

# 2025 TRANSIT AGENCY SAFETY TARGETS – FIRST UPDATE

---

## Performance-Based Planning and Programming

Pierre Gaunard  
TPB Transportation Planner

TPB Regional Public Transportation Subcommittee  
September 30, 2025



National Capital Region  
**Transportation Planning Board**

# Presentation Items

---

- Transit Agency Safety Plans Rule
- Transit Safety Performance Measures
- Applicability
- Adopted 2024 Regional Targets
- New Transit Safety Targets and Data Form for 2025
- Next Steps



# Federal Requirement – Transit Agency Safety Plans

---

- Federal Performance Based Planning and Programming (PBPP) regulations requires applicable providers of public transportation to develop and certify an agency safety plan
- As of May 2024, applicable transit providers are required to annually set targets for fourteen (14) Transit Safety performance measures
- MPOs set annual regional targets for the metropolitan planning area following state/agency adoption of its 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

---

- 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/Safety Events– total number for all providers of that mode
  - Rate of Fatalities/Injuries/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

---

- 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.)



# 2024 Regional Transit Safety Targets

- Final targets for the region adopted by the TPB on December 18, 2024

|                      | 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                   | 256      | 24.20 | 9.50                | 127           | 12.80 | 586                         | 59.1 | 2          | 0.00                      | 2                        | 29,000      |
| Streetcar Rail (SR)  | 0          | 0    | 0                   | 6        | 6.69  | n/a                 | 6             | 6.69  | n/a                         | n/a  | n/a        | n/a                       | n/a                      | 1,000       |
| Urban Bus (MB)       | 0          | 0    | 0                   | 403      | 0.69  | 0.19                | 357           | 0.61  | 207                         | 0.37 | 1.43       | 0.05                      | 1.12                     | 8,964       |
| Commuter Bus (CB)    | 0          | 0    | 0                   | 6        | 0.07  | 0.10                | 3             | 0.04  | 0                           | 0    | 2          | 0                         | 2                        | 25,000      |
| Demand Response (DR) | 0          | 0    | 0                   | 42       | 0.21  | 0.07                | 54            | 0.27  | 9                           | 0.04 | 0.25       | 0.00                      | 0.25                     | 24,913      |
| Vanpools (VP)        | n/a        | n/a  | n/a                 | n/a      | n/a   | n/a                 | n/a           | n/a   | n/a                         | n/a  | n/a        | n/a                       | n/a                      | n/a         |

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



# 2025 Regional Transit Safety Targets

**\* Under Development – Pending information requested from applicable agencies/jurisdictions**

| [ <i>Agency</i> ] FY25 Transit Safety Targets |                           | Heavy Rail (HR) | Streetcar Rail (SR) | Urban Bus (MB) | Commuter Bus (CB) | Demand Response (DR) | Vanpools (VP) | [Date most recent safety targets approved]  |  |  |  |  |  |  |  |  |  |
|---|---------------------------|-----------------|---------------------|----------------|-------------------|----------------------|---------------|---|--|--|--|--|--|--|--|--|--|
| Fatalities                                    | Number                    | 0               | 0                   | 0              | 0                 | 0                    | 0             | Please describe below how and why Incident numbers AND targets may vary from prior years. |  |  |  |  |  |  |  |  |  |
|   | Rate                      | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
|   | Transit Worker Rate       | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
| Injuries                                      | Number                    | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
|   | Rate                      | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
|   | Transit Worker Rate       | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
| Safety Events                                 | Number                    | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
|   | Rate                      | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
| Assaults on Transit Workers                   | Number                    | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
|   | Rate                      | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
| Collisions                                    | Rate                      | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
|   | Pedestrian Collision Rate | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
|   | Vehicular Collision Rate  | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
| Failures/Reliability                          | Number                    | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |
| Total Vehicle Revenue Miles (VRM)*            | Number                    | 0               | 0                   | 0              | 0                 | 0                    | 0             |   |  |  |  |  |  |  |  |  |  |

\* Annual total VRM used by your agency to calculate the above rates.





# 2025 Safety Target Schedule

---

- **Current** – Collect 2025 targets and supporting data from agencies and compare with previous year's performance
- October – Regional Public Transportation Subcommittee briefed on draft 2025 regional safety targets and provide feedback
- November – Technical Committee briefed on requirements and draft 2025 regional safety targets
- November – TPB briefed on requirements and draft 2025 regional safety targets
- December – TPB will be asked to adopt resolution with final regional transit safety targets



## Pierre Gaunard

Transportation Planner  
(202) 962-3761  
pgaunard@mwkog.org

[mwkog.org](http://mwkog.org)

---

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



National Capital Region  
**Transportation Planning Board**