

# MoDOT Statewide Safety Targets

August 2024 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2021-2025:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2019-2023)	5-year Rolling Average Statewide Target CY2025
	2022 Final	2023 Preliminary	2024 (Using Target Setting Methodology)	2025 (Using Target Setting Methodology)		
Number of Fatalities*	1057	991	933	847	986.4	968.7
Fatality Rate per 100 Million VMT*	1.340	1.244	1.159	1.042	1.265	1.212
Number of Serious Injuries*	5052	5210	4904	4597	4961.4	~4961.4
Serious Injury Rate per 100 Million VMT^	6.404	6.539	6.093	5.656	6.359	6.259
Number of Non-Motorized Fatalities and Serious Injuries^	593	661	622	579	567.0	~567.0

\*Performance Measures to be reported in the 2024 Highway Safety Plan.

^Performance Measures to be reported in the 2024 Highway Safety Improvement Program Annual Report.

**Target Setting Methodology:** Targets are based on Zero by 2030 fatality reduction, Zero by 2040 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

~The Number of Serious Injuries and the Number of Non-Motorized Fatalities and Serious Injuries using the target setting methodology resulted in a target above the baseline. Therefore, the baseline was used for the target.



## Missouri DOT/ FHWA/ NHTSA/ Planning Partner Annual Safety Target Setting Coordination

January 2024

MAP-21 was the first transportation reauthorization bill requiring annual target setting collaboration between State DOTs and planning partners on national performance measures, which continues through the current bill. Targets are required to be established annually for five safety performance measures. Targets must be established first by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for each measure:

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 Fatalities and Non-motorized Serious Injuries

The first three performance measures are reported tri-annually but can be amended annually in the Highway Safety Plan (HSP) for NHTSA. The Infrastructure Investment and Jobs Act (IIJA) effective Nov. 15, 2021, requires the HSP to include these three performance measures to demonstrate constant or improved performance. All five performance measures are reported annually in the Highway Safety Improvement Program (HSIP) for FHWA.

### SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on targets, the State DOT must spend the full HSIP allocation from the specified fiscal year and submit an HSIP Implementation Plan to the FHWA Division Office by June 30.

### **Annual Safety Target Setting Collaboration with Partners:**

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the safety target setting coordination process during the monthly partner collaboration webinars.
Feb. 2024	MoDOT staff calculates data for each performance measure statewide and informs MoDOT Executive Team.
Mar. 11, 2024	MoDOT staff calculates data trends for each safety performance measure statewide. MoDOT shares data with MPOs, FHWA, and NHTSA with discussion on data, assumptions and challenges for targets during the monthly partner collaboration webinar.
Mar - Apr. 2024	MoDOT solicits target setting assumption feedback from partners by email.
Apr. 8, 2024	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By July 1, 2024	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA.
By Aug. 31, 2024	MoDOT applies assumptions to safety data for final two safety performance measures and submits targets for five measures to FHWA through HSIP. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Feb. 27, 2025	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

# MoDOT Statewide Pavement and Bridge Targets

October 2024

<b>Performance Measure</b>	<b>2021 Baseline</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percentage of NHS Bridges in Good Condition	27.2%	22.8%	19.2%
Percentage of NHS Bridges in Poor Condition	7.1%	7.7%	7.8%
Percentage of Interstate Pavements in Good Condition	79.9%	77.5%	65.0%*
Percentage of Interstate Pavements in Poor Condition	0.0%	0.1%	1.0%*
Percentage of non-Interstate NHS Pavements in Good Condition	61.3%	61.1%	50.0%*
Percentage of non-Interstate NHS Pavements in Poor Condition	0.9%	1.0%	3.0%*

\*Revised 2025 Pavement Targets



**Missouri DOT/ FHWA/ Planning Partner  
Pavement and Bridge Target Setting Coordination  
May 2024**

MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures, which continues through the current bill. Targets were required to be established in 2018 for six infrastructure performance measures. Two and four-year targets must be established first by State DOTs, then by each MPO, with the MPOs adopting state targets or establishing their own for:

1. Percentage of NHS Bridges Classified as in Good Condition
2. Percentage of NHS Bridges Classified as in Poor Condition
3. Percentage of Pavements of the Interstate System in Good Condition
4. Percentage of Pavements of the non-Interstate NHS in Good Condition
5. Percentage of Pavements of the Interstate System in Poor Condition
6. Percentage of Pavements of the non-Interstate NHS in Poor Condition

Targets may be adjusted every two years by the State DOT, with MPOs able to adjust their targets. Targets must be reported in the FHWA PMF (Performance Management Form) in the TPM portal.

**SIGNIFICANT PROGRESS:**

If FHWA determines the State DOT has not made significant progress on targets (defined as actual condition better than baseline condition by 0.1% OR actual condition equal to or better than target), the State DOT must explain why and document actions it will take to achieve targets by amending the Biennial report within six months of determination.

**MINIMUM CONDITION:**

- If for 2 consecutive years more than 5% of a State DOT’s Interstate pavement condition is poor, the State DOT must obligate a portion of National Highway Performance Program and transfer a portion of Surface Transportation Program funds to address Interstate pavement condition.
- If for 3 consecutive years more than 10.0% of a State DOT’s NHS bridges’ total deck area is classified as structurally deficient, the State DOT must obligate and set aside NHPP funds for eligible projects on bridges on the NHS.

**Pavement and Bridge Target Setting Collaboration with Partners:**

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the target setting coordination process during the monthly partner collaboration webinars.
June-July 2024	MoDOT staff calculates data each performance measure statewide and informs MoDOT Executive Team.
Aug. 12, 2024	MoDOT staff calculates data for each performance measure statewide. MoDOT shares data with MPOs and FHWA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration webinar.
Aug. – Sept. 2024	MoDOT solicits target setting assumption feedback from partners by email.
Sept. 9, 2024	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By Oct. 1, 2024	MoDOT applies assumptions to pavement and bridge data and submits targets to FHWA through PMF on FHWA TPM portal. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Mar. 30, 2025	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

## MoDOT/ EWG System Performance Targets

October 2024

Performance Measure	2021 Baseline	2023 Target	2025 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	98.4%	87.1%	86.0%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	95.5%	87.8%	87.0%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.18	1.45	1.45
Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT) using 3-7 pm	6.6	8.4	8.3
Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel (single unified target for EWG, IDOT, MoDOT)	19.5	18.0	24.0*
Total Emissions Reduction for NOx reported in kg/day	89.162	8.836	142.004
Total Emissions Reduction for VOC reported in kg/day	16.459	2.294	8.209

\*Revised 2025 Non-SOV Target



# Missouri DOT/ FHWA/ Planning Partner System Performance Target Setting Coordination

May 2024

MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures, which continues through the current bill. Targets were required to be established in 2018 for six system performance measures. Two and four-year targets must be set by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for:

1. Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)
2. Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)
3. Truck Travel Time Reliability (TTTR) Index (NPMRDS)
4. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (single unified target for EWG, IDOT, MoDOT) (NPMRDS) with no significant progress determination
5. Percent of Non-Single Occupancy Vehicle (SOV) Travel (single unified target for EWG, IDOT, MoDOT) (ACS) with no significant progress determination
6. Emissions Measure: Total Emissions Reduction for Ozone (NOx and VOC) individually (EWG only) with no significant progress determination

Targets may be adjusted every two years by the State DOT, with MPOs able to adjust their targets. Targets must be reported in the FHWA PMF (Performance Management Form) in the TPM portal.

### SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on the first two reliability targets (defined as actual condition better than baseline condition OR actual condition equal to or better than target), the State DOT must explain why and document actions it will take to achieve targets by amending the Biennial report within six months of determination. If FHWA determines the State DOT has not made significant progress on the freight reliability target, the State DOT must amend the Biennial report to include the following within six months:

- Identification of significant freight system trends, needs, and issues
- Description of freight policies and strategies that will guide the freight-related transportation investments
- Inventory of truck freight bottlenecks and description of the ways in which the State DOT is allocating funding to improve those bottlenecks
- Description of why target not met and document actions the State DOT will take to achieve freight target

### System Performance Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the target setting coordination process during the monthly partner collaboration webinars.
June-July 2024	MoDOT staff calculates data for each performance measure statewide and informs MoDOT Executive Team.
Aug. 12, 2024	MoDOT staff calculates data for each performance measure statewide. MoDOT shares data with MPOs and FHWA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration webinar.
Aug. – Sept. 2024	MoDOT solicits target setting assumption feedback from partners by email.
Sept. 9, 2024	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By Oct. 1, 2024	MoDOT applies assumptions to system performance data and submits targets to FHWA through PMF on FHWA TPM portal. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Mar. 30, 2025	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

# MoDOT Transit Asset Management Plan Targets

October 2024

\*Note the targets below are the same as in the 2022 MoDOT TAM Plan

MoDOT Sponsored Group TAM Plan State Fiscal Year 2024 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase)		N/A
Rolling Stock: Revenue vehicles by mode and ULB:		
Automobiles, Minivans, Vans	8 years	45%
Cutaways	10 years	45%
Buses	14 years	45%
Ferry Boat	42 years	30%
Facilities		
Administrative, passenger stations (buildings) and parking facilities	No more than 30% with a condition rating at or <b>below</b> 3.0 on FTA's TERM Scale	
Maintenance facilities	No more than 25% with a condition rating at or <b>below</b> 3.0 on FTA's TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

## Rolling Stock Inventory

Asset Type	# of Units	FTA's ULB	% > ULB	Target
Automobiles	21	8	44%	45%
Buses	69	14	42%	45%
Cutaways	699	10	39%	45%
*Minivans	284	8	47%	45%
Vans	96	8	40%	45%
Ferry Boat	1	42	0%	30%

\*Due to the inability to purchase vehicles and Buy America requirements, MoDOT Transit's inventory of minivans is greater than the target percentage of the ULB.

## Facilities – current condition

Based on the TERM Rating Scale for facilities, the goal is to have **no** more than 30% with a condition rating below 3.0 on Administration/Passenger Facilities and **no** more than 25% with a condition rating below 3.0 on Maintenance Facilities.


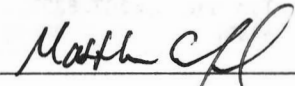

Asset Type	# of Units	Avg TERM Condition	% < 3.0 TERM Rating Scale	Target
Administration Facilities	19	3.35	0%	30%
Maintenance Facilities	12	3.21	0%	25%
Parking/Passenger Facilities	7	4.01	0%	30%

# **City Utilities Transit Agency Safety Plan**

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## 2. Plan Development, Approval, and Updates

<b>Name of Entity That Drafted This Plan</b>	Brandie Fisher, Transit Grants Analyst II and Chief Safety Officer, City Utilities Transit	
<b>Approval by the Safety Committee</b>	<b>Signature of Safety Committee</b>	<b>Date of Signature</b>
	 Safety Committee, Representative	8/29/24
<b>Approval by the Accountable Executive</b>	<b>Signature of Accountable Executive</b>	<b>Date of Signature</b>
	 Matthew Crawford, Director of Transit	8/29/24
<b>Approval by the Board of Directors or an Equivalent Authority</b>	<b>Name of Individual/Entity That Approved This Plan</b>	<b>Date of Approval</b>
	 City Utilities Board of Public Utilities, Chair	9/26/24
	<b>Relevant Documentation (Title and Location)</b>	
	Item 4g, Board Resolution dated September 26th, 2024	
<b>Certification of Compliance with Part 673 by certification of C&amp;A's in TrAMS</b>	<b>Name of Individual/Entity That Certified This Plan</b>	<b>Date of Certification</b>
	City Utilities of Springfield, MO	9/26/24
	<b>Relevant Documentation (Title and Location)</b>	
	This Agency Safety Plan addresses all applicable requirement and standards set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan and 49 C.F.R. Part 673	

### 3. Safety Performance Targets

Safety Performance Targets				
MODE OF TRANSIT SERVICE				
<b>Bus Fixed Route (MB)</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Target Goal</b>
1a: Major Safety Events (Total)	8	10	4	20
1b: Major Safety Events (per 250k VRM)	1.850	2.306	0.919	4.611
1.1: Collision Rate	1.619	2.306	0.689	4.611
1.1.1: Pedestrian Collision Rate (per 250k VRM)	0.000	0.000	0.000	0.000
1.1.1: Vehicular Collision Rate (per 250k VRM)	1.619	2.306	0.689	4.611
2a: Fatalities (Total)	0	0	0	0
2b: Fatality Rate (per 250k VRM)	0.000	0.000	0.000	0.000
2.1: Transit Worker Fatality Rate (per 250k VRM)	0.000	0.000	0.000	0.000
3a: Injuries (Total)	5	6	6	20
3b: Injury Rate (per 250k VRM)	1.156	1.384	1.379	4.611
3.1: Transit Worker Injury Rate (per 250k VRM)	0.000	0.000	.023	2.305
4a: Assaults on Transit Workers	**	**	**	**
4b: Rate of Assaults on Transit Workers (per 250k VRM)	**	**	**	**
5a: System Reliability	87	99	109	150
5b: System Reliability Rate (VRM/failures)	12,427	10,949	9,982	7,229
<b>ADA Paratransit (DR)</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Target Goal</b>
1a: Major Safety Events (Total)	0	1	0	5
1b: Major Safety Events (per 250k VRM)	0.000	0.195	0.000	0.963
1.1: Collision Rate	0.000	0.195	0.000	0.963
1.1.1: Pedestrian Collision Rate (per 250k VRM)	0.000	0.000	0.000	0.000
1.1.1: Vehicular Collision Rate (per 250k VRM)	0.000	0.195	0	0.963
2a: Fatalities (Total)	0	0	0	0
2b: Fatality Rate (per 250k VRM)	0.000	0.000	0.000	0.000
2.1: Transit Worker Fatality Rate (per 250k VRM)	0.000	0.000	0.000	0.000
3a: Injuries (Total)	0	1	0	5
3b: Injury Rate (per 250k VRM)	0.000	0.195	0.000	0.963
3.1: Transit Worker Injury Rate (per 250k VRM)	0.000	0.000	0.000	.578
4a: Assaults on Transit Workers	**	**	**	**
4b: Rate of Assaults on Transit Workers (per 250k VRM)	**	**	**	**
5a: System Reliability	2	7	3	8
5b: System Reliability Rate (VRM/failures)	58,008	18.339	48,693	16,233
<b>Annual Review and Update of the Safety Performance Targets</b>				
January				December
	July			

<b>Risk Reduction Targets</b>					
MODE OF TRANSIT SERVICE					
<b>Bus Fixed Route (MB)</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>3 Year Average</b>	<b>Target Goal</b>
1: Major Safety Events	8	10	4	7.33	<b>20</b>
2: Major Safety Event Rate per 250,000 VRM	1.850	2.306	0.919	1.692	<b>4.611</b>
3: Total Collisions	7	10	3	6.7	<b>20</b>
4: Collision Rate per 250,000 VRM	1.619	2.306	0.689	1.538	<b>4.611</b>
5: Injuries	5	6	6	5.7	<b>20</b>
6: Injury Rate per 250,000 VRM	1.156	1.384	1.378	1.306	<b>4.611</b>
7: Assault Events Involving Transit Employees	**	**	**	**	**
<b>ADA Paratransit (DR)</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>3 Year Average</b>	<b>Target Goal</b>
1: Major Safety Events	0	1	0	.333	<b>5</b>
2: Major Safety Event Rate per 250,000 VRM	0.000	0.195	0.000	0.065	<b>0.963</b>
3: Total Collisions	0	1	0	0.333	<b>5</b>
4: Collision Rate per 250,000 VRM	0	0.195	0	0.065	<b>0.963</b>
5: Injuries	0	1	0	0.333	<b>5</b>
6: Injury Rate per 250,000 VRM	0	0.195	0	0.065	<b>0.963</b>
7: Assault Events Involving Transit Employees	**	**	**	**	**
<b>Annual Review and Update of the Risk Reduction Targets</b>					

The Risk Reduction Performance Targets are based on a 3-year average from FY2021-2023 and will be evaluated annually in July.

Note: The Safety Committee is not required to set a target for a performance measurement until the large urbanized area provider has been required to report three years of data to the NTD corresponding to such performance measure. Items marked by “\*\*” indicated that the data isn’t currently tracked in the 3 year average of the NTD Reports.

If City Utilities does not meet one of the Risk Reduction Targets listed above, it must:

- Assess associated safety risks,
- Mitigate associated safety risk based on the results of a safety risk assessment,
  - Include these mitigations in a plan to address deficiencies and in the ASP.
- Allocate its safety set-aside in the following fiscal year to safety-related projects eligible under Section 5307 that are reasonably likely to assist the agency in meeting the SPT in the future.