

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

**RESOLUTION #19-16
ADOPTING HIGHWAY 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 Harford 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 targets for future performance by States, providers of public transportation, and MPOs; and

WHEREAS, the Federal Highway Administration (FHWA) issued a final rule to establish five performance measures for state departments of transportation and metropolitan planning organizations to use to carry out the Highway Safety Improvement Program (HSIP), including: 1) the number of motor vehicle crash-related serious fatalities, 2) the number of motor vehicle crash-related serious injuries, 3) the fatality rate per 100 Million VMT, 4) the serious injury rate per 100 Million VMT, and 5) the number of non-motorized fatalities & serious injuries; and

WHEREAS, the FHWA and the Federal Transit Administration (FTA) issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a state or transit provider setting targets; and

WHEREAS, the Maryland Department of Transportation (MDOT) processed data and developed targets toward compliance with the law and regulations by the August 31, 2018 due date established for highway safety measures and has communicated its current highway safety targets to the FHWA and the BRTB; and

WHEREAS, while the MDOT and the BRTB propose to adopt short-term yearly highway safety targets in accordance with regulatory guidance and advice received by the FHWA, both organizations nonetheless maintain their long-term commitment to achieving zero deaths on the state's and the region's highways; and

WHEREAS, the MDOT previously coordinated with the BRTB on a method for developing regional targets, and that method and previous targets were approved in Resolution #18-8; and

WHEREAS, this same method for developing regional targets using the current 2017 crash data was utilized to develop this year's highway safety targets. The Technical Committee has reviewed and endorsed these targets.

NOW, THEREFORE BE IT RESOLVED that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region adopts the set of five highway safety targets for the region, as described in Attachment 1.

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 22, 2019 meeting.

1-22-19
Date


Valorie LaCour, Chair
Baltimore Regional Transportation Board

Baltimore Region Yearly Highway Safety Targets

Performance Measure	2008 Baseline	2016 Actual	2017 Actual	Change 2016-2017	2015-2019 Target	2030 TZD Goal
Number of Fatalities	242	228	230	↑ 0.88%	184	121
Number of Serious Injuries	1,868	1,432	1,678	↑ 17.18%	1,211	934
Fatality Rate per 100 Million VMT	0.93	0.83	0.83	↓ 0.48%	0.70	0.47
Serious Injury Rate per 100 Million VMT	7.21	5.23	6.05	↑ 15.60%	4.62	3.60
Number of Non-motorized Fatalities & Serious Injuries	286	342	366	↑ 7.02%	222	143

BRTB – Fatalities – Toward Zero Deaths (50% reduction 2008-2030)

2008 Baseline:

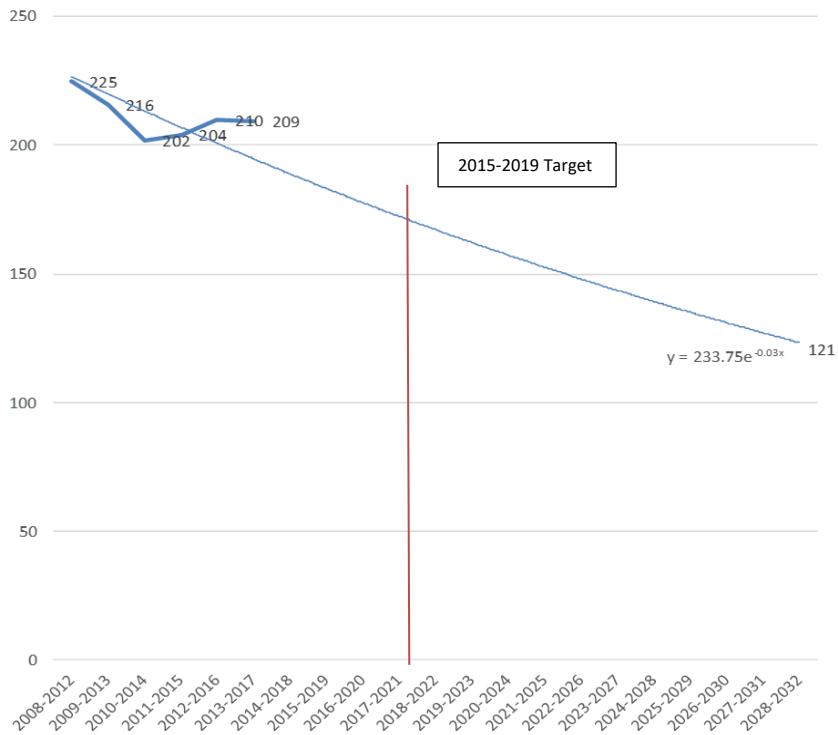
242

2015-2019 Target:

184

2030 TZD Goal:

121

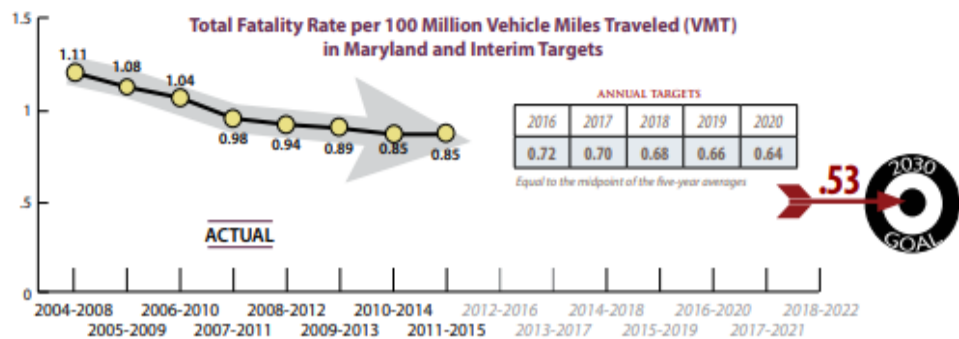
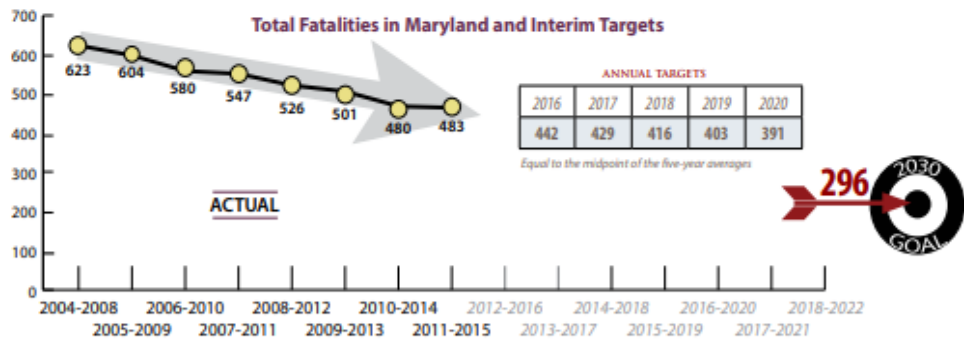


4.

The five required Safety Performance Measures from the Federal Highway Administration (FHWA) below have been incorporated into the Maryland SHSP. It is important to note that the base year numbers and targets will not match our overall visionary goals (halving fatalities and serious injuries by 2030) nor the base year numbers and targets for each emphasis area in the SHSP. This is due to differences in data definitions between the NHTSA Fatality Analysis Reporting System (FARS) and the State crash data system. The source for all fatality data is the most recently available FARS data, and serious injury data was obtained through State data. All federally required performance measures below are set using a five-year average and exponential trend method described on page 3.

The Maryland SHSP establishes the following reduction targets through December 31, 2020, for all Maryland roads.

Five-year Average (2004-2008) and 2020 Performance Targets	
Fatalities	Serious Injuries
623 → 391	6,171 → 2,939
Fatality Rate	Serious Injury Rate
1.11 → 0.64	10.97 → 5.23
Non-Motorized Fatalities and Serious Injuries	
685 → 433	



The targets for serious injuries and serious injury rate were set in accordance with the TZD approach used for the fatalities and fatality rates. This methodology originally used the number of serious injuries observed in 2008 to set the 2030 goal. Since the 2030 goal remains unchanged, the significant decline in serious injuries observed in recent years resulted in minimal reductions needed during the intervening years to reach the 2030 goal.

