Roadway Safety
Goal Leaders

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Goal Overview

Goal statement

- **Reduce roadway-related fatalities.** By September 30, 2023, the Department will reduce the rate of motor vehicle fatalities from 1.36 per 100 million vehicle miles traveled (VMT) as of October 1, 2021, to 1.22 per 100 million VMT.
Problem to Be Solved

Roadway Safety Trends

Increased roadway fatalities from 2019 to 2020: With the release of the Overview of Motor Vehicle Crashes in 2020 report in March 2022, U.S. Transportation Secretary Pete Buttigieg stated, “The rising fatalities on our roadways are a national crisis; we cannot and must not accept these deaths as inevitable. People should leave the house and know they’re going to get to their destination safely, and with the resources from the Bipartisan Infrastructure Law, plus the policies in the National Roadway Safety Strategy we launched last month, we will do everything we can to save lives on America’s roads.”

Almost 95% of our Nation’s transportation deaths occur on America’s streets, roads, and highways, and they are on the rise. In 2020, 38,824 people were killed in motor vehicle traffic crashes on U.S. roadways. This is the largest number of fatalities since 2007. It also represents a 6.8% increase from 36,355 fatalities in 2019, or 2,469 more people killed in traffic crashes in 2020. The fatality rate per 100 million vehicle miles traveled (VMT) increased by 21%, from 1.11 in 2019 to 1.34 in 2020, which is the largest percentage increase since DOT began keeping records in 1975.

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2 National Roadway Safety Strategy (transportation.gov)
3 https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813266
Fatalities projected to increase in 2021: NHTSA projects that an estimated 31,720 people died in motor vehicle traffic crashes from January through September 2021, an increase of approximately 12% from the 28,325 fatalities projected for the first nine months of 2020. This projection represents the highest number of fatalities during the first nine months of any year since 2006 and the highest percentage increase during any first nine months in DOT’s record keeping, starting in 1975. NHTSA anticipates final CY 2021 data will be available in spring 2023. Additionally, the Federal Highway Administration reports that VMT in the first nine months of 2021 increased by about 244 billion miles, an 11.7% increase from the same period in 2020.

Risky roadway behavior trends must be reversed: Early Calendar Year (CY) 2021 estimates suggest that the risky driving behaviors identified by Department of Transportation in 2020 are continuing, leading to tragic outcomes on our roadways. Some of the drivers who remained on the roads throughout the pandemic have engaged in riskier driving behavior, including speeding, failing to wear seat belts, and driving under the influence of alcohol or other drugs.

Sources: FARS 2019 Final File, 2020 ARF; VMT – FHWAs Annual Highway Statistics

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\(^4\) [https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813240](https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813240)

\(^5\) [https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813266](https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813266)
NHTSA, FHWA, and FMCSA are leading the effort to significantly reduce serious injuries and deaths on the Nation’s roadways as they work toward the Department’s ambitious long-term goal of reaching zero roadway fatalities. In January 2022, DOT released the Safe System Approach-centered National Roadway Safety Strategy (NRSS), which describes the major actions the Department will take over the next few years to work with partners in every sector to address this crisis.

Roadway Fatalities by Type

**Passenger vehicles:** Passenger vehicles include cars and light trucks and represent more than 90% of the vehicle fleet in the United States. Overall, passenger car occupant fatalities increased 9% in 2020 compared to 2019, and the increase in risky driving behaviors contributed significantly to those tragic outcomes continued in the first three quarters of 2021. For example, 23% of the 23,824 passenger vehicle occupants killed in 2020 were ejected from the vehicles, and 90% of those ejected, a 21% increase over 2019, were unrestrained. This is in stark contrast to overall seat belt usage, which was estimated to be 90% in 2021.8

**Large trucks and buses:** DOT estimates there were 5,601 fatalities in crashes involving a large truck in CY 2021.9 In CY 2021, the percentage of large truck fatalities increased by more than

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7 Among passenger vehicle occupant fatalities in traffic crashes when restraint use was known.
8 [https://www.nhtsa.gov/risky-driving/seat-belts](https://www.nhtsa.gov/risky-driving/seat-belts)
9 [https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298](https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298)
13% (636) from 2020 (4,965 fatalities) There were an estimated 5,125 fatalities (13.2% of total fatalities) in crashes involving a large truck or bus, resulting in a fatality rate of 0.177 per 100 million VMT in CY 2020. The large truck or bus fatality rate increased from CY 2019 (0.162) to CY 2020 (0.177). The higher fatality rate, despite the reduction in actual large truck and bus fatalities, is a result of a lower overall VMT, which includes the number of miles traveled by privately owned vehicles.

**Motorcycles:** The motorcycle fatality rate, which is measured by the number of motorcycle fatality riders per 100,000 motorcycle registrations, includes the fatalities of riders of registered scooters, minibikes, and mopeds, in addition to motorcycles. Motorcyclists represent 14% of all in vehicle fatalities, which are affected by contributing factors such as speed and impaired driving. In 2020, there were 5,579 motorcyclist fatalities, an increase of 11% over FY 2019 (highest number since first data collection in 1975).

**Non-occupants:** Non-occupants, who are the most vulnerable road users, face increased risk in crashes because they do not have the protections provided by vehicles. The proportion of people killed “outside the vehicle” (pedestrians, pedalcyclists, and other non-occupants) has increased from a low of 20% of roadway fatalities in 1996 to a high of 34% in 2020. In 2020, 6,272 pedestrians were killed in traffic crashes in the United States, which equates to an average of a pedestrian being killed every 81 minutes in a traffic crash. Additionally, 859 pedalcyclists were killed in traffic crashes in the United States in 2020.
What Success Looks Like

As detailed in the Department’s National Roadway Safety Strategy (NRSS), DOT is taking substantial, comprehensive action to work with our partners from every sector to significantly reduce serious and fatal injuries on the Nation’s roadways and help build a transportation system safe for all people. The short-term goal is reducing the rate of motor vehicle fatalities from 1.36 per 100 million VMT as of October 1, 2021, to 1.22 per 100 million by 2023. The long-term goal is zero fatalities on our roadways. Americans deserve to travel safely in their communities. Humans make mistakes, and as good stewards of the transportation system, we should have in place the safeguards to prevent those mistakes from being fatal. Zero is the only acceptable vision for number of deaths and serious injuries on our roadways.

Our success depends on ensuring that safety is considered and incorporated when all roads are designed and built. This means advancing the Safe System Approach to address safer roads, safer speeds, safer vehicles, safer road users, and better post-crash care. To achieve safer roads and speeds, we will work with agencies to help them routinely prioritize safety across all types of roadway projects. We will also use a data-driven approach to develop and disseminate safety countermeasures, and continually improving our understanding of data to address disparities in fatalities and serious injuries.

Another critical step to achieving safer roadways is employing strategies to improve the safety of the commercial motor vehicles that transport goods and carry thousands of passengers locally and across the country every day. This involves mitigating risks and encouraging behavior change, emphasizing a data-driven systemic safety approach, enhancing standards and programs, and evaluating effectiveness. DOT seeks to address human behaviors (e.g.,

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10 National Roadway Safety Strategy (transportation.gov)
distracted and impaired driving, seat belt usage, and speeding) that negatively affect safety and will use safety data compilation and analysis to help guide its decisions.

DOT is hard at work implementing the recently enacted Bipartisan Infrastructure Law (“BIL” or the Infrastructure Investment and Jobs Act), which provides a once in a lifetime generational investment in America’s transportation network, including important safety funding, programs, and policy objectives described in the planned NRSS safety actions.
## Goal Targets

<table>
<thead>
<tr>
<th>Achievement statement</th>
<th>Key indicator(s)</th>
<th>Quantify progress</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>By 9/30/23</td>
<td>We will reduce the rate of roadway fatalities from 1.36 per 100 million vehicle miles traveled (VMT) as of October 1, 2021, to 1.22 per 100 million VMT.</td>
<td></td>
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<tr>
<td></td>
<td>Roadway Fatalities per 100 Million VMT (NHTSA, FHWA, FMCSA)</td>
<td>Target value: 1.22</td>
<td>Starting value*: 1.36</td>
</tr>
<tr>
<td></td>
<td>Passenger Vehicle Occupant Fatalities per 100 Million VMT (NHTSA, FHWA, FMCSA)</td>
<td>Target value: 0.75</td>
<td>Starting value*: 0.82</td>
</tr>
<tr>
<td></td>
<td>Large Truck and Bus Fatalities per 100 Million VMT (NHTSA, FHWA, FMCSA)</td>
<td>Target value: 0.114</td>
<td>Starting value*: 0.162</td>
</tr>
<tr>
<td></td>
<td>Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population (NHTSA, FHWA, FMCSA)</td>
<td>Target value: 2.13</td>
<td>Starting value*: 2.34</td>
</tr>
<tr>
<td></td>
<td>Motorcycle Fatalities per 100,000 Motorcycle Registrations (NHTSA, FHWA, FMCSA)</td>
<td>Target value: 61.2</td>
<td>Starting value*: 67.08</td>
</tr>
</tbody>
</table>

*Subcomponents of roadway fatalities.
*Starting value data as of October 1, 2021.
**These figures represent CY 2020 actuals, which are the most recent data available.
Goal Team

Sec. Pete Buttigieg

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Goal Strategies

With the release of the NRSS in January 2022, U.S. DOT adopted the Safe System Approach (SSA) as the guiding paradigm to address roadway safety. This approach acknowledges both human mistakes and human vulnerability and designs a redundant system to protect everyone. For both the NRSS and the Department’s ongoing safety programs, U.S. DOT recognizes the Safe System Approach as encompassing all the roadway safety interventions required to achieve the goal of zero fatalities, including safety programs focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response. The figure below illustrates the importance of the Safe Systems Approach to roadway safety.

The purpose of the NRSS and its adoption of the Safe System Approach is to address contributing factors from all angles and build layers of prevention, protection, and mitigation. Implementation of the NRSS will be arranged around five complementary objectives corresponding to the Safe System Approach elements:

1. Safer People: Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
2. Safer Roads: Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
3. Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
4. Safer Speeds: Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
5. Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Addressing each of these areas is critical, as their impact can be complementary and build redundancy. We are focused on successfully implementing the NRSS, including the wide range of BIL safety programs.
NHTSA, FHWA, and FMCSA lead the Department’s efforts to reduce serious and fatal injuries on
the Nation’s roadways. The following provides additional detail on DOT’s roadway safety goal
strategies.

NHTSA

**Implementing BIL:** Implementing BIL is a key priority of NHTSA. BIL contains numerous
programs and actions related to addressing traffic safety, including enhancing crash data
collection, providing additional formula funds for States to address their critical safety concerns
including vulnerable road users, and advancing vehicle safety through rulemaking that provides
consumers with valuable vehicle safety information.

**Taking a Holistic Approach:** NHTSA remains focused on achieving its mission through
stakeholder outreach, facilitating widespread distribution of proven countermeasures, high
visibility enforcement campaigns, advancing vehicle safety through robust vehicle safety
compliance and enforcement activities, conducting behavioral and vehicle safety research,
issuing safety rulemakings, and ensuring the safe deployment of advanced vehicle technologies,
including automated driving systems.

FHWA

**Implementing BIL:** The priority for FHWA is the successful implementation of the new Bipartisan
Infrastructure Law. The continuation of improvements to FHWA’s core safety program, the
Highway Safety Improvement Program (HSIP), and numerous other safety enhancements within
the law, are driving our efforts. This will include pursuing updates to the HSIP regulation in 23
CFR Part 924 and the Transportation Performance Management (TPM) regulation under 23 CFR
490 to reflect safety advances, and ensuring safety is a priority in our implementation of new and revised BIL formula and discretionary grant programs.

**Advancing the Safe System Approach (SSA):** FHWA will continue its steadfast efforts to implement the SSA by helping advance demonstration projects; integrating the SSA in State Strategic Highway Safety Plans; training on the Safe System Framework Assessment for Intersections; presenting internally and externally; delivering new materials; and ensuring international collaboration and deployment of global noteworthy practices in the United States.

**Supporting Complete Streets Implementation:** Complete Streets are integral to the SSA, focusing on consistently designing safe roads for safe speeds. FHWA is focused on supporting transportation agencies as they plan, design, and operate streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network. We are reviewing our own policies, rules, and procedures to identify changes we can make to improve safety for all users in all aspects of our work. We are creating new resources and providing technical assistance for State and local transportation agencies that are implementing a Complete Streets design model and administering new BIL formula and discretionary funds.

**Advancing the Focused Approach to Safety (FAS) Program**¹²: The FAS Program includes 15 States and Puerto Rico that together account for roughly half of nationwide road fatalities. They will receive technical assistance resources to address the most common types of crashes that result in fatalities (roadway departures, intersection crashes, and pedestrian/bicycle crashes). Addressing speed is a priority within each of the focus areas.

**Promoting Proven Safety Countermeasures:** FHWA will actively promote nine new Proven Safety Countermeasures, which are road design elements that are proven to make roads safer

¹² For more information on this program, please visit: [https://safety.fhwa.dot.gov/fas/](https://safety.fhwa.dot.gov/fas/)
for all users but are underutilized. The new Proven Safety Countermeasures supported by FHWA are: rectangular rapid flashing beacons, crosswalk visibility enhancements, bicycle lanes, lighting, pavement friction management, wider edge lines, variable speed limits, appropriate speed limit setting for all road users, and speed safety cameras. With these additions, there are now a total of 28 Proven Safety Countermeasures.

Promoting Equity by Addressing Disparities in Safety: Available data indicate there are racial disparities in the number of people killed in roadway crashes. These inequities are systemic issues attributed to historic disinvestment and inequitable decision-making in planning, design, maintenance, and operations of roadways in underserved communities. To address this, FHWA is currently developing safety-related resources including a multi-office Equity in Safety Working Group to ensure the sharing of information and best practices that address demographic disparities in safety funding, planning, design, and operations. FHWA also will continue its focus on rural communities through the National Center for Excellence for Rural Road Safety.

FMCSA

Implementing BIL: Implementing BIL is a key priority for FMCSA. BIL contains a number of initiatives that address commercial motor vehicle safety. These efforts include executing increased grant funding for safety partners, new training grant program for state and local organizations, advisory boards to support increased driver retention, diversity, equity and safety, and a safe driver apprenticeship pilot program.

Implementing the National Roadway Safety Strategy (NRSS): In carrying out its safety mandate, FMCSA embraces and plays a vital role in the NRSS. The NRSS sets a vision of zero
fatalities on our nation’s roadways. FMCSA plans to develop and implement data-driven regulations that prioritize safety; enforce safety regulations focusing on motor carriers and drivers who exhibit safety risks; target educational messages to carriers, commercial drivers, and the traveling public; and work in partnership with other Federal, State, Territorial, and local government agencies, the motor carrier industry, and safety groups to identify and implement strategies to reduce bus- and truck-related crashes.

Conducting the Large Truck Crash Causal Factors Study (LTCCFS): FMCSA will carry out a LTCCFS so the agency can improve its understanding of the driver, vehicle, and roadway factors that contribute to large truck crashes. The LTCCFS expands upon the Agency’s Report to Congress on the Large Truck Crash Causation Study, completed in 2006. Since then, there have been many changes in industry technology, vehicle safety, driver behavior, and roadway design. This new study will provide valuable insights into the factors contributing to the increase in large truck crashes since 2003, when the data collection was completed for the previous study.

Administering the Drug and Alcohol Clearinghouse: The NRSS emphasizes that safe behavior among professional drivers is also critical, particularly given their time on the road and the size and weight of commercial motor vehicles. This includes a focus on behavioral safety, such as drug and alcohol testing to address use and impairment offenses by commercial driver’s license (CDL) holders. FMCSA administers the Drug and Alcohol Clearinghouse to track CDL holders who have verified positive test results for controlled substances and/or alcohol or who have refused to submit to testing. This information is shared only with authorized users. In FY 2024, FMCSA will implement its 2021 final rule requiring State Driver Licensing Agencies to use information obtained through the Drug and Alcohol Clearinghouse and take licensing actions against commercial drivers who have drug or alcohol violations in the system and have not been cleared to return to duty.
**Implementing Electronic Exchange:** In FY 2024, FMCSA will fully implement the July 2021 final rule requiring State Driver Licensing Agencies (SDLAs) to develop systems for the electronic exchange of driver history record information. SDLAs will be able to improve accuracy of CDL driver records and to evaluate additional opportunities to use these more accurate records to identify and take unsafe drivers off the road more expeditiously.

**Increasing Risk Based Investigations and New Entrant Safety Audits:** FMCSA, through State and Local partnerships, will equitably increase commercial motor vehicle highly visible traffic enforcement against risky driver behavior focused on high crash locations, increase investigations on carriers demonstrating the riskiest behaviors and increase safety audits of new entrants into the motor carrier industry.

**Implementing Commercial Motor Vehicle (CMV) Seat Belt Campaign:** FMCSA will aim to combat reasons drivers are not using seat belts by emphasizing their importance, providing persuasive, factual messaging as well as emotionally appealing personal stories. This awareness campaign branded *Our Roads, Our Safety*, will be driven by findings from a literature review, primary qualitative research, and a partner information session.
Key Indicators (Roadway Fatality Trends)

Roadway Fatalities per 100 Million VMT

Fatality Rate per 100M Vehicle Miles Traveled (VMT) by Year

- CY 2015
- CY 2016
- CY 2017
- CY 2018
- CY 2019
- CY 2020
- CY 2021
- CY 2022
- CY 2023

Fatality Rate per 100M VMT
Target
Key Indicators (Roadway Fatality Trends)

Passenger Vehicle Occupant Fatalities per 100 Million VMT

Passenger Vehicle Occupant Fatality Rate per 100M Vehicle Miles Traveled (VMT) by Year
Key Indicators (Roadway Fatality Trends)

Large Truck and Bus Fatalities per 100 Million VMT

**Note 1:** Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

**Note 2:** A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Rates are calculated on the basis of vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.
Key Indicators (Roadway Fatality Trends)
Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population

Non-Occupant (Pedestrians, Pedalcyclists, Other/Unknown) Fatality Rate per 100,000 by Year

<table>
<thead>
<tr>
<th>Year</th>
<th>Non-Occupant Fatality Rate per 100,000 Population</th>
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<tbody>
<tr>
<td>CY 2016</td>
<td>2.10</td>
</tr>
<tr>
<td>CY 2017</td>
<td>2.15</td>
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<tr>
<td>CY 2018</td>
<td>2.20</td>
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<tr>
<td>CY 2019</td>
<td>2.25</td>
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<tr>
<td>CY 2020</td>
<td>2.30</td>
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<tr>
<td>CY 2021</td>
<td>2.35</td>
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<tr>
<td>CY 2022</td>
<td>2.40</td>
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<tr>
<td>CY 2023</td>
<td>2.35</td>
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</tbody>
</table>

Target
Key Indicators (Roadway Fatality Trends)

Motorcycle Fatalities per 100,000 Motorcycle Registrations

Motorcyclist (Operator, Passenger) Fatality Rate per 100,000 Registered Motorcycles by Year

Motorcyclist Fatality Rate per 100,000 Registered Motorcycles

Target
**Key Milestones (NHTSA)**

NHTSA continues to implement the BIL and the NRSS. BIL contains numerous programs and actions that improve traffic safety, including enhancing crash data collection, providing additional formula funds for States to address their critical safety concerns, including vulnerable road users, and advancing vehicle safety through rulemaking that provides consumers with valuable vehicle safety information.

NHTSA remains focused on achieving its mission to save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, safety standards, enforcement, and stakeholder outreach. NHTSA is facilitating widespread distribution of proven countermeasures, high visibility enforcement campaigns, robust vehicle safety compliance, behavioral and vehicle safety research, safety rulemakings, and the safe deployment of advanced vehicle technologies, including automated driving systems.

<table>
<thead>
<tr>
<th>Key Milestone</th>
<th>Milestone Due Date</th>
<th>Milestone Status</th>
<th>Change from last quarter</th>
<th>Comments</th>
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<tbody>
<tr>
<td>In FY 2022, award a cooperative agreement to support the NHTSA Behavioral Traffic Safety Cooperative Research Program.</td>
<td>FY 2022 Q3</td>
<td>Complete</td>
<td>Final Award Executed</td>
<td>This program will fund research and evaluation projects selected to investigate and assess practical solutions and countermeasures that are ready-to-use for traffic safety and highway safety professionals in public and private sectors. As mandated by Congress, this agreement will be funded at $3.5M annually, totaling $17.5M over the five-year authorization period. NHTSA’s cooperative agreement with the Governors Highway Safety Association (GHSA) will continue the administration of the program, currently executed by the Transportation Research Board under contract with GHSA. For more information, visit <a href="https://www.trb.org/BTSCRP/BTSCRP.aspx">https://www.trb.org/BTSCRP/BTSCRP.aspx</a>.</td>
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<tr>
<td>In FY 2022, launch a $7.5M grant program, pursuant to BIL, to increase consumer awareness of open vehicle safety recalls.</td>
<td>FY 2022 Q4</td>
<td>On-Track</td>
<td>The Notice of Funding Opportunity forthcoming</td>
<td>Grants will support States to develop a methodology for determining open recalls on motor vehicles, informing owners and lessees of the open recalls at the time of registration, and evaluating through the analysis of completed recalls the performance of the notification program.</td>
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<tr>
<td>New Car Assessment Program (NCAP) provides vehicle safety ratings and advanced crash avoidance technologies information to consumers to assist them in vehicle purchasing decisions. The program also encourages vehicle safety improvements through market forces.</td>
<td>FY 2022 Q4</td>
<td>On-Track</td>
<td>Issued Request for Comment</td>
<td>On March 9, 2022, NHTSA issued a request for comment on proposed significant upgrades to NCAP, first, by proposing to add four more ADAS technologies to those NHTSA currently recommends. The new technologies are blind spot detection, blind spot intervention, lane keeping support, and pedestrian automatic emergency braking. The comment period was extended to June, 8, 2022. NHTSA is currently processing all comments received. NHTSA is on target to achieve several NRSS activities with this action.</td>
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<tr>
<td>Cooperative Grant for research on technologies for alcohol detection to prevent impaired driving via the Driver Alcohol Detection System for Safety</td>
<td>FY 2022 Q4</td>
<td>On-Track Research ongoing</td>
<td>Cooperative agreement in place with Automotive Coalition for Traffic Safety (ACTS), an organization of manufacturers whose members account for the majority of new light vehicle sales in the U.S. market. Completed and submitted Reference Design Package and Specification Sheet for Generation 3.3 breath sensor. Ongoing verification and validation testing of current generation breath sensors both in lab and on-road, and development of next-generation 4.0 breath sensors. Continued research and development of touch sensor, with the goal of a 4-laser benchtop prototype completed by late 2022 and initial demo vehicle installation by early to mid-2023. Human subject testing continues to ramp back up towards pre-pandemic levels.</td>
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<td>Issue NHTSA’s Formula Grant Implementing Final Rule (as required by BIL)</td>
<td>FY 2023 Q1</td>
<td>On track Issued Request for Comment Held 3 public meetings</td>
<td>In May 2022, NHTSA held 3 public meetings and issued a request for comment to obtain stakeholder input. Pending Spring 2022 Regulatory Agenda: NPRM planned for September 2022 Final rule planned for December 2022/January 2023.</td>
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# Key Milestones (FHWA)

FHWA is implementing the BIL and NRSS, which includes issuing programmatic guidance, updating regulations, advancing the Safe System Approach, supporting Complete Streets implementation, advancing the Focused Approach to Safety Program, and promoting Proven Safety Countermeasures and equity in safety.

<table>
<thead>
<tr>
<th>Milestone Summary</th>
<th>Key Milestone</th>
<th>Milestone Due Date</th>
<th>Milestone Status</th>
<th>Change from last quarter</th>
<th>Comments</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Focused Approach to Safety Roll-out</td>
<td>FY 2022 Q1</td>
<td>Complete</td>
<td>NA</td>
<td>Provided outreach and extensive technical assistance to 15 States and Puerto Rico, which together account for roughly half of nationwide road fatalities, to address the most common types of crashes that result in fatalities.</td>
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<td></td>
<td>Proven Safety Countermeasures (PSC) Roll-out</td>
<td>FY 2022 Q1</td>
<td>Complete</td>
<td>NA</td>
<td>Promoted nine new Proven Safety Countermeasures, which are road design elements that are proven to make roads safer for all users but that are underutilized, including by communicating with stakeholders virtually and in-person. Held internal and external outreach webinars on 10/21/21 and 11/22/21 on new PSCs and updates to existing PSCs.</td>
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<td></td>
<td>Stand-up Equity in Safety Workgroup</td>
<td>FY 2022 Q1</td>
<td>Complete</td>
<td>NA</td>
<td>Reviewed equity in safety activities to further integrate equity into safety products and develop new content to promote knowledge and capacity to address disparities in traffic fatalities and serious injuries.</td>
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<tr>
<td></td>
<td>Complete Streets Report to Congress</td>
<td>FY 2022 Q2</td>
<td>Complete</td>
<td>NA</td>
<td>Report submitted to Congress in March 2022, including findings of an internal review to identify rules, policies, and procedures that are barriers to prioritizing safety for all users.</td>
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<tr>
<td></td>
<td>Highway Safety Improvement Program (HSIP) Regulation (NPRM)</td>
<td>FY 2022 Q4</td>
<td>Delayed</td>
<td>Draft regulation completed and in clearance.</td>
<td>Update HSIP regulations to incorporate the Safe System approach, focus on the safety of all road users, improve evaluation practices, and streamline reporting, as published in the fall 2021 regulatory agenda (RIN 2125-AG07), and to implement changes to the program made by the BIL. A significant BIL implementation workload and competing priorities have delayed the issuance of this NPRM.</td>
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<td></td>
<td>Transportation Performance Management (TPM) Regulation (NPRM)</td>
<td>FY 2022 Q4</td>
<td>Delayed</td>
<td>Under development</td>
<td>Update TPM regulations to provide greater opportunities for meaningful safety performance targets and outcomes, consider approaches to capturing non-motorized system use and safety, and provide for more consistent target setting and data collection</td>
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<tr>
<td>Practices, as published in the fall 2021 regulatory agenda (RIN 2125-AG06) and to implement changes to the program made by the BIL.</td>
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<tr>
<td><strong>Safe System Approach Noteworthy Practices</strong></td>
<td>FY 2022 Q4</td>
<td>On-Track</td>
<td>NA</td>
<td>Develop several resources highlighting noteworthy practices by State DOTs and Vision Zero cities.</td>
<td></td>
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<tr>
<td><strong>Complete Streets Technical Assistance</strong></td>
<td>FY 2022 Q2 - Q4</td>
<td>On-Track</td>
<td>NA</td>
<td>Create new resources and provide technical assistance for State and local transportation agencies that are implementing a Complete Streets design model and administering new BIL formula and discretionary funds. Published a Complete Streets web portal to support practitioners and agencies in implementing Complete Streets and will add new resources regularly.</td>
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<tr>
<td><strong>Safe System Demonstrations</strong></td>
<td>FY 2022 Q4</td>
<td>On-Track</td>
<td>NA</td>
<td>Finalize the draft Safe System solutions and alignment framework that will be used for the Safe System pilot demonstration projects. Hosting kick-off meetings with three State, regional, and local agencies to schedule the workshop and pilot. Hosted one pilot workshop. Adding five additional agencies, which will extend the pilot into FY 2023.</td>
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<tr>
<td><strong>Integrating Safe System Approach into Strategic Highway Safety Plans (SHSPs)</strong></td>
<td>FY 2022 Q4</td>
<td>On-Track</td>
<td>NA</td>
<td>Prepare a draft Guide for State DOTs on Safe System approaches to consider when updating their SHSPs.</td>
<td></td>
</tr>
<tr>
<td><strong>Equity in Safety activities based upon workgroup recommendations</strong></td>
<td>FY 2022 Q4</td>
<td>On-Track</td>
<td>NA</td>
<td>Facilitate a peer exchange with five Vision Zero cities (New York City, Los Angeles, Chicago, Philadelphia, and Houston) on integrating equity into their Vision Zero programs. Develop equity in safety products.</td>
<td></td>
</tr>
<tr>
<td><strong>Vulnerable Road User (VRU) Safety Assessments</strong></td>
<td>FY 2023 Q1</td>
<td>On-Track</td>
<td>NA</td>
<td>Held external stakeholder listening session on March 28, 2022. Developing guidance to help States implement the BIL requirement to conduct VRU safety assessments, and intend to issue guidance by November 15, 2022, as required by the BIL.</td>
<td></td>
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</table>
Key Milestones (FMCSA)

To reduce roadway related fatalities, FMCSA is implementing a number of BIL and NRSS safety initiatives to include: increasing risk-based investigations and new entrant safety audits; establishing high level requirements for the Large Truck Crash Causal Factors Study; developing a CMV seat belt campaign; and collaborating with States to implement two final rules regarding the sharing of CMV driver information.

<table>
<thead>
<tr>
<th>Key Milestone</th>
<th>Due Date</th>
<th>Status</th>
<th>Change from last quarter</th>
<th>Owner</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish Drug and Alcohol Clearinghouse SDLA Resource Webpage</td>
<td>FY 2022 Q3</td>
<td>Complete</td>
<td>Resource Webpage established</td>
<td>Office of Safety</td>
<td>Published the final Developer’s Handbook and technical specifications.</td>
</tr>
<tr>
<td>Launch the CMV Safety Belt Campaign</td>
<td>FY 2022 Q4</td>
<td>On-Track</td>
<td>Creative concept and Toolkit developed.</td>
<td>Office of Communications</td>
<td>Creative concept and Toolkit developed. The informal partner information session and campaign launch were completed.</td>
</tr>
<tr>
<td>Complete Large Truck Crash Casual Factor Study (LTCCFS) Analysis of Alternatives</td>
<td>FY 2022 Q4</td>
<td>On-Track</td>
<td>Probabilistic Risk Assessments Process Started</td>
<td>Office of Research</td>
<td>Start process to collect data on State Processes and Systems to inform LTCCFS study design and IT development.</td>
</tr>
<tr>
<td>High Risk Carrier Investigations completed within 90 days</td>
<td>FY 2022 Q4</td>
<td>On-Track</td>
<td>Increased</td>
<td>Office of Safety</td>
<td>82% of high-risk carrier investigations completed within 90 days in Q3 (77% in Q1, 79% in Q2).</td>
</tr>
<tr>
<td>Conduct 5% more New Entrant Safety Audits in FY 2022</td>
<td>FY 2022 Q4</td>
<td>On Track</td>
<td>Increased</td>
<td>Office of Safety</td>
<td>Conducted 14,157 New Entrant Safety Audits in the 3rd Quarter of 2022 (13,307 in Q1, 13,789 in Q2)</td>
</tr>
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</table>
NHTSA
NHTSA continues to implement BIL, and work toward implementing the initiatives outlined in the NRSS. NHTSA completed several important rulemaking activities:


**Underride**: On July 15, NHTSA published a rule that updates two Federal Motor Vehicle Safety Standards to improve protection for drivers and passengers in light vehicles in the event of a rear underride crash. These crashes occur when the front end of a vehicle crashes into the back of a larger vehicle, such as a large trailer or semi-trailer, and slides under that vehicle. This rule, along with increased research and the creation of an advisory committee on underride protection is the result of President Biden’s Bipartisan Infrastructure Law and is a key part of USDOT’s 2022 National Roadway Safety Strategy.

In addition, NHTSA is implementing a number of other underride provisions of the Bipartisan Infrastructure Law, including:

- Establishing a Federal advisory committee on underride protection;
- Planning to publish an advance notice of proposed rulemaking to consider requirements for side underride guards for crashes into the sides of trailers and semi-trailers;
• Conducting research on rear-impact guard designs that better protect occupants of passenger vehicles in even more rear underride crash scenarios.
FHWA
FHWA is on target in meeting its milestones in support of the Department’s goals in the NRSS. The following information includes several of our achievements in key areas.

Implementing BIL: FHWA released two HSIP guidance documents. One clarifies eligibility requirements for the HSIP, while the other provides guidance to support the three HSIP special rules that address high-risk rural roads, older drivers, and vulnerable road user safety. FHWA held a listening session for stakeholder engagement to inform the development of guidance for the new Vulnerable Road User safety assessments required by BIL. FHWA also released two Railway-Highway Crossings Program guidance documents to implement new flexibility provided by the BIL.

Advancing the Safe System Approach: FHWA is advancing a number of projects and programs to support the implementation of the Safe Systems Approach (SSA) and the NRSS. These include noteworthy practices; reports that explore applying the SSA to the Highway Safety Improvement Program (HSIP), the Strategic Highway Safety Plans (SHSP), intersection safety, roadway departure, and speed management; a comparison of the Australian Safe System Assessment Framework with the United States Road Assessment Program (USRAP); and development of a comprehensive resource for practitioners interested in implementing a Safe System Approach to prioritize safety in the Urban Core. FHWA is also continuing to educate agency staff on the Safe System Approach.

Supporting Complete Streets Implementation: FHWA has collaborated with the Research and Technical Coordinating Committee about Complete Streets research needs. New technical assistance resources for planning and building streets to be safe for all users include a new National Highway Institute Complete Streets course and a Planning Topics resource. The
Complete Streets Working Group is launching multiple projects to respond to the findings of the report to Congress, “Moving to a Complete Streets Design Model,” in which FHWA describes five opportunity areas and accompanying challenges in revising its policies, regulations, processes, and practices to make it easier for State and local agencies to plan and build Complete Streets.

**Advancing the Focused Approach to Safety (FAS) Program:** FHWA provided extensive support in its three FAS areas – roadway departure, intersection crashes, and pedestrian and bicycle crashes – and rolled out the updated FAS to 15 States and Puerto Rico. The agency also held discussions with and provided technical assistance to State DOTs. This included holding kickoff meetings with the six States focusing on intersections, delivering Complete Streets and Safe System Approach training to three of these States, and working with five of the States to complete intersection safety self-assessments. For States focusing on pedestrian and bicycle crashes, FHWA also provided technical assistance to eight States, Puerto Rico, and several metropolitan planning organizations, including through a Complete Streets webinar, and assistance with action planning. For States focusing on roadway departure, FHWA completed the self-assessment process for all nine focus States. FHWA held kick-off meetings with four States and began planning an in-person peer exchange for all nine States. FHWA also is discussing technical training needs with several States, updating a plan for the Alabama DOT, and exploring ways to provide technical assistance to Tribal Governments within Montana.

**Promoting Proven Safety Countermeasures:** The FHWA Office of Safety is promoting widespread use of a set of 28 Proven Safety Countermeasures (PSCs) initiative. As part of the 2021 update, FHWA conducted several internal and external webinars, provided technical assistance, updated the PSCs webpages to include new features such as a filter tool and search function to help practitioners identify applicable countermeasures, posted a new promotional
video for the PSCs and one on a new PSC (lighting), and promoted the PSCs in various publications and products.

**Promoting Equity in Safety:** FHWA is developing an Equity in Safety Primer to help practitioners integrate equity into their everyday work and is also planning a series of webinars and presentations. FHWA also facilitated a peer exchange with five Vision Zero cities (New York City, Los Angeles, Chicago, Philadelphia, and Houston) on integrating equity into their Vision Zero programs.

**FMCSA**
FMCSA is implementing BIL and NRSS to include risk-based investigations and New Entrant safety audits; establishing high-level requirements for the Large Truck Crash Causal Factors Study; developing the CMV seat belt campaign; and collaborating with State partners to implement two final rules regarding the sharing of CMV driver information.

**Drug and Alcohol Clearinghouse:** FMCSA is responsible for overseeing the safe operation of commercial trucks and buses. This includes a focus on behavioral safety, such as drug and alcohol testing, to address use and impairment offenses by commercial driver’s license (CDL) holders. A key FMCSA action to Enable Safer People as part of the NRSS is to implement FMCSA’s October 2021 final rule requiring State Driver Licensing Agencies (SDLAs) to access and use information obtained through FMCSA’s Clearinghouse and take licensing actions against commercial drivers who have drug or alcohol violations in the system and are not cleared to return to duty. As of May 1, 2022, 124,154 CDL holders had at least one violation. Over 92,779 CDL holders are listed in “Prohibited Status,” meaning they are prohibited from operating CMVs based on drug or alcohol violations reported to the Drug and Alcohol Clearinghouse. 69,754 of these CDL holders have not started the Return to Duty Process. 31,375 of these CDL holders
have either had a negative test result since the initial violation(s) and/or completed their follow-up testing plan and are no longer in “Prohibited Status.” Identifying prohibited drivers during roadside inspections is an Agency priority and is highlighted in the Motor Carrier Safety Assistance Program (MCSAP) planning memo issued to States.

The full compliance date for this rule is November 18, 2024, and FMCSA has already begun actively working with the SDLAs to ensure compliance. In FY 2022, FMCSA began regular information sessions regarding the rule as part of the agency’s quarterly Regional SDLA check-in webinars. In March 2022, FMCSA established a State Driver's Licensing Agencies resource webpage that provides educational materials, Frequently Asked Questions (FAQ), technical specifications, and encourages Commercial Driver’s License Program Improvement (CDLPI) grant applications for State information system changes. In June 2022, FMCSA published the final Developer’s Handbook and technical specifications. This will allow the States and America Association of Motor Vehicle Administrators (AAMVA) to begin developing their local solutions.

**Electronic Exchange:** The Electronic Exchange final rule was effective August 2021. In FY 2020 and FY 2021, FMCSA awarded grant funding to the American Association of Motor Vehicle Administrators (AAMVA) to conduct an impact analysis on eliminating the transmission of “paper” convictions, withdrawals, and disqualifications, and to specify Commercial Driver’s License Information System (CDLIS) functional enhancements to address the Exclusively Electronic Exchange regulation. During the Q3 of FY 2022, FMCSA has: (1) conducted several meetings with AAMVA to define system requirements and resolve questions; and (2) awarded grant funding to support AAMVA’s efforts to implement the Electronic Exchange project. Over the past two quarters, AAMVA analyzed the impact of eliminating paper exchanges of Driver History Record (DHR) information between State Driver’s License Agencies (SDLA) on CDLIS and determined
and identified the causes of convictions and withdrawals being transmitted outside of CDLIS. FMCSA is working with AAMVA to determine what CDLIS functional enhancements are needed for SDLAs to send all commercial driver record information. FMCSA and AAMVA will also be working with the States and State Governors to ensure States are taking appropriate action such as modifying IT systems where needed and passing legislation to incorporate the Electronic Exchange rulemaking. These actions will help ensure States are in compliance with the final rule by August 22, 2024.

**Large Truck Crash Causal Factors Study (LTCCFS):** The objective of this comprehensive study is to determine most recent causes of, and contributing factors to, crashes that involve large trucks. An additional purpose of this study is to identify data requirements, data collection procedures, reports, and other measures that can help improve the ability of the States and DOT to evaluate future crashes, monitor crash trends, and develop effective safety policies. FMCSA will collaborate with key stakeholders to develop a statistically valid study plan for the LTCCFS during FY 2023 and part of FY 2024, with an expected data collection period of at least 24 months and report development over 12-month period. The Analysis of Alternatives was completed in the first two quarters of FY 2022. Remaining steps for Q4 FY 2022 include:

- Deconstructing high-level requirements;
- Analyzing risk and constraints of requirements, prioritizing and refining requirements;
- Completing the Solution Analysis of Alternatives (by August 2022);
- Entering the acquisitions process (estimate by August 2022); and
- Starting **Probabilistic Risk Assessments** process to collect data on State processes and systems to inform LTCCFS study design and IT development (by July 2022).
**High-Risk Carrier Investigations:** FMCSA investigates carriers that, based on roadside performance data and investigation results, pose the greatest safety risk. A carrier is considered high-risk when there has not been an onsite investigation in the previous 18 months and two or more of the four Behavior Analysis and Safety Improvement Categories are at or above the 90th percentile for two consecutive months. The crash rate for the high-risk carrier group is four times the national average crash rate. FMCSA conducted 2,592 high-risk carrier investigations in FY 2021, and 73% of high-risk carrier investigations were completed within 90 days. In Q3 FY 2022, FMCSA completed 82% of high-risk carrier investigations within 90 days, conducted 1,809 investigations as of July 8, 2022, and is on track to meet its FY 2022 goal of completing 75% of investigations within 90 days. FMCSA will continue to make investigating high-risk carriers a priority throughout and beyond FY 2023. In addition, FMCSA is making it a priority for MCSAP grant recipients to conduct investigations on risk-based carriers and is looking for a 50% increase over 5 years.

**New Entrants Safety Audits:** New Entrant motor carriers have a higher crash rate than existing carriers. It is critical that FMCSA identify unsafe carriers early in their operations and require corrective action or revocation of their authority, resulting in safer highways. FMCSA’s New Entrant Program monitors motor carriers’ compliance with safety regulations for their first 18 months to help carriers operate safety on the Nation’s roads. Within this program, FMCSA and its State partners assess safety performance by collecting data about carriers through safety audits, roadside inspections, investigations, and crash reports. FMCSA conducted 14,157 New Entrant Safety Audits in the Q3 FY 2022.

**The Commercial Motor Vehicle (CMV) Safety Belt Campaign:** The seat belt compliance rate among drivers of commercial motor vehicles is about 86%. For passenger vehicles, it is about
90%. In 2020, 831 CMV drivers and their passengers were killed in large truck crashes, and at least 43% were not wearing seatbelts. The CMV Safety Belt Campaign, part of Our Roads, Our Safety, aligns with the NRSS and aims to increase CMV driver seat belt usage. In Q2 FY 2022, the creative concept and toolkit were developed with input from the Our Roads, Our Safety partners. The campaign will launch on July 25, 2022, to include a mix of advertising through radio, websites, and social media. Monitoring of the campaign will continue in Q4 FY 2022, and a final report will be delivered.
Data Accuracy & Reliability

The Performance Data Completeness and Reliability Report, which is appended to the FY 2021 Annual Performance Report, provides detailed information on the performance indicators contained within this APG Action Plan.

The Performance Data Completeness and Reliability Report provides detailed information regarding the general accuracy, reliability, validity, completeness, and scope of the performance indicators listed below. The table below lists the page numbers of where each supporting performance indicator can be found in the report.

Note: For readers’ awareness, availability of the final calendar year safety numbers lags by approximately 1.5 years. For example, final CY 2021 safety data will not be available until spring 2023.

<table>
<thead>
<tr>
<th>FY 2021 Performance Indicator</th>
<th>Location</th>
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<tbody>
<tr>
<td>Surface Transportation-Related Fatalities per 100 Million VMT</td>
<td>Pg. 41</td>
</tr>
<tr>
<td>Passenger Vehicle Occupant Fatalities per 100 Million VMT</td>
<td>Pg. 42</td>
</tr>
<tr>
<td>Large Truck and Bus Fatalities per 100 Million VMT</td>
<td>Pg. 43</td>
</tr>
<tr>
<td>Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population</td>
<td>Pg. 43</td>
</tr>
<tr>
<td>Motorcycle Fatalities per 100,000 Motorcycle Registrations</td>
<td>Pg. 44</td>
</tr>
</tbody>
</table>
Additional Information (NHTSA)

Contributing Programs

- Highway Safety Research
- Regional Operations and Program Delivery
- Vehicle Safety Research
- Rulemaking
- Enforcement

Organizations

- All NHTSA offices contribute to the roadway safety goal.

Regulations:


Rear Impact Guards, Rear Impact Protection: This final rule upgrades NHTSA’s safety standards addressing rear underride protection in crashes of passenger vehicles into trailers and semitrailers by adopting similar requirements to Transport Canada’s standard for rear impact guards. Adopting these standards will require rear impact guards to provide sufficient strength and energy absorption to protect occupants of compact and subcompact passenger cars impacting the rear of trailers at 56 kilometers per hour (km/h) (35 miles per hour (mph)). This
rulemaking commenced in response to petitions for rulemaking from the Insurance Institute for Highway Safety (IIHS) and from Ms. Marianne Karth and the Truck Safety Coalition (TSC). This final rule responds to and fulfills the rulemaking mandate of the November 2021 Bipartisan Infrastructure Law (BIL) that directs the Secretary to upgrade current Federal safety standards for rear impact guards. NHTSA is also issuing this final rule pursuant to DOT's January 2022 National Roadway Safety Strategy.

For more information, please the Regulatory Agenda. Additional information regarding NHTSA’s Regulatory Agenda can be found at: https://www.reginfo.gov/public/do/eAgendaMain

**Stakeholder / Congressional Consultations** NHTSA provides briefings and technical assistance for Congressional members and staff on highway safety issues when requested. State, local, and Tribal stakeholder engagement and dialogue play an essential role in the success of the Department’s strategic safety initiatives. FHWA, NHTSA, and FMCSA regularly engage with the public and other stakeholders (industry, safety advocated, State and local agencies, advisory committees) to seek feedback about current and future initiatives. These three agencies have also collaborated with the National Safety Council to support the development of a coalition that has brought together more than 1,500 State and local organizations to focus on developing short- and long-term strategies to reduce crashes and fatalities.
Additional Information (FHWA)

Contributing Programs
- Highway Safety Improvement Program (HSIP)
- Safe Streets and Roads for All (SS4A)
- Railway-Highway Grade Crossing Program

Organizations
- FHWA, NHTSA, and FMCSA leadership teams and the Government Affairs Offices
- State, local, and Tribal stakeholders
- American Association of State Highway and Transportation Officials (AASHTO)
- National Safety Council (NSC)

Regulations
- FHWA is proposing updates to the HSIP regulation in 23 CFR Part 924 to reflect current Administration priorities, BIL, and feedback from departmental and agency leadership and stakeholders.
- FHWA is proposing a rulemaking to adjust 23 CFR Part 490, Subpart B to better align target setting, reporting, and progress requirements.
- FHWA may publish a Request For Information, which could lead to a potential rulemaking or guidance for integrating safety into Federal-aid projects.
- For more information, please see the regulatory agenda at https://www.reginfo.gov/public/do/eAgendaMain
**Program Activities**

- FHWA is promoting nine new Proven Safety Countermeasures, which are road design elements that are proven to make roads safer for all users but that are underutilized, including by communicating with stakeholders virtually and in-person.
- FHWA is providing outreach and extensive technical assistance to 15 States and Puerto Rico, which together account for roughly half of nationwide road fatalities, to address the most common types of crashes that result in fatalities – roadway departure crashes, intersection crashes, and pedestrian and bicycle crashes.

**Stakeholder / Congressional Consultations**

- FHWA regularly engages with the public and other stakeholders (industry, safety advocates, State and local agencies, advisory committees) to seek feedback about current and future initiatives.
- State, local, and Tribal stakeholder engagement and dialogue play an essential role in the success of the agency’s strategic safety initiatives.
- FHWA, NHTSA, and FMCSA collaborated with the National Safety Council to support the development of a coalition that has brought together more than 1,500 State and local organizations to focus on developing short- and long-term strategies to reduce crashes and fatalities.
Additional Information (FMCSA)

Regulations:

- **Rear Impact Guards Annual Inspection Final Rule (effective December 9, 2021).** FMCSA amended the Federal Motor Carrier Safety Regulations (FMCSRs) to include rear impact guards on the list of items that must be examined as part of the required annual inspection for each commercial motor vehicle (CMV). In addition, the labeling requirements for rear impact guards were also amended and excludes road construction controlled (RCC) horizontal discharge trailers from the rear impact guard requirements, consistent with changes made by the National Highway Traffic Safety Administration (NHTSA) to the corresponding Federal Motor Vehicle Safety Standards (FMVSS).

- **Speed Limiters Advanced Notice of Supplementary Proposed Rulemaking.** The National Roadway Safety Strategy identified speed as a significant factor in fatal crashes and speed management as a primary tool to reduce serious injuries and fatalities. FMCSA is moving forward with this rulemaking because of concerns about the number of CMV crashes and fatalities traveling at high speeds. On May 4, 2022, FMCSA published the advance notice of supplemental proposed rulemaking to announce the Agency’s intent to proceed with a speed limiter rulemaking. The comment period was extended to July 18, 2022. Over 15,300 comments have been received. The forthcoming rulemaking, if adopted, would impose speed limitations on certain CMVs that operate in interstate commerce.

Additional information regarding FMCSA’s Regulatory Agenda can be found at: [https://www.reginfo.gov/public/do/eAgendaMain](https://www.reginfo.gov/public/do/eAgendaMain)

**Stakeholder / Congressional Consultations**
FMCSA works closely with its stakeholders through the agency’s advisory committees, the Motor Carrier Safety Advisory Committee (MCSAC) and the Medical Review Board (MRB). The MCSAC
provides advice and recommendations to the FMCSA Administrator on motor carrier safety programs and regulations. The MCSAC comprises up to 25 members appointed by the Secretary for two-year terms and includes representatives of the motor carrier safety advocacy, safety enforcement, industry, and labor communities. More information about the MCSAC is available at https://www.fmcsa.dot.gov/advisory-committees/mcsac/welcome-fmcsa-mcsac.

The MRB was established to improve highway safety by providing expert advice on medical standards, guidelines, and research on the medical certification of CMV drivers. The MRB is composed of five non-Federal Government employee members who are appointed by the Secretary of Transportation. More information about the MRB, its membership, upcoming and past meetings and proceedings are available at https://www.fmcsa.dot.gov/mrb.

In February 2022, the Secretary approved the charter for the establishment of the Truck Leasing Task Force (TLTF) (Section 23009 of the BIL; Trucking Action Plan). The TLTF members will be appointed in 2022 and complete most of its work evaluating the impacts of CMV lease agreements and identifying best practices for such agreements in FY 2024. The TLTF will examine common lease-purchase agreements and their potential impact on the safety and financial solvency of owner-operators. While this is primarily an economic issue, the financial stresses associated with certain lease agreements may discourage safe drivers from continuing to work in the industry. FMCSA will be working to establish the TLTF by reviewing member applications during the 3rd quarter FY 2022.

In February 2022, the Secretary approved the charter for the establishment of the Women of Trucking Advisory Board (Section 23007(d) of the BIL). The members will be appointed in August 2022 and complete most of their work reviewing and reporting on policies that provide education,
training, mentorship, or outreach to women in the trucking industry and promote the recruitment, retention, and advancement of women in the trucking industry in FY 2024. WOTAB will discuss economic issues, safety issues (personal and on the road), and develop solutions for FMCSA and the industry to implement to increase the numbers of women employed in trucking and improve their overall safety in these jobs. FMCSA will be working to establish WOTAB and finalize the Board members during the 3rd quarter FY 2022.

FMCSA leadership also provides briefings and technical assistance for Congressional members and staff on safety issues when requested. State, local, and Tribal stakeholder engagement and dialogue play an essential role in the success of the Department’s strategic safety initiatives. FMCSA often consults with and coordinates stakeholder and Congressional engagement with FHWA and NHTSA leadership. FMCSA regularly engages with the public and other stakeholders (industry, safety advocates, State and local agencies, advisory committees) to seek feedback about current and future initiatives. FMCSA, in coordination with NHTSA and FHWA, collaborates with the National Safety Council to support the development of a coalition that has brought together more than 1,500 State and local organizations to focus on developing short and long-term strategies to reduce crashes and fatalities.