

2025 HIGHWAY AND TRANSIT SAFETY TARGETS

Performance-Based Planning and Programming

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December 5, 2025



Highway Safety Targets



National Capital Region
Transportation Planning Board

Agenda Item 5: PBPP Targets for Transit and Highway Safety
December 5, 2025

Safety Activity Update

Action	Status	Current Phase	Next Steps
Join USDOT Allies in Action: Join the USDOT campaign to demonstrate commitment to reduce roadway fatalities.	Complete	TPB's participation in the campaign was accepted in January 2025.	<ul style="list-style-type: none">Continue to implement TPB safety initiatives (RRSP, Street Smart).
Conduct inventory of R3-2021 strategies: Inventory and benchmark safety activities of member jurisdictions relative to the TPB's safety resolution. The effort will also attempt to understand the most effective strategies and barriers to implementation.	On Track	Finalize recommendations and complete final report.	<ul style="list-style-type: none">Route report for Subcommittee review week of 12/8.Present to Technical Committee January 2026.Present to TPB February 2026.



Safety Activity Update, cont'd

Action	Status	Current Phase	Next Steps
Automated Traffic Enforcement (ATE) data analysis: Develop a technical paper on the effectiveness of ATE.	On Track	Report complete.	<ul style="list-style-type: none">Present to Technical Committee January 2026.Present to TPB February 2026.
Assist COG with Enforcement Reciprocity: Assist COG's efforts by developing a policy "white paper" that reviews enforcement programs and policies, current reciprocity opportunities, and constraints, among other related topics.	On Track	\$80K grant awarded by DC HSO in October. COG staff met with DC, MD, VA legislators on 12/1.	<ul style="list-style-type: none">Procurement of consultant to assist with data and legislative review.



Safety Activity Update, cont'd

- Staff are pursuing additional safety program activities:
 - Staff is finalizing an update of the 2020 Regional Safety Study; presentation to TPB expected in February.
 - Street Smart Fall 2025 campaign took place November/December.
 - The FY 2027 cycle of the Regional Roadway Safety Program (RRSP) will launch in early January.



FY 2027 Safety Activities (Proposed)

- Staff propose the following activities for FY 2027, subject to funding availability:
 - Continue to assist COG with ATE reciprocity efforts
 - Economic analysis of safety investment benefits
 - 2024-2025 crash data analysis
 - Creation of a safety resource website, which would include:
 - Safety data dashboard
 - Toolkits and guidance documents
 - Funding opportunities
 - Case studies
 - Safety workshop or training



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 ¹)	Capped ³ (Proposed)	
1	# of Fatalities	253.0	327.4 ² 	<u>253.0</u>	0.0%
2	Fatality Rate (per 100 MVMT)	0.588	0.801 ² 	<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 ² 	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



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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 for FY24
- **Red** text = target exceeded

	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		

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



2024 Regional Transit Safety Performance (2)

- 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 for FY24
- **Red** text = target exceeded

	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)
- Reliability data (MDBF) is not included



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	
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	0.00	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



FY 2026 and FY 2027 (Proposed) PBPP Work Activities

- Staff are considering a deeper review of regional transit safety performance trends over the years starting later in FY26 and FY27
 - Would potentially include requests for information on:
 - context/further detail on types of injuries, collisions, location data, etc.
 - actions taken to address safety and security incidents and repeated issues
 - Driven by the Multimodal Planning team with likely involvement by the Long-Range Planning team
 - Board interest in more background about regional safety performance, the context behind incident counts and events, and what is being done to make transit safer



Next Steps – Target Approval

- December 17: Request board approval of final regional 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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