

# 2025 HIGHWAY AND TRANSIT SAFETY TARGETS - DRAFT

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## Performance-Based Planning and Programming

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# Highway Safety Targets



# Highway Safety Presentation Items

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- Federal Requirement
- Performance Measures
- Data Trends and Staff Observations
- Target-Setting Methodology
- 2020-2024 Highway Safety Targets and Performance
- Draft 2022-2026 Regional Roadway Safety Targets



# Federal Requirements – Highway Safety Plans

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- Federal PBPP regulations require State DOTs and MPOs to:
  - Adopt annual safety performance targets for five (5) safety performance measures
  - Measure and report progress towards those targets each year
  - State DOTs are required to adopt and report their safety targets annually through their HSIP report by August 31, and MPOs are required to adopt their safety targets by February 27 (180 days)
- Requirement supports implementation of the Highway Safety Improvement Program (HSIP), which requires States to improve highway safety on public roads using a data-drive, strategic approach

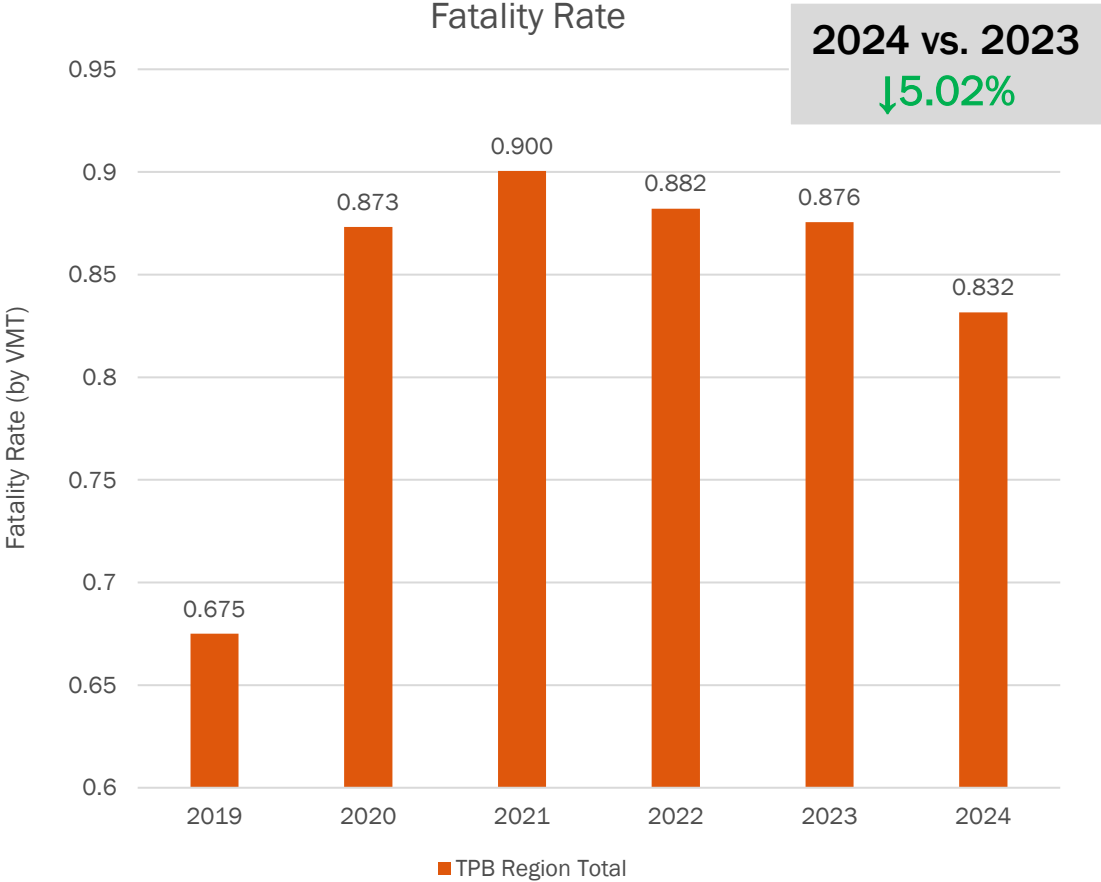
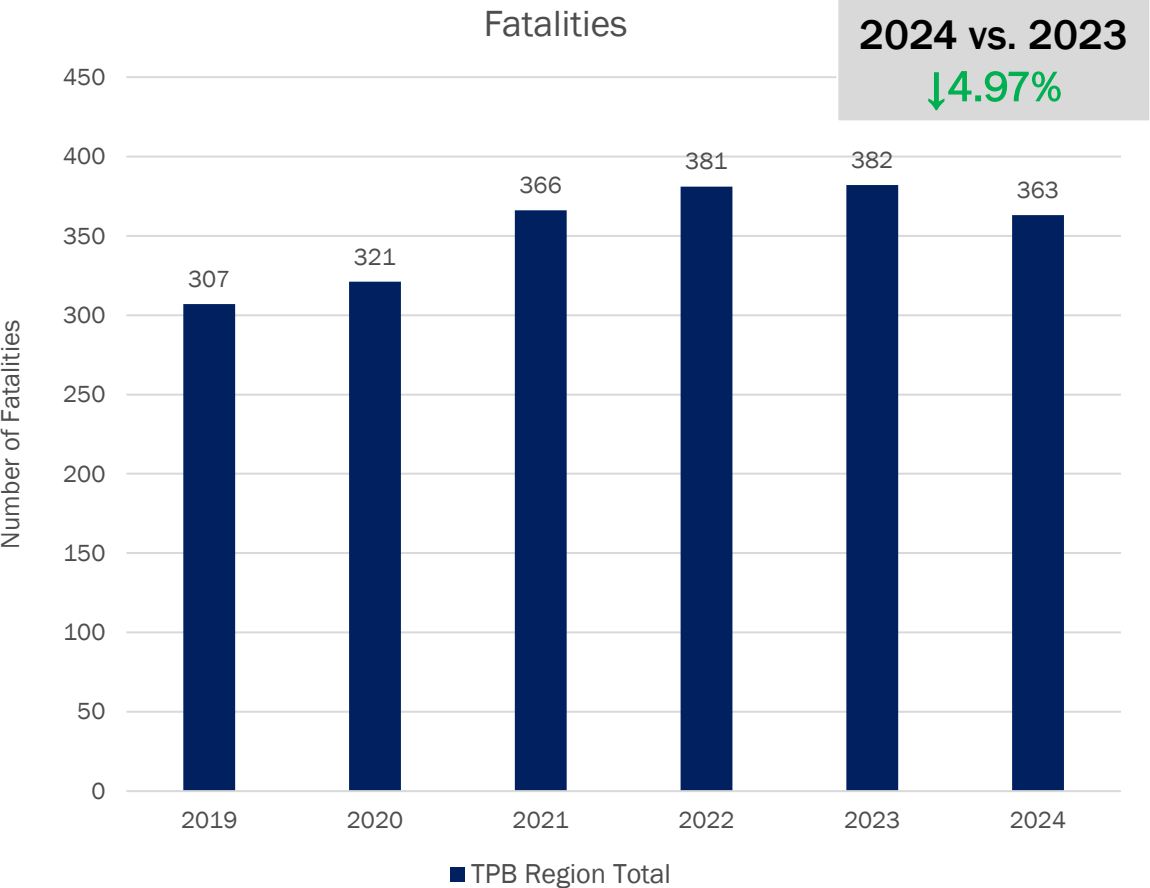


# Highway Safety Performance Measures

#	Performance Measure	Description
1	Number of Fatalities (5 year rolling average)	Total number of fatalities during a calendar year
2	Rate of Fatalities per 100 million VMT (5 year rolling average)	Ratio of total fatalities to VMT
3	Number of Serious Injuries (5 year rolling average)	Total number of serious injuries during a calendar year
4	Rate of Serious Injuries per 100 million VMT (5 year rolling average)	Ratio of total serious injuries to VMT
5	Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	Total number of fatalities and serious injuries during a calendar year



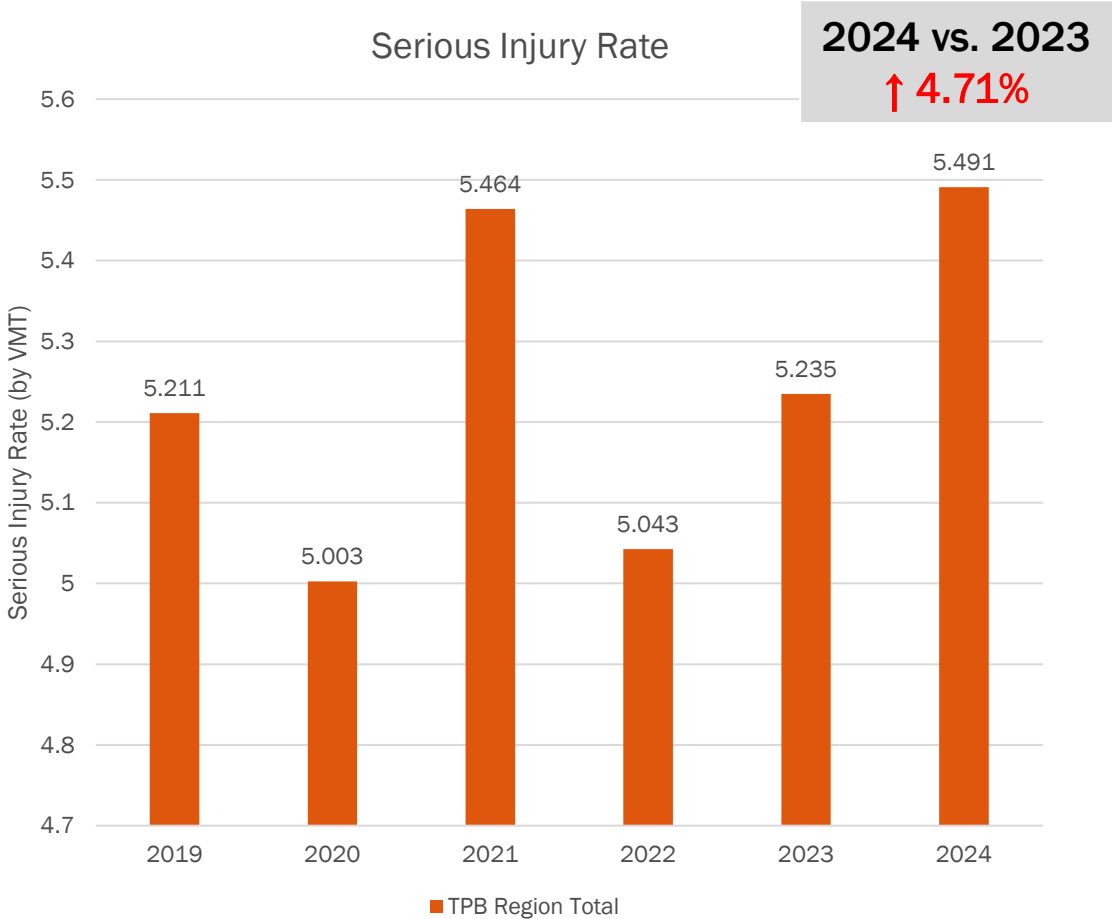
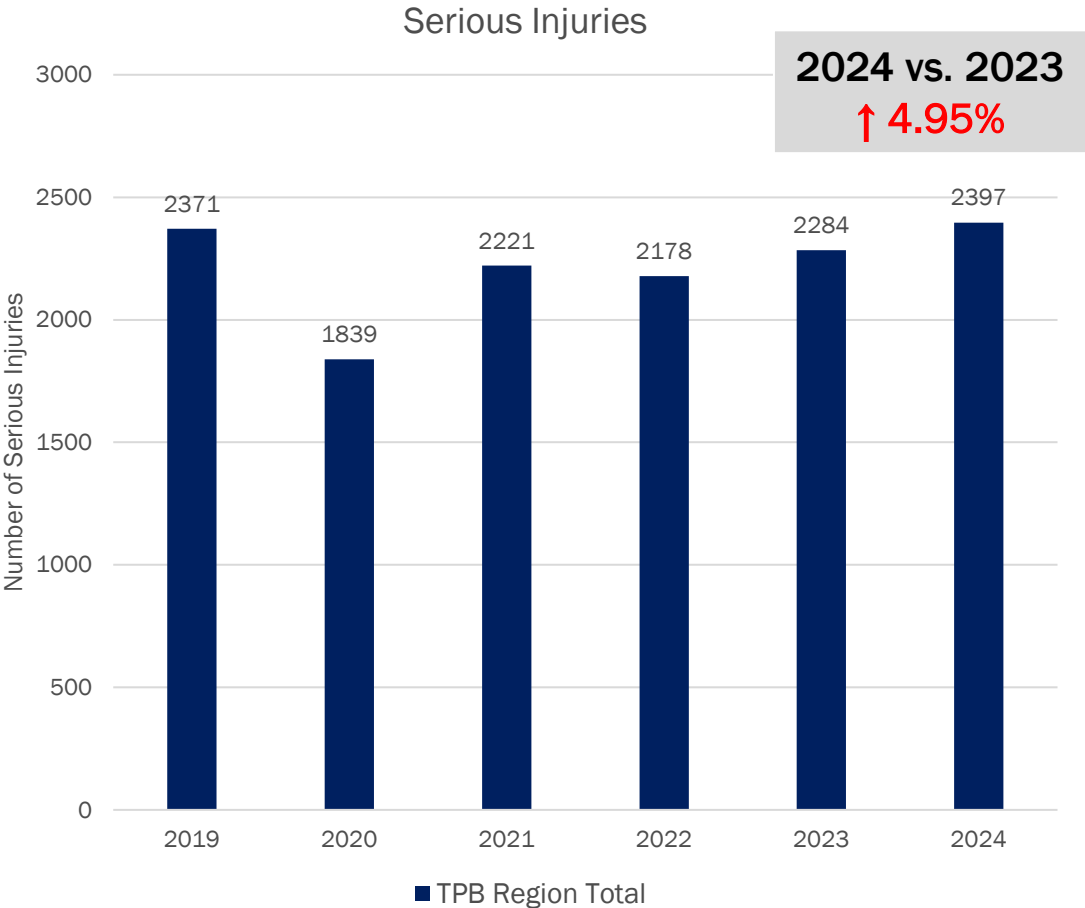
# National Capital Region Roadway Fatalities



NOTE: Figures listed for 2024 are from preliminary state fatality data; 2024 FARS data not yet published.



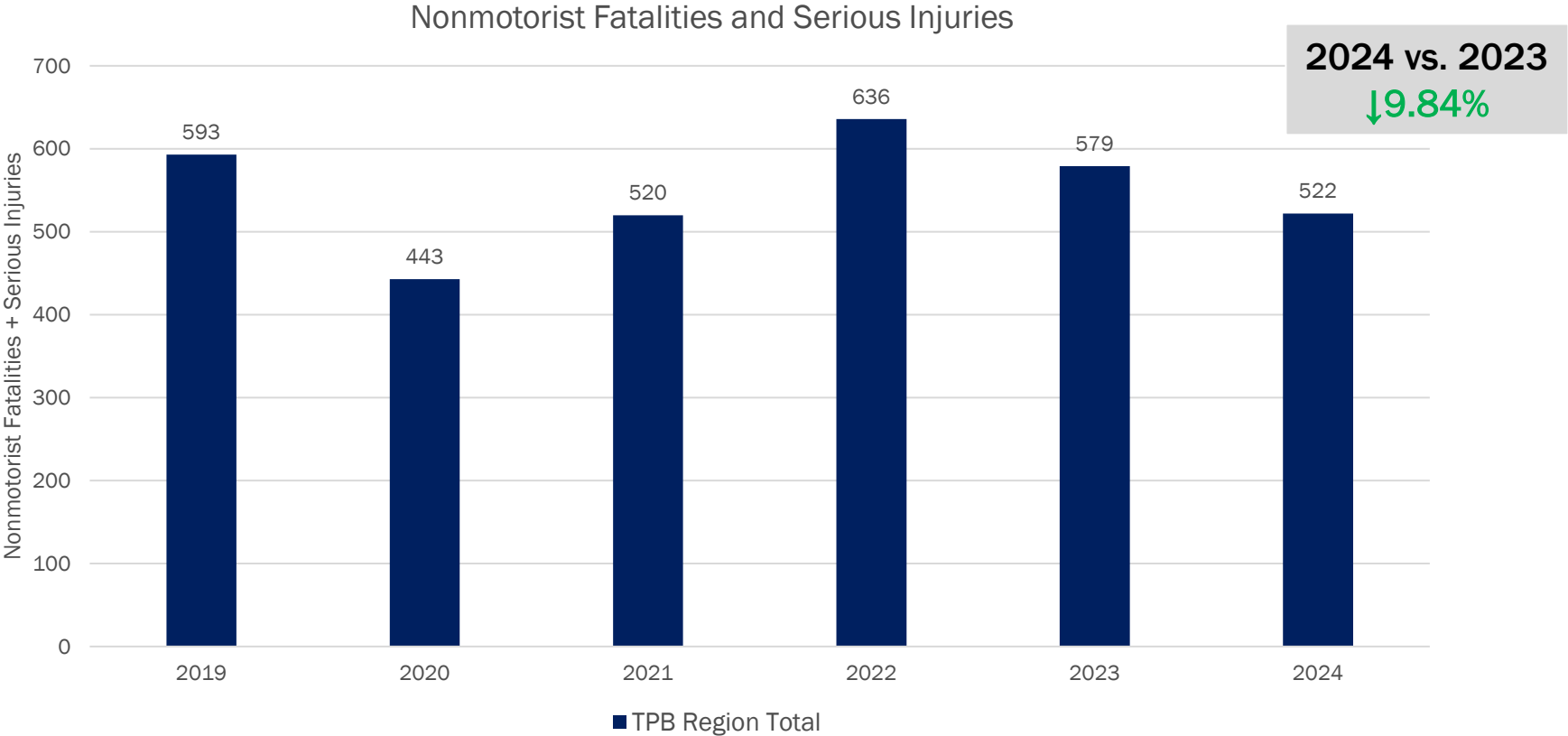
# National Capital Region Roadway Serious Injuries



NOTE: Figures listed for 2024 are from preliminary state fatality data; 2024 FARS data not yet published.



# National Capital Region Roadway Nonmotorist Serious Injuries and Fatalities

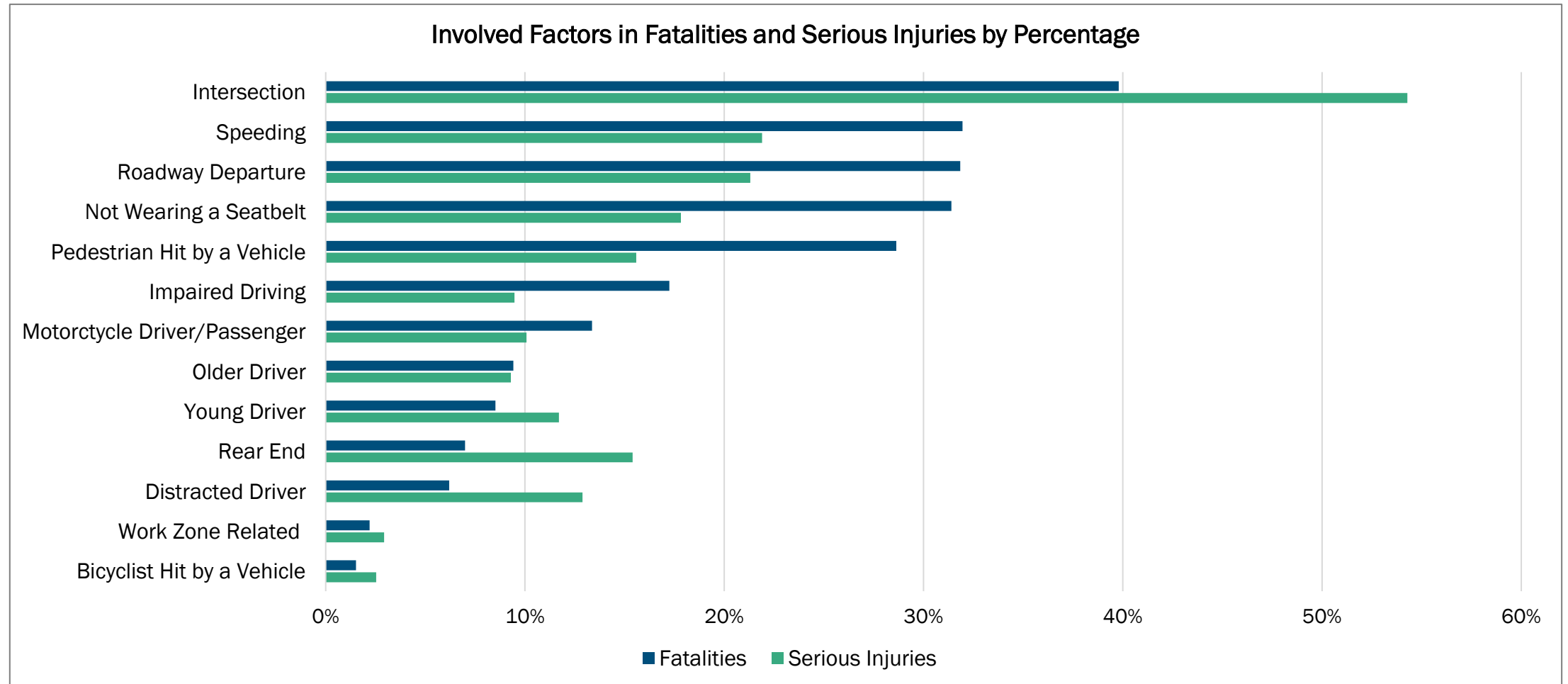


NOTE: Figures listed for 2024 are from preliminary state fatality data; 2024 FARS data not yet published.





# Involved Factors for Fatalities and Serious Injuries



# Highway Safety – Staff Observations

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- Roadway fatalities have begun to trend in the right direction following three consecutive years of increases but remain elevated compared to the pre-pandemic period (2015-2019). In 2024, traffic fatalities decreased 5% from 2023
  - The fatality rate continued to decline for the third straight year
- Serious injuries saw a modest increase (by 5%) from 2023, contributing to a gradual increase since 2021, but remain below pre-pandemic levels (2015-2019)
- Nonmotorist fatalities and serious injuries experienced a second consecutive year of decline (by 10% since 2023)
  - The total for 2024 (522) was the lowest since 2013, excluding 2020-2021



# Highway Safety – Target Setting Methodology

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- Federally required performance measures for highway safety are based on five-year rolling averages
- TPB targets for each performance measure are composites of the targets developed by the three State DOTs
- A “sub-target” is calculated for each state’s portion of the National Capital Region and the three sub-targets are combined into a regional target
  - *Per past practice of the TPB, if a calculated target is higher than the previous year’s target (i.e., less stringent), the target is set equal to the previous target, i.e., target is “capped”*



# 2020-2024 NCR Previous Performance vs. Targets

Performance Measure (5-year rolling average)	Adopted 2020- 2024 Targets (Dec 2023)	Actual 2020-2024 Performance	Status
# of Fatalities	<u>253.0</u> <sup>1</sup>	362.6 <sup>2</sup>	Not met
Fatality Rate (per 100 MVMT)	<u>0.588</u> <sup>1</sup>	0.872 <sup>2</sup>	Not met
# of Serious Injuries	1,675.7	2,183.8	Not met
Serious Injury Rate (per 100 MVMT)	3.222	5.247	Not met
# Nonmotorist Fatalities & Serious Injuries	473.5	540 <sup>1</sup>	Not met

1. Underlined targets were capped (not increased from previous year).

2. Fatality figures for 2024 are from preliminary state data pending release of 2024 FARS data.



# 2022-2026 NCR Highway Safety Targets: **Draft**

#	Performance Measure (5-year rolling average)	Current Targets 2021-2025	Potential Targets 2022-2026		Percent Difference (Current vs Proposed)
			Uncapped (Data <sup>1</sup> )	Capped <sup>3</sup> (Proposed)	
1	# of Fatalities	253.0	327.4 <sup>2</sup> 🗑️	<u>253.0</u>	0.0%
2	Fatality Rate (per 100 MVMT)	0.588	0.801 <sup>2</sup> 🗑️	<u>0.588</u>	0.0%
3	# of Serious Injuries	1,661.9	1,592.4 🍀	1,592.4	-4.2%
4	Serious Injury Rate (per 100 MVMT)	3.222	4.167 🗑️	<u>3.222</u>	0.0%
5	# Nonmotorist Fatalities & Serious Injuries	473.5	399.9 <sup>2</sup> 🍀	399.9	-15.5%

1. Actual data was used for years 2021-2024, trend-based estimates are used for years 2025 and 2026.

2. 2024 fatality figures are from preliminary state data pending release of 2024 FARS data.

3. Underlined targets are capped (not increased from previous year).



# Transit Safety Targets



# Transit Safety Presentation Items

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- Federal Requirement
- Performance Measures
- Applicability
- 2025 Regional Transit Safety Targets - **Draft**
- 2024 Regional Transit Safety Performance vs Adopted Targets
- Next Steps



# Federal Requirement – Transit Agency Safety Plans

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- Federal Performance Based Planning and Programming (PBPP) regulations requires applicable providers of public transportation to develop and certify an agency safety plan
- Applicable transit providers are required to annually set targets for fourteen (14) Transit Safety performance measures – seven (7) of which were added in 2024
- MPOs set annual regional targets for the metropolitan planning area once providers of public transportation adopt their Transit Safety targets





# Transit Safety Performance Measures

General Safety Performance Measures	
1a: Major Events	2.1: Transit Worker Fatality Rate (NEW)
1b: Major Event Rate	3a: Injuries
1.1: Collision Rate (NEW)	3b: Injury Rate
1.1.1: Pedestrian Collision Rate (NEW)	3.1: Transit Worker Injury Rate (NEW)
1.1.1: Vehicular Collision Rate (NEW)	4a: Assaults on Transit Workers (NEW)
2a: Fatalities	4b: Rate of Assaults on Transit Workers (NEW)
2b: Fatality Rate	5: System Reliability

Source: FTA PTASP National Safety Plan Webinar (August 2024)



# Calculation of Regional Safety Targets

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- Targets for the region are based on those adopted or identified by each provider of public transportation
- Measures are calculated for each mode:
  - Number of Fatalities/Injuries/Collisions/Safety Events– total number for all providers of that mode
  - Rate of Fatalities/Injuries/Assaults/Collisions/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, except for HR which is 10M 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



# Applicable Regional Agencies

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- Transit safety requirements apply to providers of public transportation that are recipients and sub-recipients of federal Section 5307 funding:
  - **WMATA:** Metrorail, Metrobus, MetroAccess
  - **DDOT:** DC Streetcar
  - **MDOT-MTA:** MTA Commuter Bus
  - **PRTC:** OmniRide and OmniRide Access/Connect
  - and local systems (fixed-route and demand response) in Maryland:
    - **VanGo** (Charles Co.)
    - **Transit** (Frederick Co.)
    - **Ride On** (Montgomery Co.)
    - **The Bus** (Prince George's Co.)



# 2025 Regional Transit Safety Targets - Draft

- Regional targets are a calculated compilation of the targets adopted by each applicable provider of public transportation in the region
- Red** font represents an increase in the target figure from the 2024 target figure (i.e., less stringent)

	Fatalities			Injuries			Safety Events		Assaults on Transit Workers		Collisions			Reliability
	Number	Rate	Transit Worker Rate	Number	Rate	Transit Worker Rate	Number	Rate	Number	Rate	Rate	Pedestrian Collision Rate	Vehicular Collision Rate	MDBF
Heavy Rail (HR)	0	0	0	288	24.60	8.70	124	10.60	545	46.5	1.70	0.89	0.49	32,000
Streetcar Rail (SR)	0	0	0	1	0.00	0.00	5	0.00	1	0.00	0.00	0.00	0.00	2,911
Urban Bus (MB)	0	0	0	391	0.67	0.09	467	1.10	245	0.58	1.40	0.00	0.77	8,507
Commuter Bus (CB)	0	0	0	0	0.00	0.00	124	0.29	0	0.00	1.37	0.00	1.37	34,066
Demand Response (DR)	0	0	0	42	0.22	0.03	75	0.40	3	0.02	0.37	0.00	0.13	25,366
Vanpools (VP)	0	0	0	0	0.00	0.00	0	0.00	0	0.00	0.00	0.00	0.00	0

- Rate = Per 100,000 Vehicle Revenue Miles, except HR (per 10M VRM)
- MDBF = Mean Distance Between Failures



# 2024 Regional Transit Safety Performance (1)

- 2024 targets for the region adopted by the TPB in December 2024
- Actual data is that reported by transit agencies to the FTA's National Transit Database

	Fatalities						Injuries					
	Target Number	Actual Number	Target Rate	Actual Rate	Target Transit Worker Rate	Actual Transit Worker Rate	Target Number	Actual Number	Target Rate	Actual Rate	Target Transit Worker Rate	Actual Transit Worker Rate
Heavy Rail (HR)	0	4	0	0.42	0.00	0	256	284	24.20	29.71	9.50	5.96
Streetcar Rail (SR)	0	0	0	0.00	0.00	0	6	1	6.69	0.80	n/a	0.00
Urban Bus (MB)	0	2	0	0.25	0.00	0	403	550	0.69	0.70	0.19	0.11
Commuter Bus (CB)	0	0	0	0.00	0.00	0	6	2	0.07	0.03	0.10	0.01
Demand Response (DR)	0	0	0	0.00	0.00	0	42	38	0.21	0.19	0.27	0.05
Vanpools (VP)	n/a	0	n/a	0.00	n/a	0	n/a	0	n/a	0.00	n/a	0.00

**Red** text = target exceeded

- Rate = Per 100,000 Vehicle Revenue Miles, except HR (per 10M VRM)
- Reliability data (MDBF) is not included



# 2024 Regional Transit Safety Performance (2)

	Safety Events				Assaults on Transit Workers				Collisions					
	Target Number	Actual Number	Target Rate	Actual Rate	Target Number	Actual Number	Target Rate	Actual Rate	Target Rate	Actual Rate	Target Pedestrian Collision Rate	Actual Pedestrian Collision Rate	Target Vehicular Collision Rate	Actual Vehicular Collision Rate
Heavy Rail (HR)	127	339	12.80	35.46	586	19	59.10	1.99	2.00	0.73	0.00	0.52	2.00	0.00
Streetcar Rail (SR)	6	6	6.69	4.77	n/a	0	n/a	0.00	n/a	2.39	n/a	0.00	n/a	2.39
Urban Bus (MB)	357	556	0.61	0.71	207	12	0.37	0.02	1.43	0.33	0.05	0.03	1.12	0.28
Commuter Bus (CB)	3	4	0.04	0.06	0	0	0.00	0.00	2.00	0.03	0.00	0.00	2.00	0.03
Demand Response (DR)	54	50	0.27	0.25	9	1	0.04	0.01	0.25	0.17	0.00	0.01	0.25	0.14
Vanpools (VP)	n/a	0	n/a	0.00	n/a	0	n/a	0.00	n/a	0.00	n/a	0.00	n/a	0.00

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



# Next Steps

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- Finalize regional transit and highway safety targets and analysis, incorporating any final information and board comments
- December 17: Request board adoption of final regional safety targets
- TPB staff will subsequently transmit the adopted targets to the State DOTs in accordance with established written agreements for performance planning reporting



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# Appendix



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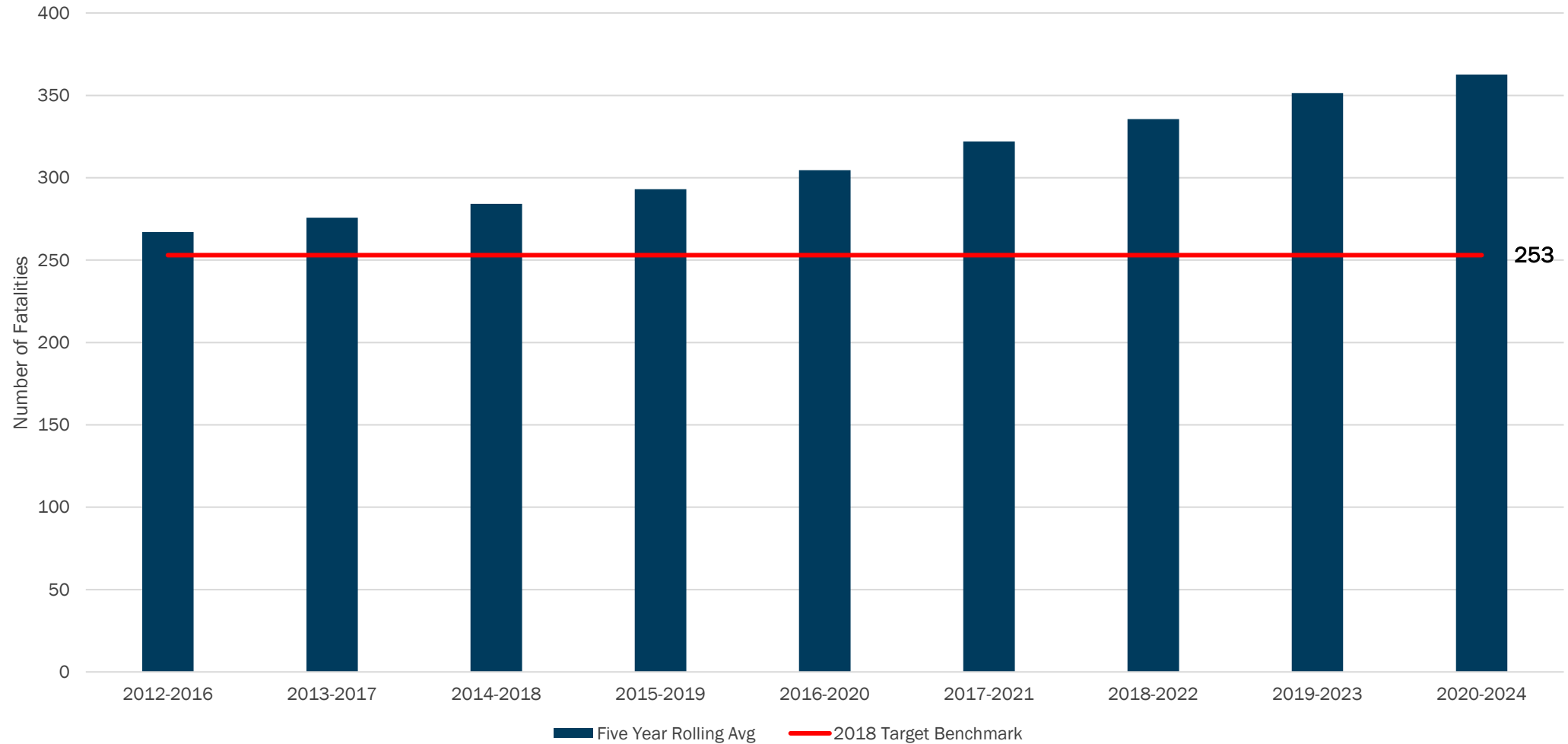
# NCR Annual Highway Safety Data: 2020 through 2024

	2020	2021	2022	2023	2024	Change from 2023-2024
# of Fatalities	321	366	381	382	363 <sup>1</sup>	↓4.97%
Fatality Rate (per 100 MVMT)	0.873	0.900	0.882	0.876	0.832 <sup>1</sup>	↓5.02%
# of Serious Injuries	1,839	2,221	2,178	2,284	2,397	↑ 4.95%
Serious Injury Rate (per 100 MVMT)	5.003	5.464	5.043	5.235	5.491	↑ 4.71%
# Nonmotorist Fatalities & Serious Injuries	443	520	636	579	522 <sup>1</sup>	↓9.84%
Annual Vehicle Miles Traveled (100 M)	367.61	406.47	431.91	436.31	436.55	<0.00%

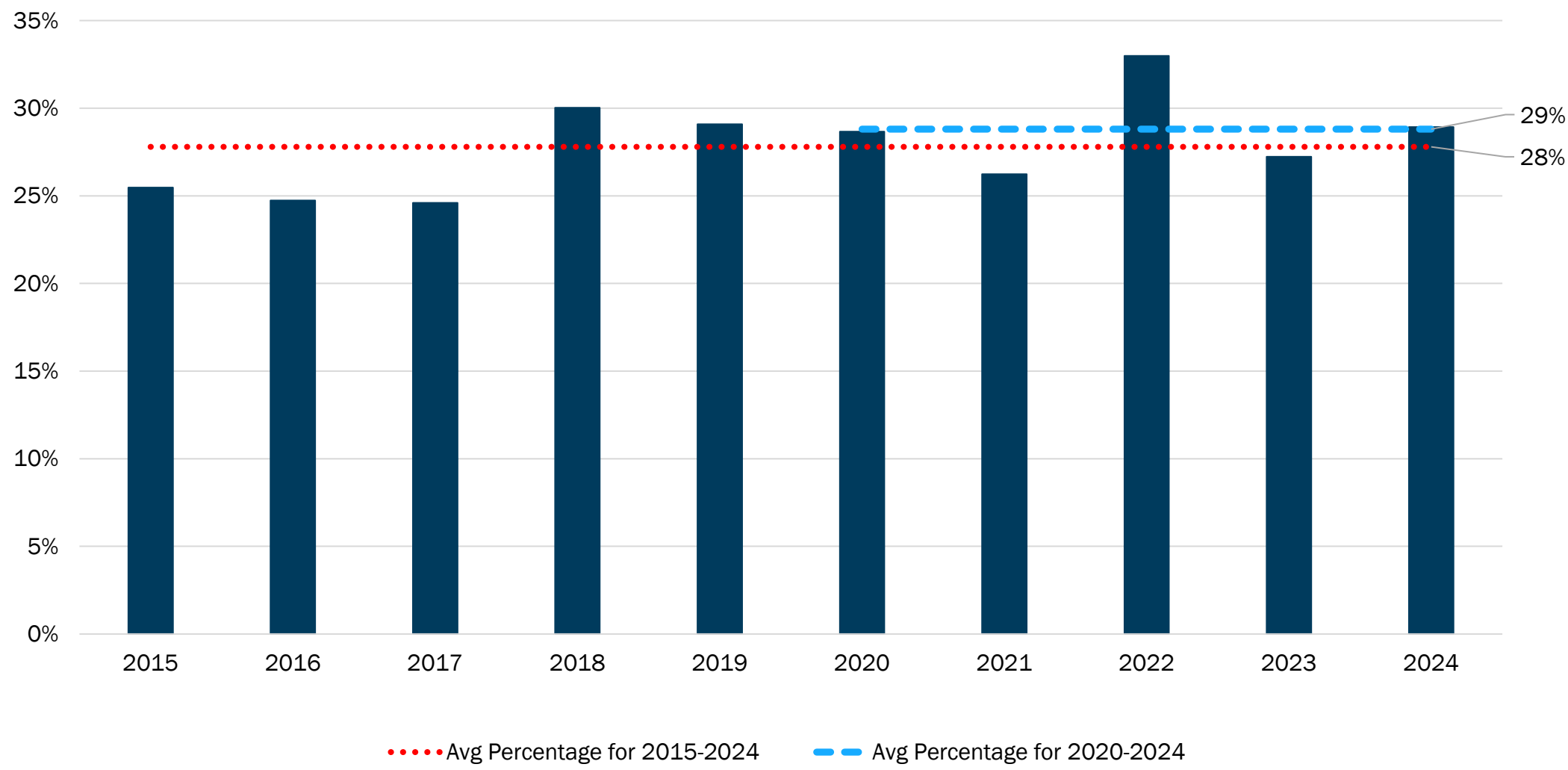
<sup>1</sup> Fatality figures for 2024 are from preliminary state data pending release of 2024 FARS data.



## Fatalities as Five-Year Rolling Average with Target Benchmarks



# Pedestrian Fatalities as a Proportion of Total Fatalities



# NCR Highway Safety Targets Comparison (Uncapped)

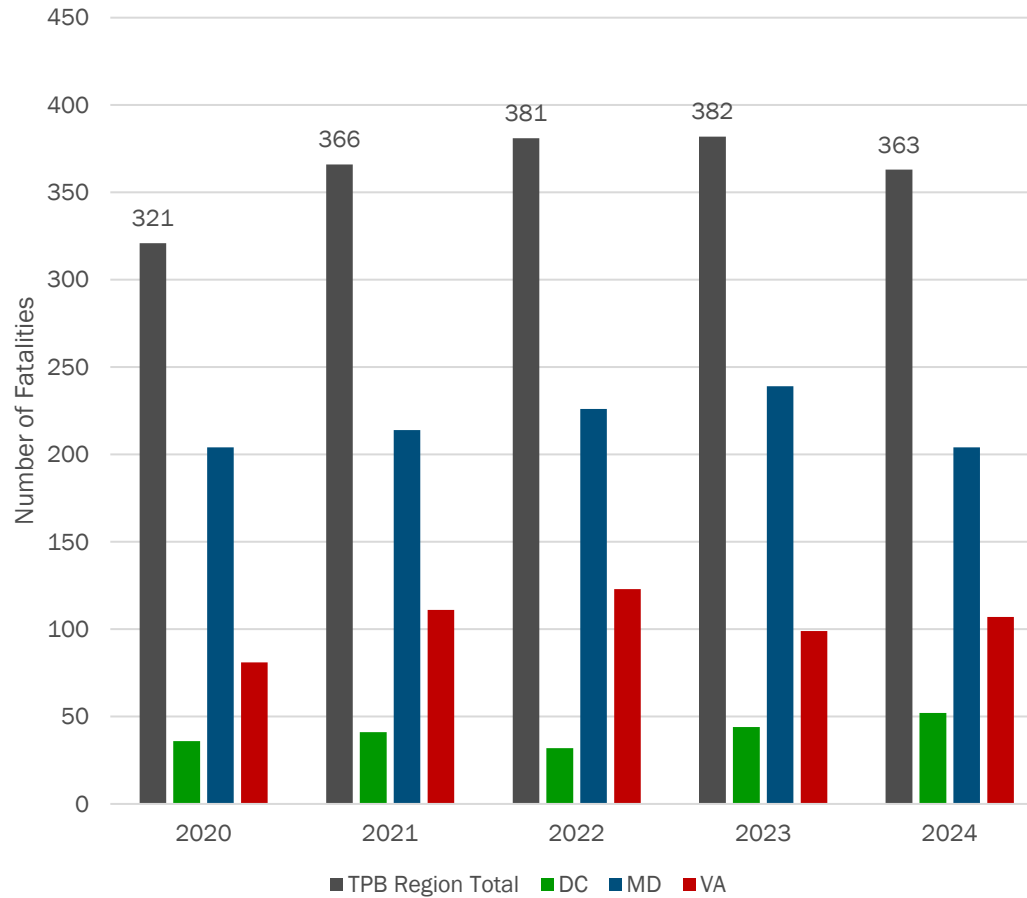
Performance Measure (5-year rolling average)	Uncapped 2021-2025 Targets	<b>DRAFT</b> 2022-2026 Targets	Difference	Percent Difference
# of Fatalities	312.2	<u>327.4</u>	15.2	4.87%
Fatality Rate (per 100 MVMT)	0.751	<u>0.801</u>	0.050	6.658%
# of Serious Injuries	1,661.9	<u>1,592.4</u>	-69.5	-4.2%
Serious Injury Rate (per 100 MVMT)	3.773	<u>4.167</u>	0.394	10.44%
# Nonmotorist Fatalities & Serious Injuries	474.1	<u>399.9</u>	-74.2	-15.65%

<sup>1</sup> 2024 fatality figures from preliminary state data were used pending release of 2024 FARS data.

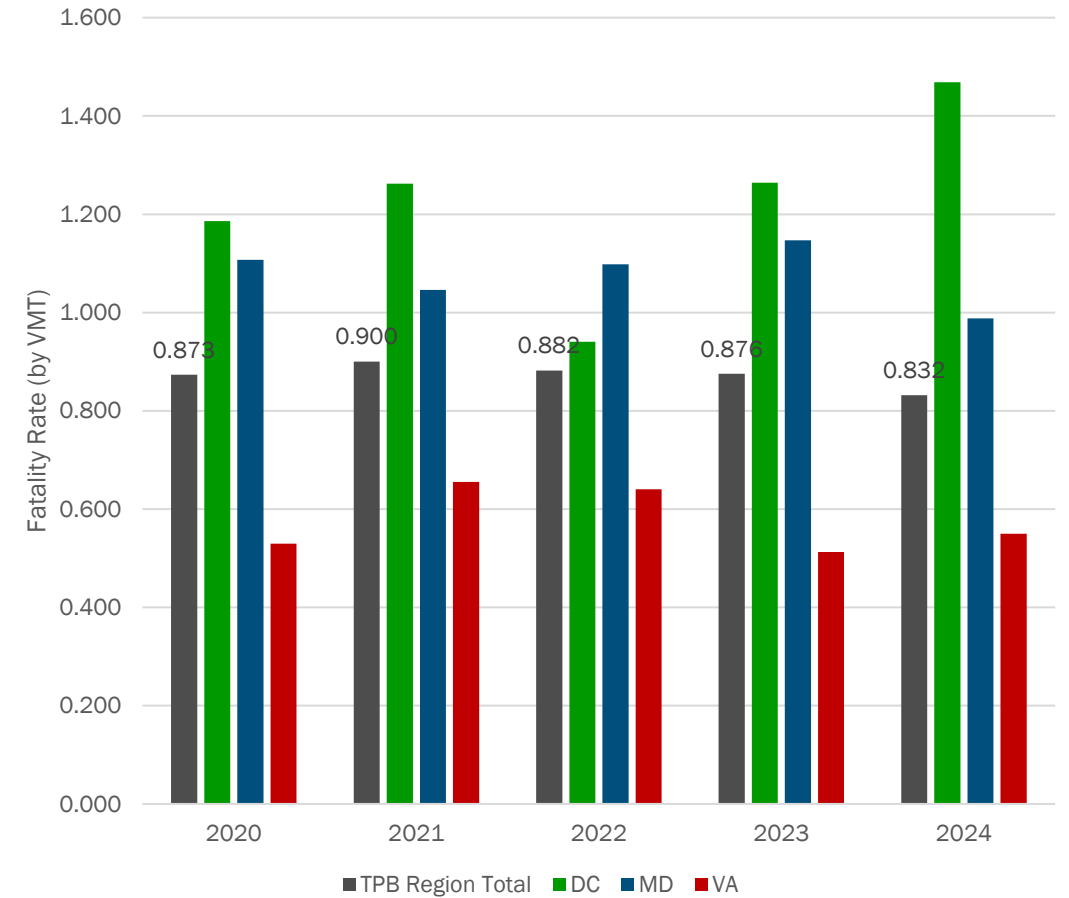


# National Capital Region Roadway Fatalities

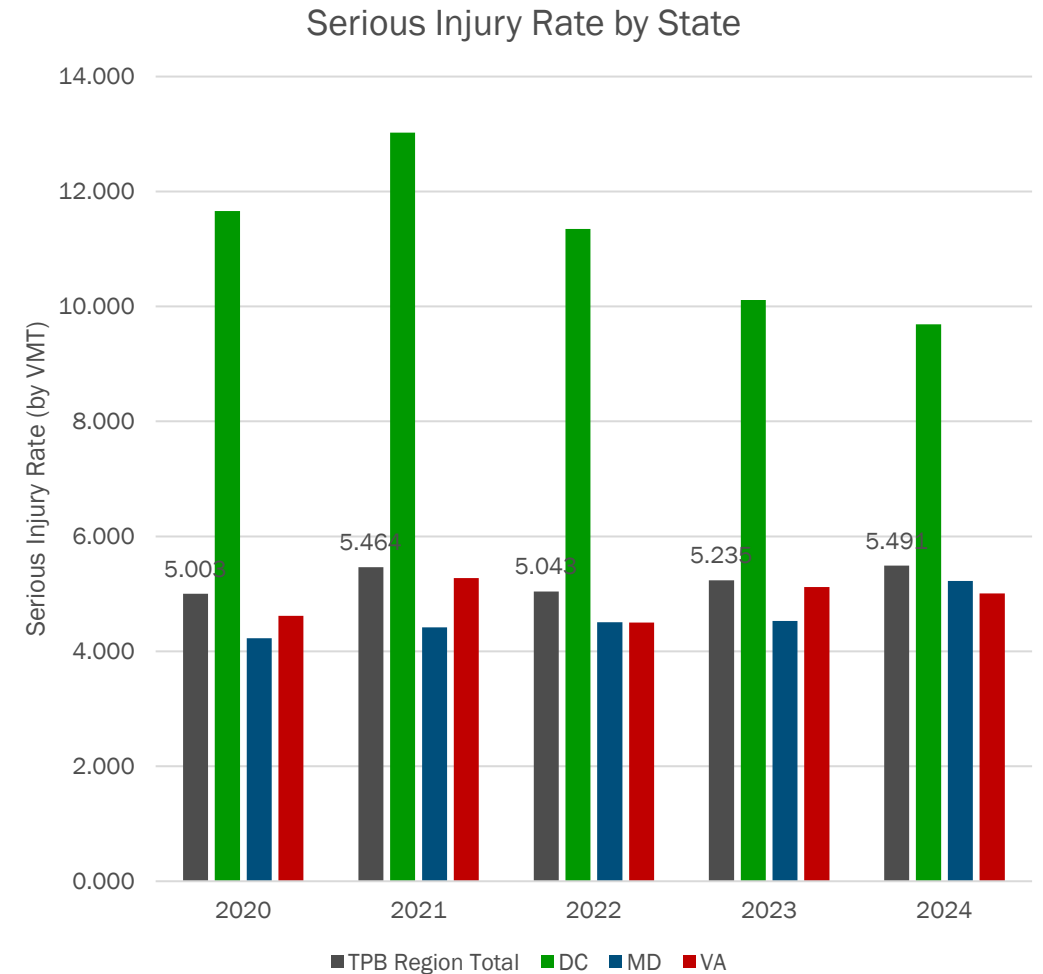
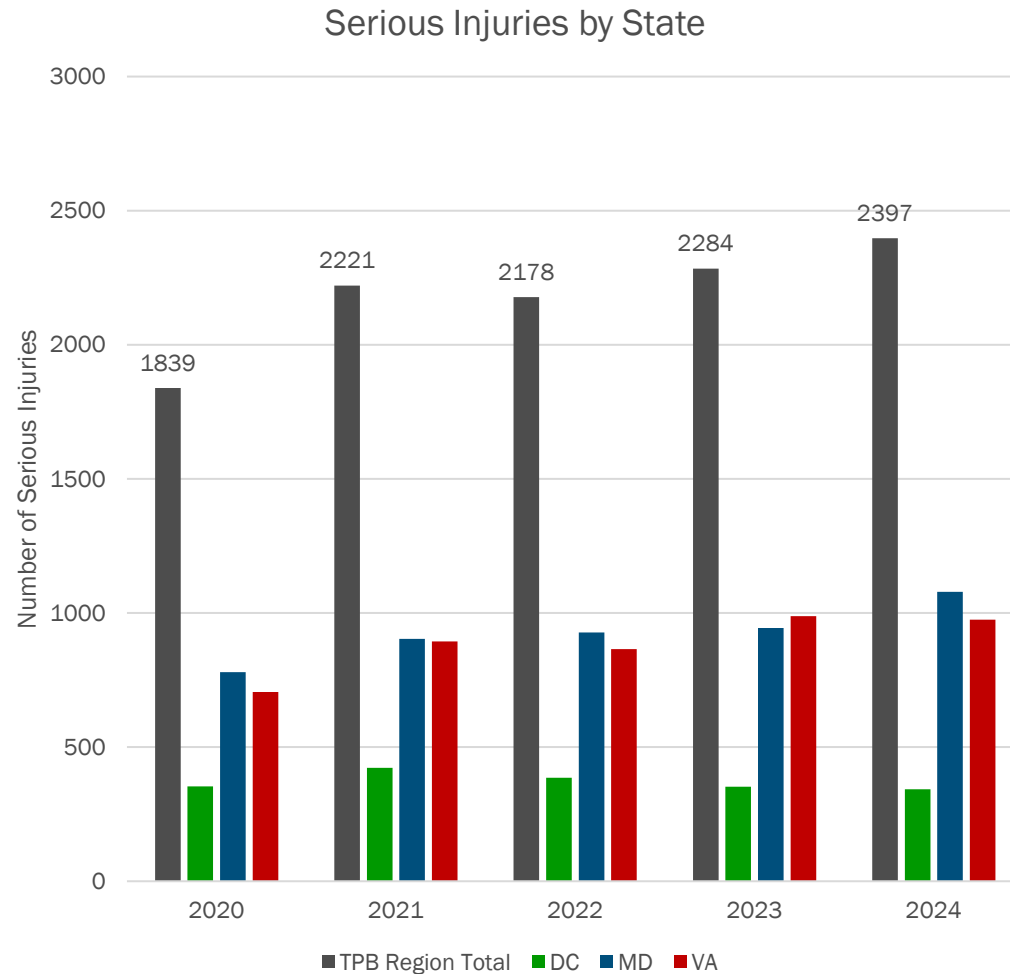
## Fatalities by State



## Fatality Rates by State



# National Capital Region Roadway Serious Injuries



# National Capital Region Roadway Fatalities and Serious Injuries

