Charlottesville-Albemarle MPO

Citizens Transportation Advisory Committee

2026 Performance Safety Target Setting

November 19, 2025

Thomas Jefferson Planning District Commission

Charlottesville/Albemarle MPO

PERFORMANCE SAFETY TARGETS BACKGROUND

- Requirements to establish performance targets included in the Moving Ahead for Progress in the 21st Century Act (MAP-21), replaced and reinforced by the FAST Act, and currently under the Bipartisan Infrastructure Law
- National targets established by the U.S. Secretary of Transportation
  - Pavement condition on the interstate system and on reminder of the National Highway System (NHS)
  - Performance of the interstate system and the reminder of the NHS
  - Bridge condition on the NHS
  - Fatalities and Serious Injuries – both number and rate per vehicle mile traveled – on all public roads
  - Traffic congestion (not applicable to CA-MPO)
  - Freight movement on the interstate system

Performance Safety Targets Purpose

States establish performance targets in support of national targets

MPO's establish performance targets in support of state targets

Establishment of targets = commitment to pursue projects/objectives that support the achievement of those targets

Overall progress towards meeting performance targets evaluated at the state level

MPO's have the option to adopt state targets or set their own targets

CA-MPO has historically adopted state targets until February of 2023, where they adopted alternative targets

In 2024 and 2025, CA-MPO adopted aspirational targets that are aligned with the Comprehensive Safety Action Plan – *Move Safely Blue Ridge*

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		2024	2025	2026	Average Percent Change	2024	2025	2026	Average Percent Change
Notes: This table projects the five-year average for future years based on the historical trendline.	**Fatalities**	14	15	16	6.65%	11	12	12	2.27%
	Fatality Rate	1.262	1.345	1.428	6.36%	1.003	1.020	1.037	1.69%
	Serious Injuries	151	162	170	4.76%	151	119	118	-0.31%
	Serious Injury Rate	12.446	13.229	13.578	2.64%	12.446	9.878	9.718	-1.61%

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		2024	2025	2026	Average Percent Change	2024	2025	2026	Average Percent Change
Notes: This table projects the five-year average for future years based on the historical trendline.	**Non-Motorized Fatalities + Serious Injuries**	20	21	22	5.6%	16	16	16	1.0%

Safety Performance Targets	CA-MPO 2026 Projections Based on Aspirational Targets	CA-MPO 2026 Projections Based on Long-term Trendline	CA-MPO 2026 Projections Based on Recent Trendline	CA-MPO 2026 Projections Based on State Targets
Percentage change fatalities	-2.00%	2.27%	6.65%	-1.31%
Number of fatalities	12	14	16	12
Fatality rate	0.962	1.093	1.240	0.983
Percentage change serious injuries	-2.00%	-0.31%	4.76%	-1.31%
Number of serious injuries	145	150	165	147
Serious injury rate	11.388	11.784	13.013	11.549
Percentage change non-motorized fatalities + serious injuries	-2.00%	1.0%	5.60%	-0.96%
Number of non-motorized fatalities + serious injuries	17	19	21	18

Safety Performance Targets	CA-MPO 2025 Projections Based on Aspirational Targets – Adopted in 2025	CA-MPO 2026 Projections Based on Aspirational Targets
Percentage change fatalities	-2.00%	-2.00%
Number of fatalities	12	12
Fatality rate	0.935	0.962
Percentage change serious injuries	-2.00%	-2.00%
Number of serious injuries	143	145
Serious injury rate	11.463	11.388
Percentage change non-motorized fatalities + serious injuries	-2.00%	-2.00%
Number of non-motorized fatalities + serious injuries	15	17

Differences in Aspirational Safety Targets between 2025 and 2026 proposed aspirational targets

Overview of SS4A Implementation Funding

- Final funding round (FY2026): $1 billion available
- 20% non-federal match required
- Eligible lead applicants: Counties, Cities, PDCs, MPOs
- Projects must be in an FHWA-approved Safety Action Plan (Move Safely Blue Ridge)
- 15 spot specific locations and many systemic improvements located on the high injury network in the Safety Action Plan are within the MPO Boundaries.

Questions?