

ACTION TRANSMITTAL No. 2020-02

DATE: January 8, 2020
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: Dave Burns, Senior Highway Planner, 651-602-1887
SUBJECT: Proposed 2020 Safety Targets
REQUESTED ACTION: That the Committee recommend 2020 safety performance targets for adoption by the Metropolitan Council.
RECOMMENDED MOTION: Recommend adoption of 2020 safety performance targets and establishment of a Safety Performance Work Group to recommend a future methodology for calculating safety targets.

BACKGROUND AND PURPOSE OF ACTION: Pursuant to 23 CFR 490.29, all State DOTs and Metropolitan Planning Organizations (MPOs) must adopt a program to measure system performance and set performance targets in order to monitor progress. These performance measures are divided into the following five categories:

- Safety Performance Measures (PM1);
- Pavement/Bridge Performance Measures (PM2);
- System Performance Measures and CMAQ (PM3)
- Transit Asset Management; and
- Transit Safety.

Each of the performance measure programs have different timelines for adoption and implementation for both state DOTs and MPOs. MPOs are given an additional 180 days after the DOT or transit provider adopts a target to either adopt the state-wide target or chose an alternative target. MnDOT officially adopted the updated safety performance measures and established statewide targets on August 31, 2019. The Council must adopt updated safety performance targets no later than February 27, 2020.

This action is related to the first of category, Safety Performance Measures (PM1). Per federal requirements, both the state DOTs and MPOs must establish targets for five safety performance measures. The following are MnDOT's adopted **state-wide** 2020 targets for the five federally required measures:

Target	2019	2020
Fatalities	347	375
Serious Injuries	1,708	1,714
Non-Motorized Fatalities/Serious Injuries	241	317

Fatality Rate (per 100M VMT)	0.62	0.62
Serious Injury Rate (per 100M VMT)	2.85	2.85

In the past, the Council has used the same methodology as MnDOT to calculate safety targets for the Council's metropolitan planning area. Repeating this practice for 2020 would result in an increase in the Council's adopted targets for fatalities and fatality rate. This would potentially contradict the purpose of safety targets, as they are meant to be reflective of regional goals and not fluctuate based on the previous year's safety figures.

Instead of adopting the MnDOT methodology and applying it to the region, staff recommend one of the two following options:

Adoption of:

1. the same targets for 2020 as was adopted in 2019 (i.e., no change)
or
use the 1.5% reduction in fatalities and 5% reduction in serious injuries from the same base-year (2017) used to develop the 2019 targets (this would result in lower targets than those adopted in 2019);
2. Recommend establishment of a regional safety work group to discuss and consider safety targets, including the use of aspirational targets (e.g. zero deaths by 2040) for use in future years.

The two options for consideration would result in the following:

	Option 1a	Option 1b	2018 Actual
Number of Traffic Fatalities	108	106	141
Fatality Rate (per 100M VMT)	0.34	0.34	0.45
Serious Injuries	748	738	825
Serious Injury Rate (per 100M VMT)	2.37	2.36	2.63
Non-Motorized Fatalities and Serious Injuries	190	181	184

RELATIONSHIP TO REGIONAL POLICY: The current 2040 Transportation Policy Plan includes a listing of performance measures used to monitor and assess system performance. These performance measures support the six over-arching transportation system goals of the TPP. The proposed safety performance measures and targets directly support the Safety and Security goal of the 2040 TPP, while simultaneously fulfilling the federal requirements of an MPO.

STAFF ANALYSIS: Overall, the total number and rate of crashes involving fatalities and serious injuries is lower in the metro area than the state as a whole. The desired trend is to continue to make progress for improving safety for all modes within the region.

COMMITTEE COMMENTS AND ACTION: At its December 12, 2019, meeting, the TAC Planning Committee voted unanimously to recommend adoption of option 1b methodology, using the 1.5% reduction in fatalities and 5% reduction in serious injuries from the same base-year (2017) used to develop the 2019 targets.

TAC Planning also recommended the establishment of a regional safety work group to discuss and consider safety targets, including the use of aspirational targets (e.g. zero deaths by 2040) for use in future years.

At its January 8, 2020, meeting, the TAC voted unanimously to recommend adoption of option 1b methodology, using the 1.5% reduction in fatalities and 5% reduction in serious injuries from the same base-year (2017) used to develop the 2019 targets.

TAC held off on approving establishing the workgroup until more definition of the scope of the work is defined. This work group would be comprised of professional staff from throughout the region, including members of the TAC. The workgroup would discuss larger issues of safety within the region and assist in setting of the annual safety performance targets in future years. Staff will prepare additional information pertaining to the scope of this group and provide it for consideration in the coming months.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	12/12/19
Technical Advisory Committee	Review & Recommend	1/8/2020
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	