

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION TO ADOPT ANNUAL HIGHWAY SAFETY TARGETS  
FOR THE NATIONAL CAPITAL REGION**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

**WHEREAS**, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

**WHEREAS**, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

**WHEREAS**, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to annually establish data-driven highway safety targets and report progress on achieving the targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries; and

**WHEREAS**, though the federal regulations that designate the safety performance measures refer to them as the *National Performance Management Measures for the Highway Safety Improvement Program*, the performance measures are applicable to all public roads in the region from community streets to Interstate highways, and can properly be referred to as roadway safety targets; and

**WHEREAS**, the TPB has reviewed the safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that the number of fatalities and serious injuries on the region's roadways are unacceptably high, which is contrary to its own vision and the region's aspirations; and

**WHEREAS**, the TPB remains focused on acting on its priorities and achieving the region's aspirational goals of zero fatalities and serious injuries on its roadways and is using the federally required annual regional highway safety targets and the process to evaluate the region's progress toward zero roadway deaths; and

**WHEREAS**, the TPB commissioned a regional roadway safety study to identify the factors contributing to and the predominant types of fatal and serious injury crashes in the region and recommend projects, programs and policies the region should prioritize to improve safety outcomes on the region's roadways; and

**WHEREAS**, The TPB has reviewed the findings of that study and adopted Resolution R3-2021 titled, "*Resolution to Establish A Regional Roadway Safety Policy, and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region's Roadways*" on July 22, 2020 based on those findings; and

**WHEREAS**, the TPB, as described in Resolution R3-2021, urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, in an equitable and non-racist manner, consistent with the TPB's Equity Policy statement, that strive to reduce the number of fatal and serious injury crashes on the Region's roadways; and

**WHEREAS**, The TPB has, as part of Resolution R3-2021, established and funded a Regional Safety Program to assist its members to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users; and

**WHEREAS**, the TPB continues to support local, regional, and state level efforts to reduce fatalities and serious injuries concurrent with the development of increasingly aggressive highway safety targets in the future; and

**WHEREAS**, the DOTs of the District of Columbia, Maryland, and Virginia set their respective highway safety targets for the five-year period 2018 through 2022 by August 31, 2021, and MPOs are required to set highway safety targets for their metropolitan planning areas for the same period by February 28, 2022; and

**WHEREAS**, TPB staff have coordinated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to develop regional highway safety targets that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

**WHEREAS**, these highway safety targets have been reviewed and recommended for TPB approval by the Transportation Safety Subcommittee and the TPB Technical Committee; and

**WHEREAS**, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board adopts the following set of highway safety targets for the National Capital Region, as described below.

Adopted by the Transportation Planning Board at its regular meeting on January 19, 2022

**Table 1: Regional Highway Safety Targets – 2018-2022 Average**

Performance Measure	2018-2022 Target
# of Fatalities <i>(5 year rolling average)</i>	<u>253.0</u>
Fatality Rate per 100 million VMT <i>(5 year rolling average)</i>	<u>0.588</u>
# of Serious Injuries <i>(5 year rolling average)</i>	<u>1,889.7</u>
Serious Injury Rate per 100 million VMT <i>(5 year rolling average)</i>	<u>3.867</u>
# Nonmotorist Fatalities & Serious Injuries <i>(5 year rolling average)</i>	<u>492.4</u>