



Missouri DOT/ FHWA/ NHTSA/ Planning Partner Annual Safety Target Setting Coordination January 2025

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.
March 2025	MoDOT staff calculates data for each performance measure statewide and informs MoDOT Executive Team.
April 14, 2025	MoDOT staff calculates data trends for each safety performance measure statewide. MoDOT shares data with MPOs, FHWA, and NHTSA with discussion on data and assumptions for targets during the monthly partner collaboration webinar.
April - May 2025	MoDOT solicits target setting assumption feedback from partners by email.
May 12, 2025	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By July 1, 2025	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA, as applicable.
By Aug. 31, 2025	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, 2026	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or if they established their own, their MPO targets.

MoDOT Statewide Safety Targets

August 2025

Targets based on 5-year rolling average from CY 2022-2026:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2020-2024)	5-year Rolling Average Statewide <u>Target</u> CY2026
	2023 Final	2024 Preliminary	2025 (Using Target Setting Methodology)	2026 (Using Target Setting Methodology)		
Number of Fatalities*	991	955	932	910	1001.2	969.0
Fatality Rate per 100 Million VMT*	1.234	1.178	1.138	1.100	1.276	1.198
Number of Serious Injuries*	5053	5397	5269	5140	5147.6	~5147.6
Serious Injury Rate per 100 Million VMT^	6.517	6.656	6.433	6.214	6.551	6.445
Number of Non-Motorized Fatalities and Serious Injuries^	662	679	663	647	603.0	~603

*Performance Measures to be reported in the 2025 Highway Safety Plan.

^Performance Measures to be reported in the 2025 Highway Safety Improvement Program Annual Report.

Target Setting Methodology: Targets are based on half of 2024 by 2045 fatality reduction, half of 2024 by 2045 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 Department of Transportation
Ed Hassinger, P.E., Director

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Agency Information

- Agency Name: Missouri Department of Transportation
- NTD ID: NTD 7R03
- POC: Janette Vomund
 - POC Title: Senior Multimodal Operations Specialist
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- Reporting Year: 2025
- Date Narrative Prepared: October 26, 2025

Targets

Bus Vehicles	Target	ULB
Bus	45%	14 years
Van/Cutaway	Target	ULB
Cutaway	45%	10 years
Van	45%	8 years
Other	Target	ULB
Automobile	45%	8 years
Minivan	45%	8 years
Ferry Boat	30%	42 years
Administrative	30%	N/A
Maintenance	25%	N/A
Passenger	30%	N/A

NOTE: The established targets represents the percentage of rolling stock that will be more than the indicated ULB.

How did your agency calculate these targets?

With the assistance of the Decision Support Tools template provided through FTA and sub-recipients submitting a condition report on federally funded vehicles, gave a starting point with the targets above and keeping federally funded vehicles in the State of Good Repair.

How has your agency made progress toward its targets?

MoDOT, continues to monitor sub-recipient vehicle inventory on revenue vehicles to ensure the Useful Life Benchmarks are within established targets.



What challenges did your agency face this past year in making progress toward the targets?

The ability to replace or expand small accessible or non-accessible vehicles in the past year has been a challenge in making progress towards established targets due to limited chassis availability, supply chain shortages, volatile pricing and Buy America requirements. In addition, sub-recipients have been challenged with meeting local match requirements due to increase in vehicle prices.

Non-Revenue Service Vehicles (Equipment)

What targets did your agency set? NA

How did your agency calculate these targets? NA

How has your agency made progress toward its targets? NA

What challenges face your agency in making progress toward the targets? NA

Facilities – Condition

How did your agency calculate these targets?

With the assistance of the TERM Rating Scale and Score Card provided through the templates, each sub recipient submitted a condition report on all facilities. By analyzing and entering the data received, gave a base percentage on the TERM Rating Scale.

How has your agency made progress toward its targets?

MoDOT is currently on track with these targets.

What challenges did your agency face this past year in making progress toward the targets?

MoDOT has not had any challenges in the past year in making progress towards the established facility targets.


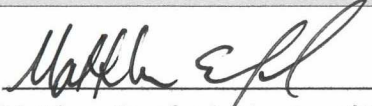

Infrastructure – Performance Restrictions

Only for rail fixed-guideway, track, signal and systems

How did your agency calculate the targets? NA

City Utilities Transit Agency Safety Plan

2. Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	George Buchanan, Transit Grants Analyst I and Chief Safety Officer, City Utilities Transit	
Approval by the Safety Committee	Signature of Safety Committee	Date of Signature
	 Safety Committee, Representative	8-26-25
Approval by the Accountable Executive	Signature of Accountable Executive	Date of Signature
	 Matthew Crawford, Director of Transit	8/26/2025
Approval by the Board of Directors or an Equivalent Authority	Name of Individual/Entity That Approved This Plan	Date of Approval
	 City Utilities Board of Public Utilities, Chair	9/25/2025
	Relevant Documentation (Title and Location)	
Certification of Compliance with Part 673 by certification of C&A's in TrAMS	Name of Individual/Entity That Certified This Plan	Date of Certification
	City Utilities of Springfield, MO	
	Relevant Documentation (Title and Location)	
	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				
Bus Fixed Route (MB)	2022	2023	2024	Target Goal
1a: Major Safety Events (Total)	10	4	6	6
1b: Major Safety Events (per 250k VRM)	2.306	0.919	1.540	1.385
1.1: Collision Rate	2.306	0.689	0.697	4.618
1.1.1: Pedestrian Collision Rate (per 250k VRM)	0	0	0	0
1.1.1: Vehicular Collision Rate (per 250k VRM)	2.306	0.689	1.162	4.618
2a: Fatalities (Total)	0	0	0	0
2b: Fatality Rate (per 250k VRM)	0	0	0	0
2.1: Transit Worker Fatality Rate (per 250k VRM)	0	0	0	0
3a: Injuries (Total)	6	6	8	20
3b: Injury Rate (per 250k VRM)	1.384	1.379	1.859	4.618
3.1: Transit Worker Injury Rate (per 250k VRM)	0.000	.0230	0.232	2.309
4a: Assaults on Transit Workers	0	0	0	0
4b: Rate of Assaults on Transit Workers (per 250k VRM)	0	0	0	0
5a: System Reliability	99	109	114	150
5b: System Reliability Rate (VRM/failures)	10,949	9,982	9,440	7,218
ADA Paratransit (DR)	2022	2023	2024	Target Goal
1a: Major Safety Events (Total)	1	0	0	.330
1b: Major Safety Events (per 250k VRM)	0.195	0	0	0.908
1.1: Collision Rate	0.195	0	0	0.908
1.1.1: Pedestrian Collision Rate (per 250k VRM)	0	0	0	0
1.1.1: Vehicular Collision Rate (per 250k VRM)	0.195	0	0	0.908
2a: Fatalities (Total)	0	0	0	0
2b: Fatality Rate (per 250k VRM)	0	0	0	0
2.1: Transit Worker Fatality Rate (per 250k VRM)	0	0	0	0
3a: Injuries (Total)	1	0	0	5
3b: Injury Rate (per 250k VRM)	0.195	0	0	0.908
3.1: Transit Worker Injury Rate (per 250k VRM)	0	0	0	0.545
4a: Assaults on Transit Workers	0	0	0	0
4b: Rate of Assaults on Transit Workers (per 250k VRM)	0	0	0	0
5a: System Reliability	7	3	6	8
5b: System Reliability Rate (VRM/failures)	18.339	48,693	23,217	17,203