



**Agency Priority Goal | Action Plan | FY 2024 – Quarter 1 to 3**

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# Roadway Safety

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# Goal Leaders

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# Goal Overview

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## Goal Statement

**Reduce roadway-related fatalities.** DOT carries out a range of critical efforts to reduce roadway fatalities. Based on this work, by September 30, 2025, the Department will reduce the rate of total roadway fatalities from its estimated 2023 level of 1.26 fatalities per 100 million vehicle miles traveled (VMT) to 1.20 fatalities per 100 million VMT or lower.

## Problem to Be Solved

Almost 95% of people who die using our Nation's transportation networks are killed on our streets, roads, and highways<sup>1</sup>, and this threat to our safety continues to be a public health crisis. An estimated 40,990 people died in motor vehicle traffic crashes on U.S. roads in 2023<sup>2</sup>. More than 370,000 people died in transportation incidents over the last decade (2011-2020) in the United States. More than 350,000 of them died on our roads<sup>3</sup>.

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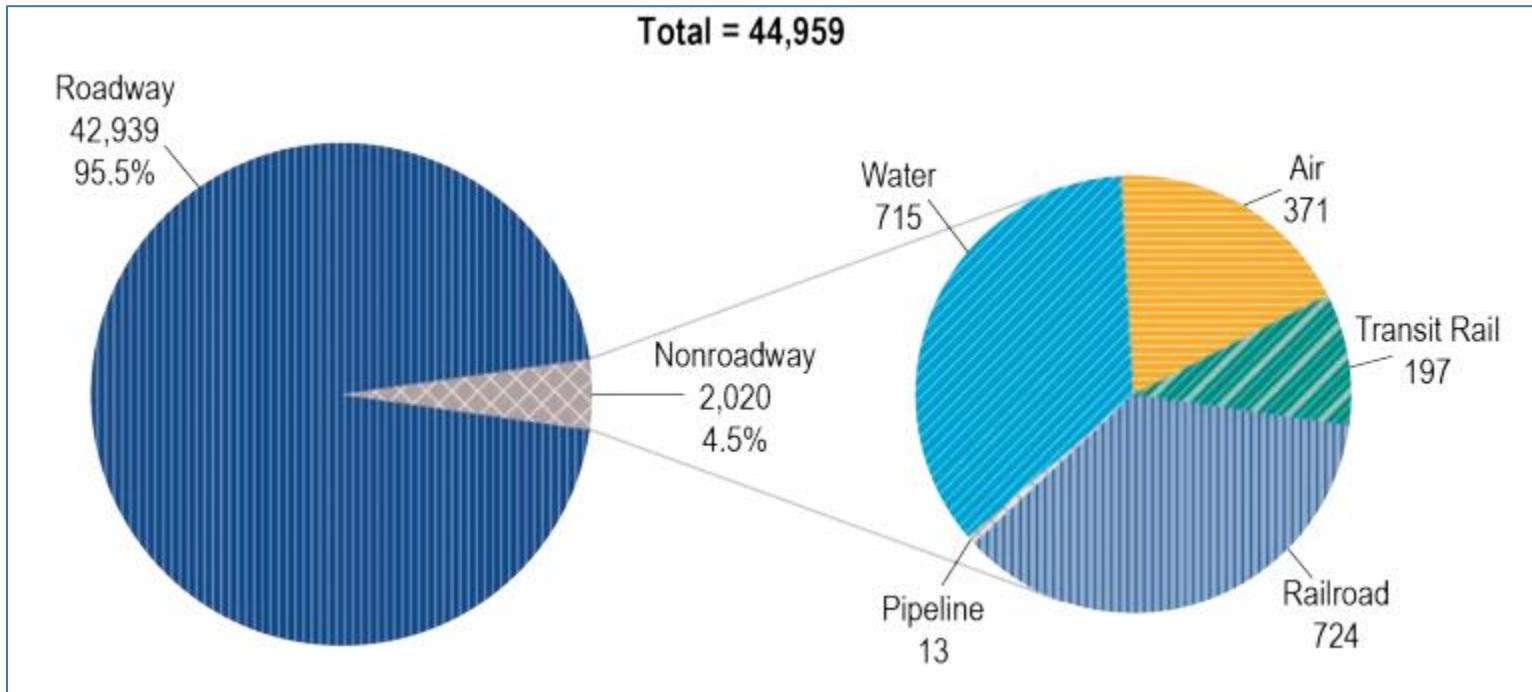
<sup>1</sup> [National Roadway Safety Strategy \(transportation.gov\)](https://www.transportation.gov/nrd/nrd-2020)

<sup>2</sup> [Crash\\*Stats: Early Estimate of Motor Vehicle Traffic Fatalities in 2023 \(dot.gov\)](https://www.dot.gov/crash-stats)

<sup>3</sup> [National Roadway Safety Strategy \(transportation.gov\)](https://www.transportation.gov/nrd/nrd-2020)

TITLE: U.S. Transportations Incidents: Roadway Incidents Overwhelm All Other Modes (2011-2020)

Figure 1 Transportation Fatalities by Mode: 2021



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, [National Transportation Statistics](#) as of August 2023.

## What Success Looks Like

DOT aims to make our roadways safer for everyone by pursuing actions in the areas of infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response.

The [National Roadway Safety Strategy](#) outlines what U.S. DOT is doing and describes the major actions to work with partners in every sector to address this crisis. Accomplishing the critical milestones set by the Goal Team and monitoring the key performance indicators of this Priority Goal drive implementation of that National Strategy and ensure the DOT can deliver on the longer-term outcomes articulated in it.

## Goal Targets

Achievement statement		Key indicator(s)	Quantify progress			Frequency
By...	We will...	Name of indicator	Target value <sup>1</sup>	Starting value (CY 2021 data) <sup>2</sup>	Current value as of Q2 FY 2024:	Update cycle
9/30/25	reduce the rate of total roadway fatalities from its estimated 2023 level of 1.26 fatalities per 100 million vehicle miles traveled (VMT) to 1.20 fatalities per 100 million VMT or lower.	Overall Roadway Fatalities per 100 Million VMT (NHTSA, FHWA, FMCSA)	1.20	1.37	1.17	Quarterly

<sup>1</sup>Target value shown is for CY 2025. Read more in DOT's [FY 2025 Performance Plan and FY 2023 Performance Report](#).

<sup>2</sup>Starting value is from CY 2021 FARS Annual Report File, published in spring 2023, the most recent source of non-estimate data.

<sup>3</sup>Current value is from the [Traffic Crash Deaths | Early Estimates Jan-June 2024 | NHTSA](#)

## Narrative—FY 24 Q1 to Q3

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Throughout FY 2024 Q1 through Q3, U.S. Department of Transportation took actions to help reduce roadway accidents and fatalities. These actions build on the progress presented in the [2024 Progress Update](#), a departmental update published two years after the release of the original NRSS on January 27, 2022. The Department-wide adoption of the [safe system approach](#) remains the foundation of the NRSS' implementation and is pivotal to addressing the fatality crisis on our roads. Significant actions include:

- On May 17, 2024, the Department announced the first round of FY 2024 awards to 99 communities totaling \$64 million.
- More than 160 organizations have joined as [Allies in Action](#) of the NRSS, including 36 state transportation agencies and safety offices.

NHTSA's mission is to save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity. During the first three quarters of FY 2024, to reduce risky driver behavior, NHTSA educated the public through consumer alerts and recall announcements, New Car Assessment Program (NCAP) 5-Star Safety Ratings, and numerous public safety campaigns (including speeding, distraction prevention, and high-visibility enforcement campaigns for seat belt use and impaired driving prevention). Also in FY 2024, NHTSA's initiated [a rulemaking to prevent impaired driving](#) and issued a new [Federal Motor Vehicle Safety Standard](#) to make automatic emergency braking (AEB), including pedestrian AEB, standard on all passenger cars and light trucks. NHTSA provided vital grants management and technical assistance, [awarding more than \\$914 million](#) in behavioral safety formula grant funding to State Highway Safety Offices in FY 2024. The agency established the [Motorcyclist Advisory Council](#) to coordinate with and advise stakeholders on motorcycle and motorcyclist safety issues such as barrier and road designs, construction and maintenance practices, and the architecture and implementation of intelligent

transportation system technologies. NHTSA is revising distracted driving prevention campaign material to reflect the evolution of distracted dangers associated with handheld devices and use updated content during high-visibility enforcement activities. 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 deadly dangers and the legal consequences of distracted driving.

Through the Highway Safety Improvement Program (HSIP), FHWA provided technical assistance to assist States with HSIP implementation plans, safety performance management, and Vulnerable Road User (VRU) Safety Assessments. FHWA deployed technical resources to assist practitioners with their safety programs and projects in the application of the Safe System Approach (SSA).

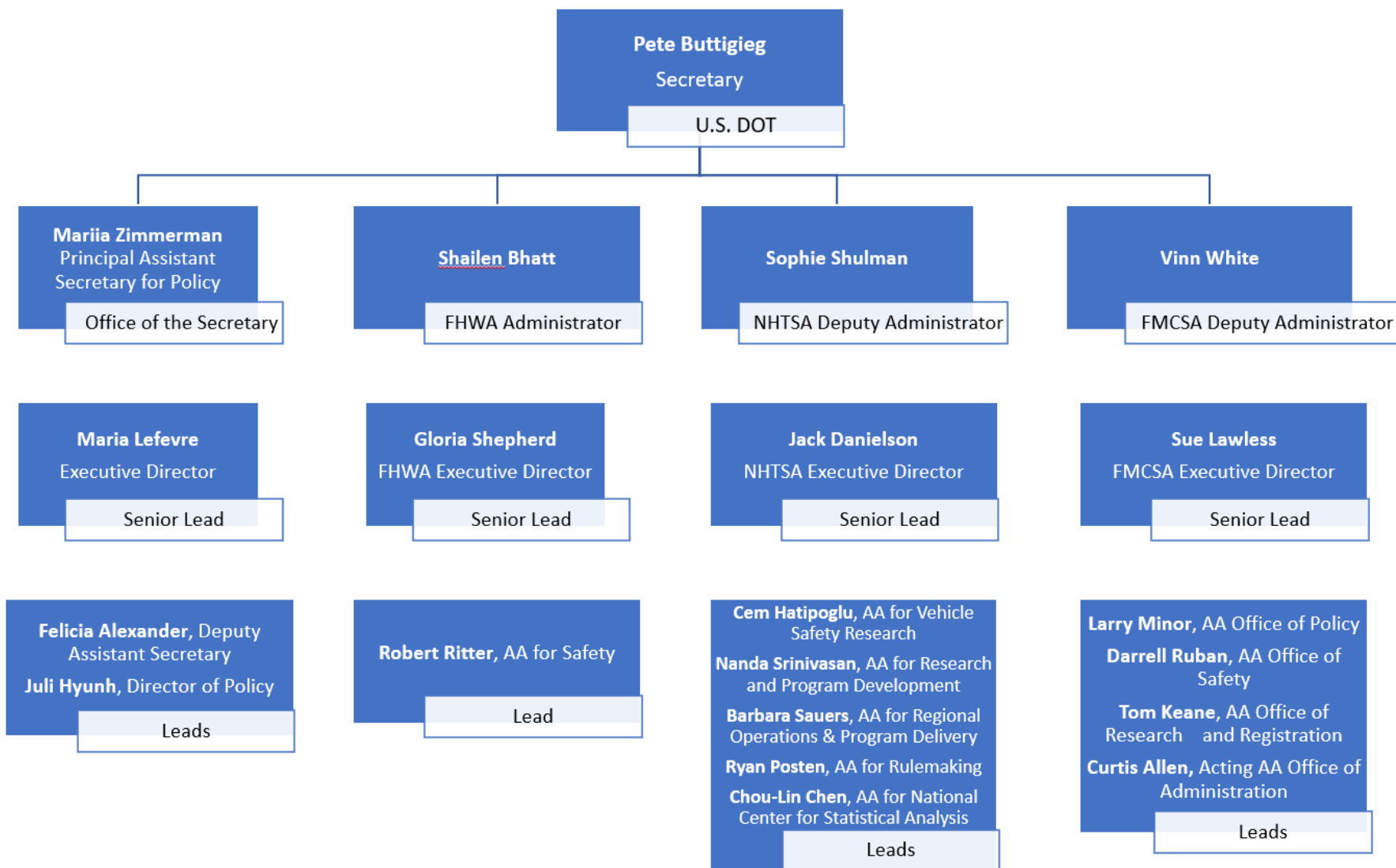
FMCSA promotes safety by emphasizing highly visible traffic enforcement and Level 3 (driver-focused) inspections by State and local safety partners, through its Motor Carrier Safety Assistance (MCSAP) formula grant and its High Priority (HP) discretionary grant priorities and promoting CMV safety in work zones. On average, through the MCSAP program, the States, and the Office of Safety conduct approximately three million inspections annually and perform over 12,000 investigations annually.

DOT addresses the health, safety, and well-being of transportation workers and first responders through a wide range of programs and actions. In Q1-Q3 FY 2024, FHWA advanced strategies for worker safety. FHWA released publications and delivered workshops with private and public stakeholders on work zone safety strategies, including automated speed enforcement, data-driven work zone process reviews, and improving work zone ingress/egress locations. FHWA also awarded \$8.8 million for eight new work zone safety grants and piloted a course from the National Highway Institute on Advanced Work Zone Management and Design. FHWA's work zone data exchange (WZDx) demonstration grants fund 13 projects in 13 states. Specifically, the project aims to get data on work zones into vehicles to help automated driving systems (ADS) and human drivers navigate more safely.



DOT is advancing safety that focuses on how to design and build transportation infrastructure and systems to improve safety outcomes. DOT's approach to safety is through interdisciplinary development and deployment of regulatory and policy tools across programs and initiatives, such as the Safe System approach. FHWA conducts and coordinates Federal research to advance safety designs and accelerate use of innovations that mitigate fatality and serious injury crashes for all road users, including those served by Federal Land Management Agencies. FMCSA's safe system approach ensures safety in motor carrier operations through strong enforcement of safety regulations including targeting high-risk carriers, improving safety information systems and commercial motor vehicle technologies, strengthening commercial motor vehicle equipment and operating standards, and increasing safety awareness. This approach is based on analyzing the outcomes of high-risk carrier investigations. FMCSA and its State partners conducted 6,469 Onsite Comprehensive and Onsite Focused Safety Investigations in Q1—Q3 FY 2024 that resulted in issuing approximately 1,700 acute violations, which are the most serious violations. FMCSA conducted more than 35,000 New Entrant Safety Audits. NHTSA contributed to safety oversight and achieved a higher [average recall rate](#) for Q1-Q3 FY 2024 by identifying high-risk recalls and taking actions such as mandating additional consumer outreach for underperforming recalls and issuing grants to State DMVs. Contributing to pedestrian safety, NHTSA is developing two separate final decision notices: (1) four new advanced driver assistance system (ADAS) technologies, including pedestrian automatic emergency braking systems, and (2) a new crashworthiness pedestrian protection program in the New Car Assessment Program (NCAP).

# Goal Team



# Goal Strategies

To successfully address the National crisis of roadway fatalities and serious injuries, the Department employs the [National Roadway Safety Strategy](#) (NRSS). The NRSS provides concrete steps to address this crisis systemically and prevent these tragic and avoidable deaths and serious injuries.

The Safe System Approach is the guiding paradigm for the NRSS to address roadway safety. The Safe System Approach holistically builds and 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.

The guiding principles of a Safe System Approach are:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

[Explore the NRSS dashboard](#) and [view the 2024 Progress report here](#) for more information about the progress of key Departmental actions to advance the National Roadway Safety Strategy.



## **Context: Our Nation's Roadway Safety Crisis**

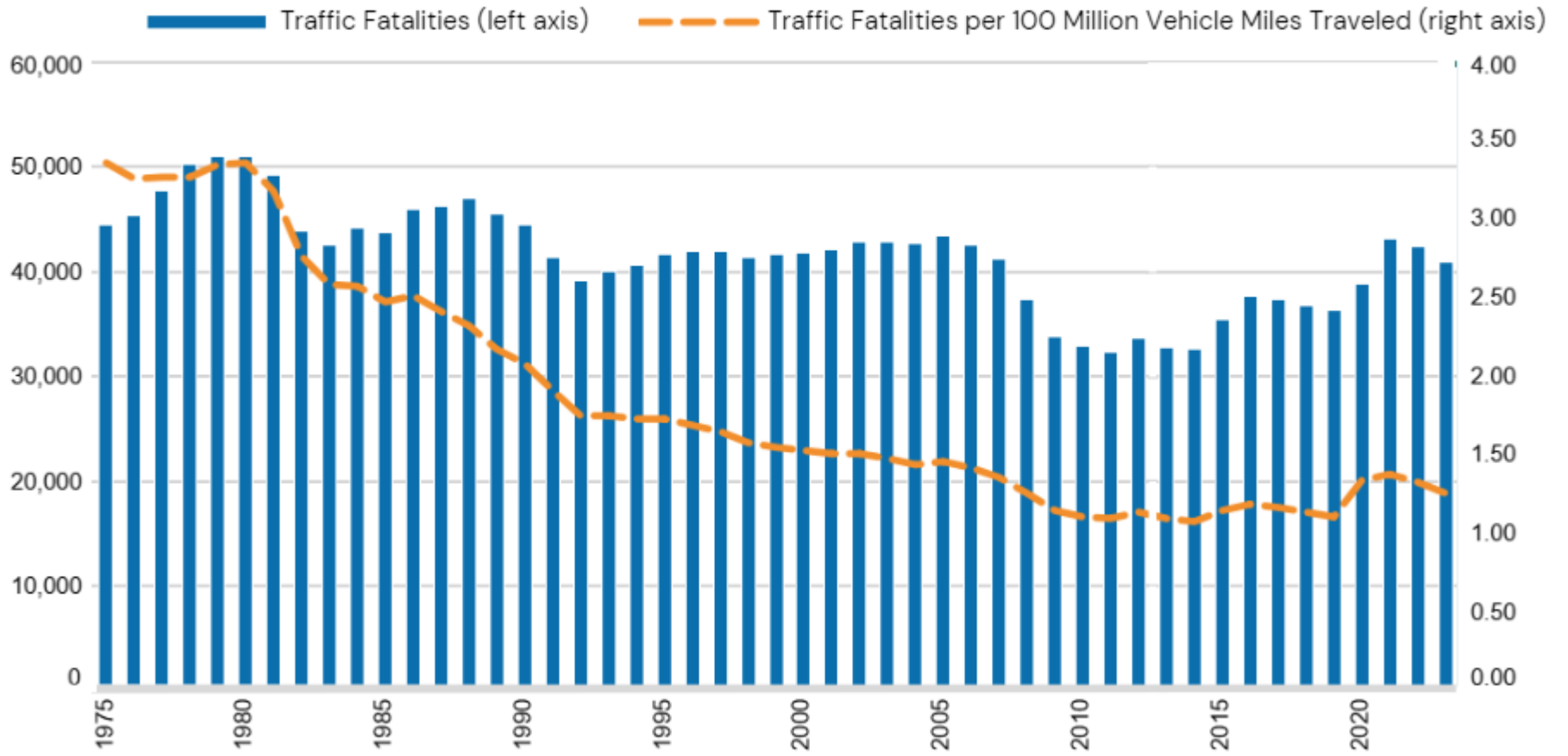
Over many decades, the United States has experienced reductions in roadway fatalities through successful interventions like the widespread use of seat belts and air bags in motor vehicles, effective State laws such as a 0.08 or lower blood alcohol concentration limit to reduce impaired driving, and consistent improvement of roadway design and traffic operation practices.

Roadway fatalities declined consistently for 30 years, but progress stalled over the last decade. While annual roadway deaths remain at more than 40,000 lives lost, new early estimates of traffic fatalities show we are starting to bend the curve in a better direction. The first quarter of 2024 represents the eighth consecutive quarterly decline in traffic fatalities, beginning with the second quarter of 2022. We are projecting that traffic fatalities for the first quarter of 2024 decreased about 3.2 percent from the same time in 2023<sup>4</sup>.

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<sup>4</sup> [Crash\\*Stats: Early Estimate of Motor Vehicle Traffic Fatalities for the First Quarter of 2024 \(dot.gov\)](#)

Motor Vehicle Traffic Fatalities and Vehicle-Miles Traveled Over the Last Decades (1975-2023)



## Targeting Resources and Solutions based on the breakdown of Traffic Fatalities

**42,514 people died on US roads in 2022.**

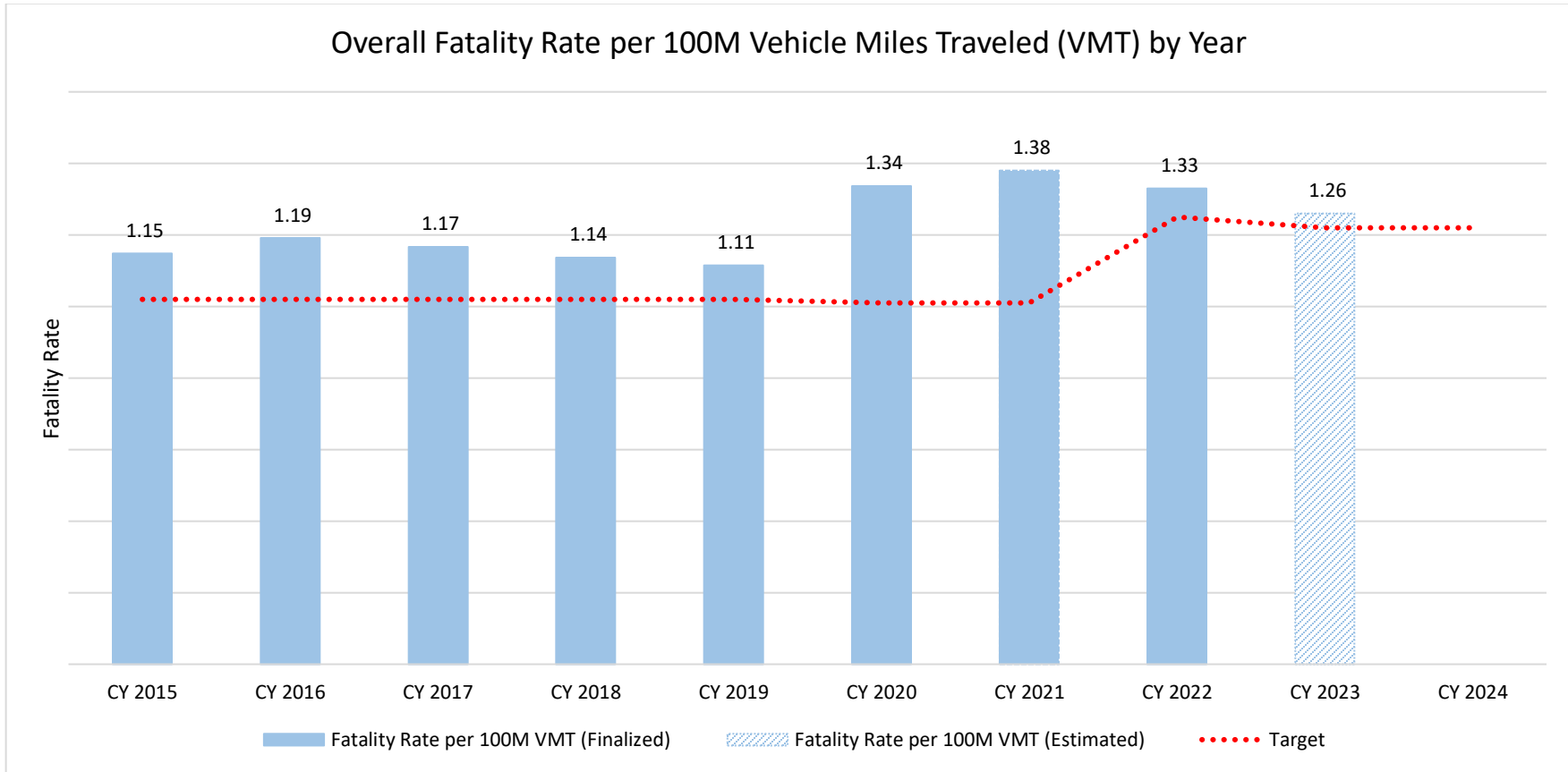
**Motor Vehicle Traffic Fatalities compared to 2021:**

↓1.7% overall	↓1.5% during nighttime
↓3.6% rate per 100 million VMT	↑1.2% motorcyclists
↓0.7% in alcohol-impaired-driving crashes	↑8.5% large-truck occupants
↓2.8% in speeding-related crashes	↑5.9% older population (65+)
↓4.8% unrestrained passenger vehicle occupants	↑6.8% older drivers (65+)
↓3.1% in multiple-vehicle crashes	↑0.7% pedestrian
↓2.8% in urban areas	↑14% non-occupant children (14 and younger)
↓7.6% passenger vehicle occupants ejected	
↓2.2% during weekends	

Sources: FARS 2021 Final File & 2022 ARF; 2022 VMT – FHWA's Annual Highway Statistics

## Key Indicator (Roadway Fatality Trends)

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



\*The CY 2023 fatality rate is an estimated value only, is subject to change, and only available for the overall fatality rate. The projected fatality rate for the first quarter of 2024 decreased to 1.13 fatalities per 100 million VMT, down from the projected rate of 1.18 fatalities per 100 million VMT in the first quarter of 2023.

# Key Milestones

## Strategy 1 (NRSS Area: Crosscutting) – Institutionalize the Safe System Approach

Key Milestone	Milestone Due Date	Milestone Status	Owner	Comments
Publish the NRSS Annual Progress Report and Announce new technical assistance efforts for Pedestrian Safety	FY 2025 Q4	Ongoing	DOT-wide	<p>Q1: In support of Pedestrian Safety Month in October, the Department released a <a href="#">Pedestrian SafetyStorymap</a> about contributing factors to pedestrian safety risk using a Safe System Approach. FHWA held recurring <b>technical assistance</b> engagements and assisted Metropolitan Planning Organizations in assessing their needs to integrate the Safe Streets and Roads for All (SS4A) discretionary program in regional planning processes.</p> <p>Q2: The Department released the <a href="#">2024 Progress Report</a> in February and held a press event with State government officials and survivor groups to demonstrate comprehensive, consistent messaging in applying a safe system.</p> <p>Q3: NHTSA field offices provided technical assistance (webinars, conferences and roundtable discussions) to State Highway Safety Agencies.</p>
Implement key discretionary grant programs that advance roadway safety and equitable investment for historically disadvantaged and underserved communities.	FY 2025 Q4	Ongoing	DOT-wide	<p>Q1: The Thriving Communities program released a Notice of Funding Opportunity (NOFO) on September 15, 2023, which continues investment in a <b>national technical assistance program</b> (TCP-N). The program provides new opportunities for state-, Tribal-, local-, and regional-level community support through the <b>Thriving Communities Regional Pilot Program</b> (TCP-R) that will drive innovation, advance equity outcomes, and build a national pipeline of community-driven infrastructure projects. In its first year, TCP is supporting deep-dive technical assistance in 64 communities across the country.</p> <p>Q2: The <b>Safe Streets and Roads for All</b> discretionary grant program released a Notice of Funding Opportunity (NOFO) in February 2024 that made available \$1.2 billion of additional funding to address serious injuries and fatalities on our nation's roadways. The first two years of the program provided \$1.7 billion to over 1,000 communities across all 50 States and Puerto Rico, of which over half of funds went to underserved communities. The <b>Multimodal Project Discretionary Grant program</b> released a NOFO for three grant programs: National Infrastructure Project Assistance grants program (Mega), Nationally Significant Multimodal Freight and Highway Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). More than 1,000 attendees participated in FHWA's <b>Equity in Roadway Safety Webinar Series</b> in March 2024.</p>



**Strategy 1 (NRSS Area: Crosscutting) – Institutionalize the Safe System Approach**

Key Milestone	Milestone Due Date	Milestone Status	Owner	Comments
				Q3: The <a href="#">FY 2024 Safe Streets and Roads for All Planning and Demonstration Grants</a> awards were announced and 99 communities received nearly \$64 million in grants. The <a href="#">Rebuilding American Infrastructure with Sustainability and Equity</a> (RAISE) awards were announced: 148 projects received \$1.8 billion in funding. RAISE funds projects align with Departmental priorities that include roadway safety. On April 2, the Federal Railroad Administration published a Notice of Funding Opportunity for the <a href="#">Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program</a> , which funds projects that improve the safety of highway-rail grade crossings. Up to \$2.3 billion in funding was made available.

**Strategy 2 (NRSS Area: Safer People) – Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.**

Key Milestone	Milestone Due Date	Milestone Status	Owner	Comments
Complete distraction research and release a distracted driving prevention campaign	FY 2025 Q4	Ongoing	FMCSA NHTSA	Q3: FMCSA's Distracted Driving Campaign launched in April during Distracted Driving awareness month. The campaign assets align with the <a href="#">Our Roads, Our Safety campaign</a> and leveraged a variety of platforms to maximize reach including LinkedIn, Meta, email, programmatic digital audio, and web. In just one month, the Distracted Driving campaign landing page saw nearly 52,000 views with a high 79.9% engagement rate.  On April 1, 2024, NHTSA kicked off the <a href="#">Put the Phone Away or Pay campaign</a> to remind drivers of the deadly dangers and the legal consequences – including fines – of distracted driving. The campaign launches as NHTSA released <a href="#">2022 distraction data</a> and preliminary traffic fatality data for 2023.
Establish data collection agreements with	FY 2025 Q4	Ongoing	FMCSA	Q1: FMCSA's Phase 1 of the Crash Causal Factors Program (CCFP), the Large Truck Crash Causal Factors Study (LTCCFS): The CCFP uses the paradigm of "safe design" to collect a

**Strategy 2 (NRSS Area: Safer People) – Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.**

Key Milestone	Milestone Due Date	Milestone Status	Owner	Comments
participating states for the Large Truck Crash Causal Factors Study				multitude of causal-related factors associated with crashes and to move from crashworthiness to crash avoidance, thereby saving lives. The CCFP will collect extensive CMV-specific data which will be used to identify key causal factors vital to supporting and initiating research projects. In FY 2025 the Crash Data Division will establish data collection agreements with participating states, conduct training, and establish information technology requirements for the LTCCFS which will be scalable to other crash causal factor data collections. The data collection period for this study is scheduled to begin in December 2026 and continue through December 2028. The data analysis and reporting period is expected to begin in March 2027 and be completed by September 2027.

**Strategy 3 (NRSS Area: 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.**

Key Milestone	Milestone Due Date	Milestone Status	Owner	Comments
Publish final rule on Work Zone safety	FY 2025 Q2	Ongoing	OST FHWA	<p>Q1: FHWA published a notice of proposed rulemaking (NPRM) on <a href="#">Work Zone Safety and Mobility and Temporary Traffic Control Devices</a> RIN 2125-AG05 to amend regulations that govern traffic safety and mobility. The deadline for comments was November 29, 2023.</p> <p>Q2: FHWA promoted the <a href="#">work zone data exchange</a> (WZDx) to improve the collection and sharing of work zone event data by all stakeholders. The number of States/agencies meeting WZDx requirements grew to 23 States plus the National Park Service.</p> <p>Q3: FMCSA and FHWA promoted National Work Zone Awareness Week (April 15-19) including an event held in Baltimore, MD on April 16. FHWA partnered with the American Road &amp; Transportation Builders Association (ARTBA) Transportation Development Foundation and the Texas A&amp;M Transportation Institute to deliver updated data, information, devices and public awareness campaigns through the <a href="#">National Work Zone Safety Information Clearinghouse</a>. The <a href="#">Work Zone Data Exchange</a> specification is transitioning into a formal standard by the Institute of Transportation Engineers (with partners <a href="#">AASHTO</a> and the <a href="#">National Emergency Management</a></p>

**Strategy 3 (NRSS Area: 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.**

Key Milestone	Milestone Due Date	Milestone Status	Owner	Comments
				<a href="#">Association</a> ) and <a href="#">SAE</a> . The Draft <a href="#">Recommended Connected Work Zone (CWZ) Standard</a> was published in June 2024.
Publish updated Highway Safety Improvement Program regulations and requirements for State strategic highway safety plans	FY2024 Q2	Complete	FHWA	Q2: The <a href="#">National Performance Measures Notice of Proposed Rulemaking</a> (NPRM) was published January 25, 2024 to the Federal Register RIN 2125-AG06. The rulemaking includes an update to the Safety Performance Measure that will provide greater opportunities for meaningful performance targets and outcomes, consider approaches to alternative safety performance measures, and align performance targets for the three common measures that must be identical with NHTSA. FHWA published the <a href="#">Highway Safety Improvement Program (HSIP) NPRM</a> in the Federal Register RIN 2125-AG07 on February 21, 2024 to update the existing HSIP regulations under 23 CFR part 924. The purpose of the NPRM is to update regulations to address provisions in the Infrastructure Investment and Jobs Act (also known as the "Bipartisan Infrastructure Law) and reflect current priorities and state-of-practice (e.g., <a href="#">incorporating the Safe System Approach</a> ).
Release guidance to promote road designs and construction methods that facilitate safer travel	FY2025 Q4	Ongoing	FHWA	Q1: FHWA hosted a webinar on the FHWA Lighting Handbook and how it relates to the EveryDay Counts ( <a href="#">EDC-7</a> ) initiative <a href="#">Nighttime Visibility for Safety</a> . Now in its 7th round, FHWA's <a href="#">EDC</a> state-based initiative identifies and deploys proven innovations that will make our transportation systems more adaptable, sustainable, and safer for all. FHWA works with state DOTs, local governments, tribes, private industry, and other stakeholders to identify new innovations to champion every two years that merit accelerated deployment.  Q2: <a href="#">The Safe System Roadway Design Hierarchy</a> is a tool that characterizes engineering and infrastructure-based countermeasures and strategies relative to their alignment with the Safe System Approach (SSA). 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. FHWA continued to promote the EDC 7- Nighttime Visibility and Lighting initiative through numerous webinars, stakeholder presentations, conferences, and trainings in Q1 2024. FHWA developed a Nighttime Roadway Safety Assessment (RSA) framework and conducted pilot testing in March 2024.  Q3: The FHWA published the <a href="#">Complete Streets—Safety Analysis report</a> 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

**Strategy 3 (NRSS Area: 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.**

Key Milestone	Milestone Due Date	Milestone Status	Owner	Comments
				during Complete Streets projects. FHWA also developed a new <a href="#">Lighting and Safety video overview of how properly designed lighting can ultimately save lives</a> .

**Strategy 4 (NRSS Area: 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.**

Key Milestone	Milestone Due Date	Milestone Status	Owner	Comments
Complete internal agency enforcement policy updating guidance for FMCSA technology settlement agreements.	FY 2025 Q4	Ongoing	FMCSA	Q1: FMCSA drafted a policy that would allow motor carriers that are subject to civil penalties for safety violations to instead use those funds to invest in vehicle safety technologies. Phase 1 of the policy updates the Agency's Settlement Agreement Procedure. Once approved, the Agency will move to Phase 2, which will update settlement agreements to include using specified funds to invest in vehicle safety technologies.

**Strategy 5 (NRSS Area: Safer Speeds) – Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.**

Key Milestone	Milestone Due Date	Milestone Status	Owner	Comments
Publish a guide for speed limit setting as a component of road designs and construction methods that facilitate safer travel	FY 2025 Q4	Ongoing	FHWA	Q1: FHWA is developing a comprehensive guide for speed limit setting. The guide will assist practitioners with information on the available tools and how factors for consideration can be used as part of the engineering study in setting a non-statutory speed limit.

**Strategy 6 (NRSS Area: 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.**

Key Milestone	Milestone Due Date	Milestone Status	Owner	Comments
Host an annual EMS Data Summit to standardize national EMS data and implement recommendations	FY 2025 Q2	Ongoing	NHTSA	<p>Q1: NHTSA moderated the <a href="#">EMS Data Summit 2.0</a> in conjunction with the National Emergency Medical Services Information System (NEMSIS), which focused standardizing and integrating EMS data with other critical health data. Nation-wide adoption of <a href="#">version 3.5 of the NEMSIS data standard</a> continues to be discussed to improve the availability and quality of national EMS data.</p> <p>Q3: NHTSA is working with State and local government EMS agencies and post-crash care providers to improve data collection and interoperability through NEMSIS and CODES, and with hospitals such as UCLA Harbor Hospital and Children’s Hospital of Philadelphia to link crash and post-crash data to identify populations overrepresented in crashes.</p>

## Data Accuracy & Reliability

The [Performance Data Completeness and Reliability Report](#), which is appended to the U.S. DOT's [FY 2025 Performance Plan/FY 2023 Performance Report](#), provides detailed information on the performance indicators contained within this APG Action Plan, including information about the general accuracy, reliability, validity, completeness, and scope.

Performance Goal	Performance Data Completeness and Reliability Report
1.1.2 By September 30, 2025, the Department Will Reduce the Rate of Motor Vehicle Fatalities from 1.37 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021, to No More than 1.22 per 100 Million VMT in CY 2023	Page 230
1.1.3 Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled	Page 231
1.1.4 Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled	Page 232
1.1.6 Reduce Non-Occupant (Pedestrian/Cyclist/Other Non-occupant) Fatalities per 100,000 Population	Page 234
1.1.5 Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations	Page 233

# Additional Information

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## **Contributing Programs**

- [Behavioral Safety Research and Program Development](#) - NHTSA
- [Regional Operations and Program Delivery](#) - NHTSA
- [Vehicle Safety Research](#) - NHTSA
- [Rulemaking](#)
- [Enforcement](#)
- [Motor Carrier Safety Assistance Program](#) (MCSAP) - FMCSA
- [Commercial Motor Vehicle Operator Safety Training Grant](#) Program (CMVOST) - FMCSA
- [Commercial Driver's License Program Implementation](#) Grant (CDLPI) - FMCSA
- [High Priority Grant](#) Programs - FMCSA
- [Our Roads, Our Safety](#) Program – FMCSA
- [Highway Safety Improvement Program](#) (HSIP) - FHWA
- [Safe Streets and Roads for All](#) (SS4A) - FHWA
- [Railway-Highway Grade Crossing Program](#) - FHWA

## **Organizations**

- American Association of State Highway and Transportation Officials (AASHTO)
- National Safety Council (NSC)