

2025 HIGHWAY AND TRANSIT SAFETY TARGETS

Performance-Based Planning and Programming

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Highway Safety Targets



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 | <p>\$80K grant awarded by DC HSO in October.</p> <p>COG staff met with DC, MD, VA legislators on 12/1.</p> | <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



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 | 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) | 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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