

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

RESOLUTION #23-16

ACCEPTING 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 Infrastructure Investment and Jobs Act (IIJA) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the IIJA continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including setting 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 updated 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's final rule to establish and implement Safety Management Systems (SMS) includes 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's 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 updated safety measures and has communicated those measures to the BRTB throughout January 2023 (Locally Operated Transit Systems) and February 2023 (MDOT MTA); and

WHEREAS, transit safety performance measures will be evaluated in accordance with regulatory guidance and advice received from 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 Locally Operated Transit Systems measures in accordance with the State Public Transportation Agency Safety Plan; 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 March 28, 2023 meeting.

3-28-23

Date



Sam Snead, Chair

Baltimore Regional Transportation Board

**Locally Operated Transit Systems (LOTS)
Safety Performance Targets**

Performance Measure	Fatalities	Fatalities (per 100K VRM)	Injuries	Injuries (per 100K VRM)	Safety Events	Safety Events (per 100K VRM)	Miles between Major Mechanical Failures
Annapolis Transit							
Fixed Route	0	0	0	0	3	0.17	Not Available
Demand Response	0	0	0	0	0	0	Not Available
Anne Arundel OOT							
Fixed Route	0	0	1	0	2	0	25,000
Demand Response	0	0	1	0	1	0	75,000
Baltimore County							
Fixed Route	0	0	0	0	0	0	1 st year of service
Demand Response/Paratransit	0	0	0	0	0	0	39,614
Carroll Transit							
Fixed Route	0	0	1	0.10	3	1.34	>170,000
Demand Response	0	0	1	0.20	5	1.30	>330,000
Charm City Circulator							
Fixed Route	0	0	<3	<0.5	<1	<0.22	>5,000
Harford Link							
Fixed Route	0	0	<5	<.55	<15	<1.67	>43,142
Demand Response	0	0	<3	<.85	<10	<3.33	>26,404
Queen Anne's County							
Demand Response	0	0	0	0	0	0	0
Fixed Route	0	0	0	0	0	0	0
RTA of Central MD							
Fixed Route	0	0	20	1.5	20	1.5	6,000
Demand Response/Paratransit	0	0	3	0.25	5	0.40	6,000

MDOT Maryland Transit Administration

Safety Performance Targets

Mode of Transit Service	Fatalities	Fatalities (per 1M VRM)	Injuries	Injuries (per 1M VRM)	Safety Events	Safety Events (per 1M VRM)	Miles between Major Mechanical Failures
Local Bus	2	0.1	141	7.1	57	2.9	6,000
Light Rail	1	0.3	16	5.5	19	6.6	900
Metro Subway	1	0.2	42	9.3	8	1.9	6,000
Mobility	0	0.0	77	4.3	33	1.9	15,000
Commuter Bus	0	0.0	0	0.0	0	0.0	25,000