

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

**RESOLUTION TO ADOPT ANNUAL TRANSIT SAFETY TARGETS FOR 2024**  
**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

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

**WHEREAS**, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.

**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 2024, as described on Table 1.

**Table 1: Regional Transit Safety Targets – 2024**

|                     |                           | Heavy Rail (HR) | Streetcar Rail (SR) | Urban Bus (MB) | Commuter Bus (CB) | Demand Response (DR) | Vanpools (VP) |
|---------------------|---------------------------|-----------------|---------------------|----------------|-------------------|----------------------|---------------|
| Fatalities          | Number                    | 0               | 0                   | 0              | 0                 | 0                    | n/a           |
|                     | Rate                      | 0               | 0                   | 0              | 0                 | 0                    | n/a           |
|                     | Transit Worker Rate       | 0               | 0                   | 0              | 0                 | 0                    | n/a           |
| Injuries            | Number                    | 256             | 6                   | 403            | 6                 | 42                   | n/a           |
|                     | Rate                      | 24.20           | 6.69                | 0.69           | 0.07              | 0.21                 | n/a           |
|                     | Transit Worker Rate       | 9.50            | n/a                 | 0.19           | 0.10              | 0.07                 | n/a           |
| Safety Events       | Number                    | 127             | 6                   | 357            | 3                 | 54                   | n/a           |
|                     | Rate                      | 12.80           | 6.69                | 0.61           | 0.04              | 0.27                 | n/a           |
| Assaults on Transit | Number                    | 586             | n/a                 | 207            | 0                 | 9                    | n/a           |
|                     | Rate                      | 59.1            | n/a                 | 0.37           | 0.00              | 0.04                 | n/a           |
| Collisions          | Rate                      | 2               | n/a                 | 1.43           | 2                 | 0.25                 | n/a           |
|                     | Pedestrian Collision Rate | 0               | n/a                 | 0.05           | 0.00              | 0.00                 | n/a           |
|                     | Vehicular Collision Rate  | 2               | n/a                 | 1.12           | 2                 | 0.25                 | n/a           |
| Reliability         | MDBF                      | 29,000          | 1,000               | 8,964          | 25,000            | 24,913               | n/a           |

Rate = Per 100,000 Vehicle Revenue Miles, except HR (per 10M VRM)

MDBF = Mean Distance Between Failures

Adopted by the Transportation Planning Board at its regular meeting on December 18, 2024.