



2020 TRANSIT AGENCY SAFETY TARGETS – DRAFT

Performance-Based Planning and Programming

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Presentation Items

- Performance Based Planning Programming
- Transit Agency Safety Plans Rule
- Transit Safety Performance Measures
- Applicability
- 2020 Regional Transit Safety Targets - **DRAFT**
- Next Steps



Performance Based Planning and Programming

- Under MAP-21 and reinforced in the FAST Act, federal surface transportation regulations require the implementation of performance based planning and programming (PBPP) by State DOTs, MPOs, and providers of public transportation
“transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds.”
- State DOTs, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets (and included in the TIP and long-range plan)

Federal PBPP Performance Areas

- Federal PBPP process requires State DOTs, MPOs and providers of public transportation to set targets (annually or every two/four years) for 26 performance measures
 - Highway Safety
 - Highway Assets (Pavement and Bridge Condition)
 - Highway System Performance (Reliability, Freight, CMAQ Program)
 - Transit Assets
 - Transit Safety



Final Rule – Transit Agency Safety Plans

- Federal PBPP rulemaking (July 2018) requires applicable providers of public transportation to develop and certify an agency safety plan
- Applicable transit operators are required to annually set targets for four (4) Transit Safety performance measures, initially in July 2020
 - Due to the pandemic, the Federal Transit Administration (FTA) has “suspended enforcement” of the rule through December 31, 2020
- MPOs have 180 days following to adopt Transit Safety targets for their metropolitan planning area (i.e., regional targets)



Transit Safety Performance Measures

	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*	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

* Collisions, derailments, fires, or life safety evacuations



Applicable Transit Agencies

- Requirement applies to providers of public transportation that are recipients and sub-recipients of federal Section 5307 funding that are under FTA safety regulation
 - WMATA: Metrorail, Metrobus, MetroAccess
 - DDOT: DC Circulator, DC Streetcar
 - MDOT-MTA: MTA Commuter Bus
 - PRTC: OmniRide bus and paratransit
 - and local bus systems in Suburban Maryland:
 - VanGo (Charles Co.)
 - TransIT (Frederick Co.)
 - Ride On (Montgomery Co.)
 - The Bus (Prince George's Co.)

*Does not apply to local
Virginian agencies*



2020 Regional Transit Safety Targets - **DRAFT**

Draft targets for the region are based on each agency's adopted or preliminary measures for each mode

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	324	0.38	95	0.11	7,000
Streetcar Rail (SR)*	0	0	0	0.0	4	0.27	672
Urban Bus (MB)*	0	0	462	0.75	660	1.08	20,660
Commuter Bus (CB)	0	0	12	0.19	185	3.00	11,593
Demand Response (DR)	0	0	69	0.00	207	0.97	48,422

Rate - Per 100,000 Vehicle Revenue Miles MDBF = Mean Distance Between Failures

* Includes draft measures not yet formally adopted by a transit agency

Next Steps

- Take any comments on draft regional transit safety targets
- October – Anticipate the completion of formal adoption of agency targets by all transit agencies in the region
- November 18 – TPB adopt final regional transit safety targets



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