

RESOLUTION NO. 08-1-2026-1

**A RESOLUTION ADOPTING THE SAFETY PERFORMANCE TARGETS
ESTABLISHED BY
THE TEXAS DEPARTMENT OF TRANSPORTATION**

WHEREAS Moving Ahead for Progress in the 21st Century Act, Fixing America's Surface Transportation Act and subsequent Infrastructure Investment and Jobs Act require the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, the Texas Department of Transportation has adopted its Strategic Highway Safety Plan, a data-driven statewide-coordinated safety plan to help reduce fatalities and serious injuries on all public roads; and

WHEREAS, the Texas Department of Transportation has established targets for five Safety Performance Measures based on five-year rolling averages for:

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

WHEREAS, the Texas Department of Transportation has officially established safety targets in the Highway Safety Improvement Program annual report dated August 31, 2025, and has adopted identical safety targets for number of fatalities, rate of fatalities, and number of serious injuries as set forth in the Strategic Highway Safety Plan, and as shown in APPENDIX A, attached hereto.

NOW, THEREFORE, BE IT RESOLVED, BY THE AMARILLO MPO THAT:

The Policy Committee hereby adopts the Texas Department of Transportation's 2025 Safety Performance Targets within the Metropolitan Area Boundary, this the 8th day of January 2026.

BE IT FURTHER RESOLVED that the Policy Committee will plan and program projects that contribute to the accomplishments of said targets.



Cole Stanley, Policy Committee Chair
Mayor, City of Amarillo

APPENDIX A

TxDOT FY 2026 Safety Performance Targets

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Target: Total number of traffic fatalities

2026 Target: To decrease the expected rise of fatalities to not more than a five-year average of 4506.0 fatalities in 2026.

Calculate the 5 most recent 5-year averages of available data and draw a trendline. For example, to set a target for CY 2018 (5-year average data from years 2014-2018), States should use data from 2016 and prior years. The 5 consecutive 5-year rolling averages to review would be 2008-2012, 2009-2013, 2010-2014, 2011-2015, and 2012-2016. These 5 different values are used to create a trendline, which is extrapolated and used to forecast future targets for CY 2018.

That said, the 2026 Target expressed as 5-year avg. is 4506.0.

Target: Total number of serious injuries

2026 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 18,884.0 serious injuries in 2026.

Calculate the 5 most recent 5-year averages of available data and draw a trendline. For example, to set a target for CY 2018 (5-year average data from years 2014-2018), States should use data from 2016 and prior years. The 5 consecutive 5-year rolling averages to review would be 2008-2012, 2009-2013, 2010-2014, 2011-2015, and 2012-2016. These 5 different values are used to create a trendline, which is extrapolated and used to forecast future targets for CY 2018.

That said, the 2026 Target expressed as 5-year avg. is 18,884.0.

Target: Fatalities per 100 million vehicle miles traveled

2026 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.440 fatalities per 100 MVMT in 2026.

Calculate the 5 most recent 5-year averages of available data and draw a trendline. For example, to set a target for CY 2018 (5-year average data from years 2014-2018), States should use data from 2016 and prior years. The 5 consecutive 5-year rolling averages to review would be 2008-2012, 2009-2013, 2010-2014, 2011-2015, and 2012-2016. These 5 different values are used to create a trendline, which is extrapolated and used to forecast future targets for CY 2018.

That said, the 2026 Target expressed as 5-year avg. is 1.440.

Target: Serious Injuries per 100 million vehicle miles traveled

2026 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.300 serious injuries per 100 MVMT in 2026.

Calculate the 5 most recent 5-year averages of available data and draw a trendline. For example, to set a target for CY 2018 (5-year average data from years 2014-2018), States should use data from 2016 and prior years. The 5 consecutive 5-year rolling averages to review would be 2008-2012, 2009-2013, 2010-2014, 2011-2015, and 2012-2016. These 5 different values are used to create a trendline, which is extrapolated and used to forecast future targets for CY 2018.

That said, the 2025 Target expressed as 5-year avg. is 6.39.

Target: Total number of non-motorized fatalities and serious injuries

2026 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,802.0 non-motorized fatalities and serious injuries in 2026.

Calculate the 5 most recent 5-year averages of available data and draw a trendline. For example, to set a target for CY 2018 (5-year average data from years 2014-2018), States should use data from 2016 and prior years. The 5 consecutive 5-year rolling averages to review would be 2008-2012, 2009-2013, 2010-2014, 2011-2015, and 2012-2016. These 5 different values are used to create a trendline, which is extrapolated and used to forecast future targets for CY 2018.

That said, the 2026 Target expressed as 5-year avg. is 2,802.0.