

December 5, 2025

## 2026 Performance Management Rule 1 Safety Targets and Traffic Safety Updates

### Overview

Since 2015, the Federal Highway Administration has issued a number of Performance Management Final Rules that established requirements for states and Metropolitan Planning Organizations (MPOs). Performance Management Rule 1 (PM 1) focuses on transportation safety on all public roads regardless of ownership or functional classification.

State Departments of Transportation are required to set PM 1 targets by August 31 of each year for the subsequent calendar year. MPOs have 180 days from that date to establish regional targets or agree to support the state targets. In all prior target cycles SANDAG has supported the state targets.

In November 2024, SANDAG finalized its first regional [Vision Zero Action Plan](#) (VZAP) – a traffic safety plan focused on eliminating fatal and serious injuries from our roadways. The plan details SANDAG’s role in implementing safety solutions and progress toward Vision Zero and steps for evaluating the effectiveness of safety strategies by tracking and monitoring regional progress towards zero fatal and serious injury crashes.

### Key Considerations

#### 2026 Performance Targets

Targets for PM 1 are the expected outcomes based on observed data and consideration of external factors; they are not aspirational or desired outcomes. Caltrans collaborates on target setting with California’s Office of Traffic Safety (OTS) which shares safety target requirements for three of the five performance measures included in Table 1.

Table 1. 2026 Performance Measures and Targets (Based on 5-Year Rolling Average)

Performance Measure	2026 Statewide Target (5-Year Rolling Average)	Annual Percentage Reduction for 2026 Statewide Targets
Number of Fatalities	3,933.2	2.84%
Fatality Rate (per 100M VMT)	1.2	4.61%
Number of Serious Injuries	16,016.9	3.69%
Serious Injury Rate (per 100M VMT)	5.205	3.69%
Number of Non-Motorized Fatalities and Serious Injuries	4,402.5	2.84% (Fatalities) 3.69% (Serious Injuries)

### Action: Approve

The Transportation Committee is asked to approve supporting the 2026 statewide safety targets established by Caltrans.

### Fiscal Impact:

If California does not make significant progress on statewide safety targets, Caltrans must use the Highway Safety Improvement Program apportionment only for highway safety improvement projects

### Schedule/Scope Impact:

SANDAG must approve safety targets and submit them to Caltrans by February 27, 2026.

*Note: The fatalities, fatality rate, and serious injuries targets are set in coordination with OTS.*

Caltrans and OTS agreed on a method for the 2026 safety performance targets that incorporates trends during COVID and other impacts that caused fatalities and serious injuries to increase. The State ensured that targets provide a reduction or remain constant compared to the 2022 five-year rolling average, as federally required. This approach is consistent with the Caltrans Director’s Policy on Road Safety, the SANDAG regional VZAP, and both agencies’ shared vision of reaching zero fatalities and serious injuries.

**Regional Safety Performance**

To support regional progress tracking, SANDAG developed regional indicators following Caltrans methodology for the same five performance measures.

Table 2. 2026 Regional Indicators

<b>Performance Measure</b>	<b>2026 Regional Indicator (5-Year Rolling Average)</b>	<b>Annual Percentage Reduction for 2026 Regional Indicator</b>
<b>Number of Fatalities</b>	270.3	2.84%
<b>Fatality Rate (per 100M VMT)</b>	0.98	4.61%
<b>Number of Serious Injuries</b>	1059.1	3.69%
<b>Serious Injury Rate (per 100M VMT)</b>	3.928	3.69%
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	330.7	2.84% (Fatalities) 3.69% (Serious Injuries)

**VZAP Implementation**

The regional VZAP includes implementation steps that serve as a roadmap for implementing Vision Zero goals, ensuring accountability, and tracking progress towards safer streets. Several implementation actions are complete including technical support for speed limit reductions following Assembly Bill 43 (AB 43), local agency countermeasure tool development, and safety grant criteria consideration. SANDAG continues to coordinate implementation actions through the establishment of the Vision Zero Task Force, which recently commenced on September 30, 2025, and plans to reconvene in early 2026.

**Next Steps**

Pending Transportation Committee approval, SANDAG will submit the PM 1 2026 target setting documents to Caltrans in advance of the February 27, 2026, deadline. As identified in the regional VZAP, SANDAG is committed to working towards Vision Zero through Implementation Actions focused on the seven strategies shown in [Technical Appendix C](#). SANDAG will advance implementation steps identified in the VZAP in coordination with partner agencies.

Progress toward target achievement is summarized in the Federal System Performance Report of the draft 2025 Regional Plan ([Appendix P](#)). Similarly, programming efforts that support the targets achievement are included in the [2025 Regional Transportation Improvement Program](#) (RTIP) and will be updated in future RTIPs.

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- Attachments: 1. MPO Outreach 2026 HSIP Safety Performance Targets  
2. Performance Management Rule 1 Traffic Safety Data and Target Charts