



**U.S. Department
of Transportation**

2025 Progress Report on the National Roadway Safety Strategy

United States Department of Transportation | January 2025



**U.S. Department
of Transportation**

Office of the Secretary
of Transportation

1200 New Jersey Ave., SE
Washington, DC 20590

Contents

Letter from the Secretary	3
Introduction: Taking Action and Seeing Results	4
Achieving NRSS Outcomes by Leveraging the Safe System Approach Across USDOT.....	6
NRSS Milestones and Activities in 2024.....	6
USDOT Fosters Critical Partnerships to Advance Roadway Safety	13
Achieving Success through the NRSS and Leaning into Future Opportunities to Further Roadway Safety in 2025 and Beyond.....	15
Conclusion	17

Letter from the Secretary

Safety is at the core of every program, every project, and every partnership set forward by the U.S. Department of Transportation.

Three years ago, the Department released the National Roadway Safety Strategy (NRSS) to offer a comprehensive approach to address the crisis of deaths on our nation's roadways. We called upon leaders across the Department and its operating administrations, as well as state and local leadership, safety and health advocates, the private sector, nonprofit organizations, and other external partners to take action and help reverse the rise in roadway deaths. And we made a commitment to safer people, safer roads, safer vehicles, safer speeds, and post-crash care.

Over the past year—as this report details—we've taken action to protect the drivers, pedestrians, and cyclists who use our roads and highways every day. And the number of traffic fatalities has fallen for 10 straight quarters, a decline that started in 2022.

An estimated 29,135 people died in traffic crashes, representing a decrease of about 4.4% as compared to 30,490 fatalities projected for the first nine months of 2023. This is an encouraging trend and things are moving in the right direction, but roadway fatalities in our country remain a crisis.

We recognize that reducing the number of deaths and serious injuries on America's roadways is a shared responsibility. In the two years since we issued our Call to Action to encourage stakeholders to commit to specific actions to improve road safety, we have welcomed a total of 195 NRSS Allies in Action. This network comprises a diverse range of groups, including 36 states and territories, that are committed to advancing roadway safety. I am grateful for their support and collaboration. The Department will continue to fortify these partnerships and ensure that everyone works together to save more lives. Every percentage point decrease in fatalities represents hundreds of people who made it home safely.

While we should be encouraged by the progress we've made in the past year and in the three years since introducing the NRSS, there is still so much work to be done. With our collective efforts, guided by our shared safety mission, we can reduce traffic fatalities to the only acceptable number: zero.

Thank you for your partnership in keeping our roadways safe.

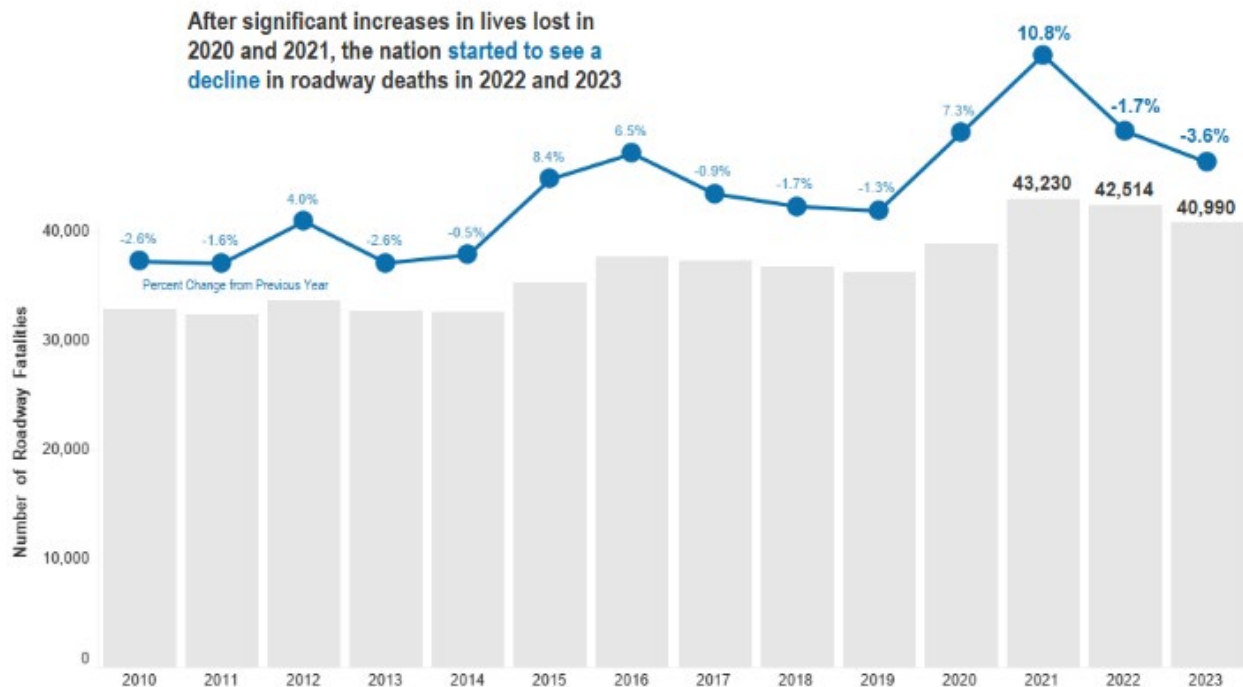


Pete Buttigieg
Secretary of Transportation

Introduction: Taking Action and Seeing Results

The NRSS was launched in January 2022 to take a Department-wide approach in addressing the safety crisis that kills and injures thousands of Americans every year. The Office of the Secretary, Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and National Highway Traffic Safety Administration (NHTSA) coordinated and pledged to take 47 immediate and near-term actions that would address all aspects of the surface transportation safety crisis. Since that time, 85% of these actions have been completed, as detailed in this report.

An estimated 40,990¹ people died on America's roads in 2023

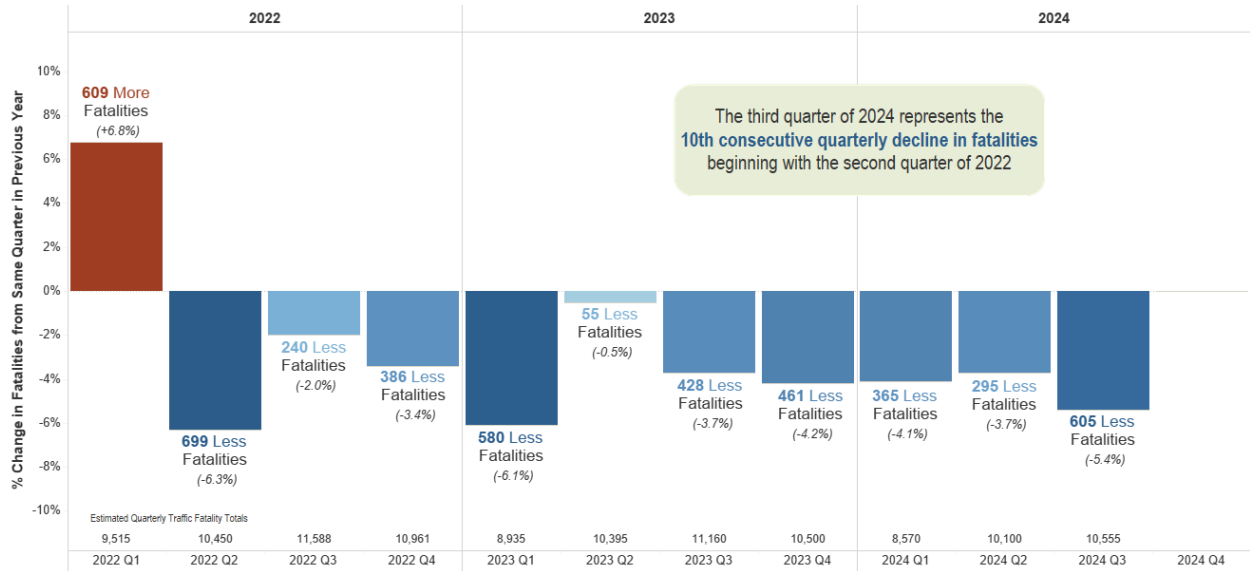


We also invited transportation stakeholders to join us, and 196 Allies in Action have made their own commitments, a necessary step in addressing a crisis as broad and complex as this one.

And we are seeing promising reductions in traffic fatalities, with 10 consecutive quarters of decline, a trend that has held now for two and a half years. A deeper look by NHTSA at the first half of 2024 is also encouraging as it shows reductions in deaths in many crash types.

¹ Note: this figure is an estimate of motor vehicle traffic fatalities in 2023: <https://crashstats.nhtsa.dot.gov/Api/Public/Publication/813561>

Improvements began in 2022 and have steadily continued into 2024



Source:

Early Estimate of Motor Vehicle Traffic Fatalities for the First 9 Months (January–September) of 2024.

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813670>

This initiative has shown that identifying and acting on proven strategies that provide redundancy in roadway safety systems and engage the public and private sectors to act will make a difference and save lives.

Traffic fatalities [continue](#) to be a leading cause of death in the United States, and the Department will continue to work hard internally and with our partners to reach zero fatalities by identifying new actions using the Safe System Approach, which addresses all elements that contribute to serious roadway crashes.

This progress report focuses on the Department’s activities in calendar year 2024 to reduce the number of lives lost in traffic crashes, including the work we have done to engage the private sector, other government agencies, and non-government organizations to all work together on roadway safety.

While the Department’s ultimate goal is zero fatalities, the USDOT Fiscal Year 2022-2026 Strategic Plan set an interim goal to reduce motor vehicle-related fatalities by 66 percent by 2040.

Achieving NRSS Outcomes by Leveraging the Safe System Approach Across USDOT

Fatalities on highways, streets, and roads are a persistent and pervasive problem, one that many in society have unfortunately come to accept as part of our everyday lives. To substantially change how the nation views and addresses roadway safety, the Department continues to support the Safe System Approach.

The Safe System Approach has shown success in other countries, state and local agencies, and tribal governments as it reinforces multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur through comprehensively addressing the elements of safer people, safer roads, safer vehicles, safer speeds, and post-crash care. The Safe System Approach has been embraced by stakeholders, including government at all levels, industry, non-profit and advocacy organizations, researchers, and the public—providing a critical framework to implement actionable steps for making roads safer for years to come.



NRSS Milestones and Activities in 2024

The Department committed to making significant progress on 47 actions under the NRSS. Most actions have been completed and the rest are underway:

- 18 total actions (38 percent) were substantially completed by the end of 2023.
- 22 additional actions (40 total actions or 85 percent) were substantially completed in 2024.
- 7 actions (15 percent) have achieved significant milestones by the end of 2024 and will remain ongoing actions in 2025.

Many of the completed actions have clear next steps that build on the milestones outlined in progress reports and in the [online dashboard](#). For some significant actions, activities will continue beyond “the completion” date noted in the online dashboard. Follow-on actions that reflect the trajectory and focus of Departmental activities will be considered in future iterations of the NRSS.

The Department has been proactive through its NRSS actions in 2024. Among the most significant actions completed in 2024 are:

Getting New Funding to Local Governments via the Safe Streets and Roads for All (SS4A) Program

In 2024, the Department awarded \$1.2 billion to improve roadway safety at the local, regional, and Tribal levels through the Safe Streets and Roads for All discretionary grant program. To date, more than 1,600 communities received \$2.9 billion in funding, representing 75 percent of the nation’s population. Beyond SS4A, other programs have also advanced funding for safer roads

across the nation (for example, FHWA's Tribal Transportation Safety Fund and the Highway Safety Improvement Program).

Reducing Driver Impairment with the Drug and Alcohol Clearinghouse

FMCSA finalized implementation of an October 2021 final rule requiring state driver licensing agencies to access and use information obtained through the Agency's Drug and Alcohol Clearinghouse and take licensing actions against commercial drivers who have drug or alcohol violations in the system and have failed to complete the Department's return-to-duty process. The compliance date for this rule was November 18, 2024.

Raising Awareness for and Addressing the Dangers of Distracted Driving

On April 1, 2024, NHTSA kicked off its campaign to raise awareness of the dangers of distracted driving. The newly rebranded "Put the Phone Away or Pay" campaign reminds drivers of the dangers and the legal consequences – including fines – of distracted driving. In 2022, 3,308 people were killed and an estimated additional 289,310 people were injured in crashes involving distracted drivers. The Department also convened stakeholders for a Distraction Action Forum in August 2024 to gain insight from a variety of stakeholders and gather input for a research roadmap to address new distracted driving challenges.

Increasing Motor Carrier Compliance

FMCSA implemented settlement agreements to allow motor carriers subject to civil penalties for safety violations to apply those funds to vehicle safety technology. The Phase 1 Settlement Agreement Policy and Job aid, issued in August 2024, enhances uniformity of settlement practices, and civil penalty suspensions and improves corrective action standards to further induce motor carrier compliance.

Released Speeding Prevention Campaigns and Increased Targeted Enforcement of Risky Behavior by Commercial Motor Vehicle Operators

NHTSA and FMCSA launched a [speeding prevention campaign](#) – “Speeding Catches Up with You” – in July 2024, supported by a \$9.5 million national media buy featuring English- and Spanish-language ads for television, radio, and digital platforms. This campaign was followed by a nationwide high visibility enforcement effort including regional initiatives such as Operation Southern Slow Down and border-to-border efforts along such corridors as Route 66 and I-95. For commercial motor vehicle operators, FMCSA continued to focus on risky driver behaviors by partnering with state agencies on traffic enforcement in high crash corridors and on high-risk carriers. For the first three quarters of 2024, FMCSA met its goals for commercial motor vehicle enforcement activities, including high-risk carrier investigations (2,082), onsite safety investigations (9,706), and new entrant safety audits (52,903). The top three most frequent driver violations in motor carrier inspections were failure to obey a traffic control device, speeding, and false report of drivers record of duty status.

Advancing Roadway Safety

FHWA published the National Performance Measures Notice of Proposed Rulemaking (NPRM) on January 25, 2024, to update the Safety Performance Measure in order to provide greater opportunities for meaningful performance targets and outcomes, consider approaches to alternative safety performance measures, and align performance targets for three common measures across USDOT. Additionally, FHWA published a NPRM on February 21, 2024, to update regulations to address provisions in the Infrastructure Investment and Jobs Act and reflect current priorities and state-of-practice for the Highway Safety Improvement Program (HSIP), specifically to incorporate principles of the Safe System Approach into HSIP.

Enhancing Work Zone Safety

FHWA issued updates to regulations on safety and mobility performance, data-driven programmatic reviews, and the use of positive protection strategies and technologies. FHWA also released an informational guide and desktop reference on the use of proven safety countermeasures in work zones.

Providing Tools to Encourage Design and Construction of Safer Infrastructure

FHWA released the Safe System Roadway Design Hierarchy, a tool that characterizes engineering and infrastructure-based countermeasures and strategies relative to their alignment with the Safe System Approach. The purpose of the hierarchy is to help transportation agencies and practitioners identify and prioritize countermeasures and strategies when developing transportation projects. The hierarchy includes (1) removing severe conflicts, (2) reducing vehicle speeds, (3) managing conflicts in time, and (4) increasing attentiveness and awareness.

Advancing Vehicle Safety

NHTSA adopted a new Federal Motor Vehicle Safety Standards (FMVSS) in May 2024, to require automakers to incorporate high-performing automatic emergency braking (AEB), including pedestrian AEB, as standard equipment on passenger cars and light trucks by September 2029. This safety standard is expected to significantly reduce rear-end and pedestrian crashes and is projected to save at least 360 lives and prevent at least 24,000 injuries each year. In addition, on November 18, 2024, NHTSA finalized significant updates to the 5-Star Safety Ratings program – known as the New Car Assessment Program (NCAP). This is a pivotal action that will improve safety on our nation's roads by allowing the public to easily identify vehicles with new and emerging vehicle crash avoidance safety features. NHTSA [proposed a new rule](#) in September aimed at reducing fatalities and serious injuries to pedestrians struck by vehicles. The proposed rule would establish a new safety standard requiring new passenger vehicles be designed to reduce the risk of serious-to-fatal injuries in child and adult pedestrian crashes. The proposed standard would establish test procedures simulating a head-to-hood impact and performance requirements to minimize the risk of head injury. The Department estimates the new standard would save 67 lives a year.

Advancing Technology to Further Roadway Safety Through Guidance and Planning

The Department released the USDOT Vehicle-to-Everything (V2X) Deployment Plan in August 2024 to guide the implementation of V2X technologies across the nation and support the Department’s commitment to a comprehensive approach for reducing the number of roadway fatalities to zero. Additionally, multiple funding programs such as the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants, the Intersection Safety Challenge, and the Saving Lives with Connectivity: Accelerating V2X Deployment Initiative have all invested millions in funding that advance the use and deployment of technologies that further roadway safety. Forty-seven SMART grants have been awarded to state, local, and tribal agencies that address critical safety issues – primarily in disadvantaged communities. For example, the Metropolitan Government of Nashville deployed LiDAR technology at intersections on Nolensville Pike in north Nashville to identify near-misses. Subsequently, they applied safety countermeasures and then provided data to validate that near-misses were reduced.

Focusing on Post-Crash Care

NHTSA convened a Post-Crash Care Summit in August 2024 to highlight best practices and promising approaches in post-crash care in Safe System Approach, including efforts to improve data collection and interoperability through the National Emergency Medical Services Information System (NEMSIS) standard, which improves the availability and quality of EMS data nationwide.

Additional milestones and activities from the past year are included in the following table.

Safe System Approach Element	Additional Milestones and Activities
Crosscutting	<ul style="list-style-type: none"> • Published resources to advance rural roadway safety, including the Rural Road Safety Funding at USDOT: Example Projects from 2022. Additional resources for rural safety released in 2024 include FHWA's Proven Safety Countermeasures in Rural Communities and NHTSA's Countermeasures That Work: An Introductory Resource for Rural Communities. • Disseminated new resources to assist stakeholders with Safe System Approach implementation, including four case studies that showcase states’ efforts to integrate the Safe System Approach in their state Highway Safety Plans and HSIPs. • Hosted an Equity in Roadway Safety Webinar Series to highlight innovative practices and tools to integrate equity into roadway safety programs and projects. More than 1,000 attendees participated in a March 2024 session on equity and project delivery and in a September 2024 session on Roadway Safety for People Experiencing Homelessness. A case study was also developed as a companion resource to the webinar.

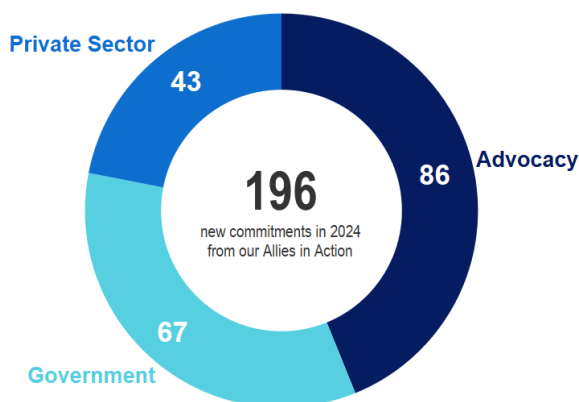
Safe System Approach Element	Additional Milestones and Activities
Safer People	<ul style="list-style-type: none"> • Convened a Women of Trucking Advisory Board (WOTAB) and a Truck Leasing Task Force to address underlying factors that create barriers to the recruitment and retention of qualified commercial motor vehicle drivers and contribute to safety issues of commercial motor vehicle drivers. WOTAB provided a report to FMCSA, with its findings and recommendations, and FMCSA prepared a report to Congress concerning the actions planned in response to WOTAB's report. The Task Force submitted its report to the Secretary of Transportation, the Secretary of Labor, and Congress. • Awarded nearly \$915M in grants to 57 State Highway Safety Offices in FY24 to fund state, community and other efforts to reduce the incidence of risky behaviors (e.g., operating at unsafe speeds, while impaired or distracted) and to protect vulnerable road users. • Provided technical assistance to State Highway Safety Offices and funding opportunities via the S.1906 and S.405i programs to improve data collection during motor vehicle stops. Since the passage of the Bipartisan Infrastructure Law (BIL), seven new jurisdictions (Arizona, Colorado, Maine, Nevada, Louisiana, Virginia, and the District of Columbia) have qualified for a S.1906 grant. • Implemented a final rule requiring state driver licensing agencies to develop systems for the electronic exchange of driver history record information. Worked with state driver licensing agencies to improve accuracy of commercial driver license driver records and to evaluate additional opportunities to use these more accurate records to take unsafe drivers off the road more expeditiously. Forty-seven (47) states achieved full compliance with the rule by the August 22, 2024, compliance date. • Announced \$171 million in grants across 19 states and territories to upgrade and standardize state crash data systems and enable full electronic data transfer to NHTSA. The program will also enable intrastate data sharing and improve the accuracy, timeliness and accessibility of fatality data, including data about pedestrians, cyclists and other vulnerable road users. • Conducted numerous safety amplification efforts with Tribal communities, military bases, historically black colleges and universities, national parks and other partners to reach the traveling public with safety messages throughout the year including a speed awareness campaign along the historic Route 66. • Convened four public participation and engagement (PP&E) peer exchanges to support State Highway Safety Offices in meeting PP&E and law enforcement community collaboration requirements under BIL which serve to strengthen states' efforts to address safety needs of communities.

Safe System Approach Element	Additional Milestones and Activities
	<ul style="list-style-type: none"> Updated the Highway Safety Performance Management framework to improve States' ability to set safety targets that direct program investments. Throughout 2024, FTA widely disseminated Safety Advisory 23-1: Bus-to-Person Collisions and additional resources to further communicate FTA's recommendations for transit agencies to consider mitigation strategies to reduce bus-to-person collisions.
Safer Roads	<ul style="list-style-type: none"> Initiated a new \$15 million opportunity for American small businesses to leverage advancements in Artificial Intelligence (AI) to improve transportation through a "Complete Streets AI Initiative." This initiative is a multi-phase effort through the Small Business Innovation Research (SBIR) Program to develop robust new decision support tools for state, local, and Tribal transportation agencies that assist in the siting, design, and deployment of Complete Streets, which are streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use them. Announced DOT's Motorcyclist Advisory Council, which will coordinate with and advise the Secretary of Transportation, NHTSA, and FHWA on transportation issues of concern to motorcyclists, including motorcycle and motorcyclist safety, barrier and road design, construction and maintenance practices, and the architecture and implementation of intelligent transportation system technologies. The 13 members of the Motorcyclist Advisory Council bring a variety of stakeholder perspectives to the council, including from state transportation departments, motorcycle riders' organizations, road safety associations, nongovernmental groups, researchers, and road engineers. The announcement comes as motorcyclist deaths are on the rise, even as projections show an eighth consecutive quarterly decline in overall traffic fatalities. NHTSA estimates that motorcycle fatalities increased 2 percent in 2023, up from the 6,218 motorcyclists killed in crashes in 2022. Participated in the 2024 See Tracks? Think Train Week by hosting a webinar to discuss the importance of making safe choices when driving or walking near rail tracks and trains, publishing two videos with safety tips to keep in mind at rail grade crossings and publishing a Rail Grade Crossing (RGX) Fact Sheet that communicates the current transit RGX safety landscape, transit RGX collision trends and incidents and collisions data. Published a comprehensive analysis of diverse Complete Streets projects to provide an assessment of current Crash Modification Factors for quantifying safety performance effects of common Complete Streets treatments.

Safe System Approach Element	Additional Milestones and Activities
	<ul style="list-style-type: none"> • Announced winning teams for the \$6M first stage of the Intersection Safety Challenge. In April 2024, USDOT released the Stage 1B – System Assessment and Virtual Testing – part of the challenge; winning teams from Stage 1A will address a series of technical challenges utilizing DOT-provided real world sensor data collected on a closed course. Winners from Stage 1B are anticipated to be announced in early 2025. • Released a Complete Streets–Safety Analysis report which provides practitioners and other stakeholders with a resource that identifies and describes current capabilities, best practices, and future data and analysis needs to quantify the safety performance effects of the multiple safety treatments agencies implement simultaneously during Complete Streets projects. • Provided leadership, technical assistance, and support to stakeholders to advance implementation of the Complete Streets Design Model, including the development of the Complete Streets Rural Town Center Trifold to reveal how Complete Streets provide people living in and using rural town centers with safer multimodal access to essential destinations for all road users. • The SS4A Technical Assistance Center coordinated an introductory webinar for FY 2023 grant recipients; held a Community of Practice peer exchange about data collection for rural grant recipients and a larger Community of Practice webinar on procurement standards; developed multiple learning resources for grant recipients; and continued to engage with grant recipients and other stakeholders via an SS4A newsletter and responses to recipient inquiries.
Safer Vehicles	<ul style="list-style-type: none"> • Issued an advanced notice of proposed rulemaking on Advanced Impaired Driving Prevention Technology • Announced FY 2025 Bus Safety and Accessibility Research Notice of Funding Opportunity for projects that enhance mobility innovation for transit under the Public Transportation Innovation Program (49 U.S.C. 5312). FTA seeks a project that addresses critical safety issues and technology opportunities in public transit vehicle design. • In September 2024, FTA hosted a virtual public roundtable with bus manufacturers and the transit industry to discuss transit bus safety and elements in the design of transit buses that impact operator visibility. View the presentation and recording.
Safer Speeds	<ul style="list-style-type: none"> • Released an updated set of Frequently Asked Questions (FAQs) for implementing Speed Safety Cameras.

Safe System Approach Element	Additional Milestones and Activities
Post-Crash Care	<ul style="list-style-type: none"> • Convened a senior level meeting in early 2024 with leaders from more than a dozen EMS and transportation organizations to further outreach and training to improve first responder and motorist safety through traffic incident management training and technology deployment. • Promoted technology deployment through webinars on vehicle lighting for roadway incidents and use of Unmanned Aerial Systems to improve incident scene safety. • Initiated development of an evidence-based guideline for prehospital blood transfusion by paramedics. Prehospital blood transfusion improves survival for patients injured in crashes and other incidents.

USDOT Fosters Critical Partnerships to Advance Roadway Safety



USDOT continued its [Call to Action campaign](#), initially launched in February 2023, which invites stakeholders to commit to taking specific, tangible steps to actively reduce the number of deaths and serious injuries on America’s roads and streets, expand the adoption of a Safe System Approach and vision for zero fatalities across the nation, and transform how we as a nation think about safety. The Department welcomed 123 NRSS Allies in Action (NRSS Allies) in 2023.

Throughout 2024, the Department announced 73 new NRSS Allies with commitments to reach a **total of 196**.

Our NRSS Allies span multiple sectors and include health and safety advocates, nonprofit organizations, the private sector, state and regional entities, and more. We continue to collaborate with NRSS Allies through several forums that encourage sharing leading practices for institutionalizing the Safe System Approach to achieve NRSS Call to Action commitments and identifying opportunities for collaboration amongst NRSS Allies.

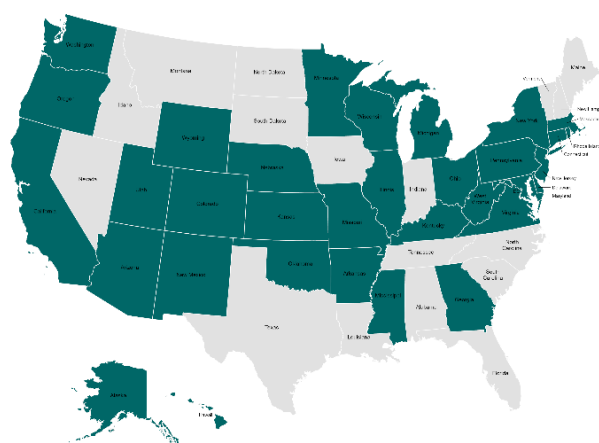


Image Description: States with agencies (Departments of Transportation or State Highway Safety Offices) who have joined the NRSS Call to Action

In February 2024, the Department hosted governors, safety advocates, and survivors to galvanize action toward safer roads for all through sharing data, personal stories, and innovative steps taken by participants toward the NRSS goal of zero roadway fatalities.

Additionally, throughout the Spring and Summer of 2024, USDOT hosted a three-part, virtual NRSS Allies webinar series with interactive presentations and breakout discussions on education and outreach, survivors and advocacy, and data. Several NRSS Allies shared their progress on commitments with peers and all participants offered invaluable insights into challenges faced and work accomplished in each of the topic areas.



The NRSS Call to Action continues to be successful due to its focus on looking across the Safe System Approach when taking actions to improve roadway safety. Although we are encouraged to have 196 NRSS Allies committed, we have only scratched the surface of securing commitments and making connections across stakeholders who are able to influence roadway safety across the Safe System Approach. We continue to encourage all transportation stakeholders to join our effort and make a specific commitment to help reach the national goal of zero.

Safer People

Looking at the commitments of our NRSS Allies through the lens of the Safe System Approach, nearly half of the NRSS Allies (81) 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, Bike Walk Tennessee hosted an annual summit for cross-disciplinary professionals to share resources and best practices within their state, while the Nevada Advisory Committee on Traffic Safety partnered with motorcycle dealerships in Las Vegas to educate riders about safety-related topics. Some Safer People commitments sought to advance and apply research across the spectrum of roadway safety issues, and to develop guidance for widespread deployment of roadway safety solutions. Other technology-focused commitments include AI-driven video analytics platforms to detect driver inattention and predict crashes on managed lanes. Examples of outreach-focused commitments included roadway safety-focused webinars, conference sessions, and workshops to bring Safe System Approach principles to new audiences.

Safer Roads

Nearly one-third of NRSS Allies (70) 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, WSP USA, Inc is currently working with over 30 public agencies to develop Comprehensive Safety Action Plans which include the development of feasible engineering corridor concepts for implementation to move the needle toward zero fatalities; the Southeast Michigan Council of Governments will conduct eight road safety audits to generate recommendations for safety

countermeasure; and various allies are working to identify strategies to promote FHWA-proven safety countermeasures and engage stakeholders to address vulnerable road user safety for people walking and bicycling.

Safer Vehicles

NRSS Allies involved in the design or use of vehicles (32) 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, FedEx plans to deploy automatic emergency braking safety technology in its road tractors; currently, the technology is installed in nearly 95 percent of all road tractors in the FedEx network. Other technology-focused commitments toward Safer Vehicles include deployments of V2X communications for vehicle, pedestrian, and bicyclist safety.

Safer Speeds and Post-Crash Care

Several NRSS Allies (26) 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, the Colorado Department of Transportation will implement speed setting strategies that include contextual analysis, speed feedback devices on strategic corridors, and will deploy automated speed enforcement in work zones. The City of Bellevue will conduct a citywide speed study evaluation for arterials with posted speeds of 30 mph or more. Post-Crash Care commitments focus on approaches to prevent secondary crashes and keep first responders safe alongside efforts to optimize emergency response to crashes. Priority Dispatch Corporation offers training, certification, and protocols relating to moving vehicles to a safe location, off the road to reduce secondary crashes and additional injury after an incident has occurred. Other commitments aim to improve traffic incident management to help prevent secondary crashes.

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.

Achieving Success through the NRSS and Leaning into Future Opportunities to Further Roadway Safety in 2025 and Beyond

The NRSS is the organizing framework meant to catalyze the Department's efforts to make our roadways safer for everyone. The NRSS was developed in a collaborative effort between all sectors of the DOT with responsibilities that include roadway safety. The NRSS set a vision and goal for the safety of the nation's roadways, using the Safe System Approach to identify and guide critical and significant immediate and near-term actions that the Department has pursued and largely achieved through the NRSS. Progress has begun in reducing fatalities. USDOT will continue to build on the successful strategy of identifying new, achievable milestones to spur Department and national stakeholders to address this crisis and reach toward zero. Below, we outline several key opportunity areas for further action in subsequent Departmental efforts.

Further Institutionalize the Safe System Approach

As demonstrated by the NRSS Call to Action and commitments from 196 NRSS Allies, stakeholders and communities welcome use of the Safe System Approach to address roadway safety. Incorporating its principles into business practices and looking for opportunities for all sectors to work together to proactively create layers of protection for the traveling public will help to maximize the safer outcomes the counties and communities are seeing with this comprehensive approach.

Invest in Roadway Safety

BIL unlocked billions of dollars of funding to invest in roadway safety. To date across the Biden-Harris Administration, more than \$570 billion in BIL funding has been announced for over 66,000 specific projects and awards in all 50 states, the District of Columbia, and U.S. territories. Discretionary grant programs for infrastructure, operational, behavioral, and commercial motor vehicle safety have provided road safety funding that cuts across the Safe System Approach at a national scale. For example, SS4A has created a partnership with local communities that understand their local safety needs and who can efficiently and effectively use relatively small grants to save many lives. With billions in appropriations remaining, continuing to prioritize projects that include a strong safety component will lead to fewer deaths and serious injuries over the next five to ten years.

The Department sends tens of billions of dollars in flexible Federal funding to states for roadway projects, and discretionary grant programs such as SS4A provide funding to advance local community safety concerns. How safety is prioritized and implemented by states, regional planning organizations, and local government will have a big impact on how safe our roadways will be in the coming years. The Department should continue to incentivize high levels of investment into evidence-based, life-saving projects, using criteria such as Proven Safety Countermeasures and Countermeasures that Work.

Continue to Engage Decision Makers at the State and Local Level

The NRSS recognizes the nation's roadway system is influenced by many actors and that decision making is spread across numerous stakeholders, including at the state, regional, and local levels. The Department should work closely with state and local governments – and safety and advocacy organizations engaged at the state and local level – to promote effective, evidence-based approaches such as Proven Safety Countermeasures and Countermeasures that Work so that they are widely implemented and encourage stakeholder forums to discuss critical roadway safety topics and share solutions.

Focus on Disproportionate Safety Impacts

The negative effects of road deaths and injuries are not incurred evenly. Adverse safety impacts disproportionately affect certain groups, including people who are Black, American Indian, and live in rural communities. When a crash occurs between a motor vehicle and a person outside of a vehicle such as a person walking or biking, the person outside of a vehicle is more likely to suffer a serious or fatal injury. Continued focused attention and action to ensure the safety of those most vulnerable will result in more rapid safety gains for everyone using the transportation system.

Leverage Effective Practices Once a Crash Occurs

NHTSA estimates that around 40 percent of roadway fatalities reflect people who survive the initial crash and then succumb to injuries post-crash. Prompt and effective emergency response can mitigate harm from a crash, making crashes more survivable. The Department should continue to explore opportunities to build capacity to provide high levels of emergency care both with its existing programs and through partnering with other Federal agencies such as the Centers for Disease Control and Prevention.

Strengthen Roadway Safety Culture

As the nation's transportation agency, the Department has a clear role to foster and promote safe practices and a culture of safety. Safety culture refers to the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands. Everyone can play a role in strengthening our traffic safety culture. Further incorporating the importance of the Safe System Approach as part of promoting a robust safety culture across stakeholder groups such as states and localities, road builders, motor vehicle manufacturers, and commercial drivers, has the potential to save lives and set expectations that lead to a safer environment.

Innovation and Technology

“Business as usual” is not enough to meet the roadway safety challenge. Safety technologies and practices continue to evolve, and the Department will continue to identify, research, and promote beneficial innovation in roadway safety. New and improved approaches to vehicle safety technologies, transportation system management, safer and more resilient materials, and roadway design, construction, and maintenance all merit sustained attention and future investment. BIL created the Advanced Research Projects Agency – Infrastructure (ARPA-I) as a new agency with a mission to catalyze the development of innovative technologies, systems, and capabilities, deploying advanced transportation infrastructure technologies and solutions that can significantly enhance transportation safety, while lowering the long-term costs of transportation infrastructure.

Conclusion

This report provides an update on the roadway safety problem, describes ongoing collaboration with NRSS Allies and additional stakeholders, discusses the progress of Departmental actions in 2024 to address the ongoing crisis on our roadways, and captures opportunities for further action to achieve open actions and identify new areas of work that will build on the partnerships and collaborations in 2025 and beyond to advance roadway safety.

We have taken huge steps to continue the downward trend in fatality and serious injury rates in 2024, but we must continue to leverage a Safe System Approach and the momentum in roadway safety activities that the NRSS called for three years ago to keep all people who use our highways, streets, and roads safe and to strive to reach zero fatalities, the only acceptable number.