# Metropolitan Transportation Commission Planning Committee

#### June 13, 2025

#### Agenda Item 3b

#### Federal Performance Target-Setting Update – June 2025

#### Subject:

Update on performance measures related to Road Safety, State of Good Repair for Transit Assets, and Transit Safety, including past performance and near-term targets.

#### **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, State of Good Repair for Transit Assets, and Transit Safety, while presenting the methodology and rationale used to arrive at the targets.

#### **Issues:**

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 established regional targets for Road Safety to align with MTC's Vision Zero principles rather than supporting the state's less ambitious targets. In recent years, fatalities from crashes have been increasing at the regional, state, and national levels. These trends make it challenging to set realistic Road Safety target goals in the context of MTC's Vision Zero policy, which aims to

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eliminate traffic deaths and serious vehicular injuries in the Bay Area by 2030. While these targets are aspirational, federal regulations mandate that these targets must be regularly updated, and MPOs are not penalized for failing to meet them.

Targets for Transit Safety and State of Good Repair for Transit Assets were set based on targets set by the individual transit agencies. This year, the methodology for setting Transit Safety targets was adjusted slightly in response to updated FTA regulations on Public Transportation Agency Safety Plans (PTASP). These changes affect how transit agencies calculate their own safety targets and introduced funding consequences for transit agencies that fail to meet them. In alignment with these updates, MTC developed regional targets using the same methodology and in close coordination with transit agencies subject to PTASP regulations. There are no funding consequences for MTC or transit agencies for not meeting the regional targets set by MTC.

#### **Next Steps:**

In the first half of 2026, MTC will undertake the next round of target-setting for Road Safety, 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 the federal performance measures program.

#### Attachments:

- Attachment A: List of Federally Required Performance Measures
- Attachment B: 2025 Target-Setting Summary: State of Good Repair for Transit Assets
- Attachment C: 2025 Targets for State of Good Repair for Transit Assets
- Attachment D: 2025 Target-Setting Summary: Transit Safety
- Attachment E: 2025 Targets for Transit Safety
- Attachment F: 2025 Target-Setting Summary: Road Safety
- Attachment G: 2025 Targets for Road Safety

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Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
Road Safety	Number of Fatalities on Roads	1. Total number of road fatalities	Annual	State: <b>in August</b> MPO: <b>in February</b>	
	Rate of Fatalities on Roads	2. Road fatalities per 100 million vehicle miles traveled	Annual	State: in August MPO: in February	MTC set the 2025 targets in February 2025. Eight rounds of target-setting complete.
	Number of Serious Injuries on Roads	3. Total number of serious injuries on roads	Annual	State: in August MPO: in February	
	Rate of Serious Injuries on Roads	4. Serious injuries on roads per 100 million vehicle miles traveled	Annual	State: in August MPO: in February	
	Non-Motorized Safety on Roads	5. Combined total number of non-motorized fatalities and serious injuries	Annual	State: in August MPO: in February	

# List of Federally Required Performance Measures

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Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
Transit Safety	Safety of Public Transit Systems	<ul> <li>6. Total number of reportable transit fatalities</li> <li>7. Reportable transit fatalities per revenue vehicle miles by mode (example below) <ul> <li>a. Motor bus</li> <li>b. Light rail</li> <li>c. etc.</li> </ul> </li> <li>8. Total number of reportable transit injuries</li> <li>9. Reportable transit injuries per revenue vehicle miles by mode</li> <li>10. Total number of reportable transit safety events</li> <li>11. Reportable transit safety events per revenue vehicle miles by mode</li> <li>12. Mean distance between major mechanical failures by mode</li> </ul>	Annual	Operators: <b>in July</b> MPO: <b>in January</b>	MTC set the 2025 targets in April 2025. Four rounds of target- setting complete.
Infrastructure Condition	Pavement Condition on	13. Percentage of pavements on the Interstate Highway System in good condition	Every 4 years	State: May 2022           MPO: November 2022	MTC set the 2025 targets

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	the Interstate Highway System	14. Percentage of pavements on the Interstate Highway System in poor condition			in February 2023. Two rounds of target-setting
	Pavement Condition on the National Highway System	<ul> <li>15. Percentage of pavements on the non-Interstate National Highway System in good condition</li> <li>16. Percentage of pavements on the non-Interstate National Highway System in poor condition</li> </ul>	Every 4 years	State: <b>May 2022</b> MPO: <b>November 2022</b>	complete.
	Bridge Condition on the National Highway System	<ul> <li>17. Percentage of National Highway System bridges by deck area classified in good condition</li> <li>18. Percentage of National Highway System bridges by deck area classified in poor condition</li> </ul>	Every 4 years	State: <b>May 2022</b> MPO: <b>November 2022</b>	
Transit Asset Management	State of Good Repair for Public Transit	<b>19. Percentage of revenue vehicles that have met or</b> <b>exceeded their useful life benchmark by asset</b> <b>class</b> (example below)	Annual	Operators: <b>in October</b> MPO: <b>in April</b>	MTC set the 2025 targets in April 2025.

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Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	Assets	<ul> <li>a. Motor bus</li> <li>b. Light rail vehicle</li> <li>c. etc.</li> </ul> 20. Percentage of facilities within a condition rating below fair by asset class (example below) <ul> <li>a. Administrative and maintenance facilities</li> <li>b. Passenger facilities</li> </ul> 21. Percentage of guideway directional route-miles with performance restrictions 22. Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark			Eight rounds of target- setting complete.
System Performance	Performance of the Interstate System Performance of	<ul> <li>23. Percentage of person-miles traveled on the Interstate Highway System that are reliable</li> <li>24. Percentage of person-miles traveled on the non- Letter to the Netter and With the state of the term</li> </ul>	Every 4 years Every 4 years	State: December 2022 MPO: June 2023 State: December 2022	MTC set the 2025 targets in February 2023. Two rounds of
	the National	Interstate National Highway System that are		WIPO: <b>June 2023</b>	target-setting

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Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	Highway System	reliable 25. Percent change in tailpipe carbon dioxide (CO2) emissions on the NHS compared to the reference year (calendar year 2022) (eliminated by FHWA in spring 2018, re-introduced by FHWA in winter 2023, struck down in federal court in spring 2024.)			complete.
Freight Movement and Economic Vitality	Freight Movement on the Interstate System	26. Interstate Highway System truck travel reliability index	Every 4 years	State: <b>December 2022</b> MPO: <b>June 2023</b>	MTC set the 2025 targets in February 2023. Two rounds of target-setting complete.
Congestion Reduction	Traffic Congestion	<b>27. Annual hours of peak-hour excessive delay per</b> <b>capita by urbanized area</b> <i>a. San Francisco-Oakland UA</i>	Every 4 years	State: <b>December 2022</b> MPO: <b>June 2023</b>	MTC set the 2025 targets in February

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Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
		b. San Jose UA a. Concord UA**			2023. Two
		d. Santa Rosa UA** e. Antioch UA**			target-setting complete.
		28. Percent of non-single occupant vehicle travel by urbanized area			
		<ul> <li>a. San Francisco-Oakland UA</li> <li>b. San Jose UA</li> <li>c. Concord UA**</li> <li>d. Santa Rosa UA**</li> <li>e. Antioch UA**</li> <li>** = not required during 1<sup>st</sup> target-setting cycle</li> </ul>			
Environmental Sustainability	On-Road Mobile Source Emissions	29. Total emissions reductions from Congestion Mitigation and Air Quality (CMAQ) Improvement Program funded projects by pollutant	Every 4 years	State: <b>December 2022</b> MPO: <b>June 2023</b>	MTC set the 2025 targets in May 2023. Two rounds of

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Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
		<ul> <li>a. PM<sub>2.5</sub></li> <li>b. PM<sub>10</sub></li> <li>c. CO</li> <li>d. VOC</li> <li>e. NO<sub>x</sub></li> </ul>			target-setting complete.
Reduced Project Delivery Delays	none	<i>none</i> (neither MAP-21 nor FAST included performance measures for this goal)	N/A	N/A	N/A

## 2025 Target-Setting Summary: State of Good Repair for Transit Assets

#### Overview

The transit asset management (TAM) final rule published by FTA in July 2016 established a National TAM System in accordance with MAP-21. The rule contained requirements for public transit providers, and designated recipients such as MTC. The major requirements of the rule include:

 State of Good Repair Performance Targets – Targets must be set for each applicable asset including Rolling Stock, Equipment, Infrastructure, and Facilities. The final rule establishes state of good repair standards and performance measures as shown below:

Asset Category	Performance Measure
Rolling Stock: All revenue vehicles	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Facilities: All buildings or structures and parking facilities	Percentage of facilities within an asset class, rated below condition 3 (fair or adequate) on FTA's Transit Economic Requirements Model (TERM) scale
Infrastructure: Only rail fixed guideway, tracks, signals and systems	Percentage of guideway directional route-miles with performance restrictions
Equipment: Only non-revenue vehicles (e.g., maintenance, administrative, or training)	Percentage of non-revenue vehicles that have either met or exceeded their ULB

In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes, with targets required for each asset class. Facilities are separated into administrative and maintenance facilities and passenger facilities, while revenue vehicles are separated into 18 sub-categories (e.g., light rail vehicle, bus, ferry, etc.)

Note that over time some targets improve relative to existing performance measures if there is funding available to replace or repair assets that are in poor condition. On the other hand, if there is no funding available to replace or repair assets, targets can worsen due to these assets aging another year and exceeding their useful lives.

- 2) Development of TAM Plans Tier I operators (rail operators and any operators with 101 or more vehicles) must do their own TAM plan consisting of nine required elements. Tier II operators (operators with 100 vehicles or less) may do their own plan or participate in a group plan. There are only four required elements to the TAM plan for Tier II operators.
- 3) **Reporting** Operators must report annually to FTA on state of good repair targets, asset conditions, and progress made towards meeting set targets.

The TAM Rule required transit providers to set State of Good Repair for Transit Assets performance targets by October 1<sup>st</sup> of each year. The Planning Rule requires that each MPO establish targets no later than 180 days after the date on which the transit providers establish their performance targets. Therefore, staff developed targets to meet the year 2025 target-setting deadline of April 1<sup>st</sup> for State of Good Repair for Transit Assets.

## **Target-Setting Approach and Rationale**

To set State of Good Repair for Transit Assets performance targets, MTC staff assessed the current condition of operators' assets using data from the Regional Transit Capital Inventory (RTCI). The RTCI is a comprehensive regional database of the transit assets that are owned by transit agencies across the region. MTC developed the RTCI in order to collect consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator.

To set the target for each asset category, MTC staff provided each operator with existing performance measures (by asset class) for their asset inventory included in the RTCI and requested that each operator conduct an analysis of expected funding from all sources for the coming fiscal year that will be used to repair or replace transit assets. Operators used this assessment to predict which vehicle assets would be replaced or repaired and presented MTC with a target percentage of assets expected not to be in a state of good repair by the end of the fiscal year.

Staff worked with the operators to keep the targets realistic and to base them on reasonable financial projections. For vehicles and infrastructure, MTC staff consolidated the targets for all operators to identify a regional target for each asset class. With respect to facilities, prior targets had been set using the age of the facility as a proxy for its condition to determine the percentage of all regional transit facilities assets estimated to be out of a state of good repair. Operators' methodology has improved in the past few years due to new TAM Plan requirements. Operators are required to conduct physical inspections of their facilities to determine their condition rather than relying on the age of the facilities alone. As a result, most of the facilities' targets reflect the actual condition of the assets.

## **Review of 2024 Performance**

The Bay Area met its performance targets for facilities and infrastructure while it fell short of its target for revenue and non-revenue vehicles. As current federal regulations stand, there is no penalty for not meeting the 2024 targets.



# *Figure 1: Revenue vehicles State of Good Repair for Transit Assets targets and performance* Over the past several years, the share of revenue vehicles that are not in a state of good repair has generally decreased, reflecting MTC's regional priority to replace such vehicles. This trend is evident in Figure 1. In 2024, approximately 17 percent of revenue vehicles met or exceeded their useful lives, which exceeds the 14 percent target for that year, but represents a decrease from the 32 percent value in 2018. The fleet replacements, including BART's Fleet of the Future and

SFMTA's new Light Rail Vehicles, have been instrumental in this improvement. The 2025 target anticipates further improvement in the condition of revenue vehicle assets over the next year.



*Figure 2: Non-revenue vehicles State of Good Repair for Transit Assets targets and performance* The share of non-revenue vehicles that have exceeded their useful life has decreased since 2018 but has stabilized in more recent years. This trend is illustrated in Figure 2. The target for 2025 assumes that this condition will begin to improve over the coming year.



Figure 3: Facilities State of Good Repair for Transit Assets targets and performance

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As shown in Figure 3, in 2024 approximately 11 percent of facilities scored below 3 on FTA's TERM facility condition rating scale. This value is an improvement over the previous year and is within the 2024 target. The target for 2025 assumes facility condition remains similar to the performance that was observed in 2024.



## Figure 4: Infrastructure State of Good Repair for Transit Assets targets and performance

In 2024, the region did achieve its guideway target, as depicted in Figure 4. The percentage of route directional miles with speed or operational restrictions decreased from 2 percent to 1 percent between 2023 and 2024. The target for 2025 assumes guideway conditions worsen slightly relative to the performance that was observed in 2024. It is worth noting that SFMTA had a large percentage of their guideway under a performance restriction in 2022, which is a significant factor contributing to large spike observed in the chart for that year. This value was adjusted for 2023 after a clarification on the performance restriction.

Both large and small transit operators alike have noted that current economic conditions are proving a challenge in making progress towards the targets. Supply chain delays have caused some operators to delay procurements that would otherwise have helped an operator reach their targets. Staff shortages are another problem that operators are facing in improving their state of good repair. Transit operators have also noted that rising costs have been making it more difficult to keep assets in a state of good repair. Rising costs have not only been experienced due to inflation in the economy at large, but also due to the regulatory requirements for transitioning towards a zero-emission fleet. An additional concern for transit operators has been the decrease in competition in the domestic bus market, leading to price increases significantly higher than inflation.

### **Summary of Proposed Targets**

MTC set State of Good Repair for Transit Assets targets for 2025, which are summarized in

Table 1 and outlined in Attachment C.

Table 1: State of Good Repair for Transit Assets targets and performance

Asset Category	2024 Target	2024 Performance	2025 Target
Revenue Vehicles	14%	17%	14%
Facilities	14%	11%	13%
Guideway	3%	1%	4%
Non-Revenue Vehicles	43%	45%	38%

Data source: Regional Transit Capital Inventory (RTCI) & operators' targets

MTC expects the state of repair for revenue vehicles to improve slightly due to vehicle and rolling stock replacements at the operator level. The state of repair for non-revenue vehicles is expected to improve to an even greater degree than revenue vehicles.

As of 2024, the majority of the region's facilities and guideway were in good repair, with 11 percent of facilities and 1 percent of guideway miles not in good repair. The state of good repair for the region's facilities assets is expected to remain constant over the coming year. However, the condition of guideway assets is expected to slightly worsen based on current asset condition and funding levels.

<b>General Information</b>	
Goal	Infrastructure Condition
Performance Measure(s)	<ul> <li>Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class</li> <li>Percentage of facilities with a condition rating below fair by asset class</li> <li>Percentage of guideway directional route-miles with performance restrictions</li> <li>Percentage of non-revenue vehicles that have met or exceeded their ULB</li> </ul>
Target(s) for Year	2025
Target(s) Deadline for MTC Approval	April 1, 2025

# 2025 Targets for State of Good Repair for Transit Assets

# **Current Conditions, Past Performance, and Proposed Regional Targets**

Measure	Subcategory	Previous Target (2024)	Actual (2024)	Previous Target Met? (2024)	Proposed Target (2025)
	Articulated bus	0%	3%	No	3%
Percentage of revenue vehicles that have met or	Automated guideway vehicle	0%	0%	Yes	0%
exceeded their ULB	Automobile	100%	91%	Yes	100%
	Bus	18%	17%	Yes	20%

Measure	Subcategory	Previous Target (2024)	Actual (2024)	Previous Target Met? (2024)	Proposed Target (2025)
	Cable car	70%	72%	No	75%
	Commuter rail – locomotive	56%	56%	Yes	56%
	Commuter rail – passenger coach	41%	0%	Yes	41%
	Commuter rail – self- propelled passenger car	0%	0%	Yes	0%
	Cutaway bus	20%	25%	No	33%
	Double decker bus	0%	0%	Yes	0%
	Ferryboat	27%	35%	No	31%
	Heavy rail	0%	0%	Yes	0%
	Light rail	8%	8%	Yes	13%
	Minivan	25%	83%	No	8%
	Over-the-road bus	13%	1%	Yes	2%
	Trolley bus	0%	0%	Yes	0%
	Van	11%	7%	Yes	3%
	Vintage trolley	100%	100%	Yes	100%
Percentage of facilities with a condition rating	Administrative and maintenance facilities	13%	9%	Yes	4%

Measure	Subcategory	Previous Target (2024)	Actual (2024)	Previous Target Met? (2024)	Proposed Target (2025)
below fair	Passenger facilities	14%	14%	Yes	14%
Percentage of guideway directional route-miles with performance restrictions	n/a	3%	1%	Yes	4%
Percentage of non- revenue vehicles that have met or exceeded their ULB	n/a	43%	45%	No	38%

Data source: Regional Transit Capital Inventory (RTCI) & operators' targets

## 2025 Target-Setting Summary: Transit Safety

#### **Overview:**

The Public Transportation Agency Safety Plan (PTASP) final rule published by FTA in July 2018 established a requirement that certain transit agencies that are recipients or sub-recipients of FTA grants develop safety plans that include processes and procedures necessary for implementing Safety Management Systems in accordance with MAP-21. In April 2024, FTA published the first major update to the PTASP regulation. This update includes changes to how transit agencies calculate their own safety targets and introduced funding consequences for transit agencies that fail to meet them. The FTA administers the National Transit Database (NTD) as a resource for disseminating safety performance information. The PTSAP rule contains requirements for public transit agencies and designated recipients such as MTC. The major requirements of the PTASP rule include:

 Transit Safety Performance Targets – Targets must be set annually. The PTASP rule establishes Transit Safety performance measures as shown below:

Measure	Definition
Total number of reportable transit fatalities	Number of fatalities reported to the NTD
Reportable transit fatalities per revenue vehicle miles (RVM) by mode	Number of fatalities reported to the NTD, divided by RVM by mode
Total number of reportable transit injuries	Number of injuries reported to the NTD
Reportable transit injuries per RVM by mode	Number of injuries reported to the NTD, divided by RVM by mode
Total number of reportable transit safety events	Number of safety events, excluding security events, meeting a major event reporting threshold reported to the NTD

Reportable transit safety events per RVM by mode	Number of safety events, excluding security events, meeting a major event reporting threshold reported to the NTD divided by RVM by mode
	Mean distance between major mechanical failures reported
	to the NTD, where major mechanical failure is defined as a
Mean distance between major	failure of some mechanical element of the revenue vehicle
mechanical failures by mode	that prevents the vehicle from completing a scheduled
	revenue trip or starting the next scheduled revenue trip, by
	mode.

The PTASP rule establishes the requirement to set targets by mode (i.e., bus, light rail, heavy rail) for certain performance measures.

- 2) Development of Public Transportation Agency Safety Plans (PTASP) Most transit agencies are required to develop a PTASP; agencies that are regulated by the Federal Railroad Administration or U.S. Coast Guard and agencies that only receive financial assistance under the 5310 and 5311 formula grant programs are exempt.
- Reporting Transit agencies must report annually to FTA on Transit Safety targets, performance, and progress made towards meeting set targets.
- 4) Safety Set-Aside If a large transit agency does not meet one of their safety performance targets, then it must allocate not less than 0.75% of funding received under Section 5307 to safety related projects that are reasonably likely to assist the agency in meeting the SPT in the future.

The PTASP rule requires that transit agencies set performance targets annually and requires that they coordinate with States and MPOs in selecting State and MPO safety performance targets to the maximum extent practicable. MPOs are not required to set regional safety targets annually, but may choose to do so.

# **Target-Setting Methodology:**

MTC staff used a transit-agency-led approach to set the Transit Safety targets, similar to the approach used for setting regional targets for State of Good Repair for Transit Assets performance targets. In accordance with FTA regulations, transit agencies are required to

establish annual safety performance targets as part of their Agency Safety Plans (ASP). To develop regional targets, MTC staff collaborated closely with transit agency staff. MTC obtained safety performance targets from the transit agencies. These were then aggregated using a weighted average based on Revenue Vehicle Miles (RVM). No further adjustments were made after this calculation. The resulting regional targets align with FTA regulations and guidance, as they represent a straightforward weighted average of the individual transit agency targets. **General Information** 

Goal	Transit Safety				
Performance Measure(s)	<ul> <li>Total number of reportable transit fatalities</li> <li>Reportable transit fatalities per revenue vehicle mile (RVM) by mode</li> <li>Total number of reportable transit injuries</li> <li>Reportable transit injuries per RVM by mode</li> <li>Total number of reportable transit safety events</li> <li>Reportable transit safety events per RVM by mode</li> <li>Mean distance between major mechanical failures by mode</li> </ul>				
Target(s) for Year	2025				
Target(s) Deadline for MTC Approval	August 1, 2025				

# **Current Conditions, Past Performance, and Proposed Regional Targets**

Measure	Mode	Actual Performance (2024)	Past Target (2024)	Past Target Met? (2024)	Proposed Target (2025)
Total number of reportable transit fatalities	Not Applicable	18.00	0.00	No	5.34
Reportable transit fatalities per million	Bus	0.06	0.00	No	0.01
	Cable Car	0.00	0.00	Yes	0.00

# 2025 Targets for Transit Safety

Measure	Mode	Actual Performance (2024)	Past Target (2024)	Past Target Met? (2024)	Proposed Target (2025)
revenue vehicle miles	Heavy Rail	0.16	0.00	No	0.06
(RVM) by mode	Hybrid Rail	0.00	0.00	Yes	0.00
	Light Rail	0.38	0.00	No	0.09
	Monorail	0.00	0.00	Yes	0.00
	Paratransit/Demand Response	0.00	0.00	Yes	0.00
	Streetcar	0.00	0.00	Yes	0.00
	Trolleybus	0.00	0.00	Yes	0.00
Total number of reportable transit injuries	Not Applicable	881	471	No	505
	Bus	6.76	4.32	No	2.89
	Cable Car	10.05	27.53	Yes	23.47
<b>D</b>	Heavy Rail	3.46	0.77	No	2.92
Reportable transit injuries per million	Hybrid Rail	0.00	3.10	Yes	0.88
RVM by mode	Light Rail	6.27	4.17	No	3.58
	Monorail	3.98	2.57	No	3.98
	Paratransit/Demand Response	1.22	1.31	Yes	0.68

Measure	Mode	Actual Performance (2024)	Past Target (2024)	Past Target Met? (2024)	Proposed Target (2025)
	Streetcar	18.04	0.00	No	10.82
	Trolleybus	16.37	2.01	No	9.73
Total number of reportable transit safety events	Not Applicable	454	648	Yes	431
	Bus	3.26	6.80	Yes	3.33
	Cable Car	25.13	22.02	No	26.78
	Heavy Rail	1.02	0.13	No	1.18
	Hybrid Rail	1.75	1.55	No	0.88
safety events per	Light Rail	13.44	6.83	No	8.96
million RVM by mode	Monorail	0.00	0.00	Yes	3.98
	Paratransit/Demand Response	0.35	2.40	Yes	0.87
	Streetcar	14.43	0.00	No	13.24
	Trolleybus	5.72	2.01	No	3.16

Source: National Transit Database, Individual Transit Agency's Annual Safety Plans

Measure	Mode	Actual Performance (2023)	Past Target (2023)	Past Target Met? (2023)	Proposed Target (2025)
	Bus	18,140	46,112	Yes	36,376
	Cable Car	701	319	No	718
Mean distance between Major mechanical failures by mode	Heavy Rail	190,937	1,299,752	Yes	182,553
	Hybrid Rail	126,962	129,097	Yes	38,062
	Light Rail	9,597	19,807	Yes	7,868
	Monorail	62,832	388,584	Yes	9,943
	Paratransit/Demand Response	108,599	43,358	No	83,519
	Streetcar	3,047	572	No	2,790
	Trolleybus	12,998	8,641	No	3,537

Source: National Transit Database, Individual Transit Agency's Annual Safety Plans

# 2025 Target-Setting Summary: Road Safety

# Overview

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

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

Measure	Definition
Number of fatalities	The number of people involved in a crash with the outcome
	fatal injury.
Rate of fatalities per 100	The number of people involved in a crash with the outcome
million vehicle miles	fatal injury, divided by the number of vehicle miles traveled on
traveled	roads within the jurisdiction in hundreds of millions of miles.
Number of serious	The number of people involved in a crash with the outcome
injuries	suspected or confirmed serious injury.
Rate of serious injuries	The number of people involved in a crash with the outcome
per 100 million vehicle	suspected or confirmed serious injury, divided by the number of
miles traveled	vehicle miles traveled on roads within the jurisdiction in
	hundreds of millions of miles.
Number of non-	
motorized fatalities and	The number of pedestrians or cyclists involved in a crash with
non-motorized serious	the outcome fatal injury or suspected serious injury.
injuries	

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 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 2025 targets for safety by February 27, 2025, 180 days after the State DOT sets its targets.

Per federal guidelines, baseline and target performance are both reported as 5-year rolling averages, meaning baseline performance represents the average of the years 2018-2022 and the targets represent the years 2021-2025.

#### **Target-Setting Approach**

Given the Bay Area's commitment to advancing road safety and the ongoing initiatives that seek to bend the curve of fatalities and serious injuries toward zero, MTC opted to set aspirational targets in line with Vision Zero, an approach the agency has taken over in previous target-setting cycles. Such initiatives include the adoption of MTC Resolution No. 4400, establishing a Regional Safety/Vision Zero Policy, the initiation of the development of a regional safety data system, and ongoing work to support local jurisdictions through technical assistance and information-sharing networks. Under MTC's Vision Zero-based target-setting methodology, road safety targets were set based on a linear decline toward zero fatalities and serious injuries in the year 2030 starting in 2022.

This methodology differs from the methodology used by Caltrans to set targets at the state level, which sets targets based on the observed trends in fatalities and serious injuries. Under the

Caltrans framework, the percentage change in statewide reported fatalities or serious injuries over the past several years is used to forecast the expected number or rate of fatalities or serious injuries in 2025. For 2025 targets, Caltrans and California Office of Traffic Safety agreed on a target-setting methodology that considers the impacts of COVID-19 and other factors that are causing fatalities and serious injuries to increase and set the expected 2026 five-year rolling average target equal to the 2021 five-year rolling average target. The average annual change is then used to calculate the annual 2022, 2023, 2024, and 2025 values, resulting in a 2.84% reduction in fatalities and a 3.69% reduction in serious injuries each year between 2022 and 2025. In comparison, targets for the Bay Area were set based on an annual decline of 12% of the 2022 value for fatalities, serious injuries, and non-motorized fatalities and serious injuries. A substantial time lag exists in the publishing of crash data due to the time-intensive process of collecting data from various reporting agencies and preparing data for public consumption. Final data for fatalities and serious injuries are available through 2022 from the Fatality Analysis Reporting System (FARS) and the Statewide Integrated Traffic Records System (SWITRS), respectively. While some data on the number of serious injuries for 2023 are available from SWITRS, they are considered provisional, and fatality data for 2023 are not yet available from FARS. As such, the regional targets are set using 2022 as a baseline, in line with the methodology used by Caltrans.

Annual vehicle miles traveled (VMT) data are used to set targets for the rate of fatalities and serious injuries per 100 million VMT. As finalized regional VMT data for years 2024 to 2025 are not yet available, MTC must make assumptions about what future VMT would look like. For the years 2023 through 2025, VMT in the Bay Area was assumed to increase at a rate on par with that observed in recent years prior to and after the COVID-19 pandemic. The average annual increase (starting with 2017 to 2018) was calculated for 2018 to 2019 as well as for 2021-2023, mostly ranging around slightly above 1%. The average of the five time periods was an increase of 1%. VMT was anticipated to increase by this factor each year beginning in 2023.



Figure 1: MTC Observed and Forecasted Vehicle Miles Traveled for Target-Setting

Figures 2 through 4 summarize the Bay Area's past performance and estimated future performance, upon which the targets are based, for number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries. The target number of fatalities or serious injuries is then divided by VMT (Figure 1) to calculate performance and targets for rate of fatalities and serious injuries per 100 million annual VMT.



Figure 2: MTC Regional Performance and Targets for Number of Fatalities

Road fatalities in the Bay Area have historically been linked with VMT – which historically has peaked during periods of high economic activity. In turn, this pattern has the potential to translate to more fatalities if safety measures are not implemented. While VMT was reduced in 2020 as people opted to take fewer discretionary trips and telecommute, when possible, this did not translate to a dip in fatalities; the number of fatalities on Bay Area roads slightly increased to 504 in 2020, compared with 492 in 2019. However, in 2022, while VMT increased, the number of fatalities on Bay Area roads fell from 510 in 2021 to 503 in 2022. In order to arrive at zero fatalities on Bay Area roads by the year 2030, the region would need to eliminate 63 fatalities each year.



Figure 3: MTC Regional Performance and Targets for Number of Serious Injuries

As with fatalities, the number of serious injuries increased as the region recovered from the Great Recession in the early 2010s, reaching consecutive new highs every year between 2016 and 2019 with over 2,600 serious injuries occurring on the region's roads in 2019. The spike in serious injuries in 2018 and 2019 can be attributed in part to a change in the way serious injuries are quantified. In mid-2017, the definition of serious injuries was revised to include suspected serious injuries, making 2018 the first full year of this expanded definition. Between 2019 and 2020, the number of serious injuries in the Bay Area decreased from 2,688 to 2,220. By contrast, fatalities increased during this time period. In 2021, the number of serious injuries in the Bay Area returned to near pre-pandemic levels, and by 2022 reached the highest number yet, with over 2,700 serious injuries. In order to arrive at zero serious injuries on Bay Area roads by the year 2030, the region would need to eliminate 340 serious injuries each year.

1,000 Number of Non-Motorized Fatalities and Serious 900 800 700 600 500 400 Injuries 300 200 100 0 2006 2008 2010 2012 2014 2016 2018 2020 2022 2024 2026 2028 2030 Target TZD 2030 Serious Injuries Observed Serious Injuries Target TZD 2030 Fatalities Observed Fatalities Observed Fatalities & Serious Injuries 5-Year Average Target TZD 2030 Fatalities & Serious Injuries 5-Year Average

Figure 4: MTC Regional Performance and Targets for Number of Non-Motorized Fatalities and

Serious Injuries

Pedestrians, cyclists, and those using other non-auto personal mobility options such as scooters or skateboards, referred to as "non-motorized" travelers in the context of target-setting, face a higher risk of fatality or serious injury in the event of a collision. The number of non-motorized fatalities has generally increased at a slow but steady pace, peaking in 2019 at just over 900 fatalities and serious injuries. In 2020, there was a sizeable decrease in the number of nonmotorized serious injuries and a smaller reduction in the number of non-motorized fatalities, with the number of these adverse outcomes falling to the lowest number since 2014. The reduction in VMT is likely a factor, as most collisions resulting in a fatality or serious injury involve a vehicle. Additionally, local street closures such as the Slow Streets program in various Bay Area jurisdictions, which provided spaces for people to walk, bike, and roll with minimal auto traffic, could have also improved safety conditions. VMT began to increase in 2021 and so did the total non-motorized serious injuries and fatalities, which in 2022 climbed back to almost 900. In order to arrive at zero non-motorized fatalities and serious injuries by the year 2030, the region would need to eliminate 22 non-motorized fatalities and 90 non-motorized serious injuries each year.

#### **Summary of Regional Targets**

Staff propose the following targets for Safety for the 5-year performance period ending in 2025. The regional targets for this performance period are set based on a linear decrease in fatalities, serious injuries, and non-motorized fatalities and serious injuries to zero in the year 2030, in line with the Vision Zero framework.

Measure	Baseline*	2025 Target
Number of fatalities	494.8	429.0
Rate of fatalities per 100 million vehicle		
miles traveled	0.864	0.775
Number of serious injuries	2,563.2	2,286.7
Rate of serious injuries per 100 million		
vehicle miles traveled	4.449	4.132
Number of non-motorized fatalities and		
non-motorized serious injuries	854.8	747.7

\* = based upon most recently available data (2022); uses five-year rolling average (2018-2022).

# 2025 Targets for Road Safety

## **General Information**

Goal	Safety
Performance Measure(s)	<ul> <li>Number of fatalities</li> <li>Rate of fatalities per 100 million vehicle miles traveled</li> <li>Number of serious injuries</li> <li>Rate of serious injuries per 100 million vehicle miles traveled</li> <li>Number of non-motorized fatalities and non-motorized serious injuries</li> </ul>
Target(s) for Year	2025
Target(s) Deadline for MTC Approval	February 27, 2025

# Past Targets & Past Performance

	Target ( <u>2018-</u>	Actual ( <u>2018-</u>	Target	
Measure	<u>2022</u> )	<u>2022</u> )*	Achieved?	Measure ID
Number of fatalities	440.9	494.8	No	1
Rate of fatalities per 100 million vehicle miles traveled	0.706	0.864	No	2
Number of serious injuries	2,419.2	2,563.2	No	3
Rate of serious injuries per 100 million vehicle miles traveled	3.875	4.449	No	4
Number of non-motorized fatalities and non-motorized serious injuries	834.8	854.8	No	5

\* = based upon most recently available data (2022); uses five-year rolling average (2018-2022).

	Baseline	Target	
Measure	( <u>2018-2022</u> )*	( <u>2021-2025</u> )	Measure ID
Number of fatalities	494.8	429.0	1
Rate of fatalities per 100 million vehicle miles traveled	0.864	0.775	2
Number of serious injuries	2,563.2	2,286.7	3
Rate of serious injuries per 100 million vehicle miles traveled	4.449	4.132	4
Number of non-motorized fatalities and non-motorized serious injuries	854.8	747.7	5

# Current Conditions and Proposed Regional Targets

\* = based upon most recently available data (2022); uses five-year rolling average (2018-2022).