COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 6

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

July 16, 2025

MOTION

Made By: Ms. Sellers**, Seconded By:** Mr. Good
Action: Motion Carried, Unanimously

Title: Approval of Federal Safety Performance Targets for Calendar Year 2026

WHEREAS, pursuant to §2.2-229 of the *Code of Virginia*, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI) to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the Commonwealth Transportation Board's (Board) approval, including any performance measurement required by Title 23 or 49 of the United States Code; and

WHEREAS, Public Law 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) amended 23 USC 150, providing that, "performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming." Pursuant to 23 USC 150, the Federal-aid highway program is to be focused on national transportation goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays; and

WHEREAS, MAP-21 also amended 23 USC 150 to direct the United States Secretary of Transportation, in consultation with State departments of transportation, metropolitan planning organizations, and other stakeholders, to promulgate a rulemaking that establishes performance measures and standards relating to the national transportation goals and for each state to set

anticipated performance targets that reflect the performance measures established in said rule(s); and

WHEREAS, various federal regulations were promulgated to address and set forth the requirements for, among other things, safety performance measures and targets relating to the Highway Safety Improvement Program (Safety Performance Regulations), including 23 CFR §§490.207 and 490.209, which require State Departments of Transportation and Metropolitan Planning Organizations to set anticipated performance targets for five safety related performance measures (Federal Safety Performance Targets); and

WHEREAS, 23 CFR §§490.207 and 490.209 require the state to set Federal Safety Performance Targets, which apply to all public roads, for the following five measures: number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries; and

WHEREAS, 23 CFR §490.209(a)(1) requires the anticipated performance targets established by the state Department of Transportation to be identical to the those established by the State Highway Safety Office (represented by the Department of Motor Vehicles) and reported in the State's Highway Safety Plan for three common safety performance measures, namely number of fatalities, rate of fatalities per 100 million VMT, and number of serious injuries; and

WHEREAS, 23 CFR §490.209(a)(1) is subject to the requirements of 23 USC 402(k)(4) providing that the three common safety performance measures be identical and are quantifiable performance targets that demonstrate constant or improved performance for each performance measures based on the most recent five-year averages; and

WHEREAS, in July 2018, the Board directed the Office of Intermodal Planning and Investment (OIPI), in consultation with the Virginia Department of Transportation (VDOT) and Department of Motor Vehicles (DMV), to develop a more rigorous data-driven methodology that will be used to establish performance targets for the Federal Safety Performance Targets; and

WHEREAS, VDOT, working collaboratively with OIPI, has conducted a data-driven analysis, established Federal Safety Performance Targets and, where applicable, has coordinated with DMV and agreed on methodologies to establish the Federal Safety Performance Targets set out in Table A below, having complied with the requirements set forth in 23 CFR§§ 490.207, 490.209, 490.213, 924.15 and 1300.11 ensuring annual safety performance targets support constant or improving performance of the five-year average targets; and

WHEREAS, in accordance with 23 CFR §§ 490.207, 490.209, 490.213, 924.15, and 1300.11 Federal Safety Performance Targets for the MAP-21 performance measures relating to safety were to be established and first reported in August 2017 and must be established and reported by August 1 by DMV and August 31 by VDOT for each subsequent year; and

WHEREAS, in June 2025, the Board was presented with recommended Calendar Year 2026 performance targets as set forth in Table A below, and

WHEREAS, OIPI, in consultation with VDOT and DMV, recommends adoption of the recommended Calendar Year 2026 performance targets as set forth in Table A below:

Table A

Federal Safety Performance Measures	**2026 Targets**
Number of Fatalities	882
Rate of Fatalities per 100 million VMT	1.000
Number of Serious Injuries	6,424
Rate of Serious Injuries per 100 million VMT	7.286
Number of Non-Motorized Fatalities and Serious Injuries	604

NOW THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves, for each of the safety performance measures referenced therein, the annual federal performance targets set forth in Table A for calendar year 2026 for submittal to the National Highway Transportation Safety Administration and the Federal Highway Administration.

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CTB Decision Brief

Approval of Annual Federal Safety Performance Targets for Calendar Year 2026

Issue: In accordance with §2.2-229 of the *Code of Virginia*, the Commonwealth Transportation Board (CTB) must approve measures and targets related to the performance of the Commonwealth's surface transportation network, including any performance measurement required by Title 23 or 49 of the United States Code. In accordance with 23 CFR §§490.207, 490.209, 490.213 and 924.15, targets for five federally mandated safety performance measures (Federal Safety Performance Targets) must be established annually and reported by August 31 of each year. CTB approval of the Office of Intermodal Planning and Investment (OIPI) with Virginia Department of Transportation's (VDOT) and Department of Motor Vehicle's (DMV) proposed Federal Safety Performance Targets is requested.

Facts: In 2012, Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and, in 2015, the Fixing America's Surface Transportation (FAST) Act that mandated, and continued the mandate, respectively, for the establishment of performance management to transform the Federal-aid highway program. by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. One such national transportation goal focuses on safety and seeks to achieve a significant reduction in traffic fatalities and serious injuries on all roads. The remaining national transportation goals focus on infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

Pursuant to MAP-21 and the FAST Act, various federal regulations were promulgated to address and set forth the requirements for, among other things, safety performance measures and targets relating to the Highway Safety Improvement Program (Safety Performance Regulations), including 23 CFR §§490.207 and 490.209, which require State Departments of Transportation and Metropolitan Planning Organizations to set Federal Safety Performance Targets for five measures. Additionally, the Safety Performance Regulations require the State DOT and the State Highway Safety Office (represented in Virginia by the DMV) to establish identical targets for three of the five measures (common safety performance measures). Pursuant to the Infrastructure Investment and Jobs Act (IIJA), 23 CFR §490.209 was amended providing that the three common safety performance measures have identical performance targets that are "quantifiable performance targets that demonstrate constant or improved performance for each performance measures based on the most recent five-year averages." Federal Safety Performance Targets were first established and reported in August 2017,and as of July 1, 2018, CTB approval is required as well, DMV must establish and report its targets by August 1 of each year.

OIPI has coordinated and worked collaboratively with VDOT and DMV and agreed on target setting methodologies and proposed targets for Calendar Year 2026 in accordance with the reporting requirements and pursuant to development and publication of the Virginia Strategic Highway Safety Plan. The proposed annual targets for the five safety performance measures (Federal Safety Performance Targets) are set forth below in Table A:

Table A

Annual Safety Performance Measures	2026 Target
Number of Fatalities[1]	882
Rate of Fatalities per 100 million VMT[1]	1.000
Number of Serious Injuries[1]	6,424
Rate of Serious Injuries per 100 million VMT	7.286
Number of Non-Motorized Fatalities and Serious Injuries	604

The target setting methodology for Calendar Year 2026 meets the July 2018 CTB directive for OIPI, in consultation with VDOT and DMV, to develop a more rigorous data-driven methodology to establish targets for the Federal Safety Performance Measures. Statistical models were developed to project future performance based on a number of data variables and expected crash reductions from completed projects. Due to the requirement that targets must "demonstrate constant or improved performance", the target setting methodology was modified ensuring annual safety performance targets support constant or improving performance of the five-year average target. Results from the model did not meet the requirement of constant or declining five-year averages or were deemed unreasonable. As such, the proposed target setting approach was to utilize three years of observed performance from 2022 – 2024, the 2025 target adopted by the CTB in July 2024 and the projected 2025 performance for 2026 resulting in a 2026 five-year average that is improving for fatalities, serious injuries, and the number of non-motorized fatalities and serious injuries. The rate measures were then calculated from those values assuming a vehicle miles traveled (VMT) growth of 0.3% from 2024.

Recommendations: OIPI in consultation with VDOT and DMV recommends the approval of the proposed Federal Safety Performance Targets.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the proposed Federal Safety Performance Targets for Calendar Year 2025.

Result, if Approved: If approved, targets will be reported prior to the August 1 and August 31 deadlines.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

[1] Federal Safety Performance Targets common to both VDOT and DMV