

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

**RESOLUTION #20-10
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, 2019 due date established for highway safety measures and has communicated its current highway safety targets to the FHWA and the BRTB; and

WHEREAS, 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 roadways; and

WHEREAS, the BRTB utilized the state methodology for developing regional targets, using an exponential trend to achieve a goal of 50% reduction of the 2008 frequency in 2030;

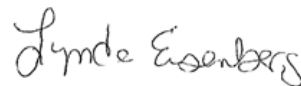
WHEREAS, the safety targets in the Maryland Strategic Highway Safety Plan, Highway Safety Improvement Program, and Highway Safety Plan continue to use this methodology to set targets for 2016-2020; and

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 28, 2020 meeting.

1-28-20

Date



Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

Baltimore Region Highway Safety Targets

Performance Measure	2008 Baseline	2017 Actual	2018 Actual	Change 2017-2018	2016-2020 Target	2030 TZD Goal
Number of Fatalities	242	238	223	↓ 6.30%	181	121
Number of Serious Injuries	1,868	1,678	1,566	↓ 6.67%	1,227*	934
Fatality Rate per 100 Million VMT	0.93	0.86	0.81	↓ 6.16%	0.69	0.47
Serious Injury Rate per 100 Million VMT	7.21	6.05	5.66	↓ 6.53%	4.70*	3.60
Number of Non-motorized Fatalities & Serious Injuries	286	366	363	↓ 0.82%	223*	143

*To align with State calculations, the trend line was adjusted back to the 2004-2008 average (previously the 2008-2012 average). This resulted in slightly higher targets than last year.

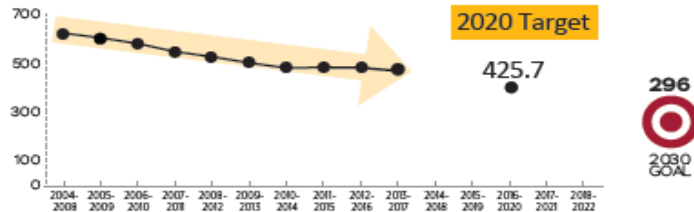
State Targets Established by MDOT - For informational purposes only

**TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)
ESTABLISHED TARGETS FOR MARYLAND**

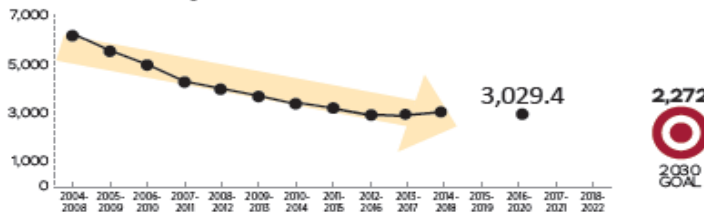
TPM 1: SAFETY

Maryland has set highway safety performance targets, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030. Five-year rolling averages are used to calculate five-year-average targets for each of the safety measures.

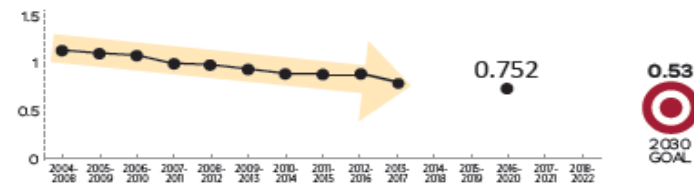
Total Fatalities



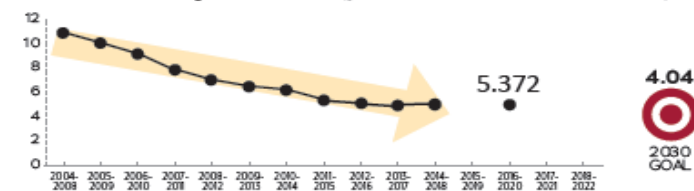
Total Serious Injuries



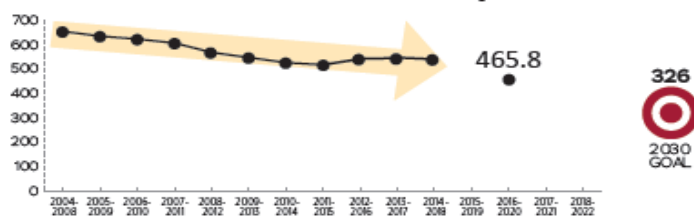
Total Fatality Rate (per 100M vehicle miles traveled)



Total Serious Injuries Rate (per 100M vehicle miles traveled)








Non-motorized Fatalities & Serious Injuries



October 2019

*BRTB Resolution #19-16: Baltimore Region Yearly Highway Safety Targets
For informational purposes only*

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