



# 2021 TRANSIT AGENCY SAFETY TARGETS – DRAFT

## Performance-Based Planning and Programming

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October 1, 2021



# Presentation Items

- Transit Agency Safety Plans Rule
- Transit Safety Performance Measures
- Applicability
- Calculation of Regional Targets
- 2021 Regional Transit Safety Targets – **DRAFT**
- Adopted 2020 Regional Targets
- Next Steps



# Final Rule – Transit Agency Safety Plans

- Federal Performance Based Planning and Programming (PBPP) rulemaking requires applicable providers of public transportation to develop and certify an agency safety plan
- Applicable transit providers are required to annually set targets for four (4) Transit Safety performance measures,
  - First annual targets adopted by transit providers in 2020, though could be waived due to pandemic
- MPOs have 180 days following to adopt Transit Safety targets for providers of public transportation in their metropolitan planning area (i.e., regional targets)



# Transit Safety Performance Measures

	Performance Measures
<b>Fatalities</b>	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
<b>Injuries</b>	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
<b>Safety Events*</b>	Total number of reportable events and the rate per total vehicle revenue miles by mode
<b>System Reliability</b>	Mean distance between major mechanical failures by mode

\*Collisions, derailments, fires, or life safety evacuations



# Applicable Regional Agencies

- Requirement applies to providers of public transportation that are recipients and sub-recipients of federal Section 5307 funding that are under FTA regulation
  - 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.)
    - TransIT (Frederick Co.)
    - Ride On (Montgomery Co.)
    - The Bus (Prince George's Co.)



# Calculation of Regional Safety Targets

Targets for the region based on those adopted – or still preliminary – by each provider of public transportation

Measures are calculated for each mode:

- Number of Fatalities/Serious Injuries/Incidents – total number for all providers of that mode
- Rate of Fatalities/Serious Injuries/Incidents – 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

# 2021 Regional Transit Safety Targets - **DRAFT**

**Draft** targets for the region based on the adopted or preliminary measures for each mode

	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)*	0	0	244	0.31	84	0.11	254,000
Streetcar Rail (SR) *	0	0	0	0.00	4	0.27	672
Urban Bus (MB)*	0	0	411	0.69	463	0.78	13,654
Commuter Bus (CB)	0	0	6	0.07	20	0.23	13,265
Demand Response (DR)	0	0	40	0.19	18	0.08	0
Vanpools (VP)	0	0	6	0.05	118	1.05	9500

Rate - Per 100,000 Vehicle Revenue Miles

MDBF = Mean Distance Between Failures

\* Includes preliminary measures not yet finalized by a provider



# Adopted 2020 Regional Transit Safety

Adopted by the TPB on November 18, 2020

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	3	2.28	2	3.80	10,000
Urban Bus (MB)	0	0	452	0.74	602	0.98	21,645
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





# Observations

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- Actual safety data for 2020 was obviously affected by reduced operations during the pandemic
  - Fatalities: 3 on Heavy Rail; 2 on Urban Bus
  - Serious Injuries: 11 on Heavy Rail; none on Urban Bus
  - Safety Events: up on Heavy Rail; down on Urban Bus
- For the 2021 targets
  - Added new mode: Vanpools
  - Zero fatalities for all modes: no change
  - Setting improved (lower) targets for Serious Injuries, Safety Events, Reliability (MDBF) for most modes



# Next Steps

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- Take any comments on draft regional transit safety targets
- October 20 – Brief TPB on draft regional targets
- November 17 – TPB adopt final regional transit safety targets



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