

# 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.