



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

DATE: December 18, 2024

TO: Anthony Prinz  
Transportation Services Director, City of Jacksonville

FROM: Brian Mayhew, PE, CPM  
State Traffic Engineer  
Transportation Mobility & Safety Division

SUBJECT: Safety Performance Measures – FHWA Assessment and 2025 Targets

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*Brian K Mayhew*  
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**Background**

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our [Strategic Highway Safety Plan \(SHSP\)](#) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2024) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

**North Carolina Safety Performance Target Achievement Determination**

Earlier this year, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2022 safety targets, based on the 5-year averages for 2018-2022 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome

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is better than the baseline performance. **Based on FHWA’s review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated, and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level.

*Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2022*

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2018 - 2022	2018 - 2022	2016 - 2020			
Fatalities (5 Year Average)	1,254.9	1,550.8	1,458.6	No	No	No
Fatality Rate (5 Year Average)	1.057	1.328	1.250	No	No	
Serious Injuries (5 Year Average)	3,537.6	5,030.0	4,410.2	No	No	
Serious Injury Rate (5 Year Average)	2.962	4.296	3.776	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	486.0	661.6	583.4	No	No	

Table 2 below shows what this determination would look like if the state’s methodology for establishing the CY 2022 goal was applied to crash data specific to Jacksonville Urban Area MPO.

*Table 2: Jacksonville Urban Area MPO Safety Performance Target Achievement Determination Summary for CY 2022*

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2018 - 2022	2018 - 2022	2016 - 2020			
Fatalities (5 Year Average)	13.6	26.2	20.2	No	No	No
Fatality Rate (5 Year Average)	0.954	1.873	1.419	No	No	
Serious Injuries (5 Year Average)	56.8	78.0	80.4	No	Yes	
Serious Injury Rate (5 Year Average)	3.950	5.532	5.649	No	Yes	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	8.1	12.4	11.4	No	No	

## 2025 State Safety Performance Targets

2025 state safety performance targets were submitted to FHWA on August 31<sup>st</sup>, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2024 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at this [link](#).

*Table 3: North Carolina Calendar Year 2025 Safety Performance Targets*

Performance Measure	CY 2025
Number of Fatalities	1,103.3
Rate of Fatalities	0.925
Number of Serious Injuries	3,204.8
Rate of Serious Injuries	2.675
Number of Non-Motorized Fatalities & Serious Injuries	434.6

## 2025 Jacksonville Urban Area MPO Safety Performance Targets

Table 4 below provides crash data specific to your MPO and shows what the safety performance targets would look like if you applied the state's methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at this [link](#).

*Table 4: Jacksonville Urban Area MPO Specific Safety Performance Targets*

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	25.2	1.875	68.4	5.080	8.8
2009 - 2013	23.8	1.757	64.0	4.716	7.4
2010 - 2014	22.2	1.641	61.6	4.542	9.2
2011 - 2015	22.0	1.632	66.0	4.902	10.4
2012 - 2016	22.2	1.632	68.8	5.057	11.2
2013 - 2017	21.4	1.555	71.8	5.218	10.6
2014 - 2018	20.8	1.496	79.8	5.698	12.6
2015 - 2019	21.2	1.500	80.0	5.630	11.4
2016 - 2020	20.2	1.419	80.4	5.649	11.4
2017 - 2021	22.0	1.556	80.2	5.661	11.6
2018 - 2022	26.2	1.873	78.0	5.532	12.4
2019 - 2023	27.6	1.995	78.0	5.639	12.6
<b>2025 Target*</b>	<b>16.3</b>	<b>1.125</b>	<b>67.8</b>	<b>4.667</b>	<b>10.0</b>

## Next Steps

MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. However, coordination and deliberate action will be needed to achieve the fatal and serious injury crash reduction goals outlined in the NC Strategic Highway Safety Plan and as communicated through the safety performance targets. We encourage additional coordination between MPO's and NCDOT Traffic Safety Unit in all areas of safety, but specifically in data sharing, safety tools development, safety need identification and shared safety project implementation. The Traffic Safety Unit is available to meet with your MPO for additional discussion and partnership.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. The Traffic Safety Unit is available to facilitate this coordination. As a reminder, MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. If you have not already done so, please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets to Daryl Vreeland ([dvreeland@ncdot.gov](mailto:dvreeland@ncdot.gov)) in the Transportation Planning Division just as you have in previous years. An adoption resolution template can be found at this [link](#).

Finally, a NCDOT Traffic Safety website has been established to communicate safety information to the public. A few direct links that may be of specific interest to MPOs can be found below:

- Main NCDOT Traffic Safety Unit website: [link](#)
- Mapped safety data: [link](#)
  - Here you can find a variety of spatial datasets related to traffic safety, including: fatal and serious injury crashes, pedestrian and bicycle crashes, safety projects (completed and funded), and several interactive map-based dashboards that allows the user to select an area of interest for more specific crash statistics.
- Pedestrian Safety Improvements: [link](#)
  - Here you will find information related to NCDOT's pedestrian safety programs, as well as several new guidance documents related to pedestrian safety.
- Safe Streets for All Grant (SS4A) Program: [link](#)
  - Here you will find North Carolina specific information related to the SS4A grant program. It is expected that the content of this site will expand over time.

Please contact me directly at (919) 814-5100 or [bmayhew@ncdot.gov](mailto:bmayhew@ncdot.gov) for further questions or discussion.

BKM\bgm

cc: Alpesh Patel  
Daryl Vreeland, AICP  
George Hoops, PE  
Matt Albee, PE  
Shawn Troy, PE  
Brian Murphy, PE



### **Endorsement of Targets for 2025 Safety Performance Measures Established By NCDOT**

**WHEREAS**, the Jacksonville Urban Area MPO has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and;

**WHEREAS**, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, and;

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries, and;

**WHEREAS**, the NCDOT coordinated the establishment of safety targets with the 20 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group and;

**WHEREAS**, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year and;

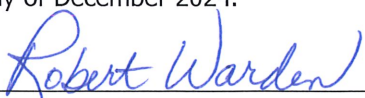
**WHEREAS**, the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure, or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

**WHEREAS**, JUMPO agrees to plan and program projects that contribute toward the accomplishment of the State's targets as noted below for each of the aforementioned performance measures:

1. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 30.40 percent from 1,585.2 (2019-2023 average) to 1,103.3 (2021-2025 average) by December 31, 2025.
2. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 31.63 percent from 1.353 (2019-2023 average) to 0.925 (2021-2025 average) by December 31, 2025.
3. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 38.80 percent from 5,236.8 (2019-2023 average) to 3,204.8 (2021-2025 average) by December 31, 2025.
4. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 40.12 percent from 4.467 (2019-2023 average) to 2.675 (2021-2025 average) by December 31, 2025.
5. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 39.01 percent from 712.6 (2019-2023 average) to 434.6 (2021-2025 average) by December 31, 2025.

**NOW, THEREFORE, BE IT RESOLVED**, that the Transportation Advisory Committee agrees to plan and program projects that contribute toward the accomplishment of the State's targets as noted above for each of the aforementioned performance measures on this, the 12<sup>th</sup> day of December 2024.

  
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Stephanie Kutz, TAC Secretary

  
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Robert Warden, Chairman