

**ITEM 8 – Action  
December 18, 2024**

PBPP: Annual Targets for Transit Safety and Highway Safety

**Action:** Adopt Resolution R4-2025 to approve regional transit safety targets and adopt Resolution R5-2025 to approve regional highway safety targets.

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

TPB R4-2025  
December 18, 2024

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

**RESOLUTION TO ADOPT ANNUAL TRANSIT SAFETY TARGETS FOR 2024  
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 FAST Act continued 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) has issued rulemakings 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, transit worker rate of fatalities, number of injuries, rate of injuries, transit worker rate of injuries, number of safety events, rate of safety events, number of assaults on transit workers, rate of assaults on transit workers, rate of collisions, rate of pedestrian collisions, rate of vehicular collisions, and the Mean Distance Between Failure (MDBF), where rates are calculated per hundred thousand or ten million vehicle revenue miles (VRM) depending on transit mode; and

**WHEREAS**, applicable providers of public transportation are obligated to set their respective transit safety targets annually and TPB has adopted regional transit safety targets annually; and

**WHEREAS**, MPOs are required to include regional transit safety targets in each update to their metropolitan transportation plan (MTP) and Transportation Improvement Program (TIP), 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 adopted 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 regional annual transit safety 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, injuries, and safety events; and

**WHEREAS**, these transit safety targets have been reviewed by the TPB 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 2024, as described on Table 1.

**Table 1: Regional Transit Safety Targets – 2024**

		Heavy Rail (HR)	Streetcar Rail (SR)	Urban Bus (MB)	Commuter Bus (CB)	Demand Response (DR)	Vanpools (VP)
Fatalities	Number	0	0	0	0	0	n/a
	Rate	0	0	0	0	0	n/a
	Transit Worker Rate	0	0	0	0	0	n/a
Injuries	Number	256	6	403	6	42	n/a
	Rate	24.20	6.69	0.69	0.07	0.21	n/a
	Transit Worker Rate	9.50	n/a	0.19	0.10	0.07	n/a
Safety Events	Number	127	6	357	3	54	n/a
	Rate	12.80	6.69	0.61	0.04	0.27	n/a
Assaults on Transit	Number	586	n/a	207	0	9	n/a
	Rate	59.1	n/a	0.37	0.00	0.04	n/a
Collisions	Rate	2	n/a	1.43	2	0.25	n/a
	Pedestrian Collision Rate	0	n/a	0.05	0.00	0.00	n/a
	Vehicular Collision Rate	2	n/a	1.12	2	0.25	n/a
Reliability	MDBF	29,000	1,000	8,964	25,000	24,913	n/a

Rate = Per 100,000 Vehicle Revenue Miles, except HR (per 10M VRM)

MDBF = Mean Distance Between Failures

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

**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 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**, 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 FAST Act continued 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 completed a regional roadway safety study in 2021 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 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; and

**WHEREAS**, the DOTs of the District of Columbia, Maryland, and Virginia set their respective highway safety targets for the five-year period 2021 through 2025 by August 31, 2024, and MPOs are required to set highway safety targets for their metropolitan planning areas for the same period by February 28, 2025; 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 Highway Safety Targets, 2021-2025**

<b>Performance Measure (5-year rolling average)</b>	<b>2021-2025 Targets</b>
Number of Fatalities	<b>253.0</b>
Fatality Rate (per 100 million VMT)	<b>0.588</b>
Number of Serious Injuries	<b>1,661.9</b>
Serious Injury Rate (per 100 million VMT)	<b>3.222</b>
Number of Nonmotorist Fatalities & Serious Injuries	<b>473.5</b>



## **MEMORANDUM**

**TO:** Transportation Planning Board

**FROM:** Eric Randall, TPB Transportation Engineer  
Janie Nham, TPB Transportation Planner  
Pierre Gaunaurd, TPB Transportation Planner

**SUBJECT:** Performance-Based Planning and Programming (PBPP) Regional Highway and Transit Safety Targets – Additional information

**DATE:** December 12, 2024

---

At the November 20, 2024 TPB meeting, the board was briefed on the National Capital Region's progress in meeting its 2019-2023 highway safety targets and shared recommendations for highway safety targets for the 2021-2025 period. Staff also reviewed updated federal transit safety rules, actual transit safety performance in 2023, and the ongoing process of developing the 2024 regional transit safety targets. This memorandum addresses adjustments in highway safety data methodology and the work being done at TPB and across the region with regards to improving transportation safety. The memorandum also notes the changes to the transit safety performance target setting process and more information on accounting for fatalities involving the region's transit systems.

### **CHANGES TO FEDERAL REQUIREMENTS FOR TRANSIT SAFETY PERFORMANCE TARGETS**

Since the publication of the federal Public Transportation Agency Safety Plan (PTASP) rule in 2018, federal regulations have required applicable transit agencies to set targets for seven performance measures to track and improve safety and security across transit operations. On April 9, 2024, an updated PTASP rule was published requiring applicable transit agencies to set targets for an additional seven performance measures, for a total of 14. The seven new measures amplify on the original seven measures: two focus on tracking the rates of existing performance measures as they apply to transit workers (fatalities and injuries) and two relate to assaults of transit workers, while the other three expand on collision rates in greater detail, specifically the total rate of collisions and the individual rates of vehicular and pedestrian-related collisions. These additions reflect an acknowledgment by the Federal Transit Administration (FTA) and the industry of the safety risks facing transit workers on the job and the need to better understand the nature of collision incidents in order to prevent them.

The updated PTASP rule became effective May 13, 2024. Any agency safety plans and respective performance targets set after that date are required to account for the seven new measures. As a result, the 2024 TPB regional transit safety targets reflect targets for all fourteen performance measures.

### **REGIONAL TARGET SETTING ADJUSTMENTS TO ACCOMMODATE DATA AVAILABILITY**

Due to the relatively recent enactment of the new PTASP rule, several transit agencies across the region are still in the process of developing a complete set of annual safety targets. This



subsequently has led to a delayed completion of TPB's draft regional transit safety targets. TPB staff have developed a set of regional transit safety targets using the available data from applicable agencies.

## **ADDITIONAL BACKGROUND ON TRANSIT FATALITY COUNTS**

At the TPB's November 20 meeting, more information was sought by the board about the nature of safety and security incidents in 2023, specifically fatalities and those due to homicides. The FTA's 2024 NTD Safety and Security (S&S) Reporting Policy Manual outlines what and how fatalities should be reported:

"Agencies must always report events that result in fatalities.

Fatalities that occur because of illnesses, drug overdoses, or other natural causes (including individuals who are found deceased) are not reportable ... Deaths of undetermined cause in a rail right-of-way that may be the result of collision or electrocution are reportable.

An agency must report a fatality due to a reportable S&S event if it is confirmed to have occurred within 30 days of the event. If an agency receives confirmation that a death occurred within 30 days of an event to a person initially reported as an injury, then you may have to update the submitted major event report..." (page 25).

Due to how a fatality may be interpreted according to federal guidance, the respective date of the event, and other factors, a transit fatality reported by the media may or may not have occurred on transit property or right-of-way and may or may not be counted in an agency's annual system performance total. In addition, at TPB the developed regional transit safety targets for fatalities do not include suicides in total counts.

## **ADDITIONAL ROADWAY DATA ANALYSIS AND TPB SAFETY EFFORTS**

Since March 2024, TPB staff has been working with a consultant to complete a regional safety study to understand the nature and location of fatal and serious injury crashes occurring between 2018 and 2023, as an update to the Regional Safety Study completed in 2020. Following a data collection effort in Spring 2024, the consultant began work on an analysis of crash frequency, types, and contributing/involved factors. Work on this analysis is ongoing.

Over the next several months, the following additional study elements will be conducted/finalized:

- an examination of the distribution of crashes inside and outside of regional Equity Emphasis Areas (EEAs)
- a review of qualitative information collected from jurisdictional staff via a questionnaire to understand local crash trends and involved factors
- completion of a written report documenting findings

At this time, staff anticipates that the study will be completed in Spring 2025. The Technical Committee and TPB will be briefed on the findings as soon as they become available.

The study would supplement several other roadway safety activities recently undertaken by the TPB, in coordination with state and local partners. These activities include:

- **Street Smart Safety Campaign**, a COG program, which has been running for 20 years and is focused on reducing the number of pedestrian and bicyclist injuries and deaths in the region. See <https://www.beststreetsmart.net/>.
- **Regional Roadway Safety Program (RRSP)**, which encourages jurisdictions to implement roadway safety improvements by providing technical assistance for local, small-scale planning or preliminary engineering projects focused on roadway safety. See <https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/regional-safety-program/>.
- **TPB Transportation Safety Subcommittee**, which provides local transportation practitioners to exchange best practices, learn about emerging trends and developments in roadway safety, and coordinate on regional roadway safety matters. The subcommittee has been operating since 2012.

## LOCAL SAFETY EFFORTS

The TPB's safety efforts are designed to complement those of state and local jurisdictions in the region, many of whom have adopted Vision Zero or similar "zero deaths" goals and policies and continue to implement strategies. The following is a partial summary of major safety initiatives by TPB member jurisdictions:

### District of Columbia

- District of Columbia – operates under [Vision Zero DC](#)

### Maryland

- City of Bowie – participates in Prince George's County's Vision Zero plan
- Charles County – adopted Roadway Safety Plan in 2023. The Town of La Plata was awarded a U.S. Department of Transportation Safe Streets for All (SS4A) grant in 2024 to develop a Safe Streets plan
- City of College Park – awarded SS4A grant in 2024 to develop Safety Action Plan
- Frederick County – operates under [Towards Zero Deaths Frederick County](#)
- City of Frederick – adopted Vision Zero resolution in 2021; awarded SS4A grant in 2023 to develop Safety Action Plan
- City of Gaithersburg – awarded RRSP technical assistance grant in 2023 to develop Local Road Safety Plan, and SS4A grant in 2023 to develop Safety Action Plan
- City of Greenbelt – awarded SS4A grant in 2024 to develop Safety Action Plan
- City of Laurel – awarded SS4A grant in 2024 to develop Safety Action Plan
- Montgomery County – operates under [Vision Zero Montgomery County, MD](#). Awarded a SS4A grant in 2024 to update its Safety Action Plan.
- Prince George's County – operates under [Vision Zero Prince George's](#). The City of New Carrollton was awarded a SS4A grant in 2024 to develop a Safety Action Plan
- City of Rockville – operates under its [Vision Zero Action Plan](#)
- City of Takoma Park – awarded SS4A grant in 2024 to develop Safety Action Plan

## Virginia

- City of Alexandria – operates under [Vision Zero Alexandria](#)
- Arlington County – operates under [Vision Zero Arlington County](#)
- Fairfax County – operates under [Safe Streets for All](#) program. The Town of Herndon was awarded a SS4A grant in 2024 to develop a Safety Action Plan
- City of Manassas Park – awarded a SS4A in 2023 to develop a Safety Action Plan (concurrently with Prince William County)
- Loudoun County – awarded a SS4A grant in 2023 to develop a Safety Action Plan
- Prince William County – awarded a SS4A grant in 2023 to develop a Safety Action Plan and in 2024 to develop a vulnerable road users plan

U.S. Department of Transportation SS4A grant awards for all years can be accessed via: <https://www.transportation.gov/grants/ss4a/cumulative-awards>

## REGIONAL HIGHWAY SAFETY METHODOLOGY ADJUSTMENTS

This year, the methodology used by staff and member agencies to tally regional fatalities and serious injuries had two adjustments.

- **Maryland crash data** – Maryland agencies have transitioned from the Maryland Department of Transportation (MDOT) to the Maryland State Police Data Warehouse as the official source for crash data. One difference in how the two sources count fatalities is that the Maryland State Police Data Warehouse includes “non-traffic” fatalities, which can include fatalities that are caused by a medical event or that occur on non-public roads, like a parking lot or private driveway. As a result, the numbers may be higher than those which would have been provided by MDOT.
- **Urbanized Area of Fauquier County** - Data for the urbanized area of Fauquier County, Virginia, is no longer included after the county changed its TPB membership status earlier this year based on an US Census update to urban area boundaries. Since 2013, the area has had on average one fatality and 17 serious injuries each year.

TPB highway safety targets are based on projections provided by the District Department of Transportation (DDOT), MDOT, and Virginia Department of Transportation (VDOT) for their respective portions in the region. While each agency uses its own model, their projections are based on historical performance data. Notably, MDOT applies a two percent decrease to targets that are experiencing increasing trends, which include the number of fatalities and the fatality rate. In addition, staff uses a modified version of VDOT’s process by setting targets using five-year rolling averages and a linear trendline.

TPB has periodically invited state DOT personnel to provide briefings on statewide safety activities, including target setting and safety performance. The most recent event was held in December 2022. A summary of that roundtable can be accessed via: <https://www.mwcog.org/newsroom/2022/12/21/tpb-safety-roundtable-highlights/>