

DRAFT ANNUAL REGIONAL TRANSIT AND HIGHWAY SAFETY TARGETS

Performance Based Planning and Programming (PBPP)

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Part I – Transit Safety Presentation Items

- Requirements
- Applicability
- Transit Safety Performance Measures
- Adopted 2023 Regional Targets
- Recorded 2023 Safety Performance
- Data Observations
- Draft 2024 Regional Targets



Federal Requirement – Transit Agency Safety Plans

- Federal Performance Based Planning and Programming (PBPP) regulations require applicable providers of public transportation to develop and certify an agency safety plan. See 49 CFR 673.11(a).
 - "The Public Transportation Agency Safety Plan must include annual safety performance targets..." 49 CFR 673.11(a)(3).
- MPOs are required to set regional safety targets for their metropolitan planning area in coordination with state/agency officials. 23 C.F.R. § 450.306d.
 - TPB sets annual targets following state/agency adoption of its Transit Safety targets.



Applicable Regional Agencies

- Transit safety target requirements apply to providers of public transportation that are recipients and sub-recipients of federal Chapter 53 funding, except 5310 and 5311 funding recipients
 - (has been interpreted as applying to 5307 funding recipients, including those listed below):
 - **WMATA:** Metrorail, Metrobus, MetroAccess
 - **DDOT:** DC Circulator, DC Streetcar
 - **MDOT-MTA:** MTA Commuter Bus
 - **PRTC:** Bus and paratransit
 - and local systems in Suburban Maryland:
 - VanGo** (Charles Co.)
 - Ride On** (Montgomery Co.)
 - Transit** (Frederick Co.)
 - The Bus** (Prince George's Co.)



Updated Transit Safety Performance Measures

- New FTA rulemaking this past April added 7 new performance measure for which targets must be set (new measures in **BOLD**)
- The new measures are meant to bring attention to transit worker safety and collision impacts

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)



2023 Regional Transit Safety Targets

- Final targets for the region adopted by the TPB on December 20, 2023

	Fatalities		Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	146	18.30	41	5.20	25,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	1,000
Urban Bus (MB)	0	0	351	0.58	356	0.59	11,378
Commuter Bus (CB)	0	0	1	0.01	0	0.00	33,401
Demand Response (DR)	0	0	49	0.24	59	0.29	0
Vanpools (VP)	0	0	0	0.00	0	0.00	0

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



2023 Regional Transit Safety Data

	Fatalities		Injuries		Safety Events		2023 vs. 2022		
	Number	Rate	Number	Rate	Number	Rate	F	I	E
Heavy Rail (HR)	7	0.76	94	10.26	34	3.71	↑	↑	↑
Streetcar Rail (SR)	0	0	1	0.81	6	4.84	↔	↔	↓
Urban Bus (MB)	1	0.001	318	0.41	742	0.96	↓	↑	↑
Commuter Bus (CB)	0	0	0	0	4	0.05	↔	↔	↑
Demand Response (DR)	0	0	16	0.08	26	0.12	↓	↓	↓
Vanpools (VP)	0	0	0	0	0	0	↔	↔	↔

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

- From the FTA NTD Safety & Security time-series data – Not including MDBF measure and Data Comparison for Applicable Agencies Only
- Note: Fatality count does not include those occurring due to trespass or suicide



Transit Safety – Performance vs Target Observations

- In 2023 actual performance generally met regional safety targets across transit modes. Exceptions included:
 - There were significantly more safety events on fixed-route buses than the target set (742 vs 356).
 - Fatalities are targeted at 0; however, there were 8 total fatalities involving transit vehicles or facilities.
 - Commuter bus and streetcar services also experienced higher than targeted injury and safety event incidents.
- Actual injuries and safety events on Demand Response services were significantly less than the set targets.



Draft 2024 Reg. Transit Safety Targets - Original PMs

	Fatalities		Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	256	24.2	127	12.8	29,000
Streetcar Rail (SR)	0	0	6	6.69	6	6.69	1,000
Urban Bus (MB)	0	0	332	0.73	319	0.70	7,846
Commuter Bus (CB)	0	0	1	0.06	0	0.00	0
Demand Response (DR)	0	0	33	0.16	49	0.24	24,952
Vanpools (VP)	0	0	0	0.00	0	0.00	0

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

- **DRAFT** regional targets for the original seven performance measures – only missing two agencies’ data for these measures
- *Regional targets for the new seven performance measures are pending needed data from five agencies*



Part III – Next Steps

- Finalize regional transit and highway safety targets based on any final information and board feedback
- December 18: 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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