National Capital Region
Transportation Planning Board

TPB Technical Committee
Agenda Item 5
November 6, 2026

MEMORANDUM

TO: TPB Technical Committee
FROM: Janie Nham, TPB Program Manager
SUBJECT: Roadway Safety Draft Targets for 2027
DATE: October 30, 2026

This memorandum provides an update on the performance measures tracking of roadway safety targets in the National Capital Region (NCR). These federally required measures are part of the TPB's performance-based planning and programming process for which the TPB evaluates and sets new targets each year.

The TPB has adopted targets for these measures since 2018. At the November 6, 2026, Transportation Planning Board Technical Committee meeting, TPB staff will brief the committee on the process for establishing the new targets for 2027, the most recent (2025) roadway safety data, trends and key takeaways from the safety data, and the new safety targets relative to the previous targets. The draft 2023-2027 targets will then be shared with the TPB at its November meeting.

OVERVIEW OF ROADWAY SAFETY TARGET REQUIREMENTS

The following table provides a description of the performance measures for roadway safety targets, including the applicable federal regulations, data sources, and the reporting requirements. This section also summarizes the coordination requirements with state DOTs, the MPO's target-setting and reporting requirements, and the TPB's goals supported by these performance measures.

Performance Measure	Data Source
Number of Fatalities (5-year rolling average)	FARS[1]
Rate of Fatalities per 100 million VMT (5-year rolling average)	FARS and HPMS[2] (or MPO estimate)
Number of Serious Injuries (5-year rolling average)	State reported serious injury data
Rate of Serious Injuries per 100 million VMT (5-year rolling average)	State reported serious injury data and HPMS
Number of Non-Motorized Fatalities and Serious Injuries (5-year rolling average)	FARS and State serious injury data

[1] FARS: Fatality Analysis Reporting System
[2] HPMS: Highway Performance Monitoring System

MPO REQUIREMENTS AND COORDINATION REQUIREMENTS WITH STATE DOTS

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) Final Rules in the Federal Register on March 15, 2016. The Safety PM Final Rule added Part 490 to title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150. The Safety PM rule supports the HSIP, as it establishes five-year rolling average safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. Together, these regulations are intended to improve data, foster transparency and accountability, and allow safety progress to be tracked at the national level. The process is intended to inform State DOT and MPO planning, programming, and decision-making for the greatest possible reduction in fatalities and serious injuries.

States and MPOs must fulfill the target-setting requirements of the rulemaking. State DOTs are required to set statewide targets for five performance measures. Targets for the number of fatalities, rate of fatalities, and number of serious injuries must be identical to the targets set by the State Highway Safety Office (SHSO). Each target must represent the anticipated performance outcome for all public roadways in the state, regardless of ownership.

Subsequently, MPOs have up to 180 days to adopt highway safety targets for their MPO planning area. MPOs have two options in adopting highway safety targets. For each performance measure, the MPO may either agree to plan and program projects, so they contribute toward accomplishing the state DOTs safety targets, or adopt a quantifiable target for the performance measure for the MPO planning area. MPOs are required to coordinate with the state DOT(s) to ensure consistency.

There are no consequences outlined in the federal rule for MPOs not meeting their targets. However, the FHWA will review how MPOs are incorporating and discussing safety performance measures and targets in their metropolitan transportation plans and TIPs during MPO certification.

ROADWAY SAFETY TARGETS

TPB GOALS

As part of the TPB's policy framework, there are currently eight goals that are intended to guide the region's transportation planning efforts. The roadway safety measures support the TPB in assessing progress toward its established goal of creating a safe transportation network for all users. The annual process of collecting traffic fatality and serious injury data routinely informs the TPB's members on the region's progress towards achieving this goal.

TARGET-SETTING METHODOLOGY

The TPB develops highway targets based on the targets developed and adopted by the three State DOTs of the NCR. The methodology applies each state's target-setting approach to its respective portion of the NCR to identify a "sub-target" for that area. Specifically, it applies Maryland's target-setting approach in Maryland, a modified version of Virginia's suggested MPO method in Northern Virginia, and DC's targets directly for the District. TPB staff then combine the three sub-targets into a regional target for the NCR, for each performance measure. In addition, based on the TPB's past

directive, if a calculated target is higher than the previous year's target, the new target is set equal to the previous target (i.e., the target is capped) so as not to increase from the previous year's target.

DRAFT 2023-2027 REGIONAL ROADWAY SAFETY TARGETS

Performance Measure ***(5-Year Rolling Average)***	**DRAFT 2023-2027 Targets**
Number of Fatalities	253
Rate of Fatalities per 100 million VMT	0.588
Number of Serious Injuries	1,592.4
Rate of Serious Injuries per 100 million VMT	3.222
Number of Nonmotorized Fatalities and Serious Injuries	399.9

The 2023-2027 regional safety targets are based on the targets adopted or in the process of being adopted by each state DOT, as modified by the TPB's policy for no increases in targets from the previous year (i.e., capped).

NEXT STEPS

The draft 2023-2027 targets will be presented to the TPB at its November 18 meeting. Comments may be provided to TPB staff by the end of November, after which the targets will be finalized and adopted at the Transportation Planning Board's December 16 meeting.