



METROPOLITAN
C O U N C I L

Safety Performance Targets

2025 Target Adoption

December 2024



Federal Requirements ⁽¹⁾

Safety Performance Management Final Rule

- Purpose: inform planning and programming to reduce fatal and serious injuries
- Track performance of the Highway Safety Improvement Program (HSIP)
- State DOTs and MPOs must establish targets for five 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 (2)

MPO Specific Requirements

- Set a target for each of the five measures
- MPOs have two target setting options:
 - Establish targets specific to the metropolitan planning area OR
 - Agree to support state DOT targets
- MPOs are not assessed or penalized by FHWA for failing to meet targets
 - State DOT targets are assessed annually and can affect HSIP allocation
- Must be adopted by February 27 annually

Existing Method

Reduce targets on a straight line toward the regional share of Minnesota Strategic Highway Safety Plan (SHSP) goals.

- Targets decline from 2020/2021 target baseline
- SHSP statewide goals by 2025:
 - No more than 225 traffic deaths
 - No more than 980 serious injuries
- Regional share of statewide goals in 2025:
 - No more than 74 traffic deaths
 - No more than 464 serious injuries
 - No more than 115 pedestrian and bicycle traffic deaths and serious injuries

Effect of the 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 or program implementation, and do not presently affect HSIP allocation.

Considerations

- The Met Council's existing SHSP-based methodology is setting targets on pace to reach zero in 2035 for fatal injuries, and 2032 for serious injuries and non-motorized fatal and serious injuries.
- Meeting these targets in the near-term would be challenging considering asset lifetimes and the lag time between programming and capital improvements.
- It may be reasonable to slow their rate of decline to a more achievable range to maintain their relevance informing decisionmaking, though such change may be inconsistent with the view that any level of death and serious injury is unacceptable.
- FHWA's draft rule may require MPOs to [set constantly declining targets](#) and may [define the baseline](#) used in future target setting.

Option A.

Continue SHSP Method



Method

- Existing method used since 2021. Targets reduce on a straight line from 2020 target baseline to metro share of SHSP goal.

Considerations

- Regression in safety performance since onset of COVID-19 pandemic has caused a wide gap between adopted targets and achievable short-term performance improvements.
- Aggressive reduction in targets compared to peer MPOs based on 2020 analysis.
- SHSP will be updated in 2025, prompting re-evaluation for 2026 targets.

Option B.

Change to TPP Objective-Based Target



Method

- Targets reduce on a straight line from 2024 target baseline to zero by 2050, aligned with the Imagine 2050 TPP objective and planning horizon.

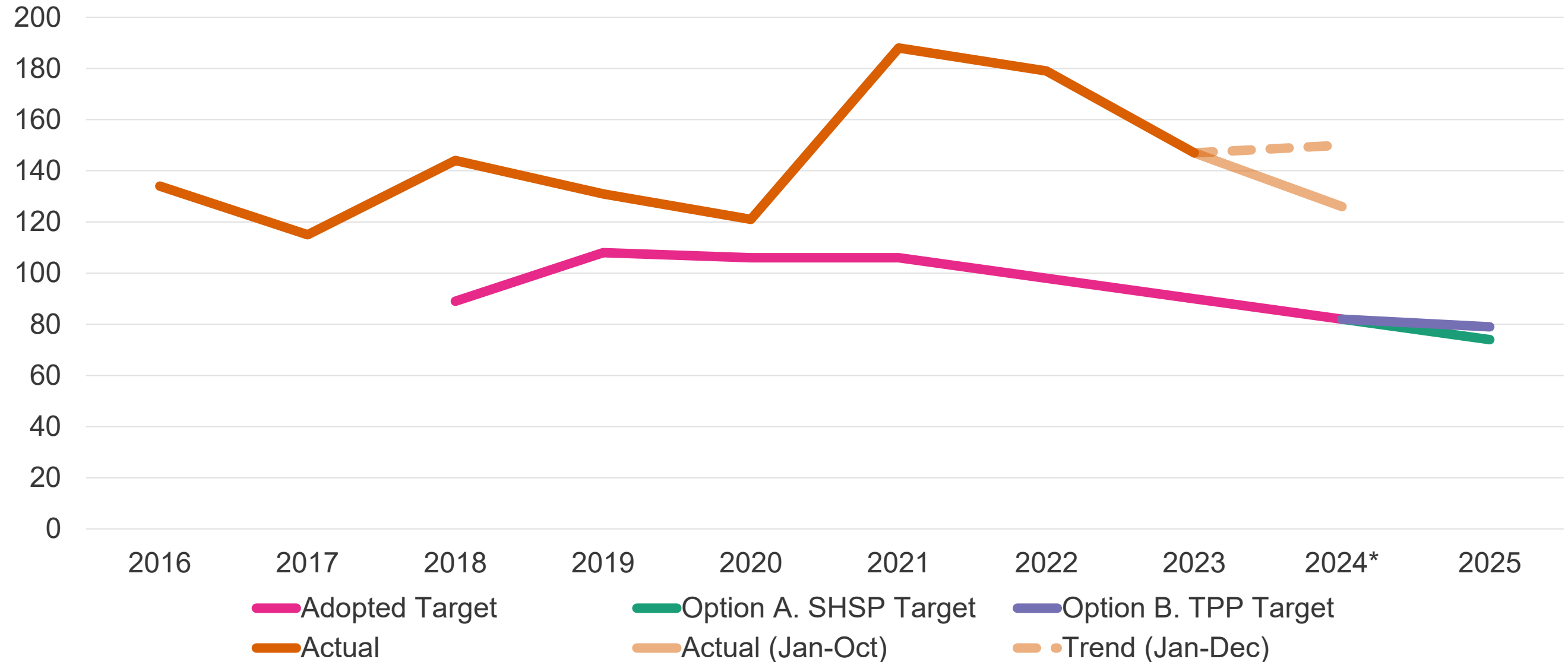
Considerations

- Slower rate of decline more consistent with target purpose to track achievable performance improvements.
- Significant gap remains between short-term targets and likely performance outcomes.
- This method may still need re-evaluation in 2026 due to a pending FHWA rulemaking that proposes changes to target setting methods and frequency.

2025 Targets by Method

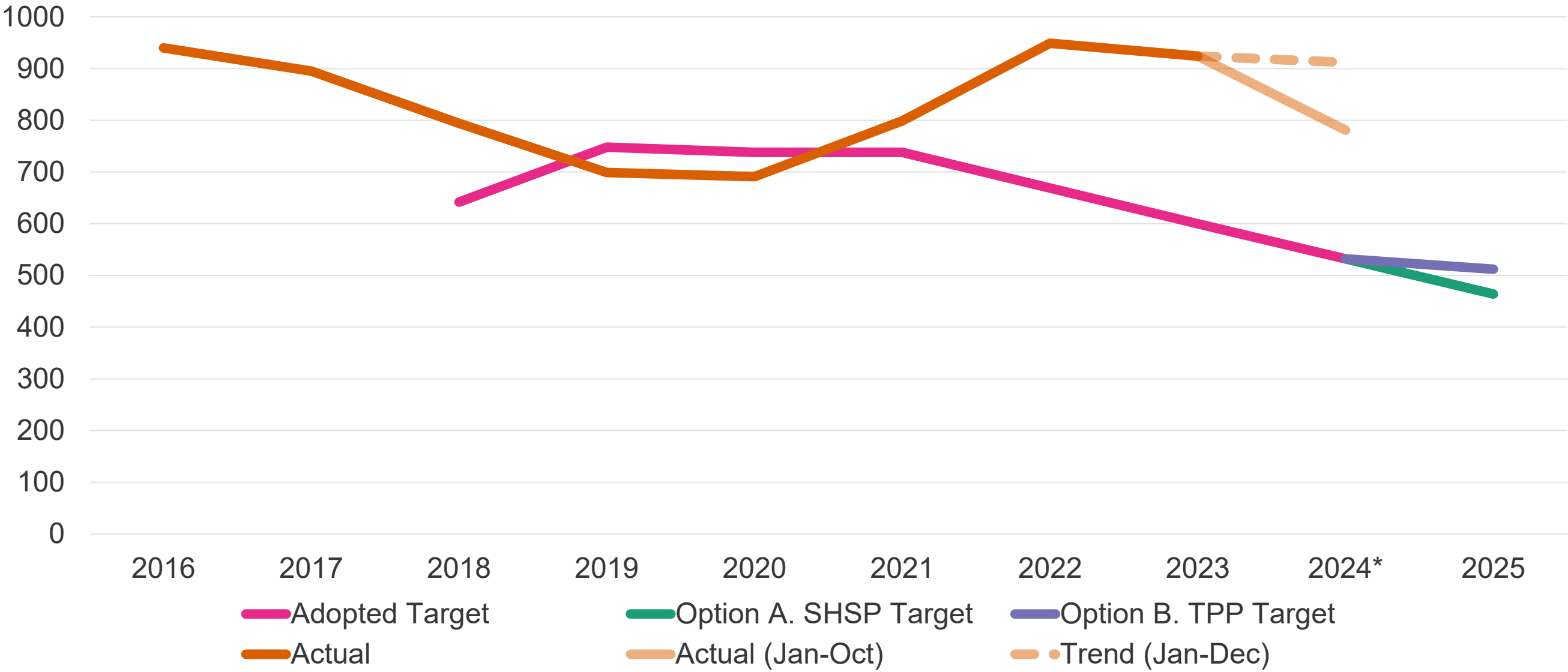
Measure	Option A. Continue SHSP-based method	Option B. Change to TPP objective-based target
Total deaths	74	79
Deaths per 100 million VMT	0.26	0.28
Total serious injuries	464	512
Serious injuries per 100 million VMT	1.64	1.81
Total pedestrian and bicyclist deaths and serious injuries	115	126

All Fatalities



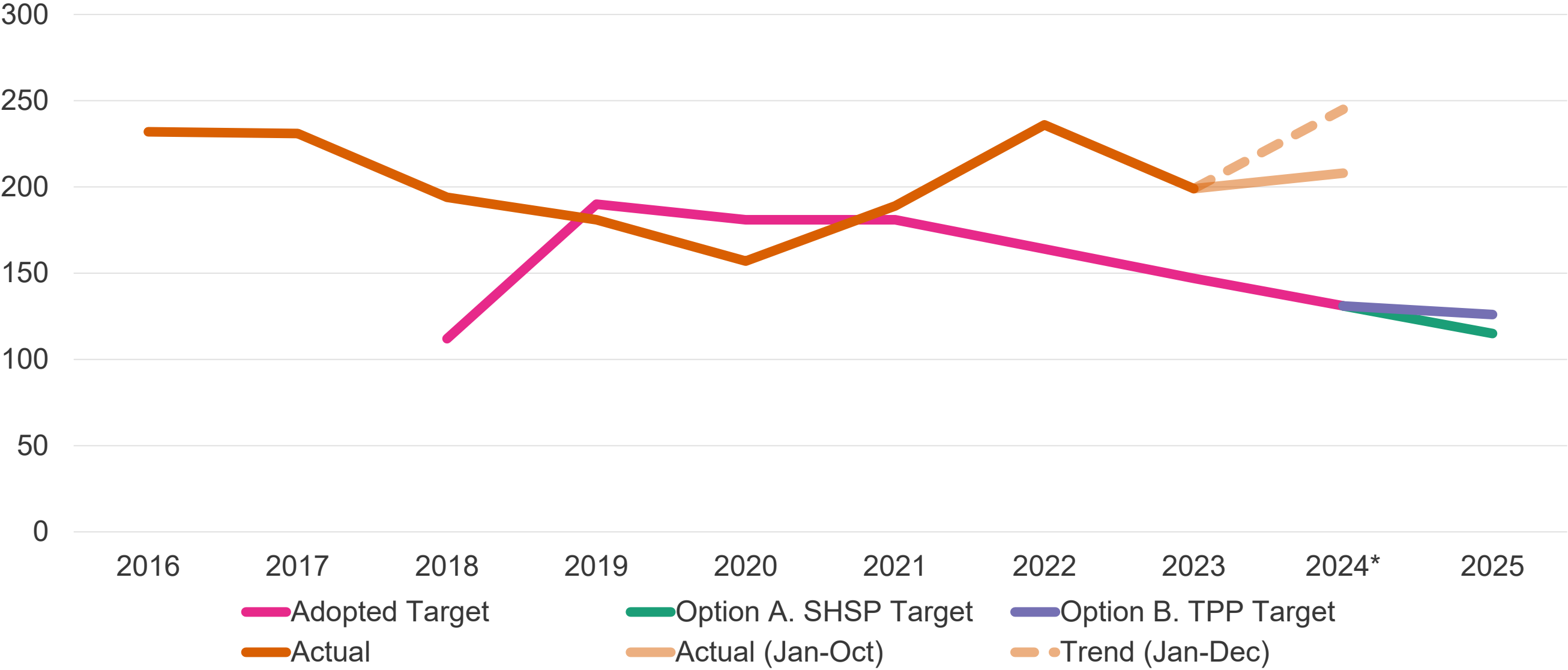
Sources: MnDOT (actual injuries), Met Council (targets and 2024 trend)

Serious Injuries



Sources: MnDOT (actual injuries), Met Council (targets and 2024 trend)

Non-Motorized Fatalities and Serious Injuries



Sources: MnDOT (actual injuries), Met Council (targets and 2024 trend)

Committee Comments

TAC Planning recommended remaining with Option A.

- Changing the method may be too early with FHWA rulemaking pending.
- Option B targets, while still declining, are higher than Option A targets and may send message higher level of death and serious injury are acceptable.
- Preference to remain with lower targets unless divergence between actual performance and target become viewed as unreasonable even with more effort or investment.
- Discussion about trends, investment and programming processes, and safety frameworks.

Recommended Motion

Option A. Continue SHSP-based method

- That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of the Option A 2025 safety performance targets based on the 2020-2024 Minnesota Strategic Highway Safety Plan (SHSP) goal, which advance a long-term goal of zero deaths:
 - Number of all fatalities: no more than 74
 - Fatal injuries per 100 million VMT: no more than 0.26
 - Number of all serious injuries: no more than 464
 - Serious injuries per 100 million VMT: no more than 1.64
 - Pedestrian and bicyclist fatalities and serious injuries: no more than 115



Thank you

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Target and Actual Performance Data, Alternate Format

Year	Fatalities Target	Actual Fatalities	Serious Injuries Target	Actual Serious Injuries	Non-Motorized Fatal and Serious Injuries Target	Actual Non-Motorized Fatal and Serious Injuries
2016	N/A	134	N/A	940	N/A	232
2017	N/A	115	N/A	895	N/A	231
2018	89	144	642	794	112	194
2019	108	131	748	699	190	181
2020	106	121	738	691	181	157
2021	106	188	738	799	181	189
2022	98	179	669	949	164	236
2023	90	147	600	924	147	199
2024	82	Oct 31: 126 Trendline: 150	532	Oct 31: 781 Trendline: 912	131	Oct 31: 208 Trendline: 245
2025 Option A. SHSP Target	74	N/A	464	N/A	115	N/A
2025 Option B. TPP Target	79	N/A	512	N/A	126	N/A