

Safety Performance Measures – Incorporation into the TIP

TAC – Funding and Programming
March 22, 2018



Background

- MAP-21 (2012) established a performance and outcome based program for states and MPOs
- Title 23, Section 450.326(d) requires MPOs to incorporate a performance-based planning approach when developing the Transportation Improvement Program
- Description of anticipated effect of the TIP towards achieving performance targets
- How investment priorities are linked to the performance targets

Background

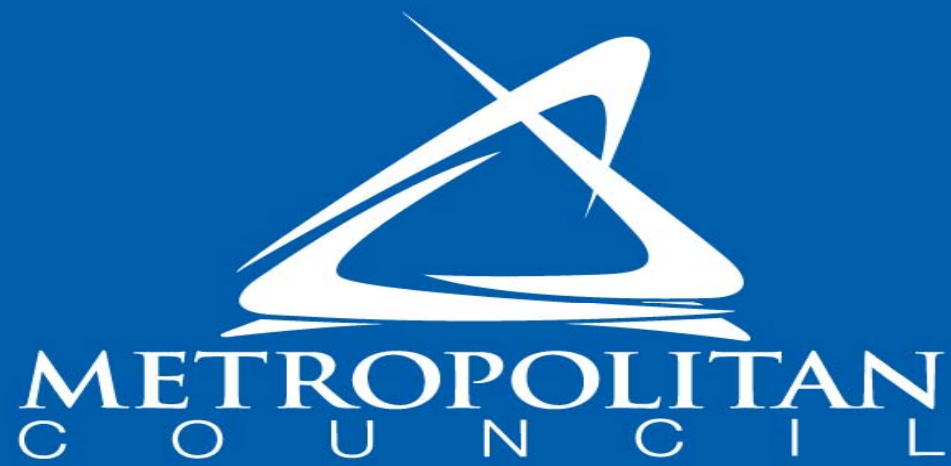
- In order to achieve the performance goals, MAP-21 requires state DOTs and MPOs to establish performance measures and specific short-range targets
- Three “families” of performance measures:
 - Safety Performance Measures/HSIP (PM1)
 - Pavement/Bridge Performance Measures (PM2)
 - System Performance Measures and CMAQ (PM3)
- Any updates/amendments after May 27th, 2018 are required to include a discussion of the Safety Performance Measures (PM1)
- Date for PM2/PM3 inclusion is May 20th, 2019

Safety Performance Measures (PM1)

- 5 federally-required performance measures
 1. Number of traffic fatalities
 2. Rate of fatalities (per 100 million vehicle miles travelled)
 3. Number of traffic crashes involving serious injuries
 4. Rate of serious injury crashes (per 100 million vehicle miles travelled)
 5. Number of non-motorized fatalities and serious injuries

Metro Area Current Conditions and Adopted 2018 Targets

Measure	Existing Condition	2018 Target
Total Traffic Fatalities	98	89
Fatality Rate (per 100 million vehicle miles travelled)	0.35	0.31
Serious Injury Crashes	749	642
Serious Injury Crash Rate	2.67	2.35
Non-motorized fatalities/serious injuries	131	112



David Burns
Senior Highway Planner – MTS
651-602-1887
David.Burns@metc.state.mn.us