



**U.S. Department
of Transportation**

2024 Progress Report on the National Roadway Safety Strategy

United States Department of Transportation | February 2024



**U.S. Department
of Transportation**

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of Transportation
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Letter from the Secretary

Our vision is simple: that every trip of every kind on our nation's streets, roads, and highways should end with a safe arrival. Whether you are a passenger or driver, whether in a vehicle, on foot, on a bicycle or in a wheelchair, everyone using the roadways of our country and its communities should get to where they're headed, safely. This is the purpose of our safety work, and of this report.

Two years ago, the U.S. Department of Transportation released the National Roadway Safety Strategy (NRSS), a comprehensive approach to address the crisis of deaths on our roadways. This strategy identified how we would work to reduce traffic deaths to the only acceptable number: zero. Staff from across the Department report that they have been invigorated with the clear sense of direction by the NRSS – and by the resources and programs made possible through President Biden's Bipartisan Infrastructure Law (also known as the Infrastructure Investment and Jobs Act). Our safety activities are beginning to show progress toward our goal of reversing the rise in roadway deaths. While annual roadway deaths remain at more than 40,000 lives lost, new early estimates of traffic fatalities for January through September of 2023 project that traffic fatalities declined for the sixth straight quarter. We are projecting that fatalities decreased about 4.5 percent from the same time in 2022. We are starting to bend the curve in a better direction. It's an encouraging start, but the numbers still constitute a crisis, and our work is in many ways just beginning. We will continue to build upon the efforts and achievements of the first two years to improve roadway safety – and in this report we will identify areas that are posting good results, as well as those that warrant new actions.

In 2023, the Department used a wide scope of programs and authorities to advance safety. We made significant regulatory progress on vehicle safety, with efforts advancing on automatic emergency braking for both passenger vehicles and large trucks and buses; upgrades to the New Car Assessment Program that focus on pedestrian safety; and on impaired-driving prevention technology standards. Roadway safety has been enhanced through updates to regulations and guidance, as well as research and technical assistance. This includes the new edition of the Manual on Uniform Traffic Control Devices we updated to promote safety improvements in repaving and rehabilitation projects, as well as an updated lighting handbook, information to set and enforce appropriate speed limits, and much more.

We have also changed how we engage the broader transportation community. Technical assistance, outreach, and engagement have been expanded and honed to encourage investments in proven and effective interventions, and to promote the use of the Safe System Approach. We have increased help to communities, from small rural towns to big urban communities, and provided new support to Tribal communities and neighborhoods in historically disadvantaged areas. And we have invested billions to improve safety through discretionary grant programs such as Safe Streets and Roads All, benefiting hundreds of communities around the country.

The safety of Americans on our streets, roads, and highways, is our Department's priority, and we will continue to take action. The ultimate goal is zero deaths on our roadways – but it cannot

be achieved by any alone. Public agencies at all levels of government, as well as private and non-profit organizations, have a powerful role to play. To reflect the need for a coordinated approach, a year ago we launched a Call to Action, inviting stakeholders to commit to specific actions to improve roadway safety. I have been greatly encouraged by the response to date and want to thank the 123 organizations who answered the call and joined us in 2023. To those reading this who have yet to sign up: now is the time! We welcome organizations and leaders from every sector to join the Call to Action.

The proportions of our roadway safety crisis are such that even a one percent reduction in crash deaths in one year represents the equivalent of preventing two or three fatal airliner crashes. Each percent reduction also represents a step toward our stated goal of zero. We are making progress and must make more.

I want to thank you for your commitment to ensuring the safety of our family, friends, colleagues, and neighbors on our roads.



Pete Buttigieg
Secretary of Transportation

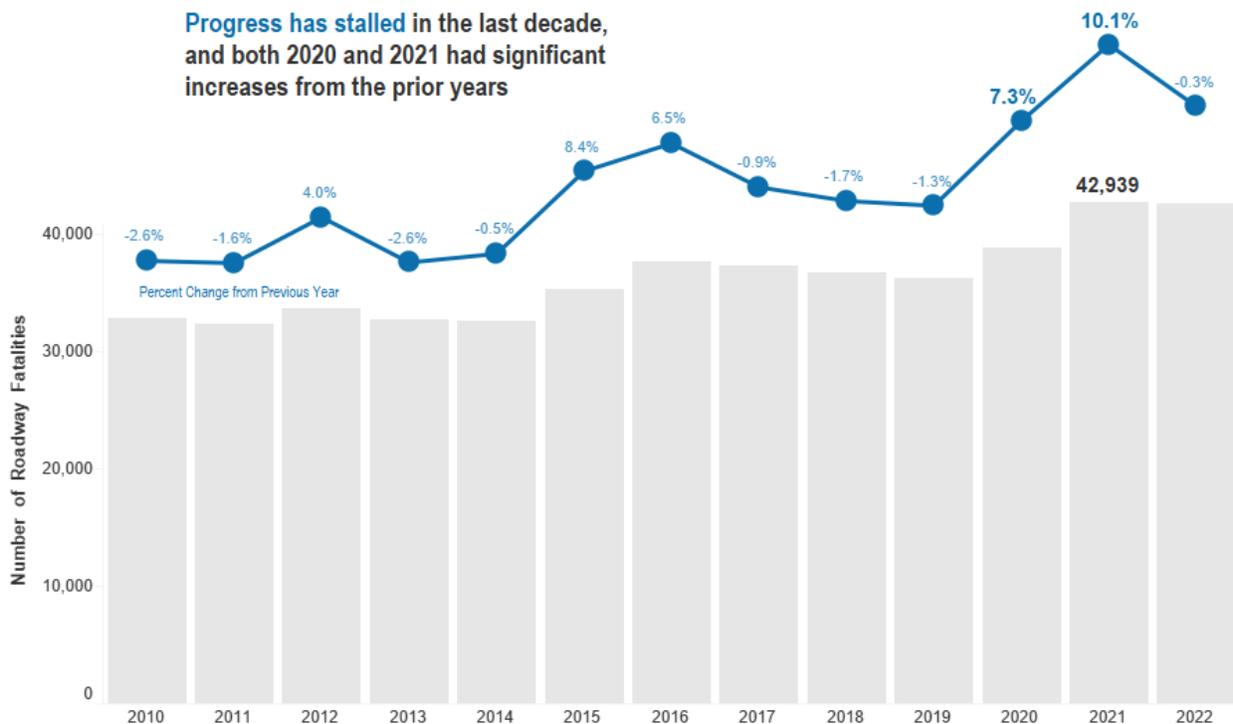
Update on the Roadway Safety Problem

At the U.S. Department of Transportation (USDOT or Department), safety is our North Star. Yet, in recent years, we have seen alarming increases in roadway deaths. After spiking during the pandemic, these numbers are starting to slowly come back down. While the Department is cautiously optimistic that the trends are starting to show promising reductions, the number of people dying on our streets, roads, and highways is still above the levels before the pandemic. This is unacceptable, and we must continue to be vigilant to address this urgent national crisis to achieve our vision of zero fatalities on our roadways.

This progress report focuses on the Department’s activities in calendar year 2023 to reduce the number of lives lost in traffic crashes.

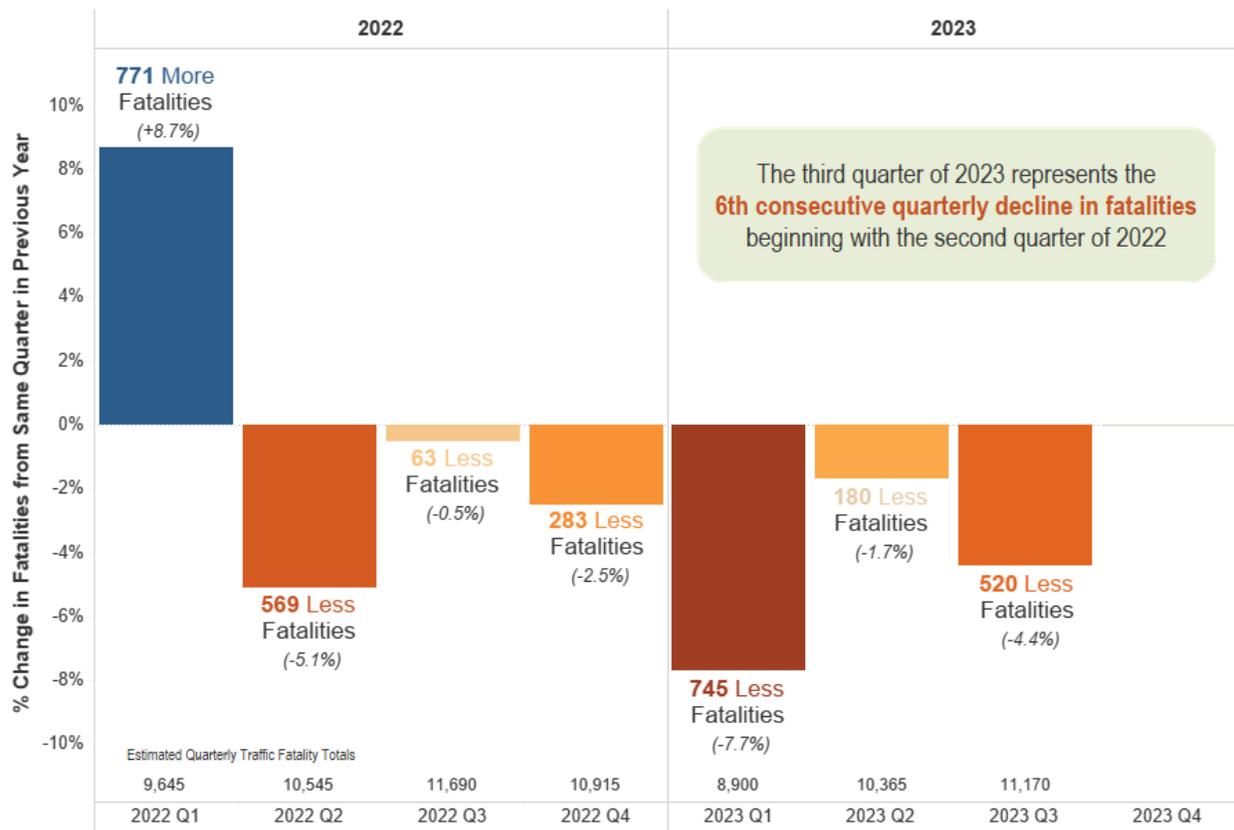
The National Roadway Safety Strategy (NRSS) was released in January 2022 after 42,939 people lost their lives in 2021. This was the highest number of fatalities since 2005. An estimated 42,795 lives were lost on U.S. roads in 2022, an increase of over 10 percent compared to 2020 but a marginal decrease of 0.3 percent from 2021. Early estimates for the first 9 months of 2023 show a continued decline of approximately 4.5 percent in the number of people dying on our roadways compared to the 9 months of the previous year. The number of lives lost in 2021 appears to be the high point of the most recent spike in traffic fatalities, and the nation has started to make progress and bend the curve back towards a downward trend.

42,795¹ people died on America’s roads in 2022



¹ Note: this figure is an estimate of motor vehicle traffic fatalities in 2022: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813428>.

But improvements started to be seen in 2022 and continued into 2023



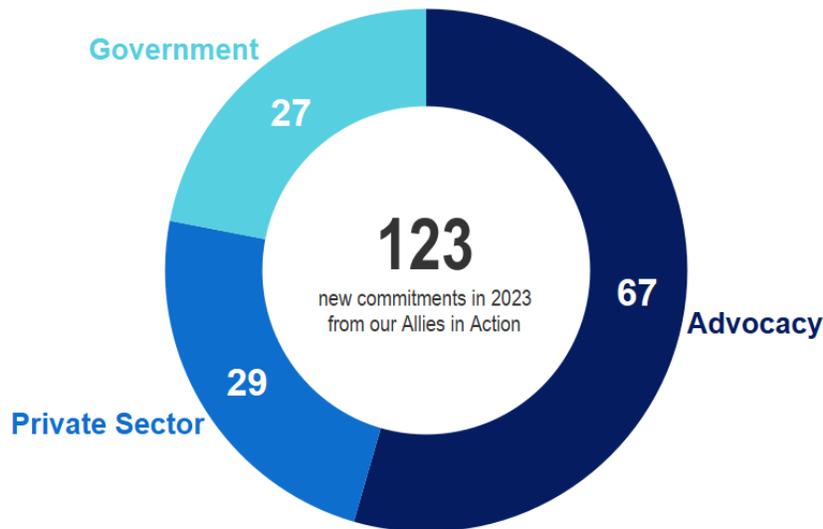
Source: Early estimate of motor vehicle traffic fatalities for the first 9 months (January–September) of 2023, DOT HS 813 530, December 2023. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813530>

The ongoing crisis on our roadways serves as a somber reminder of the challenges we face as a nation. Though we see a positive potential trend in fatality and serious injury rates and are cautiously optimistic that recent USDOT efforts described in this progress report are leading us where we want to go, the Department strives for zero motor vehicle and road traffic fatalities on our highways, roads, and streets.

As an interim goal towards our vision of zero, the Department set an intermediate, ambitious target in the USDOT Fiscal Year 2022-2026 Strategic Plan to reduce motor vehicle-related fatalities by 66 percent by 2040.

How Is USDOT Working with Stakeholders to Advance Roadway Safety?

The Department has a responsibility to make our roadways safer for everyone; we also recognize that **we can't do it alone**. The NRSS requires action from everyone—government at all levels, law enforcement, industry, nonprofit and advocacy organizations, researchers, and beyond—to do their part to implement the Safe System Approach (SSA) to make our streets safer for people.



To make that happen, USDOT launched a [Call to Action campaign](#) in February 2023 that invites stakeholders to embrace and commit to specific action to improve safety on the nation’s roadways. Throughout 2023, the Department announced new commitments from our Allies in Action: **123 in total**.

The Department is thrilled to partner with our Allies in Action to advance roadway safety.

Our Allies in Action represent a diverse and comprehensive swath of stakeholders with roadway safety responsibilities. In 2023, 67 of our 123 allies are advocacy organizations, which include national organizations like the National Safety Council, the American Trucking Associations, and the Vision Zero Network, but also state and local organizations like Drive Safe Georgia and Ride Illinois. Twenty-seven allies represent all levels of government, from local agencies to regional coalitions, State DOTs, and transit agencies. Finally, 29 allies are private-sector organizations, from automakers like Honda and Audi to other companies with a significant stake in roadway safety like Lyft, UPS, and Amazon.

123 Allies in Action



Safer People

Looking at the commitments of our Allies in Action through the lens of the Safe System Approach, over half of the Allies (62) committed to efforts falling under the element of Safer People: encouraging safe, responsible driving and behavior, and supporting conditions that prioritize each traveler reaching their destination unharmed. For example, the California State Transportation Agency launched a statewide “Go Safely” campaign, while CTIA’s “Drive Smart” initiative targeted distracted operation. Some commitments focused on Safer People sought to

advance and apply research across the spectrum of roadway safety issues, and to develop guidance for widespread deployment of roadway safety solutions, like a safety manual for flatbed truck operators that New Roads Logistics committed to develop and implement. Other technology-focused commitments include AI-driven video analytics platforms to detect driver inattention and predict crashes on managed lanes. Some outreach-focused commitments included roadway safety-focused webinars, conference sessions, and workshops to bring SSA principles to new audiences.

Safer Roads

Over a third of Allies (44) pledged to advance elements of Safer Roads, advancing the implementation of roadway environments designed to encourage safer behaviors, mitigate human mistakes, and to facilitate safe travel by the most vulnerable users. For example, Maryland DOT committed an initial \$75 million to construct context-driven improvements at key locations based on historical data; Kansas DOT will geographically target urban and rural transportation safety strategies through their Safety Corridor Pilot Program; and the League of American Bicyclists will provide technical assistance to local governments and other stakeholders interested in addressing vulnerable road user (VRU) safety for people walking and bicycling and will work with States as they implement the Highway Safety Improvement Program's VRU Safety Assessments.

Safer Vehicles

Nearly a quarter of Allies (26) pledged to work toward Safer Vehicles on our nation's roadways, with commitments toward pilot or larger-scale deployments of advanced technology to improve vehicle safety. For example, UPS committed to installing Automatic Emergency Braking (AEB) technology on all new class 7 and 8 large trucks, while Amazon committed to invest \$200 million in new safety technologies for their vehicle fleet. Other technology-focused commitments toward Safer Vehicles include deployments of vehicle-to-everything (V2X) communications for vehicle, pedestrian, and bicyclist safety.

Safer Speeds and Post-Crash Care

Several of our Allies in Action committed to promote and advance Safer Speeds and Post-Crash Care. Safer Speeds commitments seek to promote safer speeds in all roadway environments through a variety of approaches. For example, MAGTEC Products will work with fleets, technology partners, and government partners to advance public understanding and implementation of Intelligent Speed Assist technology; the American Road & Transportation Builders Association is promoting automated speed safety enforcement in work zones; and Connecticut DOT is launching a one-year automated work zone speed enforcement project to protect highway workers. Post-Crash Care commitments focus on approaches to prevent secondary crashes and keep first responders safe alongside efforts to optimize emergency response to crashes. Cintra will use machine learning algorithms to detect incidents in near-real time and share with traffic management centers for verification and transmission to EMS providers to optimize emergency response, while the National Association of Emergency Medical Technicians will expand training in emergency vehicle operator safety to EMS personnel.

USDOT is in constant communication with our roadway stakeholders to help advance safety across the transportation system. The campaign is ongoing, and the Department continues to invite stakeholders from all levels of government and from a wide array of professional disciplines and organizations to join us in addressing the crisis on our roadways.

What Is USDOT Doing about Roadway Fatalities?

When the Department embarked on a comprehensive strategy to address motor vehicle and roadway traffic fatalities, we realized that confronting this challenge would be neither easy nor quick. People dying on our highways, streets, and roads is an ingrained and persistent problem, one that many in society have come to accept as part of our everyday lives.

In recognition of the need to substantially change how the nation views and addresses roadway safety, the Department continues to work toward institutionalizing the [Safe System Approach](#) as our guiding principle.



Some of the Department’s most significant NRSS actions of 2023 include the following:

Strengthening and Building Partnerships

We recruited over 120 organizations to join the NRSS as “Allies in Action,” utilizing the SSA as a guiding principle and a collective platform to amplify our efforts to advance roadway safety and committing to take measurable steps to advance roadway safety.

Awarding New Funding via the Safe Streets and Roads for All (SS4A) Program

In 2023, we awarded \$1.7 billion to over 1,000 communities, representing over 70 percent of all Americans, for roadway safety planning and demonstration projects.

Publishing the Updated 11th Edition of the MUTCD

The new edition of the Manual on Uniform Traffic Control Devices that guides roadway signage, which was last updated more than a decade ago, has incorporated new pavement markings, signs, and signals to ensure the safety of all users.

Updating Guidance for Safer Roads

We issued guidance to encourage State agencies using Federal-aid funds to consider the safety of all users at all phases of project development. This includes using resurfacing and rehabilitation projects to improve safety; clarifying safety considerations for bicyclists and pedestrians; and allowing local agencies to use alternative design guidance that provides more information about designing for pedestrians, bicyclists, and public transit.

Providing Technology Demonstration for Safety Grants

We established the Strengthening Mobility and Revolutionizing Transportation Grants Program, providing grants to eligible public sector agencies to conduct demonstration projects. In 2023, the program awarded \$94 million to 59 projects across 33 States.

Announcing Funding to Advance Safety Using Technology

The Saving Lives with Connectivity: Accelerating V2X Deployment Discretionary Grant provides up to \$40 million in funding and is focused on road safety, mobility, and efficiency through technology that enables vehicles and wireless devices to communicate with each other and with roadside infrastructure.

Launching a Complete Streets Initiative

The initiative has defined the Complete Streets Design Model, contributed to important guidance, and produced numerous resources to help Federal-aid recipients ensure safety for all road users. The Complete Streets website has grown into an invaluable resource to help owners of roadways make Complete Streets their default approach throughout the project development process.

Providing Speed Management Resources

For jurisdictions who choose to utilize traffic cameras, we issued a Speed Safety Camera Guide with best practices to plan, deploy, and operate speed safety camera programs to improve safety and maintain program reliability and accountability. We also issued an informational report on the Safe System Approach for Speed Management for practitioners interested in implementing a safe system aligned speed management program. We developed a free web-based course on Designing and Operating Roadways for Safe Speeds.

Investing in Tribal Transportation Safety

Mindful of the reality that Native Americans are more likely to lose their lives in traffic crashes than any other population, BIL doubled funding for the Tribal Transportation Program Safety Fund. We delivered \$21 million to 88 Tribes in 2023 alone.

Expanding Truck Parking

When truckers cannot find safe places to park and rest, it makes all of us less safe, which is why we have awarded \$80 million in grants to expand truck parking nationwide as part of our equitable investment in historically disadvantaged and underserved communities. In addition, State DOTs have used \$2 million of National Highway Freight Program formula funding to expand truck parking in fiscal year 2023.

Improving Safety Ratings for New Vehicles

We proposed upgrades for the New Car Assessment Program—which gives consumers valuable information about the safety features of new cars—including adding considerations for pedestrian safety.

Accelerating the Deployment of New Safety Technology

We developed a new rule to require AEB systems on all new passenger cars and trucks, which would save at least 360 lives and prevent 24,000 injuries a year. The final rule is currently under review by the Office of Information and Regulatory Affairs.

Raising Standards for Commercial Vehicles

We proposed electronic stability control and AEB systems on heavy vehicles, which would prevent an estimated 19,118 crashes and save 155 lives every year.

Eliminating Dangerous Railroad Crossings

Through the Railroad Crossing Elimination Grant Program, we awarded \$570 million to 32 states to eliminate or improve more than 400 at-grade crossings—making our roads and railways safer, while also helping countless Americans save time on their commutes.

Notable Milestones and Activities in 2023

Prior to the addition of four new Actions outlined in the next section of this Progress Report, the Department committed to making significant progress on 43 actions. Of those actions:

- 18 actions (42 percent) were substantially completed by the end of 2023.
- 20 actions (46 percent) are expected to be substantially completed in 2024.
- 5 actions (12 percent) are expected to achieve significant milestones by the end of 2024 but will remain ongoing actions after 2024.

Many of the completed actions also have clear next steps that will build on the milestones outlined in progress reports and in the [online dashboard](#). Significant actions typically involve multiple major milestones, and activities may continue beyond “the completion” of an NRSS commitment in the [dashboard](#). Subsequent follow-on actions that reflect the trajectory and focus of Departmental actions will be considered in future iterations of the NRSS.

Notable milestones and activities from the past year are highlighted in the following table.

Safe System Approach Element	Notable Milestones and Activities
Crosscutting	<ul style="list-style-type: none"> • Published the National Complete Streets State Assessment At-A-Glance report that documents high-level findings and establishes a national baseline related to Complete Streets and active transportation. FHWA conducted the 2023 National Complete Streets Assessment with support from all fifty State DOTs, as well as Washington, D.C., and Puerto Rico. • Presented training on fundamentals of the SSA, developed case studies like a NRSS Storymap and Pedestrian Safety Storymap, and held peer exchanges on implementation; worked with DOT modes to coordinate advancing the SSA through consistent messaging and information sharing. • Collaborated with the Tribal Technical Assistance Program to begin technical assistance on data collection to the Northern Cheyenne and Crow Tribes with the goal of delivering a Tribal Roadway Departure Safety Plan for both nations. • Published the Rural Grant Applicant Toolkit to help rural stakeholders in identifying and navigating Federal discretionary grant opportunities for rural transportation projects, including safety. • To ensure equitable investment in historically disadvantaged and underserved communities in safety programs, a number of discretionary grant programs managed by USDOT have equity as a key consideration in awarding grants.
Safer People	<ul style="list-style-type: none"> • Issued an Advanced Notice of Proposed Rulemaking to establish a new methodology to determine motor carriers' fitness to operate CMVs in interstate commerce. • Expanded the use of Section 1906 funds to prohibit racial profiling in traffic enforcement and encouraged States to apply for grant program funds for the collection of information on the race and ethnicity of drivers in motor vehicle stops. • Issued a final rule to implement State Highway Safety Grants that provide more than \$750 million in behavioral safety funds to help States target the root causes of traffic fatalities and crashes. • Published a Safety Measurement System notice to seek public comment on enhancements of its data analysis tool for identifying high-risk motor carriers for safety intervention. • The Women of Trucking Advisory Board met and completed its report to FMCSA regarding industry training policies, mentorship, outreach to women in trucking, and identifying barriers that discourage women from trucking careers. The report is under Departmental review.

Safe System Approach Element	Notable Milestones and Activities
Safer Roads	<ul style="list-style-type: none"> • Began offering a waiver of non-Federal match requirements for State Planning and Research and Metropolitan Planning funds in support of Complete Streets planning activities conducted by States and MPOs in their transportation planning processes. • 52 State DOTs—including Washington, D.C., and Puerto Rico—finalized data-driven safety assessments of VRUs, including identifying a program of projects and strategies to improve the safety of those walking, biking, and rolling. • Encouraged State transportation agencies to take immediate actions to advance the widespread deployment of Proven Safety Countermeasures, Countermeasures that Work, and other emerging technologies such as a data-driven approach to address fatal and serious injury pedestrian, bicyclist, roadway departure, intersection, and speed-related crashes. • Launched an Intersection Safety Challenge aimed at transforming intersection safety through the development of innovative intersection safety systems that identify, predict, and mitigate unsafe conditions involving vehicles and VRUs. • Published the Work Zone Safety Grant Notice of Funding Opportunity to support training nationally for a wide range of workers to prevent injuries and fatalities in roadway work zones. • Released a draft plan on “Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment” that describes a vision and goals to integrate V2X communication technology and connectivity into the transportation system. • Updated guidance to encourage States to make safety improvements a key part of repaving and rehabilitation projects and recognized alternative roadway design guidance manuals for use by local governments. • Published the Lighting Handbook to improve common roadway lighting safety, and launched a nighttime visibility for safety Every Day Counts technical assistance program.

Safe System Approach Element	Notable Milestones and Activities
Safer Vehicles	<ul style="list-style-type: none"> • Published a Notice of Proposed Rulemaking on rear seat belt reminder systems that would require automobile manufacturers to equip vehicles with seat belt use warning systems for the right front passenger and rear seats to increase seat belt use. • Released an Advanced Notice of Proposed Rulemaking for impaired-driving prevention technology in passenger vehicles to inform the development of performance requirements. • Addressed technological advancements in a Supplemental Advanced Notice of Proposed Rulemaking to include safety oversight of motor carriers operating Automated Driving Systems-equipped CMVs. • Developed a Notice of Proposed Rulemaking to require AEB systems on all new passenger cars and trucks. • Published a Heavy Vehicle AEB Notice of Proposed Rulemaking that includes test procedures to standardize the performance of automatic forward collision avoidance and mitigation systems.
Safer Speeds	<ul style="list-style-type: none"> • Published the Speed Safety Camera Program Planning and Operations Guide and an informational report on Safe System Approach for Speed Management as tools for local governments to address crashes in their communities. • Developed a web-based course on Designing and Operating Roads for Safe Speeds, which provides an overview of the SSA and the roles designers, operators, and maintenance staff play in establishing safer roadways. • Broadened the criteria for setting appropriate speed limits in differing roadway contexts through updates to the Manual on Uniform Traffic Control Devices.
Post-Crash Care	<ul style="list-style-type: none"> • Expanded the use and support of the National Emergency Medical Services Information System by accepting data from all 50 States, 2 territories, and the District of Columbia into NHTSA's National EMS Database, and promoting its information through a National EMS Traffic Crash Dashboard. • Developed a comprehensive EMS Post-Crash Care implementation plan that includes collaboration with national EMS organizations. • Prioritized advancing Traffic Incident Management training and technologies targeted at improved responder and motorist safety in new round of innovation under the Every Day Counts Initiative. • Engaged national EMS leadership to discuss their challenges and potential solutions to the safety of EMS responders through training, education, curriculum development, workshops, and stakeholder outreach. • Promoted grants that continue to fund rural EMS training, EMS assessments, and health/crash data linkages.

New and Future NRSS Actions

The NRSS is the organizing framework meant to catalyze the Department's efforts to make our roadways safer for everyone. USDOT will continue to build on the strategy and identify new actions, in addition to the existing actions that were outlined in the launch of the NRSS and are already underway. This section introduces the following key actions that the Department is adding to the list of NRSS priority actions for 2024 and beyond.

Distraction

Distracted driving is any activity that diverts attention from driving, including talking or texting on your phone, eating and drinking, or fiddling with the stereo, entertainment, or navigation system – anything that takes your attention away from the task of safe driving. Police reports, which are used to develop the data in the Fatality Analysis Reporting System to collect information on traffic fatalities, captured 3,522 (eight percent) distraction-affected fatalities in 2021. A recent Departmental study that incorporates naturalistic driving data (i.e., video of drivers) estimates a much larger number of distraction-affected crash fatalities: 10,546 (29 percent) of all traffic-related deaths. Third-party studies also increasingly point to distraction as a significant cause of traffic deaths.

The NRSS does not yet directly address distraction, and its inclusion could further strengthen our strategic approach. The past decade has seen a transformation in how integrated electronic devices are in people's everyday lives. Cell phone use while driving—especially texting—is a major source of distraction. National advertising campaigns include distraction as a topic (*U Drive. U Text. U Pay.*,² for example) and support education and enforcement efforts to limit distraction amongst the traveling public. A refresh of educational materials to reflect the latest technological changes and research is needed. To complement existing efforts, updated national guidelines on electronic devices and in-vehicle software systems could further leverage the SSA to change how people use electronic devices while driving.

New Action: Revise distracted driving prevention campaign materials to reflect the evolution of distraction dangers associated with hand-held devices and use updated content during high visibility enforcement activities.

New Action: Develop a distraction research roadmap, informed by diverse expertise and public comment, that could support future updates such as Visual-Manual Driver Distraction Guidelines for In-Vehicle Electronic Devices.

The Safety of Automated Driving Systems

Automated Driving Systems (ADS) are technologies intended to operate a motor vehicle under certain conditions and perform driving tasks on a sustained basis.³ Driving automation systems vary greatly in their capability and market availability today. ADS have the potential to lead to better outcomes across the transportation system. These outcomes, however, are not intrinsic

² <https://www.nhtsa.gov/campaign/distracted-driving>

³ The definition of ADS is based on the Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles SAE J3016_202104 https://www.sae.org/standards/content/j3016_202104/

or inherent to ADS technologies. The net impacts—on safety, mobility, emissions, workforce and otherwise—will be the result of engineering, deployment, and policy choices.

As the technologies continue to develop and mature, the Department is committed to conducting the research, analysis, outreach, and oversight needed to fulfill its overall mission, especially our role in furthering the safety of the transportation system. It is of the utmost importance that new technologies are introduced safely into the transportation system and, as the technology matures, actively increase the overall safety of the system as they are deployed. The Department will be deliberate in moving forward with its regulatory actions, understanding the risks of both over- and under-regulation, and maintaining a balanced approach that focuses on improving safety.

The USDOT's approach centers on its core policy priorities and the position that safety is fundamental to unlocking the technology's potential for broader positive impact. This includes ongoing oversight of motor vehicle safety and commercial motor vehicle operations, consistent with Departmental authorities. Safety can also be advanced by involving the international community in guidance and international standards for ADS-equipped motor vehicles.

New Action: Propose regulatory amendments regarding ADS-equipped commercial motor vehicles on the nation's roadways to prioritize safety and security, including updates to CMV operations, inspection, repair, and maintenance regulations.

New Action: Work with partners bilaterally and at the United Nations to develop guidance and international standards, as appropriate, for the safety of motor vehicles equipped with automated driving systems.

Conclusion

This report provided an update on the roadway safety problem, an overview of the Departmental actions in 2023 to address the ongoing crisis on our roadways, a description of new priority actions that will build on the NRSS, and an explanation of how USDOT is working with stakeholders to further advance safety to save lives and prevent harm to all people who use our highways, streets, and roads.

We believe it is important to be transparent with the public and our transportation stakeholders on our progress in implementing key Departmental actions and to renew our commitment to a future without serious injuries and fatalities on our roadways.

We see the start of a downward trend in fatality and serious injury rates and are cautiously optimistic that these efforts are yielding safety benefits for all people who use our streets, roads, and highways. Building on this momentum will not be easy; however, through the Safe System Approach supported by significant Departmental actions, we are optimistic that the impact will make the nation safer for everyone who uses our roadways.