

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2020-02

DATE: December 20, 2019
TO: TAC
FROM: TAC Planning
PREPARED BY: Dave Burns, Senior Highway Planner, 651-602-1887
SUBJECT: Proposed Safety Performance Measures and 2020 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.

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
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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 is recommending the TAC Planning Committee:

1. Recommend adoption of:
 - a. the same targets for 2020 as was adopted in 2019 (i.e. no change) **or**
 - b. 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); **and**
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
Number of Traffic Fatalities	108	106
Fatality Rate (per 100M VMT)	0.34	0.34
Serious Injuries	748	738
Serious Injury Rate (per 100M VMT)	2.37	2.36
Non-Motorized Fatalities and Serious Injuries	190	181

The workgroup would be comprised of regional stakeholders to discuss larger issues of safety within the region and would be used in future years to set the annual safety targets.

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.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	12/12/19
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend (or Adopt)	
Metropolitan Council Transportation Committee	Review & Recommend (or Concurrence)	
Metropolitan Council	Review & Adopt (or Concurrence)	