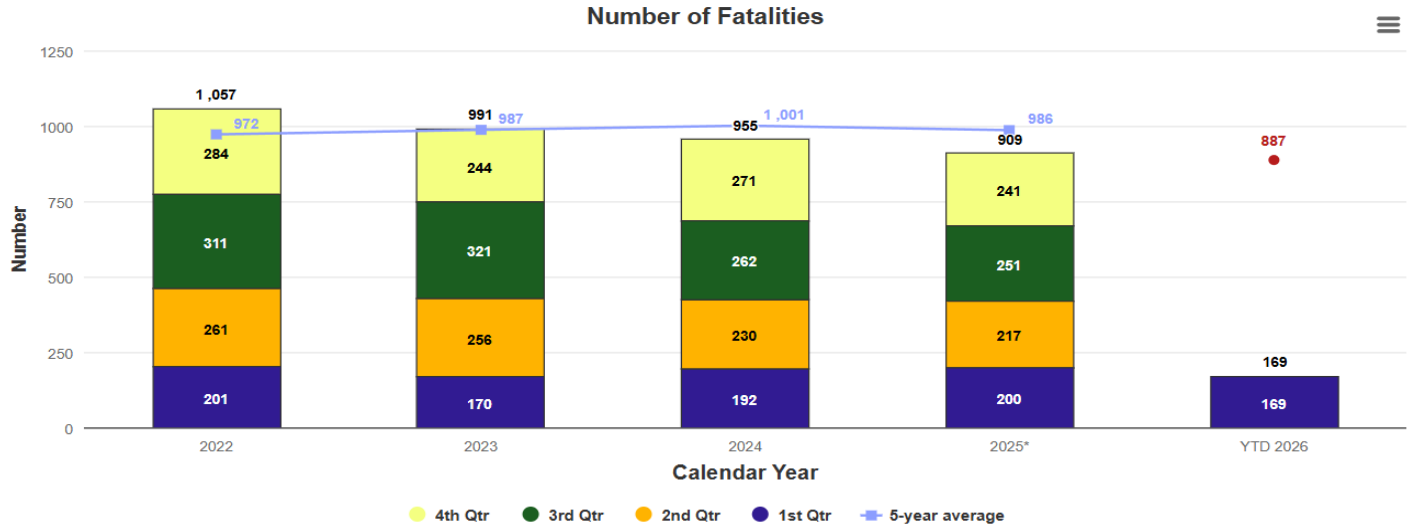
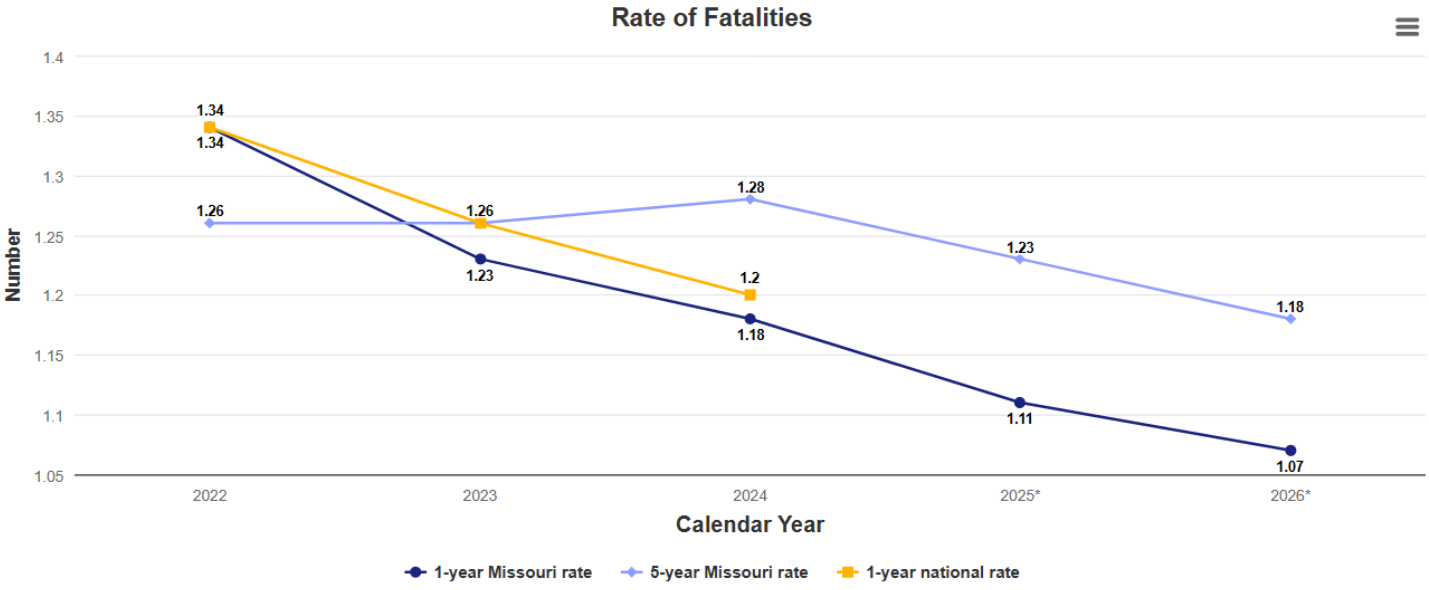
Number and rate of fatalities – 1a

Update Frequency: Quarterly
Color Grade: green



Target: 887

***Preliminary numbers are subject to change**



*estimated rates

Write up:

Safety is MoDOT's number one priority. Whether a resident, a visitor to the state, or a highway worker, the goal is to ensure everyone returns home safely.

MoDOT supports efforts to achieve the ultimate goal of zero traffic fatalities as part of the state's strategic highway safety plan, Show-Me Zero. This plan is built around the Safe System Approach and aims to eliminate fatalities and serious injuries by employing strategies across five key elements: Safer People, Safer Vehicles, Safer Speeds, Safer Infrastructure, and Safer Response.

There were 169 fatalities in the first quarter of 2026, a decrease of 31 compared to the same reporting period in 2025. The preliminary total for 2025 is 909 fatalities, which is a decrease of 46 from 2024. Preliminary data indicates Missouri experienced a 4.81% decrease in traffic fatalities from 2024. The target for 2025 was 955 fatalities or fewer.

Focusing on Show-Me Zero, there are currently 50 counties where zero fatalities have occurred in the first three months of 2026. Additionally, there were 12 days without a fatal crash, including three instances where two consecutive days occurred without a fatal crash.

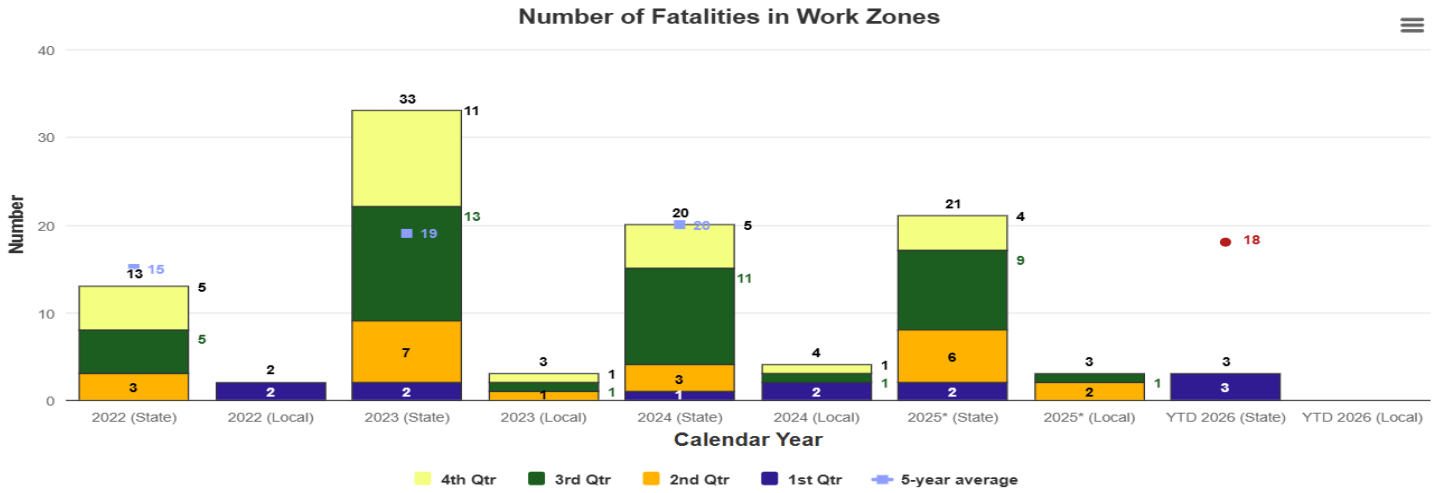
Purpose:
This measure tracks the number of fatalities quarterly, annually and 5-year average trends resulting from traffic crashes on all Missouri roadways.

Measurement and Data Collection:
Missouri law enforcement agencies submit a vehicle accident report form to the Missouri State Highway Patrol to be entered into a statewide traffic crash database. The database automatically updates MoDOT's crash database system, which is part of the Transportation Management System (TMS). The rate of fatal crashes charts display annual and 5-year average fatality and injury rates per 100 million vehicle miles traveled for these same crashes. In addition, the fatality rate chart includes the national average.

Targets are based on Zero by 2030 fatality reduction, 1% Vehicle Miles Traveled (VMT) increase and non-motorized reduction based on overall fatality and 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.

Number of fatalities in work zones – 1b

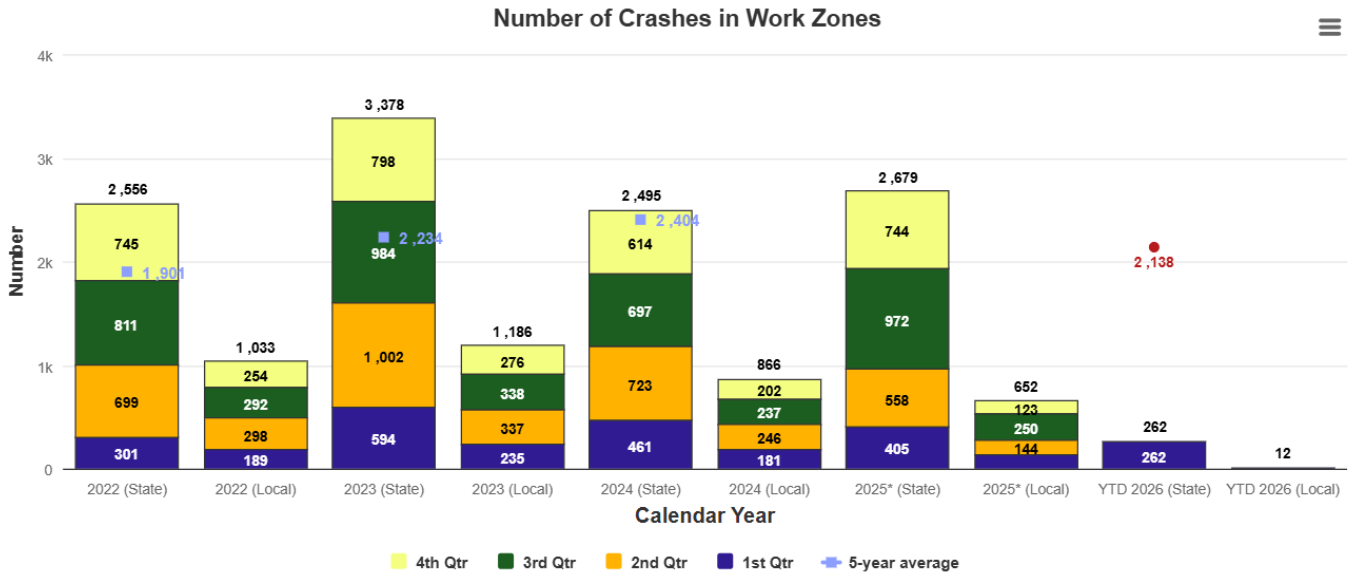
Update Frequency: Quarterly
Color Grade: red



Target: Below 18

Internal Review - 2026	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
State	0			
Local	0			

Internal Review is MoDOT's* examination of *each crash to determine if that crash qualifies as a true work zone fatality. These numbers represent fatalities where a work zone was determined to not be a potential factor.



Target: Below 2,138

Write up:

Providing safe and efficient travel in work zones is crucial to the safety of travelers, which is why MoDOT crews are committed to conducting work zone operations as safely as possible. MoDOT works diligently to inform the public to pay attention while driving, slow down, move over, buckle up, and drive without distractions. MoDOT's goal of zero fatalities in work zones can only be achieved by continually educating both the public and the highway construction industry.

In the first quarter of 2026, there were three on-system work zone fatal crashes, resulting in three fatalities. During the same reporting period, there were zero work zone fatality crashes on the local system. The following is a brief description of the first quarter crashes:

- One crash occurred when a passenger vehicle rear ended the trailer of a stopped semi -truck. It was reported that the vehicle did not take any evasive maneuvers. It was also reported that the semi truck's trailer brake lights were not illuminated, but all lanes were slowing or stopped due to work zone congestion. Given the location and time of day, there was likely a lane drop in place.
- The second crash does not yet have a completed crash report, but it appears to have involved a semi-truck rear ending another semi-truck in congestion caused by a work zone.

- The third crash occurred at the beginning of a work zone but does not appear to be work zone related. The vehicle departed the roadway for unknown reasons and struck the backside of a guardrail and a sign truss footing.

Poor driver behavior is the primary factor in fatal crashes and remains the largest challenge MoDOT faces in reducing fatalities in work zones. Community outreach and public awareness campaigns, such as Buckle Up Phone Down, are helpful, but ultimately, MoDOT depends on the driving public making good choices when traveling through work zones.

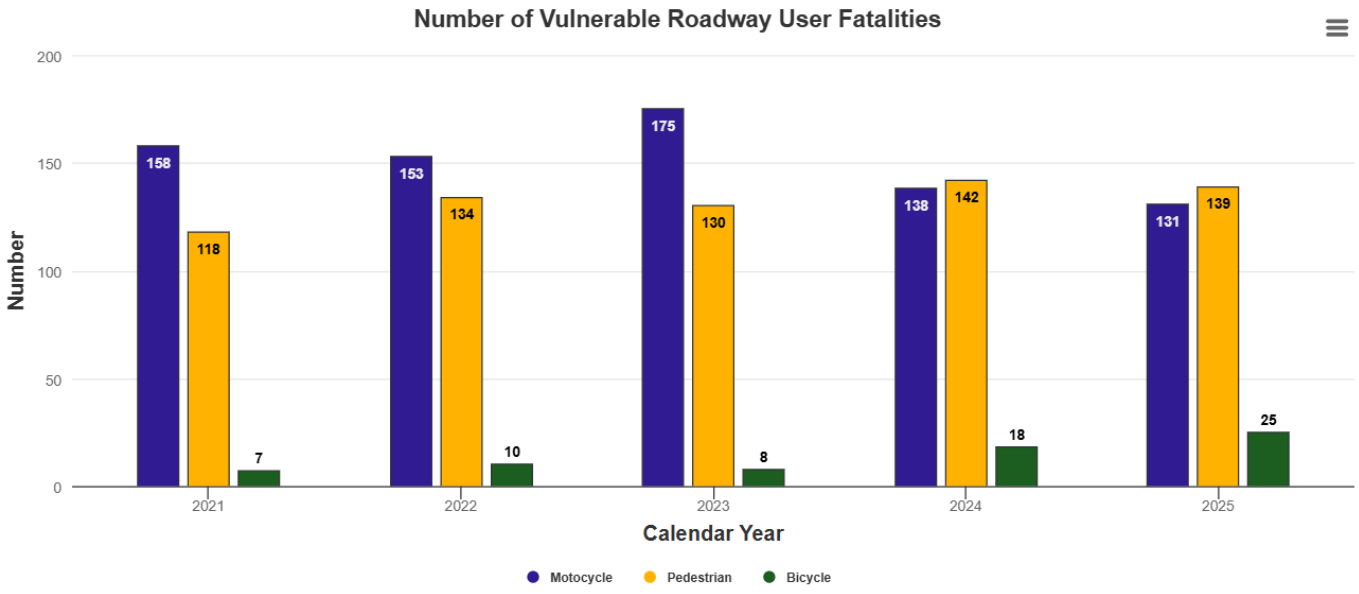
Purpose:
This measure tracks the number of traffic-related and non-traffic-related fatalities, injuries and overall crashes occurring in work zones on state-owned and off-system roadways.

Measurement and Data Collection:
Missouri law enforcement agencies submit a vehicle accident report form to the Missouri State Highway Patrol to be entered into a statewide traffic crash database. The database automatically updates MoDOT's crash database system, which is part of the Transportation Management System (TMS). MoDOT staff query and analyze this data to identify work zone-related crash statistics. Missouri State Highway Patrol prioritizes entry of the crash reports by fatality, serious injury and property damage only.

The target for this measure is updated quarterly. This target is established by projecting a 10% improvement over a 5-year average.

Number of vulnerable roadway user fatalities – 1c

Update Frequency: April
Color Grade: yellow



Desired Trend: Decrease

Write up:
In 2025, the overall number of fatalities among vulnerable roadway users slightly decreased. Pedestrian and motorcycle fatalities decreased by 2% and 5%, respectively, while pedalcyclist fatalities increased by 38%.

All age groups were proportionally represented, with individuals ranging from 17 to 79 years old. All districts reported fatalities, with the Kansas City, St. Louis, Southeast and Southwest regions accounting for approximately 83% of the total. Of the 131 motorcycle fatalities recorded, 64 involved individuals who were either not wearing a helmet or were wearing a non-DOT-compliant helmet.

Pedestrian fatalities occurred every month and on every type of roadway. Among the 21 fatalities on interstate highways, four occurred in August and November, with the rest spread throughout the year. In 2025, all districts experienced pedestrian fatalities. Pedestrians ages 30 through 50 represented the largest share of fatalities. Of the 139 pedestrian fatalities statewide, 70 occurred in St. Louis.

Of the 25 bicyclists who lost their lives on Missouri roadways, eight fatalities occurred within the Kansas City District and the remaining 17 occurred across other districts statewide. Twelve of the 25 bicyclists were not wearing helmets, and 92% of the fatalities on Missouri roadways were male. January was the only month in 2025 with zero bicycle fatalities. Four fatalities occurred in both May and June, and several additional months saw two fatalities each.

The primary focus appears to be on improving pedestrian safety in St. Louis and Kansas City by encouraging safe walking behaviors. There is also emphasis on reminding drivers to remain in their vehicles after crashes or breakdowns on interstates. Additional focus areas include encouraging motorcyclists to wear DOT-compliant helmets and urging cyclists to wear helmets and follow roadway user rules when biking.

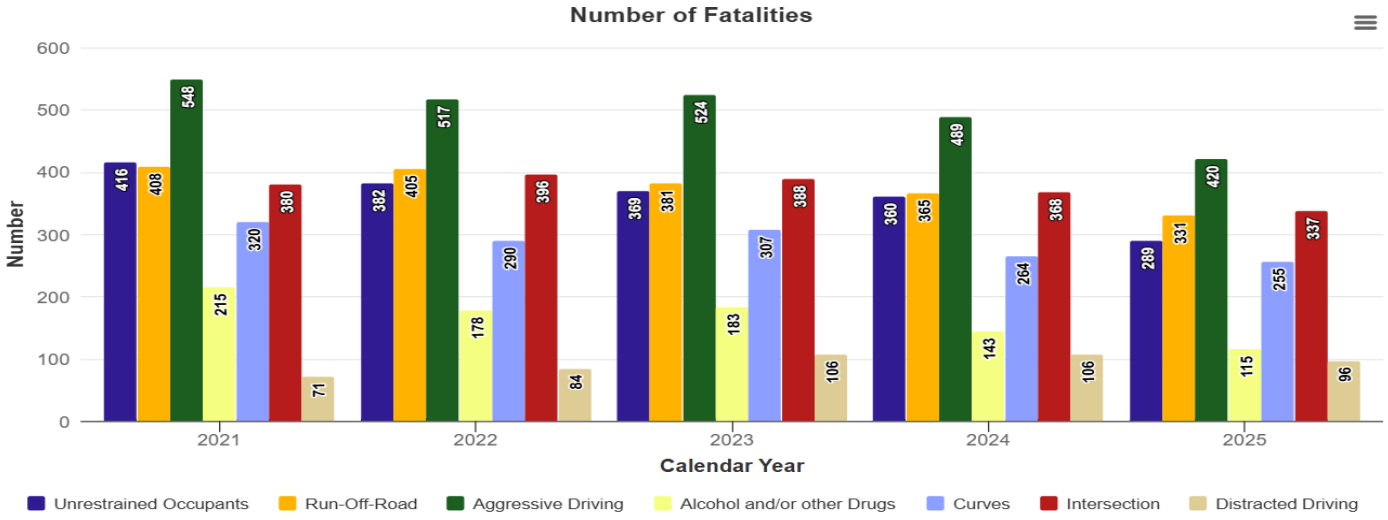
Purpose:
The vulnerable roadway user measure tracks annual trends in fatalities of motorcyclists, pedestrians and bicyclists. These roadway users are at risk for death when involved in a motor-vehicle-related crash.

Measurement and Data Collection:

Missouri law enforcement agencies submit a vehicle accident report form to the Missouri State Highway Patrol. The report is then entered into a statewide traffic crash database. The database automatically updates MoDOT’s crash database system, which is part of the Transportation Management System.

Most common characteristics of fatal crashes – 1d

Update Frequency: April
Color Grade: yellow



Write up:

By identifying the behaviors and characteristics most associated with severe crashes, MoDOT can make more informed decisions to improve safety. In 2025, there were 909 traffic fatalities in Missouri, a 4.8% decrease from 2024 and the third consecutive year of declining fatalities. When comparing 2025 data to 2024, the most notable decreases occurred in substance-impaired fatalities and unrestrained fatalities. Additionally, over the past five years, run-off-road fatalities have continued to decrease each consecutive year.

Distracted driving fatalities also decreased from 2024 to 2025, dropping to 96. However, the actual number is likely significantly higher, as distracted driving is difficult to capture in a crash report. The Missouri Legislature passed a new handsfree law for all drivers, which went into effect in August 2023. However, full implementation of the law did not take effect until Jan. 1, 2025. Drivers can now receive a citation for violating the law. Independent research from Cambridge Mobile Telematics indicates that distracted driving in Missouri has decreased by 7.8% since the law went into effect. Aggressive driving continues to be the leading cause of fatal crashes; however, there was a 14% decrease in these crashes from 2024 to 2025, dropping this number below pre-pandemic levels.

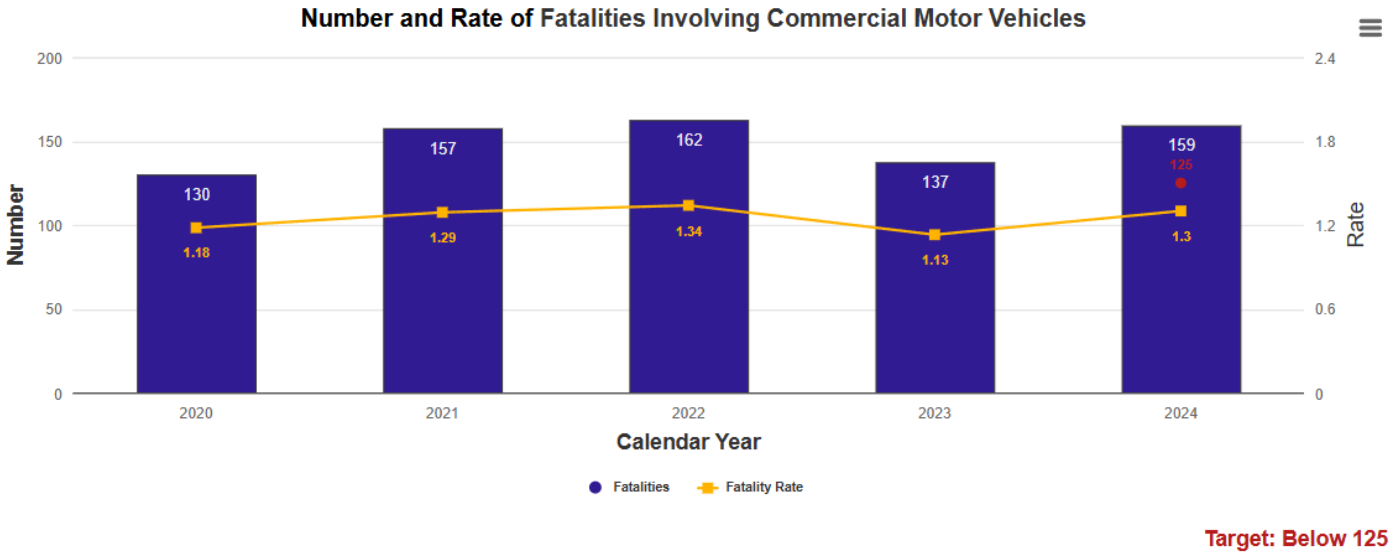
Missouri's strategic highway safety plan, Show-Me Zero, was updated in 2025 and now includes five emphasis areas: Safer People, Safer Vehicles, Safer Speeds, Safer Infrastructure, and Safer Response. MoDOT aims to improve safety with every project by utilizing the Safety Assessment For Every Roadway (SAFER) approach. For the draft 2027–2031 STIP, the department has programmed 855 projects (75%) with safety improvements totaling approximately $565 million in the first three years. In addition, MoDOT administers approximately $25 million in federal funds designated for educational, enforcement, and outreach programs to improve highway safety.

Purpose:
The measure tracks annual trends in motor-vehicle-related fatalities resulting from the most common contributing factors or highway features. This data represents the four focus areas presented in Missouri's strategic highway safety plan, Show-Me Zero.

Measurement and Data Collection:
Missouri law enforcement agencies submit a vehicle crash report form to the Missouri State Highway Patrol to be entered into a statewide traffic crash database, which feeds into MoDOT's Transportation Management System. MoDOT staff query and analyze this data to determine the number of unrestrained occupants in crashes, how often aggressive driving, distracted driving, alcohol and other drugs contribute to crashes, and whether the vehicles ran off the road, the crash occurred in a curve or the crash occurred at an intersection.

Number and rate of fatalities involving commercial motor vehicles – 1e

Update Frequency: July
Color Grade: red



Target: Below 125

Write up:
Commercial Motor Vehicles play a vital role in the nation's economy by transporting the products that are needed. By tracking the number of CMV-involved fatalities, MoDOT can target educational and enforcement efforts, as well as improve safety features along Missouri roadways. MoDOT partners with the Missouri State Highway Patrol, St. Louis Metropolitan Police Department, St. Louis County Police Department and the Kansas City Police Department to keep people safe while traveling in and around CMVs.

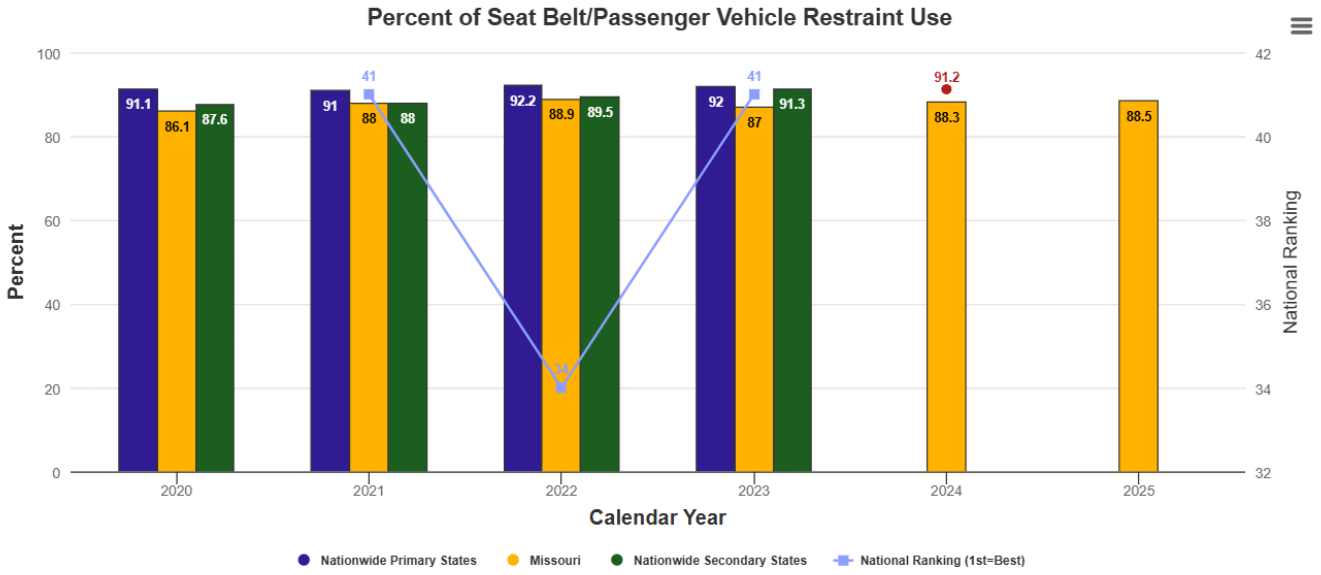
While efforts from MoDOT and the partner agencies are effective in improving safety on roadways, Missouri experienced an increase in the number and rate of fatalities involving CMVs in 2024. Between 2020 and 2024, fatalities involving a CMV have increased from 1.18 to 1.30 per 100 million CMV vehicle miles traveled. In 2024, Missouri experienced an increase of 22 fatalities involving a CMV as compared to 2023. This resulted in a 2024 fatality rate of 1.30 compared to 1.13 for 2023. The target for 2024 was 125 or fewer fatalities and unfortunately this goal was not met.

Purpose:
This measure tracks annual trends in fatalities involving Commercial Motor Vehicles. This data guides the development and focus of the Commercial Vehicle Safety Plan, which is the plan required to receive Motor Carrier Safety Assistance Program funds.

Measurement and Data Collection:
Missouri law enforcement agencies submit a vehicle crash report form to the Missouri State Highway Patrol to be entered into a statewide traffic crash database. The database automatically updates MoDOT's crash database system, which is a part of the Transportation Management System. The fatal rates on the charts display the annual fatality and injury rates per 100 million vehicle miles traveled for commercial motor vehicles for these same crashes. The 2024 target was based on a 8.8% improvement rate from the Missouri Commercial Vehicle Safety Plan for 2024 as part of a long-term goal to achieve zero fatalities by the end of 2030.

Percent of seat belt/passenger vehicle restraint use – 1f

Update Frequency: October
Color Grade: yellow



Target: 91.2%

*Nationwide data is not available for 2024 at the time of this publication.

Write up:
Wearing a seat belt is one of the easiest ways vehicle occupants can protect themselves in the event of a crash, but it is a challenge to ensure everyone is buckled up every trip, every time, day or night. Public education and legislation are two ways to keep the issue in front of motorists. MoDOT supports each approach, attacking the problem with focused marketing campaigns and reinforcing it with hard facts to back legislative efforts and media campaigns. Several municipalities across the state have enacted primary ordinances within city or county limits. Missouri currently has one county and 70

municipalities that have adopted primary seat belt ordinances, representing over 28.3% of the state's population.

Based on 111,490 driver and front seat passenger observations, seat belt use in Missouri for 2025 was 88.5%, a 0.2% increase from 2024. Douglas County was the lowest at 57.0%, and Taney County was the highest at 97.1% based on weighted data. Nationwide numbers always lag one year behind state numbers - the national average for seat belt use in 2024 was 91.2% (down 0.7% from 2023; 2024 data is not yet available). *The NHTSA Publication "Seat Belt Use in 2024 - Use Rates in the States and Territories" which is usually published in August, has not yet been published in 2025; therefore, MoDOT does not have any comparisons regarding Missouri's ranking nor Secondary vs. Primary law states.

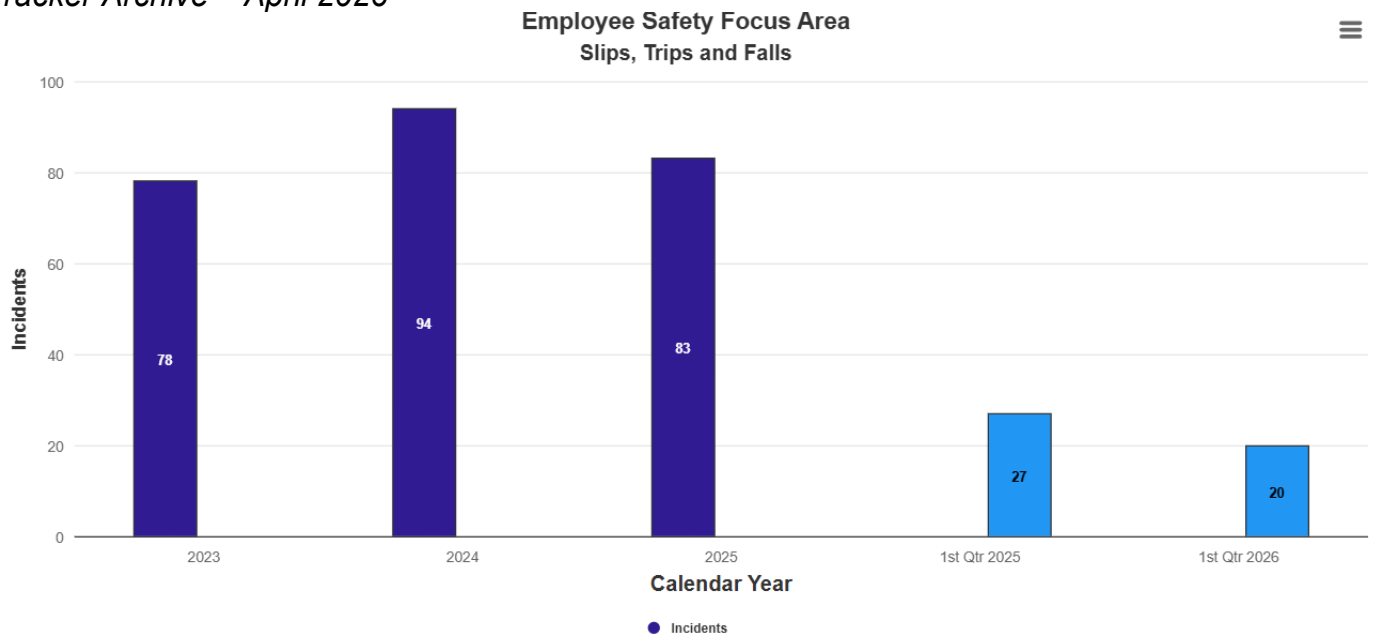
MoDOT continues to work with external partners to improve Missouri's safety culture through statewide strategic initiatives such as Buckle Up Phone Down, by coordinating NHTSA-funded occupant protection enforcement campaigns and by providing educational programs among law enforcement, schools, universities, driving schools and others.

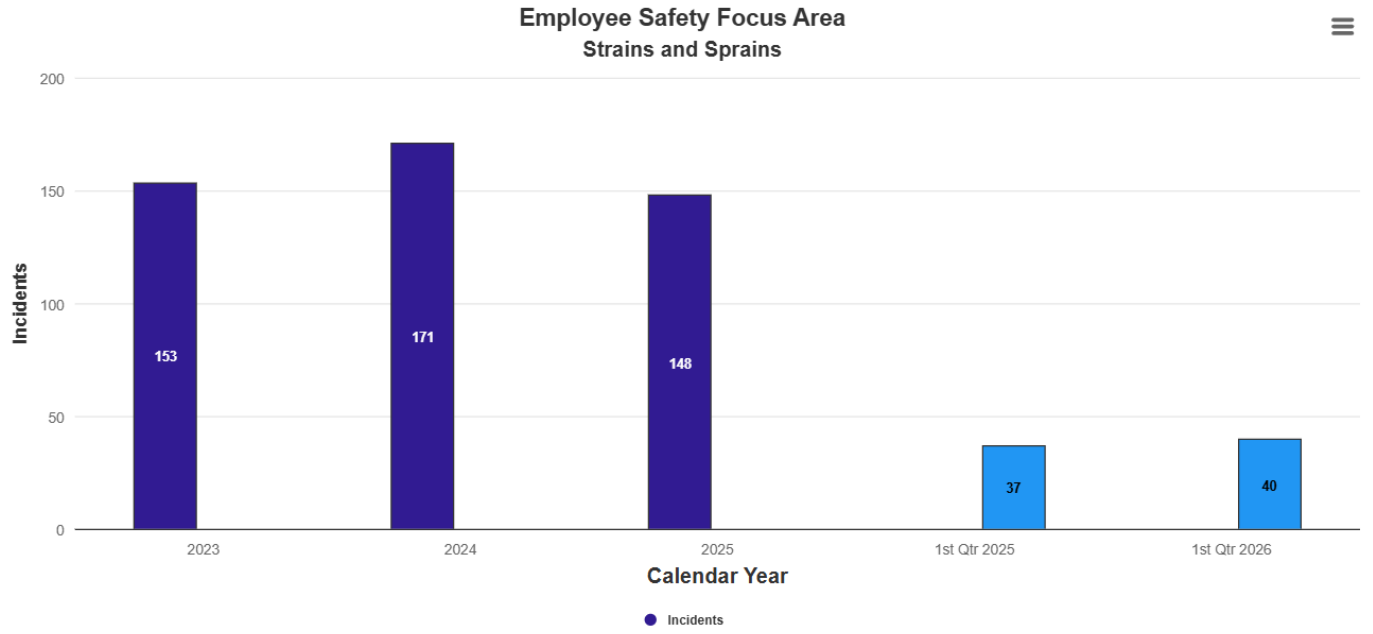
Purpose:
This measure tracks annual trends in seat belt use in passenger vehicles. This data drives the development and focus of the Missouri Triennial Highway Safety Plan and supports Missouri's Show Me Zero Plan and provides data for highway safety grant project selection.

Measurement and Data Collection:
Each June, a statewide survey is conducted at 560 preselected locations in 28 counties. The data collected is calculated into a seat belt usage rate using a formula approved by the National Highway Traffic Safety Administration. Data collection locations are selected from counties that represent 85% of the state's vehicle occupant fatalities. While the data collection plan is the same each year for consistency, NHTSA guidelines require survey sites to be re-selected every five years based on updated fatality data. The 2023 survey was the first survey using updated survey sites and, while 1.9% lower than 2022, does not necessarily mean that fewer people are buckling up; rather, all new sites have been surveyed and data pertaining to those sites for 2023 - 2027 can be compared similar to how 2018 - 2022 data was comparable. The target for this measure is updated annually in October for the next calendar year and is established as the current national average.

Employee safety focus areas – 1g

Update Frequency: Quarterly
Color Grade: yellow





Write up:
Safety is MoDOT's number one priority. Tracking this measure ensures all employees arrive at work safely, perform their jobs safely, and return home safely. Preparations necessary to accomplish these goals include preplanning jobs, reviewing Risk Based Assessments, conducting morning safety briefings, and performing active stretching before beginning the workday. This measure focuses on improving three high-risk areas: backing a motorized vehicle, employee slips, trips, and falls, and employee sprains and strains.

MoDOT had 14 backing incidents during the first quarter of 2026, resulting in a 51% decrease compared to the first quarter of 2025. Vehicle backing incidents can potentially lead to property damage and employee injury or death. Improvement strategies include proper planning, parking vehicles to avoid future backing, using an employee spotter, and conducting a thorough circle check of the area before entering the vehicle. Incorporating Geotab devices into all snow vehicles to assist with data collection is also an improvement strategy.

There were 20 incidents of slips, trips, and falls reported through the first quarter of 2026, a 26% decrease compared to the same period in 2025. Improvement strategies include being aware of surroundings, keeping work areas organized, identifying unforeseen job hazards, and wearing appropriate personal protective equipment.

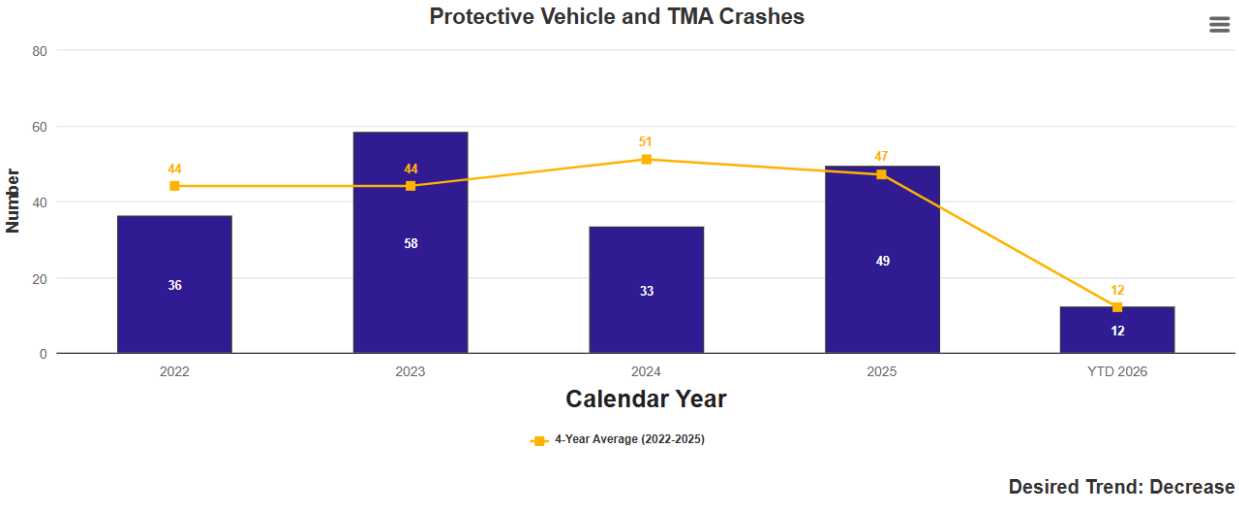
Through the first quarter of 2026, there were 40 reported incidents of employee sprains and strains, an 8% increase compared to the same period in 2025. MoDOT now utilizes a new, more accurate reporting system to collect and track this data. The updated system also incorporates improvement strategies introduced through the statewide Stretch and Flex program. These strategies include asking for assistance when lifting heavy objects and applying proper lifting techniques taught during employee Gear Up training.
At MoDOT, safety is everyone's responsibility. It is imperative that employees look out for themselves and for each other. Employees are encouraged to routinely submit Observations, Good Catches, and Near Misses to help everyone better understand risks and identify where additional effort is needed.

Purpose:
This measure tracks the department's most frequent incident types and highlights areas to focus on for improvement.

Measurement and Data Collection:
Data is collected through MoDOT Management System BI- Report for each district and Central Office for the prior four years on the number of backing incidents; slips, trips and falls; and strains and pulls. These are the three most common types of injuries at MoDOT.

TMA crashes and associated employee injuries – 1h

Update Frequency: Quarterly
Color Grade: yellow



Write up:
MoDOT's main goal is to eliminate work zone crashes. This measure focuses on reducing the number of crashes involving protective vehicles (PV), truck-mounted attenuators (TMA), or trailer-mounted attenuators (TrMA) below the previous 4year average.

In the first quarter of 2026, MoDOT reported 12 protective-vehicle crashes in work zones, which matches the year to date average for the previous four years. These crashes can range from very minor—resulting in minimal or no repairs to protective units—to more severe incidents that lead to total equipment loss or injuries to involved parties. New protective units can cost between $50,000 and $80,000, excluding additional expenses such as staff time, truck damage, lost wages, or medical costs. The most significant impact from these incidents is the potential for lifelong injuries that affect an employee's quality of life—or loss of life—which cannot be quantified.

During the first quarter, three employees and two third-party individuals involved in a TMA/TrMA/PV crash sought medical attention for injuries. The 12 protective-vehicle crashes in work zones occurred predominantly in urban areas. Eleven incidents occurred on major routes, and one incident occurred on a minor route. All reported incidents happened during daytime operations. These operations include:

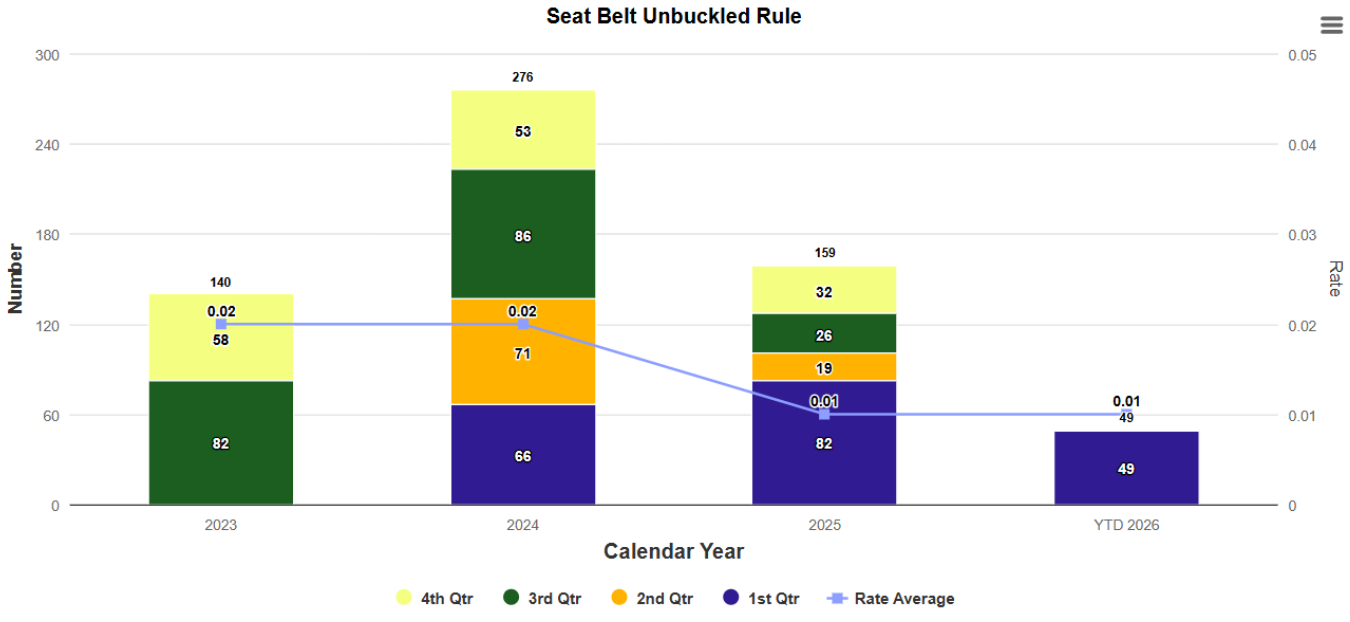
- Six pothole-patching operations – 69,222 documented work hours in the first quarter
- Two litter/debris-removal operations – 83,608 documented work hours in the first quarter
- Three non-moving operations (signal repair, sign repair, bridge work)
- One incident that occurred while crews were removing brush from the right of way

Purpose:
MoDOT owns more than 600 truck- or trailer-mounted attenuators used to help save lives by absorbing the impact of a crash in a work zone. By measuring the number of TMA/protective vehicle hits, MoDOT can identify and share information about higher-risk activities that could result in a crash and develop strategies to eliminate work zone crashes.

Measurement and Data Collection:
When a TMA incident occurs, a claim report is completed. The claim report and any associated police reports are reviewed by Risk Management Technicians for interpretation. A statewide work zone incident team reviews TMA incidents and seeks strategies for operations improvement to reduce or eliminate the incidents. Only incidents where the TMA was in an active work zone protecting workers are included in this data. This measure is reported based on quarters of a calendar year.

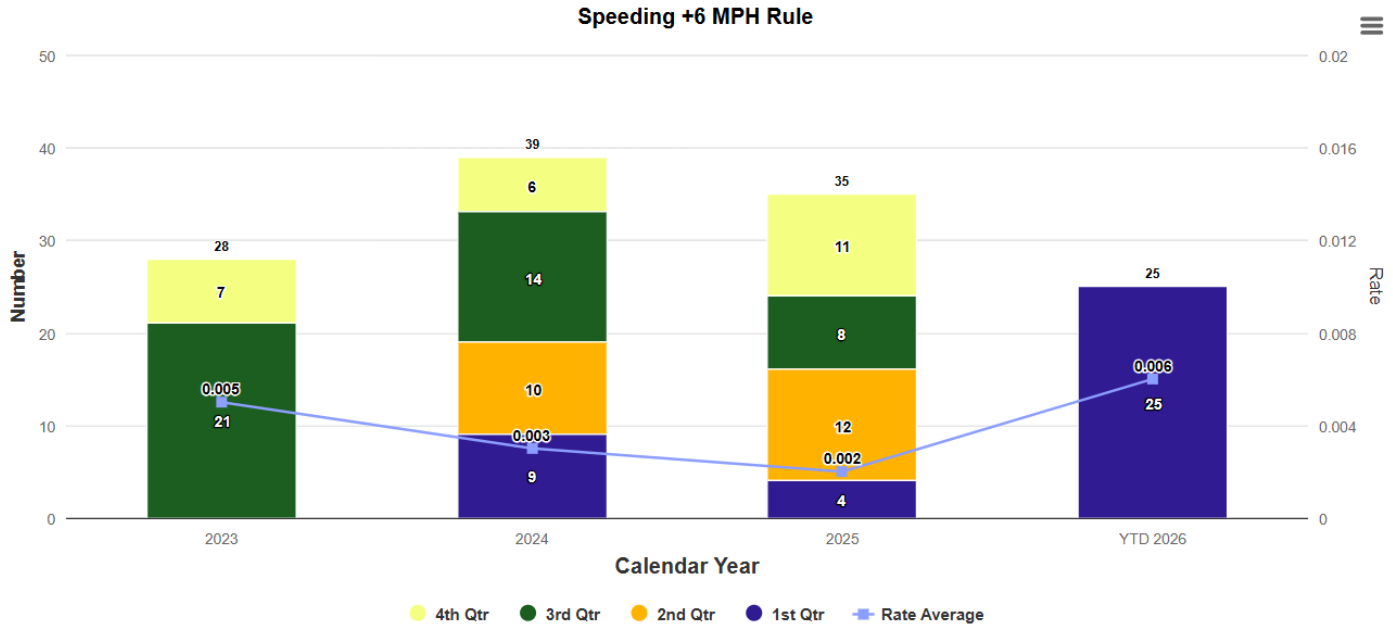
Safety Dashboard – 1i

Update Frequency: Quarterly
Color Grade: yellow



Desired Trend: Decrease

***Preliminary numbers are subject to change**

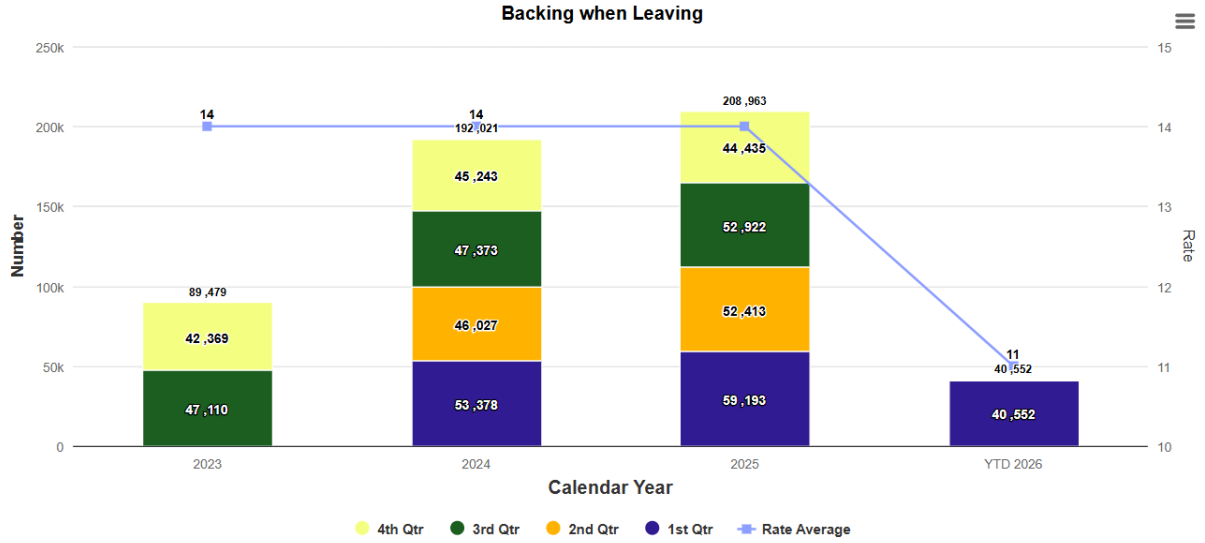


Desired Trend: Decrease

***Preliminary numbers are subject to change**

Desired Trend: Decrease

***Preliminary numbers are subject to change**



Rate Goal: Less than 10

***Preliminary numbers are subject to change**

Write up:
The average number of seatbelt unbuckled events decreased in the first quarter of 2026, dropping from 82 to 49. The rate average remained steady at 0.01 events per 1,000 miles driven.

The average number of speeding +6 miles per hour events rose significantly, increasing from four events in early 2025 to 25 in early 2026. The rate average also increased, moving from 0.002 to 0.006 events per 1,000 miles.

For speeding +15 mph, the average number of events increased in first quarter 2026 as compared to 2025 from zero to two. The rate average remained unchanged at zero events per 1,000 miles.

The average number of backing when leaving events declined from 59,193 in the first quarter 2025 to 40,552 in first quarter 2026. The corresponding rate average improved, decreasing from 14 to 11 events per 1,000 miles. With a goal of 10 or fewer, progress toward the target improved this quarter.

The statewide safety score improved, increasing from 97.2 to 97.8.

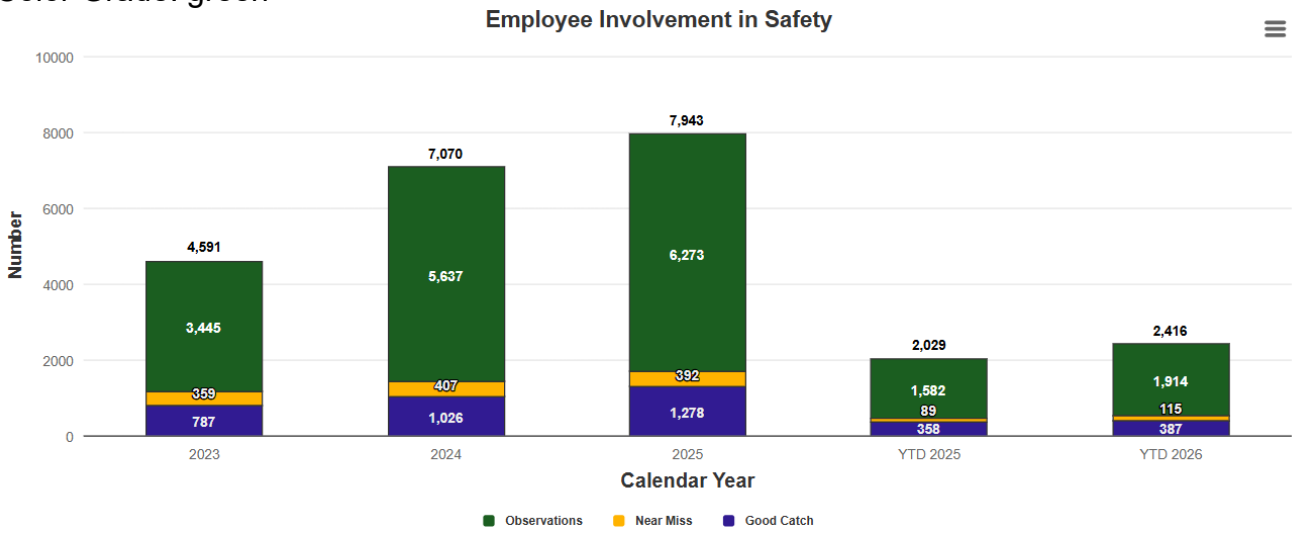
Purpose:
Wearing seat belts, adhering to posted speed limits, and limiting backing, are the very basics of a safe workplace. Seat belt use and following the posted speed limits are also Missouri state law. This measure will track how MoDOT is performing on the very basics of a safe workplace. This is just one small piece of a much larger effort to ensure every team member goes home safe each and every day.

Measurement and Data Collection:
Using telematics and GPS technology, MoDOT monitors and collects data on seat belt usage, speeding, and other metrics within its fleet to ensure vehicles are operated safely. This data is extensively used to answer customer questions about snow removal and to investigate allegations of damage caused by MoDOT vehicles.

This measure compares both the aggregate number of events and the event rate. Event rates often provide a more accurate representation, while raw event counts can be skewed by total miles driven. The rate is calculated based on exceptions per 1,000 miles driven, providing a fair comparison from month to month.

Employee involvement in safety - 1j

Update Frequency: Quarterly
Color Grade: green



Write up:
An effective safety and health program depends on meaningful employee participation. Employees are often the most familiar with the hazards associated with their work, which makes their insights critical to identifying and addressing risks. When employees are actively involved, they are more likely to support and sustain the safety culture because people are more committed to what they help create.

Proactive practices such as peer-to-peer safety Observations and Good Catch reporting empower employees to take ownership of safety. These tools help identify and eliminate hazards before they lead to incidents. This practice reinforces the concept that safety is a choice made before something happens, rather than a reaction after an incident.

Learning from close calls is essential to the safety of MoDOT employees. Near Miss reporting allows MoDOT to analyze potential incidents and take corrective actions, helping employees move closer to the shared vision of zero injuries.

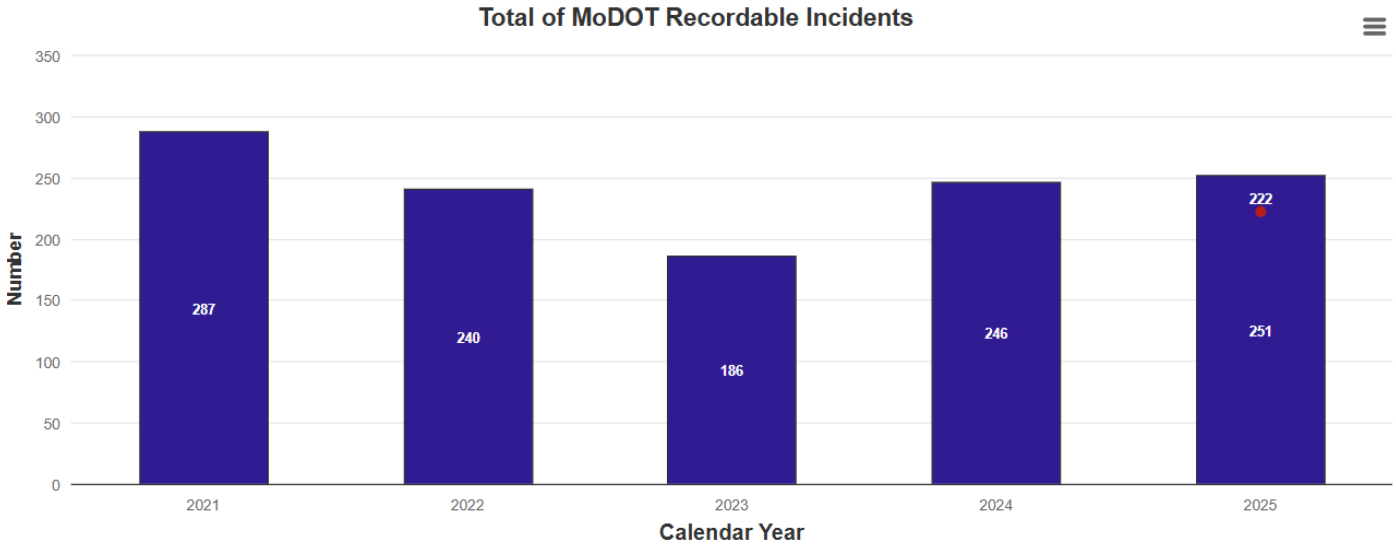
Employee participation in safety Observations, Near Misses, and Good Catch reporting increased by 19% in the first quarter of 2026 compared to the same time frame in 2025. As shown in the graph, each individual category has increased. This progress reflects a stronger, more proactive safety culture driven by the people who live it every day.

Purpose:
This measure shows MoDOT employees' involvement in the department's safety program by tracking observations, near misses and Good Catches. This leading indicator shows trends in employees' good-hazard recognition.

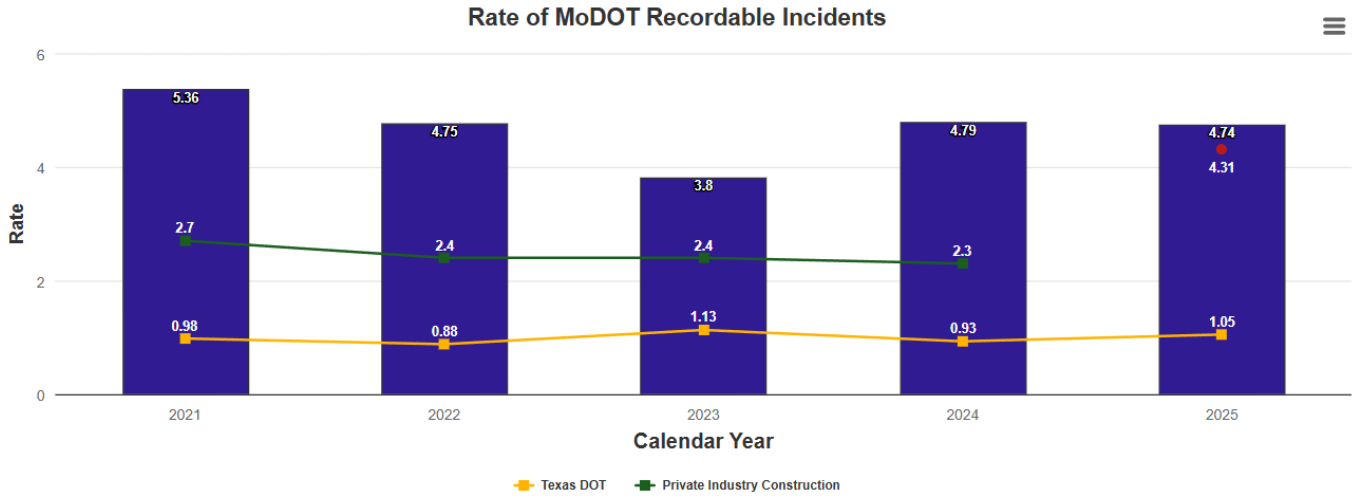
Measurement and Data Collection:
This employee-involvement measure tracks observations, near misses and Good-Catch data that is submitted by MoDOT employees.

Total and rate of MoDOT recordable incidents – 1k

Update Frequency: January
Color Grade: red



Target: 222



Target: 4.31

***OSHA private industry data is not yet available for 2024**

****Texas DOT data is for fiscal year rather than calendar year**

Write up:

The total number and rate of recordable incidents are tracked to measure the department's goal of reducing injuries. MoDOT's objective is to ensure that every employee returns home to their families unharmed every day.

Reporting injuries allows the department to arrange for prompt treatment and to learn from mistakes or remediate hazards. The total number of recordable injuries in 2025 slightly increased to 251 as compared to 246 in 2024. MoDOT continues to experience decreases from historical rates, which consistently ranged between 5 and 6, due to the organization's increased emphasis on safety.

The top three causes of employee injury in 2025 were:

- Slips, trips, and falls at 21.79%.

- Employees being struck or injured by an object at 17.11%.
- Employees being caught in, under, or between an object at 12.63%.

Purpose:
This measure tracks the number of recordable injuries in total and as a rate of injuries per 100 workers.

Measurement and Data Collection:
The calculation for incidence rate is the number of recordables times 200,000 divided by the number of hours worked. The 200,000 used in the calculation is the base for 100 full-time workers (working 40 hours per week, 50 weeks per year). MoDOT defines a recordable incident as a work-related injury or illness that results in death, days away from work or medical treatment resulting in cost to the department. It should be noted this is a more rigorous method than is used by OSHA and the Texas DOT, both of which only count medical treatment if it is beyond first aid or loss of consciousness. The injury data is collected from Riskmaster, the department's risk management claims administration software. The number of hours worked is taken from MoDOT's payroll data.

The targets for total recordable incidents and rate of recordable incidents are updated annually. The target is calculated by subtracting 10% from the year-to-date comparison period.

General liability claims and costs -1l

Update Frequency: Quarterly
Color Grade: yellow

Target: Below 2,361

Write up:
Keeping employees and the public safe is the department's highest priority. Controlling damage to vehicles and reducing personal injury in work zones, on right of way, and in other areas under the department's control helps MoDOT accomplish this goal.

Compared to the first quarter of 2025, there was a 61% decrease in general liability claims in the first quarter of 2026 and a 53% increase in the amount paid. Most of the claims filed against the department are attributed to pavement defects, which account for 66% of all claims filed.

In the first quarter of 2026, payments were made on 271 claims against the department, totaling $2,611,427.99. The five claims below accounted for 70% of the 271 payments.

- Two of the five claims involved a motorcycle losing control on loose gravel, resulting in injuries. The first was caused by gravel from a recent chip seal job and settled for $90,000. The second claim was due to loose gravel in an area known to accumulate gravel after heavy rain. This claim was settled for $100,000.
- One claim involved an accident at an intersection with limited sight-distance due to vegetation. Multiple parties were injured, with one fatality. This claim settled for $150,000. Part of this claim had been previously settled.
- The next claim was a fatality accident in an area with a history of large potholes. The claim settlement and cross claim settlement totaled $1,367,306.00.
- The final claim involved a vehicle that hydroplaned and struck a concrete median due to water pooling on the roadway. The accident caused serious injuries, and multiple accidents have occurred in this area. This claim was settled for $110,000.

To improve results, the department's focus continues to be on the most common general liability claims. Historically, the five most frequent claim types are pavement defects, debris on the roadway, chip seal, mowing, and striping operations.

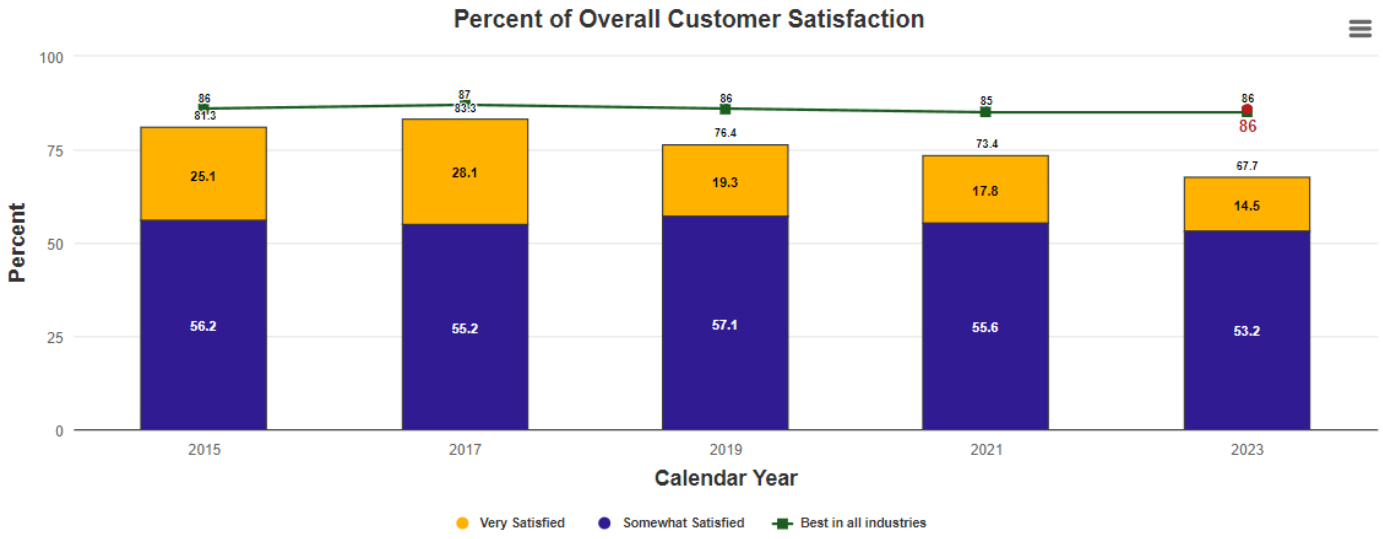
Purpose:
This measure tracks the number of general liability claims and amount paid.

Measurement and Data Collection:
General liability claims arise from allegations of injuries or damages caused by dangerous conditions on MoDOT property and claims that directly resulted from the condition. In addition, an employee must be negligent and create the dangerous condition or MoDOT must have actual or constructive notice of the dangerous condition in sufficient time before the injury or damage to have taken measures to protect the public. Claims data is collected from Riskmaster, the department's risk management claims administration software.

The target for this measure is updated annually and is calculated by determining a 5-year average and subtracting 10%. Exceptionally high or low years are excluded from the 5-year average calculation to determine a practical target.

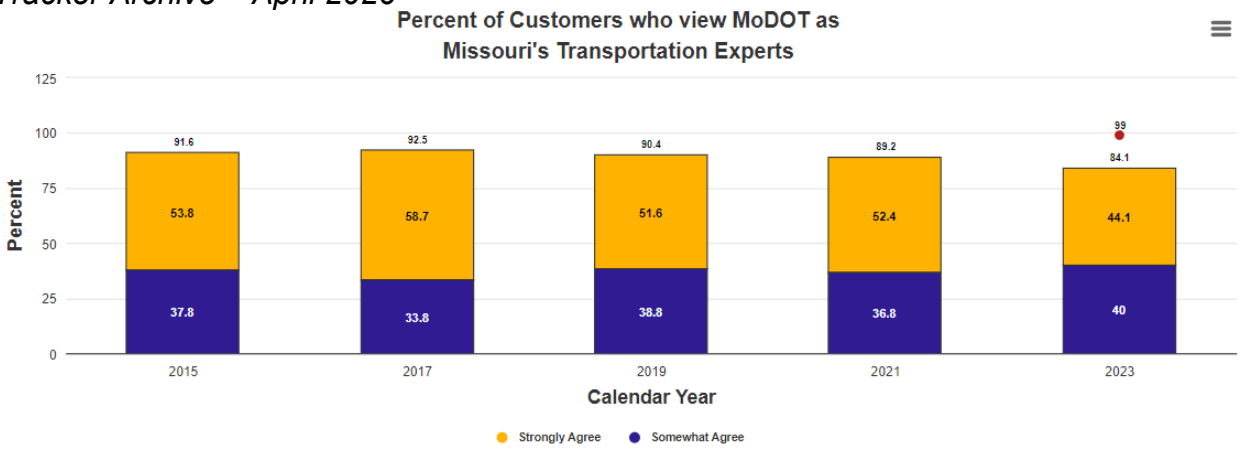
Combined Customer Satisfaction Survey – 2a

Update Frequency: October (biannual)
Color Grade: red

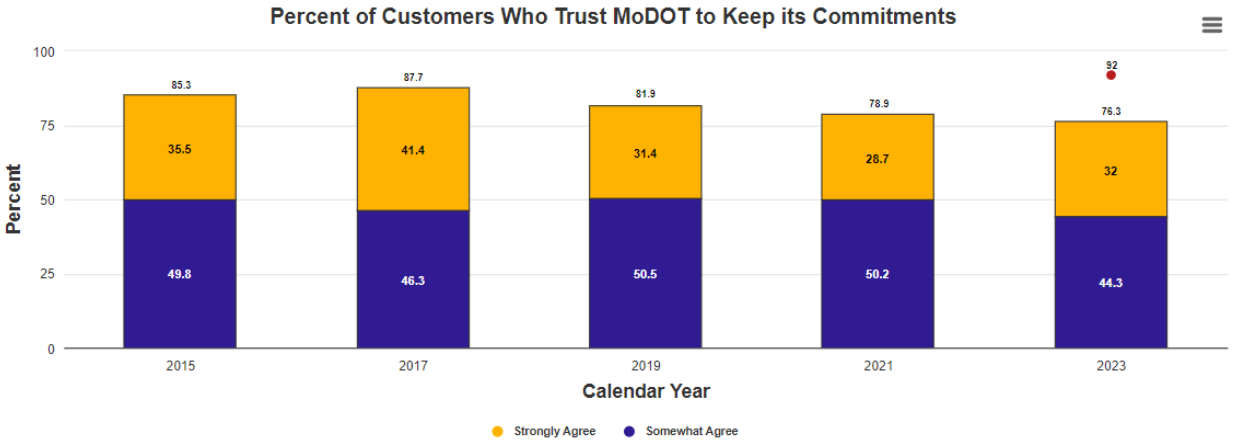


Target: 86%

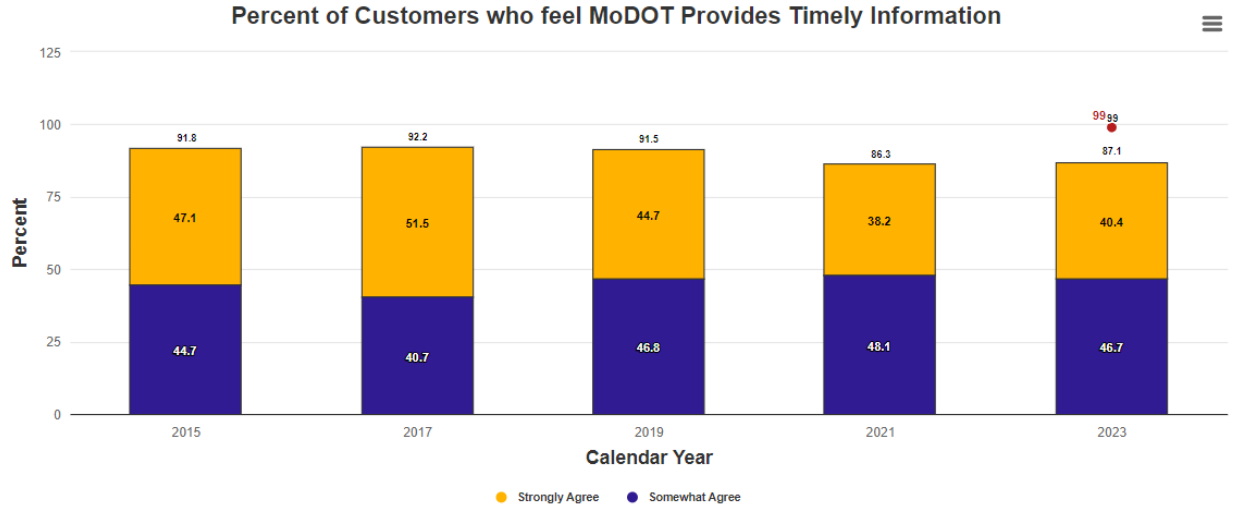
2013 – Mercedes Benz, 2015 – Chick-fil-A, 2017 – Chick-fil-A, 2019 - Chick-fil-A, 2021 - Trader Joe's, 2023 - Chewy



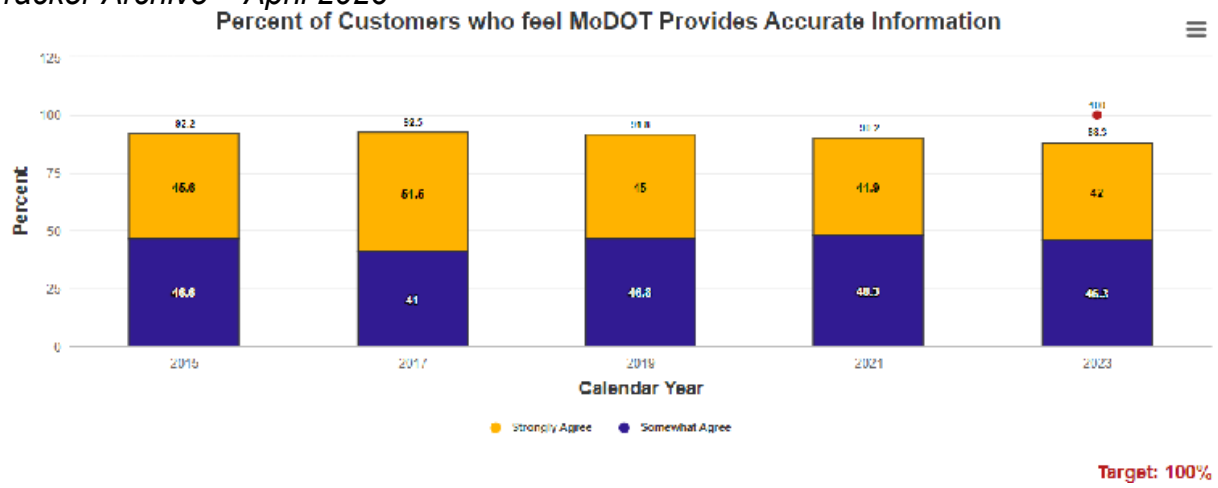
Target: 99%

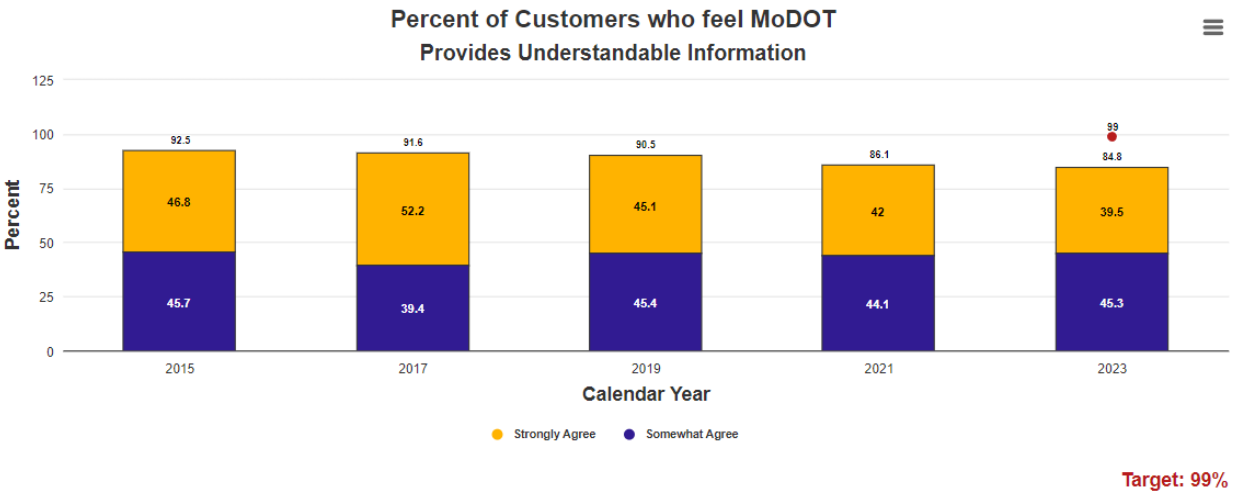


Target: 92%



Target: 99%





Write up:

Just like well-maintained roads and bridges, the citizens of Missouri expect timely, accurate and understandable information from their department of transportation. Whether it's a news release, social media post, text alert or a notice of a public meeting, MoDOT makes every effort to get information to the public as quickly and as clearly as possible. The results of this effort are trust and respect. This measure shows just how well the department continues to meet customers' high expectations.

Results have decreased in nearly every metric. Possible reasons for the decreases seen in these specific measures could be related to increased response times from staffing and equipment shortages, specific project desires, system conditions or an increased fuel tax.

Overall customer satisfaction with MoDOT has decreased, with the percent of Missourians surveyed saying they are satisfied with the job MoDOT is doing dropping from 73.4% in 2021 to 67.7% in 2023. In addition, those customers who reported they are very satisfied with MoDOT decreased from 17.8% to 14.5%.

As the agency responsible for transportation in Missouri, MoDOT must hold its lead as an expert in the field. The department continues to work on improving partnerships with all Missourians, including local government, elected officials and transportation-related groups and organizations in order to deliver the very best possible transportation system with the resources available. Gaining and

keeping the public's trust is critical to MoDOT's overall success. The best way MoDOT can accomplish this is to deliver on the commitments it makes.

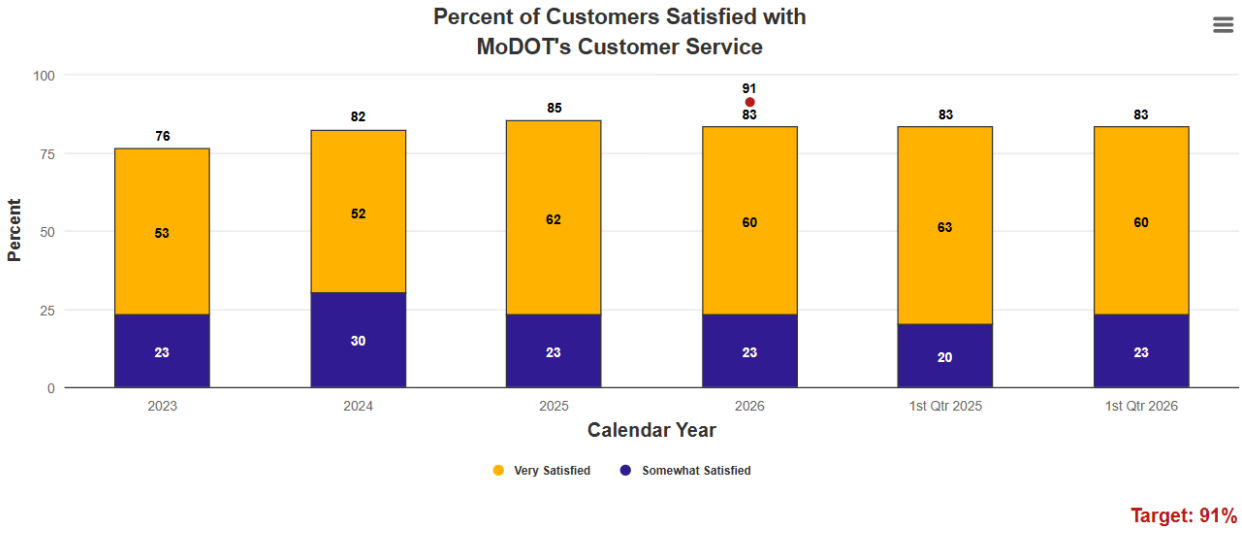
Purpose:
This measure tracks the percent of customers who are satisfied with MoDOT as a leader and expert in transportation issues, how effectively MoDOT conveys its expertise to the traveling public and keeps its commitments, and also tracks whether customers feel MoDOT provides timely, accurate and understandable information about road projects, highway conditions and work zones.

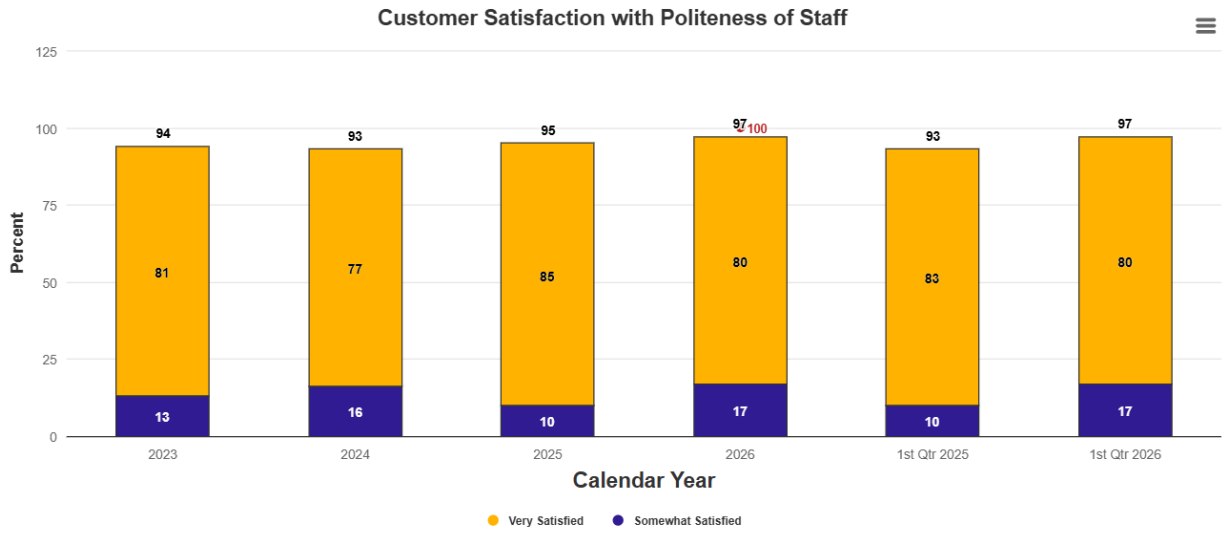
Measurement and Data Collection:
Data is collected through a biennial survey, in odd-numbered years. This has historically been done via a telephone survey of approximately 3,500 randomly selected Missourians. However, new for 2023, the survey was conducted using various methods: text, social media (Facebook and Instagram), and postcard. A total of 5,047 responses were received, with a minimum of 504 responses per District. The 2023 survey was also offered in Spanish for the first time, and 64 respondents completed the survey in Spanish.

The target for this measure is normally updated bi-annually in October. MoDOT strives to reach and maintain 100% satisfaction across all aspects of customer satisfaction, based on standards in major global industries.

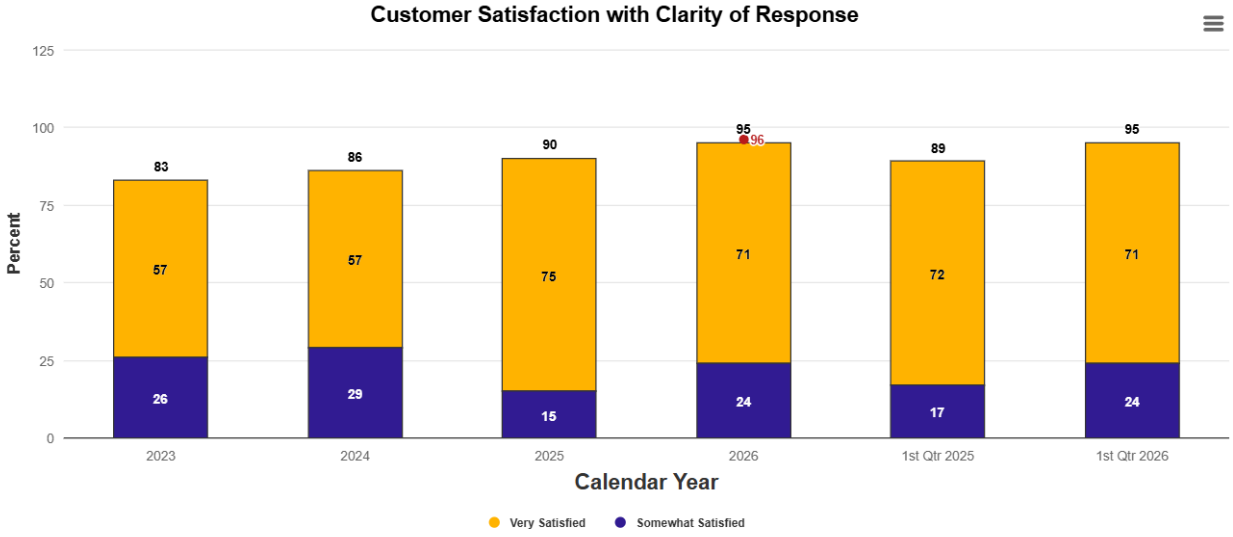
Percent of customers satisfied with MoDOT's customer service – 2b

Update Frequency: Quarterly
Color Grade: yellow

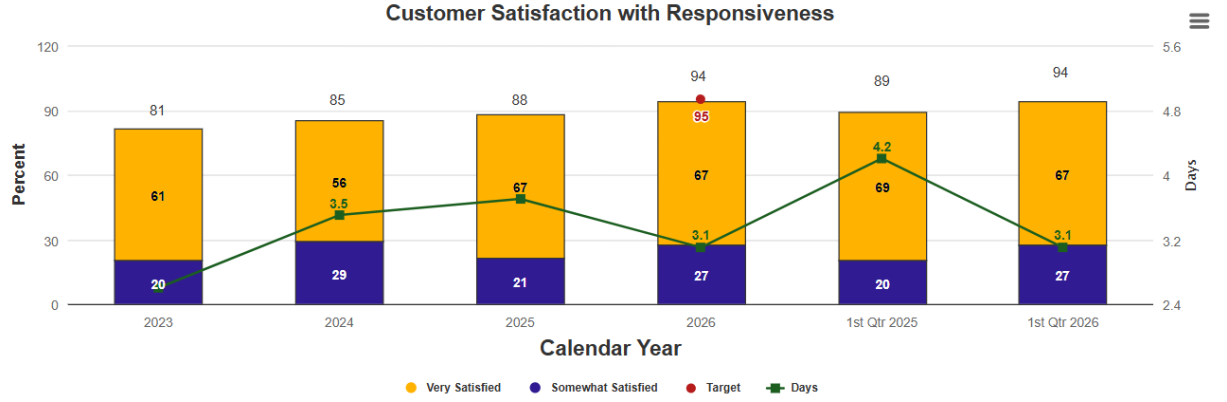




Target: 100%



Target: 96%



Target: 95%

Write up:
Providing outstanding customer service is one of MoDOT's core values and is the responsibility of all employees in the organization. To actively seek feedback from customers, MoDOT uses a statewide call system and an enhanced online call report system that enables customer service representatives to work across all seven district boundaries using a one team approach. The data shown in the graphs reflect how surveyed customers rated their interactions with MoDOT.

During the first quarter of 2026, overall customer satisfaction remained at 83%, the same as in the first quarter of 2025. Politeness of staff rose to 97%, up from 93% in 2025. Customer satisfaction with the clarity of responses increased to 95%, compared to 89% in 2025. Responsiveness also improved to 94%, up from 89% in 2025.

The average time to complete customer requests was 3.1 days.

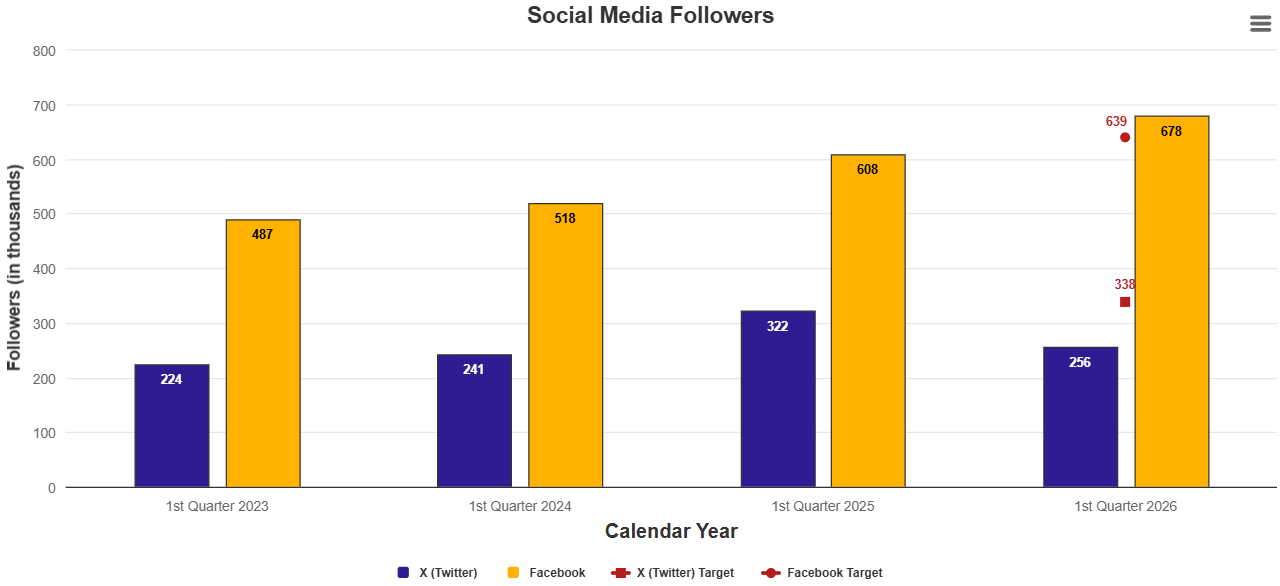
Purpose:
This measure shows how satisfied customers who contacted MoDOT were with the politeness, clarity and responsiveness they received, as well as their overall level of satisfaction.

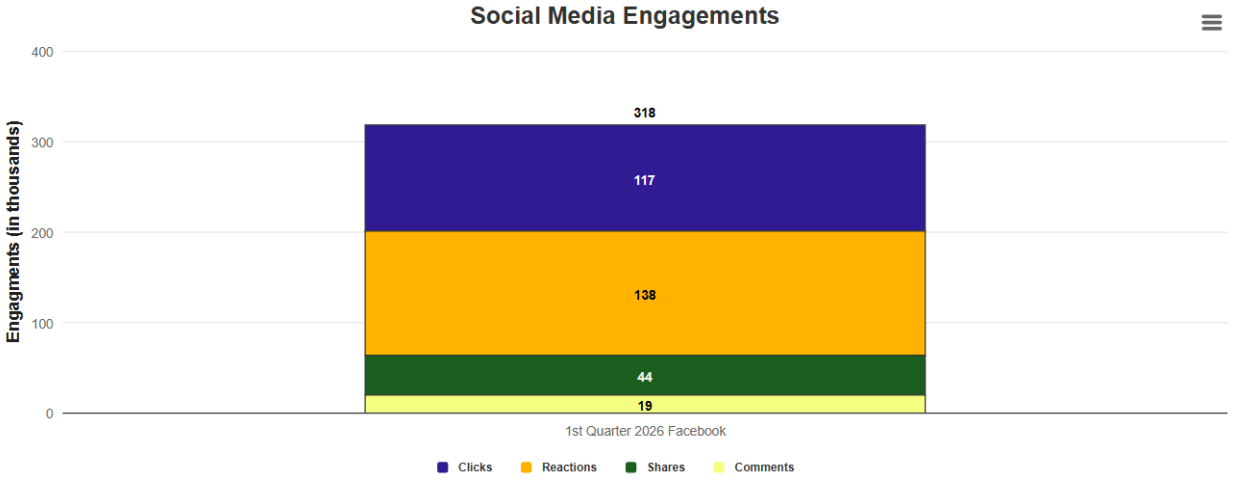
Measurement and Data Collection:
Data for this measure comes from a monthly telephone, email and texting survey of 200 customers who contacted a MoDOT customer service center in the previous month. The customer contacts come from call reports logged into the customer service database. Survey participants are asked to respond on an agreement scale regarding three qualities of their experiences. A fourth question is asked regarding their overall satisfaction. This measure also includes the time to complete requests logged into the customer service database. Requests requiring more than 30 days to complete are removed to prevent skewing the overall results.

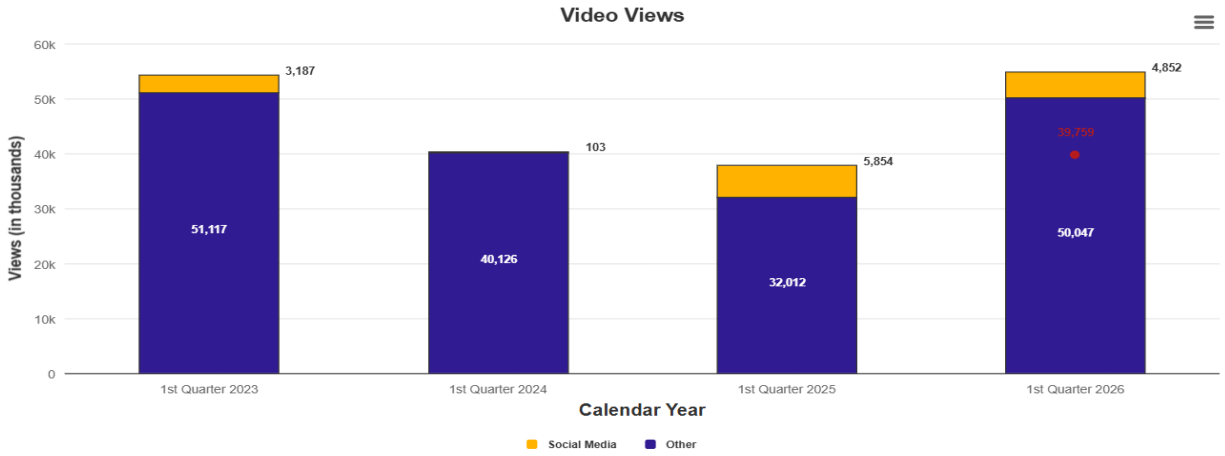
The target for this measure is to be updated quarterly and is established by projecting a 10% improvement over a 5-year average.

Customer communication engagement – 2c

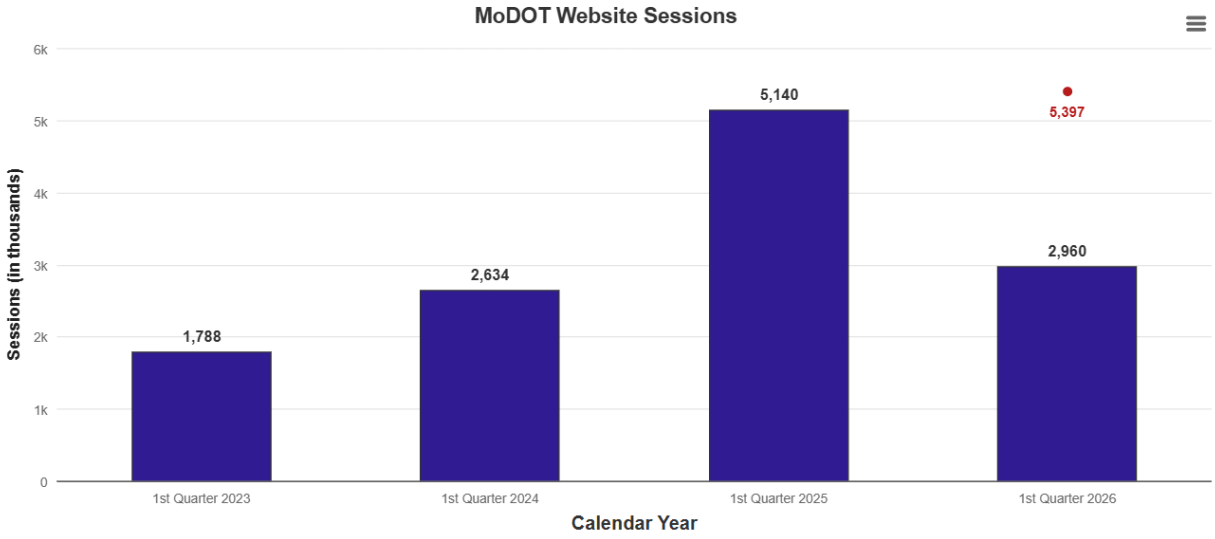
Update Frequency: Quarterly
Color Grade: green



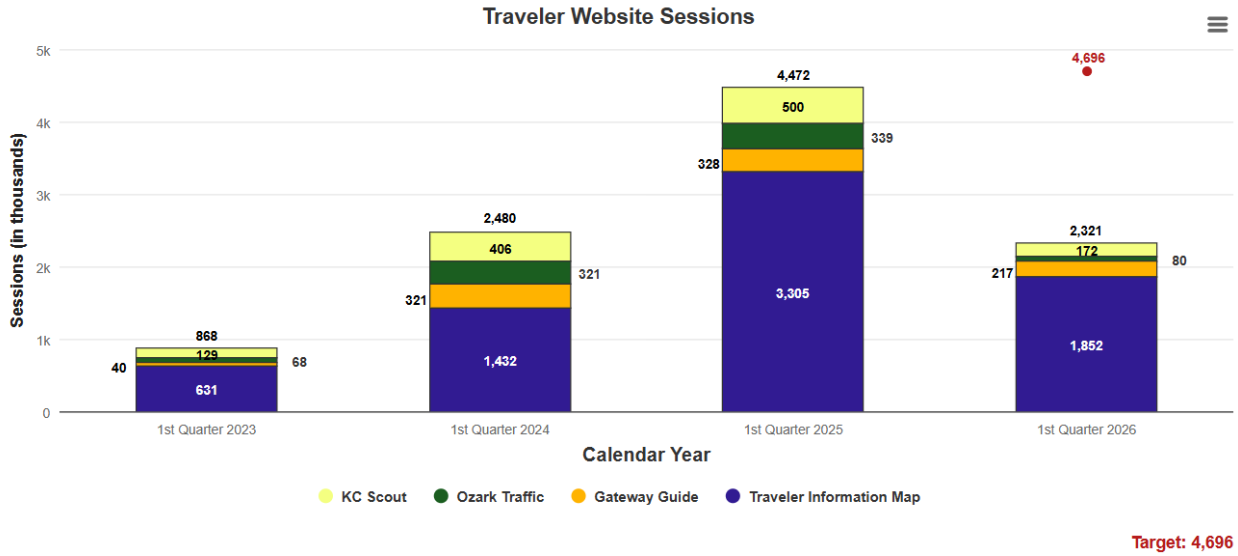




Target: 39,759



Target: 5,397



Write up:

SOCIAL MEDIA

Effective organizations share information with the people they serve. The best and most trusted organizations engage their customers, which is why MoDOT interacts with its customers through social media platforms, websites and applications. Compared to the first quarter of 2025, MoDOT gained over 69,000 new Facebook followers statewide and lost 65,000 followers on X in the first quarter of 2026.

During the first quarter of 2026, the most popular Facebook post was a live stream with SEMA and MSHP ahead of a snowstorm. The post reached nearly 480,000 users and had the highest engagement, with over 34,000 post clicks, shares, comments and reactions.

MoDOT is now measuring customer interactions on these social media sites to better track engagement. Engagements are customer interactions with MoDOT's posted content and include likes, shares and comments. This quarter, MoDOT's Facebook pages across the state had over 318,000 total engagements.

MoDOT websites had 2,960,309 sessions during the first quarter of 2026, which is a decrease of 2,180,126 sessions compared to the same period last year. The first quarter 2026 numbers are typical of seasonal trends, with the 2025 numbers serving as an anomaly. This year's first quarter numbers surpassed the first quarter numbers for both 2023 and 2024. Traveler website sessions also decreased by 2,152,070 this quarter when compared with first quarter 2025 numbers. Outside of last year's anomaly, the numbers are comparable to what is typical for this time of year.

MoDOT videos on YouTube and social media had nearly 5 million organic views in the first quarter of 2026. Additional advertisement video placements were viewed over 50 million times this past quarter.

Tracker Archive – April 2026

WEBPAGE VIEWS	
MoDOT Homepage	222,972
Live Cameras	157,727
Projects	56,530
Search Results	47,888
Careers	32,125

YOUTUBE VIDEO VIEWS	
MoDOT 2025 :15A	270,302
MoDOT 2025 Alcohol Impaired :15B	262,135
MoDOT Super Bowl :15	260,548
MoDOT Super Bowl :30	101,588
MoDOT Holiday Impaired 2025 :06	63,728

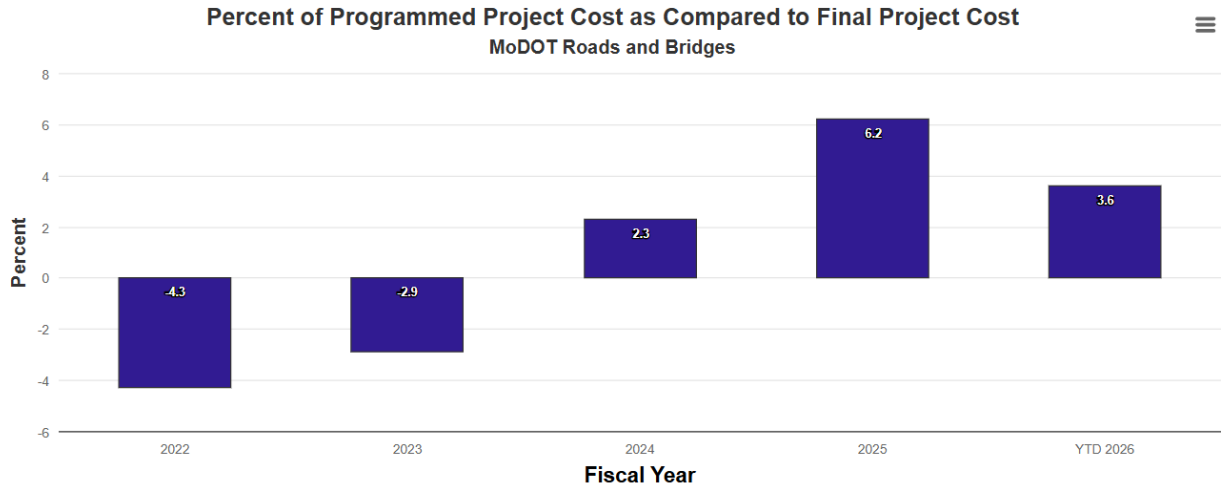
Purpose:
This measure tracks the number of MoDOT customers hitting the department's social media and website information.

Measurement and Data Collection:
MoDOT gathers information for this measure from a variety of sources, including Google Analytics. Cumulative totals of website traffic and YouTube views are based on the number of visits. Facebook and Twitter data are based on the number of account followers. The target for this measure is updated quarterly and is established by projecting a 5% improvement over the same quarter in the previous year.

This measure is linked to the Improve Communications strategy included in the Sharpening Our Strategic Vision initiative. To improve performance, MoDOT has identified several strategies, including the Citizen's Guide to Transportation Funding, the new department website and an enhanced Traveler Information Map.

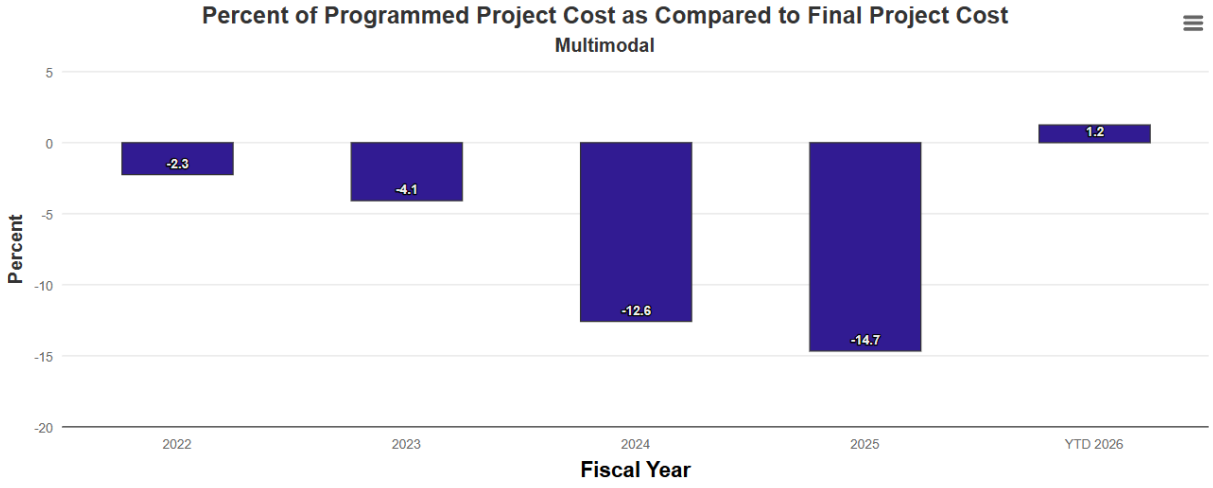
Percent of programmed project cost vs award and final – 3a

Update Frequency: Quarterly
Color Grade: yellow



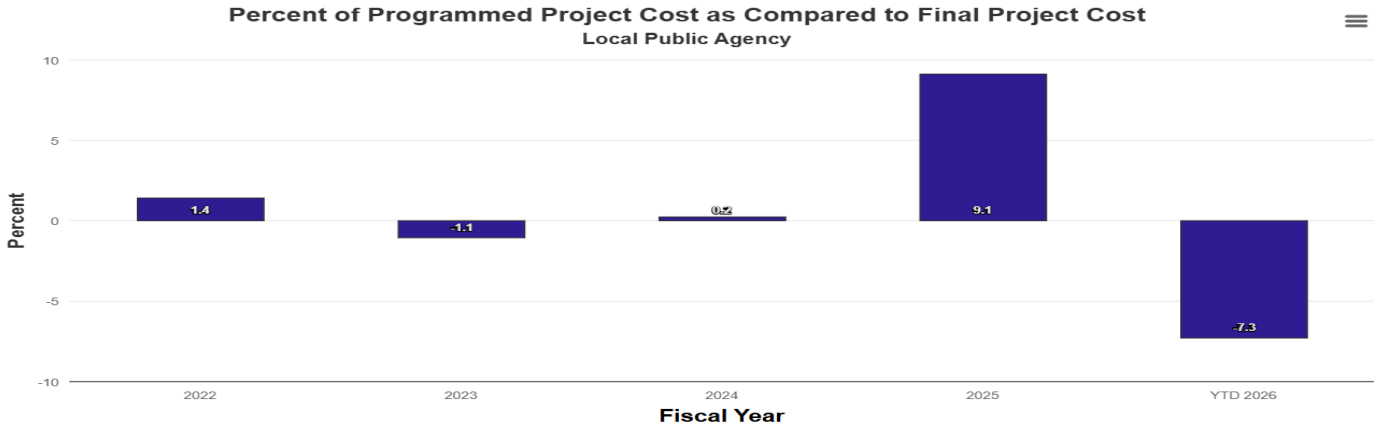
Target: 0%

*Positive numbers indicate the final (completed) cost was higher than the programmed cost



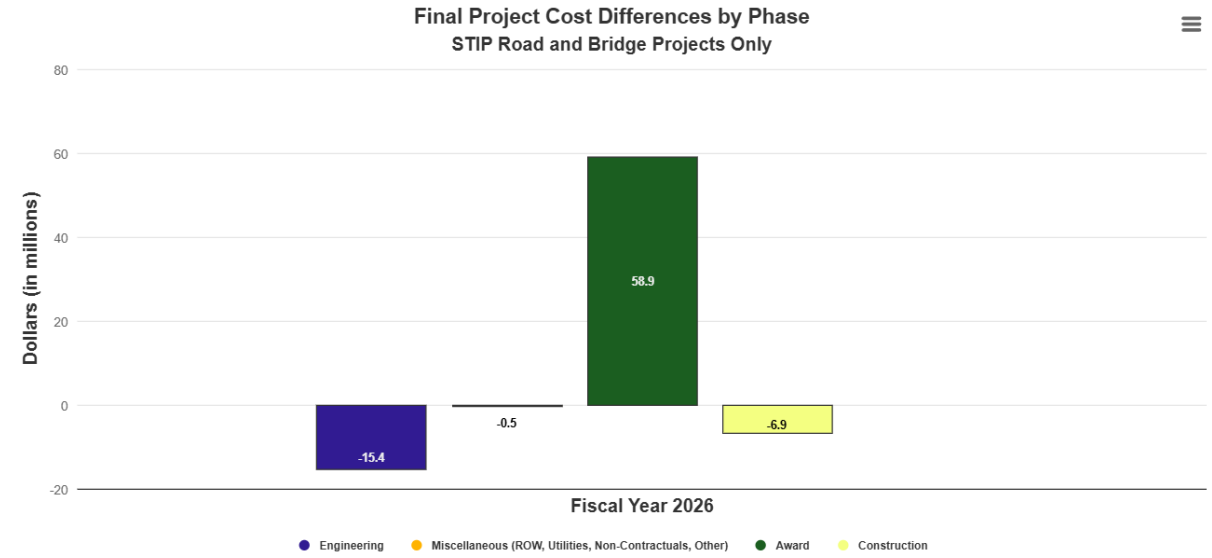
Target: 0%

*Positive numbers indicate the final (completed) cost was higher than the programmed cost

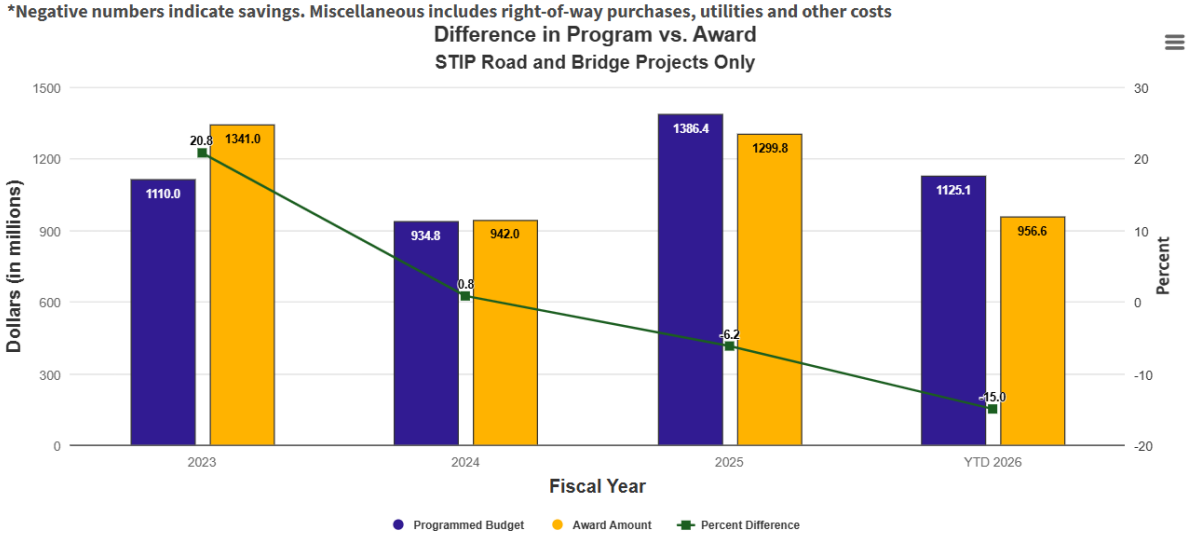


Target: 0%

*Positive numbers indicate the final (completed) cost was higher than the programmed cost



*Negative numbers indicate savings. Miscellaneous includes right-of-way purchases, utilities and other costs



Target 0%

*Amounts include STIP road and bridge projects without 2% construction contingency applied

Write up:

Accurate program cost estimates help MoDOT deliver more timely improvements for taxpayers. At the end of March, 362 road and bridge projects had been completed in fiscal year 2026 for $1.038 billion. This represents an increase of 3.6%, or $36.1 million more than the programmed cost of $1.002 billion. Of the 362 completed road and bridge projects, 55% were finished within or below budget. In comparison, only 39% of the 306 projects were completed within or below budget as of the same date one year ago. Possible projects with adjustments pending could cause slight changes in the final values. However, these values include final contract adjustments such as asphalt index adjustments, liquidated damages and bonuses/incentives/disincentives.

Twenty multimodal projects were completed for $46.9 million, which is a decrease of 1.2%, or $0.6 million less than the planned cost of $47.6 million. A total of 100 projects by local public agencies

were completed for $107.8 million, which is 7.3%, or $8.4 million, less than the projected cost of $116.3 million. The target is a 0% difference, indicating MoDOT is making timely use of available funds. Year-to-date in FY 2026, road and bridge, multimodal, and local public agency projects were within 2.4% of the target for completed projects. The actual award amount for FY 2026 was lower than the program estimate by 15%, or $168.5 million. MoDOT continues to monitor the situation throughout the year.

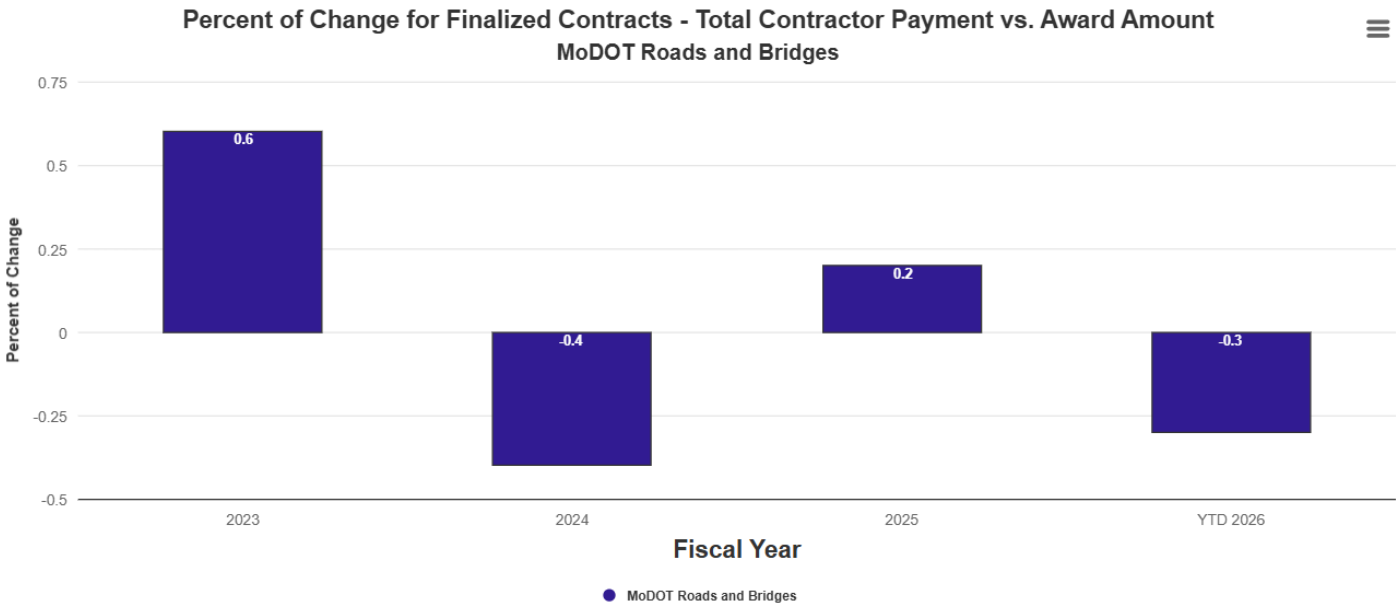
Purpose:
The measure compares total project costs to the programmed cost/project budget and final costs.

Measurement and Data Collection:
Completed project costs are reported during the fiscal year in which a project is completed. Road and bridge project costs include design, right-of-way purchases, utilities, construction, inspection and other miscellaneous costs. The programmed cost is based on the amount in the most recently approved Statewide Transportation Improvement Plan (STIP). Completed costs include actual expenditures. Multimodal and local public agency project costs usually reflect state and/or federal funds, but not the funds contributed locally for such projects.

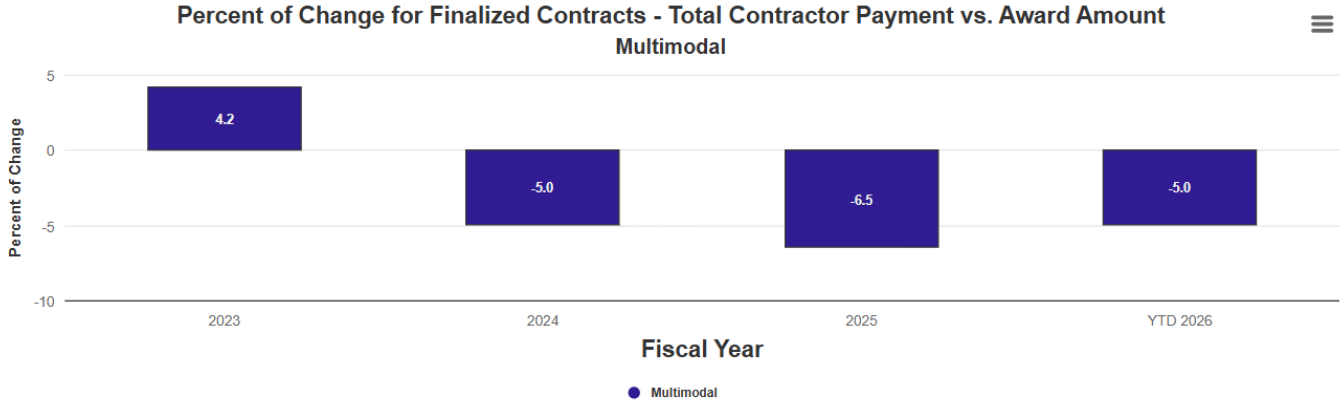
The target for this measure is set by internal policy and will remain unchanged unless there is a policy change.

Change order report – 3b

Update Frequency: Quarterly
Color Grade: green

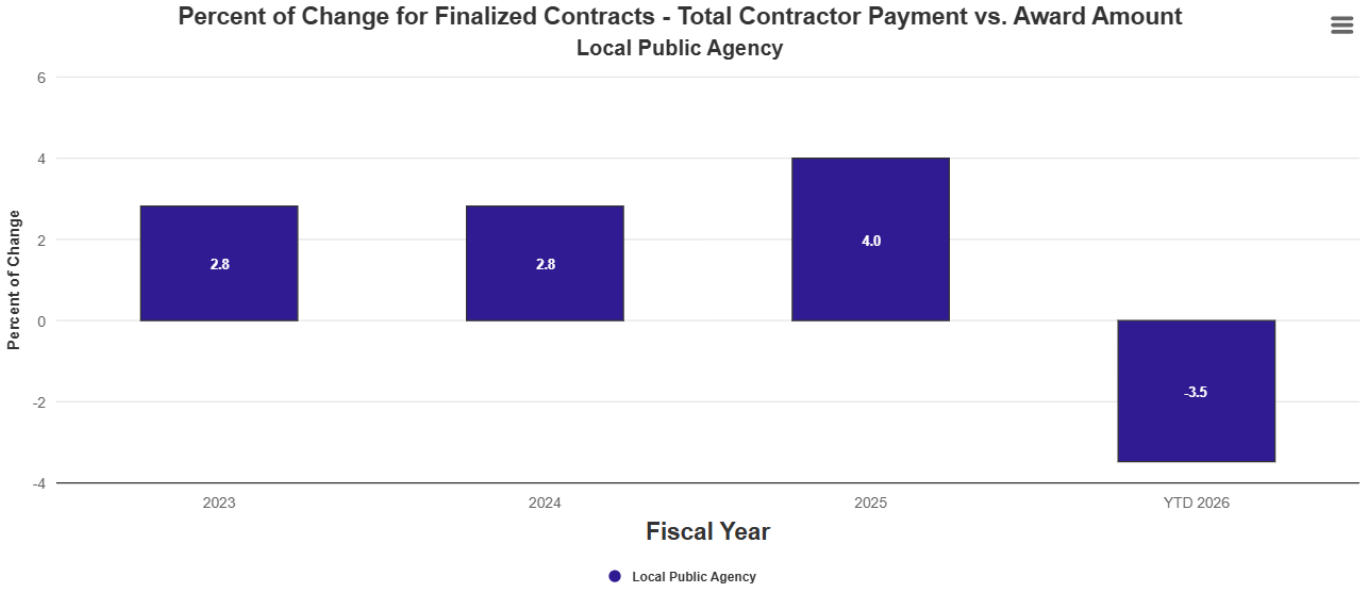


Target: 2% Change

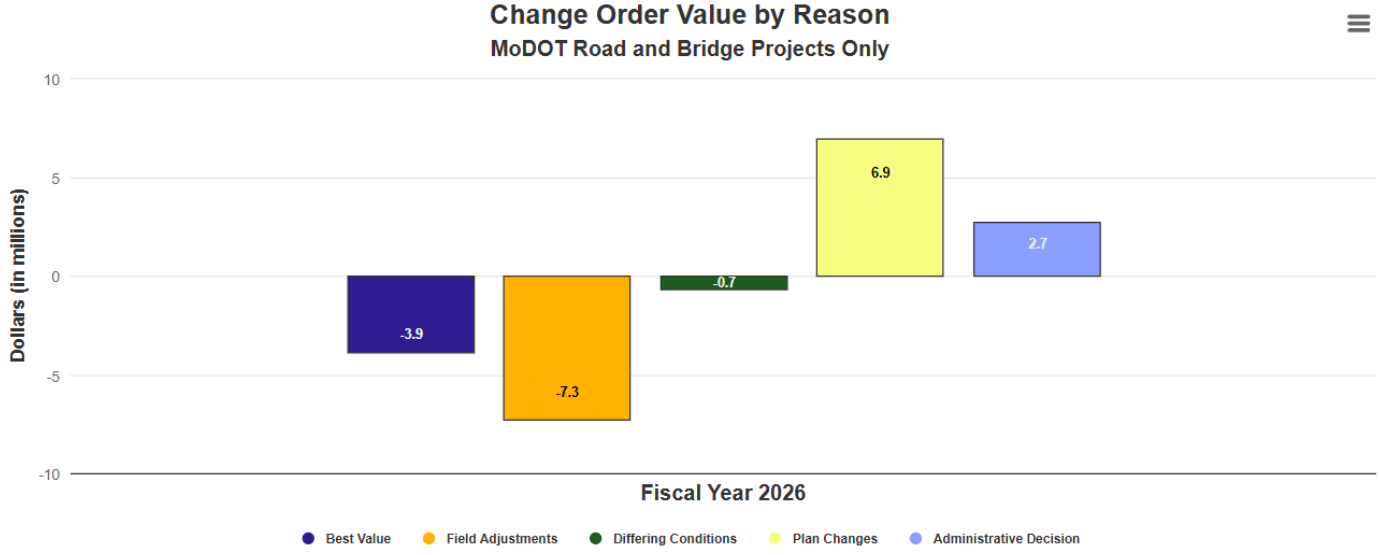


Target: 2% Change

*** This chart for Multimodal only includes rail and aviation**



Target: 2% Change



Write up:
By limiting overruns on contracts, MoDOT can continue to meet its maintenance and construction commitments. This emphasis, combined with the use of practical design and value engineering, has contributed to reducing overruns on contracts. MoDOT's performance in fiscal year 2026 is 0.6% under the award amount ($6.1 million under the $978 million award amount for completed projects), with 55% of the projects being completed below the original award amount.

Many factors can affect the ability to complete a project within the targeted 2% of the award amount. These factors can include design changes, differing site conditions, additional work items, and administrative decisions.

For FY 2026, MoDOT road and bridge projects were completed 0.3% under budget, multimodal projects were completed 5.0% under budget, and local public agency projects were completed 3.5% under budget.

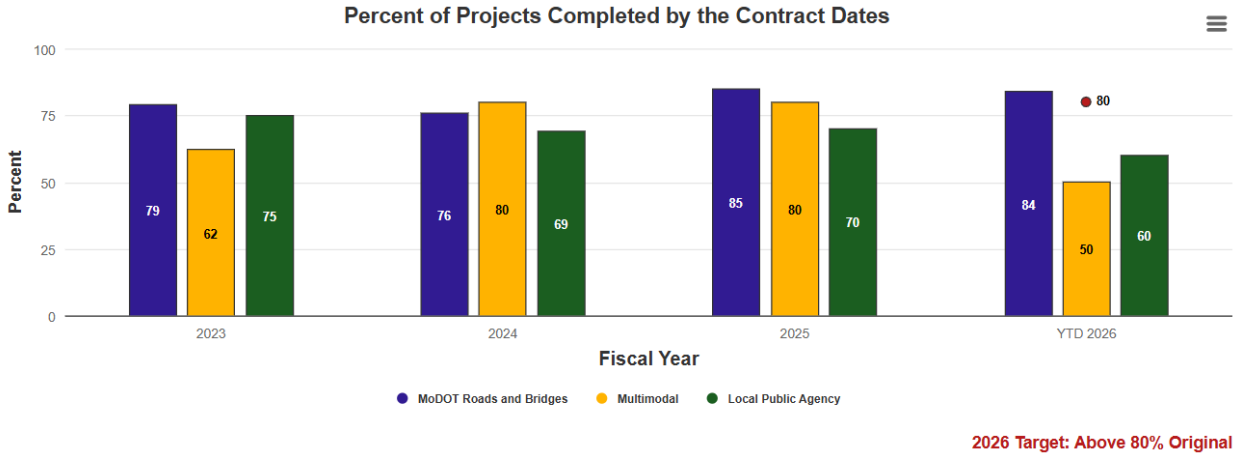
Purpose:
This measure tracks the percentage difference of total construction payouts to the original contract award amounts. This indicates how many changes are made on projects after they are awarded to the contractor for road, bridge, local public agency and multimodal projects – aviation and rail.

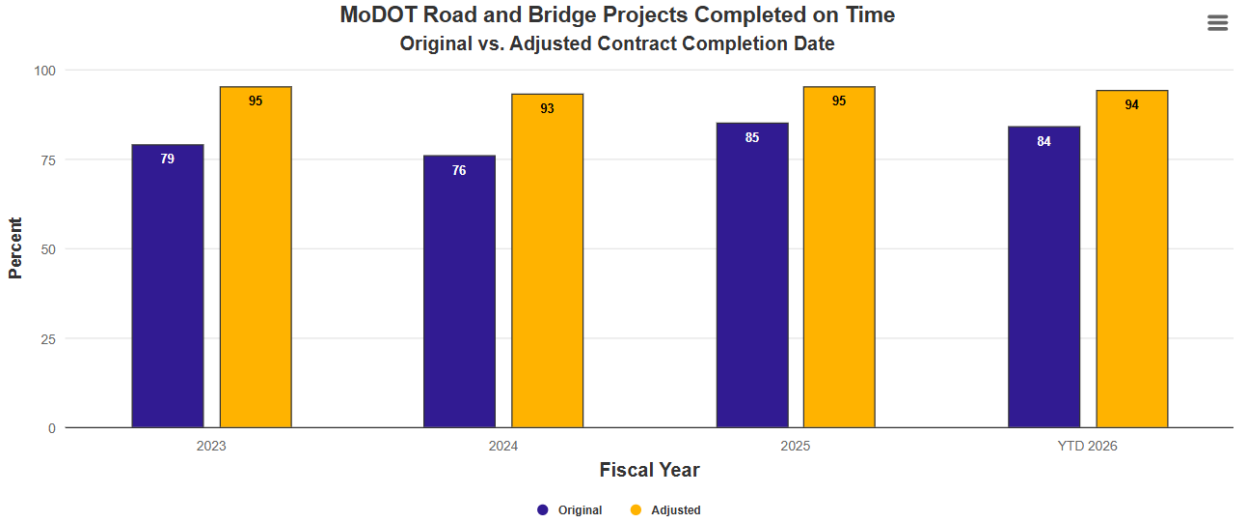
Measurement and Data Collection:
For road and bridge projects, contractor payments are generated through MoDOT's AASHTOWare database and processed in the financial management system for payment. Change orders document the underrun/overrun of the original contract cost. Local public agencies and multimodal agencies use staff or consultant resources to set contract completion dates and track performance.

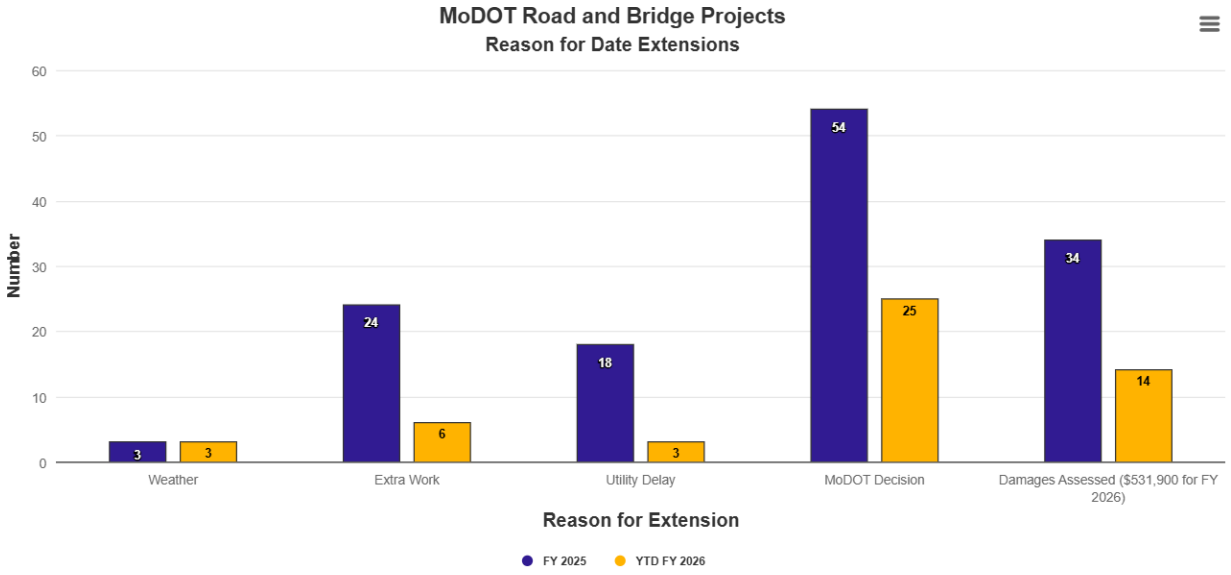
The target for this measure is set by internal policy and will not change unless policy changes.

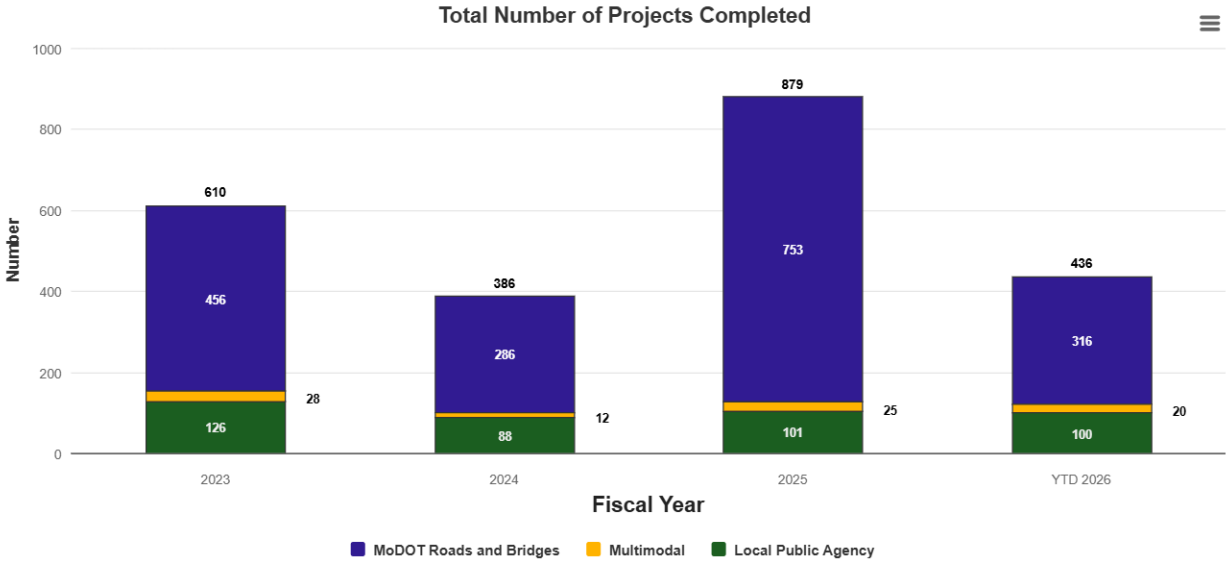
Projects schedule report – 3c

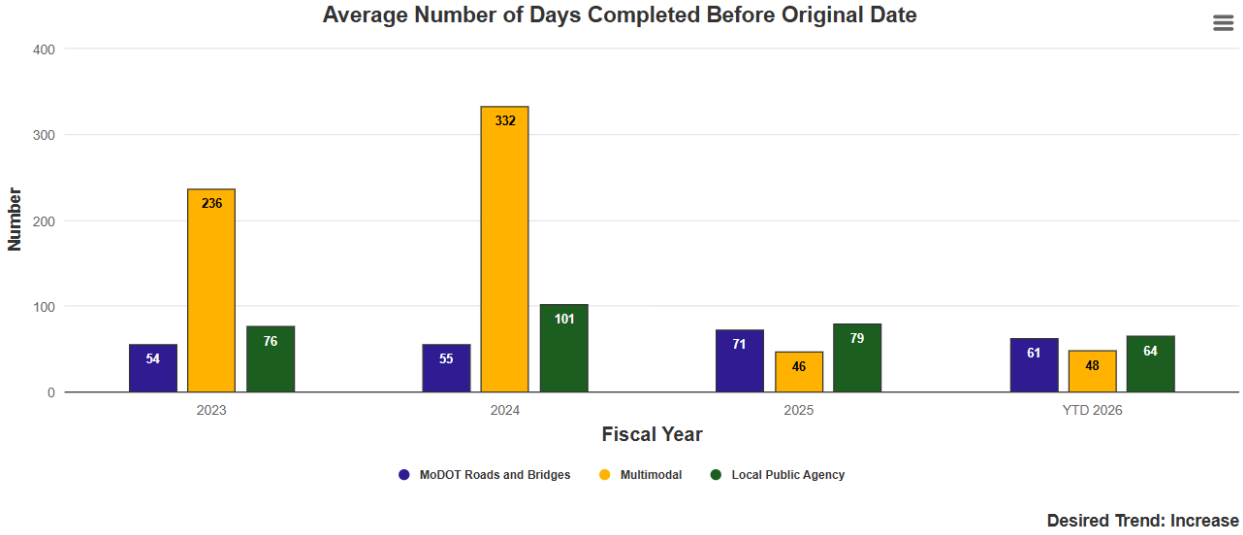
Update Frequency: Quarterly
Color Grade: yellow

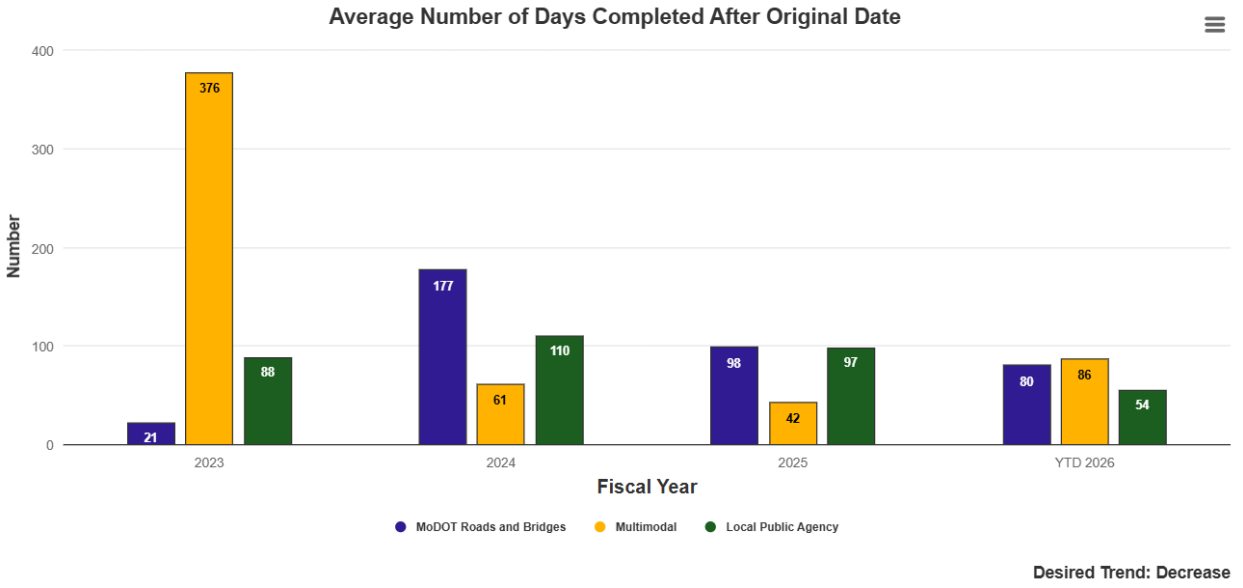



MoDOT Road and Bridge Projects Completed on Time
Original vs. Adjusted Contract Completion Date
Percent
100
75
50
25
0
79
95
76
93
85
95
84
94
2023
2024
2025
YTD 2026
Fiscal Year
Original
Adjusted


MoDOT Road and Bridge Projects
Reason for Date Extensions
Number
60
50
40
30
20
10
0
3
3
24
6
18
3
54
25
34
14
Weather
Extra Work
Utility Delay
MoDOT Decision
Damages Assessed ($531,900 for FY 2026)
Reason for Extension
FY 2025
YTD FY 2026


Total Number of Projects Completed
Number
1000
800
600
400
200
0
610
456
126
28
386
286
88
12
879
753
101
25
436
316
100
20
2023
2024
2025
YTD 2026
Fiscal Year
MoDOT Roads and Bridges
Multimodal
Local Public Agency





Write up:
MoDOT's customers expect transportation improvements to be completed and roadways reopened quickly, with minimal impact on their lives. Delivering projects by the contract completion date is the target for all projects and represents a commitment to all roadway users. Completing projects on time helps maintain credibility with Missourians, minimizes drivers' exposure to work zones, and provides facilities in good condition that improve safety and reduce vehicle maintenance costs.

MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities, setting ambitious but achievable completion dates, and applying liquidated damages to reinforce deadlines without creating undue bid risks. In the third quarter of fiscal year 2026, 84% of road and bridge projects closed out were completed by their planned completion dates.

Weather, additional work, utility delays, or a MoDOT directive sometimes necessitate an authorized extension of the completion date without any financial assessment to the contractor. In the third quarter of FY 2026, 94% of road and bridge projects closed out were completed by their adjusted dates.

There are times when a contractor misses the contract completion date and is assessed damages. Through the third quarter of FY 2026, of the road and bridge contracts that did not meet the original contract date, three were delayed due to weather, six were extended for extra work, three were extended due to utility delays, 25 were extended by MoDOT, and 14 missed the completion date, resulting in assessed damages totaling $531,900.

The target set for this measure is to have at least 80% of projects completed by the original completion date.

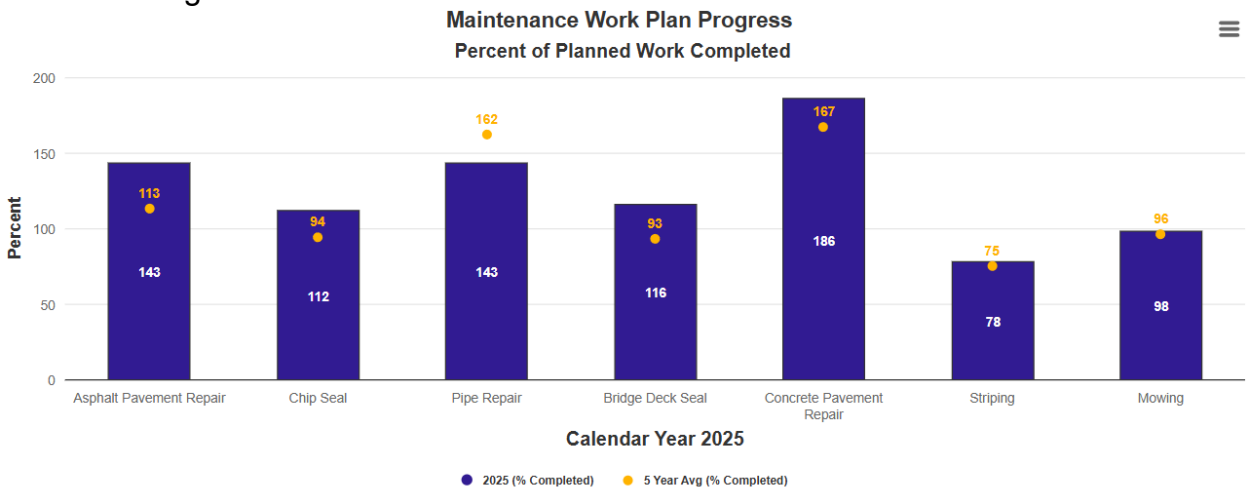
Purpose:
This measure tracks the percentage of road and bridge projects opened by the commitment date established in the contract. This commitment also includes local public agency projects and multimodal projects, such as rail and aviation.

Measurement and Data Collection:
For road and bridge projects, the project manager collaborates with the project team to establish the date when the project will open to the public, helping to avoid financial penalties. The resident engineer uses the AASHTOWare system to track and document the work. Local public agencies and multimodal agencies rely on staff or consultant resources to set contract completion dates and monitor performance.

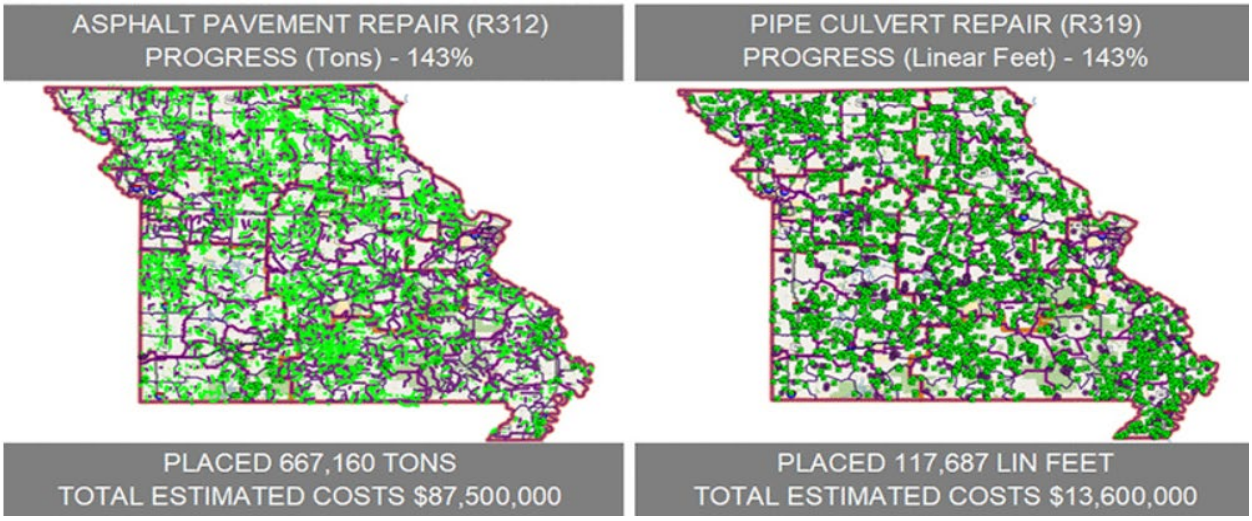
The target for this measure is established by management directive.

Maintenance work plan progress–3d

Update Frequency: July/January
Color Grade: green



Target: Above 5-year average



Write up:
This measure tracks how much of the planned maintenance operation work in the Statewide Transportation Improvement Program, along with additional activities, is accomplished each year. The measure includes location-specific work, such as bridge deck seals and comprehensive statewide work, such as striping. Location-specific work is tracked in the MoDOT Management System and reports updates on year-to-date status compared to the 5-year completion average.

Planned activities for asphalt pavement repair, seal coating, bridge deck seals and concrete pavement repair are 23% ahead of their 5-year completion average. Striping and mowing are within 3% of the 5-year average. Pipe repair is the only activity running below the 5-year average. All this work has been completed with nearly 225,000 additional labor hours compared to the 3-year average for emergency activities (winter, flooding and tornado). Visual activities exceeded the 3-year average by nearly 25,000 hours. These numbers highlight the benefit of maintaining positive staffing levels, with current staffing showing less than 9% vacancies.

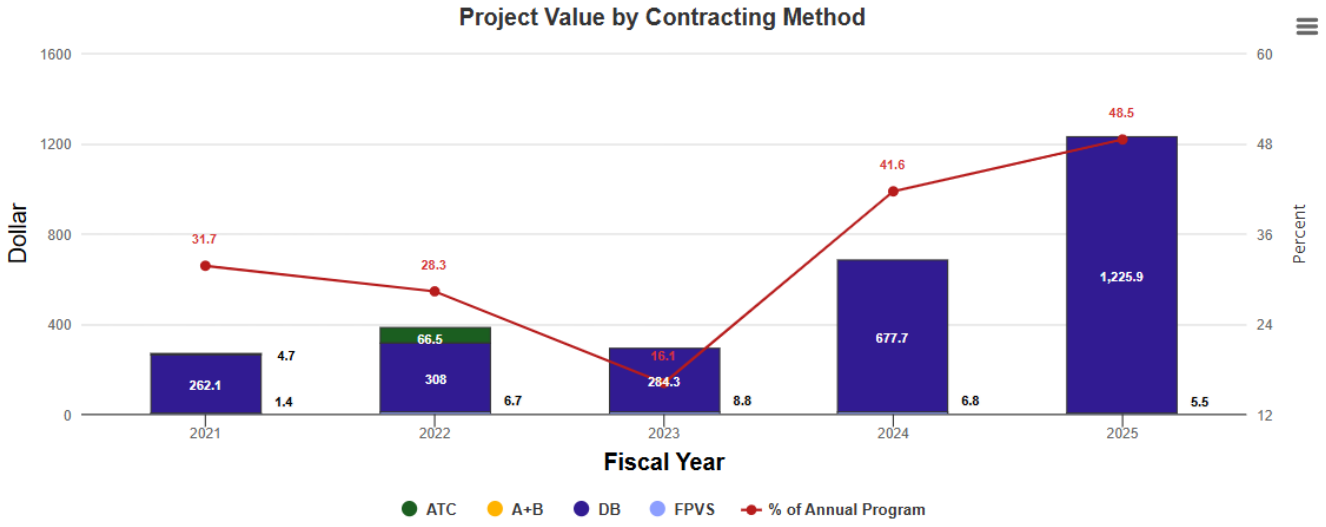
The example visual above from MMS demonstrates work plan progress for asphalt pavement repair and pipe culvert repair for year-to-date calendar year 2025.

Purpose:
MoDOT publishes the maintenance and operations work plans every year in the Statewide Transportation Improvement Plan for the first three years. This measure is completed to determine how each district performs compared to the planned levels in the STIP.

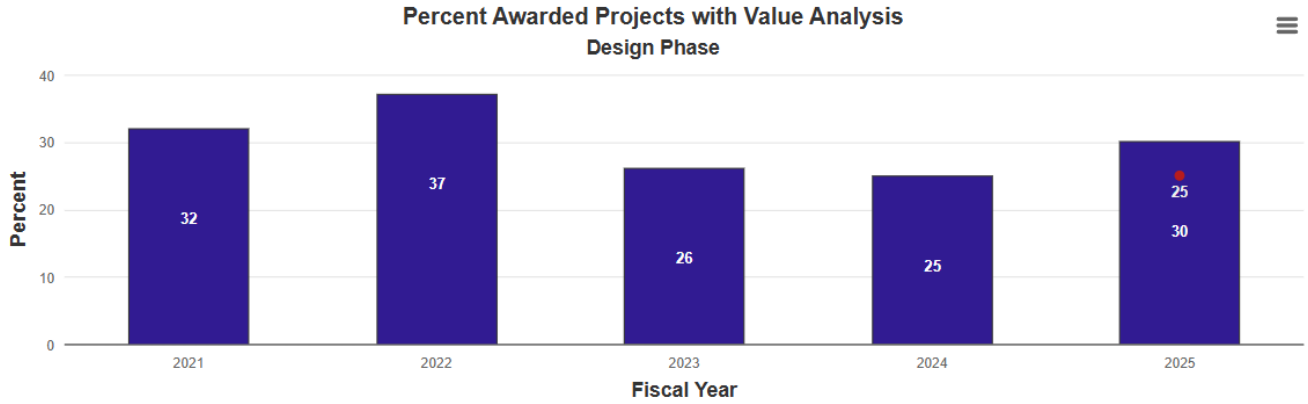
Measurement and Data Collection:
Activities planned in the STIP and other activities such as striping and mowing are tracked in MMS. Planned amounts are also developed in MMS and are used for determining the percent of work plan progress. One exception is mowing - the total shoulder miles are estimated at 90% of the lane miles for this measure.

Innovative contracting and value engineering – 3e

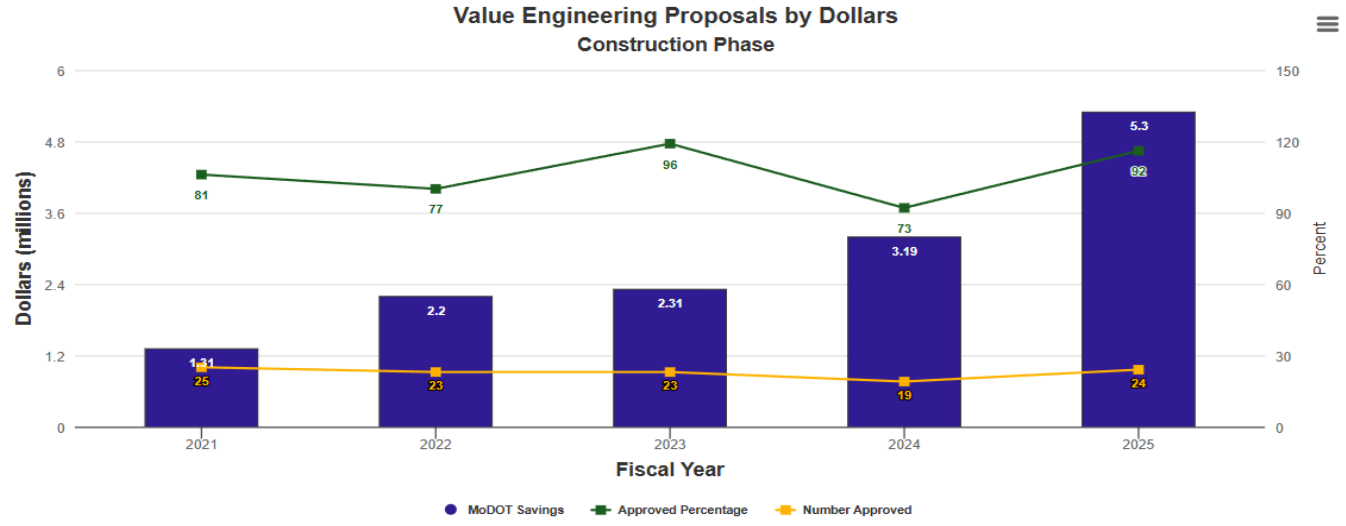
Update Frequency: July
Color Grade: green



2025 Target: Above 10%



Target: 25%



Desired Trend: Increase

Write up:
MoDOT has delivered more than $4.2 billion in Design-Build contracts that have saved taxpayers over $448 million and were completed nearly 174 months ahead of schedule. MoDOT leads the nation in partnering with public and private sectors to deliver projects that maximize available resources into collaborative solutions that achieve goals. Leveraging private-sector resources has resulted in the realization of over 800 innovations into projects using the Design-Build program in Missouri. MoDOT's Innovative Contracting Program includes Design-Build, A + B Contracting, Fixed Price Variable Scope and Design-Bid-Build using Alternate Technical Concepts (ATC).

In fiscal year 2025, four Design-Build projects were awarded in the Kansas City, St. Louis, Northeast and Southwest Districts. The Improve I-70 Kansas City Project will modernize the interstate between Paseo Boulevard and U.S. 40. The improvements include realigning curves at Jackson and Benton, improving 12 interchanges, 26 bridges and upgrades to bicycle and pedestrian facilities. The Improve I-70 Wentzville to Warrenton Project is the largest project in MoDOT's history and was awarded in FY 2025. This project will provide much needed improvements at the I-70 and I-64 interchange as well as providing a third lane between Wentzville and Warrenton. Upgrades to interchanges in the corridor were also included in the project. The Kaysinger Basin Bridge Bundle will replace or rehabilitate 25 bridges in west central Missouri in and around the Kaysinger Basin/Truman Lake area. This project is MoDOT's eight bridge bundle Design-Build project and adds to the over 700 bridges that have been improved using this delivery method. The Improve I-70 Blue Springs to Odessa project will add a third lane to I-70 between Blue Springs and Route H, nearly seven miles past the project requirements. The project also includes replacement of 14 bridges and improvements to interchanges at MO Route D in Bates City and MO Route 131 in Odessa.

MoDOT used innovative contracting to deliver nine of 450 projects in FY 2025 accounting for approximately 48.5% of the $2.5 billion program. The target goal of utilizing innovative contracting on two projects per year and 10% of program value were both achieved.

MoDOT pursues value throughout the life of a project utilizing the Value Engineering Program. MoDOT uses design-phase value analysis to identify opportunities for innovation, reduce project costs and improve project flexibility. MoDOT analyzed 30% of projects during the design phase in FY 2025. In addition, MoDOT works with industry partners to find more cost-effective solutions during the construction phase. The department approved 24 Value Engineering Change Proposals (VECP) at a 92% approval rate, resulting in $5.3 million in taxpayer dollars for MoDOT. The target to review 25% of projects in the design-phase was met this period. The target for increasing VECP savings from the previous year was met this period as well.

Purpose:
This measure tracks the use of innovative contracting methods on MoDOT projects including Design-Build contracts, A+B contracts, Fixed Price Variable Scope contracts, and Alternate Technical Concept contracts. This measure also tracks the use of value engineering during design and construction on traditional MoDOT projects including value analysis during the design phase and construction value engineering proposals.

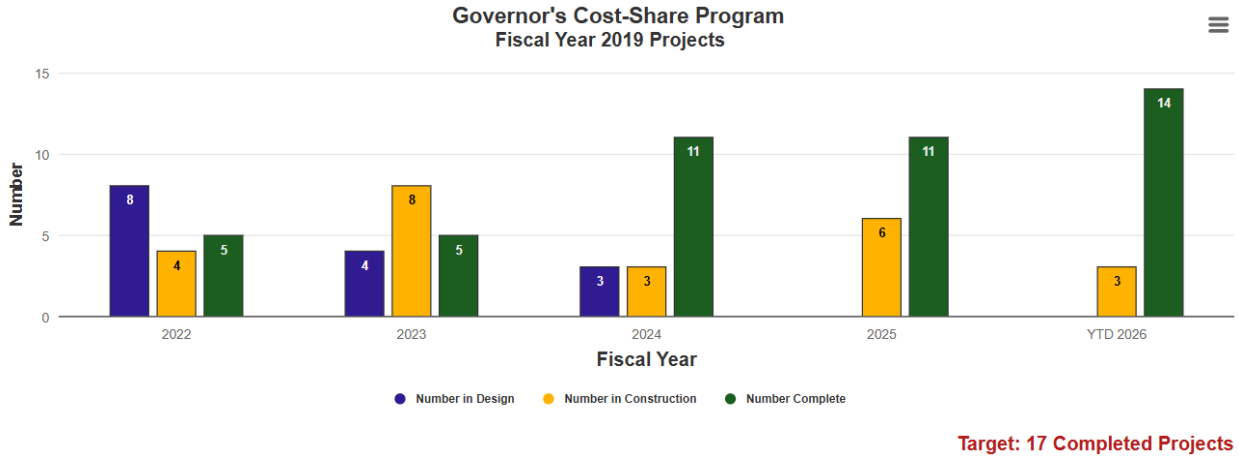
Measurement and Data Collection:
MoDOT projects utilizing innovative contracting methods are reported during the fiscal year in which they are awarded. Contract award values are collected through MoDOT's bid opening summaries and project records. A target of 10% of the programmed Statewide Transportation Improvement Program, or two projects per year, is an appropriate target for utilizing innovative contracting methods in Missouri. Information on value analysis during design is gathered from MoDOT's Statewide

Transportation Improvement Program information management system. Construction value engineering change proposal information is gathered from Value Engineering data is collected through MoDOT's Value Engineering Proposal database.

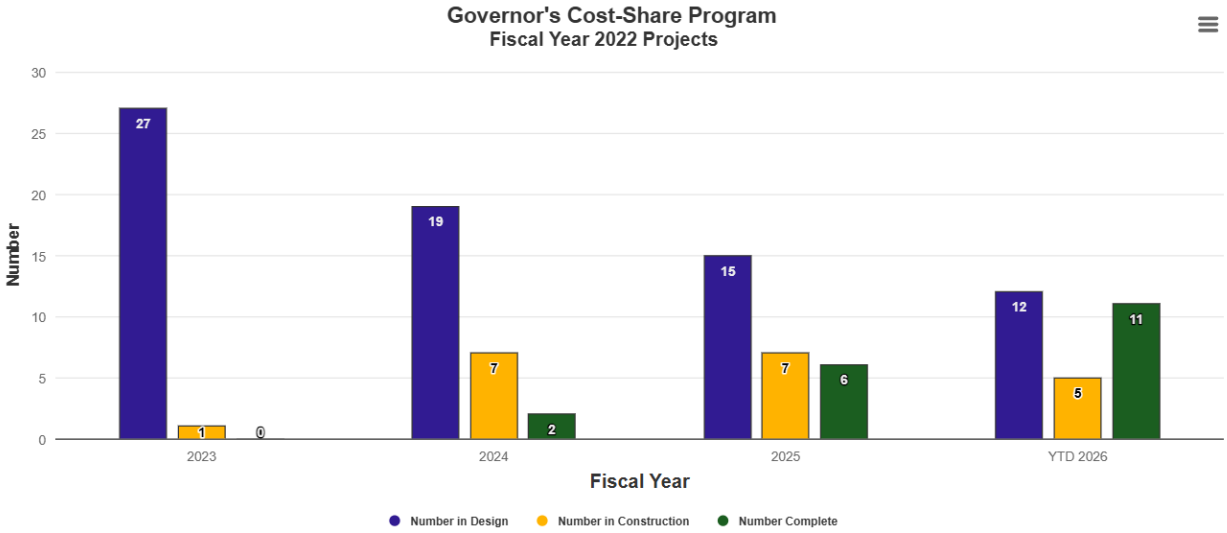
https://www.modot.org/design-build-information

Governor's Cost Share Program – 3f

Update Frequency: Quarterly
Color Grade: yellow



Target: 17 Completed Projects



Target: 28 Completed Projects

Write up:

This measure tracks progress on the Governor's Transportation Cost-Share Program, which was initiated by Gov. Mike Parson to build partnerships with local communities and combine efforts and resources to deliver road and bridge projects. The fiscal year 2019 program will deliver 17 projects, and the FY 2022 program will deliver 28 projects.

The Governor's Transportation Cost-Share Program began in FY 2019 and will be complete when all projects have been constructed. The number of projects in progress will vary as new projects start

and others are completed. For the FY 2019 program, 14 projects have been completed and three are under construction. For the FY 2022 program, 11 projects have been completed, five are under construction, and 12 are in the design phase during this reporting period.

Purpose:

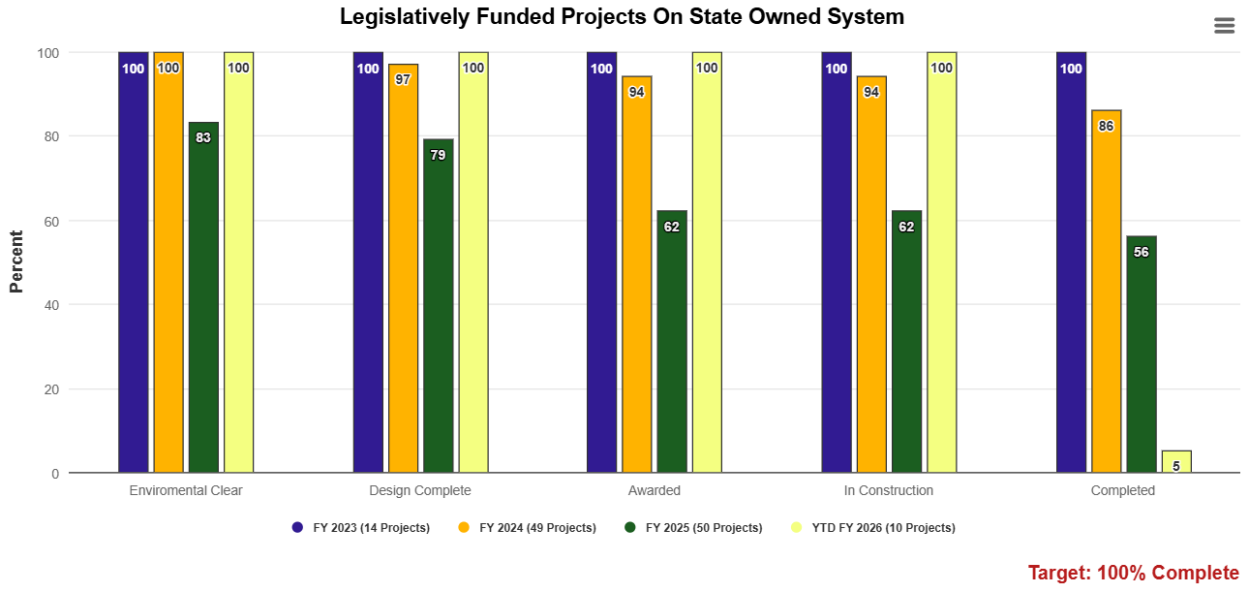
The purpose of this measure is to track the progress made on the Governor's Transportation Cost-Share Program. The measure will track the quarterly progress of projects based on their stage of project delivery: design, construction and completion.

Measurement and Data Collection:

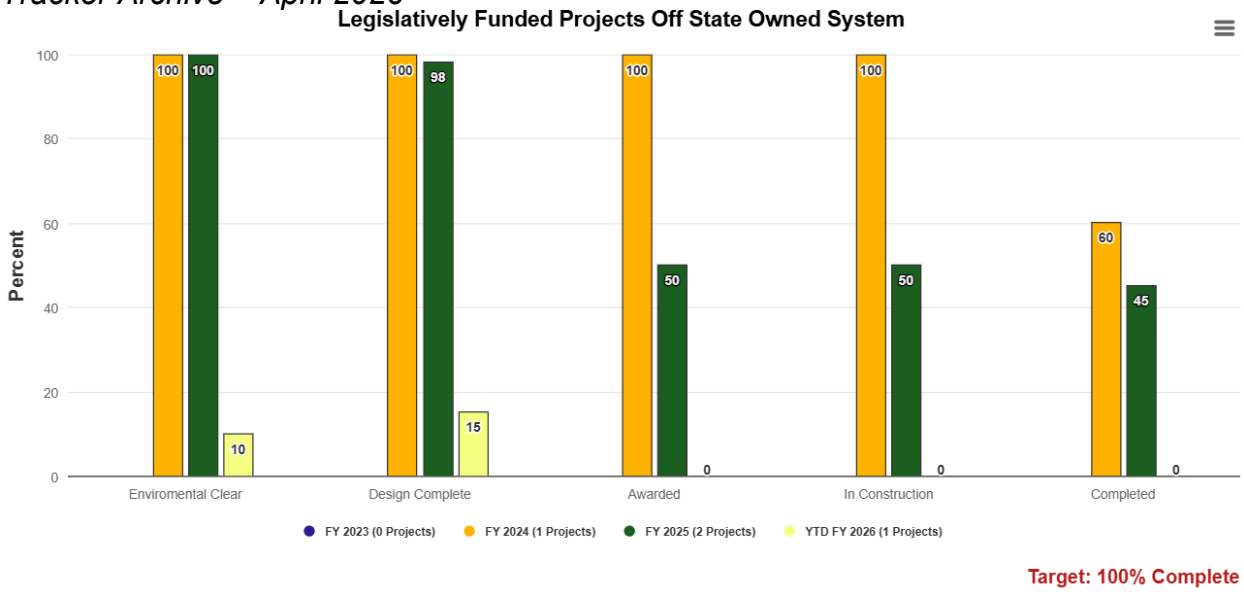
The data for this Tracker measure is collected from district staff responsible for oversight of the projects. Project delivery milestones are entered into a list that tracks the status of all Governor's Transportation Cost-Share projects.

Legislative Designated Projects - 3g

Update Frequency: Quarterly
Color Grade: yellow



Target: 100% Complete



Write up:
The Missouri General Assembly has provided resources for unfunded transportation needs, highlighted by investments in Interstate 70 and several locations along Interstate 44. These investments represent generational improvements that will serve Missourians for decades to come. Since 2023, the Missouri General Assembly has provided MoDOT with over $4.59 billion in General Revenue funds. These funds are supporting the development of more than 379 projects statewide.

MoDOT has a proven history of achieving objectives and constructing projects on time and within budget, demonstrating capabilities that rival many transportation agencies across the country. MoDOT continues to deliver these legislatively designated projects, in addition to the $1.5 billion annual capital improvement program, by using efficient project programming and delivery strategies.

Progress of MoDOT-Delivered On-System Projects
- Awarded 100% and completed 100% of FY 2023 legislatively designated projects.
- Awarded 94% and completed 86% of FY 2024 legislatively designated projects.
- Awarded 62% and completed 56% of FY 2025 legislatively designated projects.
- Awarded 100% and completed 5% of FY 2026 legislatively designated projects.

Progress of Local Public Agency-Delivered Off-System Projects
- Awarded 100% and completed 60% of FY 2024 legislatively designated projects.
- Awarded 50% and completed 45% of FY 2025 legislatively designated projects.
- Awarded 0% and completed 0% of FY 2026 legislatively designated projects.

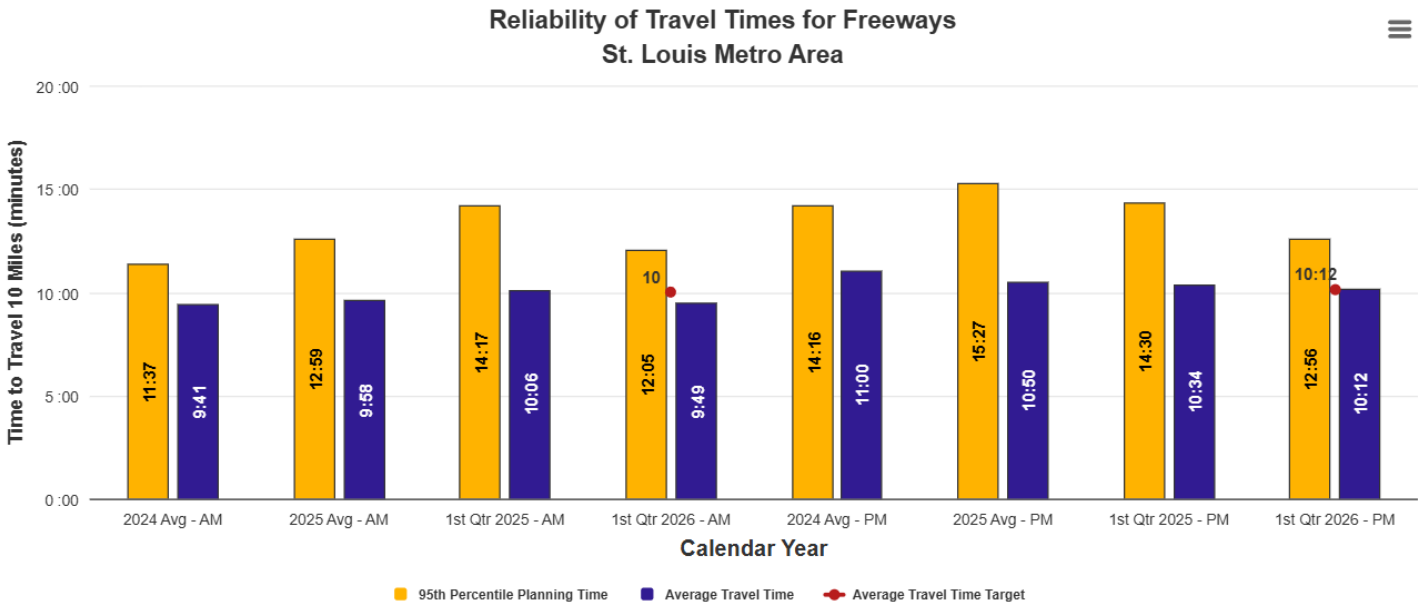
Purpose:
The purpose of this measure is to track the progress made on the Legislative Designated Projects provided by the Missouri General Assembly. The measure will track the quarterly progress of projects based on their stage of project delivery: environmental, design, awarded, construction and completion.

Measurement and Data Collection:

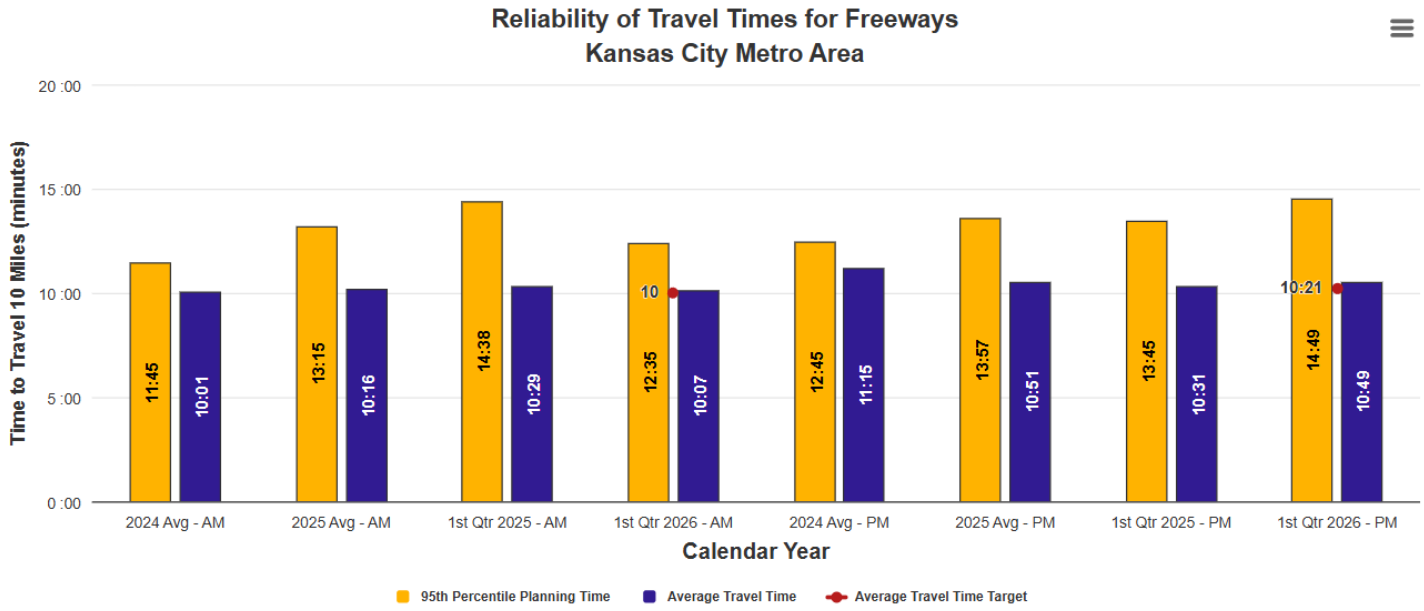
The data for this tracker measure is collected from district staff responsible for project oversight. Project delivery milestones are entered into a list that tracks the status of all Legislative Designated Projects. Environmental information is collected from the RES system. Design Complete data is collected from eProjects. Award information is obtained from published awarded projects. Construction percent complete is gathered from eProjects estimate data. LPA updates are provided by District LPA staff.

Travel times and reliability on major routes – 4a

Update Frequency: Quarterly
Color Grade: yellow

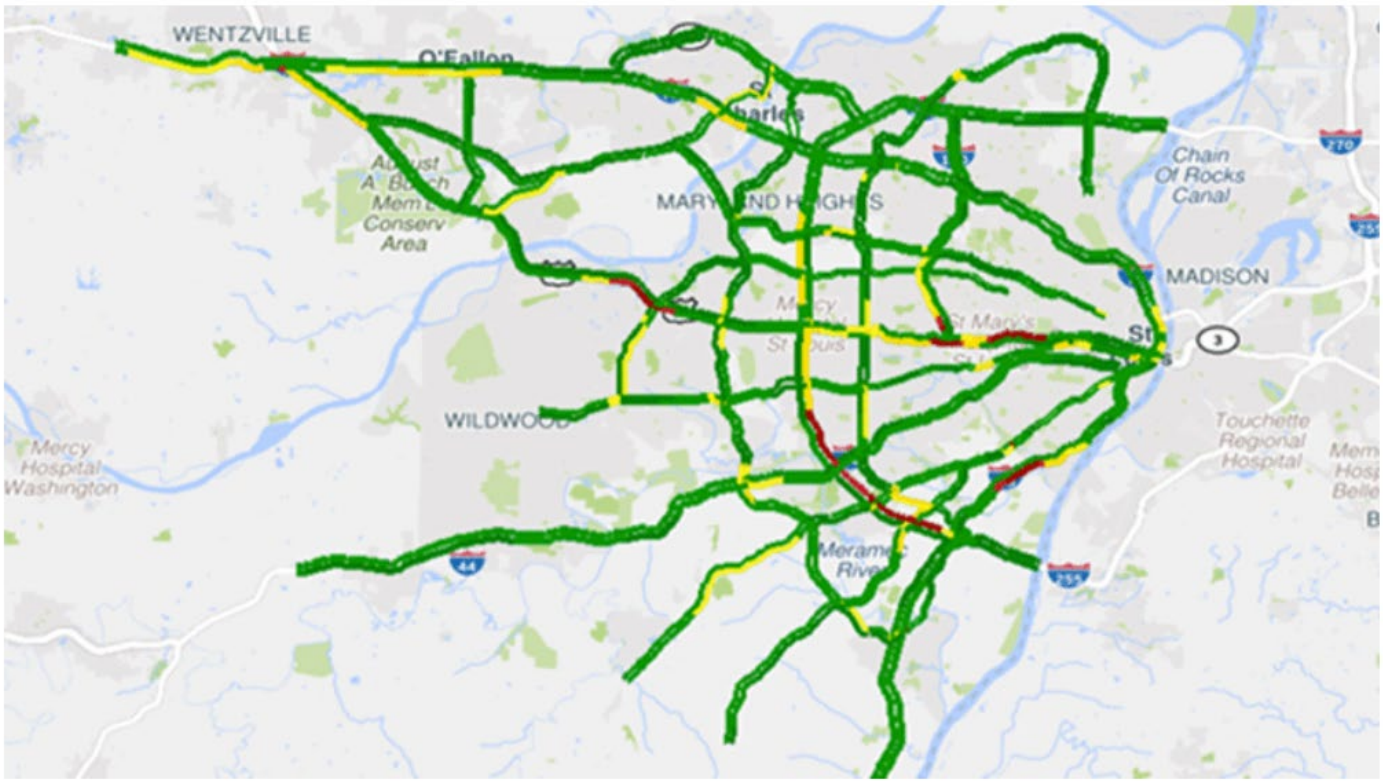


Target: 10 min. a.m. - 10.12 min. p.m.

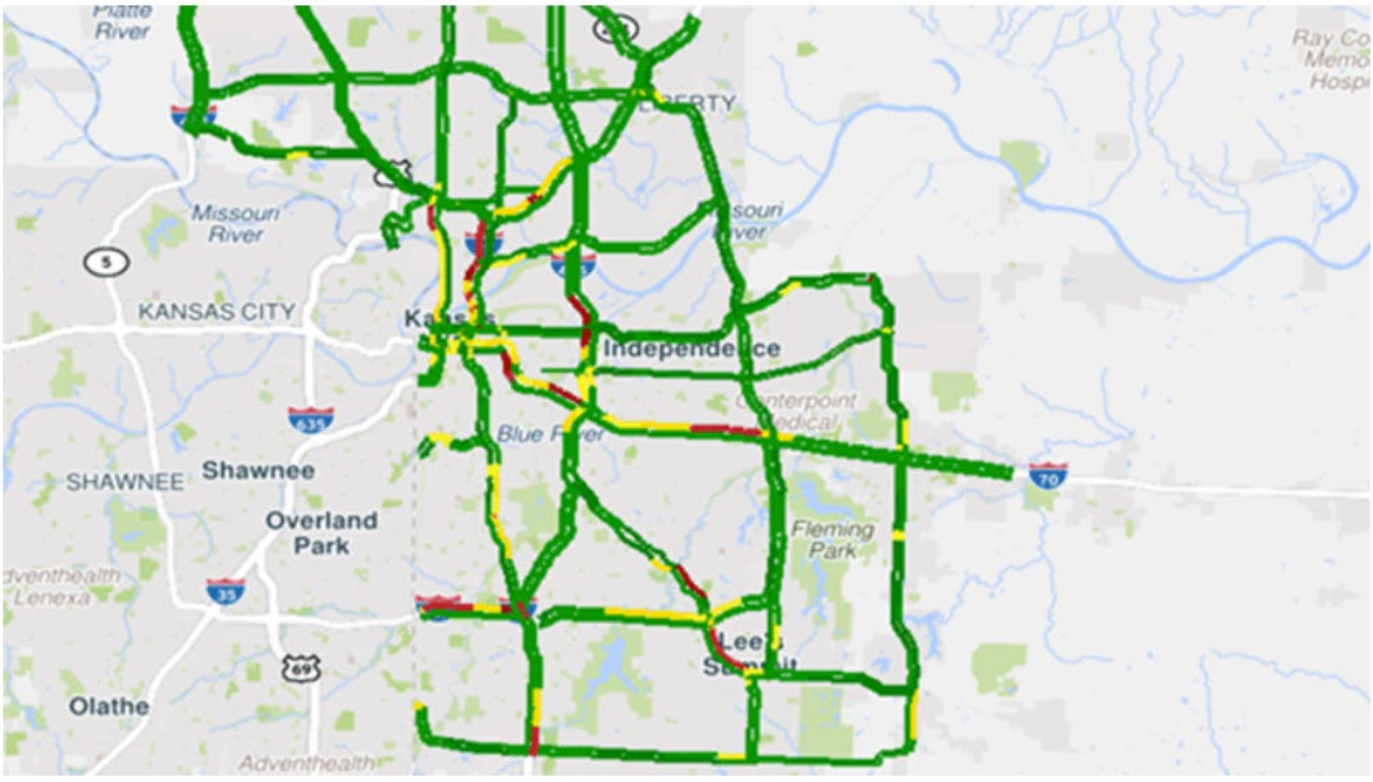


Target: 10 min. a.m. - 10.21 min. p.m.

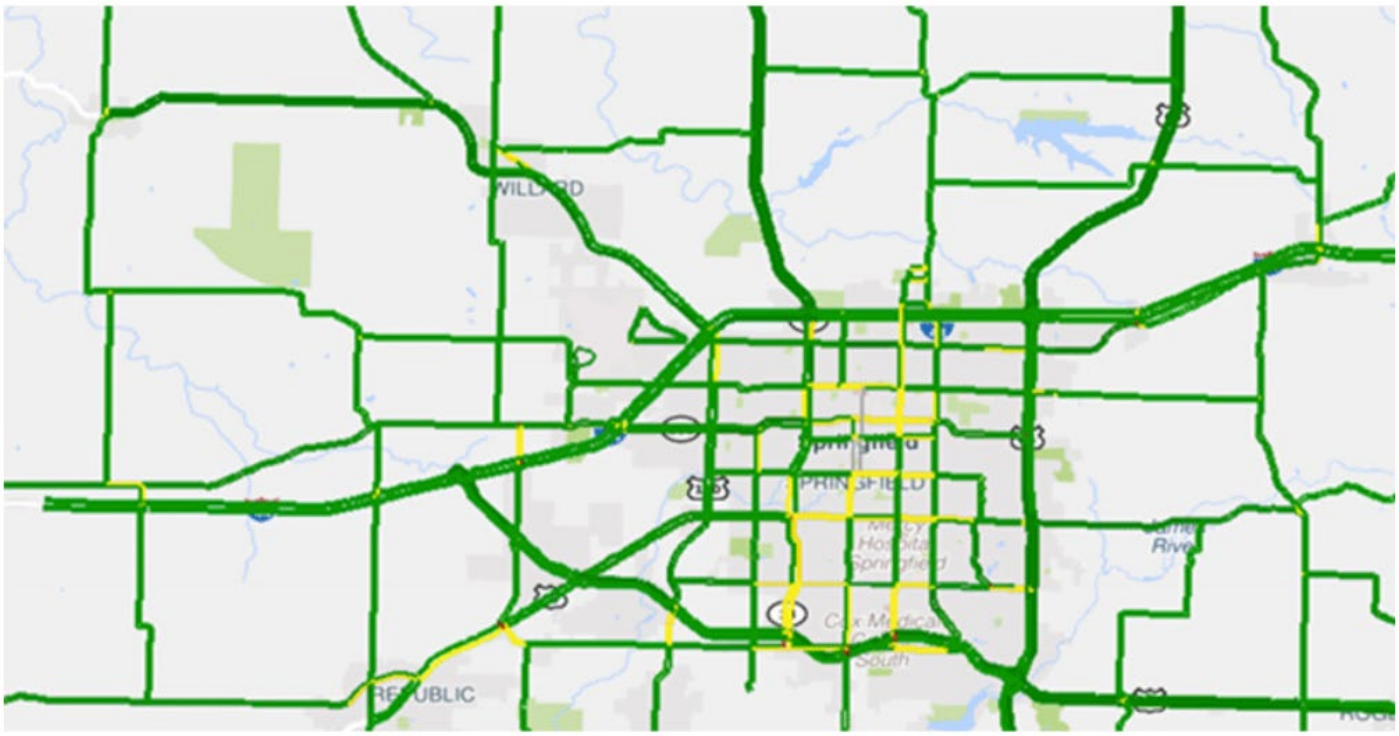
AM St. Louis



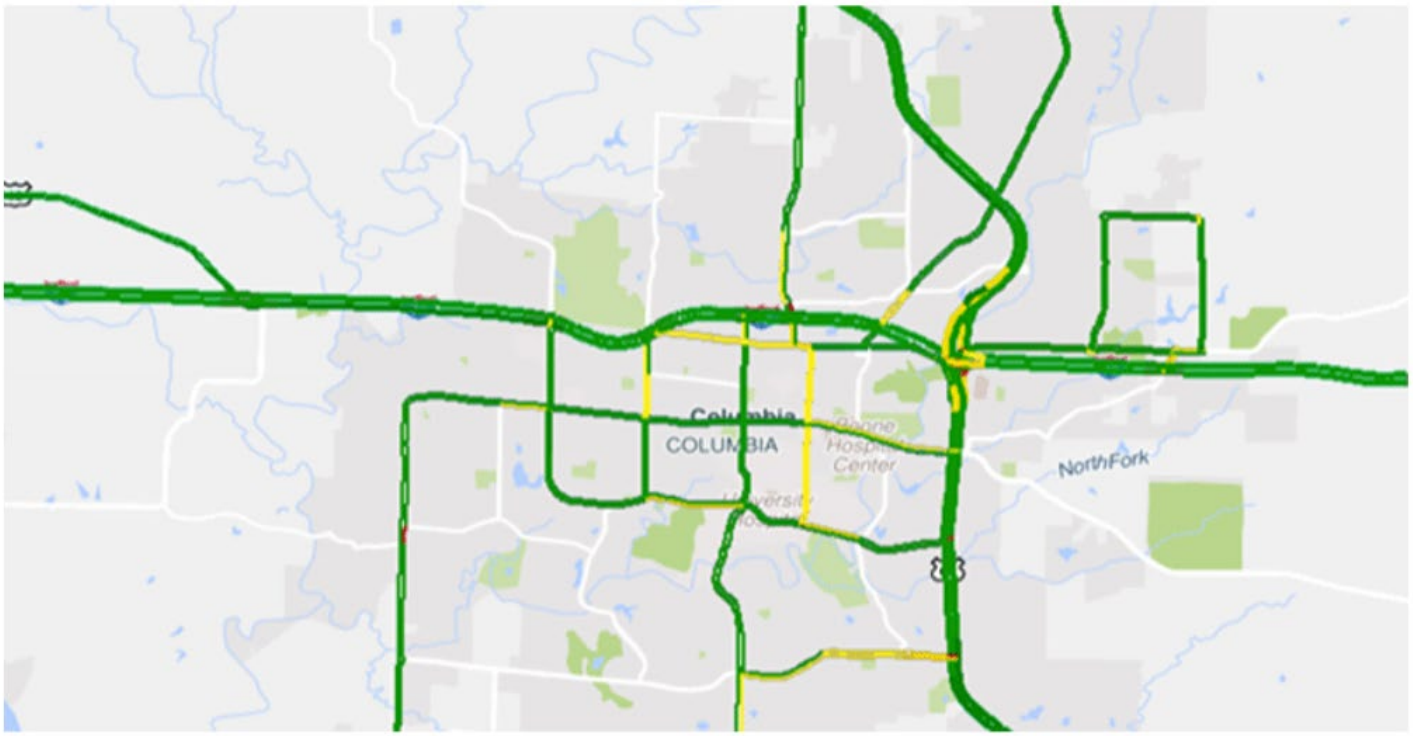
AM Kansas City



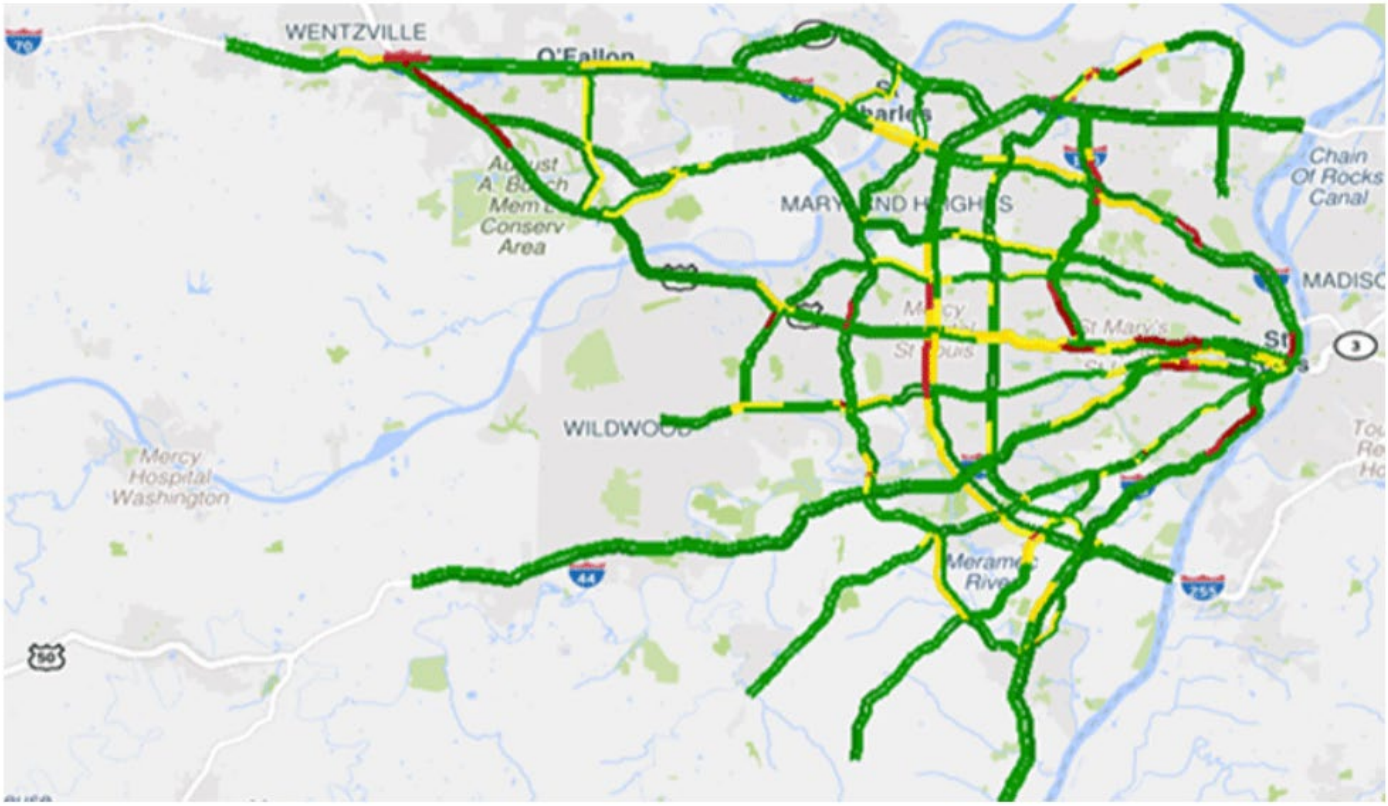
AM Springfield



AM Columbia



PM St. Louis



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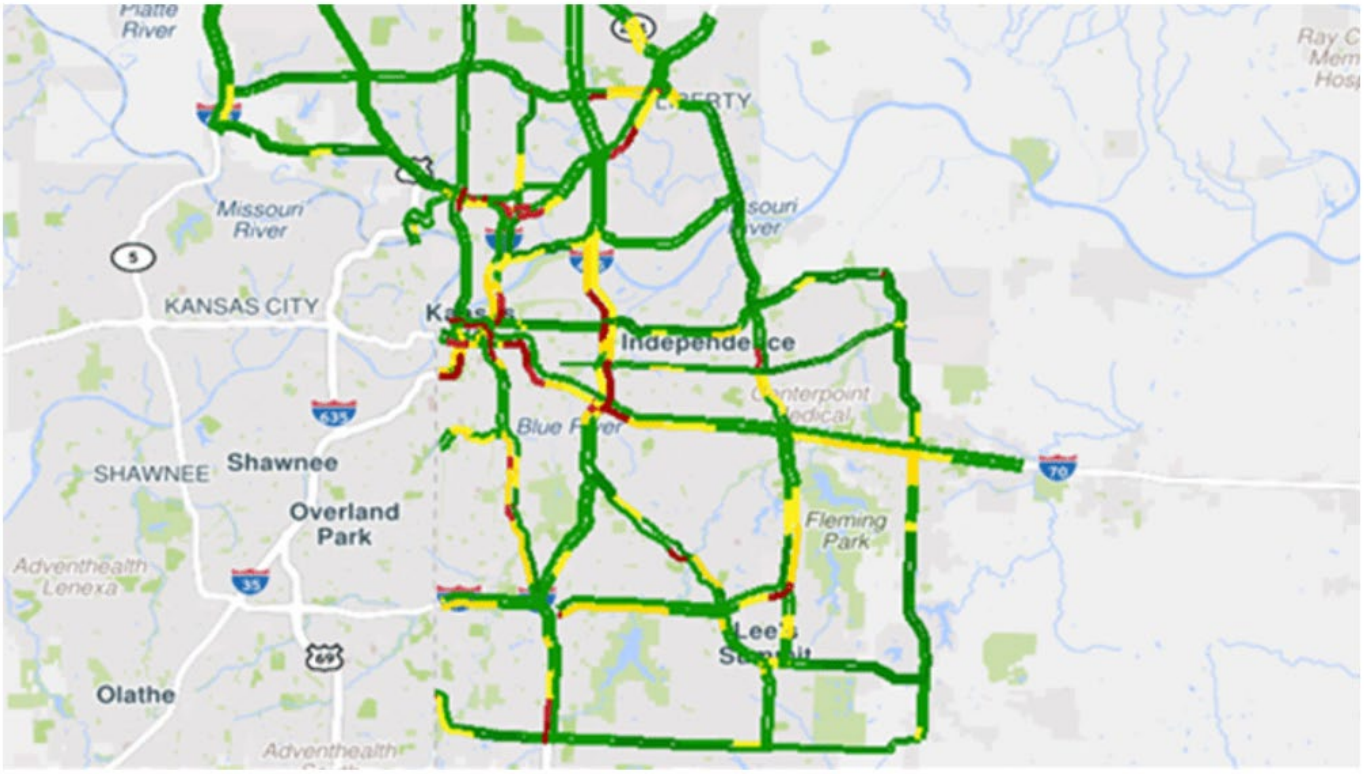

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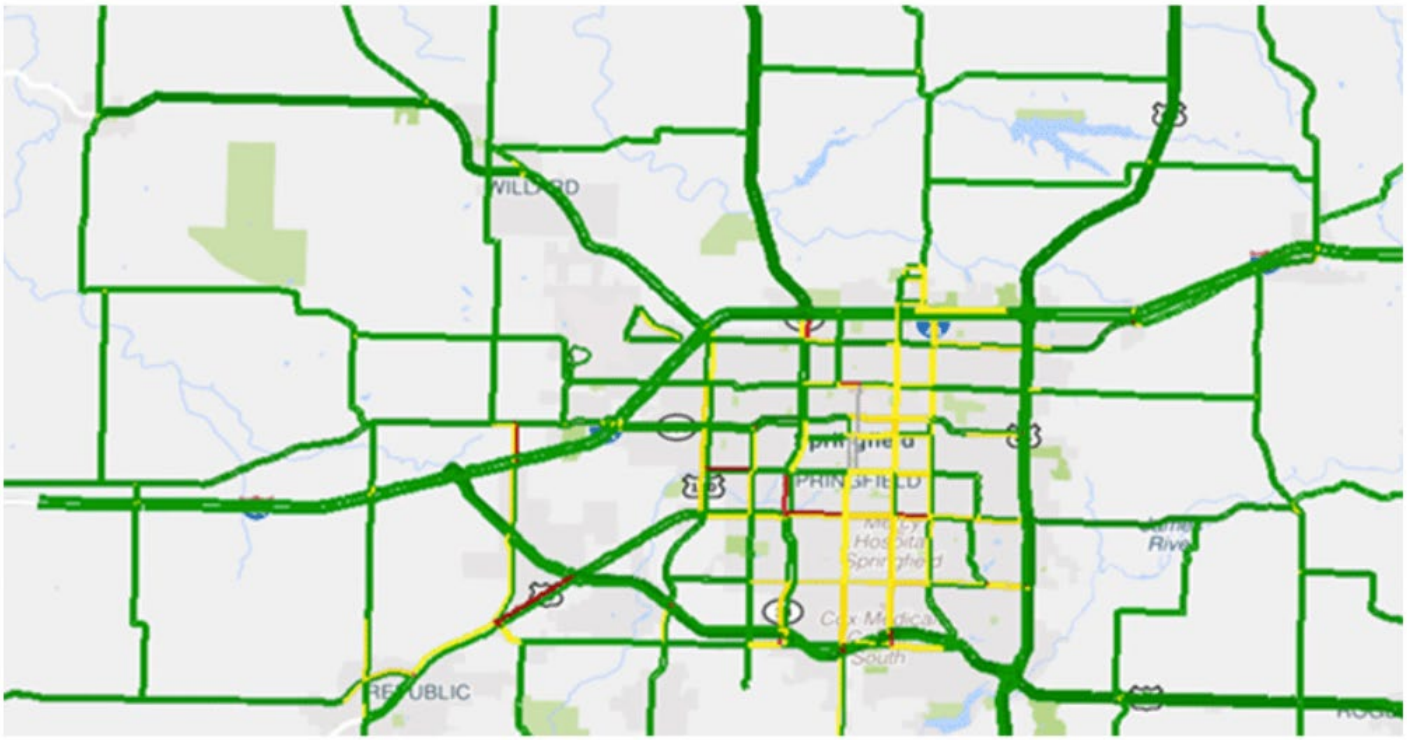
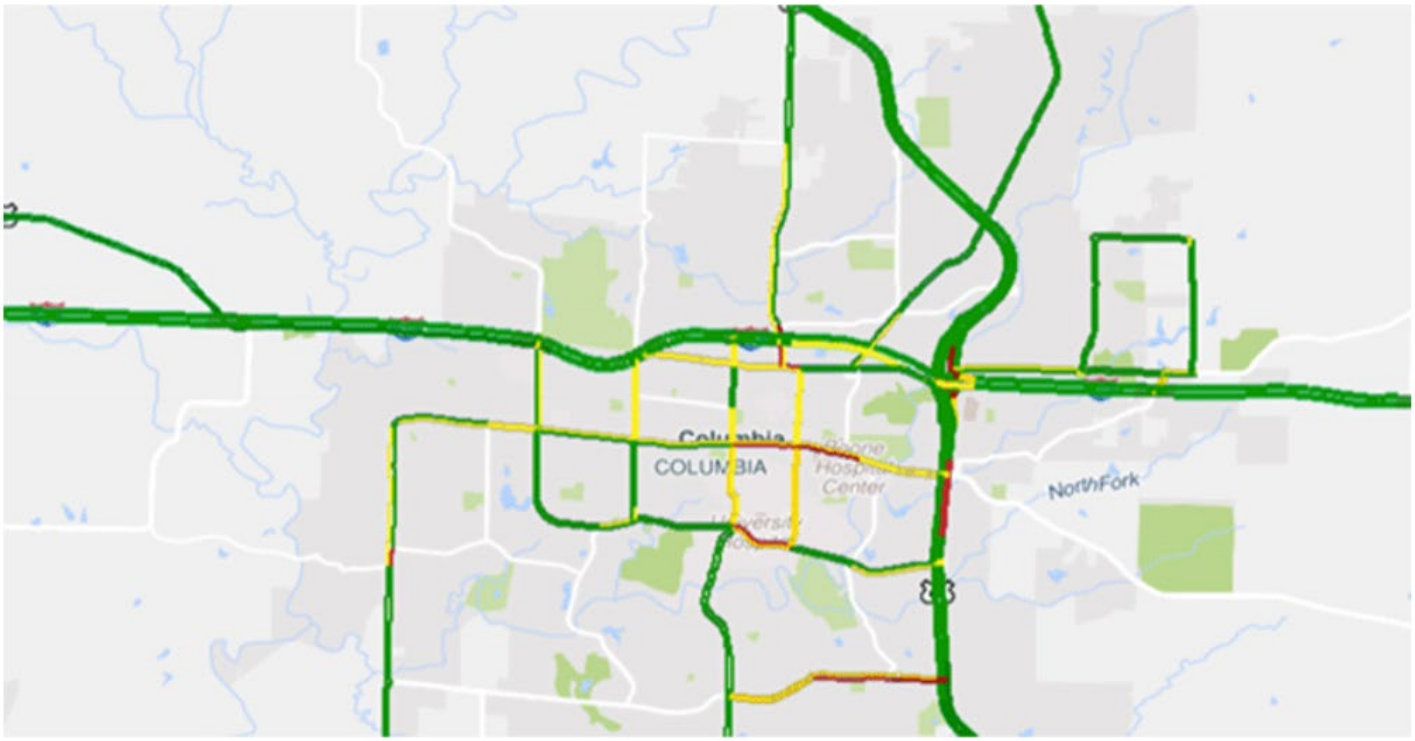


PM Columbia



Write up:
Compared to the first quarter of 2025, average travel times in the first quarter of 2026 decreased during three of the four studied peak periods. In the St. Louis region, average travel times decreased by 17 seconds during the morning peak and by 22 seconds during the evening peak. In the Kansas City region, average travel times decreased by 22 seconds during the morning peak and increased by 18 seconds during the evening peak. Average speeds across both regions and all peak periods ranged from 55 to 61 miles per hour. Two of the four peaks fell below the average travel time target.

Planning time accounts for unexpected delays and indicates how much time customers should plan for their trip to arrive on time 95% of the time. In St. Louis, motorists traveling during the morning rush needed to plan an additional two minutes and five seconds for a 10-mile trip compared to free-flow conditions. During the evening rush, customers needed to plan an additional two minutes and 56 seconds. In Kansas City, motorists traveling during the morning rush needed to plan an additional two minutes and 35 seconds for a 10-mile trip compared to free-flow conditions. During the evening rush, customers needed to plan an additional four minutes and 49 seconds. Planning times for the first quarter of 2026, compared to the first quarter of 2025, decreased across three of the four studied peaks (with the Kansas City evening peak increasing). Planning times for both regions represent average rush-hour speeds between 40 and 50 mph.

Purpose:
This measure tracks the mobility of significant state routes in St. Louis, Kansas City, Springfield, and Columbia.

Measurement and Data Collection:
Travel time data is collected continuously via wireless technology. To assess mobility, MoDOT compares travel times during rush hour to free-flow conditions where vehicles can travel at the posted speed limit. This measure also assesses reliability, an indicator of how variable those travel times are daily.

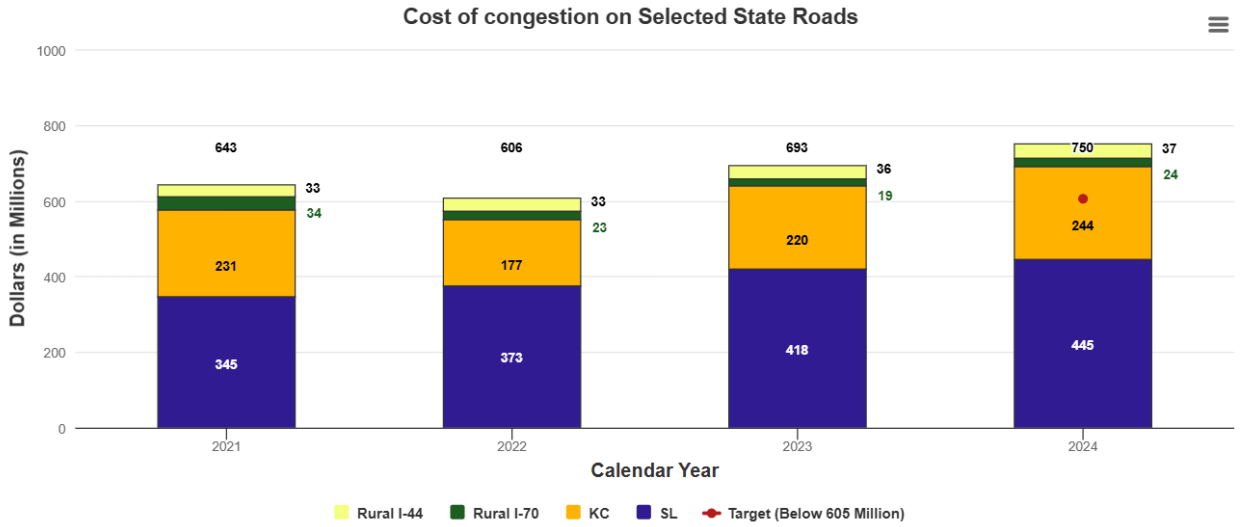
The charts in this measure show the average travel time and the 95th percentile travel time, which is the time motorists should plan to reach their destinations timely 95% of the time.

The maps display the reliability of specific sections of roadways during rush hour.

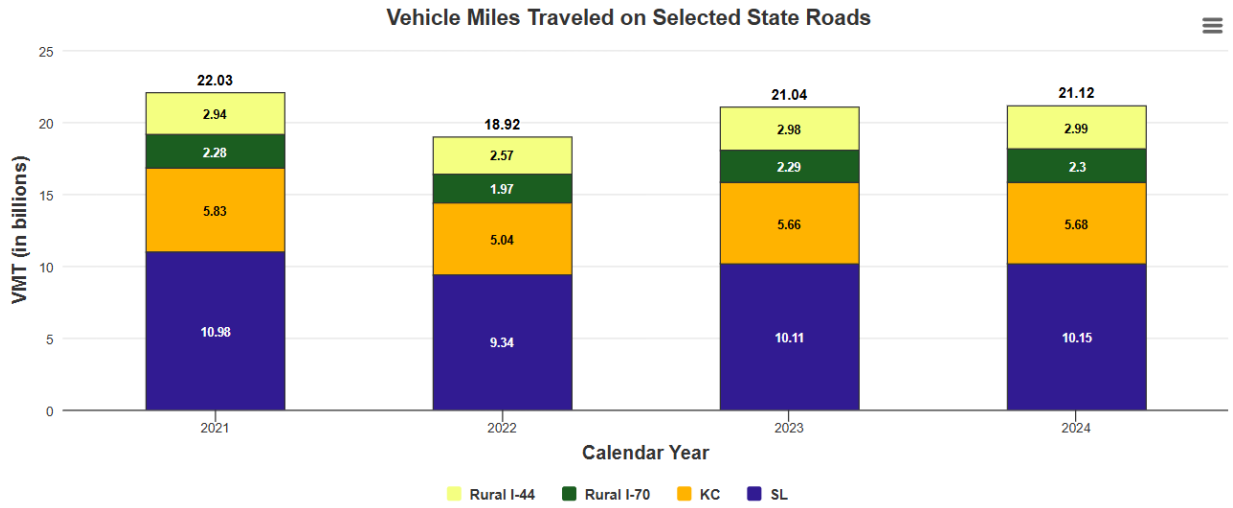
The targets for average travel time are updated quarterly. The targets are established by projecting a 10% improvement over the average travel time of the same quarter over the previous two years. The minimum value for the target time is 10 minutes. This corresponds to the time it takes to travel 10 miles at the posted speed limit of 60 miles per hour.

Cost & impact of traffic congestion – 4b

Update Frequency: July
Color Grade: red



Target: Below 605 Million



Write up:

Although traffic jams are not necessarily consistent day to day, recurring congestion comes at regular times. Nonrecurring congestion from an unexpected traffic crash or natural disaster negatively affects traffic flow. When either form of congestion occurs, the time required for a given trip becomes unpredictable. This unreliability is costly for commuters and truck drivers moving goods which results in higher prices for consumers.

While the desired trend for both costs is downward, challenges exist in Missouri's metropolitan regions and major truck freight corridors that continue to threaten this positive outcome. A comprehensive look at congestion that goes beyond typical solutions of adding capacity is needed. Using smarter technology to help guide motorists is a must. Still, the desired outcome is to lower congestion costs and demonstrate that traffic is moving more efficiently.

This report looks at the 2021 to 2024 cost of congestion in the urban areas of Kansas City and St. Louis, as well as rural I-44 and I-70 across the state. The 2024 target for statewide congestion cost

was $605 million. The actual calculation from the Regional Integrated Transportation Information System data for 2024 was $750 million. Congestion costs continue to increase in both the urban areas of Kansas City and St. Louis, and along rural segments of I-70 and I-44. Total congestion costs in 2024 increased $57 million when all measured areas are considered when compared to 2023. Vehicle miles travelled are shown to have a slight increase from 2023 to 2024 according to Regional Integrated Transportation Information System data.

Purpose:

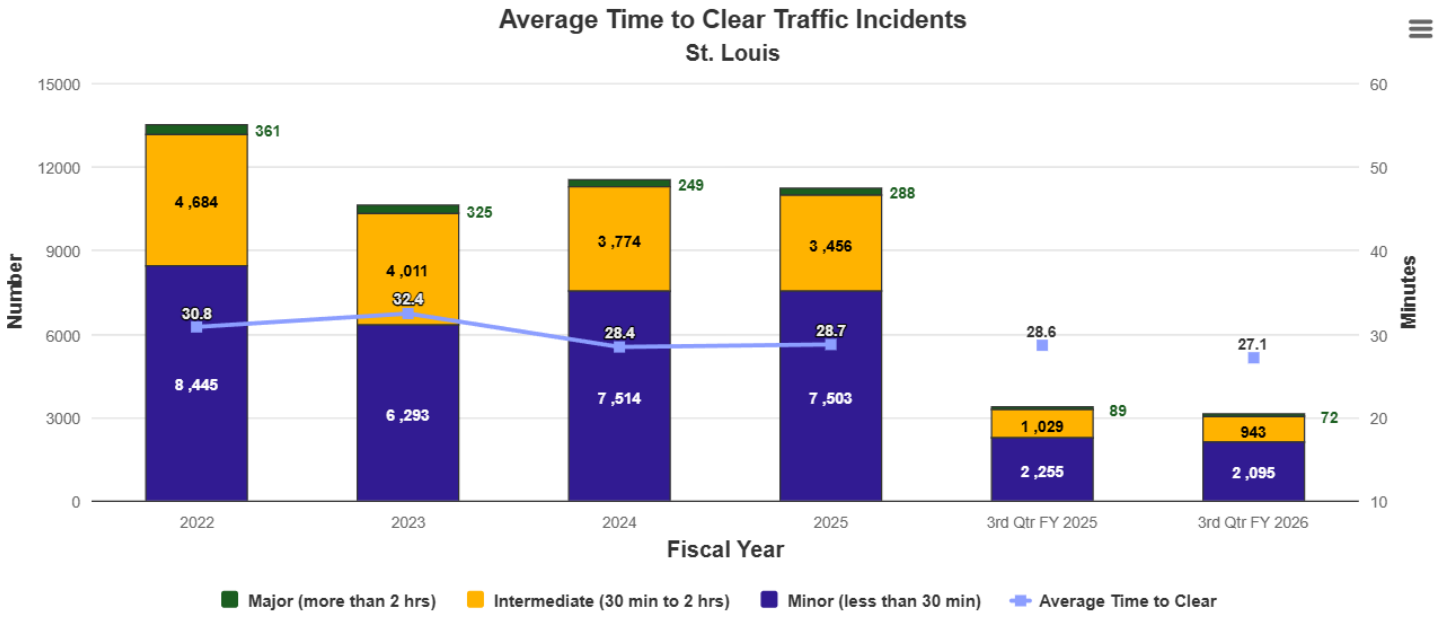
This measure tracks the annual cost and impact of traffic congestion to motorists for user delays and vehicle miles traveled on select routes in the St. Louis and Kansas City regions as well as rural sections of Interstates 44 & 70.

Measurement and Data Collection:

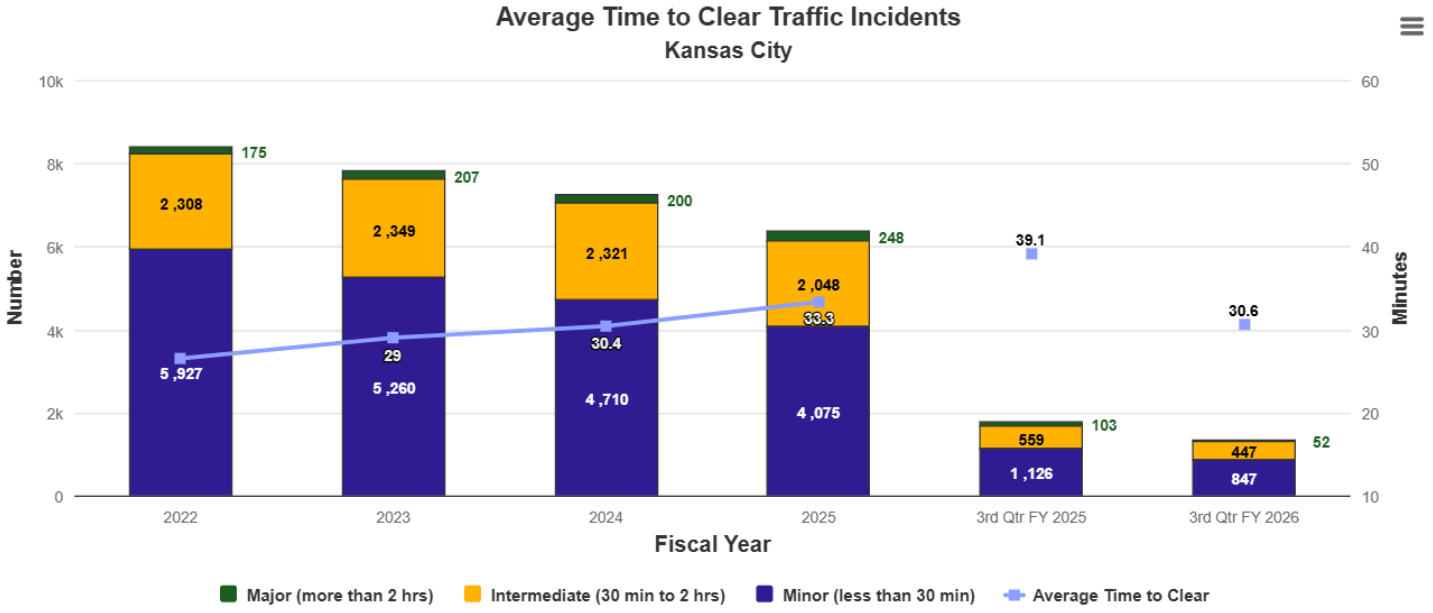
A reporting tool available in the Regional Integrated Transportation Information System looks at user delay costs. This data, in combination with industry standard costs for passenger cars and trucks, reflects the overall costs of congestion. RITIS also includes historic data so trend lines can be tracked and evaluated. The unit cost per passenger car is $19.64 per hour and is obtained from the US Bureau of Labor Statistics. The unit cost per truck is $66.87 obtained from the American Transportation Research Institute, which specializes in tracking freight mobility and provides the best source of data related to freight costs. For previous reporting, the department used data provided by the Texas A&M Transportation Institute, which annually produces the Urban Mobility Report. The target for this measure is updated annually in April and is established by projecting a 10% improvement over a 4-year average.

Average time to clear traffic incident – 4c

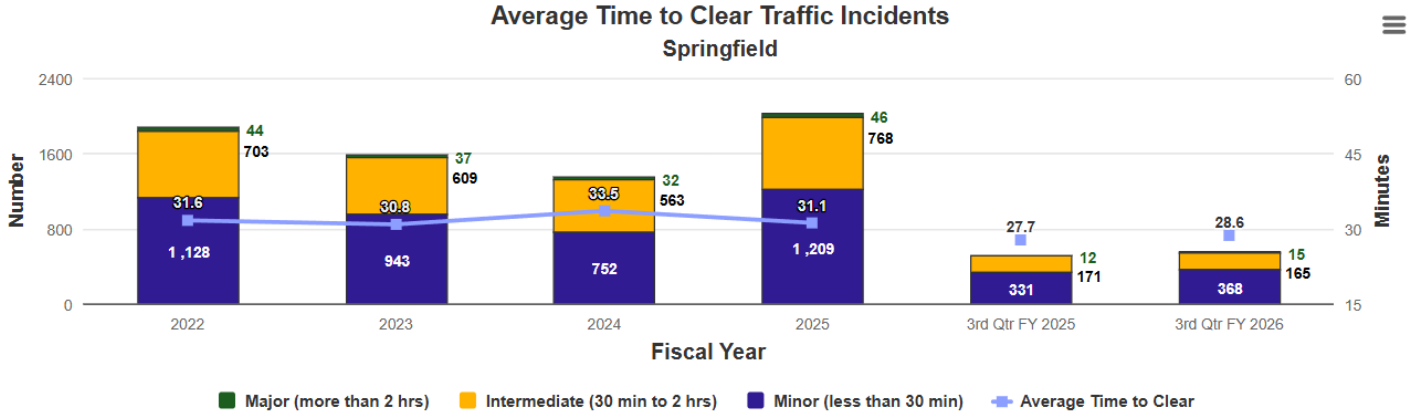
Update Frequency: Quarterly
Color Grade: yellow



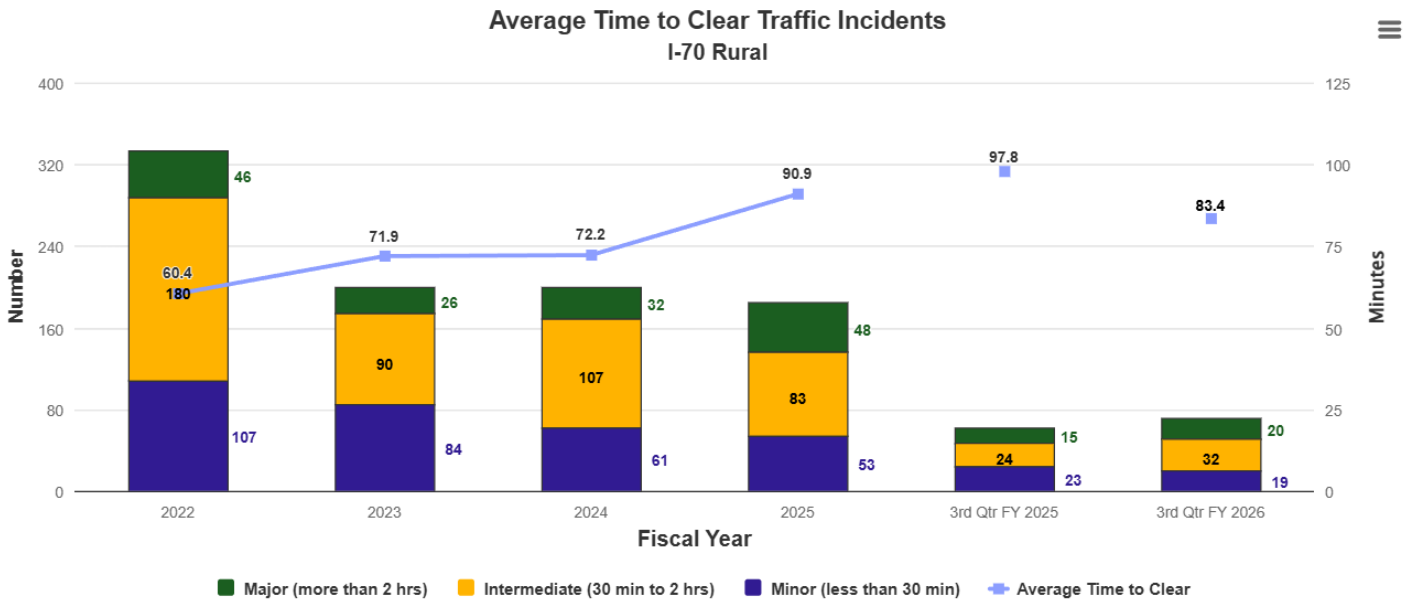
2026 Target: Below 26.4 Minutes to clear



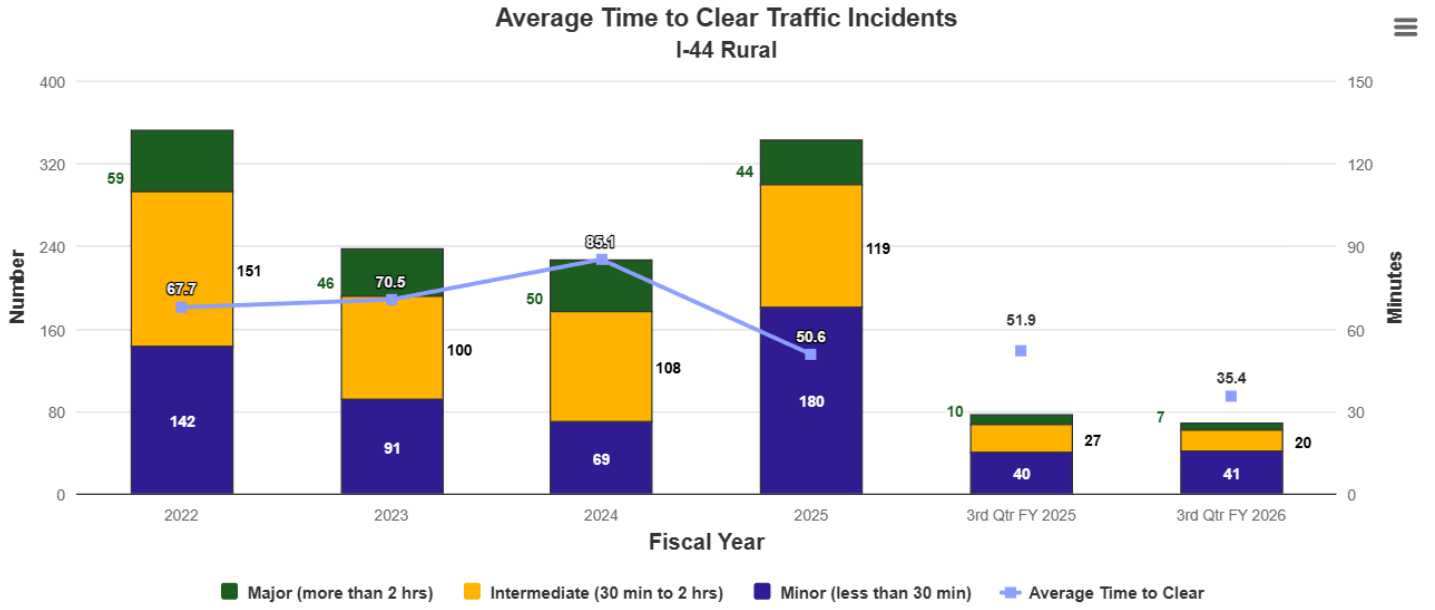
2026 Target: Below 25.0 Minutes to clear



2026 Target: Below 29.6 Minutes to clear



2026 Target: Below 60.0 Minutes to clear



2026 Target: Below 60.6 Minutes to clear

Write up:

Traffic incidents are unplanned events that block travel lanes and temporarily reduce roadway capacity. Responding promptly to crashes, debris and stalled vehicles improves system performance, so quick clearance is essential for restoring normal traffic flow.

In the third quarter of fiscal year 2026, St. Louis reported 2,095 traffic incidents with an average clearance time of 27.1 minutes, representing a 7.8% decrease in incidents and a 5.1% decrease in clearance time compared to the third quarter of FY 2025.

Kansas City had 1,346 incidents averaging 30.6 minutes, reflecting a 24.7% decrease in incidents and a 21.7% decrease in clearance time.

Springfield reported 548 incidents with an average clearance time of 28.6 minutes, a 6.6% increase in incidents and a 3.2% increase in clearance time.

Rural counties along Interstate 70 between MM 28 (Oak Grove) and MM 203 (Foristell) recorded 71 incidents averaging 83.4 minutes, a 14.5% increase in incidents and a 14.7% decrease in clearance time.

Rural counties along Interstate 44 between MM 0 (Oklahoma) and MM 69 (Springfield), as well as between MM 91 (Strafford) and MM 224 (Sullivan), had 68 incidents averaging 35.4 minutes, an 11.7% decrease in incidents and a 31.8% decrease in clearance time.

Overall, the combined measured areas saw an 11.5% decrease in traffic incidents and a 16.3% decrease in clearance times, according to MoDOT's Advanced Traffic Management Systems.

For the third quarter of FY 2026, Springfield met targeted clearance times. Although St. Louis and Kansas City did not meet their time-to-clear targets for the quarter, both regions improved compared to the same quarter one year ago. St. Louis decreased its average clearance time by nearly a minute, and Kansas City improved by more than eight minutes, signaling continued progress.

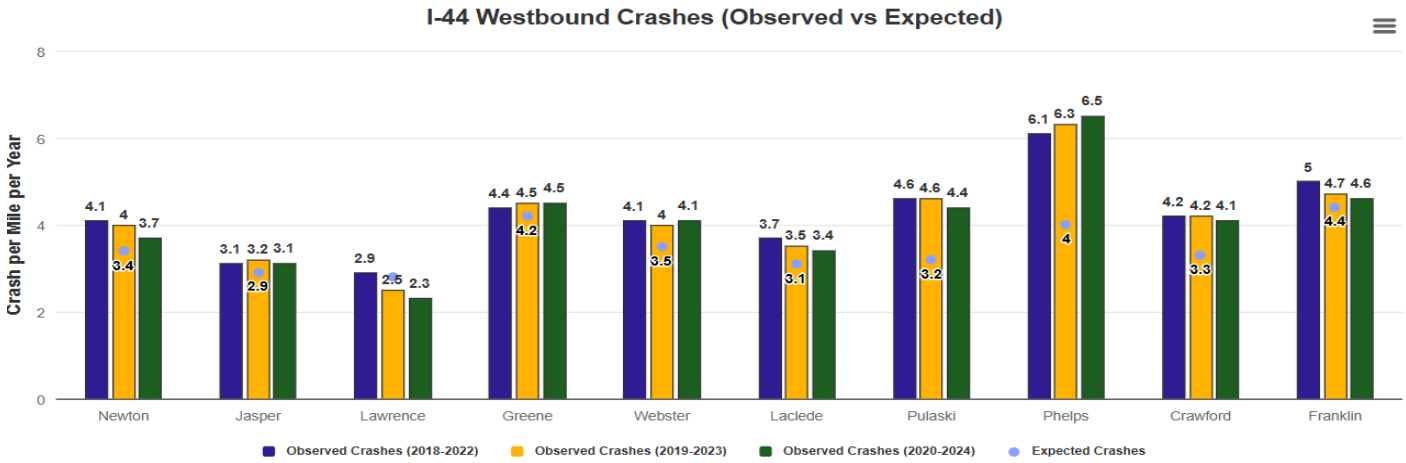
Purpose:
This measure is used to determine the trends in incident clearance on the state highway system.

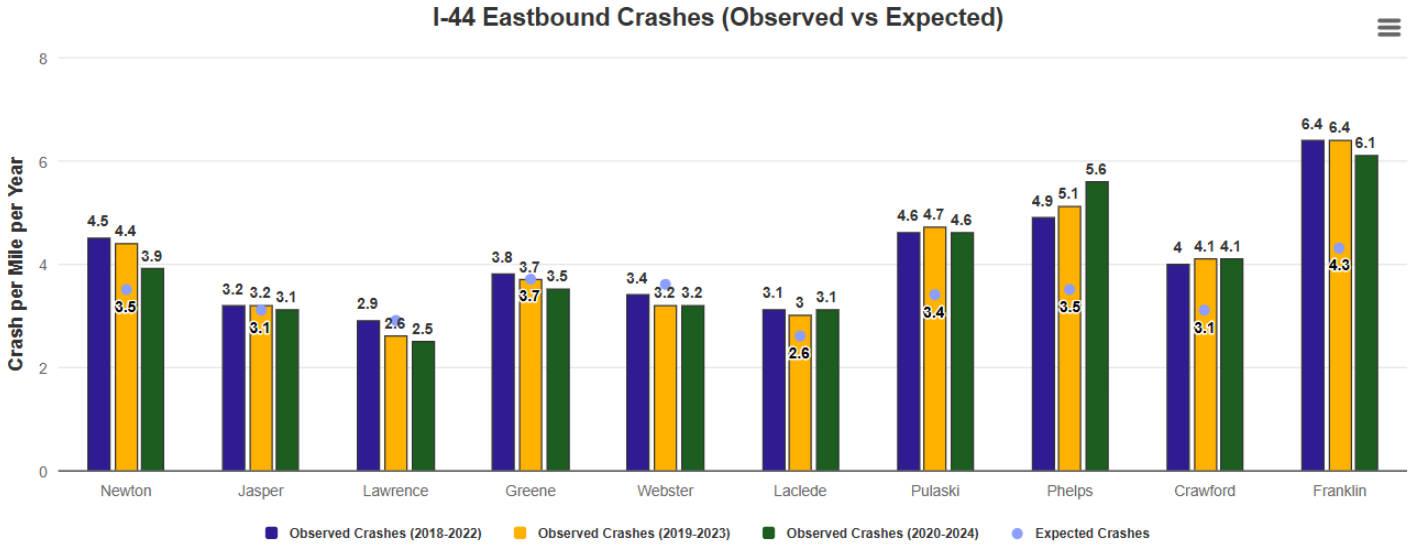
Measurement and Data Collection:
Advanced transportation management systems are used by traffic management centers in St. Louis, Kansas City and Springfield to record the incident start time and the time when all lanes are declared cleared. Traffic incidents can be categorized into three general classes of duration set forth by the Manual on Uniform Traffic Control Devices, which include minor, intermediate and major incidents. Each class has unique traffic- control characteristics and requirements.

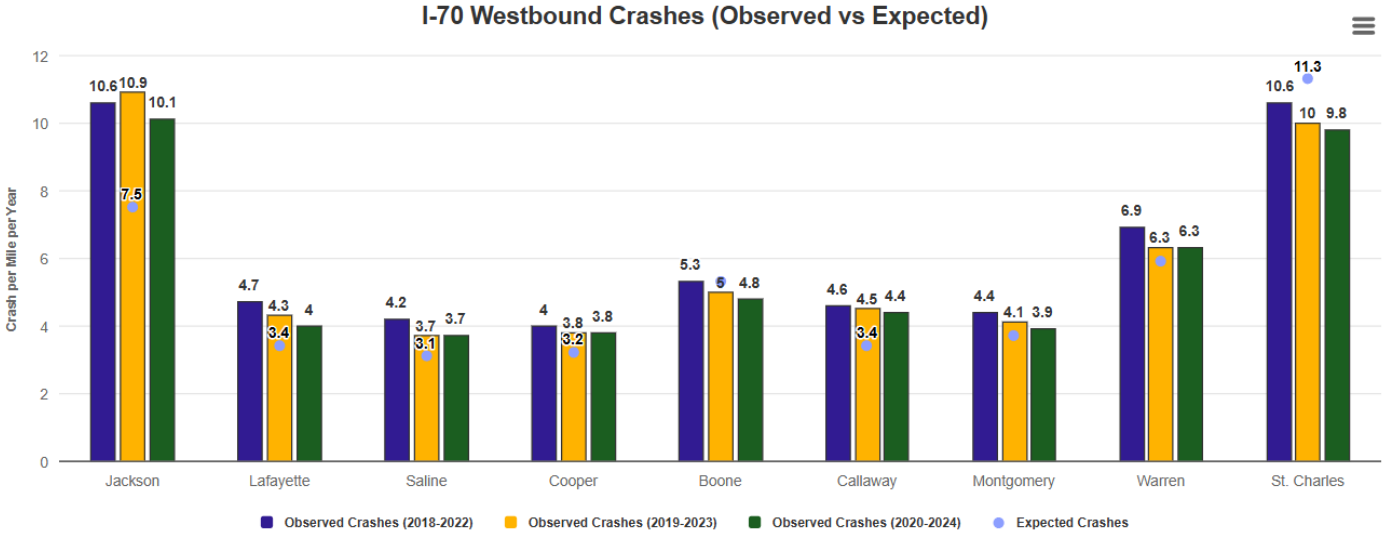
This target is established by projecting a 10% improvement over a 5-year average.

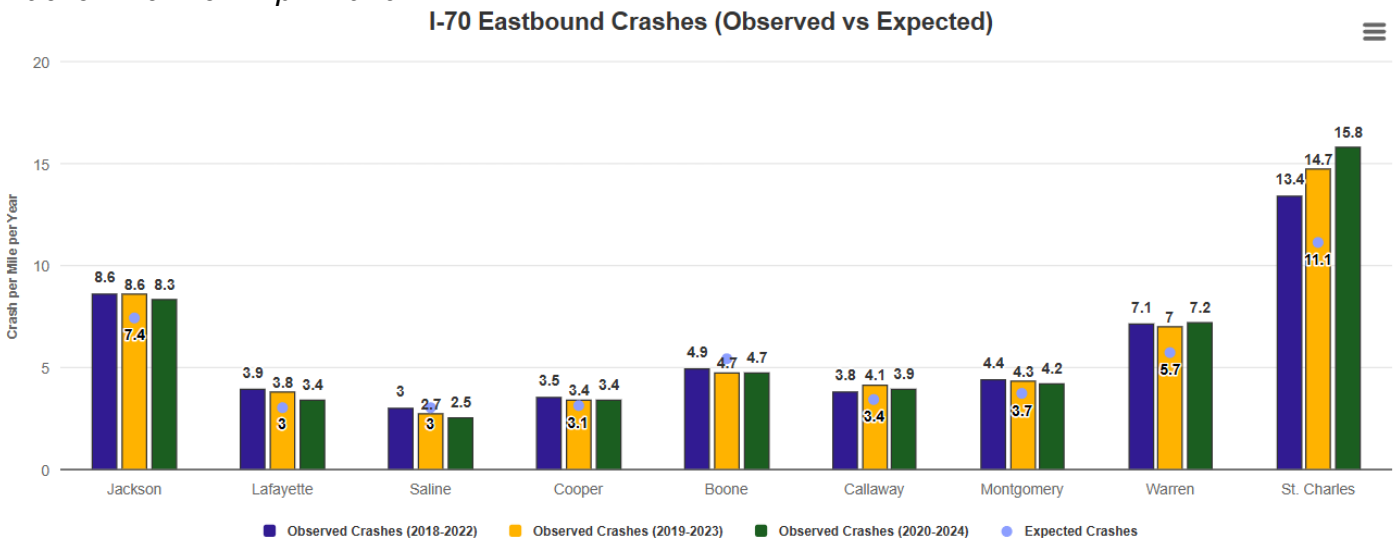
Unplanned incident impacts on major interstate routes - 4d

Update Frequency: October
Color Grade: yellow









Write up:
Unplanned incidents affect MoDOT's ability to keep people and freight moving on the interstate system. An unplanned incident can be related to weather, emergency road repairs, traffic crashes or other incidents.

Of the types of unplanned incidents that can occur, traffic crashes create most of the impacts. Using the nationally adopted Highway Safety Manual, an expected crash number is established for each direction of I-70 and I-44 per county. The expected crash number is determined by the traffic volume, roadway characteristics (e.g., number of lanes, lane width, shoulder width, roadway alignment, etc.), calibration factors to local conditions and reported crash data over a five-year period. The expected crash number provides a glimpse into the number of crashes one could expect to occur and help identify opportunities for improvement. When the number of observed, real-world crashes is higher than the expected crash number, this could indicate an opportunity for enhancements to reduce the frequency of crashes. Identifying these locations can help the department prioritize locations for improvements.

In most counties, the interstates have a safety performance similar to what is expected. Additionally, most were holding steady regarding their crash history or having slight decreases over time. However, there are some counties where crash frequencies have elevated recently. This includes I-44 in Phelps County and I-70 eastbound in St. Charles County. Both locations had long duration work zones which may have influenced the crash frequency.

It should be noted that crashes overall in Missouri were lower in 2020 compared to previous years due to reduced travel associated with the pandemic. However, for this measure, the observed crash data is reported in five-year averages, minimizing the influence of this unique event.

The construction associated with the Improve I-70 Project is anticipated to have an impact on the expected crash frequency along these corridors.

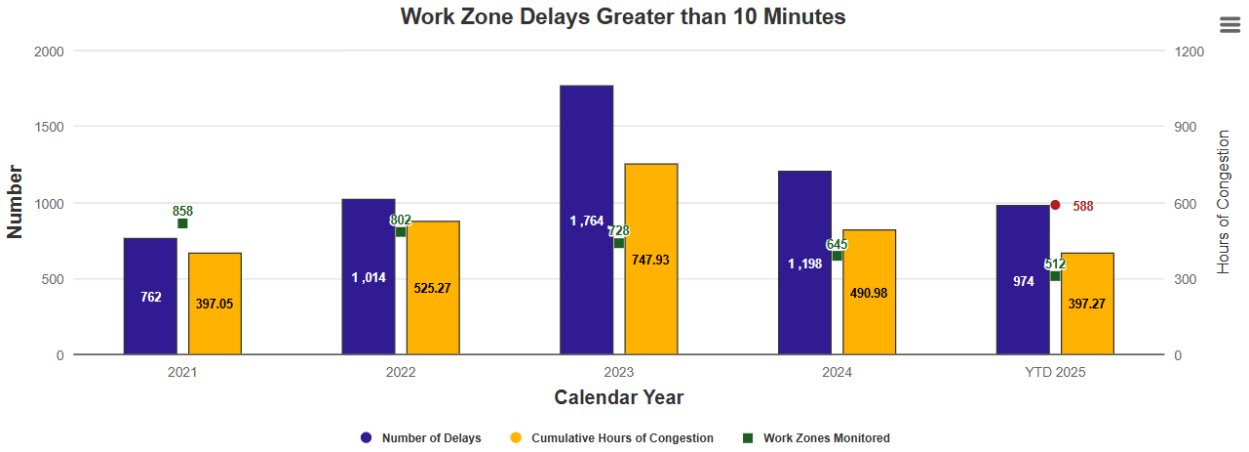
Purpose:
Measure the crash performance of I-44 and I-70 utilizing national analytical standards in order to identify locations which have an opportunity for positive change.

Measurement and Data Collection:
The limits of the interstates analyzed are as follows: I-44: Oklahoma State Line to Route 100 in Gray Summit and I-70: Route 7 in Blue Springs to Route Z in Wentzville

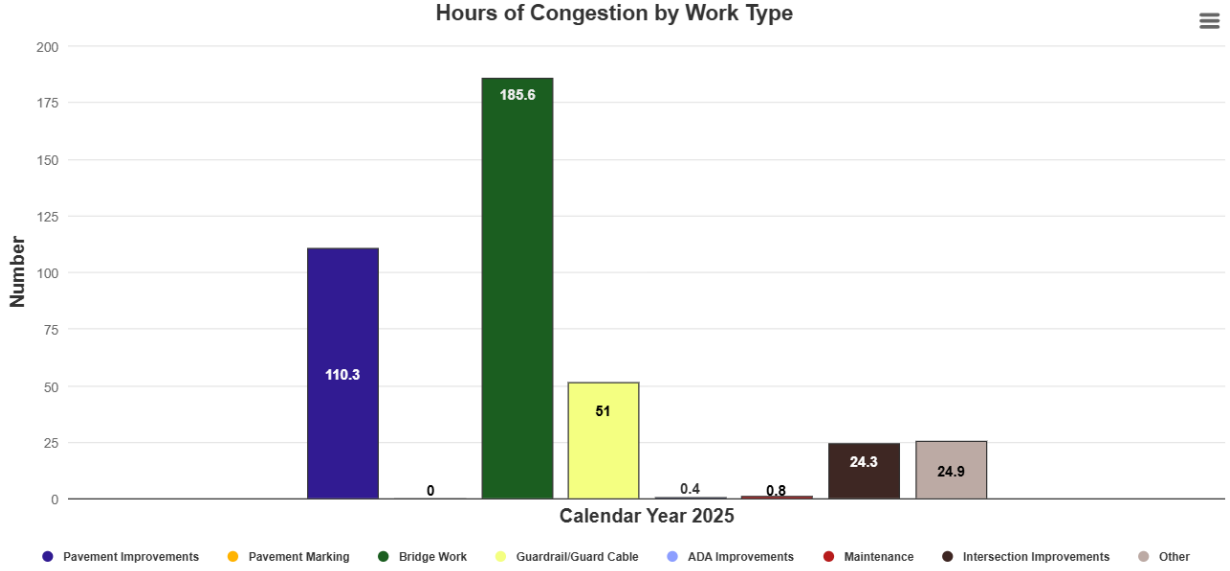
Observed crashes are pulled from MoDOT's Transportation Management System and represent all reported crashes which occurred between the limits on each interstate. The miles used to determine the crash per mile are also pulled from MoDOT's Transportation Management System. Expected crash per year per mile numbers were calculated using the Enhanced Interchange Safety Analysis Tool, ISATe, spreadsheets developed with the American Association State Highway Transportation Officials Highway Safety Manual.

Work zone delays to the traveling public – 4e

Update Frequency: July/October
Color Grade: green



Target: Below 588 Hours of Congestion per Year



Write up:

Motorists want to travel through work zones with as little inconvenience as possible. MoDOT tries to minimize travel impacts by shifting work times and using technology in work zones that provides valuable information to customers and by using innovative traffic control devices to promote efficient traffic flow. To measure the effectiveness of these strategies, MoDOT monitors the performance of work zones with the greatest potential to impact traffic each quarter. The goal is to minimize the number of times a work zone creates a traffic delay of 10 minutes or more.

In 2023, the highest number of delays and overall congestion occurred as compared to the previous five years. Calendar year 2025 is trending lower for both the number of delays and overall congestion

as in 2024. When comparing YTD 2025 with YTD 2024, there is a 6% decrease in the number of delays and an 11% overall congestion decrease. MoDOT has monitored 512 work zones consisting of 974 work zone delays of at least 10 minutes and total congestion of 397 hours.

This quarter, pavement addition on I-70 in Northeast (Warren), and bridge work on I-55 in St. Louis were the largest contributing projects, causing 26 hours and 17 hours of congestion, respectively. These projects have contributed a total of 43 hours of the 193 hours (22%) of congestion this quarter. Pavement reconstruction/widening along I-70 has contributed to 116 hours of congestion. For the year, bridge improvement projects continue to be the largest contributor of delays at 186 (47%) hours of congestion.

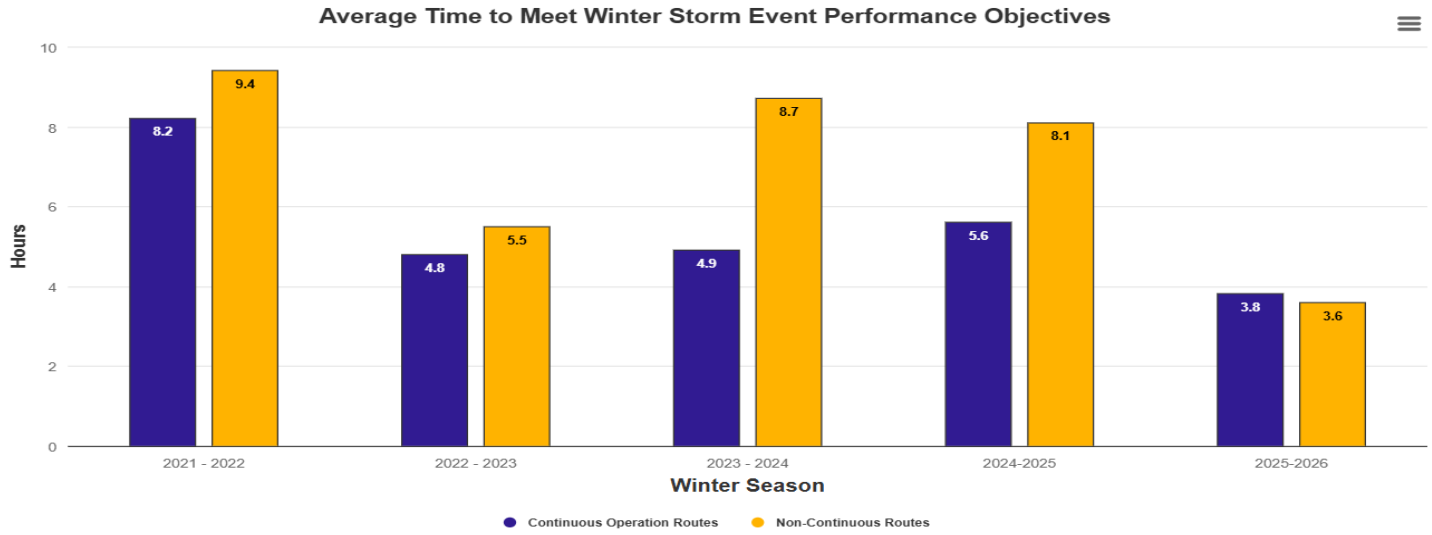
The target for the cumulative work zone congestion statewide was set at 588, an average of the completed previous three years of data. This will remain a rolling three-year average. The average is based on data from CYs 2022-2024.

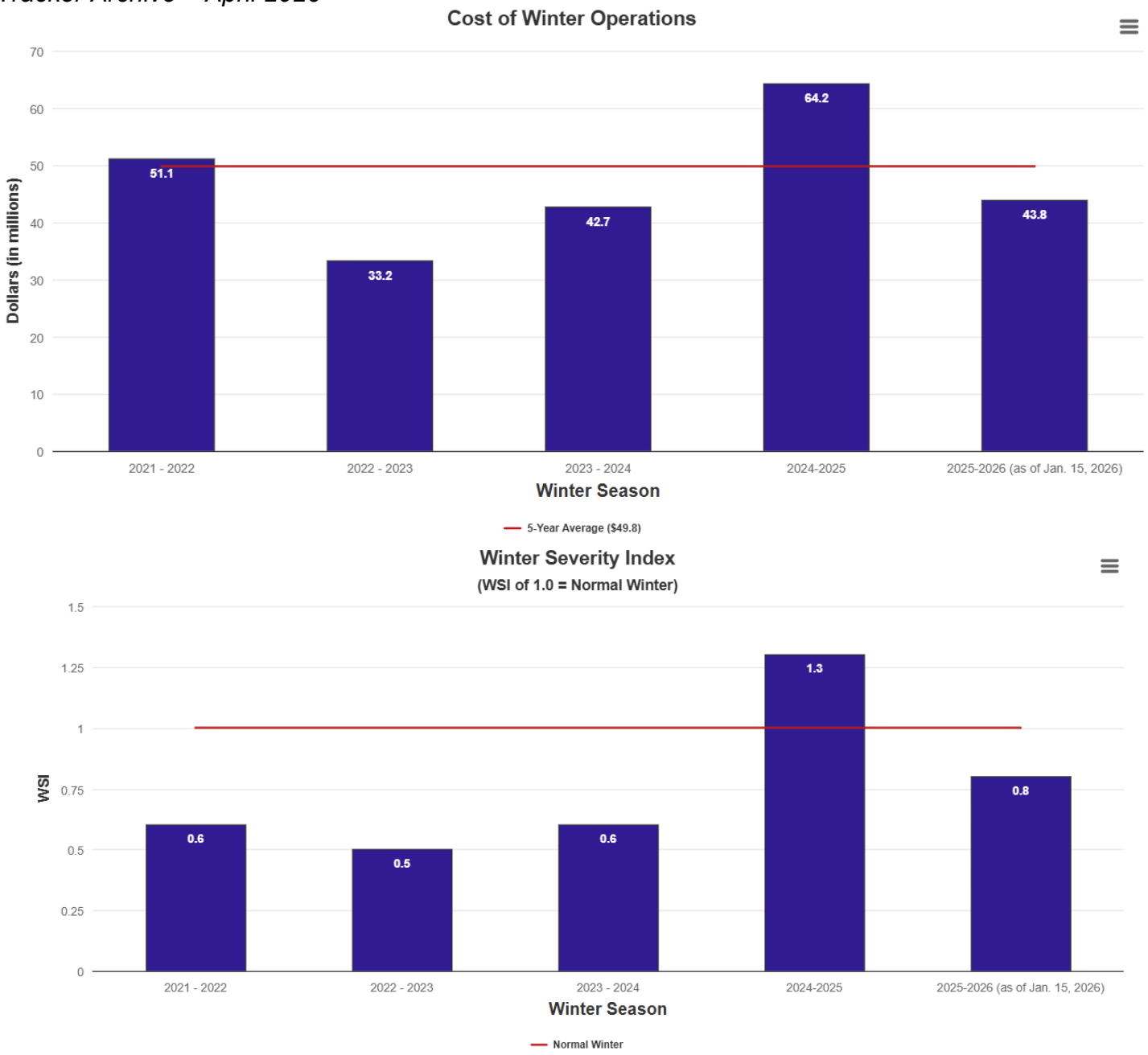
Purpose:
Work zones are designed to allow the public to travel through them safely and with minimal disruptions. This measure tracks the performance of significant work zones.

Measurement and Data Collection:
Work zone impacts are identified using automated data collection and visual Work zone impacts are identified using automated data collection and visual observations. An impact is defined as the additional time a work zone adds to normal travel. Impacts resulting in a delay of at least 10 minutes are included in this report. The targeted hours of work zone congestion are based on previous years' data and an acceptable tolerance of 30 total minutes for work zone congestion statewide. The target for this measure is updated quarterly.

Time to Meet Winter Storm Event Performance Objectives and Winter Severity Index – 4f

Update Frequency: January/April
Color Grade: green





Write up:

Understanding how long it takes to clear roads after a winter storm helps MoDOT analyze costs and improve efficiency. The department's response to winter events ensures good customer service for travelers while keeping expenses as low as possible. These efforts reduce delays and, most importantly, promote safer travel. In recent years, MoDOT has increased public messaging urging drivers to travel only when necessary, during winter storms. This cooperation helps crews manage roadways more effectively and improves clearance times.

Staffing challenges have impacted operations. In recent seasons, MoDOT's Maintenance Division has been short by several hundred employees. While staffing has improved over the past two years, it remains below the level needed to keep all plow trucks running for consecutive 12-hour shifts. This

shortage, combined with previously mild winters, has resulted in less experienced operators and many drivers still completing on-the-job training before operating plow trucks independently.

Weather severity also affects performance. MoDOT uses a Winter Severity Index (WSI) to compare each season to a typical Missouri winter. A WSI of 1 indicates normal conditions; values above or below 1 reflect more or less severe winters. For the 2025–2026 season, there were seven statewide events, and even though a couple of those events were significant—with an individual WSI above 1—the overall season was mild, with a WSI of 0.8. Compared to previous seasons, this season was about 40% less severe than last year and slightly more severe than the 2023 and 2024 seasons. Clearance times on continuous routes decreased (improved) by about 30% compared to last season and by about 20% compared to the 2023 and 2024 seasons. Clearance times on non-continuous routes improved by 50% compared to the previous three seasons.

Over the past five years, winter operations have averaged $49.8 million annually. The cost for the 2025–2026 season was $ 43.8 million, which was lower than the cost for the 2023–2024 season, despite having a similar weather severity index.

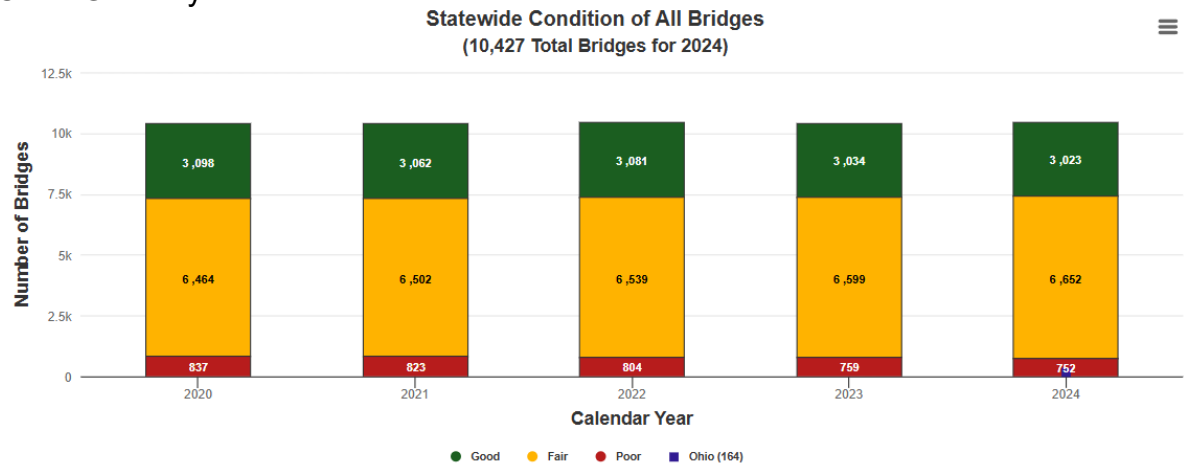
Purpose:
This measure tracks the impacts winter weather has on the traveling public and MoDOT operations. Knowing these impacts aids MoDOT in the review and analysis of each storm or a winter season and allows the department to better compare response practices and performance across the diverse regions of Missouri.

Measurement and Data Collection:
For determining the magnitude of the impacts a winter event has on the traveling public and MODOT, a Winter Severity Index is calculated based on data collected from multiple sources. This data is centralized in a web-based integration and analytics platform that processes the data and provides interactive visualizations that enable users to identify trends.

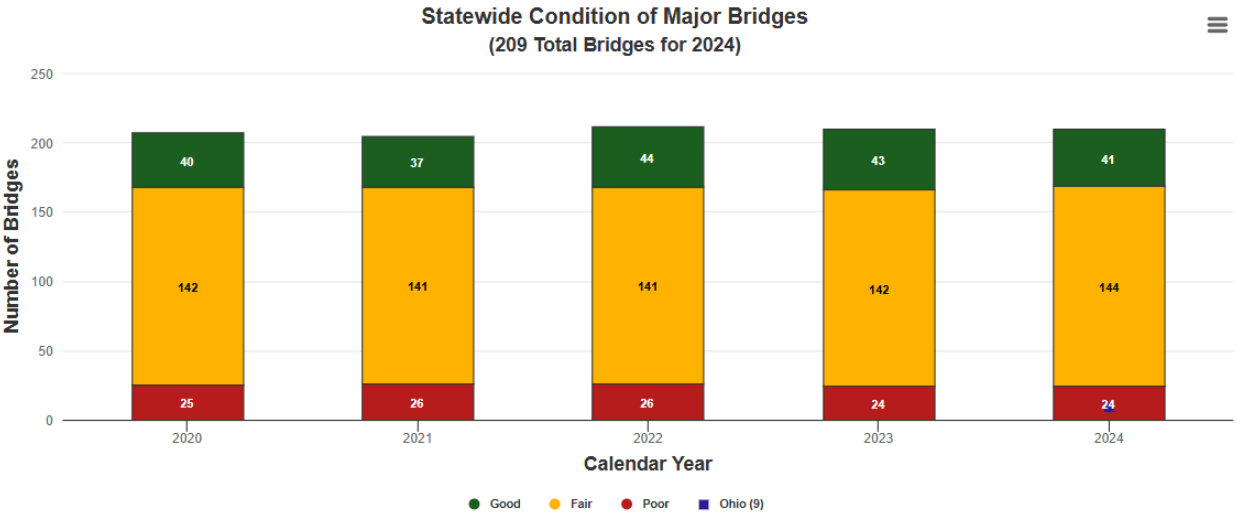
Data sources used for this tool include MoDOT TMS and MMS data, Regional Integrated Transportation Information System (RITIS), Road Weather Information System (RWIS), Missouri Automated Surface Observation System (ASOS), HERE Traffic Analytics, Missouri State Highway Patrol, and the National Weather Service.

Condition of state bridges (all and major) – 5a

Update Frequency: July
Color Grade: yellow



Target: Below 900 Poor



Target: Below 20 Poor

Write up:

The public has indicated the condition of Missouri's existing roadway system should be one of the state's highest priorities. Currently, 752 (24 major) structures are in poor condition, 6,652 (144 major) structures are in fair condition and 3,023 (41 major) structures are in good condition.

The number of structures in poor condition peaked at 922 in 2017 and is trending down, and the number of good condition structures generally has a declining trend as well. However, the number of fair condition structures has been increasing. The decrease in poor condition bridges is reflective of MoDOT's asset management program focus on poor structures through the Governor's Focus on Bridges program as well as design build projects and normal STIP programming in various districts. The declining trend in good structures, as well as the increase in fair condition structures, is reflective of MoDOT's aging bridge inventory with many structures at the point where they need minor maintenance or rehabilitation.

For major bridges, the number of structures in poor condition peaked in 2018 at 27 and is currently 24. The number of fair structures has generally been level that last four years, fluctuating between

141 and 144. The number of good structures decreased by two and is generally trending downward even with continued significant STIP investments on major bridges. Work on major bridges is expensive with rehabilitations costing $15 to $30 million and replacements ranging from $40 to $300 million. The state of Ohio has similar demographics, geography and weather conditions as Missouri and has been selected for comparison for its total of 10,228 (164 major) state highway bridges.

MoDOT's asset management goal for bridges is to keep the statewide total number of poor bridges at 900 or less and the number of poor major bridges at 20 or less.

Purpose:

This measure tracks progress toward improving the condition of Missouri's bridges.

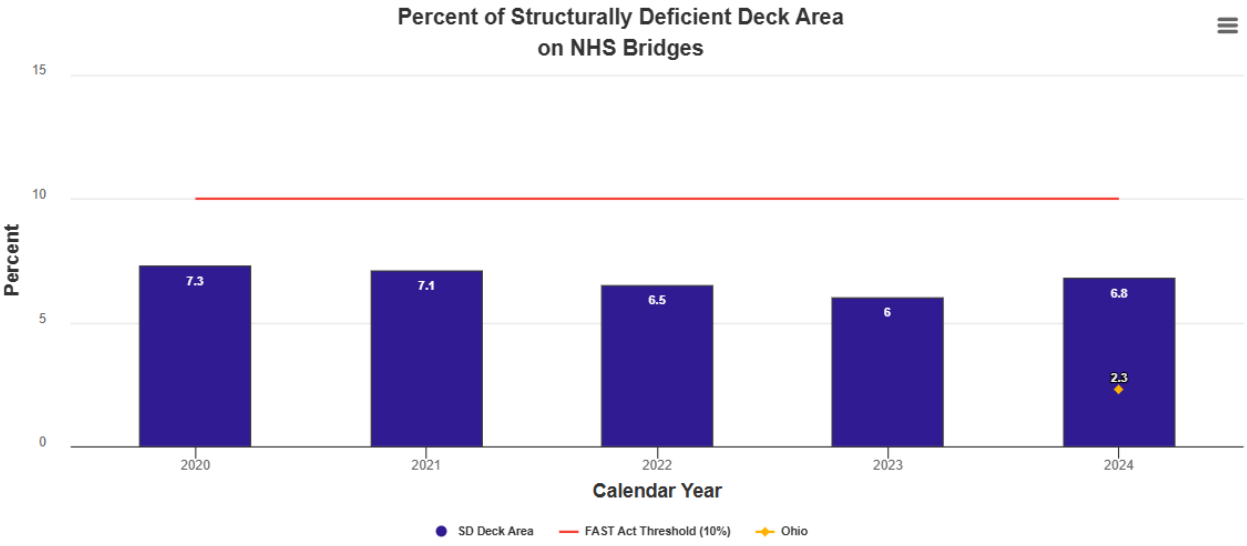
Measurement and Data Collection:

This measure is updated in July based on MoDOT inspections conducted the prior year. Data is presented for all state bridges and major bridges. Major bridges are those that are 1,000 feet long or longer. Of the 10,392 bridges on state highways, 209 are considered major bridges. Bridges are categorized as being in good, fair or poor condition in accordance with criteria established by Federal Highway Administration. Good condition indicates no significant condition-related problems exist, fair indicates moderate problems exist that may require minor rehabilitation or maintenance to return the structure to good condition, and poor indicates more significant problems exist which will require either a major rehabilitation or replacement of the structure.

The target for this measure is set internally and reflects the department's goal of "holding its own" in terms of bridge condition.

Percent of structurally deficient deck area on National Highway System – 5b

Update Frequency: July
Color Grade: green



Target: Below 10%

Write up:

The public has indicated that keeping Missouri's existing roads and bridges in good condition should be one of the state's highest priorities. The Fixing America's Surface Transportation Act established a 10% penalty threshold for states that, when exceeded, requires a state to focus money on bridges

until they are back under 10%. The local system has 84 National Highway System (NHS) structures (five structurally deficient), and the MoDOT system has 3,593 NHS structures (174 structurally deficient). Missouri currently falls below the penalty threshold with the statewide structurally deficient deck area at 6.8%. This is due to the continued focus on major bridges when funding is available, as well as the increasing focus on poor condition bridges in the Statewide Transportation Improvement Program.

Statewide, this measure is also heavily influenced by major bridges with one structure having the ability to impact this measure +/- 0.5%. From 2023 to 2024, there was an increase in the statewide percentage of structurally deficient deck area on the NHS. This change was heavily influenced by the addition of five major bridges to this category. The number of bridges on the NHS has stabilized with only minor fluctuations from year to year. Ohio has been selected for comparison because it has similar demographics, geography and weather conditions. There are 10,228 total state highway bridges in Ohio with 4,973 structures on the NHS.

Purpose:

This measure tracks the percent of structurally deficient deck area for bridges on the NHS.

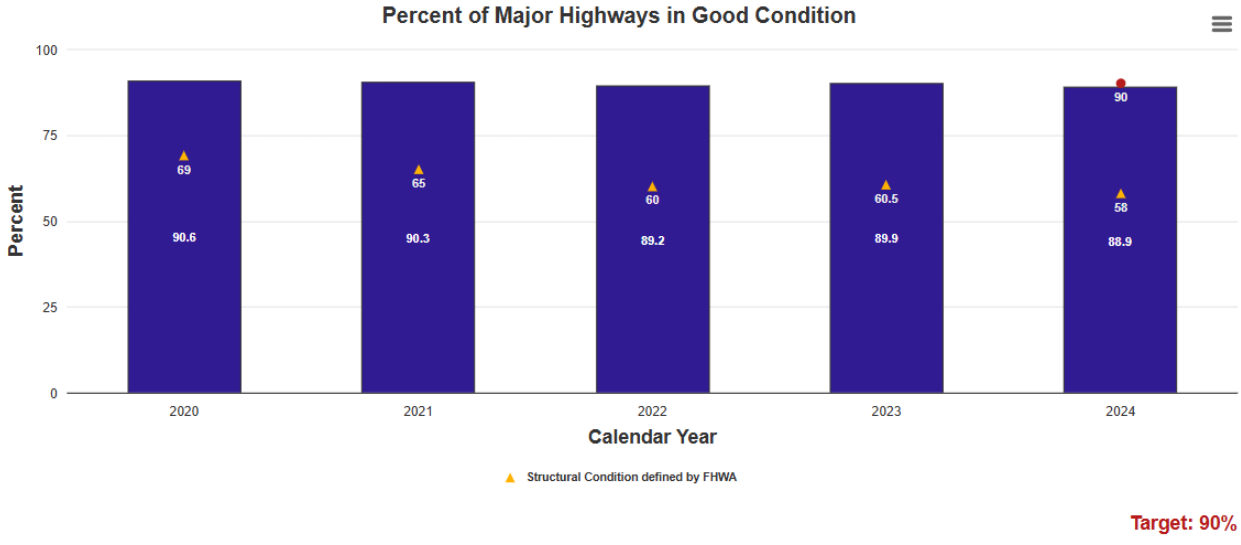
Measurement and Data Collection:

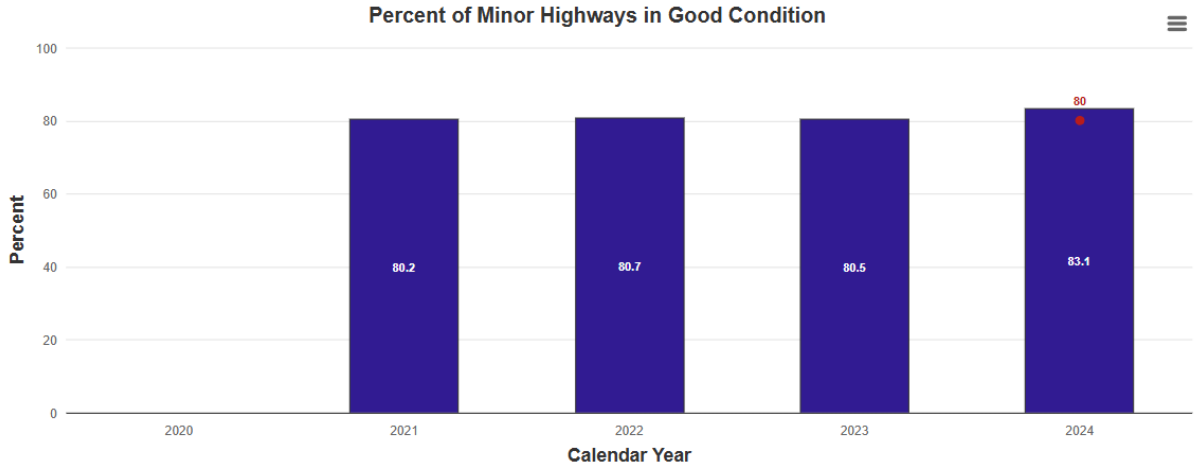
The NHS is defined by federal law and consists of all roadways functionally classified as principal arterials as well as some routes that serve as major connections to multimodal freight-type facilities and some locally owned roadways. The FAST Act requires states to track the structurally deficient deck area on the NHS. Historically, the term structurally deficient defined a group of bridges that were in bad condition or had insufficient load capacity when compared to modern design standards. With the implementation of the FAST Act, this definition was changed, and this measure reflects that change. The FAST Act has a penalty threshold that requires a state to take certain actions whenever the percentage of structurally deficient deck area within a state exceeds 10%. The chart reflects keeping the percentage below 10% as the target.

Condition of state highways – 5c

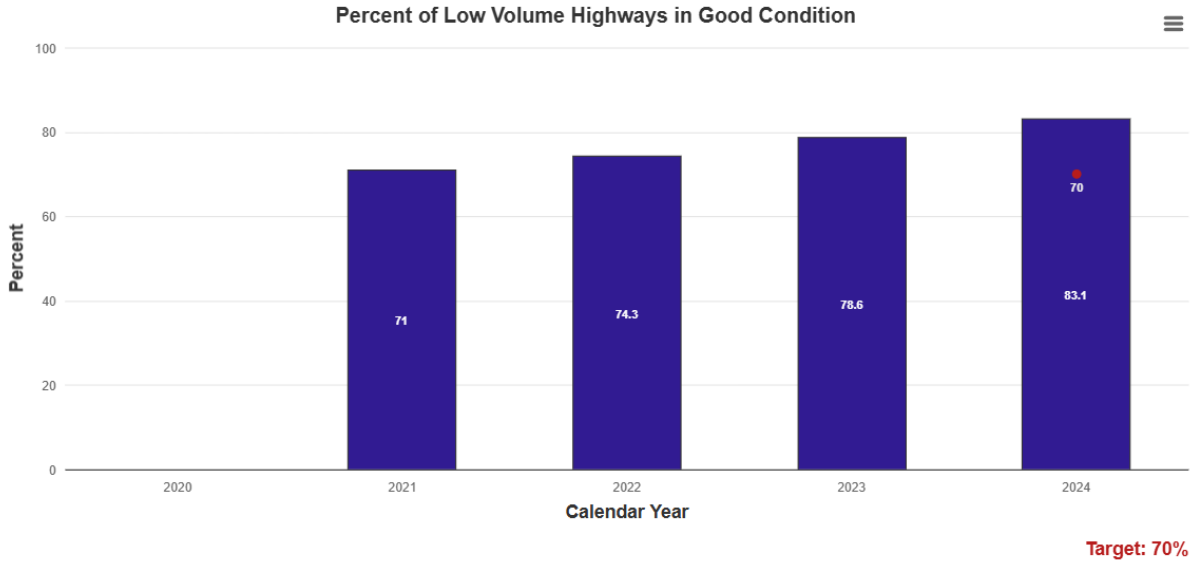
Update Frequency: July

Color Grade: green





*2020 data for Minor Highways is not available



*2020 data for Low Volume Highways is not available

Write up:

Missourians have repeatedly told MoDOT that keeping roads smooth is a top priority. Over the years, MoDOT has been able to fund pavement improvement projects on thousands of miles of state highways.

MoDOT maintains 33,811 miles of highway. For yearend 2024, the percentage of major highways in good condition is 88.9%, just below the target of 90% and a slight decrease from 2023 of 1%. The percentage of minor highways in good condition continues to stay above the target of 80% for 2023 increasing by 2.6% from 2023. The percentage of low-volume highways in good condition also continued to improve in 2024, increasing to 83.1%, well exceeding the 70% target for low-volume highways.

As defined by the Federal Highway Administration (FHWA), the target is based on the statewide asset management plan and represents MoDOT's goal of maintaining the current conditions of Missouri's highways.

MoDOT has implemented asset management practices statewide to invest in transportation projects that will keep good roads in good condition. While the percent of major highways in good condition has decreased in 2024, the recent investments made by the legislature to improve Missouri interstates will likely result in an increase in the coming years. MoDOT continues to look for innovative ways to improve the quality of asphalt and concrete used to pave and maintain Missouri's highways. Low-volume highways in good condition continue to increase thanks to the additional funding from former Gov. Parson's Rural Routes Program. With the continued support from Gov. Kehoe, the low-volume highways in good condition will likely continue to increase. MoDOT will also be chip sealing these minor and low-volumes routes to keep them in good condition for years to come.

Purpose:
This measure tracks the condition of Missouri's highways.

Measurement and Data Collection:
Missouri's major highway system contains the state's busiest highways, including interstates and most U.S. routes. There are 5,555 total miles on the major highway system.

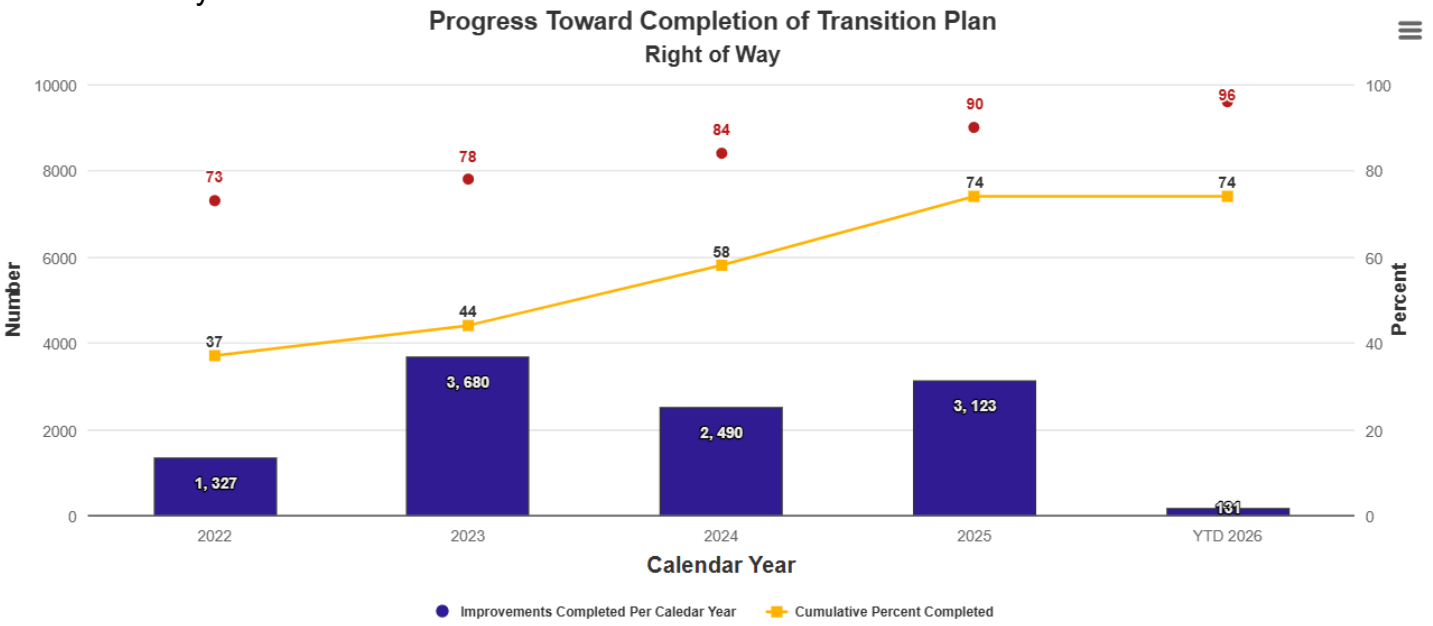
Missouri's minor highway system consists of its less-traveled state highways, including most lettered routes and routes that mainly serve local transportation needs. There are 18,114 miles of minor highways in Missouri.

Missouri's low volume highways are those state-owned roads with less than 400 cars traveling on them per day. There are 10,142 miles of low volume roads in Missouri.

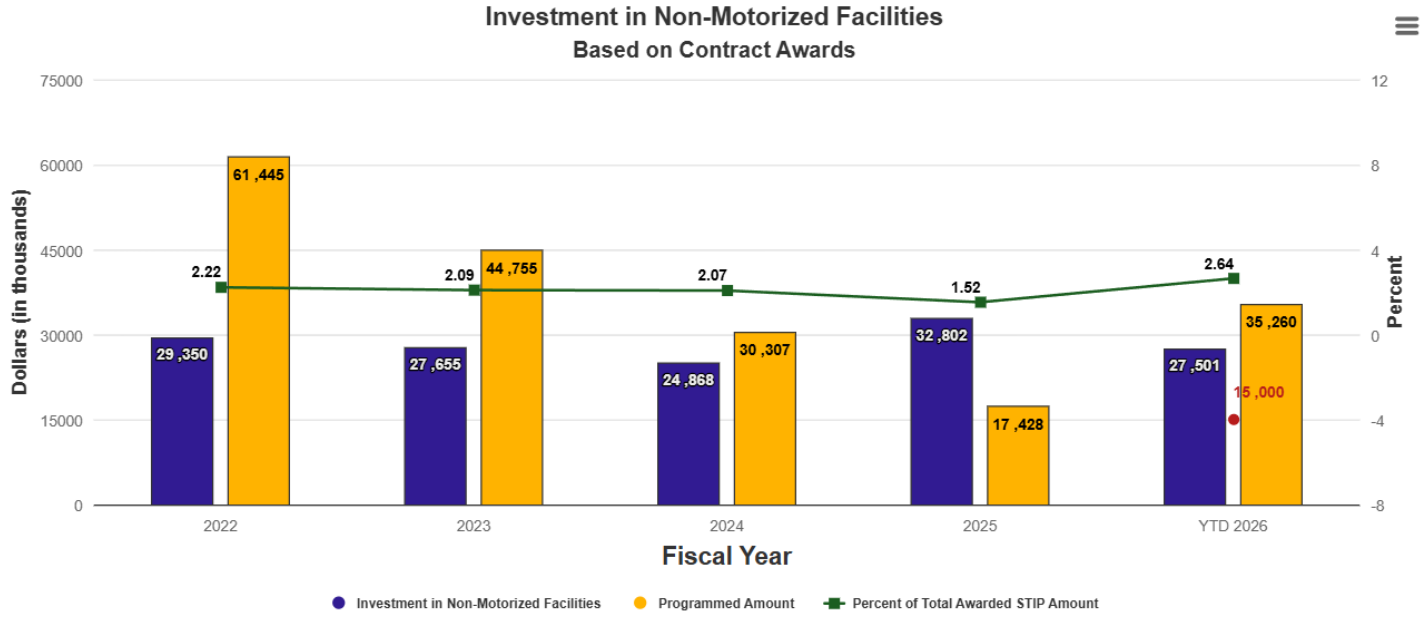
Missouri measures the condition of its roadways using smoothness as one factor but also considers physical distresses, such as cracking. The targets for this measure are set by internal policy and will not change unless policy changes, regardless of performance.

Bike/pedestrian and ADA transition plan improvements – 5d

Update Frequency: Quarterly
Color Grade: yellow



2026 Target: Above 96%



2026 Target: $15 Million

Write up:
MoDOT has identified 35,350 barriers within its right of way that need to be repaired or constructed to meet the requirements of the Americans with Disabilities Act (ADA). A transition plan was established to correct these barriers by August 2027. To meet the transition plan deadline, a target of 90% completion was set for calendar year 2025, and MoDOT is working toward a 2026 end target of 96%.

To date, MoDOT has documented the completion of 26,232 barriers (74%), with additional barriers either physically completed or currently under contract. Due to the lag between contract award, contract completion, and the final documentation and data entry after project closeout, the number of improvements recorded may not reflect all improvements funded and completed.

From 2008 through 2025, MoDOT invested nearly $240.2 million toward completing the transition plan. Districts have projected an additional $35.3 million investment for the remaining ADA Transition Plan improvements in the Statewide Transportation Improvement Program. This funding is expected to cover both transition plan improvements and other ADA needs across the state.

Purpose:
This measure tracks MoDOT's investment in non-motorized facilities and progress toward removing barriers. Accessibility needs occur within the right of way, such as sidewalks and traffic signals. Removal of the barriers listed in MoDOT's 2010 ADA Transition Plan is required as part of the department's compliance with the ADA.

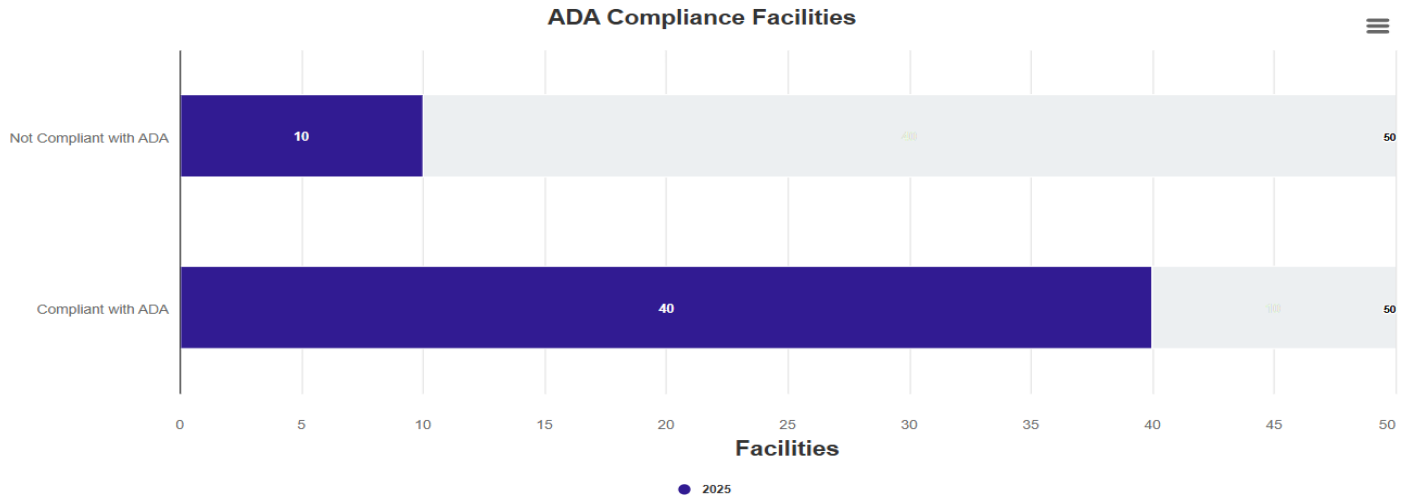
Measurement and Data Collection:
MoDOT's investment in non-motorized facilities is determined from the awarded contract amounts for the 20 most common construction elements used on projects each year.

ADA Transition Plan progress is based upon completed work to correct deficient barriers identified in the ADA Transition Plan inventory.

A progress target line is included indicating MoDOT's progress towards completing the transition plan by 2027. Annual funding levels necessary to complete the transition plan by 2027 determine the target which is set in April of each year.

ADA compliance of facilities – 5e

Update Frequency: October
Color Grade: yellow



Target: 100%

Write up:
MoDOT owns and maintains 50 truck parking, rest area and welcome center facilities, with 19 rest areas and welcome centers. MoDOT has identified 10 rest areas in need of improvements to comply with the Americans with Disabilities Act (ADA). Sidewalk improvements are required for these 10 rest areas to be ADA compliant.

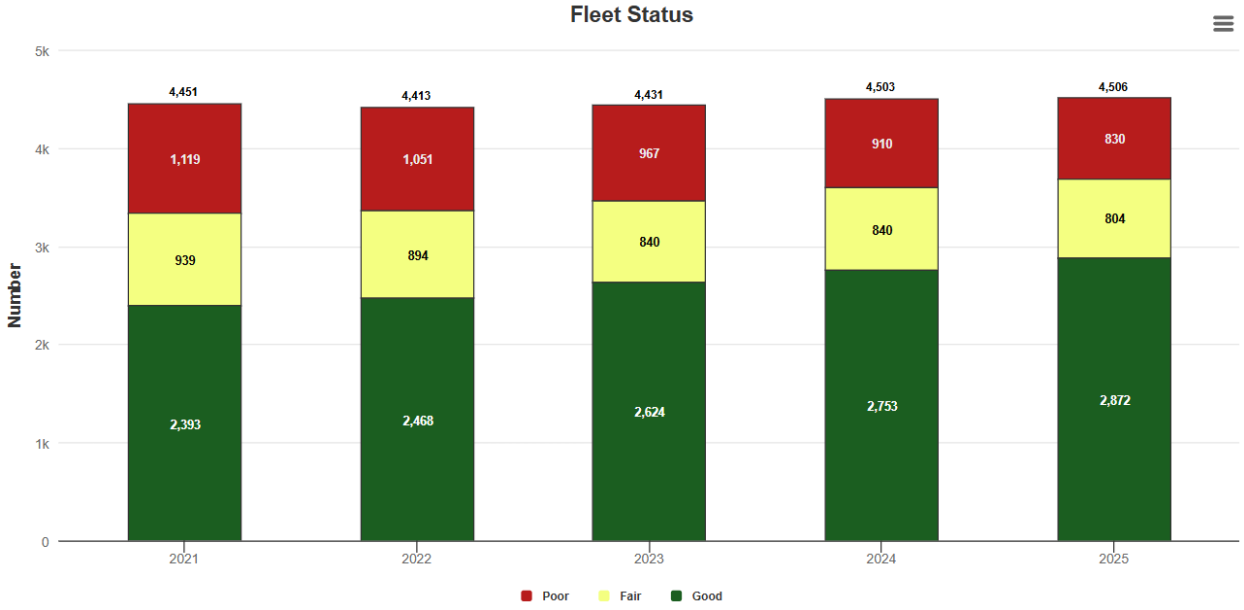
MoDOT's maintenance and office facilities are ADA compliant. All new facilities are designed and constructed to be ADA compliant. In 2025, ADA upgrades were completed on the I-55 Bloomsdale Northbound and I-55 Fruitland Southbound Rest Areas. There are also four rest areas currently under construction that are near completion. Those are I-29 Dearborn Northbound, I-35 Lathrop Northbound, and both Eastbound and Westbound Boonville on I-70.

Purpose:
This measure tracks and identifies how many MoDOT facilities need improvements to be in compliance with the Americans with Disabilities Act.

Measurement and Data Collection:
Truck parking, rest area and welcome center inspections are performed by MoDOT staff on a quarterly basis at a minimum. Inspections of these facilities provide the compliance data. The target for this measure is for all facilities to be in compliance with ADA.

Fleet Condition and Operation Status – 5f

Update Frequency: January
Color Grade: yellow



Write up:
MoDOT’s fleet equipment is essential for maintaining roads and bridges to meet customers' needs. The department's fleet, with a replacement value of over $578 million, is aging due to limited funds for fleet investment. The total miles/hours covered by the fleet was 41.3 million in 2025, which represents

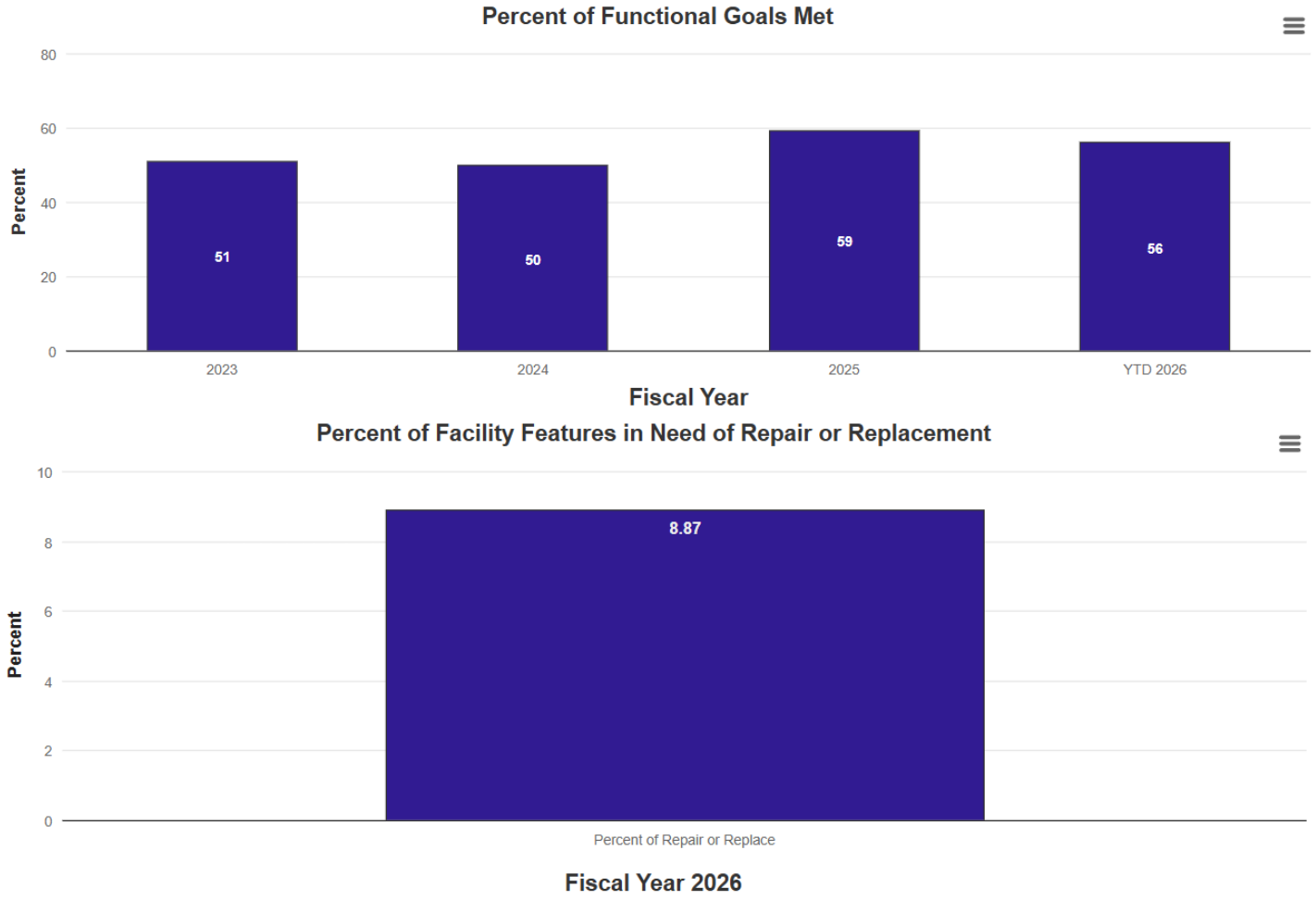
an increase of 2.9% from the previous year. To ensure the department makes sound replacement decisions, it is necessary to monitor progress based on the asset management model.
MoDOT continues to focus on fleet replacements using an asset management approach based on equipment age and miles/hours, a strategy that began in 2019.

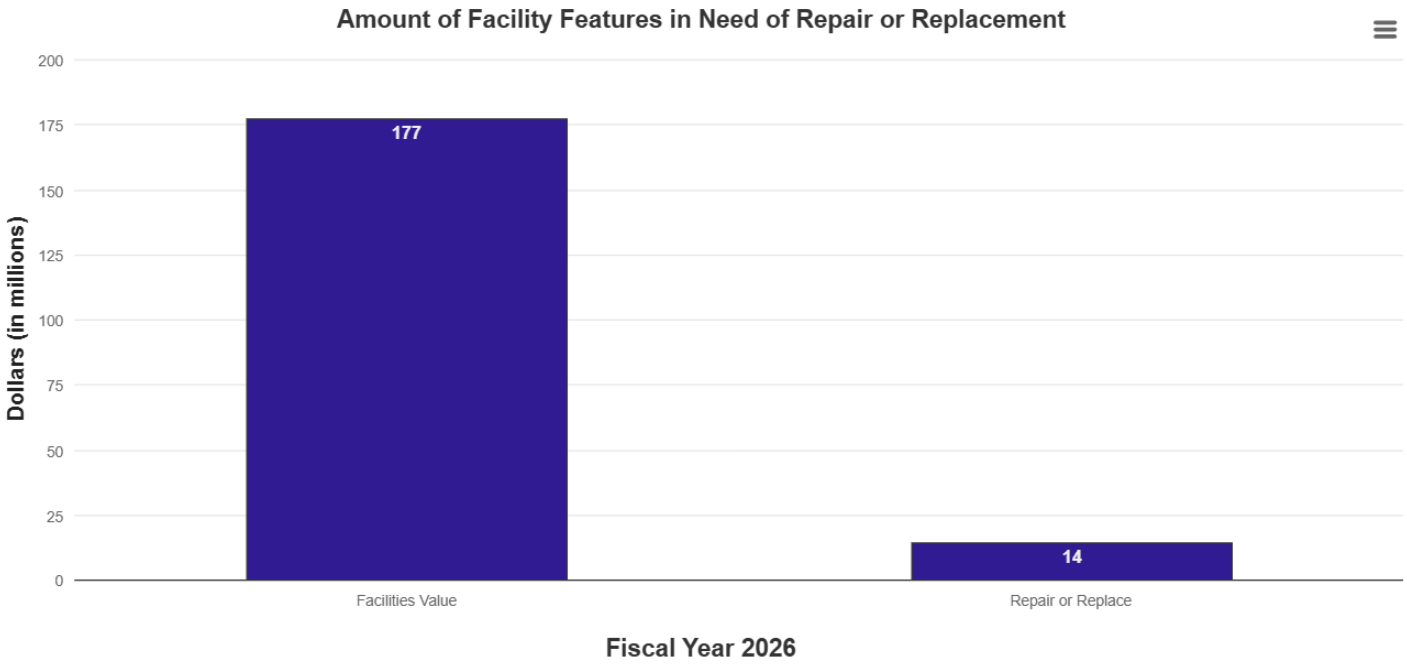
Purpose:
This measure tracks the replacement score of MoDOT's fleet across all equipment classes.

Measurement and Data Collection:
The data reflects MoDOT's fleet replacement score based on an asset management model that factors in age, mileage/hours, and equipment condition. This information is collected from MoDOT's fleet management system, Fleet Focus.

Condition of facilities – 5g

Update Frequency: April
Color Grade: yellow





Write up:
MoDOT oversees facilities across the state with a combined replacement value of $800 million. These facilities include office buildings, maintenance sheds, storage buildings and vehicle wash bays.

Many facilities require functional upgrades, such as improved breakrooms, restrooms and work bays. As of 2026, 56% of MoDOT facilities meet current functional needs.

Beyond functionality, each facility contains systems and components that must be repaired or replaced over time. These include mechanical systems, roofs, flooring and overhead doors. Statewide, MoDOT manages 10,086 individual systems, with 895 currently in need of repair or replacement—approximately 8.87%. The total replacement value of these systems is $177 million, of which $14 million represents systems needing attention.

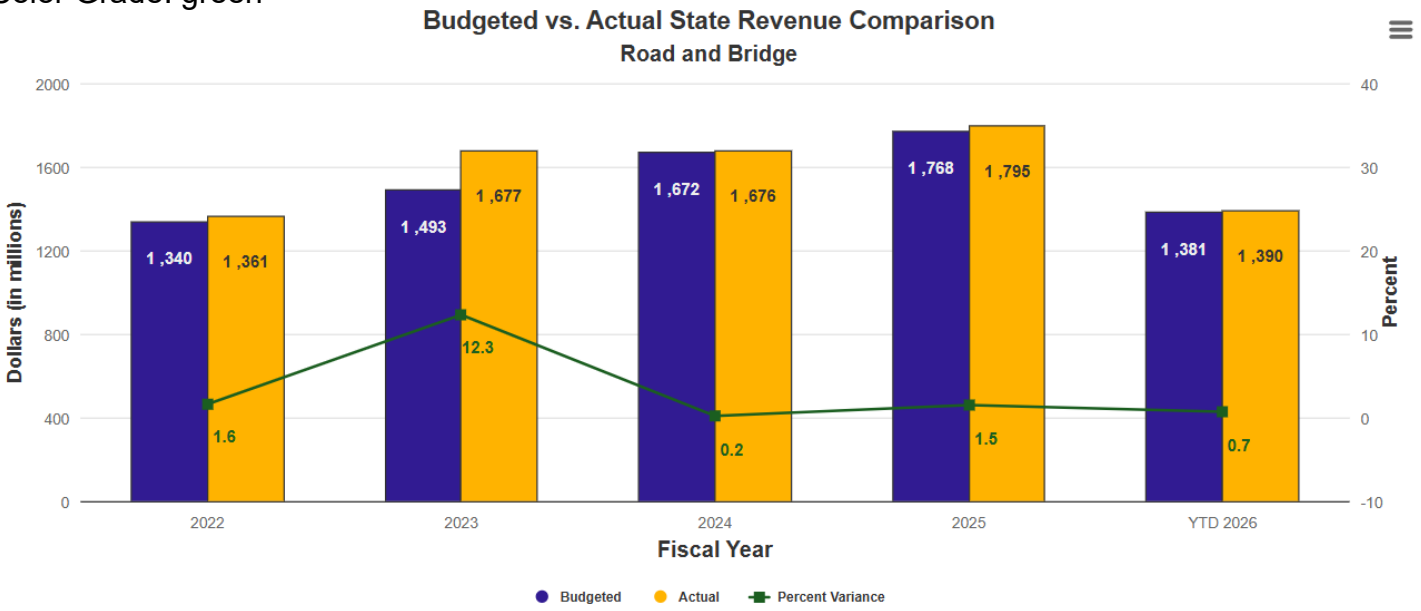
MoDOT uses Capital Improvement and Capital Asset Preservation strategies to address functional and repair needs. These strategies help balance asset management with operational functionality by allocating resources to extend the useful life of facilities and ensure they continue to meet the needs of employees and the public.

Purpose:
This measure tracks the maintenance and functional needs of MoDOT’s facilities.

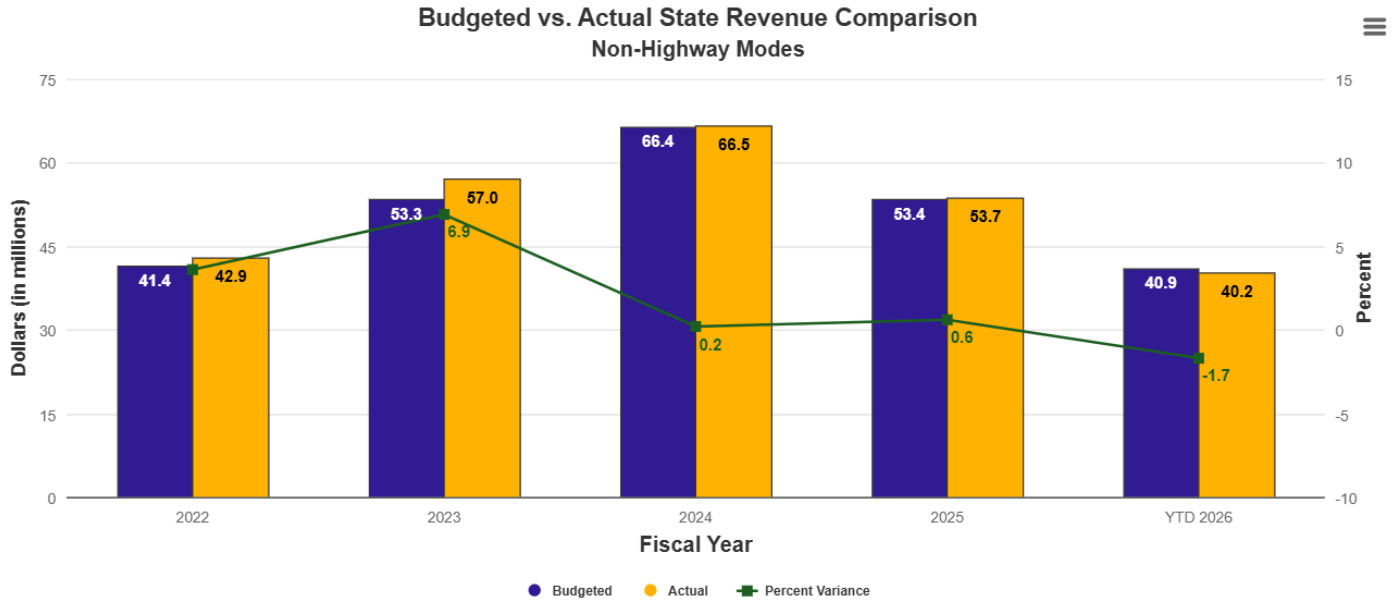
Measurement and Data Collection:
Data is collected annually through a review of MoDOT unfunded needs list of facilities and annual facilities inspections tracked in MoDOT's facility management software.

State and federal revenue budgets – 6a

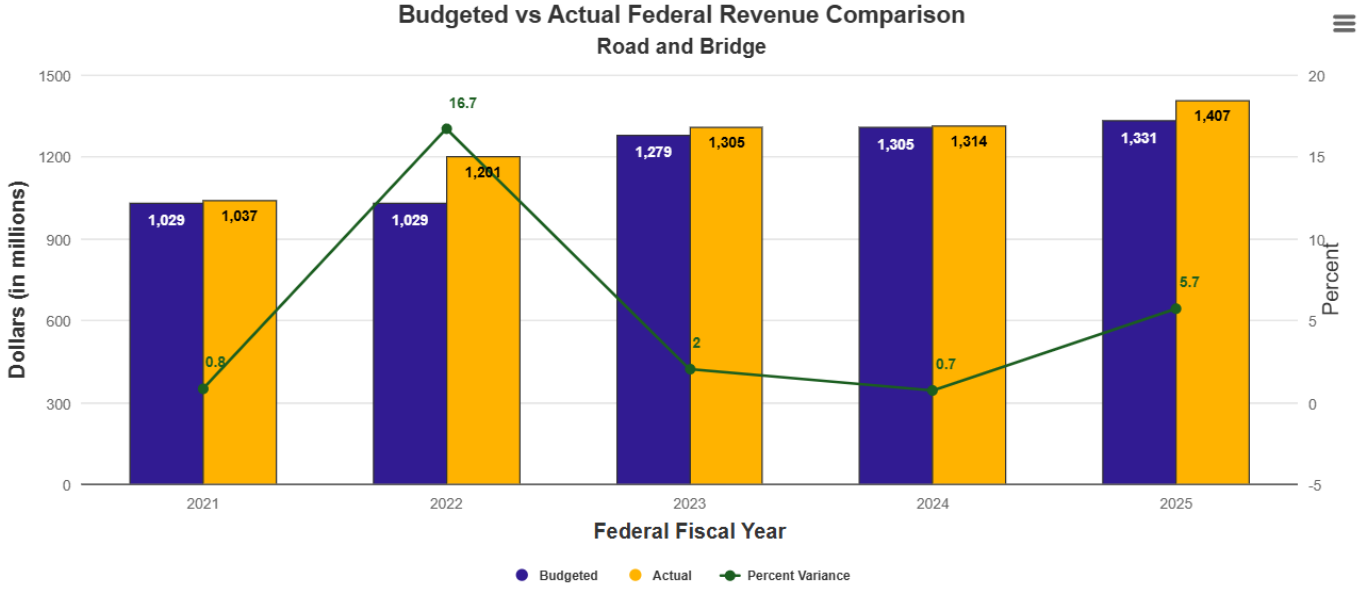
Update Frequency: Quarterly
Color Grade: green



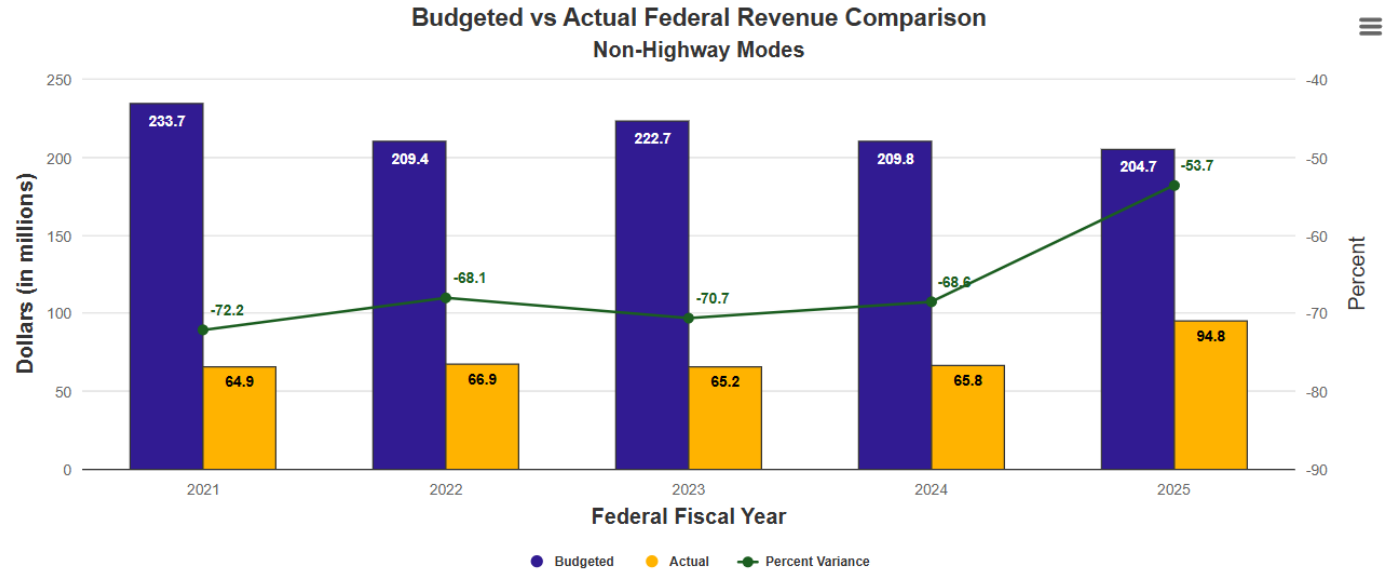
Target: 0%



Target: 0%



Target: 0%



Target: 0%

Write up:

For fiscal year 2026, actual state revenue for roads and bridges—derived from motor fuel taxes, motor vehicle sales taxes, driver's licensing fees and miscellaneous fees—was 0.7% higher than the budgeted amount. This variance is due to an increase in interest revenue. The 1.7% negative variance for non-highway modes is attributed to the aviation trust fund.

Actual federal revenue for roads and bridges was 5.7% higher than the budgeted amount for federal fiscal year 2025. The negative variance of 53.7% for non-highway modes is attributable to the budget containing spending authority for projects that take multiple years to complete.

The largest source of transportation revenue is the federal government, with funding received through various federal transportation agencies, including the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and Federal Railroad Administration. In November 2021, the federal transportation bill—the Infrastructure Investment and Jobs Act—was reauthorized. The new bill is estimated to increase federal funding to Missouri by approximately 25% from 2022 to 2026. Federal revenue for other modes depends on the timing of project expenditures.

The primary source of both federal and state revenues is the motor fuel tax. Before the passage of Senate Bill 262, which increased the motor fuel tax to 29.5 cents on July 1, 2025, the tax rate had not changed in more than 20 years. During that same period, the cost of materials and labor doubled or even tripled in some areas.

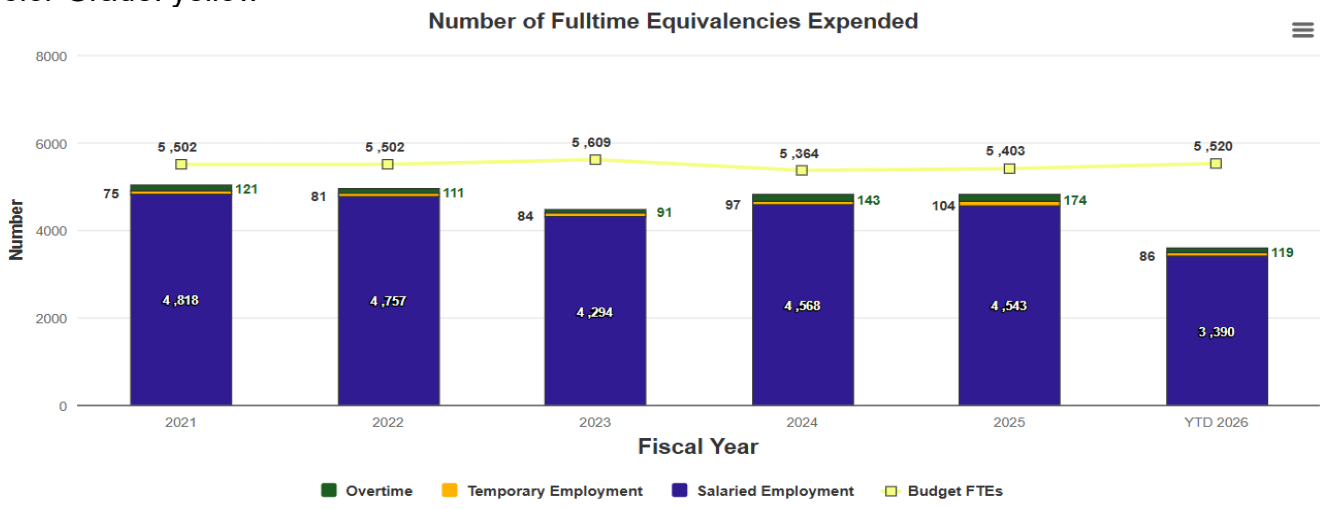
Purpose:
This measure shows the precision of state and federal revenue budgets.

Measurement and Data Collection:
State revenue for roads and bridges includes motor fuel taxes, motor vehicle and driver licensing fees, motor vehicle sales taxes paid by highway users, interest earnings and miscellaneous revenues. State revenue for other modes includes motor vehicle sales taxes, aviation fuel taxes, jet fuel sales taxes, motor vehicle licensing fees, railroad assessments and appropriations from General Revenue and interest earnings. The measure provides the cumulative, year-to-date percent variance of actual state revenue versus budgeted state revenue by state fiscal year. Federal revenue for roads and bridges is the amount of federal funds available to commit in a federal fiscal year. Federal funds are distributed to states in accordance with federal law. Federal revenue for other modes is the amount reimbursed to MoDOT for expenses incurred in a state fiscal year.

The targets for this measure are set by internal policy and will remain fixed unless the policy changes, regardless of performance.

Number of full-time equivalencies expended – 6b

Update Frequency: Quarterly
Color Grade: yellow



2026 Target: 5,520

Write up:
Having the right number of employees to provide outstanding customer service and respond to the state's transportation needs, especially during emergency situations, is an important part of MoDOT's effort to use resources wisely.

For the third quarter of fiscal year 2026, the total number of full-time equivalencies (FTEs) expended increased by 29, compared to the third quarter of FY 2025. Salaried employment increased by 36, overtime decreased by 18, and temporary employment increased by 11 when compared to the same time last fiscal year.

A target of 5,520 FTEs was set for FY 2026 to reflect the average number of hours required to provide outstanding customer service, perform work safely and fully respond to the state's transportation needs.

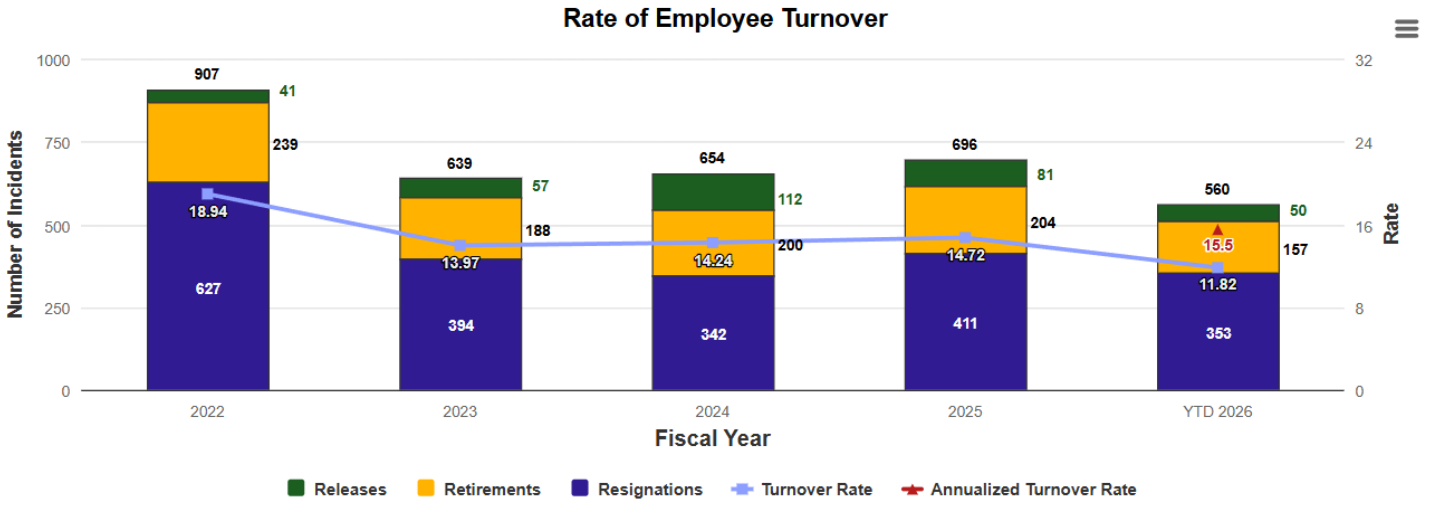
Purpose:
This measure tracks the change in the number of fulltime equivalencies (a calculation of hours) expended within the department and compares it to the number of FTEs in the legislative budget.

Measurement and Data Collection:
This measure is used to convert the regular hours worked or the on-paid-leave hours of temporary and salaried employees, as well as overtime worked (minus any hours that are flexed during the workweek), to fulltime equivalencies. To calculate FTEs, the total number of hours worked or on paid leave is divided by 2,080. For comparison purposes, data for salaried employment is annualized, whereas temporary employment and overtime data represent actual year-to-date calculations. It's important to note that this measure doesn't represent salaried headcount.

The target for this measure was set by management directive.

Rate of employee turnover – 6c

Update Frequency: Quarterly
Color Grade: yellow



Desired Trend: Decrease

Write up:
When employees leave MoDOT, the department loses significant investment in recruiting, hiring and training its workforce. Turnover is costly and can impact the performance of work groups and the organization as a whole. While some turnover is inevitable, MoDOT's goal is to retain an engaged workforce with the knowledge and specialized skills needed to deliver the department's commitments and provide outstanding customer service.

During the first three quarters of fiscal year 2026, MoDOT's turnover rate was 11.82%, which is slightly higher than the 10.31% rate during the same period in FY 2025, an increase of 1.51%. In total, MoDOT experienced 560 employee separations in the first three quarters of FY 2026, compared to 488 separations during the same period in FY 2025, resulting in an increase of 72 separations.

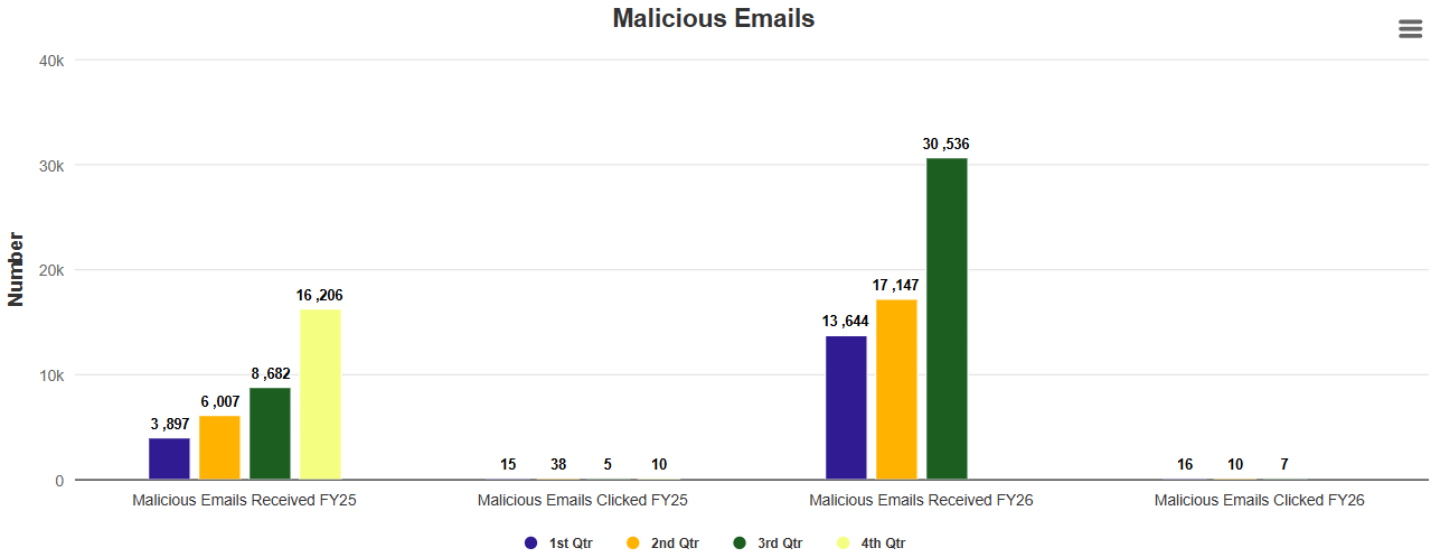
As part of MoDOT's strategic initiatives and pay strategy, the department will continue to seek opportunities to reduce employee turnover.

Purpose:
This measure tracks the percent of employees who leave MoDOT. Turnover rates as shown in this measure include voluntary and involuntary separations.

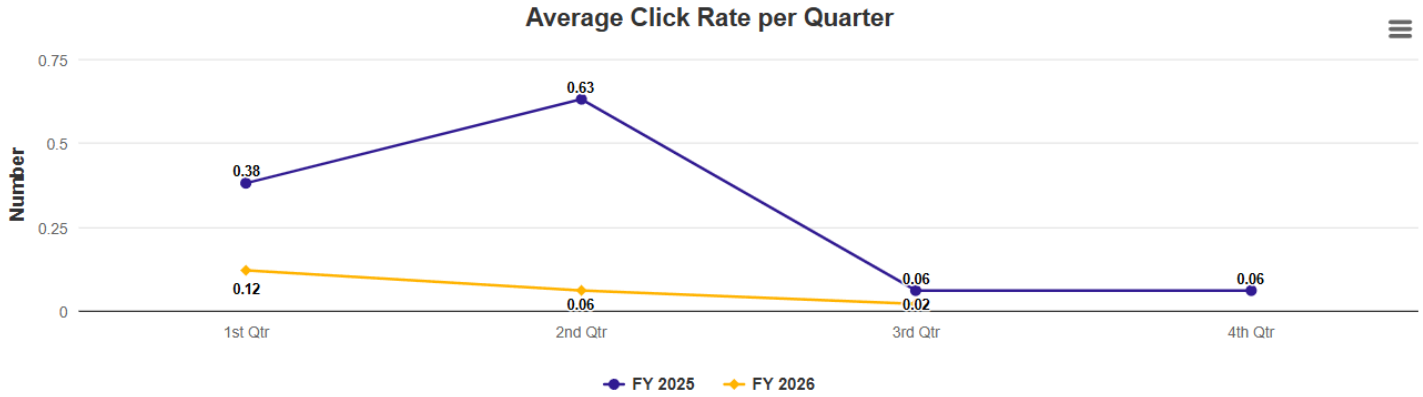
Measurement and Data Collection:
The data is collected statewide from the SAM II Advantage HR system and includes only salaried employees. Turnover for this measure includes voluntary and involuntary separations. Voluntary turnover includes resignations and retirements. Involuntary turnover reflects dismissals. Data is reported quarterly, with current year-to-date data included.

Level of job satisfaction (UNDER CONSTRUCTION) – 6d
Update Frequency:
Color Grade:

Malicious Email Click Rate – 6e
Update Frequency: Quarterly
Color Grade: green



Desired Trend: Decrease



Write up:
Statewide, MoDOT maintains thousands of computer devices. Keeping those computers safe from outside threats is a 24-hour responsibility that requires the latest security measures.

For the third quarter of fiscal year 2026, MoDOT received a total of 30,536 emails containing malicious content (links and/or attachments) that were delivered to user inboxes. Of those 30,536 delivered emails, seven recipients clicked on the links or attachments. Among those seven clicks, three were blocked at the time of the click, while the remaining four were permitted.

This quarter saw the largest number of malicious emails delivered to user inboxes since this measure was first tracked. The previous high was 17,147 malicious emails delivered in the second quarter of FY 2026. Out of the 90 days in this quarter, there were only 11 days when MoDOT did not receive a malicious email directly to a user's inbox. These emails came from 41 campaigns involving five threat actors.

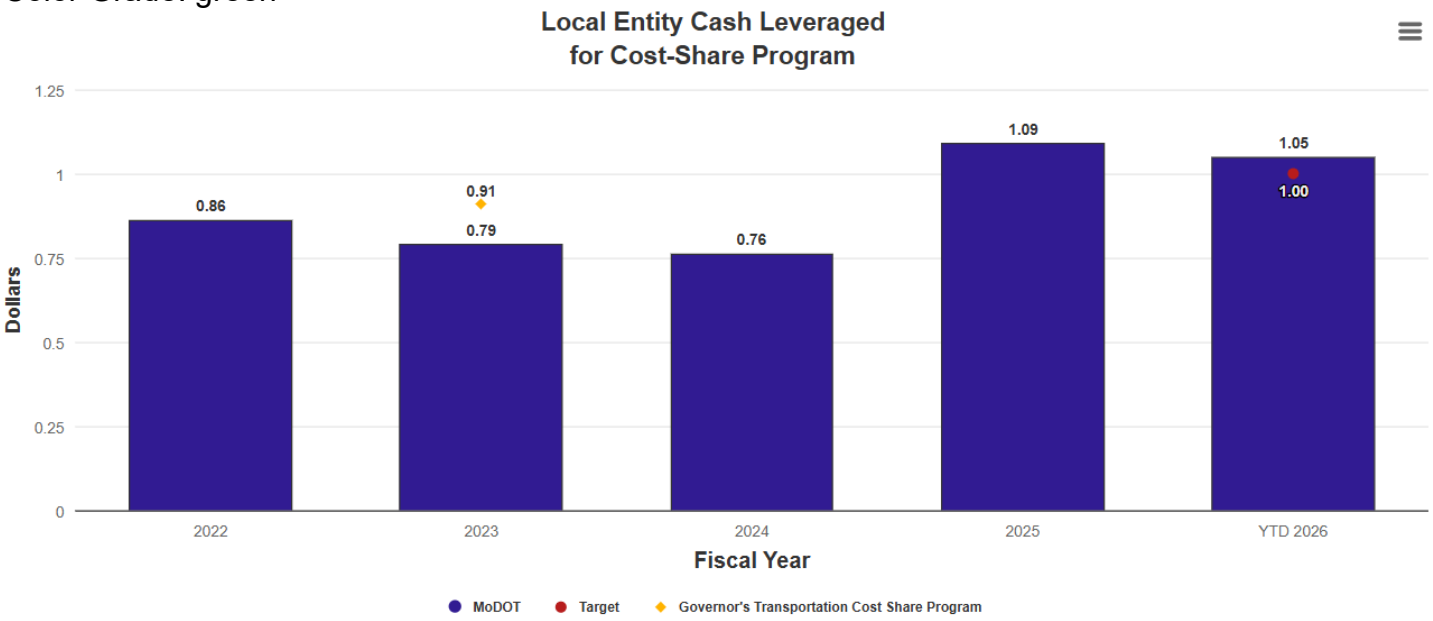
MoDOT continues to emphasize cybersecurity and provide training for all department computer users. The cybersecurity oversight team works to identify areas of vulnerability and deploy solutions to address risk. In addition, MoDOT utilizes the Office of Administration's network firewall services, as well as endpoint cybersecurity detection and remediation services, to provide increased cyber protection.

Purpose:
This measure reports MoDOT's average click rate on malicious email links and attachments. Using this measure, MoDOT can compare performance to previous quarters and make adjustments in the security training program to reflect the observed trend.

Measurement and Data Collection:
The incident data for this measure is captured from MoDOT's e-mail security platform.
The target for this measure is zero clicks.

Local entity cash leveraged for cost share program – 6f

Update Frequency: Quarterly
Color Grade: green



2026 Target: $1.00

Write up:
The Cost-Share Program builds partnerships with local entities to combine resources and efforts toward delivering state highway and bridge projects. When local entities are willing to partner with MoDOT, the department matches their investment up to 50% of the project cost. MoDOT works in cooperation with the Missouri Department of Economic Development (DED) and local entities to determine when targeted investments can generate economic development and, in some cases, may provide up to 100% of the project cost.

In fiscal year 2026, Cost-Share Program funds totaling $18.9 million were committed to six projects. For every $1 of Cost-Share Program funds awarded, $1.05 of local cash was leveraged—$0.05 above the target.

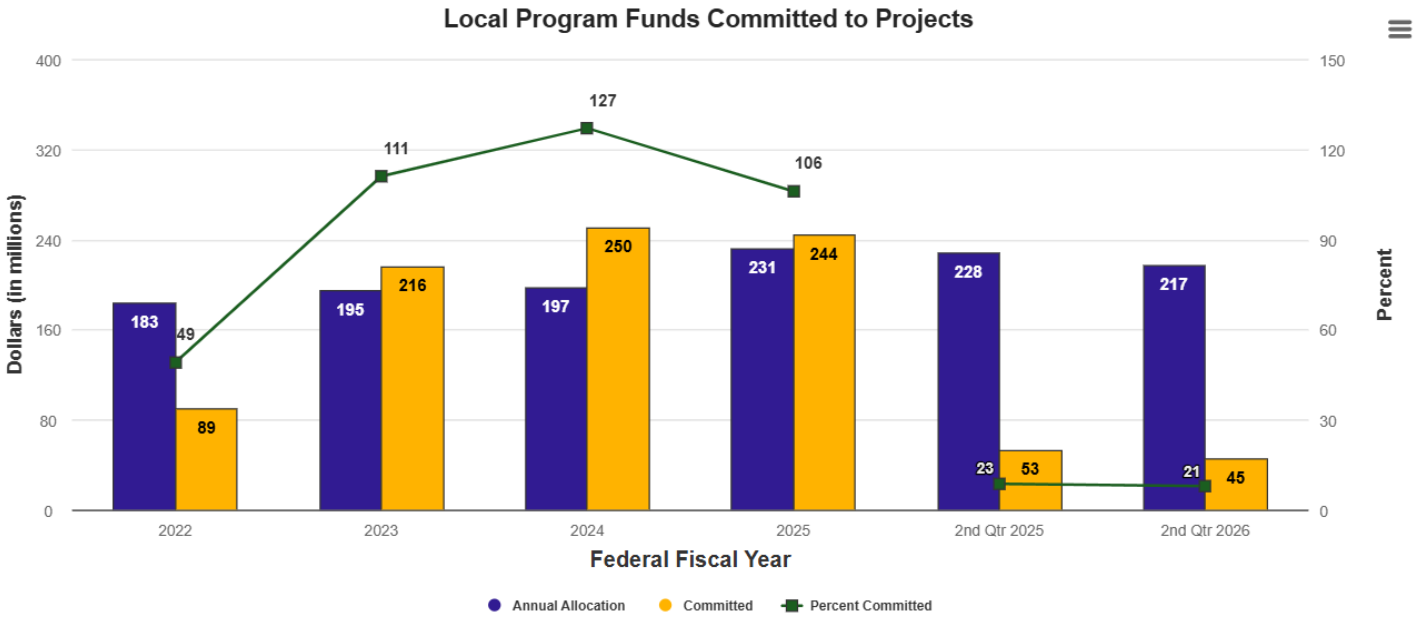
In FY 2023, the Missouri General Assembly appropriated an additional $75 million for the Governor's Transportation Cost-Share Program. That year, funding was awarded to 28 projects. For every $1 awarded through the Governor's Transportation Cost-Share Program, $0.91 of local cash was leveraged.

Purpose:
This measure tracks local entity cash leveraged from the Cost Share Program.

Measurement and Data Collection:
Data for this measure is collected from a partnership database. The target for this measure was set by management directive.

Percent of local program funds committed to projects – 6g

Update Frequency: Quarterly
Color Grade: red



Target: 100% Committed

Write up:

Local agencies receive federal funds to invest in projects that improve local infrastructure. They share the cost of those projects by providing a 20% local match for most programs. To continue receiving federal funds, all funds received each year must be committed to projects by the end of the federal fiscal year. Failure to fully commit the available funds puts them at risk of being rescinded, which jeopardizes the ability to receive additional federal funds for future projects.

For FFY 2026, local agencies have an annual allocation of $217 million to invest in local transportation projects. Year-to-date in FFY 2026, 21% ($45 million) of annual allocation funds have been committed to local projects, compared to 23% ($53 million of $228 million available, which includes Transportation Infrastructure Finance and Innovation Act redistributed funds) in FFY 2025. While this measure compares committed funds to the annual allocation, the total available funds for local agencies to commit to projects include both the annual allocation ($217 million) and the carryover balance ($129 million), for a total of approximately $346 million in FFY 2026. Committed funds can include balances left from previous years.

The fiscal year-end target for this measure is 100% of funds committed, with a target of 25% per quarter. MoDOT continues to work with project sponsors, planning partners, consultants, and others to ensure obligations are submitted throughout the federal fiscal year.

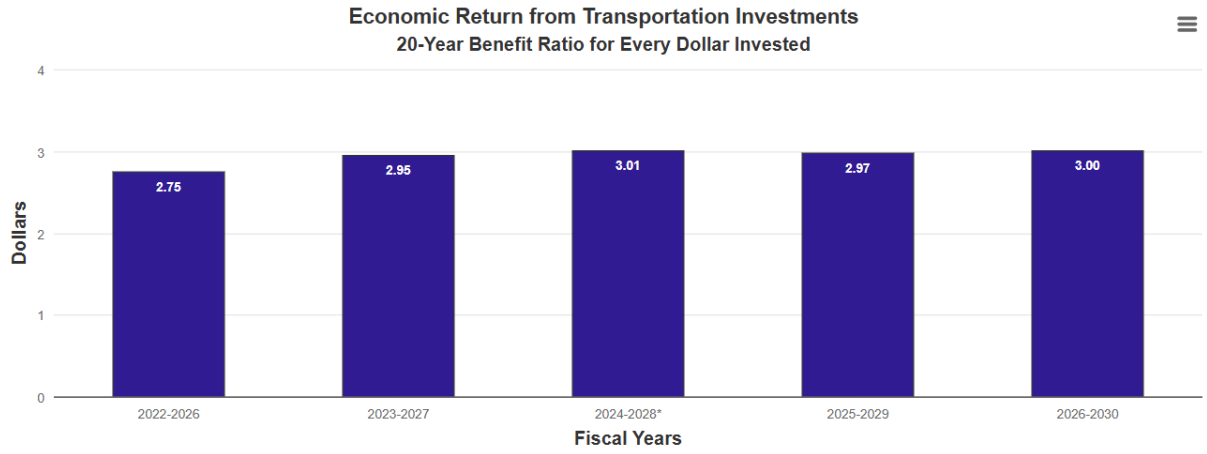
Purpose:
MoDOT is required to share federal funds with local agencies for transportation projects. This measure tracks the percent of available local program funds committed to projects.

Measurement and Data Collection:
The data is obtained from the Fiscal Management Information System of the Federal Highway Administration. It covers the period from October 1 through September 30 of each Federal Fiscal Year. The committed amounts represent federal funds obligated for projects. The available amounts represent the federal program funds distributed to local sponsors plus any previous year's balance. The goal is to invest all federal funds available to local public projects each year.

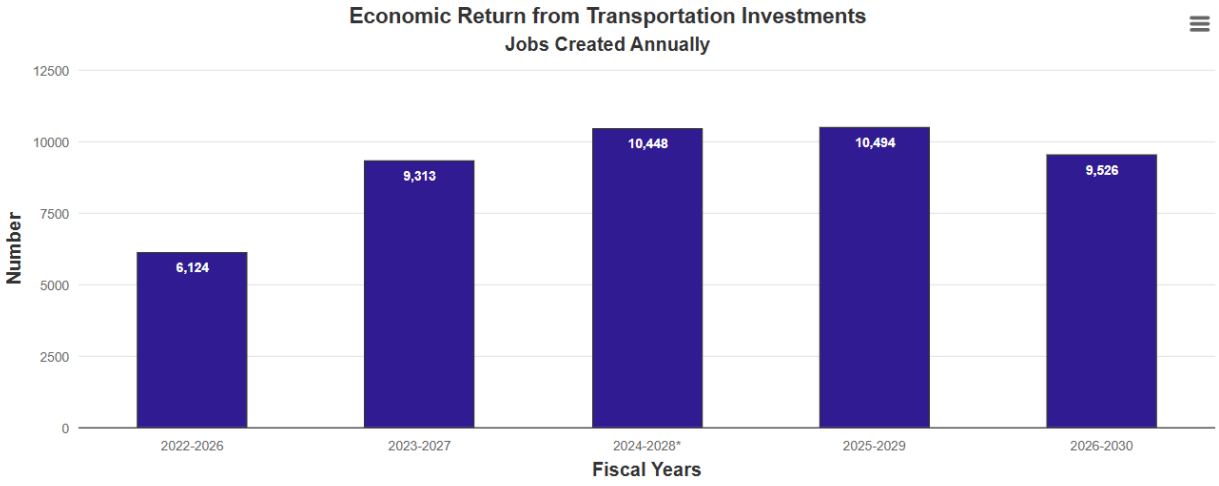
The target for this measure is set by internal policy and will remain unchanged unless policy changes, regardless of performance.

Economic return from transportation investment – 7a

Update Frequency: October
Color Grade: yellow



*The methodology for calculating the cumulative 20-year output per $1 spent changed with the Economic Impact Analysis of the 2024-2028 STIP. This change focuses on committed funds over the 5-year period of the MoDOT STIP.



*The methodology for calculating the Jobs Created Annually (20-year average) changed with the Economic Impact Analysis of the 2024-2028 STIP. This change focuses on committed funds over the 5-year period of the MoDOT STIP.

Write up:

Investment in transportation improvements has long been held as a major economic engine that drives growth in job creation, personal income and new value added to Missouri's economy.

Compared to the 2025-2029 Statewide Transportation Improvement Program investment of $10.744 billion, the 2026-2030 STIP investment decreased by 9.76% to $9.695 billion. The current STIP is estimated to create 9,526 jobs annually which is a decrease of 968 jobs or 9.22% from the previous STIP. The average number of jobs created decreased largely due to the higher-than-average estimated job creation expected from the I-70 improvements.

Transportation investments are expected to contribute approximately $28.9 billion of economic output during the next 20 years, resulting in a $3.00 return on every $1 invested in transportation. This increase of 1.08% is attributed to the total outlays supporting impacts decreased by a greater portion that the decline in the cumulative 20-year output, resulting in a higher per dollar value. Missourians have consistently said they want MoDOT to take care of the existing system first, a $63 billion value that carries a $171 billion replacement cost.

Purpose:

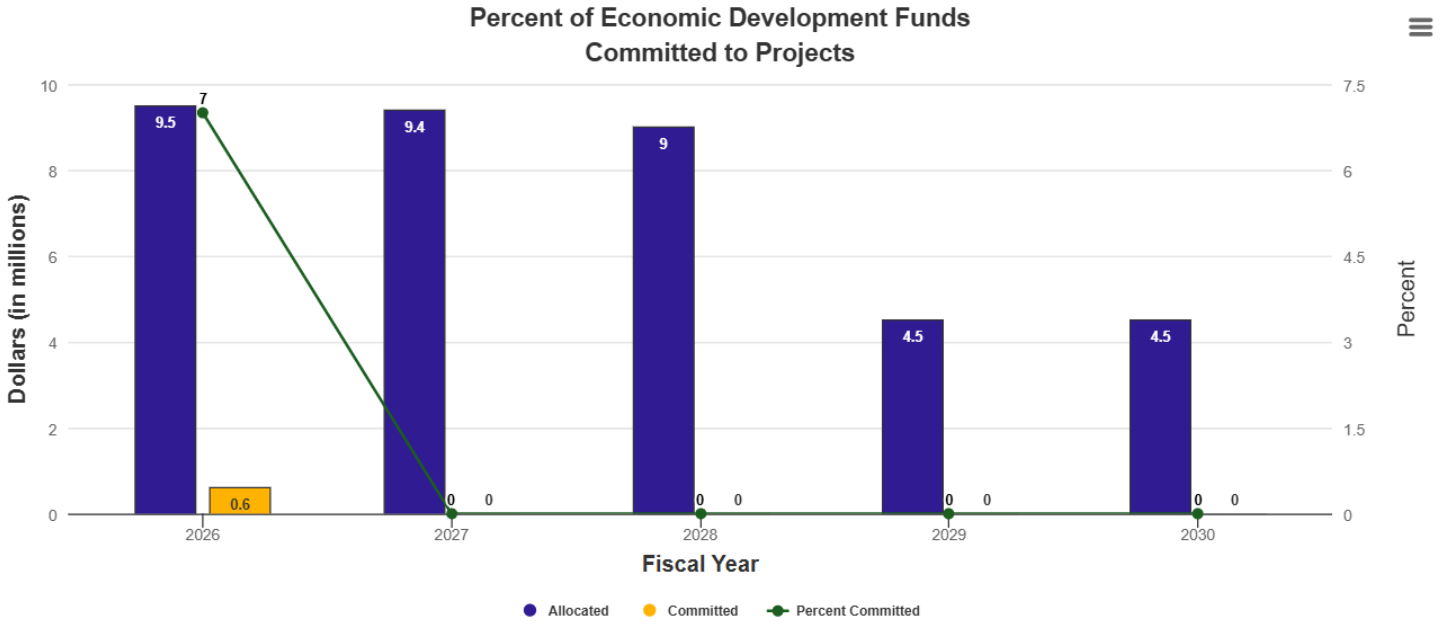
This measure tracks the economic impact resulting from the state's transportation investments.

Measurement and Data Collection:

MoDOT works with HDR, Inc. to perform economic impact analysis for the state's transportation investments. The analyses are performed using mode-specific templates in Excel and economic multipliers from a model called the Impact Analysis for Planning (IMPLAN). These results demonstrate a strong link between transportation investment and economic development.

Percent of economic development funds committed to projects – 7b

Update Frequency: Quarterly
Color Grade: red



Target: 100% Committed

Write up:
The Cost-Share Program is a collaborative effort between MoDOT, the Department of Economic Development (DED), and local entities to pool efforts and resources to deliver state highway and bridge projects. Funds are set aside for projects that demonstrate economic development. MoDOT works closely with these partners to identify when targeted investments can produce the greatest economic impact for Missouri. Projects selected for the set-aside funds may be funded up to 100% of the project cost. The total amount of funds set aside is $9 million. Tracking this data ensures that economic development funds are being utilized effectively.

At the end of the third quarter of fiscal year 2026, $36.3 million in economic development funds were available for eligible projects. For FY 2029 and FY 2030, only 50% of the funding allocations are available. During the third quarter of FY 2026, economic development funds totaling $618,000 were committed to DeLong's Incorporated to construct an acceleration lane and widen intersections at Route 63 and Route P in Randolph County. The overall goal is to commit all available funds to projects. MoDOT continues to work with districts, local partners, and DED to promote the program and identify projects that demonstrate economic impact for Missouri.

Purpose:
This measure tracks the percent of economic development funds committed to projects.

Measurement and Data Collection:
Data for this measure is collected from a partnership database.

Percent of disadvantaged business enterprise participation on construction and engineering projects – 7c UNDER CONSTRUCTION

Update Frequency:
Color Grade:

Write up:
Purpose:
Measurement and Data Collection:

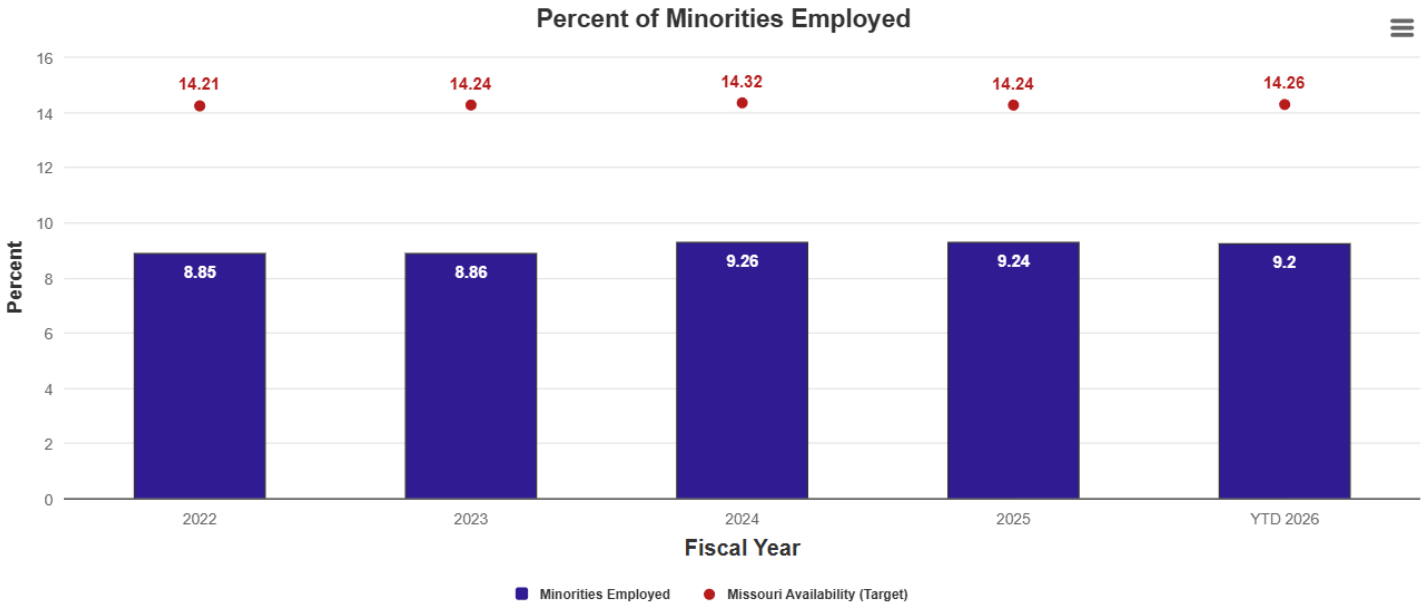
Expenditures made to certified minority, women and disadvantaged business enterprises – 7d UNDER CONSTRUCTION

Update Frequency:
Color Grade:

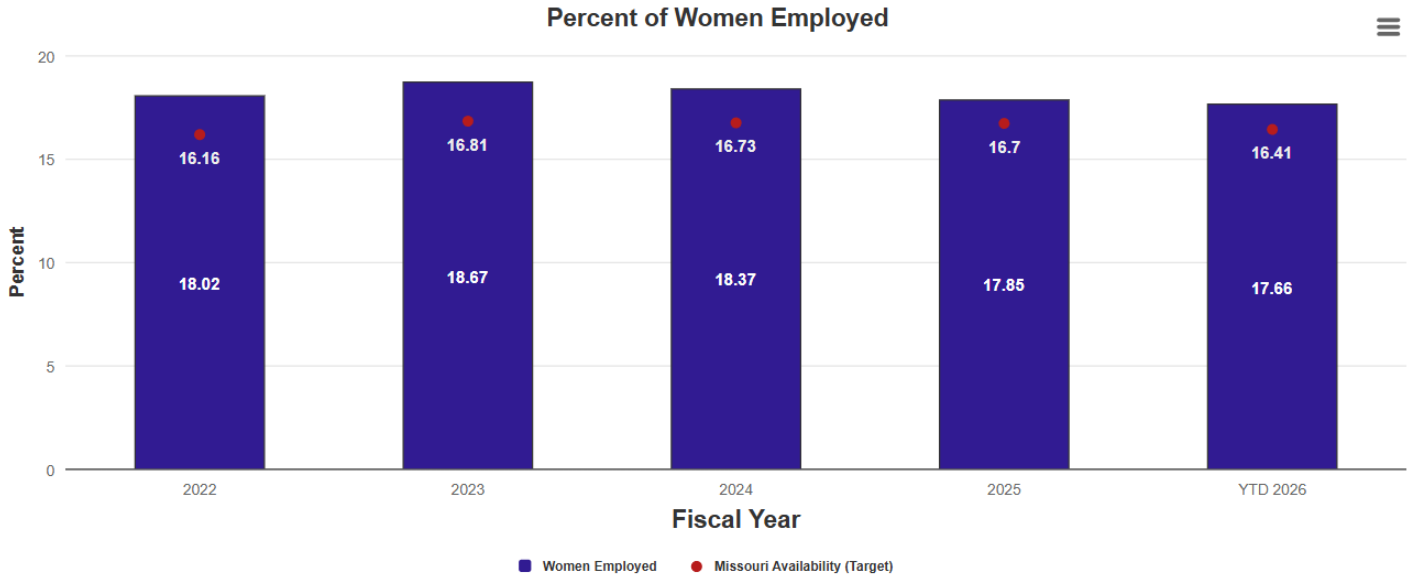
Write up:
Purpose:
Measurement and Data Collection:

Percent of minorities and women employed – 7e

Update Frequency: Quarterly
Color Grade: yellow



2026 Target: Increase



2026 Target: No Change

Write up:
MoDOT can better serve its customers and fulfill its responsibilities to taxpayers by placing the right people in the right positions.

The number of minority employees increased by 0.23%, from 444 employees in the third quarter of fiscal year 2025 to 445 in the third quarter of FY 2026. The number of female employees decreased by 1.39%, from 866 employees in the third quarter of FY 2025 to 854 in the third quarter of FY 2026. Total full-time employment increased by 1.19% between the third quarter of FY 2025 and the third quarter of FY 2026, rising from 4,778 to 4,835 employees.

New efforts have been implemented to improve employee retention. These efforts include new Employee Resource Groups, educational training, the College Employment Training Program, and new mentoring initiatives. These good-faith efforts aim to increase the applicant pool of qualified minorities and women from within the department, which may ultimately help narrow the gap between actual employment and the target employment of minorities and women.

The Missouri availability target for both demographics, as determined by the 2020 Census, was exceeded for women in FY 2025, and MoDOT's performance for minorities continue to trend slightly upward.

Purpose:
This measure tracks minority and women employment in MoDOT's workforce and compares it with availability data from the Missouri 2020 Census report.

Measurement and Data Collection:
The SAM II database is used to collect data. The Missouri 2020 Census data is used as the benchmark for this measurement. The availability number is derived from two different sets of data; the 2020 census and the current pool of MoDOT employees who are trainable, transferable or

promotable. The two statistics are factored together and weighted based on the hiring practices from the previous three years. The weighted number gives a more accurate picture of the hiring process. Ultimately, this number conveys the number of minorities and women who currently possess the skills necessary to work for the department.

The target for this measure is based on Missouri's availability and is set each October.