



## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Regional Policy and Implementation (RPI) division

**Date:** December 19, 2025

**Subject:** 2026 Roadway Safety Performance Targets

**Purpose:** Staff will present the proposed 2026 highway safety targets for approval.

**Action Requested:** Approval

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Under [federal law](#), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish annual roadway safety targets on all public roads for the following metrics:

- (1) number of fatalities,
- (2) rate of fatalities per 100 million vehicle miles traveled (VMT),
- (3) number of serious injuries,
- (4) rate of serious injuries per 100 million VMT, and
- (5) number of non-motorized fatalities and non-motorized serious injuries.

MPOs have the option of either supporting their respective state's roadway safety targets or identifying their own regional roadway safety targets for any or all individual measures. In either case, MPOs must identify targets no later than 180 days past the setting of state safety targets, or by February 27, 2026, for the 2026 annual targets. Since the federal law's passage in 2018, CMAP has supported the state's safety targets, which is common practice among U.S. MPOs.

ON TO 2050 reinforces CMAP's commitment to [reducing regional traffic fatalities to zero by 2050](#). In support of this, CMAP has expanded its safety work to include the policy-focused Safe Systems Program which seeks to address systemic concerns with traffic safety and mobility for all modes of travel. In May of this year, this committee adopted the [Safe Travel for All Plan](#), which is comprised of [six county safety action plans](#) that frame the on-going safety needs in the region. The county-specific plans feature a robust safety analysis, identify high-injury networks, and craft an inventory of existing and recommended policies to advance each county's safety goals. The adoption of the Safe Travel for All Plan qualifies partners across the region to apply for federal funding from USDOT's [Safe Streets and Roads for All](#) grant program, and many have already applied.

Staff are in the process of summarizing the findings from the six county safety action plans and will work with partners to assess the opportunity for setting regional safety targets that reflect the goals and action items identified in the county safety action plans. This work will be done in alignment with the Regional Transportation Plan (RTP).

For 2026, CMAP staff recommend that this committee support IDOT's 2026 roadway safety targets, which are shared below. CMAP support of these targets indicates a commitment to integrate the targets as goals into CMAP projects and programs, to help meet the State's targets. CMAP will continue to do this by prioritizing projects that improve safety and working with local partners on projects, policies, and funding initiatives that improve safety outcomes for residents in our region, as described above.

***Staff requests that the MPO Policy Committee approve IDOT's 2026 highway safety targets, (see Table 2 below).***

### **Roadway safety targets trends and target performance**

Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their safety targets. FHWA considers a state to have met their targets if at least four of the five targets are achieved. FHWA considers a state to have 'made significant progress' if their outcome metric was better than the baseline, which is the five-year average ending with the year prior to the establishment of the safety targets. The current annual performance trend and the five annual assessments of IDOT by FHWA are shown in table 1 below.

**Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2022**

Performance Measure	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Fatalities	No	No	No	No	No
Fatality Rate	No	No	No	No	No
Serious Injuries	Yes	Yes	Yes	Yes	Yes
Serious Injury Rate	Yes	Yes	Yes	Yes	Yes
Non-motorized Fatalities and Serious Injuries	No	No (better than baseline)	Yes	Yes	No

For 2019 through 2023, the state achieved its targets related to serious injuries. The state achieved the target for non-motorized fatalities and serious injuries in 2021 and 2022. The state neither met nor made significant progress towards the two fatality performance targets: number of fatalities and rate of fatalities. Because the state did not meet or make significant progress on at least four of the five targets, IDOT will be required to use all Highway Safety Improvement Program (HSIP) funds for only safety projects and must also develop a HSIP Implementation Plan.

The number of traffic fatalities in Illinois continues to be a grave concern. Consistent with national trends, statewide traffic fatalities began to trend upward in 2014, followed by a spike during the COVID-19 pandemic. While fatalities have been decreasing since the 2021 record high, they continue to be above pre-pandemic levels, and the five-year average still trends

upward. There is an urgent need to identify and execute transformative actions to reduce the number of fatalities, ultimately to zero.

#### **IDOT 2026 safety performance targets**

IDOT uses two different methods of setting targets, depending on the recent trend of the performance measure. For 2026, IDOT's targets for both fatalities and rate of fatalities are determined using a policy-based two percent annual reduction in the five-year rolling average. This target reflects IDOT's commitment to reversing the upward trend. The targets for serious injuries and rate of serious injuries are set using an ordinary-least-squares (OLS) trendline method because these measures are trending downward, as desired. For non-motorized fatalities and serious injuries, a combined method was used; a policy-based reduction for fatalities and a trendline method for serious injuries, which were added to create the 2026 target. For each measure, IDOT uses the method that results in the greatest decrease in the 5-year average. IDOT's statewide safety targets and the rolling five-year averages are shown in table 2.

**Table 2. IDOT 2026 Statewide Safety Performance Targets**

Performance Measure	Base Years (5 Year Average)					Target
	2018	2019	2020	2021	2022	2026
<b>Fatalities</b>	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	<b>1077.5</b>
<b>Fatality rate</b>	0.960	0.972	1.036	1.108	1.151	<b>1.061</b>
<b>Serious injuries</b>	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	<b>7215.5</b>
<b>Serious injury rate</b>	11.222	10.795	10.177	9.923	9.401	<b>7.595</b>
<b>Non-motorized fatalities and serious injuries</b>	1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	<b>1289.3</b>

#### **Next steps**

Following discussion and approval by the MPO Policy Committee, the approved 2026 roadway safety targets will be brought to the CMAP Board for concurrence.

**ACTION REQUESTED:** Approval