

ITEM 7 – Information
November 20, 2024

PBPP: Draft Targets for Transit and Highway Safety

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

Attachments

- Item 7 – PBPP Highway Safety Targets Process Memo
- Item 7 – PBPP Transit Safety Targets Process Memo



National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
Pierre Gaunard, TPB Transportation Planner
SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Transit Safety Targets Development Process and Changes for 2024
DATE: November 14, 2024

This memorandum provides an update on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements under federal surface transportation regulations for the area of transit safety. Applicable providers of public transportation are required to annually set targets for transit safety performance measures, following which metropolitan planning organizations (MPOs) are required to establish overall transit safety targets for their planning area.

The TPB has adopted annual transit safety performance targets since 2020 in accordance with federal requirements. At the November 1, 2024 TPB Technical Committee meeting, TPB staff briefed committee members on the National Capital Region's progress in meeting its 2023 transit safety targets and reviewed the required process for establishing transit safety targets for 2024.

TRANSIT SAFETY REQUIREMENTS – CHANGES FOR 2024

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 have to 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 Public Transportation Agency Safety Plans. In addition, they are required to set annual targets for the transit safety measures, following which the MPO must set transit safety targets for the metropolitan planning area within 180 days.

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 for which targets must be adopted by applicable providers of public transportation and by MPOs. These targets are established for each mode operated by a provider of public transportation (e.g., rail, bus, commuter bus, paratransit, etc.)

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 (NEW)	Total number of all reportable collisions, per total vehicle revenue miles
1.1.1: Pedestrian Collision Rate (NEW)	Rate of all collisions “with a person,” per total vehicle revenue miles
1.1.2: Vehicular Collision Rate (NEW)	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 (NEW)	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 (NEW)	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 (NEW)	Number of all assaults on transit workers
4b: Rate of Assaults on Transit Workers (NEW)	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 long-range transportation plans and transportation improvement plans (TIPs) during quadrennial MPO certification reviews.

TRANSIT SAFETY FOR THE NATIONAL CAPITAL REGION

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, streetcar, commuter bus, local bus, and paratransit (demand response).

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

- WMATA: Metrorail, Metrobus, MetroAccess
- DDOT: DC Circulator, DC Streetcar

- 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.

CALCULATION OF REGIONAL SAFETY TARGETS

Targets for the region are based on those adopted or reported by each provider of public transportation. Measures are calculated for each mode:

- Number of Fatalities/Serious Injuries/Safety Events – total number for all providers of that mode.
- Rate of Fatalities/Serious Injuries/ Safety Events – total number for all providers of the mode divided by the total number of Vehicle Revenue Miles (VRM) for that mode (reported in rate per 100,000 VRM).
- Mean Distance Between Failure (MDBF) – the total number of VRM for that mode divided by the total number of failures for all providers of the mode.

2024 REGIONAL TRANSIT SAFETY TARGETS

The 2024 regional transit safety targets are based on the targets adopted or in the process of being adopted by each applicable provider of public transportation. The draft 2024 transit safety targets will be briefed to the TPB at its November meeting. Comments will be taken through the end of November, after which the targets will be finalized for adoption at the TPB's December meeting.