

## 2024 Performance Targets

### Ozarks Transportation Organization (Springfield, MO Area MPO)

#### DESCRIPTION:

MAP-21 established and subsequent surface transportation authorizations maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. This year safety targets will be reviewed. Transit asset management and transit safety targets did not change from last year, so no additional action is required. So far, OTO has elected to plan and program in support of the MoDOT targets, rather than set OTO-level targets. The requirements for these targets are different than those that will be set during the Safe Streets and Roads for All planning process. The MoDOT targets are described below.

#### **Safety**

Five individual targets comprise the Safety Targets:

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
5. Number of non-motorized fatalities and non-motorized serious injuries

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets, which are based on a rolling five-year average:

<b>Performance Measure</b>	<b>Statewide Target for CY2024</b>
Number of Fatalities	972.4
Fatality Rate per 100 Million VMT	1.258
Number of Serious Injuries	4,861.8
Serious Injury Rate per 100 Million VMT	6.227
Number of Non-Motorized Fatalities and Serious Injuries	523.0

# MoDOT Statewide Safety Targets

August 2023 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2020-2024:

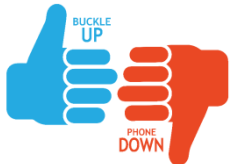
Performance Measure	Crash Data				5-Year Rolling Average Baseline (2018-2022)	5-year Rolling Average Statewide Target CY2024
	2021 Final	2022 Preliminary	2023 (Using Target Setting Methodology)	2024 (Using Target Setting Methodology)		
Number of Fatalities*	1016	1057	998	918	972.4	~972.4
Fatality Rate per 100 Million VMT*	1.273	1.340	1.253	1.141	1.258	~1.258
Number of Serious Injuries*	5268	5047	4766	4486	4861.8	~4861.8
Serious Injury Rate per 100 Million VMT^	6.602	6.398	5.982	5.575	6.281	6.227
Number of Non-Motorized Fatalities and Serious Injuries^	530	594	561	525	523.0	~523.0

\*Performance Measures to be reported in the 2023 Highway Safety Plan.

^Performance Measures to be reported in the 2023 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 Fatalities, Fatality Rate per 100 Million VMT, 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.



## Missouri DOT/ FHWA/ NHTSA/ Planning Partner Annual Safety Target Setting Coordination January 2023

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. 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. 2023	MoDOT Safety staff calculates data for each performance measure statewide and meets with MoDOT Executive Team.
Mar. 13, 2023	MoDOT calculates 2018-2022 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. 2023	MoDOT solicits target setting assumption feedback from partners by email.
Apr. 10, 2023	MoDOT and MPOs finalize assumptions to use for CY2024 targets during the monthly partner collaboration webinar.
By July 1, 2023	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA through HSP.
By Aug. 31, 2023	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, 2024	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.