

Metropolitan Transportation Commission
Planning Committee

June 12, 2026

Agenda Item 3b – 26-0585

Federal Performance Target-Setting Update – June 2026

Subject:

Update on performance measures related to 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 State of Good Repair for Transit Assets and Transit Safety, while presenting the methodology and rationale used to arrive at the targets.

Approach:

MTC’s general approach to setting the federally mandated performance measure targets is to support applicable state or transit operator targets (depending on the measure) when those targets align with regional priorities. MTC establishes regional targets, rather than support partner agency targets, when required by federal regulation. 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

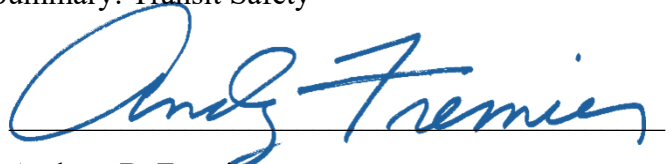
changes affect how transit agencies calculate their own safety targets and introduced funding consequences for transit agencies that fail to meet them. In alignment with these updates, MTC developed regional targets using the same methodology and in close coordination with transit agencies subject to PTASP regulations. There are no funding consequences for MTC or transit agencies for not meeting the regional targets set by MTC.

Next Steps:

Later in 2026, MTC will work in partnership with Caltrans to advance the next cycle of PM3 performance target setting for System Reliability, Freight Movement, Economic Vitality, Congestion Reduction, and Environmental Sustainability. 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: 2026 Target-Setting Summary: State of Good Repair for Transit Assets
- Attachment C: 2026 Target-Setting Summary: Transit Safety



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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. Major Events 7. Major Event Rate 8. Collision Rate 9. Pedestrian Collision Rate	Annual	MTC set the 2026 targets in April 2026.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
		<p>10. Vehicular Collision Rate</p> <p>11. Fatalities</p> <p>12. Fatality Rate</p> <p>13. Transit Worker Fatality Rate</p> <p>14. Injuries</p> <p>15. Injury Rate</p> <p>16. Transit Worker Injury Rate</p> <p>17. Assaults on Transit Workers</p> <p>18. Rate of Assaults on Transit Workers</p> <p>19. System Reliability</p>		
Infrastructure Condition	Pavement Condition on the Interstate Highway System	<p>20. Percentage of pavements on the Interstate Highway System in good condition</p> <p>21. Percentage of pavements on the Interstate Highway System in poor condition</p>	<p>4 years:</p> <p>Current: 2022 – 2025</p> <p>Upcoming: 2026 - 2029</p>	<p>MTC set the 2025 targets in February 2023.</p>

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
	Pavement Condition on the National Highway System	22. Percentage of pavements on the non-Interstate National Highway System in good condition 23. 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	24. Percentage of National Highway System bridges by deck area classified in good condition 25. Percentage of National Highway System bridges by deck area classified in poor condition	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	
Transit Asset Management	State of Good Repair for Public Transit Assets	26. Percentage of revenue vehicles that have met or exceeded their useful life benchmark by asset class <i>(example below)</i> a. Motor bus b. Light rail vehicle	Annual	MTC set the 2026 targets in April 2026.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
		<p><i>c. etc.</i></p> <p>27. Percentage of facilities within a condition rating below fair by asset class (example below)</p> <p><i>a. Administrative and maintenance facilities</i></p> <p><i>b. Passenger facilities</i></p> <p>28. Percentage of guideway directional route-miles with performance restrictions</p> <p>29. Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark</p>		
System Performance	Performance of the Interstate System	30. Percentage of person-miles traveled on the Interstate Highway System that are reliable	4 years: Current: 2022 – 2025	MTC set the 2025 targets in February 2023.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
	Performance of the National Highway System	31. Percentage of person-miles traveled on the non-Interstate National Highway System that are reliable	Upcoming: 2026 - 2029	
Freight Movement and Economic Vitality	Freight Movement on the Interstate System	32. 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	33. Annual hours of peak-hour excessive delay per capita by urbanized area <i>a. San Francisco-Oakland UA</i> <i>b. San Jose UA</i> <i>c. Concord UA</i> <i>d. Santa Rosa UA</i> <i>e. Antioch UA</i> 34. Percent of non-single occupant vehicle travel by urbanized area <i>a. San Francisco-Oakland UA</i>	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
		<ul style="list-style-type: none"> b. San Jose UA c. Concord UA d. Santa Rosa UA e. Antioch UA 		
Environmental Sustainability	On-Road Mobile Source Emissions	<p>35. Total emissions reductions from Congestion Mitigation and Air Quality (CMAQ) Improvement Program funded projects by pollutant</p> <ul style="list-style-type: none"> a. PM_{2.5} b. PM₁₀ c. CO d. VOC e. NO_x 	<p>4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029</p>	<p>MTC set the 2025 targets in May 2023.</p>
Reduced Project Delivery Delays	<i>none</i>	<p><i>none</i> (neither MAP-21 nor FAST included performance measures for this goal)</p>	N/A	N/A

2026 Target-Setting Summary: State of Good Repair for Transit Assets

Summary

Goal	Transit Asset Management
Performance Measure(s)	<ul style="list-style-type: none"> • Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class • Percentage of facilities with a condition rating below fair by asset class • Percentage of guideway directional route-miles with performance restrictions • Percentage of non-revenue vehicles that have met or exceeded their ULB
Target(s) for Year	2026
Target(s) Deadline for MTC Decision	April 1, 2026
MTC Target Setting Approach	Support the transit operator targets by setting regional targets using a weighted average of transit operator targets.

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:

- 1) **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 1st 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 2026 target-setting deadline of April 1st 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 operators' Transit Asset Management Performance Measure Targets form (A-90) and the Regional Transit Capital Inventory (RTCI). The A-90 is a standard form operators submit to NTD that tracks performance and targets. 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 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, facilities, and infrastructure, MTC staff consolidated the targets for all operators using a weighted average based on quantities (sourced from the RTCI) 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 2025 Performance

In 2025, the Bay Area met its performance targets for facilities, while it fell short of its targets for infrastructure and both revenue and non-revenue vehicles. As current federal regulations stand, there is no penalty for not meeting the 2025 targets.

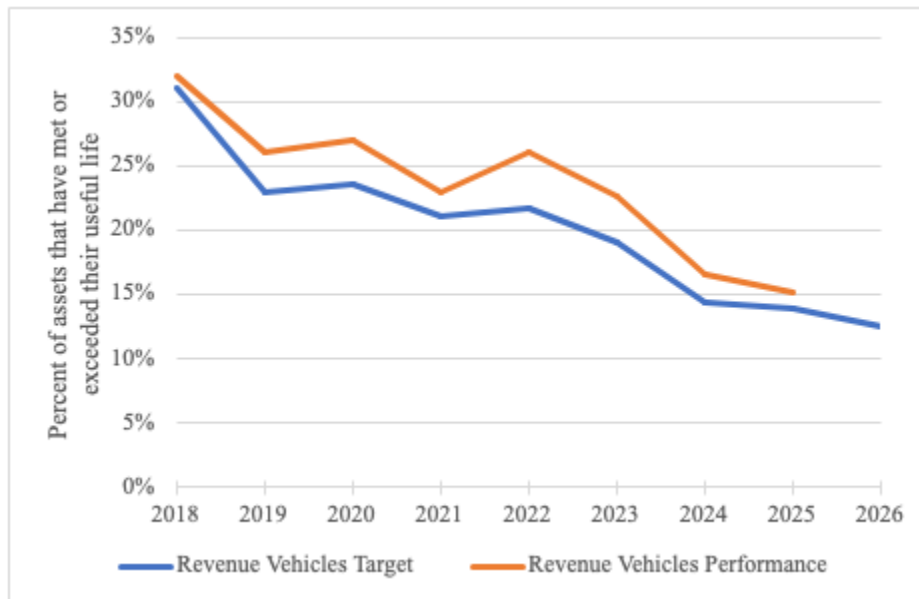


Figure 1: Revenue Vehicles State of Good Repair for Transit Assets

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 2025, approximately 15 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 2026 target anticipates further improvement in the condition of revenue vehicle assets over the next year.

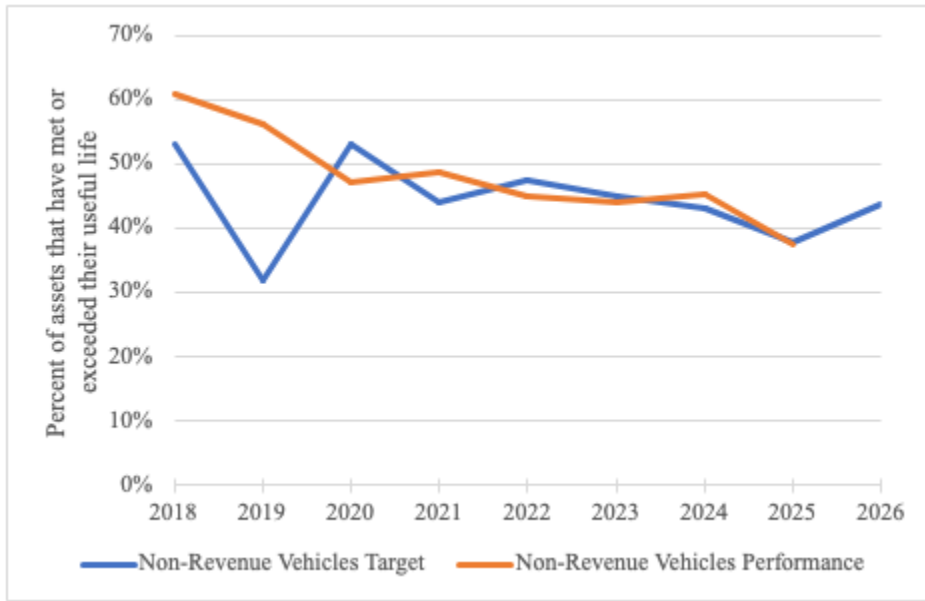


Figure 2: Non-Revenue Vehicles State of Good Repair for Transit Assets

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 2026 assumes that this condition will be reflected over the coming year, with an expectation of a slight increase in non-revenue vehicles that have exceeded their useful life in 2026.

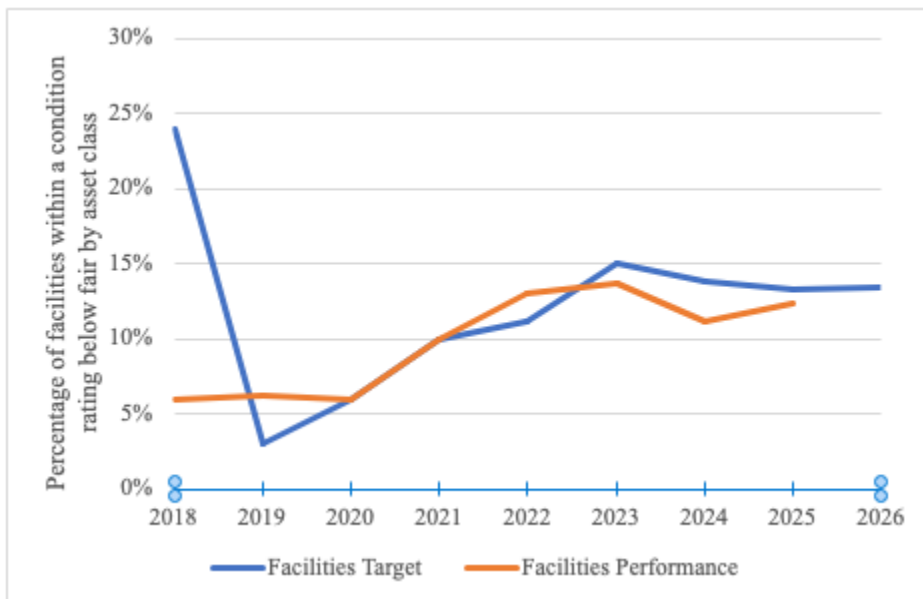


Figure 3: Facilities State of Good Repair for Transit Assets

As shown in Figure 3, approximately 12 percent of facilities in 2025 scored below 3 on FTA’s TERM facility condition rating scale. This value is a decline compared to the previous year but is within the 2025 target. The target for 2026 assumes facility condition remains similar to the performance that was observed in 2025.

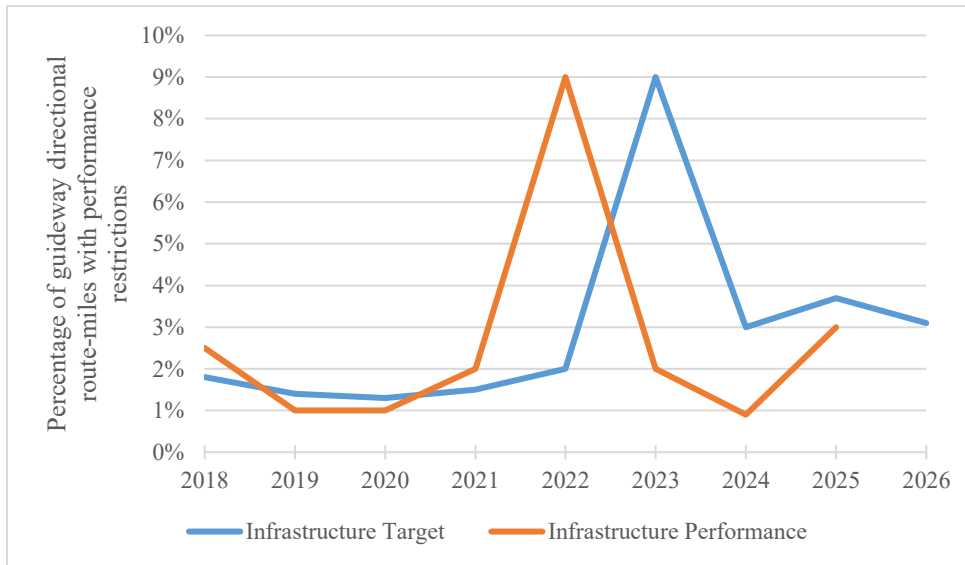


Figure 4: Infrastructure State of Good Repair for Transit Assets

In 2025, the region did achieve its guideway target, as depicted in Figure 4. The percentage of route directional miles with speed or operational restrictions increased from 1 percent to 3 percent between 2024 and 2025. The target for 2026 assumes guideway conditions remain at the same level that was observed in 2025. 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 clarification on the performance restriction.

Summary of Proposed Targets

MTC set State of Good Repair for Transit Assets targets for 2026, which are summarized in Table 1 and Table 2 below.

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

Asset Category	2025 Target	2025 Performance	2026 Target
Revenue Vehicles	14%	15%	12%
Facilities	13%	12%	13%
Guideway	4%	3%	3%
Non-Revenue Vehicles	38%	38%	44%

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. On the other hand, the state of repair for non-revenue vehicles is expected to worsen in 2026.

As of 2025, the majority of the region's facilities and guideway were in good repair, with 12 percent of facilities and 3 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 non-revenue vehicles is expected to slightly worsen based on current asset condition and funding levels.

Table 2: Current Conditions, Past Performance, and Proposed Regional Targets

Measure	Subcategory	Previous Target (2025)	Actual (2025)	Previous Target Met? (2025)	Proposed Target (2026)
Percentage of revenue vehicles that have met or exceeded their ULB	Articulated bus	3%	0%	Yes	2%
	Automated guideway vehicle	0%	0%	Yes	0%
	Automobile	100%	91%	Yes	100%
	Bus	20%	17%	Yes	21%

Measure	Subcategory	Previous Target (2025)	Actual (2025)	Previous Target Met? (2025)	Proposed Target (2026)
	Cable car	75%	72%	Yes	79%
	Commuter rail – locomotive	56%	0%	Yes	0%
	Commuter rail – passenger coach	41%	0%	Yes	0%
	Commuter rail – self-propelled passenger car	0%	0%	Yes	0%
	Cutaway bus	33%	23%	Yes	38%
	Double decker bus	0%	0%	Yes	0%
	Ferryboat	31%	30%	Yes	30%
	Heavy rail	0%	0%	Yes	0%
	Light rail	13%	7%	Yes	12%
	Minivan	8%	98%	No	8%
	Over-the-road bus	2%	0%	Yes	0%
	Trolley bus	0%	0%	Yes	0%
	Van	3%	28%	No	19%
	Vintage trolley	100%	100%	Yes	100%
	Administrative and maintenance facilities	4%	10%	No	4%

Measure	Subcategory	Previous Target (2025)	Actual (2025)	Previous Target Met? (2025)	Proposed Target (2026)
Percentage of facilities with a condition rating below fair	Passenger facilities	14%	14%	Yes	15%
Percentage of guideway directional route-miles with performance restrictions	n/a	4%	3%	Yes	3%
Percentage of non-revenue vehicles that have met or exceeded their ULB	n/a	38%	38%	Yes	44%

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

2026 Target-Setting Summary: Transit Safety

Summary:

Goal	Transit Safety
Performance Measure(s)	<ol style="list-style-type: none"> 1. Measure 1a: Major Events 2. Measure 1b: Major Event Rate 3. Measure 1.1: Collision Rate* 4. Measure 1.1.1: Pedestrian Collision Rate* 5. Measure 1.1.2: Vehicular Collision Rate* 6. Measure 2a: Fatalities 7. Measure 2b: Fatality Rate 8. Measure 2.1: Transit Worker Fatality Rate* 9. Measure 3a: Injuries 10. Measure 3b: Injury Rate 11. Measure 3.1: Transit Worker Injury Rate* 12. Measure 4a: Assaults on Transit Workers* 13. Measure 4b: Rate of Assaults on Transit Workers* 14. Measure 5: System Reliability <p><i>* Indicates new performance measure from the April 2024 PTASP update.</i></p>
Target(s) for Year	2026
MTC Target Setting Approach	Support the transit operator targets by setting regional targets using a weighted average of transit operator targets.

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 PTASP rule contains requirements for public transit agencies and designated recipients such as MTC. The major requirements of the PTASP rule include:

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

#	Measure	Source
1	Major Events	National Transit Database: Safety & Security Major Event Time Series (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-major-only-time-series-data
2	Major Event Rate	National Transit Database: Safety & Security Major Event Time Series (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-major-only-time-series-data
3	Collision Rate*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data
4	Pedestrian Collision Rate*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data

#	Measure	Source
5	Vehicular Collision Rate*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data
6	Fatalities	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data
7	Fatality Rate	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data
8	Transit Worker Fatality Rate*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data
9	Injuries	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data
10	Injury Rate	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data
11	Transit Worker Injury Rate*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data

#	Measure	Source
12	Assaults on Transit Workers*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data
13	Rate of Assaults on Transit Workers*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data
14	System Reliability	National Transit Database: 2024 Annual Database Vehicle Maintenance https://www.transit.dot.gov/ntd/data-product/2024-annual-database-vehicle-maintenance

* Indicates new performance measure from the April 2024 PTASP update.

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.
- 3) **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 proposed safety performance targets from the transit agencies, while actual performance and past targets were obtained from the NTD reports shown above. 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. Note that for the seven new measures required by FTA as of April 2024, only one year of data has since been collected (2025) and therefore no previous targets for 2024 are reported. Many operators are waiting until they have reported at least three years of data before establishing targets, often using a rolling three-year average to inform initial target-setting. For this reason, the new measures serve a descriptive and contextual purpose only. MTC will continue to coordinate with operators as formal targets are adopted for the new measures. Subsequently, performance-to-target comparisons will be incorporated in future reporting cycles.

Current Conditions, Past Performance, and Proposed Regional Targets

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
1	1a: Major Events	Not Applicable	407	431	Yes	411
2	1b: Major Event Rate	Bus	2.97	3.33	Yes	3.27

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
		Cable Car	29.50	26.78	No	29.11
		Heavy Rail	0.96	1.18	Yes	1.39
		Hybrid Rail	0.58	0.88	Yes	1.01
		Light Rail	11.65	8.96	No	9.32
		Monorail	0.00	3.98	Yes	4.33
		Paratransit/Demand Response	0.43	0.87	Yes	0.90
		Streetcar	21.48	13.24	No	14.11
		Trolleybus	5.48	3.16	No	3.57
3	1.1: Collision Rate*	Bus	2.00	N/A	N/A	N/A
		Cable Car	26.15	N/A	N/A	N/A
		Heavy Rail	0.15	N/A	N/A	N/A
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	4.65	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A
		Paratransit/Demand Response	0.43	N/A	N/A	N/A
		Streetcar	15.16	N/A	N/A	N/A
		Trolleybus	1.57	N/A	N/A	N/A
4	1.1.1: Pedestrian Collision Rate*	Bus	0.21	N/A	N/A	N/A
		Cable Car	1.68	N/A	N/A	N/A
		Heavy Rail	0.05	N/A	N/A	N/A

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	1.20	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A
		Paratransit/Demand Response	0.04	N/A	N/A	N/A
		Streetcar	2.49	N/A	N/A	N/A
		Trolleybus	0.56	N/A	N/A	N/A
5	1.1.2: Vehicular Collision Rate*	Bus	1.66	N/A	N/A	N/A
		Cable Car	19.16	N/A	N/A	N/A
		Heavy Rail	0.00	N/A	N/A	N/A
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	2.93	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A
		Paratransit/Demand Response	0.36	N/A	N/A	N/A
		Streetcar	6.33	N/A	N/A	N/A
		Trolleybus	0.72	N/A	N/A	N/A
6	2a: Fatalities	Not Applicable	12.67	5.34	No	8.34
7	2b: Fatality Rate	Bus	0.04	0.01	No	0.01
		Cable Car	0.00	0.00	Yes	0.00
		Heavy Rail	0.12	0.06	No	0.11
		Hybrid Rail	0.00	0.00	Yes	0.00

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
		Light Rail	0.26	0.09	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
8	2.1: Transit Worker Fatality Rate*	Bus	0.00	N/A	N/A	N/A
		Cable Car	0.00	N/A	N/A	N/A
		Heavy Rail	0.01	N/A	N/A	N/A
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	0.00	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A
		Paratransit/Demand Response	0.00	N/A	N/A	N/A
		Streetcar	0.00	N/A	N/A	N/A
		Trolleybus	0.00	N/A	N/A	N/A
9	3a: Injuries	Not Applicable	877	505	No	497
9	3b: Injury Rate	Bus	6.85	2.89	No	2.79
		Cable Car	22.37	23.47	Yes	25.51
		Heavy Rail	3.48	2.92	No	3.52
		Hybrid Rail	0.00	0.88	Yes	1.01
		Light Rail	6.69	3.58	No	3.73

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
		Monorail	1.33	3.98	Yes	4.33
		Paratransit/Demand Response	1.16	0.68	No	0.64
		Streetcar	24.22	10.82	No	11.53
		Trolleybus	16.59	9.73	No	11.01
11	3.1: Transit Worker Injury Rate*	Bus	0.67	N/A	N/A	N/A
		Cable Car	3.35	N/A	N/A	N/A
		Heavy Rail	0.60	N/A	N/A	N/A
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	0.56	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A
		Paratransit/Demand Response	0.08	N/A	N/A	N/A
		Streetcar	2.49	N/A	N/A	N/A
		Trolleybus	1.90	N/A	N/A	N/A
12	4a: Assaults on Transit Workers*	Not Applicable	36	N/A	N/A	N/A
13	4b: Rate of Assaults on Transit Workers*	Bus	0.38	N/A	N/A	N/A
		Cable Car	0.00	N/A	N/A	N/A
		Heavy Rail	0.02	N/A	N/A	N/A
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	0.31	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
		Paratransit/Demand Response	0.00	N/A	N/A	N/A
		Streetcar	1.21	N/A	N/A	N/A
		Trolleybus	1.33	N/A	N/A	N/A

1* Indicates new performance measure from the April 2024 PTASP update.

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2024)*	(2024)*	(2024)*	(2026)
14	5: System Reliability	Bus	17,296	22,263	No	47,611
		Cable Car	767	335	Yes	718
		Heavy Rail	272,965	1,299,752	No	182,553
		Hybrid Rail	104,905	129,097	No	38,062
		Light Rail	9,380	22,484	No	7,868
		Monorail	28,001	388,584	No	13,000
		Paratransit/Demand Response	88,749	42,955	Yes	87,754
		Streetcar	2,909	601	Yes	2,790
		Trolleybus	9,786	9,073	Yes	3,537

*Note: Actual performance is compared with targets from two years ago because data for system reliability is on a 2-year lag.