

ITEM 9 – Action
December 21, 2022

PBPP: Targets for Transit Safety and Highway Safety

Action: Adopt Resolution R4-2023 to approve regional transit safety targets and Adopt Resolution R5-2023 to approve regional highway safety targets.

Background: The board will be asked to approve regional targets for transit safety and highway safety performance measures, as required by the federal performance-based planning and programming (PBPP) regulations for MPOs.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION TO ADOPT ANNUAL TRANSIT SAFETY TARGETS FOR 2022
FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized on November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the provisions of the federal surface transportation acts continue the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) issued a rulemaking for providers of public transportation and MPOs to annually establish data-driven transit safety targets and report progress on achieving the targets for the following performance measures for each mode of public transportation: number of fatalities, rate of fatalities per hundred thousand revenue vehicle miles (RVM), number of serious injuries, rate of serious injuries per hundred thousand RVM, number of safety events (collisions, derailments, fires, or life safety evacuations), rate of safety events per hundred thousand RVM, and the Mean Distance Between Failure (MDBF); and

WHEREAS, the applicable providers of public transportation have set their respective transit safety targets for 2022 and that MPOs are required to set transit safety targets for their metropolitan planning areas for the same period within 180 days; and

WHEREAS, TPB staff have coordinated with officials of the providers of public transportation in the region to develop regional transit safety targets that are consistent with the targets submitted by each provider and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

WHEREAS, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

WHEREAS, the TPB has reviewed safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that any number of fatalities and serious injuries on the region's roadways and transit systems is unacceptable and contrary to its own vision and the region's aspirations; and

WHEREAS, the TPB encourages every provider of public transportation in the region to adopt similar aspirational safety goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs, and policies to achieve reductions in fatalities and serious injuries; and

WHEREAS, the TPB remains focused on developing and achieving its aspirational goals and will use the federally required annual regional safety transit targets and the target setting process to evaluate the region’s progress toward its aspirational goals; and

WHEREAS, the TPB continues to support local, regional and state level efforts to reduce transportation fatalities and serious injuries; and

WHEREAS, these transit safety targets have been reviewed and recommended for TPB approval by the Regional Public Transportation Subcommittee and the TPB Technical Committee; and

WHEREAS, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of annual transit safety targets for the National Capital Region for 2022, as described below.

Table 1: Regional Transit Safety Targets – 2022

	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	255	0.29	23	0.04	14,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	1,000
Urban Bus (MB)	0	0	268	0.49	404	0.74	10,918
Commuter Bus (CB)	0	0	4	0.06	2	0.03	18,596
Demand Response (DR)	0	0	46	0.24	39	0.20	22,903
Vanpools (VP)	0	0	4	0.04	0	0.00	53,000

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

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777 North Capitol Street, N.E.
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**RESOLUTION TO ADOPT ANNUAL HIGHWAY SAFETY TARGETS
FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

WHEREAS, the provisions of the federal surface transportation acts continue the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to annually establish data-driven highway safety targets and report progress on achieving the targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, though the federal regulations that designate the safety performance measures refer to them as the National Performance Management Measures for the Highway Safety Improvement Program, the performance measures are applicable to all public roads in the region from community streets to Interstate highways, and can properly be referred to as roadway safety targets; and

WHEREAS, the TPB has reviewed the safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that the number of fatalities and serious injuries on the region's roadways are unacceptably high, which is contrary to its own vision and the region's aspirations; and

WHEREAS, the TPB remains focused on acting on its priorities and achieving the region's aspirational goals of zero fatalities and serious injuries on its roadways and is using the federally-required annual regional highway safety targets and the process to evaluate the region's progress toward zero roadway deaths; and

WHEREAS, the TPB commissioned a regional roadway safety study to identify the factors contributing to and the predominant types of fatal and serious injury crashes in the region and recommend projects, programs and policies the region should prioritize to improve safety outcomes on the region's roadways; and

WHEREAS, the TPB has reviewed the findings of that study and adopted Resolution R3-2021 titled, "Resolution to Establish A Regional Roadway Safety Policy, and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region's Roadways" on July 22, 2020 based on those findings; and

WHEREAS, the TPB, as described in Resolution R3-2021, urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, in an equitable and non-racist manner, consistent with the TPB's Equity Policy statement, that strive to reduce the number of fatal and serious injury crashes on the Region's roadways; and

WHEREAS, the TPB has, as part of Resolution R3-2021, established and funded a Regional Roadway Safety Program to assist its members to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users; and

WHEREAS, the TPB continues to support local, regional, and state level efforts to reduce fatalities and serious injuries concurrent with the development of increasingly aggressive highway safety targets in the future; and

WHEREAS, the DOTs of the District of Columbia, Maryland, and Virginia set their respective highway safety targets for the five-year period 2019 through 2023 by August 31, 2022, and MPOs are required to set highway safety targets for their metropolitan planning areas for the same period by February 28, 2023; and

WHEREAS, TPB staff have coordinated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to develop regional highway safety targets that are evidence-based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

WHEREAS, these highway safety targets have been reviewed and recommended for TPB approval by the TPB Technical Committee; and

WHEREAS, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of highway safety targets for the National Capital Region, as described below.

Table 1: Regional Transit Safety Targets, 2019-2023

Performance Measure (5-year rolling average)	2019-2023 Targets
Number of Fatalities	253.0
Fatality Rate (per 100 million VMT)	0.588
Number of Serious Injuries	1,757.4
Serious Injury Rate (per 100 million VMT)	3.733
Number of Nonmotorist Fatalities & Serious Injuries	486.9



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Transit Safety Targets – 2022
DATE: December 15, 2022

At its November 16 meeting, the TPB was briefed on the federal requirement for metropolitan planning organizations (MPOs) to adopt regional targets for transit safety. Targets are set annually for fatalities, serious injuries, safety events, and reliability; first by providers of public transportation in the region and then by the MPO. The presentation from the November meeting, part of a joint presentation on draft transit safety and highway safety targets, can be accessed through the following link:

[Item 7 - Safety Items Joint Presentation](#)

The TPB was briefed on the draft 2022 transit safety targets for the region, which are based on those of applicable transit providers across the region. To date no comments on the proposed targets have been received. Accordingly, the TPB will be asked to adopt a resolution approving the 2022 regional transit safety targets at its December 21 meeting.

2022 REGIONAL TRANSIT SAFETY TARGETS

Based on the targets adopted or in the process of being adopted by each provider of public transportation, the following set of transit safety targets will be adopted for the region for 2022.

	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	255	0.29	23	0.04	14,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	1,000
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Vanpools (VP)	0	0	4	0.04	0	0.00	53,000

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Janie Nham, TPB Transportation Planner
SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Highway Safety Targets
DATE: December 15, 2022

On November 16, staff briefed the TPB on the federal requirement for metropolitan planning organizations (MPOs) to set annual highway safety performance targets and to measure their progress towards those targets yearly for their respective planning areas. The TPB sets targets each year in five performance categories: the number of fatalities, the fatality rate, the number of serious injuries, the serious injury rate, and the number of nonmotorist fatalities and serious injuries. The presentation from the November meeting, part of a joint presentation on draft transit safety and highway safety targets, can be accessed through the following link:

[Item 7 - Safety Items Joint Presentation](#)

At the meeting, staff presented draft 2019-2023 highway safety targets for the TPB's consideration. The targets are a composite of sub-targets developed by each state department of transportation for their respective portions in the National Capital Region. To date, no comments on the proposed targets have been received.

During the meeting, Board Member David Snyder, City of Falls Church Councilmember, suggested that staff draft letters to federal and state partners expressing TPB's concerns about current safety outcomes.

2019-2023 HIGHWAY SAFETY TARGETS FOR THE NATIONAL CAPITAL REGION

Pending any last-minute comments, the following highway safety targets are anticipated to be final. The TPB will be asked to adopt a resolution approving the targets at its December 21 meeting.

Performance Measure (5-year rolling average)	2018-2022 Targets	2019-2023 Targets	Difference	Percent Difference
Number of Fatalities	253.0	<u>253.0</u>	0.0	0.0%
Fatality Rate (per 100 million VMT)	0.588	<u>0.588</u>	0.0	0.0%
Number of Serious Injuries	1,889.7	<u>1,757.4</u>	-132.3	-7.0%
Serious Injury Rate (per 100 million VMT)	3.867	<u>3.733</u>	-0.134	-3.5%
Number of Nonmotorist Fatalities & Serious Injuries	492.4	<u>486.9</u>	-5.5	-1.1%

Following adoption, the Visualize 2045 long-range metropolitan transportation plan System Performance Report (Appendix D) will be updated with the 2019-2023 targets as well as available information on recent performance in relation to targets.