Action Transmittal

Transportation Advisory Board

METROPOLITAN COUNCIL

Committee Meeting Date: November 12, 2026 **Date:** November 4, 2026

Action Transmittal: 2026-54

Adoption of 2027 Roadway Safety Performance Targets

To: TAC Planning

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Requested Action

That the TAC Planning Committee recommend that the Transportation Advisory Board recommend the 2027 roadway safety performance targets for adoption by the Metropolitan Council.

Recommended Motion

That the TAC Planning Committee recommend that the Transportation Advisory Board recommend adoption of the 2027 roadway safety performance targets, which advance a long-term goal of zero deaths:

- Number of all fatalities: no more than 68
- Fatal injuries per 100 million VMT: no more than 0.23
- Number of all serious injuries: no more than 427
- Serious injuries per 100 million VMT: no more than 1.46
- Pedestrian and bicyclist fatalities and serious injuries: no more than 106

Background and Purpose

All state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) must have performance measurement programs and set targets to monitor progress. Targets for the safety performance measures must be adopted annually. The safety targets serve a dual purpose:

- Inform planning and programming to reduce fatal and serious injuries
- Track performance of the Highway Safety Improvement Program (HSIP)

After the Federal Highway Administration (FHWA) receives statewide safety targets from MnDOT annually in August, MPOs must either support the statewide target or choose an alternative target by February 27 the following year. Federal requirements specify five safety performance measures for both state DOTs and MPOs that must have annual targets:

1. Number of all fatalities
2. Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of all serious injuries
4. Serious injuries per 100 million VMT
5. Number of combined pedestrian and bicycle fatalities and serious injuries

State DOTs are required to make significant progress on achieving their statewide safety targets; they are subject to additional HSIP requirements if they fail to make significant progress. MPOs are not subject to additional federal requirements if they fail to make significant progress.

The Met Council's target setting method tracks performance with the Imagine 2050 planning horizon. This method sets targets on a straight-line decline from 2025 targets to zero in all measures by 2050.

This method will result in constantly declining targets. The Met Council will continue to adopt targets annually as required by regulation and could re-evaluate this approach in any future year.

These targets do not represent a forecast of likely outcomes, and significant policymaking and investment would be required to achieve these safety outcomes.

Relationship to Regional Policy

The 2050 Transportation Policy Plan (TPP) includes a roadway safety objective that "people do not die or face life-changing injuries when using any form of transportation." These measures are also included in that plan to assess its performance. The proposed performance targets directly support implementation of Imagine 2050's Healthy and Safe Communities goal and also meet federal metropolitan planning requirements. Reducing crash injuries to or below the regional safety targets will require coordinated action on resource allocation, policies, and investment decisions from partners at all levels in the region.

Staff Analysis

2025 Performance

- Fatalities decreased slightly while serious injuries remain relatively flat compared to the three-year average for 2023-2025. Both fatalities and serious injuries remain elevated compared to the three-year average prior to the COVID-19 pandemic (2017-2019).
- Serious injuries remain at an elevated level following a sharp rise in 2022.
- Pedestrian serious injuries appear to be increasing.
- Safety performance targets were not achieved in 2025 (see Table 1).

*Table 1: Measure Performance, 2025, Metropolitan Planning Area**

Measure	2017-2019 Average	2023-2025 Average	2025 Actual	2025 Target
All fatalities	**130**	**144**	**133**	**≤ 74**
Fatal injury rate per 100m VMT	0.44	0.50	0.46	≤ 0.26
All serious injuries	**796**	**921**	**916**	**≤ 464**
Serious injury rate per 100m VMT	2.71	3.24	3.16	≤ 1.64
Non-motorized fatal and serious injuries	**202**	**222**	**225**	**≤ 115**
Pedestrian fatalities	27	30	27	N/A
Bicyclist fatalities	6	3	2	N/A
Pedestrian serious injuries	127	133	143	N/A
Bicyclist serious injuries	42	56	53	N/A

* Data courtesy of MnDOT.

Preliminary 2026 Performance
A report on preliminary performance through the end of October will be provided at subsequent committees when this data is available.

Routing

To	Action Requested	Date Completed *(Scheduled)*
TAC Planning	Review & Recommend	*November 12, 2026*
Technical Advisory Committee	Review & Recommend	*December 2, 2026*
Transportation Advisory Board	Review & Recommend	*December 16, 2026*
Metropolitan Council Transportation Committee	Review & Recommend	*January 11, 2027*
Metropolitan Council	Adopt	*January 27, 2027*