ITEM 9 – INFORMATION
November 18, 2026

PBPP: Draft Targets for Transit and Roadway Safety

Background: The board will be briefed on the process for developing regional targets for transit safety and roadway safety performance measures, as required annually by the federal performance-based planning and programming (PBPP) regulations for MPOs. The board will be asked to approve the final regional safety targets at its December meeting.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Pierre Gaunaurd, Public Transportation Planner
SUBJECT: Transit Safety Draft Targets for 2027
DATE: November 12, 2026

This memorandum provides an update on the performance measures tracking of 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 18, 2026, Transportation Planning Board meeting, TPB staff will brief the Board 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 voted on for adoption at the December 16 TPB 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.)
- GoPGC (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 [**200**]/(Aggregate Projected Total of VRM for all Local Bus Agencies [**61 million**] x **10,000,000**) = **32.79 rate of incidents per 10,000,000 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.

Transit agencies differ regarding their methods for calculating annual safety targets. For example, some use past year's performance, others base their targets on 3-year averages of past

performance, targets may be contractually set with contractors, and targets may be retained from past years. For TPB staff to calculate regional transit safety targets using the most accurate numbers for incident counts and revenue miles, specific methods are used to identify appropriate numbers (for regional calculations) for transit agencies that take unique approaches to their target setting relative to the majority of agencies in the region.

For example, if TPB staff receive numeric target data from a transit agency representing a 3-year average, the number is divided by three to obtain an annual average that is then used for its corresponding category in regional target tabulation. In FY 2027, this is the case with the following Metro data points for applicable modes: Transit Worker Injury Rate, Pedestrian Collision Number, Vehicular Collision Number, and Total VRM.

For MDOT MTA, 85% of the target counts and VRM provided by the agency are imputed to the TPB region. The resulting subtotals are used for each of the corresponding target and supporting categories.

For Montgomery County, which reports systemwide targets for local bus and demand response modes combined, a proportion of the targets provided are assigned by TPB staff to local bus and demand response mode targets for the purposes of regional target calculations. This proportion is derived from the relative systemwide proportions of local bus and demand response revenue miles in the most recently available NTD data, which for FY 2027 is FY 2026 data. The percentage of revenue miles applicable to each mode in a systemwide total is applied to the current year's targets to calculate the local bus vs. demand response share for each target category and for the VRM total accounted to MCDOT in each 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 slightly, if at all, as additional and missing data are received from applicable reporting agencies.

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	414	0	38	0
	Rate	25.40	67.57	0.00	20.06	0.00
	Transit Worker Rate	7.40	15.45	0.00	7.39	0.00
Safety Events	Number	102	411	88	61	0
	Rate	8.30	67.08	134.93	32.19	0.00
Assaults on Transit	Number	532	267	0	1	0
	Rate	43.2	43.58	0.00	0.53	0.00
Collisions	Rate	1.75	136.60	130.33	31.14	0.00
	Pedestrian Collision Rate	1.40	3.64	0.00	0.88	0.00
	Vehicular Collision Rate	0.00	109.56	107.33	25.86	0.00
Reliability	MDBF	29,000	8,835	17,267	26,325	0

NEXT STEPS

The draft FY 2027 targets will be presented to the Technical Committee at its December 4 meeting. Comments may be provided to TPB staff through the end of November, after which the targets will be finalized for adoption at the TPB's December 16 meeting.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Janie Nham, TPB Program Manager
SUBJECT: Roadway Safety Draft Targets for 2027
DATE: November 10, 2026

This memorandum provides an update on the performance measures tracking of roadway 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 18, 2026, Transportation Planning Board meeting, TPB staff will brief the Board on the process for establishing the new targets for 2027, the most recent (2025) roadway safety data, trends and key takeaways from the safety data, and the new safety targets relative to the previous targets. The draft 2023-2027 targets will then be voted on for adoption at the TPB December 16 meeting.

OVERVIEW OF ROADWAY SAFETY TARGET REQUIREMENTS

The following table provides a description of the performance measures for roadway safety targets, including the applicable federal regulations, data sources, and the reporting requirements. This section also summarizes the coordination requirements with state DOTs, the MPO's target-setting and reporting requirements, and the TPB's goals supported by these performance measures.

Performance Measure	Data Source
Number of Fatalities (5-year rolling average)	FARS[1]
Rate of Fatalities per 100 million VMT (5-year rolling average)	FARS and HPMS[2] (or MPO estimate)
Number of Serious Injuries (5-year rolling average)	State reported serious injury data
Rate of Serious Injuries per 100 million VMT (5-year rolling average)	State reported serious injury data and HPMS
Number of Non-Motorized Fatalities and Serious Injuries (5-year rolling average)	FARS and State serious injury data

[1] FARS: Fatality Analysis Reporting System
[2] HPMS: Highway Performance Monitoring System

MPO REQUIREMENTS AND COORDINATION REQUIREMENTS WITH STATE DOTS

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) Final Rules in the Federal Register on March 15, 2016. The Safety PM Final Rule added Part 490 to title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150. The Safety PM rule supports the HSIP, as it establishes five-year rolling average safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. Together, these regulations are intended to improve data, foster transparency and accountability, and allow safety progress to be tracked at the national level. The process is intended to inform State DOT and MPO planning, programming, and decision-making for the greatest possible reduction in fatalities and serious injuries

States and MPOs must fulfill the target-setting requirements of the rulemaking. State DOTs are required to set statewide targets for five performance measures. Targets for the number of fatalities, rate of fatalities, and number of serious injuries must be identical to the targets set by the State Highway Safety Office (SHSO). Each target must represent the anticipated performance outcome for all public roadways in the state, regardless of ownership.

Subsequently, MPOs have up to 180 days to adopt highway safety targets for their MPO planning area. MPOs have two options in adopting highway safety targets. For each performance measure, the MPO may either agree to plan and program projects so they contribute toward accomplishing the state DOTs safety targets, or adopt a quantifiable target for the performance measure for the MPO planning area. MPOs are required to coordinate with the state DOT(s) to ensure consistency.

There are no consequences outlined in the federal rule for MPOs not meeting their targets. However, the FHWA will review how MPOs are incorporating and discussing safety performance measures and targets in their metropolitan transportation plans and TIPs during MPO certification.

ROADWAY SAFETY TARGETS

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 roadway 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 traffic fatality and serious injury data routinely informs the TPB's members on the region's progress towards achieving this goal.

TARGET-SETTING METHODOLOGY

The TPB develops highway targets based on the targets developed and adopted by the three State DOTs of the NCR. The methodology applies Maryland's target development approach to identify a "sub-target" for the Maryland portion of the NCR, applies a modified version of Virginia's suggested approach for its MPOs to identify a sub-target for the Virginia portion of the NCR, and incorporates the District of Columbia's target as a sub-target for the DC portion of the NCR. TPB staff then combine the three sub-targets into a regional target for the NCR, for each performance measure. In addition, based on the TPB's past directive, if a calculated target is higher than the previous year's

target, the new target is set equal to the previous target (i.e., the target is capped) so as not to increase from the previous year's target.

DRAFT 2023-2027 REGIONAL ROADWAY SAFETY TARGETS

Performance Measure ***(5-Year Rolling Average)***	**DRAFT 2023-2027 Targets**
Number of Fatalities	253
Rate of Fatalities per 100 million VMT	0.588
Number of Serious Injuries	1,592.4
Rate of Serious Injuries per 100 million VMT	3.222
Number of Nonmotorized Fatalities and Serious Injuries	399.9

The 2023-2027 regional safety targets are based on the targets adopted or in the process of being adopted by each state DOT, as modified by the TPB's policy for no increases in targets from the previous year (i.e., capped).

NEXT STEPS

The draft 2023-2027 targets will be presented to the Technical Committee at its December 4 meeting. Comments may be provided to TPB staff through the end of November, after which the targets will be finalized for adopted at the TPB's December 16 meeting.