

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

**RESOLUTION #22-10  
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 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 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, 2021 due date for highway safety measures and has communicated its current 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 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 2038-2042 five-year average (2040 target year) 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 increased across the state and nation in 2020.






**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 21, 2022 meeting.

1-21-22  
Date






  
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Sam Snead, Chair  
Baltimore Regional Transportation Board

## Baltimore Region Yearly Highway Safety Targets

Performance Measure	2005-2009 Baseline	2019 Actual	2020 Actual	Change 2019-2020	2018-2022 Target	2040 Goal
Number of Fatalities	244	208	248	 19.2%	208	194
Number of Serious Injuries	2,094	1,509	1,409	 6.6%	1,166	882
Fatality Rate per 100 Million VMT	0.94	0.75	1.06	 42.4%	0.75	0.67
Serious Injury Rate per 100 Million VMT	8.06	5.42	6.04	 11.5%	4.23	3.04
*Number of Non-motorized Fatalities & Serious Injuries	290	342	331	 11.7%	333	272

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

**As a comparison, below are yearly state figures**

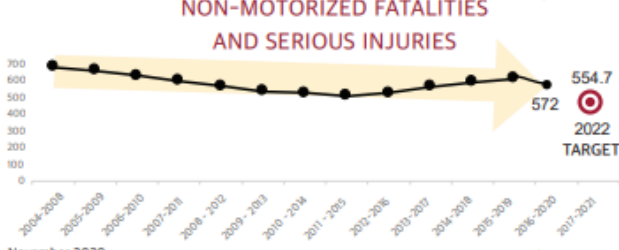
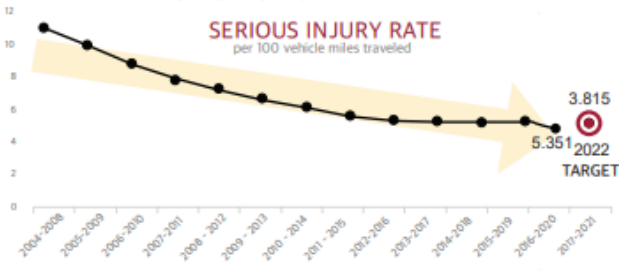
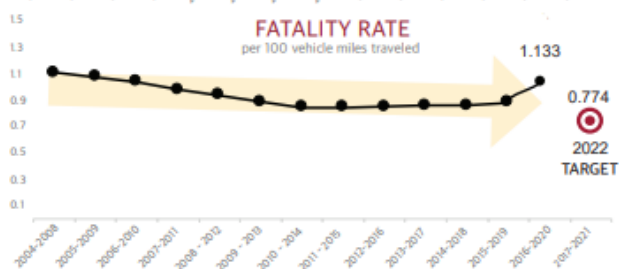
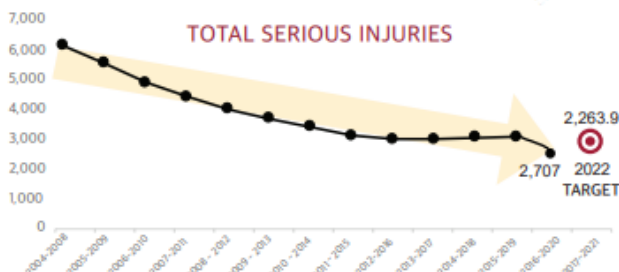
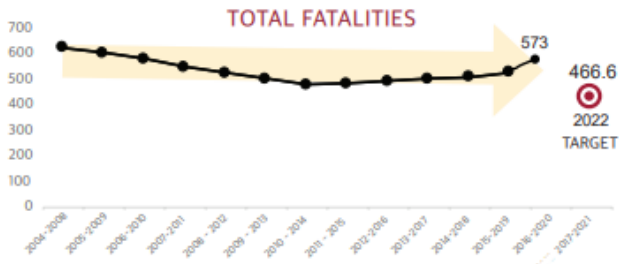
Performance Measure	2019 Actual	2020 Actual	Change 2019-2020
Number of Fatalities	535	573	 7.10%
Number of Serious Injuries	3,122	2,707	 12.29%
Fatality Rate per 100 Million VMT	0.89	1.13	 26.97%
Serious Injury Rate per 100 Million VMT	5.19	5.35	 3.08%
Number of Non-motorized Fatalities & Serious Injuries	640	572	 10.62%

Statewide Targets Established by MDOT - For informational purposes only

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)  
ESTABLISHED TARGETS FOR MARYLAND

TPM 1: SAFETY

As part of Maryland's "Zero Deaths" approach to addressing highway safety, MDOT applies an exponential trend analysis to the five-year rolling averages to establish safety targets, as documented in the 2021-2025 Maryland Strategic Highway Safety Plan. Targets are updated annually and reported in the Highway Safety Improvement Program.



*BRTB Resolution #21-13: Baltimore Region Yearly Highway Safety Targets  
For informational purposes only*

<b>Performance Measure</b>	<b>2008 Baseline</b>	<b>2018 Actual</b>	<b>2019 Actual</b>	<b>Change 2018-2019</b>	<b>2017-2021 Target</b>	<b>2030 TZD Goal</b>
Number of Fatalities	242	223	207	↓ 7.17%	179	121
Number of Serious Injuries	1,868	1,566	1,509	↓ 3.64%	1,203	934
Fatality Rate per 100 Million VMT	0.93	0.81	0.74	↓ 8.64%	0.68	0.47
Serious Injury Rate per 100 Million VMT	7.21	5.66	5.42	↓ 4.24%	4.55	3.60
Number of Non-motorized Fatalities & Serious Injuries	286	363	343	↓ 5.51%	223*	143

*\*Based on the methodology this target would be 227. However, the recommendation is to keep the lower target from Resolution #20-10 of 223.*