

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION  
BALTIMORE REGIONAL TRANSPORTATION BOARD**

**RESOLUTION #21-14  
ADOPTING TRANSIT SAFETY TARGETS FOR THE REGION**

**WHEREAS**, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization (MPO) for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Annapolis Transit; and

**WHEREAS**, the Baltimore Regional Transportation Board (BRTB), the MPO for the Baltimore region, has the responsibility under the provisions of the Fixing America's Surface Transportation Act (FAST Act) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, 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 measures for future performance by States, providers of public transportation, and MPOs; and

**WHEREAS**, the Public Transportation Agency Safety Plan (PTASP) final rule became effective on July 19, 2019 and requires transit operators that are recipients or sub-recipients of Federal Transit Administration (FTA) grant funds to implement safety plans; and

**WHEREAS**, the transit agencies or jurisdictions operating public transportation in the Baltimore region have developed PTASPs and safety measures toward compliance with the law and regulation and have communicated current metrics for safety performance measures to the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) and to the BRTB (see Attachment 1); and

**WHEREAS**, the FTA issued a final rule to establish and implement Safety Management Systems (SMS) to include four performance measures for state departments of transportation, metropolitan planning organizations, and locally operated transit systems to use under the PTASP and National Public Transportation Safety Plan, including: 1) fatalities, 2) injuries, 3) safety events, and 4) system reliability; and

**WHEREAS**, the FHWA and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall adopt performance measures within 180 days of a state or transit provider submitting measures; and

**WHEREAS**, the applicable public transportation systems processed data and developed safety measures toward compliance with the law and regulations by the July 20, 2020 due date (which was extended to December 31, 2020 due to the COVID-19 public health emergency) and has communicated those measures to the MDOT MTA and the BRTB; and

**WHEREAS**, yearly transit safety performance measures will be evaluated in accordance with regulatory guidance and advice received by the FTA, organizations nonetheless maintain their long-term commitment to provide safe public means for transportation and to achieve zero deaths and injuries on the transportation system; and

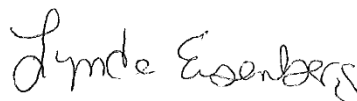
**WHEREAS**, the BRTB reviewed the state methodology that was used to develop MDOT MTA and LOTS measures in accordance with the State PTASP; and

**NOW, THEREFORE BE IT RESOLVED** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region accepts the four transit safety performance measures for each transit system in the region.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its January 26, 2021 meeting.

1-26-21

Date



Lynda Eisenberg, Chair

Baltimore Regional Transportation Board

## **Baltimore Region Yearly Transit Safety Targets**

### **The four required safety performance measures are:**

- Fatalities (total number of reportable fatalities and rate per total vehicle revenue miles by mode)
- Injuries (total number of reportable injuries and rate per total vehicle revenue miles by mode)
- Safety Events (total number of reportable events and rate per total vehicle revenue miles by mode)
- System Reliability (mean distance between major mechanical failures by mode)

The thresholds for reportable fatalities, injuries, and safety events are defined in the National Transit Database (NTD) Safety and Security Reporting Manual. The definition of reportable major mechanical failures is in the NTD Glossary as “a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.”

### **Methodology**

- For MDOT MTA, targets are largely set as a baseline compared to NTD reports from 2017-2019
- For the LOTS, targets are largely based on LOTS' history over last three – five years
- Form 2a (submitted to MTA on a quarterly basis for NTD purposes) will be the source document for data

**Locally Operated Transit Service (LOTS)  
Performance Measures and Targets**

<b>Performance Measure</b>	<b>Fatalities</b>	<b>Fatalities (per 1M VRM)</b>	<b>Injuries</b>	<b>Injuries (per 1M VRM)</b>	<b>Safety Events</b>	<b>Safety Events (per 1M VRM)</b>	<b>System Reliability (VRM/Failures)</b>
<b>Annapolis Transit</b>							
Demand Response (Paratransit)	0	0	0	0	0	0	NA
Fixed Route	0	0	0	0	0.6	0.1	NA
<b>Baltimore Co</b>							
Demand Response (Paratransit)	0	0	0	0	0	0	39,614 miles between failures
<b>Carroll Transit</b>							
Demand Response	0	0	1	0.15	15	2.30	>265,000
Fixed Route	0	0	1	0.53	5	2.66	>82,000
<b>Queen Anne's Co</b>							
Demand Response	0	0	0	0	0	0	95%
Fixed Route	0	0	0	0	0	0	95%
<b>Anne Arundel OOT</b>							
Demand Response	0	0	2	0	2	0	25,000
Fixed Route	0	0	1	0	1	0	75,000
<b>Harford Link</b>							
Demand Response		0		0.25		<5	98%
Fixed Route		0		1		>10	98%
Deviated Fixed Route		0		0.5		0	98%
<b>Charm City Circulator</b>							
Fixed Route	0	0	0	0	4 or fewer	1.0	5,000 miles between breakdowns
<b>RTA (Howard)</b>							
Fixed Route	0	0	20	1.5	20	1.5	Miles bw failures 6,000
Demand Response (Paratransit)	0	0	3	0.25	5	0.40	6,000
Demand Taxi	0	0	0	0	0	0	0

**MDOT Maryland Transit Administration  
Performance Measures and Targets**

<b>Mode of Transit Service</b>	<b>Fatalities</b>	<b>Fatalities (per 1M VRM)</b>	<b>Injuries</b>	<b>Injuries (per 1M VRM)</b>	<b>Safety Events</b>	<b>Safety Events (per 1M VRM)</b>	<b>System Reliability (VRM/Failures)</b>
Local Bus	3	0.1	184	8.7	143	6.8	5,727
Light Rail	1	0.3	15	5.1	15	5.1	1,383
Metro Subway	1	0.2	37	8.1	38	8.3	2,820
Mobility	0	0.0	107	4.8	90	4.1	14,000
Commuter Bus	0	0.0	0	0.0	0	0.0	14,975