

**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), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized on November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the 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 completed a regional roadway safety study in 2020 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 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 Roadway 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 and requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety; and

**WHEREAS**, the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) set their respective highway safety targets for the five-year period 2022 through 2026 by August 31, 2025, and MPOs are required to set highway safety targets for their metropolitan planning areas for the same period by February 27, 2026; and

**WHEREAS**, TPB staff have coordinated with officials at MDOT, VDOT, and 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 TPB Technical Committee; ~~and~~.

**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.

**Table 1: Regional Highway Safety Targets, 2022-2026**

Performance Measure (5-year rolling average)	2022-2026 Targets
Number of Fatalities	<b>253.0</b>
Fatality Rate (per 100 million VMT)	<b>0.588</b>
Number of Serious Injuries	<b>1,592.4</b>
Serious Injury Rate (per 100 million VMT)	<b>3.222</b>
Number of Nonmotorist Fatalities & Serious Injuries	<b>399.9</b>

Adopted by the Transportation Planning Board at its regular meeting on December 17, 2025.