

**Transportation Committee**

For the Metropolitan Council meeting of June 23, 2021

**Subject:** Metro Transit Agency Safety Plans

**Proposed Action**

That the Metropolitan Council adopt Revision 2 of the Metro Transit Agency Safety Plans for Bus and LRT (including the safety target goals) as required by 49 CFR Part 673.

**Summary of Committee Discussion/Questions**

Metro Transit Rail and Bus Safety Director John MacQueen presented this item. Annual review and (as required) update of these plans by the governing board is a requirement for continued FTA funding of such transit projects.

There were no questions or comments from Council Members.

Motion by Chamblis, seconded by Sterner. Motion carried. CONSENT to Council.

## Transportation Committee

Meeting date: June 14, 2021

For the Metropolitan Council meeting of June 23, 2021

**Subject:** Metro Transit Agency Safety Plans

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

**Policy/Legal Reference:** 49 CFR Part 673

**Staff Prepared/Presented:** John MacQueen, Acting Director – Rail and Bus Safety 612-349-7516

**Division/Department:** Metro Transit - Safety

### Proposed Action

That the Metropolitan Council adopt Revision 2 of the Metro Transit Agency Safety Plans for Bus and LRT (including the safety target goals) as required by 49 CFR Part 673.

### Background

The Transportation Committee and Metropolitan Council both adopted these plans (Revision 1) as required in July 2020. The above cited regulations require annual review, update, and adoption of these plans. Additionally, the annual plan reviews must include safety target measures. The plan adoption must be adopted no later than July 21, 2021.

### Rationale

These plans (Revision 2) are largely unchanged from last year's adopted Revision 1, changes primarily limited to updating organizational structure and current operating characteristics. The only significant update is the inclusion of specific safety goals in each plan. Per the requirements of the FTA's National Public Transit Safety Plan, minimum safety targets must be established and adopted by the governing board of the system. The proposed targets are included in each of the plans (Section 3.1 in each), and the goals are based on our experience prior to the pandemic (largely based on 2019 historical data). The sole exception to that methodology was determining the target goal for fatalities by mode. While experience has unfortunately often been otherwise, we believe that stating any goal greater than zero deaths somehow sends an unacceptable message.

### Thrive Lens Analysis

This item advances Thrive Outcomes since it is a required step towards the continuation of FTA transit funding for Metro Transit operations.

### Funding

None required.

### Known Support / Opposition

The Minnesota Department of Public Safety's Office of State Safety Oversight has approved the form and content of the LRT plan as written. There is no known opposition.