

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

**RESOLUTION #25-19
ADOPTING HIGHWAY SAFETY TARGETS FOR THE BALTIMORE REGION**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization (MPO) for the Baltimore region, encompassing the Baltimore Urban 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 RTA of Central Maryland; 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) and Bipartisan Infrastructure Law (BIL) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the BIL continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including setting 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 to carry out the Highway Safety Improvement Program (HSIP), including: 1) the number of motor vehicle crash-related fatalities, 2) the number of motor vehicle crash-related serious injuries, 3) the fatality rate per 100 million vehicle miles of travel, 4) the serious injury rate per 100 million vehicle miles of travel, and 5) the number of non-motorized fatalities and 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, 2024 due date for highway safety measures and has communicated its current safety targets to the FHWA and the BRTB; and

WHEREAS, 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 achieve zero deaths on the state's and the region's roadways; and

WHEREAS, the BRTB utilized the state methodology for developing regional targets, by using an exponential trend to estimate a value for the 2028-2032 five-year average (2030 goal) or, in categories with an increasing trend, apply an annual two percent reduction; and

WHEREAS, the safety targets in the Maryland Strategic Highway Safety Plan, Highway Safety Improvement Program, and Highway Safety Plan began using this methodology to set targets for 2018-2022; and

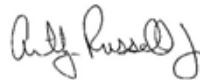
WHEREAS, frequencies of traffic fatalities and serious injuries across the region continued to increase in 2023, as the state frequencies also increased.

NOW, THEREFORE BE IT RESOLVED that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region adopts this set of five highway safety targets for the Baltimore 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 14, 2025 meeting.






1-14-25

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

Baltimore Region Yearly Highway Safety Targets






Performance Measure	2005-2009 Baseline	2022 Actual	2023 Actual	Change 2022-2023	2021-2025 Target	2030 Goal
Number of Fatalities	244	223	252	 13.00%	220	219
Number of Serious Injuries	2,094	1,544	1,515	 1.88%	1,339	1,231
Fatality Rate per 100 Million VMT	0.94	0.85	0.95	 11.76%	0.82	0.80
Serious Injury Rate per 100 Million VMT	8.06	5.90	5.74	 2.71%	4.99	4.52
*Number of Non-motorized Fatalities & Serious Injuries	290	313	410	 30.99%	339	294

**Increasing trend, so a two percent annual reduction applied.*

**Exceeded 2020-2024 target in 2022*

	2005-2009 Baseline	2022 Actual	2023 Actual	Change 2022-2023
Million Vehicle Miles Traveled (VMT)	25,952	26,157	26,412	0.97%

As a comparison, below are yearly state figures

Performance Measure	2022 Actual	2023 Actual	Change 2022-2023
Number of Fatalities	566	621	 9.72%
Number of Serious Injuries	2,967	3,010	 1.45%
Fatality Rate per 100 Million VMT	0.99	1.08	 9.09%
Serious Injury Rate per 100 Million VMT	5.22	5.23	 0.19%
Number of Non-motorized Fatalities & Serious Injuries	665	722	 8.57%
Million Vehicle Miles Traveled (VMT)	56,784	57,537	1.33%

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For informational purposes only

Performance Measure	2005-2009 Baseline	2021 Actual	2022 Actual	Change 2021-2022	2020-2024 Target	2030 Goal
Number of Fatalities	244	227	223	↓ 1.76%	216	211
Number of Serious Injuries	2,094	1,638	1,544	↓ 5.74%	1,315	1,167
Fatality Rate per 100 Million VMT	0.94	0.87	0.85	↓ 2.30%	0.81	0.78
Serious Injury Rate per 100 Million VMT	8.06	6.30	5.90	↓ 6.35%	4.86	4.21
*Number of Non-motorized Fatalities & Serious Injuries	290	367	313	↓ 14.71%	329	280

**Increasing trend, so a two percent annual reduction applied.*

Exceeded 2020-2024 target in 2022