



Federal Roadway Safety Performance Measures

2026 Target Adoption

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November 2025

metro council.org



Federal requirements:

Purpose and measures



Purpose

- Inform planning and programming to reduce fatal and serious injuries
- Track performance of the Highway Safety Improvement Program (HSIP)

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:

MPO specific requirements



Target setting

- Must set a target for each measure
- May establish metro-specific targets or agree to support state targets
- Must be set annually by February 27

Assessment

- MPOs are not assessed or penalized by FHWA for failing to meet targets
- Statewide targets set by DOTs can affect HSIP allocation

Why change the method?

The plans that target methodology have been updated.

- Regional targets have been decreasing on a straight line towards a medium-term statewide goal set in the Minnesota Strategic Highway Safety Plan.
 - The latest SHSP held over the 2025 statewide goal to 2030. Basing regional targets on the 2030 goal would hold metro targets flat through 2030.
- The Imagine 2050 Transportation Policy Plan sets an objective to eliminate deaths and serious injuries on our roadways.
 - Setting a target based on the plan horizon is clearer to communicate and consistent with previous discussions indicating policymaker desire to work towards continuous improvement.

Measure options

	Option A. Hold Flat	Option B. Zero by 2050
Method	Reduce previous year's target towards SHSP goal	Reduce previous year's target towards zero by 2050
Effect	Targets hold flat through 2030 because 2025 SHSP goal held over to 2030	Targets continue declining, though more slowly than 2021-2025 period
Considerations	- Maintains tie to SHSP goal - May be interpreted as lack of progress being acceptable	- Direct connection to regional plan - Significant gap with actual performance

2026 targets by method

Measure	2022-2024 Avg. Performance	Option A. Hold Flat	Option B. Zero by 2050
Total deaths	159	74	71
Deaths per 100 million VMT	0.57	0.26	0.25
Total serious injuries	932	464	445
Serious injuries per 100 million VMT	3.34	1.63	1.52
Total pedestrian and bicyclist deaths and serious injuries	225	115	110

Next steps



Advance draft targets through committee actions:

- December 3: TAC
- December 17: TAB
- January 12: Transportation Committee
- January 28: Met Council
- February 27: Deadline to submit to MnDOT

Recommended Motion

That the TAC Planning Committee recommend that the Transportation Advisory Board recommend adoption of the 2026 roadway safety performance targets, which advance a long-term goal of zero deaths:

- Number of all fatalities: no more than 71
- Fatal injuries per 100 million VMT: no more than 0.25
- Number of all serious injuries: no more than 445
- Serious injuries per 100 million VMT: no more than 1.52
- Pedestrian and bicyclist fatalities and serious injuries: no more than 110





Thank you

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