

ITEM 7 – Information
November 15, 2023

PBPP: Targets for Transit Safety and Highway Safety

Background: The board will be briefed on draft regional targets for transit safety and highway safety performance measures, as required annually by the federal performance-based planning and programming (PBPP) regulations for MPOs. In addition, WMATA will provide a briefing on its transit safety performance. The board will be asked to approve the regional safety targets at its December meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Transit Safety Targets – DRAFT for 2023
DATE: November 9, 2023

This memorandum provides an update on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements under federal surface transportation regulations for the area of transit safety. Applicable providers of public transportation are required to set targets for four transit safety performance measures, following which metropolitan planning organizations (MPOs) are required to establish overall transit safety targets for their planning area.

TRANSIT SAFETY RULEMAKING

The Public Transportation Agency Safety Plan (PTASP) final rule was issued on June 19, 2018. The issuance of this final rule served as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule which defined the four transit safety performance measures for which providers of public transportation and MPOs have to set targets.

The PTASP rule applies to providers of public transportation that are recipients and sub-recipients of Federal Transit Administration (FTA) Section 5307 funding and that fall under the safety jurisdiction of the FTA. Applicable providers of public transportation are required to develop and certify Public Transportation Agency Safety Plans. In addition, they are required to set annual targets for the four transit safety measures, following which the MPO must set transit safety targets for the metropolitan planning area within 180 days.

Transit Safety Performance Measures	
Fatalities	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
Injuries	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
Safety Events (Collisions, derailments, fires, or life safety evacuations)	Total number of reportable events and the rate per total vehicle revenue miles by mode
System Reliability	Mean distance between major mechanical failures by mode

MPO targets are not evaluated by the FTA, and there are no consequences for MPOs if they fail to meet their targets. The FTA does however review how MPOs incorporate and discuss safety performance measures and targets in their long-range transportation plans and transportation improvement plans (TIPs) during quadrennial MPO certification reviews.

TRANSIT SAFETY FOR THE NATIONAL CAPITAL REGION

The following providers of public transportation in the region are required to set transit safety targets in accordance with the PBPP requirements. These targets are required for each mode operated by the provider, including heavy rail, streetcar, commuter bus, local bus, and paratransit (demand response).

Regional recipients of FTA Section 5307 funding and the modes they operate:

- WMATA: Metrorail, Metrobus, MetroAccess
- DDOT: DC Circulator, DC Streetcar
- MDOT-MTA: MTA Commuter Bus
- PRTC OmniRide: commuter bus, local bus, and paratransit

Regional sub-recipients of FTA Section 5307 funding

- VanGo (Charles Co.)
- TransIT (Frederick Co.)
- Ride On (Montgomery Co.)
- The Bus (Prince George's Co.)

Note that while local bus systems in Suburban Maryland are sub-recipients of FTA funds through the State of Maryland's Locally Operated Transit systems (LOTS) funding programs, the local bus systems operated by jurisdictions in Northern Virginia do not receive federal funds and the PTASP rule is not applicable. In addition, commuter rail systems including MARC and VRE have their safety regulated by the Federal Railroad Administration (FRA) and the PTASP rule does not apply to them.

CALCULATION OF REGIONAL SAFETY TARGETS

Targets for the region are based on those adopted or reported by each provider of public transportation. Measures are calculated for each mode:

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

2023 REGIONAL TRANSIT SAFETY TARGETS

The 2022 regional transit safety targets are based on the targets adopted or in the process of being adopted by each applicable provider of public transportation. The draft 2023 transit safety targets will be briefed to the TPB at its November briefing. Comments will be taken through the end of November, after which the targets will be finalized for adoption at the TPB's December meeting.