

# 2025 HIGHWAY AND TRANSIT SAFETY TARGETS

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## Performance-Based Planning and Programming

Janie Nham  
TPB Transportation Planner

Pierre Gaunaud  
TPB Transportation Planner

Transportation Planning Board  
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# Highway Safety Targets



National Capital Region  
**Transportation Planning Board**

Agenda Item 10: PBPP Targets for Highway and Transit Safety  
December 17, 2025

# Target Setting Methodology

Regional targets are composites of sub-targets calculated by state DOTs using projections.

## Example: Fatality Target

**Maryland projections:**  
Based on trend line / percent reduction



### 2026 Sub-targets

**201.1 fatalities** vs. 184.4 fatalities (+9.1%)

**Virginia projections<sup>1</sup>:**  
Based on trend line for historical data



**103.3 fatalities** vs. 103.8 fatalities (-0.0%)

**DC projections:**  
Based on “power curve” trend line for historical data

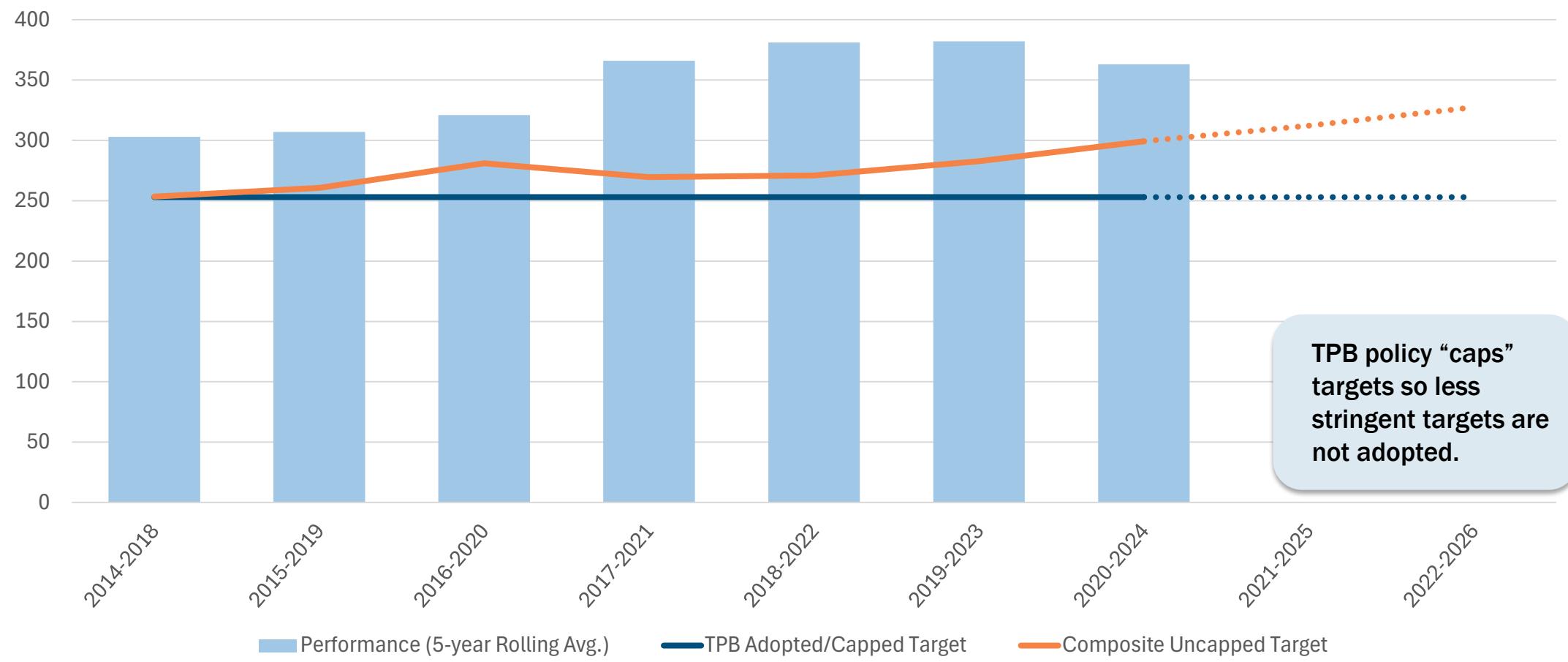


**23.0 fatalities** vs. 24.0 fatalities (-4.2%)  
**327.4 fatalities** vs. 312.2 fatalities (+4.9%)

<sup>1</sup>Calculated by TPB staff using a modified version of VDOT’s methodology.



# Fatalities: Performance vs. Targets



Note: Performance outcomes and targets are in 5-year rolling averages.



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# 2022-2026 NCR Highway Safety Targets

#	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).



# TPB Resolution – Highway Safety Targets

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- Staff recommend approval of Resolution R7-2026 to adopt the annual regional highway safety targets



# Transit Safety Targets



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# 2025 Regional Transit Safety Targets

- 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	
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)	1	0.01	0	409	0.67	0.17	505	0.83	233	0.38	0.58	0.03	0.63	7,626
Commuter Bus (CB)	0	0	0	0	0.00	0.00	124	1.93	0	0.00	1.37	0.00	1.37	34,066
Demand Response (DR)	0	0	0	42	0.22	0.08	75	0.39	3	0.02	0.37	0.03	0.33	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



# TPB Resolution – Transit Safety Targets and Next Steps

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- Staff recommend approval of Resolution R8-2026 to adopt the annual regional transit safety targets
- Staff will subsequently transmit the adopted regional highway and transit safety targets to the State DOTs in accordance with established written agreements for performance planning reporting



**Janie Nham**

TPB Transportation Planner  
(202) 962-3226  
[jnham@mwcog.org](mailto:jnham@mwcog.org)

**Pierre Gaunaud**

TPB Transportation Planner  
(202) 962-3761  
[pgaunaud@mwcog.org](mailto:pgaunaud@mwcog.org)

**[mwcog.org](http://mwcog.org)**

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777 North Capitol Street NE, Suite 300  
Washington, DC 20002



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