

ITEM 10 – ACTION
December 17, 2025

PBPP: Annual Targets for Highway Safety and Transit Safety

Action: Adopt Resolution R7-2026 to approve regional highway safety targets and adopt Resolution R8-2026 to approve regional transit safety targets.

Background: The board will be asked to approve annual regional targets for transit safety and highway safety performance measures, as required by the federal performance-based planning and programming (PBPP) regulations for MPOs.

.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION TO ADOPT ANNUAL TRANSIT SAFETY TARGETS FOR 2025
FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized on November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) has issued rulemakings for providers of public transportation and MPOs to annually establish data-driven transit safety targets and report progress on achieving the targets for the following performance measures for each mode of public transportation: number of fatalities, rate of fatalities, transit worker rate of fatalities, number of injuries, rate of injuries, transit worker rate of injuries, number of safety events, rate of safety events, number of assaults on transit workers, rate of assaults on transit workers, rate of collisions, rate of pedestrian collisions, rate of vehicular collisions, and the Mean Distance Between Failure (MDBF), where rates are calculated per hundred thousand or ten million vehicle revenue miles (VRM) depending on transit mode; and

WHEREAS, applicable providers of public transportation are obligated to set their respective transit safety targets annually and TPB has adopted regional transit safety targets annually; and

WHEREAS, MPOs are required to include regional transit safety targets in each update to their metropolitan transportation plan (MTP) and Transportation Improvement Program (TIP), and

WHEREAS, TPB staff have coordinated with officials of the providers of public transportation in the region to develop regional transit safety targets that are consistent with the targets adopted by each provider and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

WHEREAS, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

WHEREAS, the TPB has reviewed safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that any number of fatalities and serious injuries on the region's roadways and transit systems is unacceptable and contrary to its own vision and the region's aspirations; and

WHEREAS, the TPB encourages every provider of public transportation in the region to adopt similar aspirational safety goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs, and policies to achieve reductions in fatalities and serious injuries; and

WHEREAS, the TPB remains focused on developing and achieving its aspirational goals and will use the regional annual transit safety targets and the target setting process to evaluate the region's progress toward its aspirational goals; and

WHEREAS, the TPB continues to support local, regional and state level efforts to reduce transportation fatalities, injuries, and safety events and requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety; and

WHEREAS, these transit safety targets have been reviewed by the TPB Regional Public Transportation Subcommittee and the TPB Technical Committee.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of annual transit safety targets for the National Capital Region for 2025, as described on Table 1.

Table 1: Regional Transit Safety Targets – 2025

		Heavy Rail (HR)	Streetcar Rail (SR)	Urban Bus (MB)	Commuter Bus (CB)	Demand Response (DR)	Vanpools (VP)
Fatalities	Number	0	0	1	0	0	0
	Rate	0	0	0.01	0	0	0
	Transit Worker Rate	0	0	0	0	0	0
Injuries	Number	288	1	409	0	42	0
	Rate	24.60	0.00	0.67	0	0.22	0.00
	Transit Worker Rate	8.70	0.00	0.17	0	0.08	0.00
Safety Events	Number	124	5	505	124	75	0
	Rate	10.60	0.00	0.83	1.93	0.39	0.00
Assaults on Transit	Number	545	1	233	0	3	0
	Rate	46.5	0.00	0.38	0	0.02	0.00
Collisions	Rate	1.70	0.00	0.58	1.37	0.37	0.00
	Pedestrian Collision Rate	0.89	0.00	0.03	0	0.03	0.00
	Vehicular Collision Rate	0.49	0.00	0.63	1.37	0.33	0.00
Reliability	MDBF	32,000	2,911	7,626	34,066	25,366	0



MEMORANDUM

TO: Transportation Planning Board
FROM: Pierre Gaunaud, TPB Transportation Planner
SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Transit Safety Targets Development Process 2025
DATE: December 11, 2025

This memorandum provides a summary regarding the implementation of federal performance-based planning and programming (PBPP) target-setting requirements under the federal surface transportation regulations, specifically for the area of transit safety. Applicable providers of public transportation are required to annually set targets for transit safety performance measures. Metropolitan planning organizations (MPOs) are required to establish regional transit safety targets for their planning area as part of the long-range transportation planning process in coordination with local transit agencies, although not necessarily on an annual basis.

The TPB has adopted annual transit safety performance targets since 2020 in accordance with federal requirements. At the December 5, 2025 TPB Technical Committee meeting, TPB staff briefed committee members on past transit safety performance across all reporting agencies and how that performance compared with the 2024 regional transit safety targets. Staff also presented the draft set of regional targets for 2025. Previously at the November TPB Technical Committee meeting, staff reviewed the required process for establishing transit safety targets.

TRANSIT SAFETY 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 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 (see Table 1 for the full list). These targets are established for each mode operated by a provider of public transportation (e.g., rail, bus, commuter bus, paratransit, etc.)

Table 1: Federally Required Transit Safety Performance Measures as of 2024

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 long-range transportation plans and transportation improvement plans (TIPs) during quadrennial MPO certification reviews.

TRANSIT SAFETY FOR THE NATIONAL CAPITAL REGION (NCR)

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/Assaults on Transit Workers – total number for all providers of that mode.
- Rate of Fatalities/Serious Injuries/ Safety Events/Assaults on Transit Workers/Collision Rates – total number for all providers of the mode divided by the total number of Vehicle Revenue Miles (VRM) for that mode.
- 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.

For the calculation of all rates, the result reflects incident totals per a specific range of VRM (ex. 0.37 incidents per 100,000 miles). That range varies depending on whether the targets are for Heavy Rail or for any of the other transit modes. For Heavy Rail, a multiplier of 10 million VRM is used whereas for Local Bus, the multiplier is 100,000 VRM. This difference is due to the typically large difference in vehicle revenue miles accrued per year by local bus services versus by the heavy rail service. The multiplier works as follows:

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
100,000) = 0.33 rate of incidents per 100,000 VRM.

2025 REGIONAL TRANSIT SAFETY TARGETS

TPB's 2025 regional transit safety 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. The regional transit safety targets noted in Table 2 reflect the total number of incidents

and aggregate rate of those incidents per VRM that region's transit agencies have targeted for their annual performance. 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. We do not currently have the target-setting methodology available for each applicable agency in the NCR but understand that they do differ.

In comparison to last year's regional targets, the 2025 set includes either no change or a drop in incidents and associated rates for most of the noted measures but does include an increased incident count or rate for 20 of the 84 targets. At least some of those changes can be attributed to an increase in ridership totals and more people actively within the regional transit network. This is particularly relevant to agencies that use multi-year averages to set their targets and have experienced big ridership gains in the past couple of years, thereby increasing averages that may also incorporate low pandemic counts. TPB staff expect to begin a thorough analysis of past transit safety performance, trends, and target setting processes in the coming year.

Table 2: Regional Transit Safety Targets – 2025

		Heavy Rail (HR)	Streetcar Rail (SR)	Urban Bus (MB)	Commuter Bus (CB)	Demand Response (DR)	Vanpools (VP)
Fatalities	Number	0	0	1	0	0	0
	Rate	0	0	0.01	0	0	0
	Transit Worker Rate	0	0	0	0	0	0
Injuries	Number	288	1	409	0	42	0
	Rate	24.60	0.00	0.67	0	0.22	0.00
	Transit Worker Rate	8.70	0.00	0.17	0	0.08	0.00
Safety Events	Number	124	5	505	124	75	0
	Rate	10.60	0.00	0.83	1.93	0.39	0.00
Assaults on Transit	Number	545	1	233	0	3	0
	Rate	46.5	0.00	0.38	0	0.02	0.00
Collisions	Rate	1.70	0.00	0.58	1.37	0.37	0.00
	Pedestrian Collision Rate	0.89	0.00	0.03	0	0.03	0.00
	Vehicular Collision Rate	0.49	0.00	0.63	1.37	0.33	0.00
Reliability	MDBF	32,000	2,911	7,626	34,066	25,366	0