



Highway Safety Performance Targets

2025 Target Adoption

January 2025



Federal Requirements

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)
- MPOs must establish targets for five measures by February 27 annually:
 - Number of all fatalities and rate per 100 million vehicle miles travelled (VMT)
 - Number of all serious injuries and rate per 100 million VMT
 - Number of non-motorized fatal and serious injuries.
- **Pending FHWA rulemaking may change target setting frequency and methodology requirements in future years.**

Option A.

Continue SHSP Method



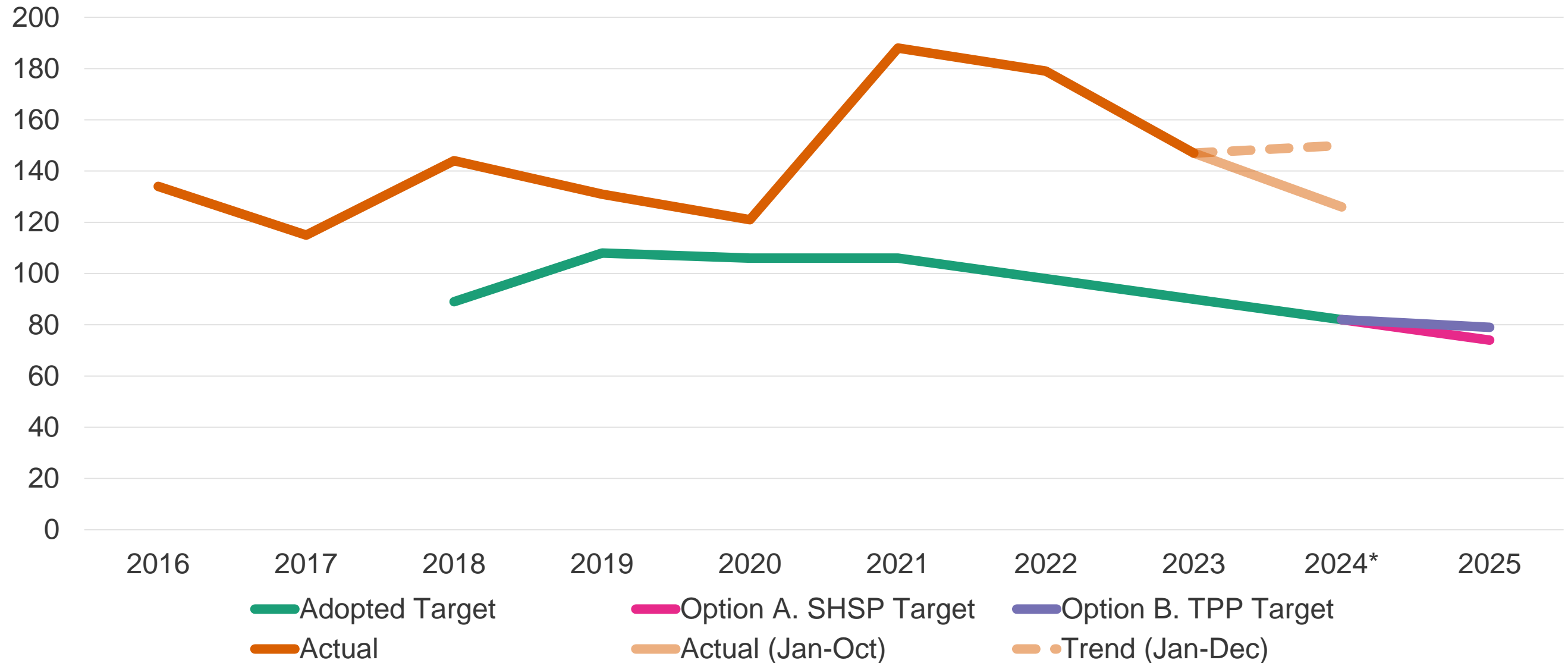
Method

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

Considerations

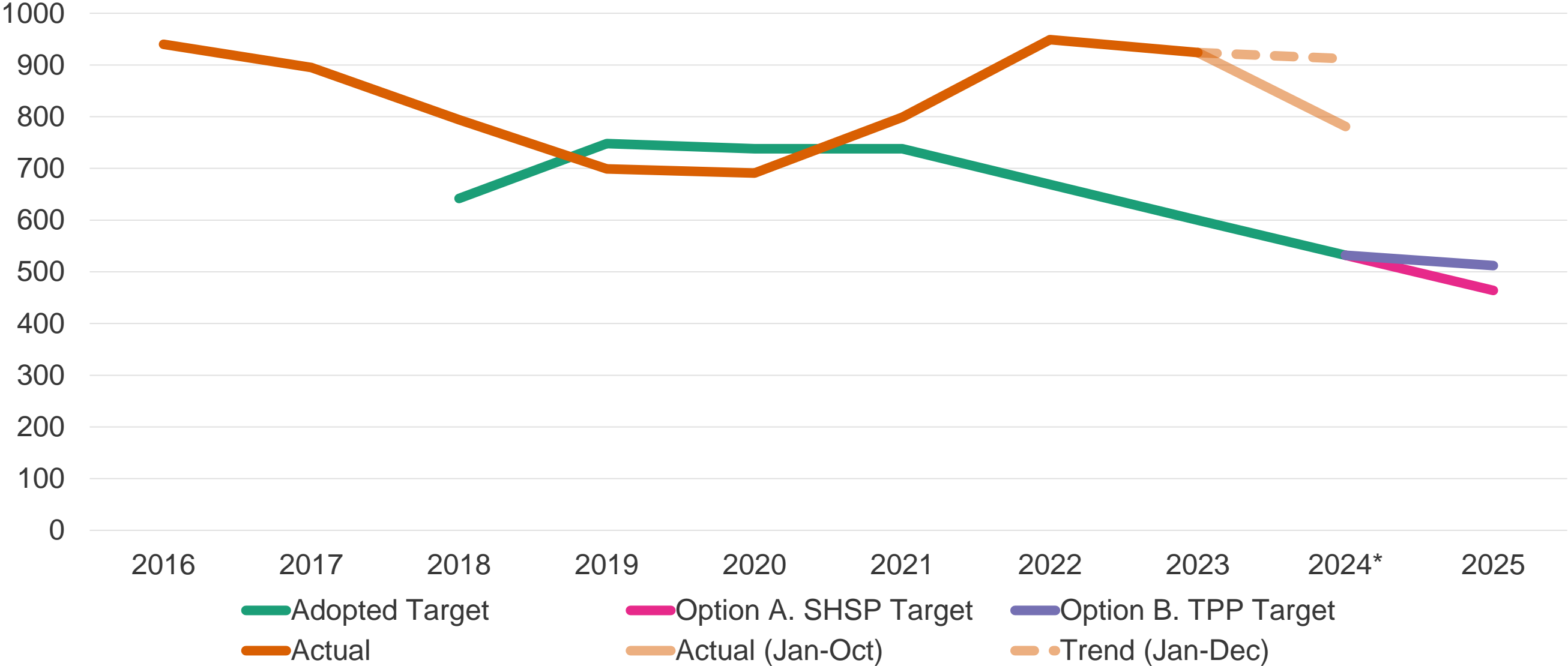
- Worsening safety performance since onset of COVID-19 pandemic has caused a wide gap between adopted targets and achievable short-term performance improvements.
- Aggressive reduction in targets compared to peer MPOs based on 2020 analysis.
- SHSP will be updated in 2025, prompting re-evaluation for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

All Fatalities



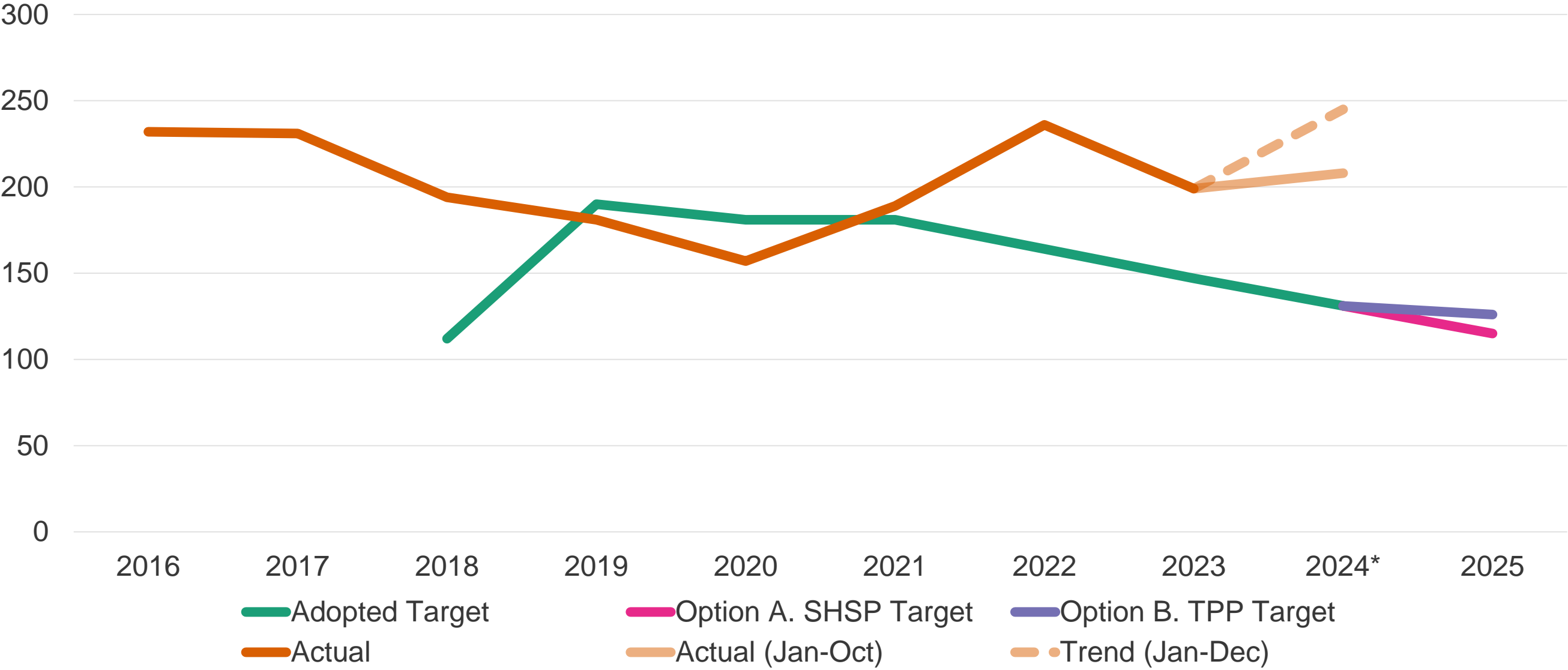
Sources: MnDOT (actual injuries), Met Council (targets and 2024 trend)

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)

Recommended Motion

Option A. Continue SHSP-based method

- That the Metropolitan Council adopt 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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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

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