mn.us](mailto:Joseph.Barbeau@metc.state.mn.us))

**Division/Department:** Transportation / Metropolitan Transportation Services (MTS)

### Proposed Action

That the Metropolitan Council adopt the Regional Transit Safety performance targets and approve an amendment to the 2022-2025 TIP to incorporate the targets as shown in the attachment.

### Background

Pursuant to 23 CFR 490, all Metropolitan Planning Organizations (MPOs) must set and adopt system performance targets in order to monitor progress. As part of this suite of federally required transportation performance measures, the MPO is required to set regional transit safety performance targets. The purpose of this action is to adopt regional transit safety performance targets for the MPO Planning Area. Additionally, per federal law, the Council is required to include the adopted transit safety performance targets into the 2022-2025 TIP.

The proposed targets were prepared in coordination with all regional transit service providers that are federally required to develop Public Transportation Agency Safety Plans. In coordinating the adoption of the regional transit safety measures, Metropolitan Council staff met with staff from each of the affected transit service providers and shared the proposed performance targets with the regional Transit Planning Working Group. The providers preferred that the regional safety performance targets reflect those adopted by the individual provider.

The proposed 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 are shown in the attachment. All targets were developed by each transit service provider as required by the Federal Transit Administration. Each agency's safety performance targets were developed using methodologies reflecting the operating environment and investments unique to each service provider and were approved by their respective governing boards.

### Rationale

The current 2040 Transportation Policy Plan includes a listing of performance measures used to monitor and assess system performance. Transit safety performance measures support the TPP goal of having a regional transportation system that is safe and secure for all users. The transit safety performance measures developed by the region's transit service providers best reflect their unique operating context and reflect both past and future safety investments that each providers is planning on making. The proposed performance measures and targets directly support the goals of the TPP and fulfill the federal requirements of an MPO.

The Metropolitan Council approves formal amendments to the TIP. The projects are consistent with the Transportation Policy Plan (TPP) and meet fiscal

constraint because the federal, state, and local funds are sufficient to fully fund the projects. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis.

### **Thrive Lens Analysis**

This action promotes multiple *THRIVE MSP 2040* outcomes. Adopting regional safety targets advances the THRIVE goals of Equity and Livability by measuring efforts to ensure safe transit infrastructure, the safe transportation of all customers and the promotion of the well-being of transit employees. The adoption of safety targets also advances the goal of stewardship by measuring the impact of plans that mitigate risk and promote proactive planning to responsibly manage the region's finite resources.

### **Funding**

There are no implications to funding.

### **Small Business Inclusion**

### **Known Support / Opposition**

At its November 17, 2021 meeting, the Transportation Advisory Board recommended adoption of the regional transit safety performance targets and incorporation of these targets into the 2022-2025 TIP. There is no known opposition to this item.