

Missouri Statewide Safety Targets

August 2020 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2017-2021:

Performance Measure	5-Year Rolling Average Baseline (2015-2019)	5-year Rolling Average Statewide Target for CY2021
Number of Fatalities*	910.0	871.6
Fatality Rate per 100 Million VMT*	1.213	1.119
Number of Serious Injuries*	4681.2	4463.9
Serious Injury Rate per 100 Million VMT^	6.241	5.829
Number of Non-Motorized Fatalities and Serious Injuries^	462.2	462.2~

*Performance Measures were reported in the 2020 Highway Safety Plan.

^Performance Measures were reported in the 2020 Highway Safety Improvement Program Annual Report.

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 Non-Motorized Fatalities and Serious Injuries using the methodology above was calculated to be 475.8. This is greater than the 462.2 for the baseline, therefore the baseline was used for the target.

More data below:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2015-2019)	5-year Rolling Average Statewide Target CY2021
	2018 Final	2019 Preliminary	2020 Interim Target	2021 Target		
Number of Fatalities*	921	880	838	789	910.0	871.6
Fatality Rate per 100 Million VMT*	1.211	1.146	1.031	0.919	1.213	1.119
Number of Serious Injuries*	4717	4486	4272	4059	4681.2	4463.9
Serious Injury Rate per 100 Million VMT^	6.202	5.840	5.507	5.179	6.241	5.829
Number of Non-Motorized Fatalities and Serious Injuries^	440	517	492	467	462.2	462.2~



**Missouri DOT/ FHWA/ NHTSA/ Planning Partner
Annual Safety Target Setting Coordination
January 2020**

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring annual target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established annually for five safety performance measures using five-year rolling averages. 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 annually in the Highway Safety Plan (HSP) for NHTSA. 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. 2020	MoDOT Safety staff calculates data for each performance measure statewide and meets with MoDOT Executive Team.
Mar. 9, 2020	MoDOT calculates 2015-2019 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. 2020	MoDOT solicits target setting assumption feedback from partners by email.
Apr. 13, 2020	MoDOT and MPOs finalize assumptions to use for CY2021 targets during the monthly partner collaboration webinar.
By July 1, 2020	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA through HSP.
By Aug. 31, 2020	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, 2021	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 Revised Targets

October 2020

Performance Measure	2017 Baseline	2019 Target	2021 Target
Percentage of NHS Bridges in Good Condition	34.0%	30.9%	26.4%*
Percentage of NHS Bridges in Poor Condition	7.1%	7.1%	8.2%*
Percentage of Interstate Pavements in Good Condition	77.5%		77.5%
Percentage of Interstate Pavements in Poor Condition	0.1%		0.1%
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%	61.1%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%	1.0%

*Target revised from original set in May 2018



**Missouri DOT/ FHWA/ Planning Partner
Pavement and Bridge Target Setting Coordination
May 2020**

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established in 2018 for six infrastructure performance measures and then every four years. 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
- *4-year target for 2022 initially and may be adjusted in 2020; in 2022, must establish 2 and 4 year targets

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 TPM portal in the Biennial report.

SIGNIFICANT PROGRESS:

- If FHWA determines the State DOT has not made significant progress on targets, 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 2020	MoDOT Bridge and Pavement staff calculates data each performance measure statewide and informs MoDOT Executive Team.
Aug. 10, 2020	MoDOT Bridge and Pavement 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. 2020	MoDOT solicits target setting assumption feedback from partners by email.
Sept. 14, 2020	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By Oct. 1, 2020	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, 2021	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 System Performance Revised Targets

October 2020

Performance Measure	2017 Baseline	2019 Target	2021 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	91.6%	88.9%	87.1%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	92.3%		87.8%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.25	1.28	1.45*

*Target revised from original set in May 2018



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

May 2020

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established in 2018 for six system performance measures and then every four years. 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. Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)
2. Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)*
3. Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)
4. Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT) (NPMRDS) with no significant progress determination*
5. Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-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 (only applies to EWG, St. Louis) with no significant progress determination

*4-year target for 2022 initially and may be adjusted in 2020; in 2022, must establish 2 and 4 year targets

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 TPM portal in the Biennial report.

SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on the first two reliability targets, 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

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 2020	MoDOT staff calculates data for each performance measure statewide and informs MoDOT Executive Team.
Aug. 10, 2020	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. 2020	MoDOT solicits target setting assumption feedback from partners by email.
Sept. 14, 2020	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By Oct. 1, 2020	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, 2021	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.