



MEMORANDUM

TO: TPB Technical Committee
FROM: Pierre Gaunaud, Public Transportation Planner
SUBJECT: Transit Safety Draft Targets for 2027
DATE: October 30, 2026

This memorandum provides an update on the performance measures, tracking transit safety targets in the National Capital Region (NCR). These federally required measures are part of the TPB's performance-based planning and programming process for which the TPB evaluates and sets new targets each year.

The TPB has adopted targets for these measures since 2018. At the November 6, 2026, Transportation Planning Board Technical Committee meeting, TPB staff will brief the Committee on the process for establishing the new targets for fiscal year (FY) 2027, the most recent (2025) transit safety data, trends and key takeaways from the data, and the new transit safety targets relative to the previous targets. The draft FY 2027 targets will then be shared with the TPB at its November meeting.

COORDINATION REQUIREMENTS WITH STATE DOTS AND MPO REQUIREMENTS

The initial Public Transportation Agency Safety Plan (PTASP) final rule was issued on June 19, 2018. The issuance of this final rule served as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule which defined the four transit safety performance measures for which providers of public transportation and MPOs must set targets.

The PTASP rule applies to providers of public transportation that are recipients and sub-recipients of Federal Transit Administration (FTA) Section 5307 funding and that fall under the safety jurisdiction of the FTA. Applicable providers of public transportation are required to develop and certify PTASPs. In addition, they are required to set annual targets for transit safety performance measures and share those targets with MPOs. MPOs are not required to set annual transit safety targets but must report regional targets when updating their metropolitan transportation plan and transportation improvement program.

The following providers of public transportation in the region are required to set transit safety targets in accordance with the PBPP requirements. These targets are required for each mode operated by the provider, including heavy rail, commuter bus, local bus, and demand response (microtransit and/or paratransit).

Regional recipients of FTA Section 5307 funding and the modes they operate:

- WMATA: Metrorail, Metrobus, MetroAccess
- MDOT-MTA: MTA Commuter Bus
- PRTC OmniRide: commuter bus, local bus, and paratransit

Regional sub-recipients of FTA Section 5307 funding:

- VanGo (Charles Co.)
- TransIT (Frederick Co.)
- Ride On (Montgomery Co.)
- The Bus (Prince George's Co.)

Note that while local bus systems in Suburban Maryland are sub-recipients of FTA funds through the State of Maryland's Locally Operated Transit systems (LOTS) funding programs, the local bus systems operated by jurisdictions in Northern Virginia do not receive Section 5307 federal funds and FTA policy is that the PTASP rule is therefore not applicable. In addition, commuter rail systems such as MARC and VRE have their safety regulated by the Federal Railroad Administration (FRA) and the PTASP rule does not apply to them.

On April 11, 2024, the FTA published a new PTASP final rule, superseding that from 2018. Aside from changes in safety management and workforce involvement, the revised rulemaking added seven (7) new performance measures, for a total of fourteen (14) performance measures. Targets for all 14 measures must be adopted by applicable providers of public transportation and by MPOs. These targets must be established for each mode operated by a provider of public transportation (e.g., rail, bus, commuter bus, paratransit, etc.). The MPO concurrently sets targets for all modes operated by applicable agencies in its region. Table 1 provides a description of each performance measure for which transit safety targets are set.

Table 1: Federally Required Transit Safety Performance Measures as of 2026

Transit Safety Performance Measure	Description
1a: Major Events	Total number of all safety and security major events (collisions, derailments, fires, or life safety evacuations)
1b: Major Event Rate	Rate of all safety and security major events per total vehicle revenue miles
1.1: Collision Rate	Total number of all reportable collisions, per total vehicle revenue miles
1.1.1: Pedestrian Collision Rate	Rate of all collisions "with a person," per total vehicle revenue miles
1.1.2: Vehicular Collision Rate	Rate of all collisions "with a motor vehicle," per total vehicle revenue miles
2a: Fatalities	Total number of reportable fatalities
2b: Fatality Rate	Rate of reportable fatalities per total vehicle revenue miles
2.1: Transit Worker Fatality Rate	Rate of transit worker reportable fatalities for "Transit Employee/Contractor," "Transit Vehicle Operator," and "Other Transit Staff," per total vehicle revenue miles
3a: Injuries	Total number of reportable injuries
3b: Injury Rate	Rate of reportable injuries per total vehicle revenue miles

3.1: Transit Worker Injury Rate	Rate of transit worker reportable injuries for “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” per total vehicle revenue miles
4a: Assaults on Transit Workers	Number of all assaults on transit workers
4b: Rate of Assaults on Transit Workers	Rate of all assaults on transit workers, per total vehicle revenue miles
5: System Reliability	Mean distance between major mechanical failures

MPO targets are not evaluated by the FTA, and there are no consequences for MPOs if they fail to meet their targets. The FTA does however review how MPOs incorporate and discuss safety performance measures and targets in their Metropolitan Transportation Plan and TIP during quadrennial MPO certification reviews.

TPB GOALS

As part of the TPB’s policy framework, there are currently eight goals that are intended to guide the region’s transportation planning efforts. The transit safety measures support the TPB in assessing progress toward its established goal of creating a safe transportation network for all users. The annual process of collecting transit safety data routinely informs the TPB’s members on the region’s progress towards achieving this goal.

METHODOLOGY

Transit safety targets for the region are based on those adopted or reported by each provider of public transportation that are recipients and subrecipients of federal Section 5307 funding.

Measures are calculated for each mode as follows:

- Number of Incidents – total number for all providers of that mode.
- Rate of Incidents – total number of incidents of all providers of the mode divided by the total number of Vehicle Revenue Miles (VRM) for that mode. Until FY26, this rate was reported as the rate of incidents per 100,000 VRM, except for Heavy Rail which used a rate of incidents per 10 million VRM. Beginning with this year's targets, all modes are recommended to use a rate of per 10 million VRM for consistent reporting.
 - Ex. Aggregate Safety Event Projected Total for all Local Bus Agencies

$$\frac{[200]}{(\text{Aggregate Projected Total of VRM for all Local Bus Agencies } [61 \text{ million}] \times 10,000,000)} = 32.79 \text{ rate of incidents per } 10,000,000 \text{ VRM.}$$
- Mean Distance Between Failure (MDBF) – the total number of VRM for that mode divided by the total number of major mechanical failures for all providers of the mode.

DRAFT FY2027 REGIONAL TRANSIT SAFETY TARGETS

Table 2 reflects the current draft FY 2027 regional transit safety targets. Draft targets are based on the locally reported target counts most recently adopted by each applicable provider of public transportation in the NCR and shared with TPB staff. These are expected to change as additional and

missing data are received from applicable reporting agencies. Transit agencies have flexibility per federal guidance for how to set the targets for incident numbers, such as by using a past year's actual performance, taking an average of multiple years' performance data, or setting targets that make whole number or percentage-based reductions in incident totals in order to maintain or improve upon existing performance.

Table 2: Draft Regional Transit Safety Targets – FY 2027

		Heavy Rail (HR)	Urban Bus (MB)	Commuter Bus (CB)	Demand Response (DR)	Vanpools (VP)
Fatalities	Number	0	0	0	0	0
	Rate	0	0	0	0	0
	Transit Worker Rate	0	0	0	0	0
Injuries	Number	313	417	0	114	0
	Rate	25.40	71.18	0.00	62.90	0.00
	Transit Worker Rate	7.40	5.63	0.00	12.69	0.00
Safety Events	Number	102	427	0	97	0
	Rate	8.30	72.89	160.72	53.52	0.00
Assaults on Transit	Number	532	260	0	13	0
	Rate	43.2	44.38	0.00	7.17	0.00
Collisions	Rate	1.75	143.39	389.00	331.04	0.00
	Pedestrian Collision Rate	1.40	0.00	0.00	0.00	0.00
	Vehicular Collision Rate	0.00	77.84	320.00	231.72	0.00
Reliability	MDBF	29,000	8,475	36,019	13,549	0

NEXT STEPS

The draft FY 2027 targets will be presented to the TPB at its November 18 meeting. Comments may be provided to TPB staff through the end of November, after which the targets will be finalized for adoption at the Transportation Planning Board's December 16 meeting.