Metropolitan Transportation Commission

MTC Planning Committee

March 13, 2026 **Agenda Item 3b**

Federal Performance Target-Setting Update – March 2026

Subject:

Update on the federal transportation performance measures related to road safety, including an updated target-setting approach to increase alignment with the statewide safety goals set by Caltrans.

Background:

Over the past decade, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) established a Transportation Performance Management program to orient transportation investment decision-making around national transportation goals, while also moving toward a performance-based planning and programming paradigm. Through this program, State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies are responsible for setting targets for 28 performance measures covering the following federal goal areas: Safety; Infrastructure Condition; System Reliability; Freight Movement and Economic Vitality; Congestion Reduction; and Environmental Sustainability (status shown in Attachment A). Under MTC Resolution No. 4295 adopted in June 2017, the Planning Committee delegated authority for target-setting to staff, requiring regular consultation with stakeholders through MTC's working groups and semiannual updates to the committee going forward. This memorandum summarizes MTC's target-setting actions for Road Safety, while presenting the methodology and rationale used to arrive at the targets.

Target Setting Approach

MTC's approach to setting targets for federally mandated performance measures has been to support targets set by the state if state targets align with regional priorities and there is no regulatory requirement for MPOs to establish regional targets. In this cycle, MTC has elected to support the 2026 Caltrans Statewide Safety Performance Management Targets. These targets are consistent with the California Highway Safety Plan and are based on a 3.69% annual decrease in serious injuries and 2.84% annual decrease in fatalities.

In previous target-setting cycles for Road Safety, MTC established regional targets based on achieving zero fatalities by 2030. While MTC continues to hold a long-standing commitment to eliminating roadway deaths as a guiding principle, the approach to measuring annual progress is being updated. Zero fatalities is retained as an aspirational goal, with the annual targets serving as near-term tactical milestones toward continuous improvement. Supporting state targets allows MTC to stay aligned with statewide strategies while emphasizing steady, measurable gains in safety outcomes.

Next Steps:

In the first half of 2026, MTC will undertake the next round of target-setting for Transit Safety and State of Good Repair for Transit Assets. MTC will also continue to monitor regional performance for all federal performance measures and the federal surface transportation reauthorization process, which could have updates for federal performance-based planning requirements.

Issues:

None identified.

Attachments:

- Attachment A: List of Federally Required Performance Measures
- Attachment B: 2026 Target-Setting Summary: Road Safety

Andrew B. Fremier

List of Federally Required Performance Measures

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
Road Safety	Number of Fatalities on Roads	**1. Number of fatalities**	Annual	MTC set the 2026 targets in February 2026.
	Rate of Fatalities on Roads	**2. Rate of fatalities per 100 million vehicle miles traveled**	Annual	
	Number of Serious Injuries on Roads	**3. Number of serious injuries**	Annual	
	Rate of Serious Injuries on Roads	**4. Rate of serious injuries per 100 million vehicle miles traveled**	Annual	
	Non-Motorized Safety on Roads	**5. Number of non-motorized fatalities and non-motorized serious injuries**	Annual	
Transit Safety	Safety of Public Transit Systems	**6. Total number of reportable transit fatalities** **7. Reportable transit fatalities per revenue vehicle miles by mode** *(example below)*	Annual	MTC set the 2025 targets in April 2025.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
		a. Motor bus *b. Light rail* *c. etc.* **8. Total number of reportable transit injuries** **9. Reportable transit injuries per revenue vehicle miles by mode** **10. Total number of reportable transit safety events** **11. Reportable transit safety events per revenue vehicle miles by mode** **12. Mean distance between major mechanical failures by mode**		
Infrastructure Condition	Pavement Condition on the Interstate Highway System	**13. Percentage of pavements on the Interstate Highway System in good condition**	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	MTC set the 2025 targets in February 2023.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
		14. Percentage of pavements on the Interstate Highway System in poor condition		
	Pavement Condition on the National Highway System	**15. Percentage of pavements on the non-Interstate National Highway System in good condition** **16. Percentage of pavements on the non-Interstate National Highway System in poor condition**	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	
	Bridge Condition on the National Highway System	**17. Percentage of National Highway System bridges by deck area classified in good condition** **18. Percentage of National Highway System bridges by deck area classified in poor condition**	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
Transit Asset Management	State of Good Repair for Public Transit Assets	**19. Percentage of revenue vehicles that have met or exceeded their useful life benchmark by asset class** *(example below)* *a. Motor bus* *b. Light rail vehicle* *c. etc.* **20. Percentage of facilities within a condition rating below fair by asset class** *(example below)* *a. Administrative and maintenance facilities* *b. Passenger facilities* **21. Percentage of guideway directional route-miles with performance restrictions**	Annual	MTC set the 2025 targets in April 2025.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
		22. Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark		
System Performance	Performance of the Interstate System	**23. Percentage of person-miles traveled on the Interstate Highway System that are reliable**	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	MTC set the 2025 targets in February 2023.
	Performance of the National Highway System	**24. Percentage of person-miles traveled on the non-Interstate National Highway System that are reliable**		
Freight Movement and Economic Vitality	Freight Movement on the Interstate System	**25. Interstate Highway System truck travel reliability index**	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	MTC set the 2025 targets in February 2023.
Congestion Reduction	Traffic Congestion	**26. Annual hours of peak-hour excessive delay per capita by urbanized area** *a. San Francisco-Oakland UA* *b. San Jose UA*	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	MTC set the 2025 targets in February 2023.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
		c. Concord UA *d. Santa Rosa UA* *e. Antioch UA* **27. Percent of non-single occupant vehicle travel by urbanized area** *a. San Francisco-Oakland UA* *b. San Jose UA* *c. Concord UA* *d. Santa Rosa UA* *e. Antioch UA*		
Environmental Sustainability	On-Road Mobile Source Emissions	**28. Total emissions reductions from Congestion Mitigation and Air Quality (CMAQ) Improvement Program funded projects by pollutant** *a. $PM_{2.5}$* *b. PM_{10}*	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	MTC set the 2025 targets in May 2023.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
		c. CO *d. VOC* e. NO_x		
Reduced Project Delivery Delays	*none*	***none*** (neither MAP-21 nor FAST included performance measures for this goal)	N/A	N/A

2026 Target-Setting Summary: Road Safety

Summary

Goal	Road Safety
Performance Measure(s)	• Number of fatalities • Rate of fatalities per 100 million vehicle miles traveled • Number of serious injuries • Rate of serious injuries per 100 million vehicle miles traveled • Number of non-motorized fatalities and non-motorized serious injuries
Target(s) for Year	2026
Target(s) Deadline for MTC Decision	February 27, 2025
MTC Target Setting Approach	Support the 2026 Caltrans Statewide Safety Performance Management Targets.

Overview

The HSIP Final Rules from the Federal Highway Administration (FHWA) established five performance measures to assess performance for Safety. The rule contains requirements for State Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs). The major requirements of the rule related to Road Safety are:

1) **Safety Targets** – The final rule established five performance measures to assess progress towards the Road Safety goal, defined as such:

Measure	Definition
Number of fatalities	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
Rate of fatalities per 100 million vehicle miles traveled	The ratio of the total number of fatalities to the number of VMT (expressed in 100 million VMT).

Measure	Definition
Number of serious injuries	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
Rate of serious injuries per 100 million vehicle miles traveled	The ratio of the total number of serious injuries to the number of VMT (expressed in 100 million VMT).
Number of non-motorized fatalities and non-motorized serious injuries	The total number of fatalities with the Fatality Analysis Reporting System (FARS) person attribute codes: (5) Pedestrian, (6) Bicyclist, (7) Other Cyclist, (8) Person on Personal Conveyances and the total number of serious injuries where the injured person is, or equivalent to, a pedestrian (2.2.36) or a pedalcyclist (2.2.39) as defined in the American National Standards Institute (ANSI) D16.1-2007.

State DOTs must set numerical targets, and MPOs must support State targets or set numerical regional targets annually for each of the five safety targets to comply with the regulation.

2) **Reporting** – State DOTs must submit a report at the start of each performance period summarizing baseline conditions and targets. Additionally, State DOTs must submit progress reports at the midpoint and end of the performance period. MPOs and State DOTs must agree on the reporting process as part of their Metropolitan Planning Agreements, though federal regulation does not require separate reports to be submitted to FHWA.

3) **Evaluation –** A State DOT is said to have made "significant progress" if it meets four out of five safety performance targets or if performance is better than baseline data for four out of five safety performance measures. FHWA will assess an MPO's progress as part of ongoing transportation planning process reviews. If an MPO does not meet or achieve its targets, the MPO is encouraged to develop a statement that describes how the MPO will work with the State and other partners to meet targets during the next performance period.

MPOs are required to establish their 2026 targets for safety by February 27, 2026, 180 days after the state DOT sets its targets. Per federal guidelines, target performance is reported as 5-year rolling averages, meaning the targets for 2026 represents the rolling average of the five years 2022 through 2026.

Target-Setting Approach

MTC has elected to support the 2026 Caltrans Statewide Safety Performance Management Targets (SPMTs). The 2026 Caltrans Statewide SPMTs are shown in the table below.

2026 Caltrans Statewide Road Safety Performance Management Targets			
#	**Measure**	**FY 2026 Target (5-year Average)**	**Average Annual Reduction**
1	Number of Fatalities	3,933.20	2.84%
2	Fatality Rate (per 100M VMT)	1.2	4.61%
3	Number of Serious Injuries	16,016.90	3.69%
4	Serious Injury Rate (per 100M VMT)	5.205	3.69%
5	Number of Non-Motorized Fatalities and Serious Injuries	4,402.50	2.84% (F) 3.69% (SI)

The Caltrans 2026 target setting methodology is based on the California Highway Safety Plan. Targets for Number of Fatalities, Fatality Rate, and Number of Serious Injuries (i.e. #1 through #3 in the table above) are taken directly from the California Highway Safety Plan. The targets for Serious Injury Rate and Number of Non-Motorized Fatalities and Serious Injuries (i.e. #4 and #5 in the table above) are calculated based on assumptions from the California Highway Safety Plan, namely a 3.69% annual decrease in serious injuries and 2.84% annual decrease in fatalities. Caltrans uses data from the Fatality Analysis Reporting System (FARS) for fatalities, Statewide Integrated Traffic Records System (SWITRS) for injuries, and Highway Performance Monitoring System (HPMS) from California Public Road Data for traffic volume. Applying the Caltrans target setting methodology for the Bay Area region yields the following targets:

2026 MTC Road Safety Performance Management Targets			
#	**Measure**	**FY 2026 Target (5-year Average)**	**Average Annual Reduction**
1	Number of Fatalities	468.2	2.84%
2	Fatality Rate (per 100M VMT)	0.826	4.61%
3	Number of Serious Injuries	2,326.0	3.69%
4	Serious Injury Rate (per 100M VMT)	4.33	3.69%
5	Number of Non-Motorized Fatalities and Serious Injuries	751.6	2.84% (F) 3.69% (SI)

As of early 2026, the most recent officially reported crash fatality and injury data available is from 2023. This provides a complete dataset for evaluating progress toward the safety targets established in that year. As shown in the table below, the Bay Area region did not meet its 2023 safety targets. It is also important to note that the 2023 targets were developed using a methodology aimed at achieving zero fatalities by 2030. Beginning in 2026, MTC transitioned to supporting the state's safety targets instead.

Past Targets & Past Performance				
#	**Measure**	**Target (2019-2023)**	**Actual (2019-2023)**	**Target Achieved?**
1	Number of Fatalities	416.0	487.8	No
2	Fatality Rate (per 100M VMT)	0.753	0.877	No
3	Number of Serious Injuries	2,047.2	2,548.2	No
4	Serious Injury Rate (per 100M VMT)	3.678	4.565	No
5	Number of Non-Motorized Fatalities and Serious Injuries	689.4	850.8	No