



U.S. DOT National Roadway Safety Strategy

Flex EMS Supplement Small Group
Meeting

August 9, 2023

The Foundation at U.S. DOT: Safety

Mission: To ensure our Nation has the safest, most equitable, reliable, and modern transportation system in the world to increase economic strength, improve climate outcomes, and build global competitiveness for the American people.





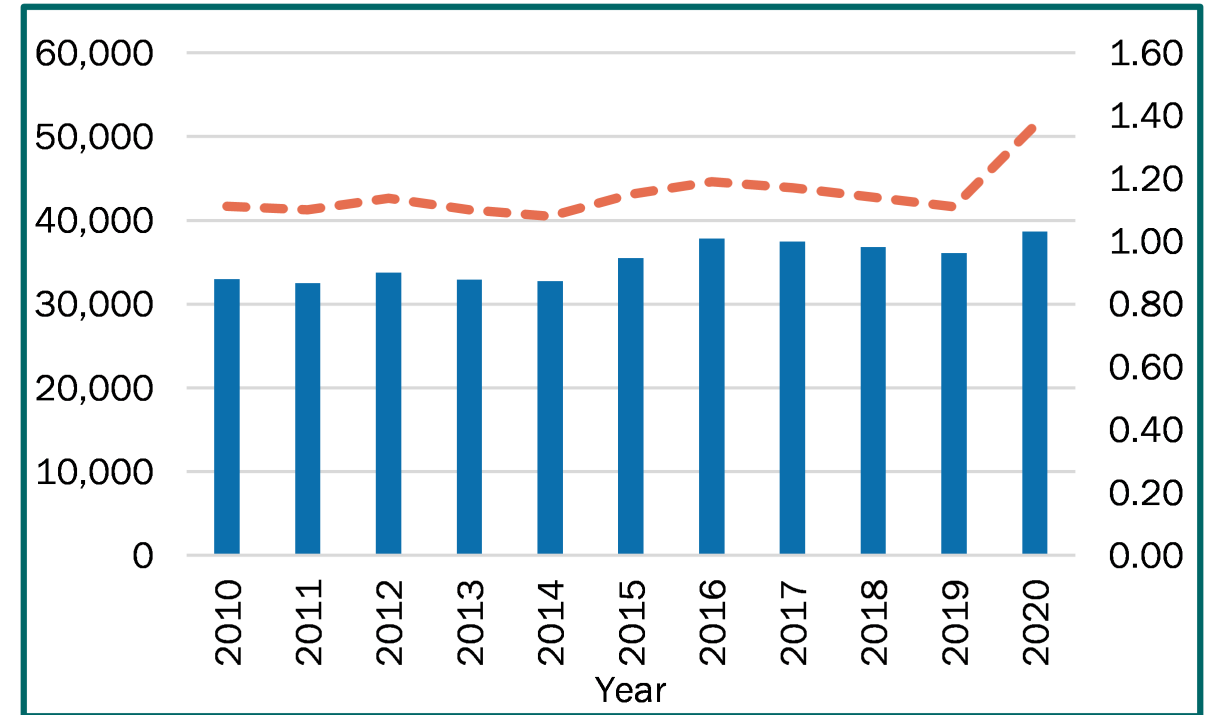
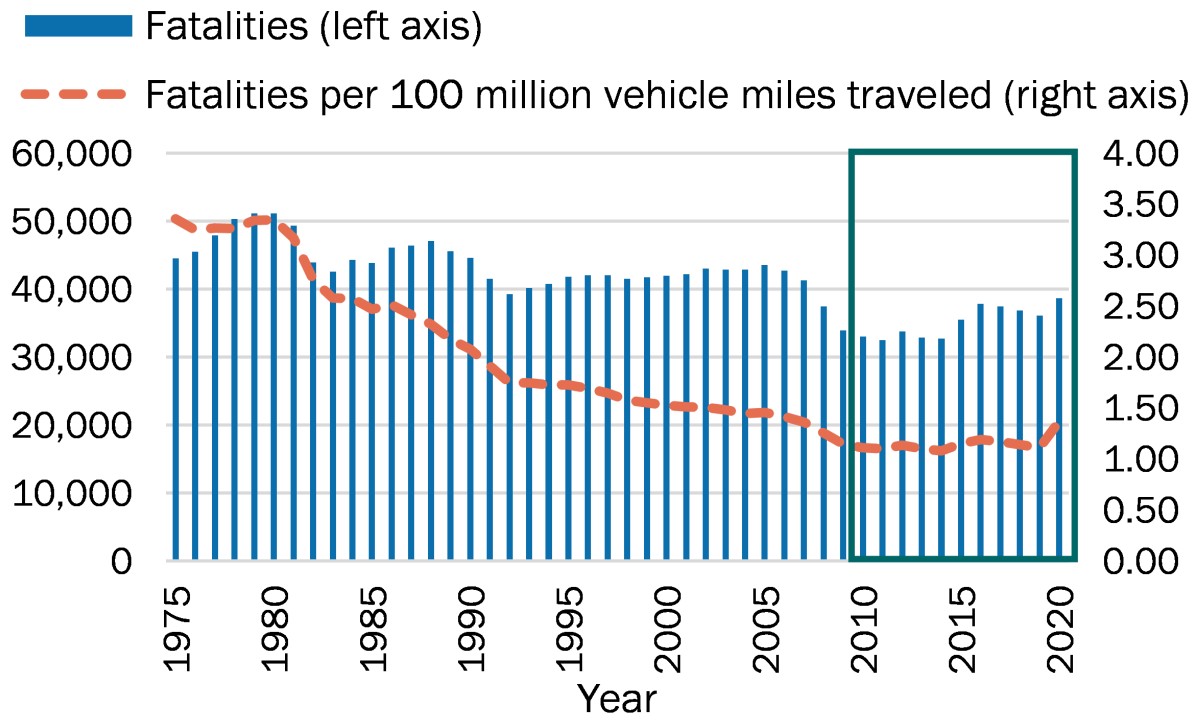
Our Roadway Safety Problem





We have a National Roadway Safety Problem

Roadway fatalities and the fatality rate declined consistently for 30 years...



...but progress has stalled over the last decade...



We have a National Roadway Safety Problem

The crisis on our roadways **continues to worsen** based on an early estimate of roadway fatalities in 2021:

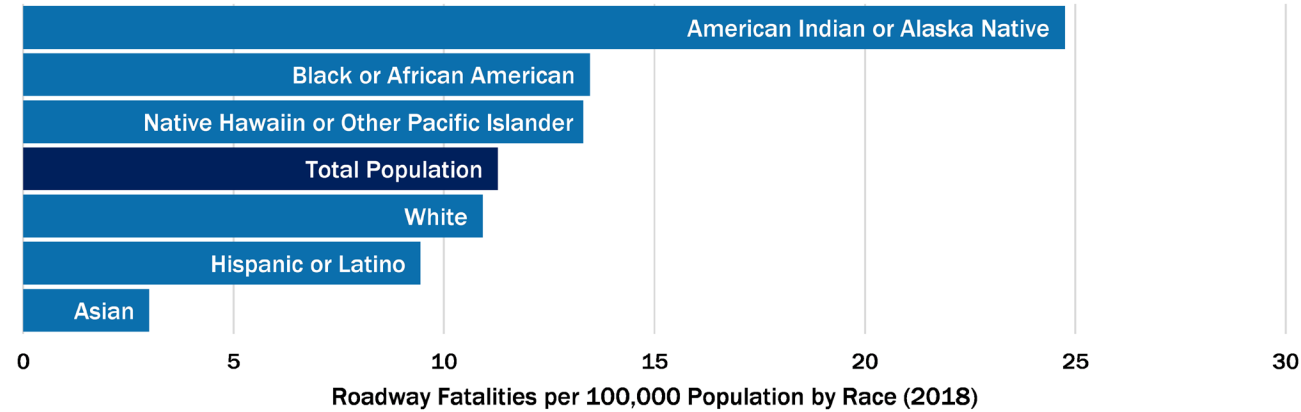
Early Estimates of Motor Vehicle Traffic Fatalities, first three quarters, 2020 vs. 2021		
January – September <u>2020 Estimates</u>	January – September <u>2021 Estimates</u>	Percent Increase from 2020 to 2021
28,325	31,720	12.0%

The estimated fatalities for the first three quarters of 2021 is the largest number of projected fatalities in that time period since 2006.

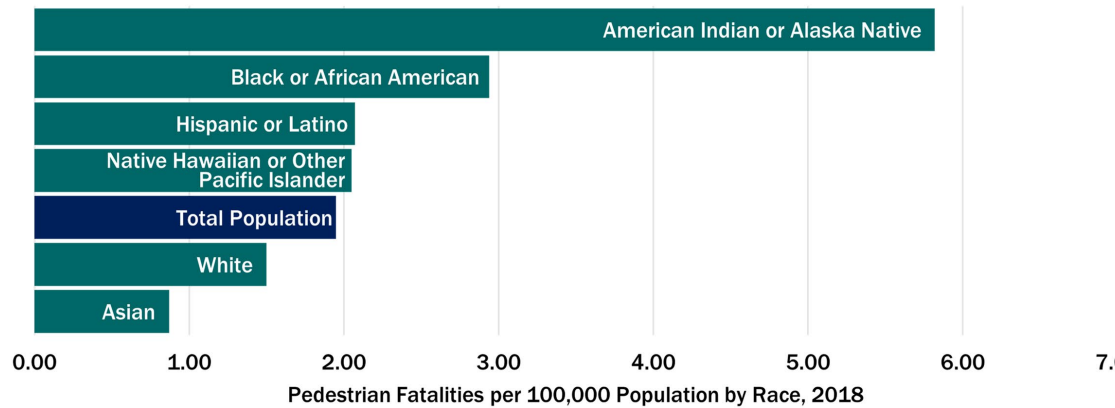


We have a National Roadway Safety Problem

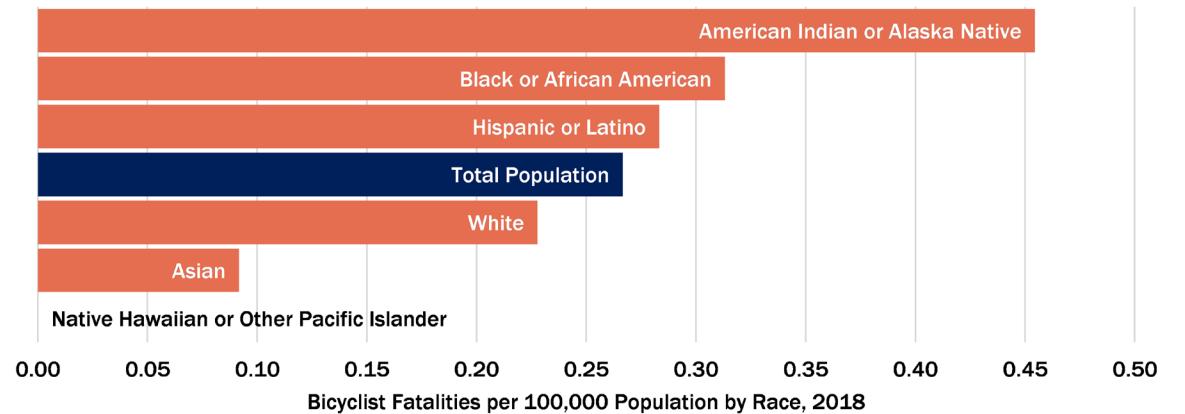
Fatalities have **disparate impacts**...



Fatalities Among Pedestrians



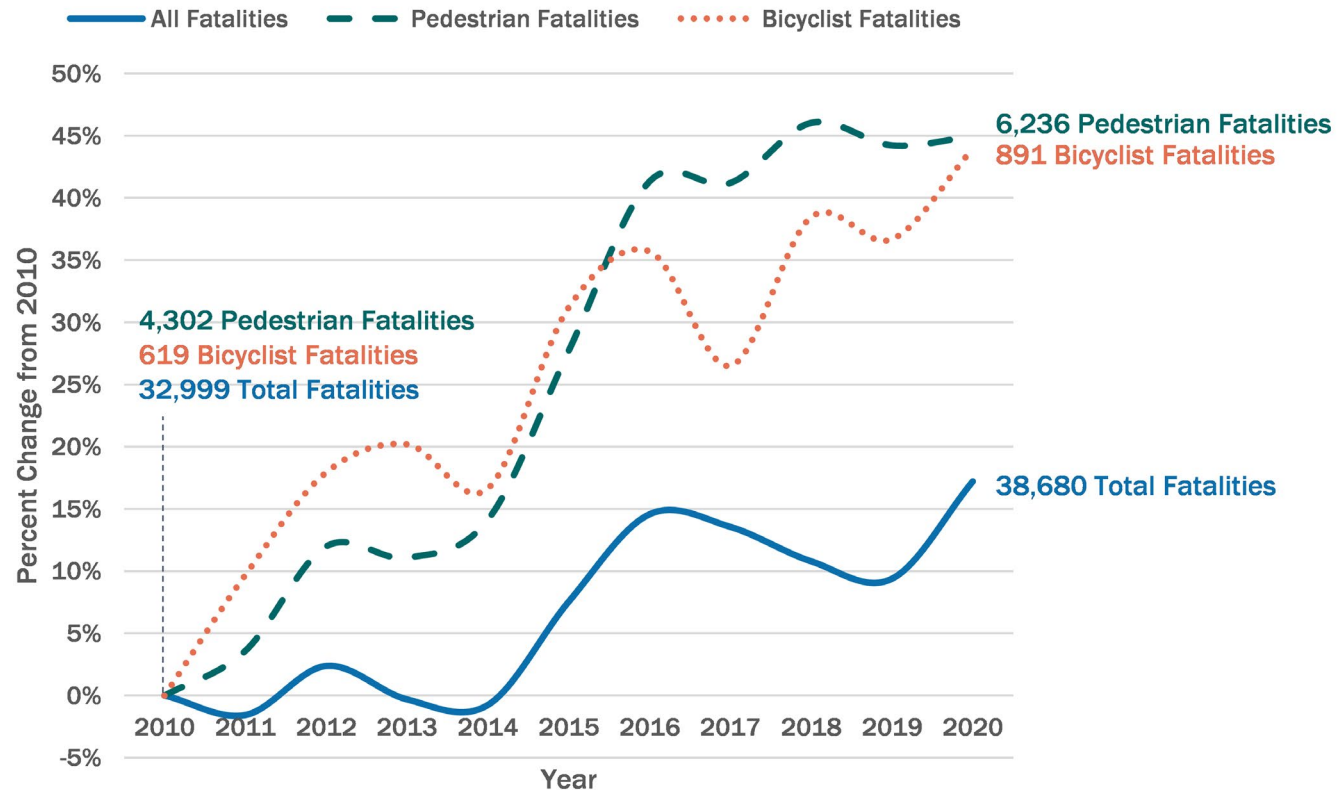
Fatalities Among Bicyclists



We have a National Roadway Safety Problem

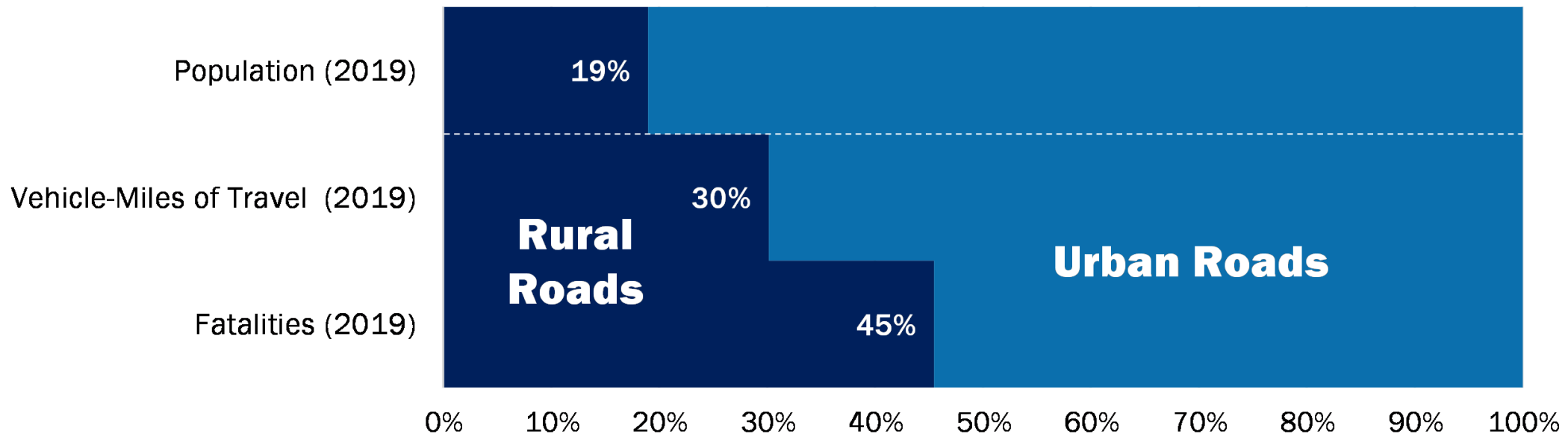
Fatalities among **all users** have been increasing.

Fatalities among **pedestrians** and **bicyclists** have been **increasing even faster.**



We have a National Roadway Safety Problem

Fatalities and **fatal crashes occur disproportionately** -
by both population and vehicle travel – **on rural roads**.





Our Vision

Zero is the only acceptable number of deaths on our highways, roads, and streets.

The United States Department of Transportation is committed to taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways.

At USDOT, we support all efforts to achieve **zero.**



The National Roadway Safety Strategy



National Roadway Safety Strategy

U.S. DOT's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- ❖ Sets a Department-wide vision and goal
- ❖ Adopts the Safe System Approach
- ❖ Identifies new priority actions and notable changes to existing practices
- ❖ Leverages new funding and policies in the Bipartisan Infrastructure Law to bring this strategy to life
- ❖ Advances equity and climate goals
- ❖ **Calls others to action**



Image Credit: NHTSA



National Roadway Safety Strategy

USDOT will leverage the funding and policies in the Bipartisan Infrastructure Law to bring this strategy to life:

- **Nearly \$14 billion in NEW funding** for road safety including:
 - **\$6 billion** authorized for a new **Safe Streets and Roads for All** program to fund local efforts to reduce crashes and fatalities
 - **~ \$4 billion** added to HSIP
 - **~ \$4 billion** for improved data collection, vehicle safety programs, and truck safety

In the Senate of the United States,

August 10, 2021.

Resolved, That the bill from the House of Representatives (H.R. 3684) entitled “An Act to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.”, do pass with the following

AMENDMENT:

Strike all after the enacting clause and insert the following:

1 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

2 (a) *SHORT TITLE.*—*This Act may be cited as the “In-*
3 *frastructure Investment and Jobs Act”.*

4 (b) *TABLE OF CONTENTS.*—*The table of contents for*
5 *this Act is as follows:*

Sec. 1. Short title; table of contents.
Sec. 2. References.

DIVISION A—SURFACE TRANSPORTATION

Sec. 10001. Short title.
Sec. 10002. Definitions.
Sec. 10003. Effective date.



National Roadway Safety Strategy

Key Actions to Highlight:

- ❖ Update and unify safety messaging based on a Safe System Approach
- ❖ Support the development and accessibility of training designed to enhance equity in traffic law enforcement
- ❖ Update the consumer information-focused New Car Assessment Program
- ❖ Initiate a new rulemaking to require Automatic Emergency Braking and Pedestrian Automatic Emergency Braking technologies on new passenger vehicles
- ❖ Consider regulatory action on advanced impaired driving prevention technology in passenger motor vehicles
- ❖ New funding for *Safe Streets and Roads for All* discretionary grant program
- ❖ Complete the current rulemaking process for Manual on Uniform Traffic Control Devices, and further update the Manual to promote the safety, inclusion, and mobility of all users
- ❖ Clarify the applicability and correct use of key criteria used in setting speed limits such as the 85th percentile
- ❖ Improve State performance on achieving safety performance targets using a focused approach to safety and other technical assistance
- ❖ Improve driver record exchanges between States, including the identification of commercial drivers with drug and alcohol violations



The USDOT adopts the **Safe System Approach**

Principles

- ❖ Deaths and serious injuries are unacceptable
- ❖ Humans make mistakes
- ❖ Humans are vulnerable
- ❖ Responsibility is shared
- ❖ Safety is proactive
- ❖ Redundancy is critical

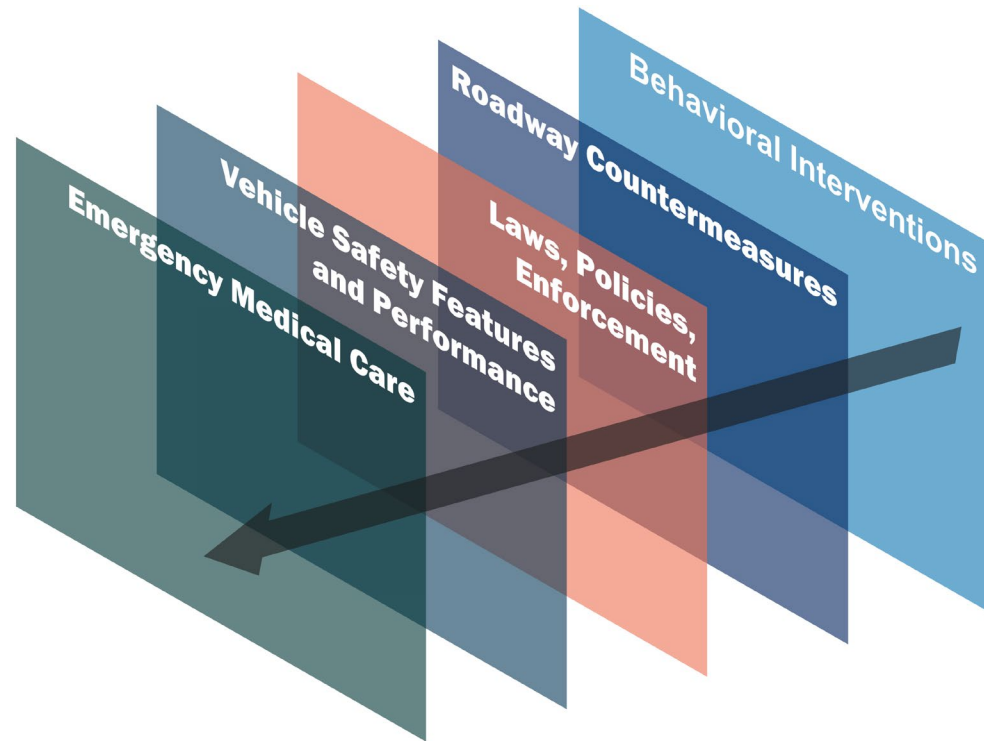




National Roadway Safety Strategy

- To address roadway safety, we require a holistic, comprehensive approach
- Objectives correspond to the Safe System Approach elements

Safer People
Safer Roads
Safer Vehicles
Safer Speeds
Post-Crash Care





Safety, Equity, and Climate

*Roadway safety is
fundamental to our
success in addressing two
Biden-Harris
Administration priorities:
equity and climate.*



Image Credit: © vit / stock.adobe.com



Image Credit: © ambrozio / stock.adobe.com

Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.



Departmental Actions for Safer People

- Update and unify DOT safety messaging based on a Safe System Approach
- **Enhance equity in traffic law enforcement** by supporting training
- **Leverage new funding*** for **behavioral research and interventions** by using public health approaches, engaging a diversity of stakeholders, and employing a variety of interventions
- Encourage States to use a grant program for collecting information on motor vehicle stops in order to **address racial profiling**.
- **Improve driver record exchanges between States**, including the identification of commercial drivers with drug and alcohol violations
- Increase **commercial motor vehicle high visibility enforcement against risky driver behavior in high crash locations**



Image Credit: FHWA

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.



Departmental Actions for Safer Roads

- **Update the Manual on Uniform Traffic Control Devices***, and **establish a Complete Streets Initiative**, and other guidance and regulatory updates that support planning, design, and implementation of safer roads and streets for all road users
- **Leverage \$6B new funding for Safe Streets and Roads for All grants***, and **billions more in additional funds** for established programs like the **Highway Safety Improvement Program***
- Improve State performance on achieving safety performance targets using a focused approach to safety and other technical assistance.



Image Credit: © Nomad_Soul / stock.adobe.com

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both vehicle occupants and non-vehicle occupants.



Departmental Actions for Safer Vehicles

- Update the consumer information-focused **New Car Assessment Program**, provide future road map*
- Initiate rulemakings on **automatic emergency braking and pedestrian automatic emergency braking***
- Consider regulatory action on **advanced impaired driving prevention technology requirements***
- Initiate a rulemaking to update the Monroney consumer label to include crash avoidance information
- Finalize a rulemaking on rear impact guards for trailers and semi-trailers*
- Collect data and investigate emerging vehicle safety issues due to new technology



Image Credit: © Alexander Oganov / stock.adobe.com

Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.



Departmental Actions for Safer Speeds

- Clarify the applicability and **correct use of key approaches to speed limit setting, like the 85th percentile**, to account for all road users and leverage best practices such as variable speed limits
- Implement a robust, **multimodal speed management program** that takes a holistic approach to vehicle speeds and speeding via infrastructure interventions, speed limit setting, education, and enforcement
- Elevate noteworthy practices on **re-engineering roads to slow down vehicles**, and create roadway designs that "**self-enforce**" appropriate vehicle speeds
- Study and pilot automated speed enforcement strategies designed to ensure their equitable application.



Post-Crash Care



Image Credit: NHTSA

Enhance the survivability of crashes through expedient access to emergency medical care. Create a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.



Departmental Actions for Post-Crash Care

- Improve **on-scene safety and traffic incident management** through training, outreach to Emergency Medical Services (EMS) personnel, and leveraging new technologies
- **Expand use of EMS data** to improving our understanding of contributing factors to crashes
- Promote the **effective delivery of EMS and shorten ambulance response times** in collaboration with our Federal and inter-governmental partners



42,915

EST. PEOPLE DIED IN TRAFFIC
CRASHES IN THE U.S. IN 2021²

**20% OF TRAUMA
DEATHS**

are preventable with optimal emergency
and trauma care¹

**2 OUT
OF 5**



WERE ALIVE WHEN FIRST RESPONDERS
ARRIVED, BUT LATER DIED¹



**MORE THAN ONE THIRD OF SERIOUSLY
INJURED CRASH VICTIMS ARE NOT TAKEN
TO A LEVEL I OR II TRAUMA CENTER³**

THERE IS A

**25% INCREASE IN THE
ODDS OF SURVIVAL**

for severely injured patients if treated in a hospital
that is a level I or II trauma center⁴

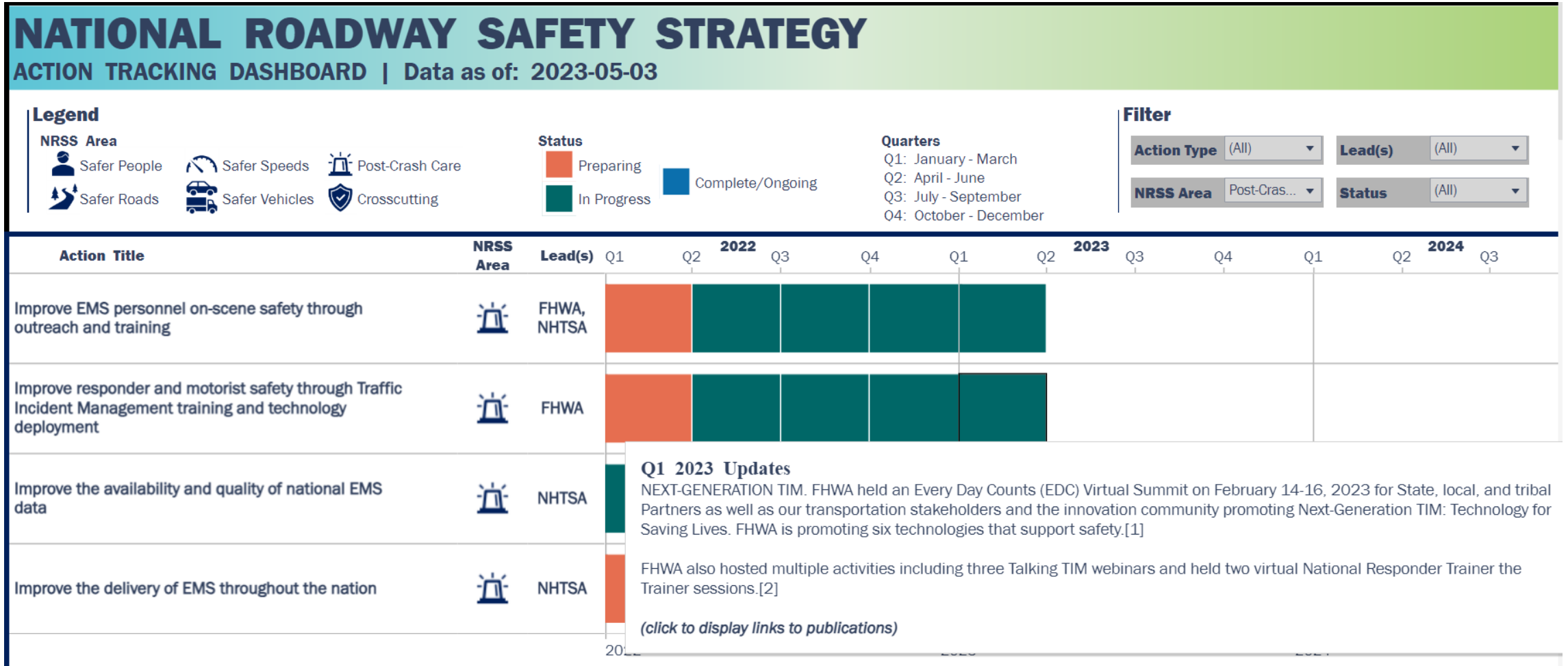


Sources: (1) National Academies of Sciences, Engineering and Medicine. *A National Trauma Care System: Integrating Military and Civilian Trauma Systems to Achieve Zero Preventable Deaths After Injury.*
(2) NHTSA Fatality Analysis Reporting System (FARS).
(3) NHTSA National Automotive Sampling System-Crashworthiness Data System (NASS-CDS). *It is not known the percentage who were later transferred to a level I or II trauma center.*
(4) Mackenzie et al, 2006. *This study compared level I trauma centers to non-trauma centers.*



Key Departmental Actions to Enable Safer Post-Crash Care

Through the NRSS, the Department is committed to supporting activities that improve post-crash care. Managing the scene of a crash and providing a safe environment for first responders and passing travelers are also critical elements of delivering effective post-crash care.





Rural Funding Programs - BIL



Investing in Rural Transportation Systems

Rural Surface Transportation Grant Program - \$2 billion. for a new rural surface transportation grant program which will provide competitive grants to state and regional transportation planning organizations, local governments, and Tribal governments to improve and expand the surface transportation infrastructure in rural areas.

Rural Opportunities to Use Transportation for Economic Success (ROUTES): ROUTES will provide technical assistance to rural communities, Tribes, and historically disadvantaged communities in order to meet the transportation infrastructure investment needs in a financially sustainable manner.

Surface Transportation Block Grant Program - \$72 billion. Provides a set-aside for projects in rural areas within the Program, which will support rural communities in preserving and improving their highways and bridges, bike and pedestrian infrastructure, and transit capital projects.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program - \$500 million. Provides funding to projects across rural, midsized, and large communities. The SMART Grant program will deliver competitive grants to States, local governments, and Tribes for projects that improve transportation safety and efficiency.

Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) - \$7.5 billion. Supports surface transportation projects of local and/or regional significance. There is an equal split between urban and rural areas.

Nationally Significant Freight and Highway Projects - \$8 billion. for rural communities. include a minimum 30 percent set-aside for small projects, largely intended for rural areas, an increase from the 25 percent set-aside under the FAST Act. These funds will support rural communities by funding highway and rail projects of regional and national economic significance – catalyzing economic growth and creating jobs in these communities.

<https://www.transportation.gov/briefing-room/building-better-america-fact-sheet-rural-communities>



The Rural Surface Transportation Grant Program

<https://www.transportation.gov/grants/rural-surface-transportation-grant-program>

Supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Eligible Applicants: a State; a regional transportation planning organization; a unit of local government; a tribal government or a consortium of tribal governments; or a multijurisdictional group of entities above.

Eligible Projects:

- Highway, highway freight, bridge, or tunnel project eligible under specific programs
- A highway safety improvement project, including a project to improve a high risk rural road as defined by the Highway Safety Improvement Program
- A project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area
- **A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services**

Safe Streets For All (SS4A) Grant Program

Eligible Applicants

- Metropolitan planning organization (MPOs)
- Political subdivision of a State or territory
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the above

Eligible Activities

- Develop a Comprehensive Safety Action Plan
 - Develop or complete an Action Plan
 - Conduct supplemental planning
 - Carry out demonstration activities
- Implement projects and strategies identified in an Action Plan, including planning, design, and development activities for projects and strategies identified in an Action Plan.



Planning and Demonstration Grants include, but are not limited to

Action Plan

- Develop or complete a Comprehensive Safety Action Plan
- 8 components to an Action Plan

Supplemental Planning

- Topical safety plans
- Road safety audits
- Additional safety analysis and data collection
- Targeted equity assessments
- Follow-up stakeholder engagement

Demonstration Activities

- Feasibility studies using quick-build strategies
- Manual on Uniform Traffic Control Device (MUTCD) engineering studies
- Pilot programs for behavioral or operational activities
- Pilot programs for new technology



Implementation Grants

- Implementation Grants applications must fund projects and strategies identified in an Action Plan that address a roadway safety problem.
- Behavioral, operational, and infrastructure safety activities are all eligible.
- Applicants must have a qualifying Action Plan in place to apply for Implementation Grants.
- Implementation applications may also include supplemental planning and demonstration activities.



Source: FHWA





Investing in Rural Transit and Electric Vehicles

Formula Grants for Rural Areas - \$4.6 billion. This program provides capital, planning, and operating assistance to States to support public transportation in rural areas with populations of less than 50,000.

<https://www.transit.dot.gov/rural-formula-grants-5311>

Bus and Bus Facilities – 10.8 billion. 15 percent of these funds are set-aside for rural communities. This will allow more rural communities to replace, repair, and purchase buses and construct bus-related facilities. Low-emission and no-emission buses and vehicles are eligible to receive funding under this program. <https://www.transit.dot.gov/bus-program>

Electric Vehicle Charging Network. invests in electric vehicle infrastructure with a focus on rural communities. BIL will provide up to \$300 million in FY22 in funding to establish convenient electric vehicle charging where people live, work, and shop through the new charging and fueling infrastructure competitive grants program. These grants will be prioritized for rural areas, low- and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings. <https://www.transportation.gov/rural/ev/toolkit>



Call to Action



Call to Action

The USDOT is committed to reducing serious and fatal injuries on the Nation's roadways, but **no one will reach this goal acting alone.**

It will require collaboration across **all levels of government, sectors, and the American people** to shift our culture towards one that treats **roadway deaths as unacceptable and preventable.**



Image Credit: © Sakakava / stock.adobe.com



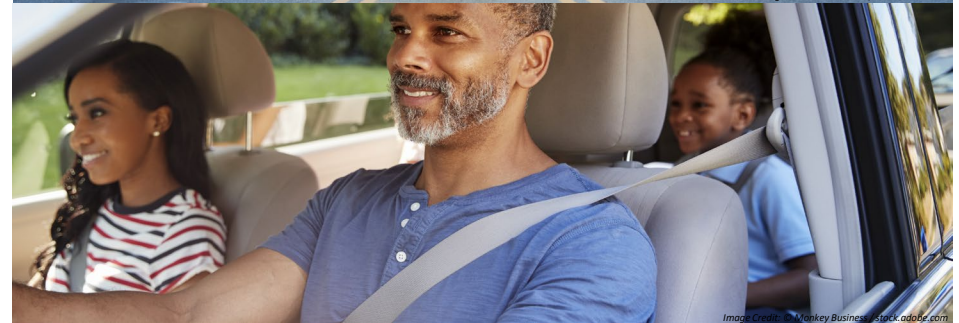
Call to Action

It will take all of us together to solve this crisis.

Whether it is someone driving, in the passenger seat, walking, biking, or rolling, **our roads are used every day by everyone.**

Now is the time for action, and the USDOT calls **all partners and stakeholders** from all levels of government, industry, non-profit, advocacy, researchers, and the public to take action to solve this crisis.

What will you do? We will be partnering with stakeholders to identify actions to get us closer to zero roadway fatalities.





National Roadway Safety Strategy



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Learn more about the National Roadway Safety Strategy

www.transportation.gov/NRSS



Thank You