



NC Capital Area Metropolitan Planning Organization

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Staff Report

Agenda Date: 11/19/2025
To: Executive Board

Agenda Item: 5.5

Safety Performance Measure Targets 2026

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As part of the rule making for MAP-21 and the FAST Act, State DOTs and MPOs are required to adopt the following five safety performance measures:

- Number of fatalities
- Rate of fatalities (per 100 million VMT)
- Number of serious injuries
- Rate of serious injuries (per 100 million VMT)
- Number of non-motorized (Pedestrian & Bicycle) fatalities and non-motorized serious injuries

MPOs are required to establish performance targets for each of these measures. MPOs are further required to establish their targets not later than 180 days after the State DOT establishes and reports targets in the State Highway Safety Improvement Program (HSIP) annual report. The MPO can agree to plan and program projects so that they contribute toward the accomplishment of the NCDOT HSIP target or develop their own quantifiable targets with a methodology consistent with Federal reporting requirements.

NCDOT submitted their Highway Safety Improvement Program annual report to FHWA on August 31, 2025. During the creation of the Multi-modal Safety Action plan, Blueprint Safety Team was directed to further review reduction rates and fatalities and serious injuries that could be applied to the 2055 horizon year.

The Blueprint for Safety Team conducted an additional review of reduction rate scenarios for fatalities and serious injuries, which was vetted by CAMPO staff. Based on the input provided by CAMPO staff and the Blueprint for Safety Team, the TCC at their April 3 meeting was requested to do the following: to recommend a long-term goal statement for the safety plan and agree to a methodology for setting annual safety performance measure targets in 2026 and beyond.

The CAMPO Executive Board on April 16, 2025 endorsed the goals of a 50% reduction of fatal and serious injury crashes by 2055 and ultimately moving toward zero fatal and serious injury crashes by applying the noted short-term, mid-term, and long-term goals to set annual FHWA safety targets.

The proposed safety goals are:

Near Term (2025-2035): To achieve the ultimate long-term goal, an interim goal for the 2025-2035 horizon is to reduce serious injury and fatal crashes by 10% (An annual 1% reduction). The annual 1% reduction goals for 2026 include:

- For the 2026 Blueprint for Safety Plan (BFSP), the goal is to reduce the total fatalities from 139 (2020-2024) to 136 (2022-2026 average) by December 31, 2026.
- For the 2026 Blueprint for Safety Plan (BFSP), the goal is to reduce the fatality rate from 0.851 (2020-2024) to 0.817 (2022-2026) by December 31, 2026.
- For the 2026 Blueprint for Safety Plan (BFSP), the goal is to reduce the total of serious injuries from 590 (2020-2024) to 578 (2022-2026) by December 31, 2026.
- For the 2026 Blueprint for Safety Plan (BFSP), the goal is to reduce the serious injury rate from 3.611

(2020-2024) to 3.5 (2022-2026) by December 31, 2026.

- For the 2026 Blueprint for Safety Plan (BFSP), the goal is to reduce the total nonmotorized fatalities and serious injuries from 95 (2020-2024) to 93 (2022-2026) by December 31, 2026.

Mid-Term (2036-2045): During the 2036-2045 horizon, CAMPO's goal will shift to a more aggressive reduction in serious injury and fatal crashes by an additional 15-20% (a 2% annual reduction).

Long-Term (2046-2055): During the 2046-2055 horizon, an ambitious goal will be set to reduce serious injury and fatal crashes by at least an additional 30% (a 4% annual reduction).

The Safety Performance Measures and Targets have been posted for public comment from October 20-November 18, 2025. The Executive Board is anticipated to act on the 2026 Measures and Targets at its November 19, 2025, meeting.

Requested Action: Approve the CAMPO 2026 Safety Performance Measures and Targets