METROPOLITAN COUNCIL

Federal Roadway Safety Performance Measures

2027 Target Adoption

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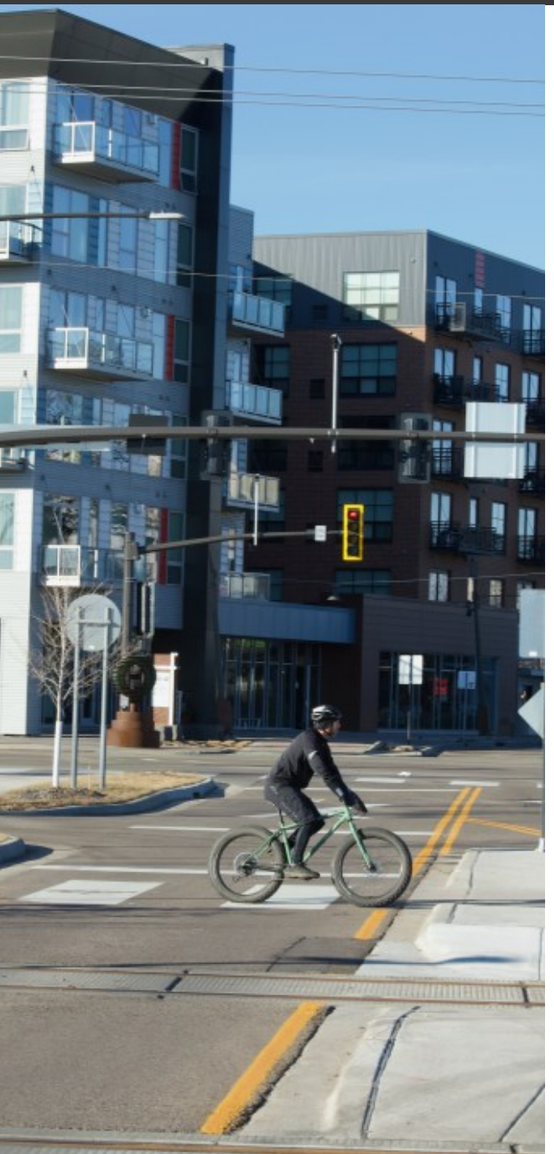
Presentation objective



- **Inform** on status of measures not subject to action this year
- **Seek recommendation** for the 2027 targets for the federal safety performance measures

Three buckets of measures

Federal measures

- Reflect federal priorities
- Narrower set of measures specific to federal programs
- Required by statute or regulation
- More defined methods, reporting, and update cycles



State measures

- Reflect statewide priorities
- Larger set of measures specific to Minnesota's transportation system
- Some required by state law
- Some require annual report



Regional measures

- Reflect regional priorities
- Defined primarily in the Transportation Policy Plan, limited statutory definition
- Some similar or same as federal or state measures
- Required before major TPP updates



Federal measures by mode and rule

	Roadways	Transit
Safety	• Fatalities • Serious injuries • Non-motorized fatal and serious injuries	• Fatalities • Injuries • Assaults on workers • Major safety/security events
Asset management	• Pavement condition • Bridge condition	• Rolling stock and equipment • Facilities • Infrastructure
Reliability	• Travel time reliability • Freight reliability • Excessive delay • Non-SOV travel	• Distance between mechanical failures
Air quality	• Emissions reductions	• No measures

Update frequency

	Roadways	Transit
Safety	• Adoption and reporting every year	
Asset Management	• Adoption every 4 years • Reporting and optional adjustment every 2 years	• Transit providers report • Targets adopted when prompted by actions of transit providers
Reliability	• Adoption every 4 years • Reporting and optional adjustment every 2 years	
Air Quality	• Not applicable – in attainment	• No measures

Federal requirements:

Purpose and measures



Purpose

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

Measures

- Number of all fatalities
- Rate of all fatalities per 100 million vehicle miles travelled (VMT)
- Number of all serious injuries
- Rate of all serious injuries per 100 million VMT
- Number of non-motorized fatal and serious injuries

Federal requirements:

MPO specific requirements



Target setting

- Must set a target for each measure
- May establish metro-specific targets or agree to support statewide targets
- Must be set annually by February 27

Assessment

- FHWA does not assess progress on MPO targets
  - No funding implications for MPO targets
- FHWA does assess statewide targets set by DOTs
  - MPO targets do not affect statewide targets
  - States not making significant progress must obligate baseline HSIP apportionment for safety only and develop implementation plan

Effect of the roadway safety targets



- These targets provide summary-level, **reactive assessment** of regional safety performance.
- The targets **inform policymaker conversations** about the general direction of regional safety performance, and they can help safety professionals and advocates elevate the issue.
- Planning and programming processes use **more detailed measures** to address safety in transportation investments, the primary safety lever for metropolitan planning organizations (MPOs).
- Region-wide targets have **limited applications** in project implementation, and they do not set requirements for regional funding processes.

Methodology

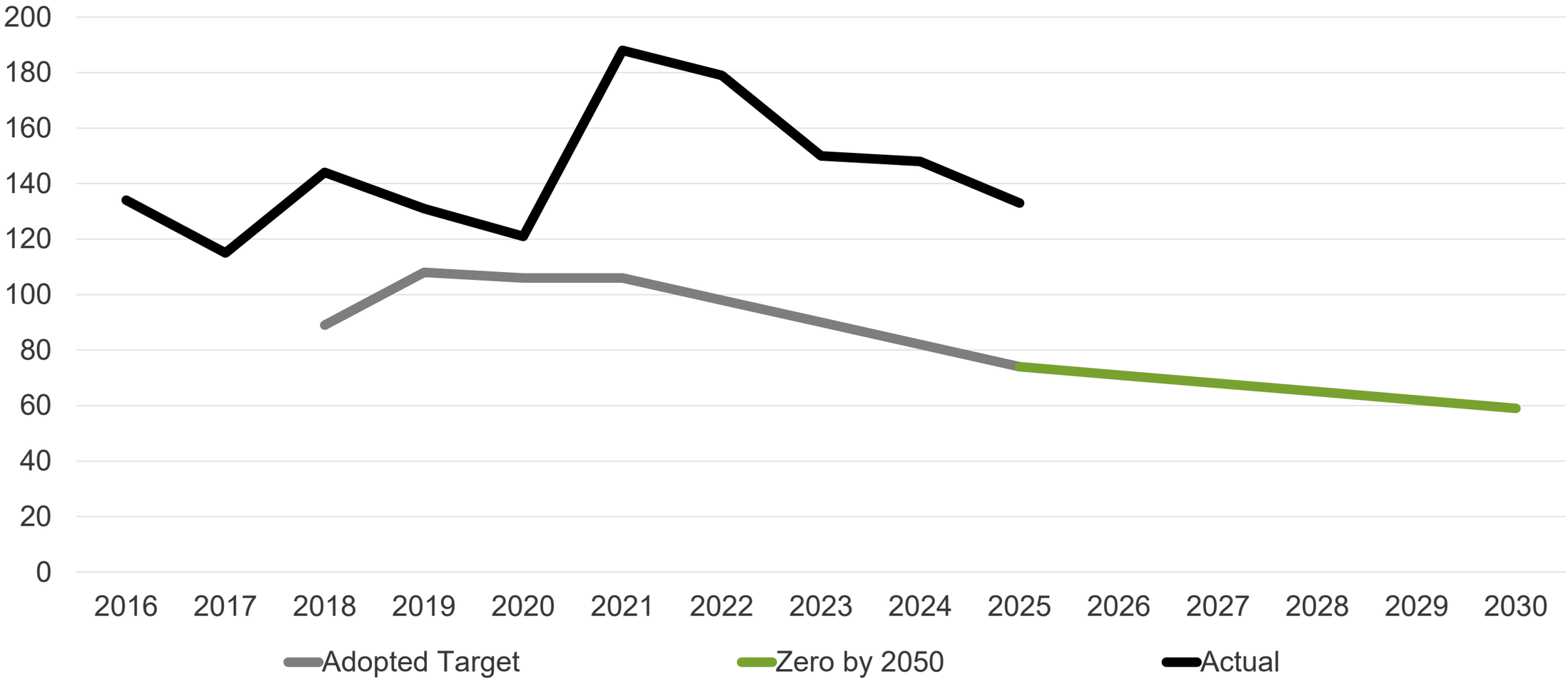
Based on the long-range plan

- Reduces the previous year's target towards zero by 2050
- The Imagine 2050 Transportation Policy Plan sets an objective to eliminate deaths and serious injuries on our roadways.
    - Setting a target based on the plan horizon is clearer to communicate and consistent with previous discussions indicating policymaker desire to work towards continuous improvement.

2027 targets

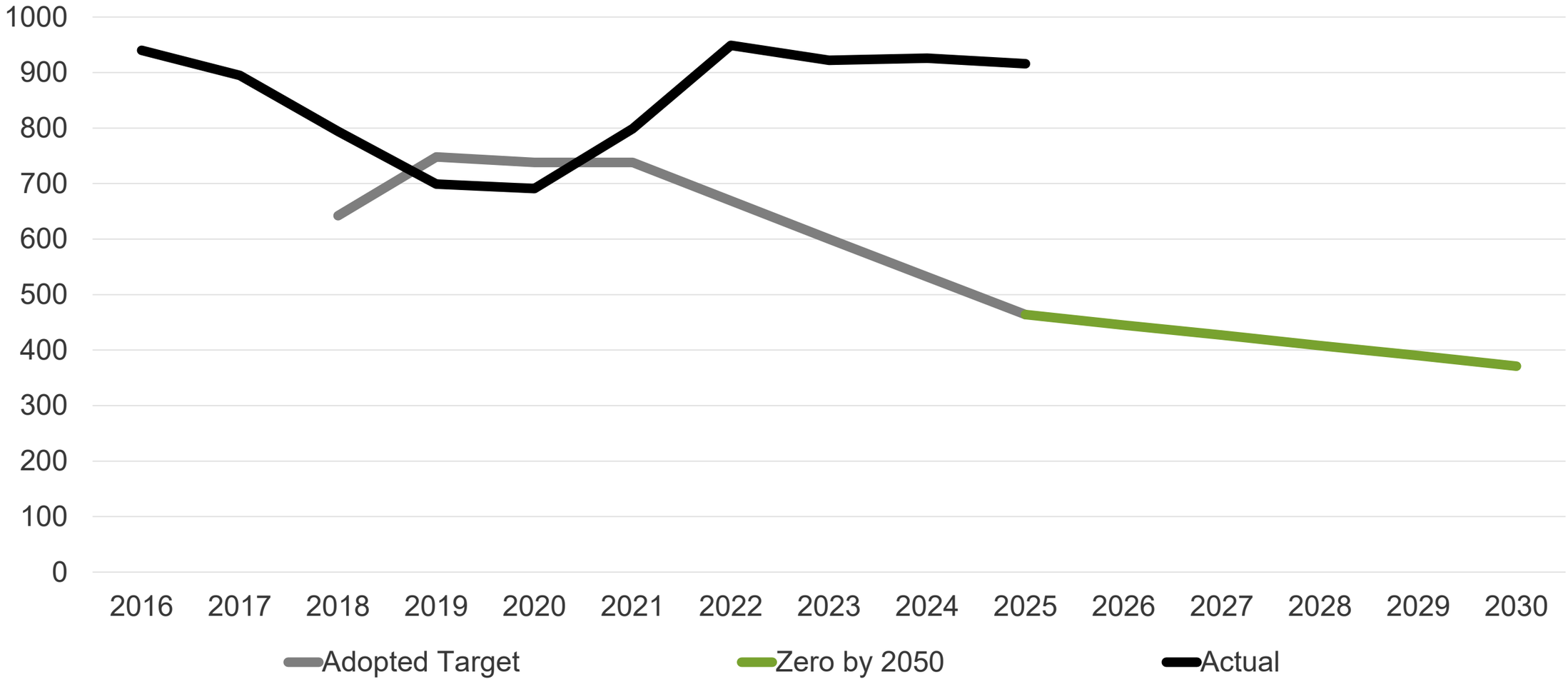
Measure	2023-2025 Avg. Performance	Zero by 2050
Total deaths	144	≤ 68
Deaths per 100 million VMT	0.50	≤ 0.23
Total serious injuries	921	≤ 427
Serious injuries per 100 million VMT	3.24	≤ 1.46
Total pedestrian and bicyclist deaths and serious injuries	222	≤ 106

All fatalities



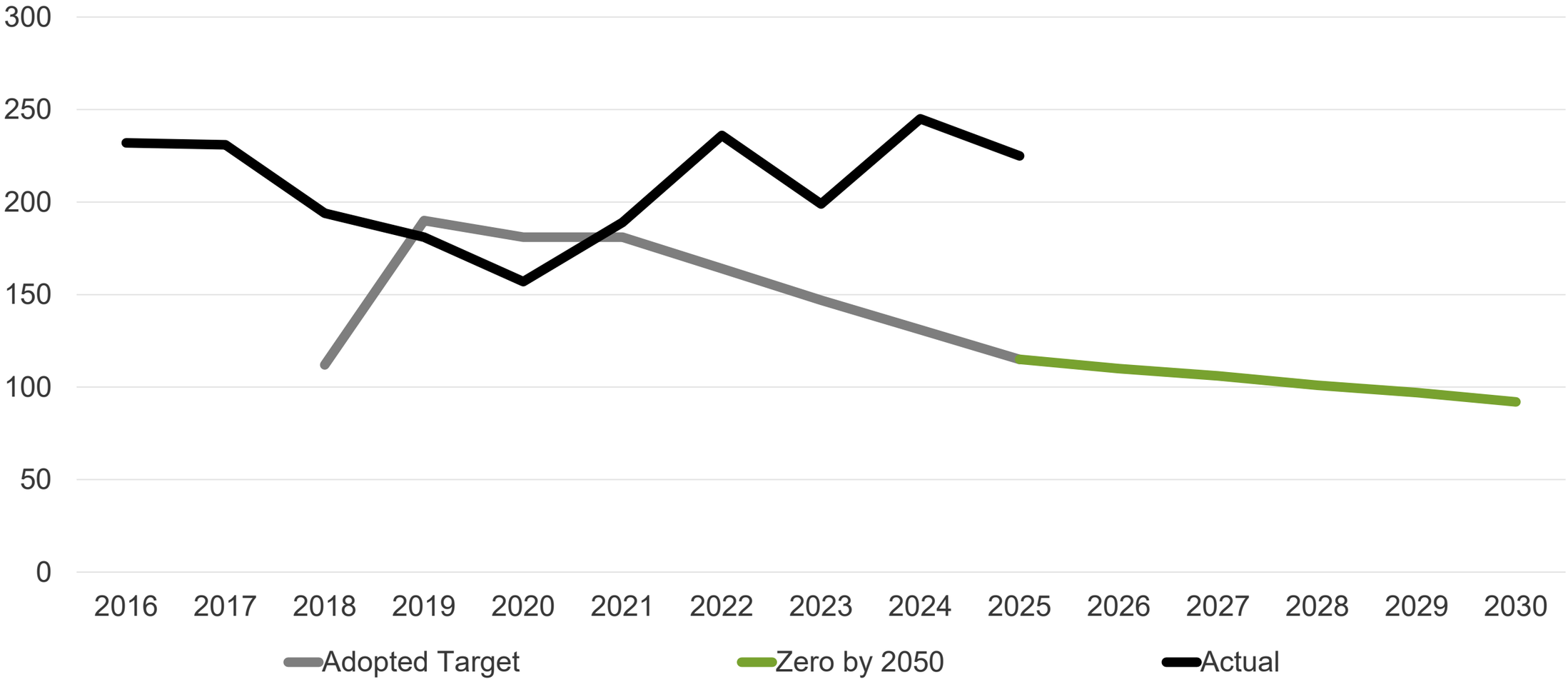
Sources: MnDOT (actual injuries), Met Council (targets)

All serious injuries



Sources: MnDOT (actual injuries), Met Council (targets)

Pedestrian and bicycle fatalities and serious injuries



Sources: MnDOT (actual injuries), Met Council (targets)

Significant trends by SHSP focus area

SHSP focus area	2021	2022	2023	2024	2025	Trend
Impairment	221	254	189	182	187	▼
Speed	215	208	185	181	167	▼
Unbelted	93	85	80	76	68	▼
Unlicensed	238	225	204	206	171	▼
Run-off Road	204	201	186	176	168	▼
Older Driver	126	168	162	177	189	▲

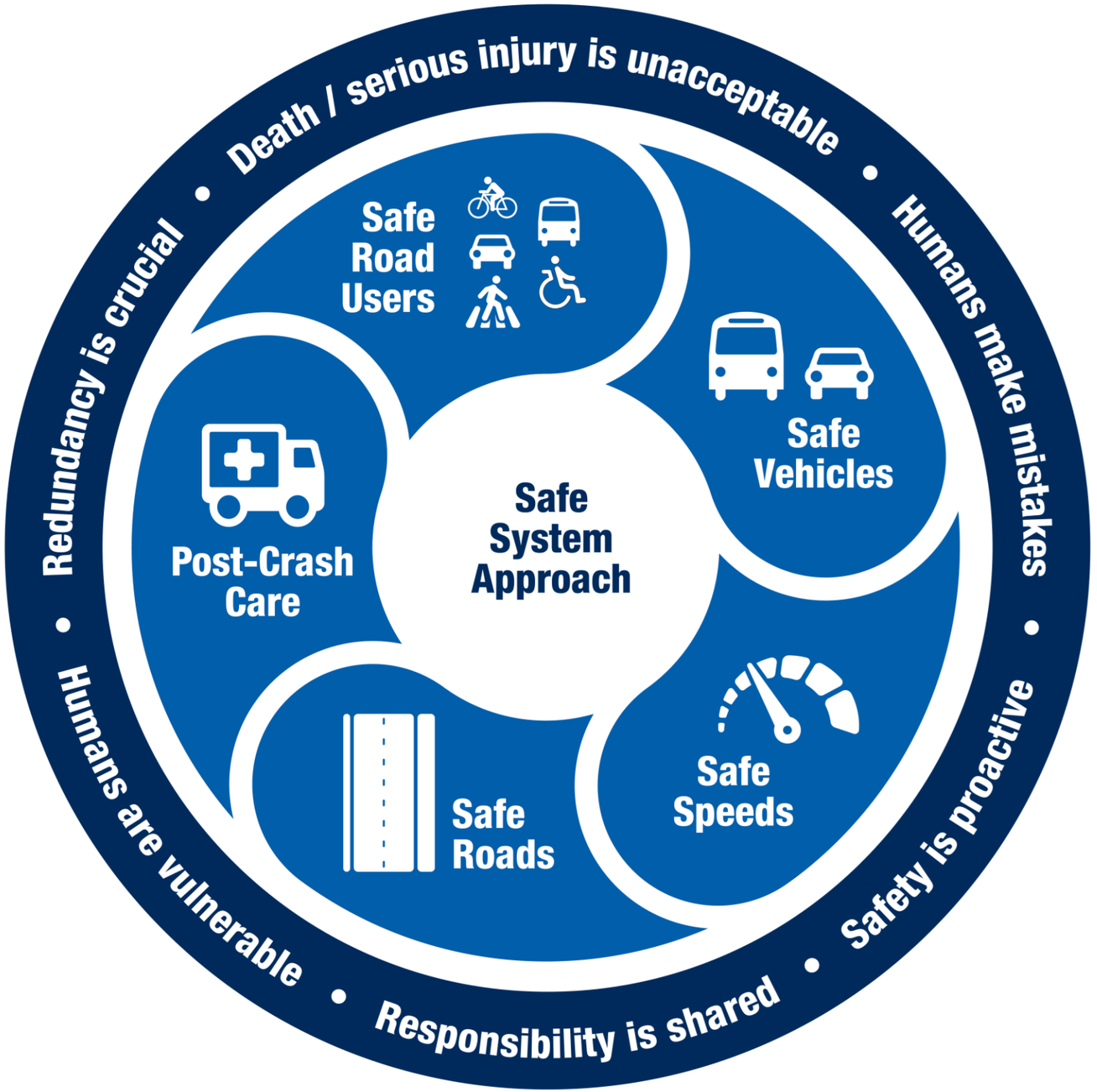
Source: MnDOT. Note: this table counts crashes involving fatal or serious injuries, not total fatal and serious injuries.

Additional data on SHSP focus areas

SHSP focus area	2021	2022	2023	2024	2025
Inattention	69	60	60	51	60
Pedestrian	144	169	136	171	170
Bicyclist	36	64	57	64	55
Motorcycle	138	166	147	153	146
Commercial Vehicle	44	55	63	44	47
Younger Driver	167	141	140	148	150
Intersection	511	600	568	618	569
Head On	101	110	106	125	95
Work Zone	22	23	18	33	27

Source: MnDOT. Note: this table counts crashes involving fatal or serious injuries, not total fatal and serious injuries.

Safe System Approach



MPO safety planning work



Recent

- Regional Solicitation (2026)
  - New safety application categories, measures
- 2050 Transportation Policy Plan (2025)
- Regional Safety Action Plan (2024)

Current and upcoming

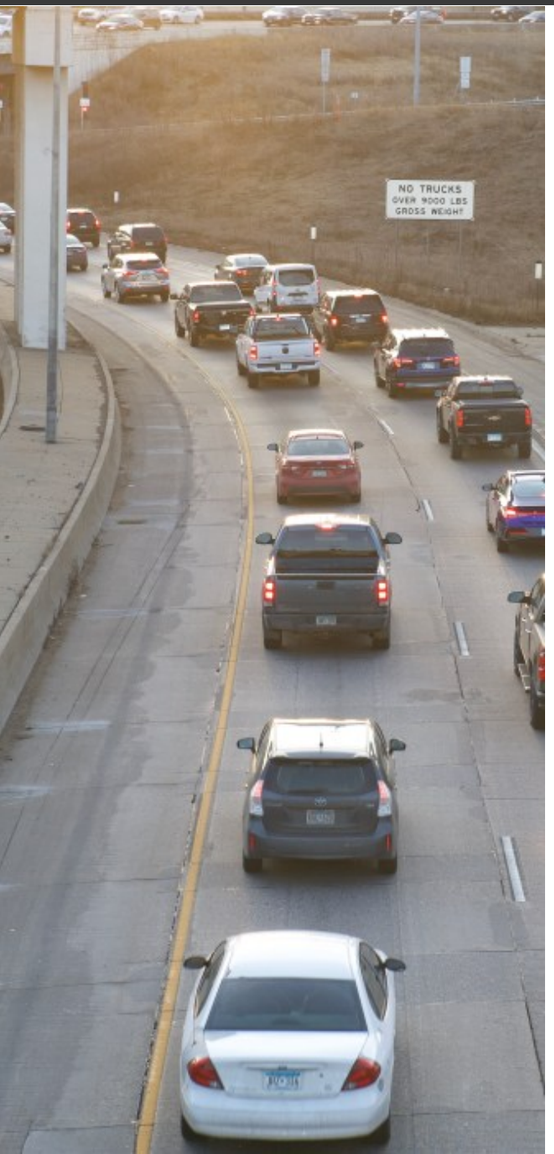
- Safer Connections to Transit
- Pedestrian-Bicycle Demand Estimation Tool
- Complete Streets Local Implementation Guide
- RBTN Rural Connections
- Safety plan updates and implementation (begins 2027)

Highlighted partner safety work



- 22 local governments awarded Safe Streets and Roads for All (SS4A) grants totaling $42.4 million (through 2026)
    - Anoka County, Apple Valley, Bloomington, Brooklyn Center, Brooklyn Park, Columbia Heights, Cottage Grove, Eagan, Edina, Elk River, Fridley, Hastings, Hennepin County, Hopkins, Minneapolis, Mounds View, New Brighton, Saint Louis Park, Saint Paul, Shakopee, West Saint Paul, and Woodbury
- Minneapolis, Mendota Heights, MnDOT speed safety camera pilots
- Local involvement in Minnesota Advisory Council on Traffic Safety
- New safety requirement in local comprehensive plans

Next steps



Advance draft targets through adoption actions:

- November 12: TAC Planning recommendation
- December 2: TAC recommendation
- December 16: TAB recommendation
- January 11, 2027: Transportation Committee recommendation
- January 27: Met Council adoption
- February 27: Deadline to submit to MnDOT

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



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All fatalities table

Year	Adopted Target	Zero by 2050	Actual
2016			134
2017			115
2018	89		144
2019	108		131
2020	106		121
2021	106		188
2022	98		179
2023	90		150
2024	82		148
2025	74		133
2026		71	
2027		68	
2028		65	
2029		62	
2030		59	

All serious injuries table

Year	Adopted Target	Zero by 2050	Actual
2016			940
2017			895
2018	642		794
2019	748		699
2020	738		691
2021	738		799
2022	669		949
2023	600		922
2024	532		926
2025	464		916
2026		445	
2027		427	
2028		408	
2029		390	
2030		371	

Pedestrian and bicycle fatalities and serious injuries table

Year	Adopted Target	Zero by 2050	Actual
2016			232
2017			231
2018	112		194
2019	190		181
2020	181		157
2021	181		189
2022	164		236
2023	147		199
2024	131		245
2025	115		225
2026		110	
2027		106	
2028		101	
2029		97	
2030		92	