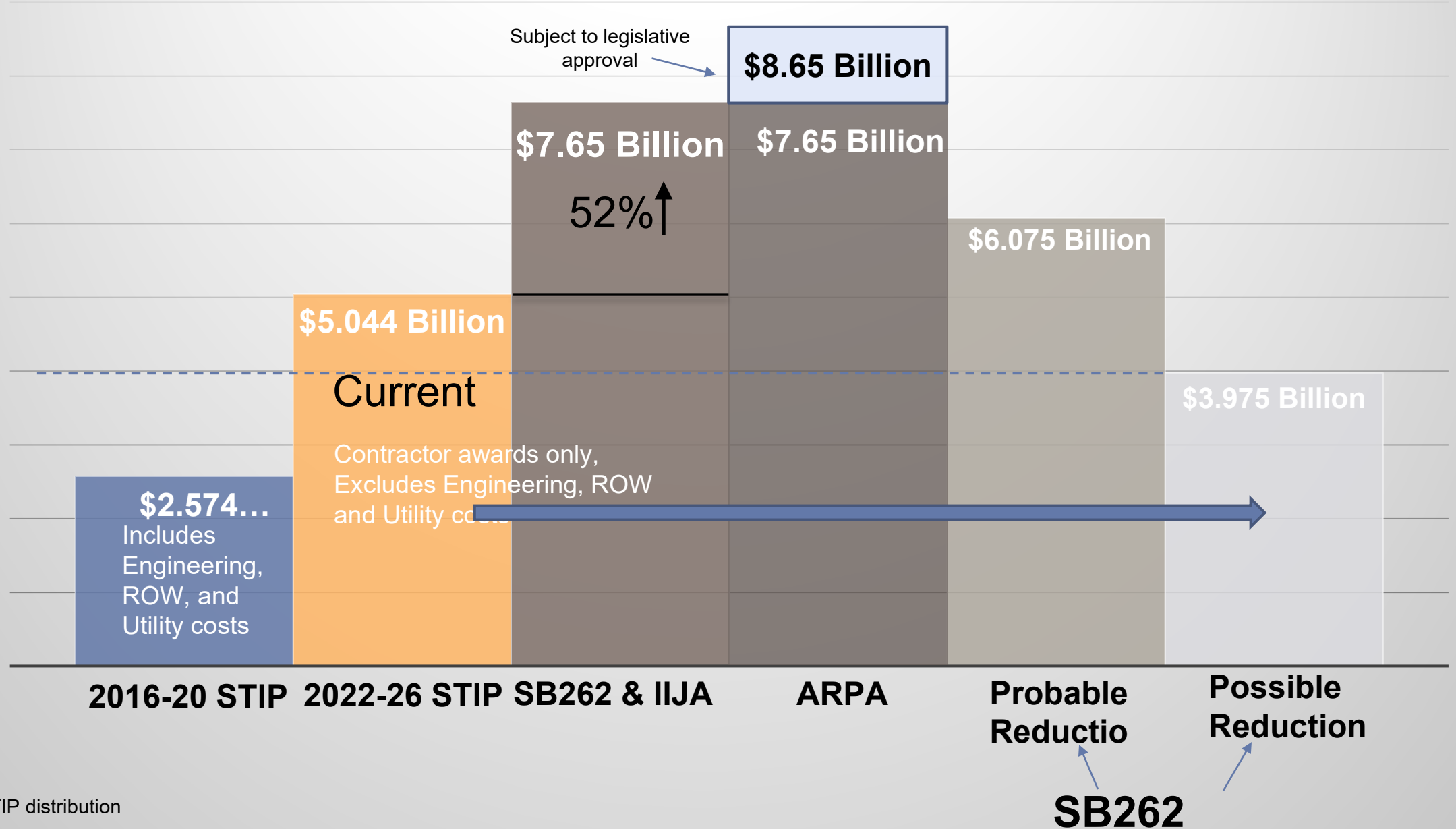


# Unfunded Needs Public Meeting

## 2021 Update



# 2022-2026 STIP Contractor Awards and Future Funding Strategies



\*Estimated STIP distribution

# Final SFY2022-2026 STIP

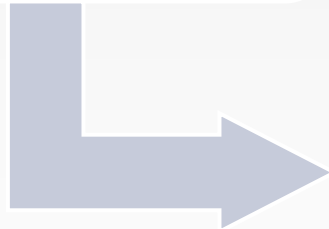
(Fiscal Year 2025 Amounts, as amended)



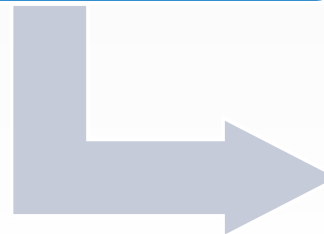
**Total Distributed  
Construction  
Program Funds**  
\$1017 Million



**Safety**  
\$29 Million



**Asset  
Management**  
\$732 Million



**System  
Improvements**  
\$256 Million

**Distributed based on:**

- **System size**
- **System usage**
- **Fatalities/serious injuries**
- **Population**
- **Employment**

# Potential 2023-2027 STIP SB262 & IIJA

(Fiscal Year 2025 Amounts)



**Total Distributed  
Construction  
Program Funds**

\$1,477 Million



**Safety**

\$29 Million



**Asset  
Management**

\$732 Million



**System  
Improvements**

\$716 Million

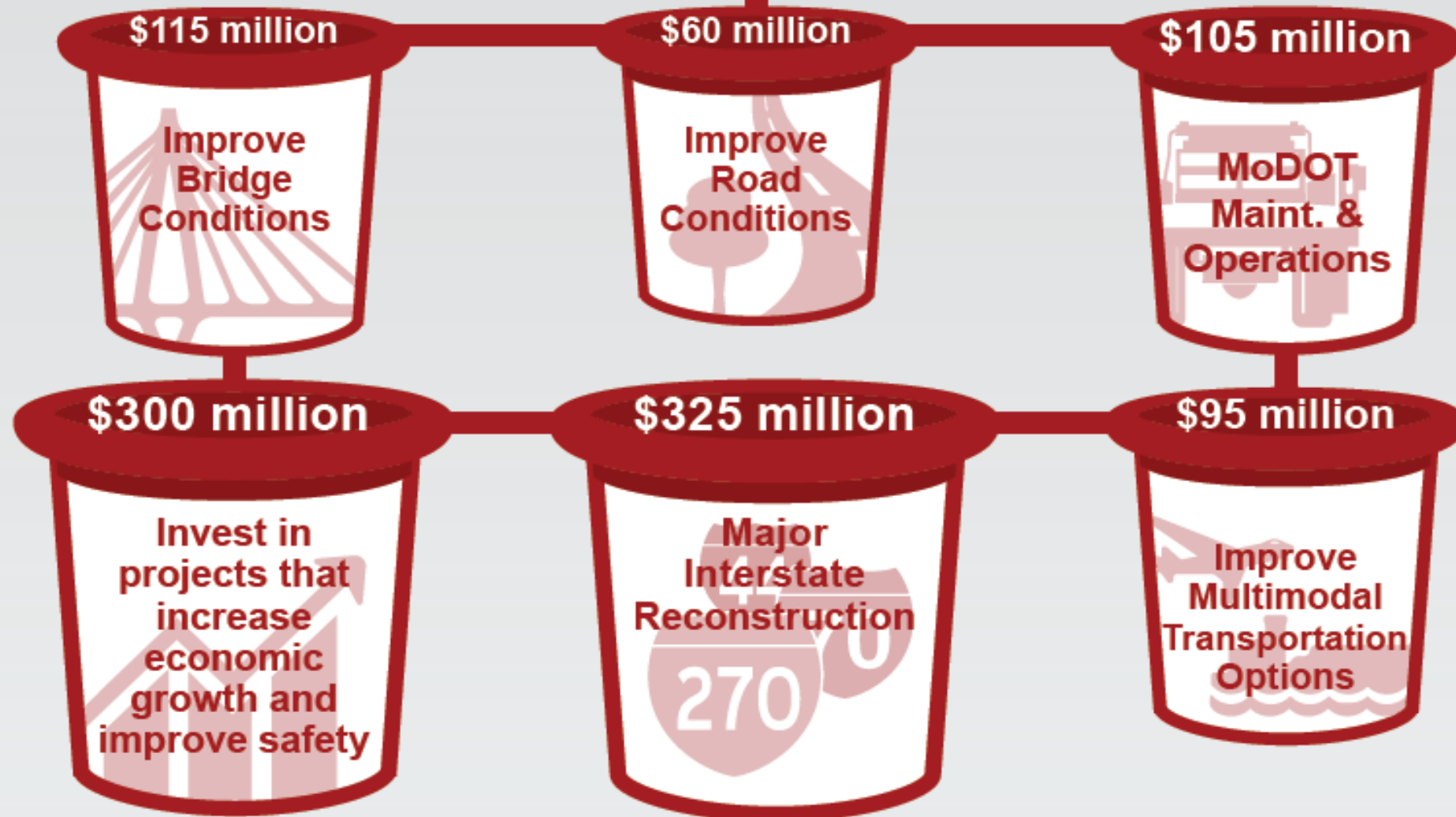
**Distributed based on:**

- **System size**
- **System usage**
- **Fatalities/serious injuries**
- **Population**
- **Employment**

*Subject to MHTC approval*

# HIGH-PRIORITY UNFUNDED ANNUAL TRANSPORTATION NEEDS

**\$1 billion**



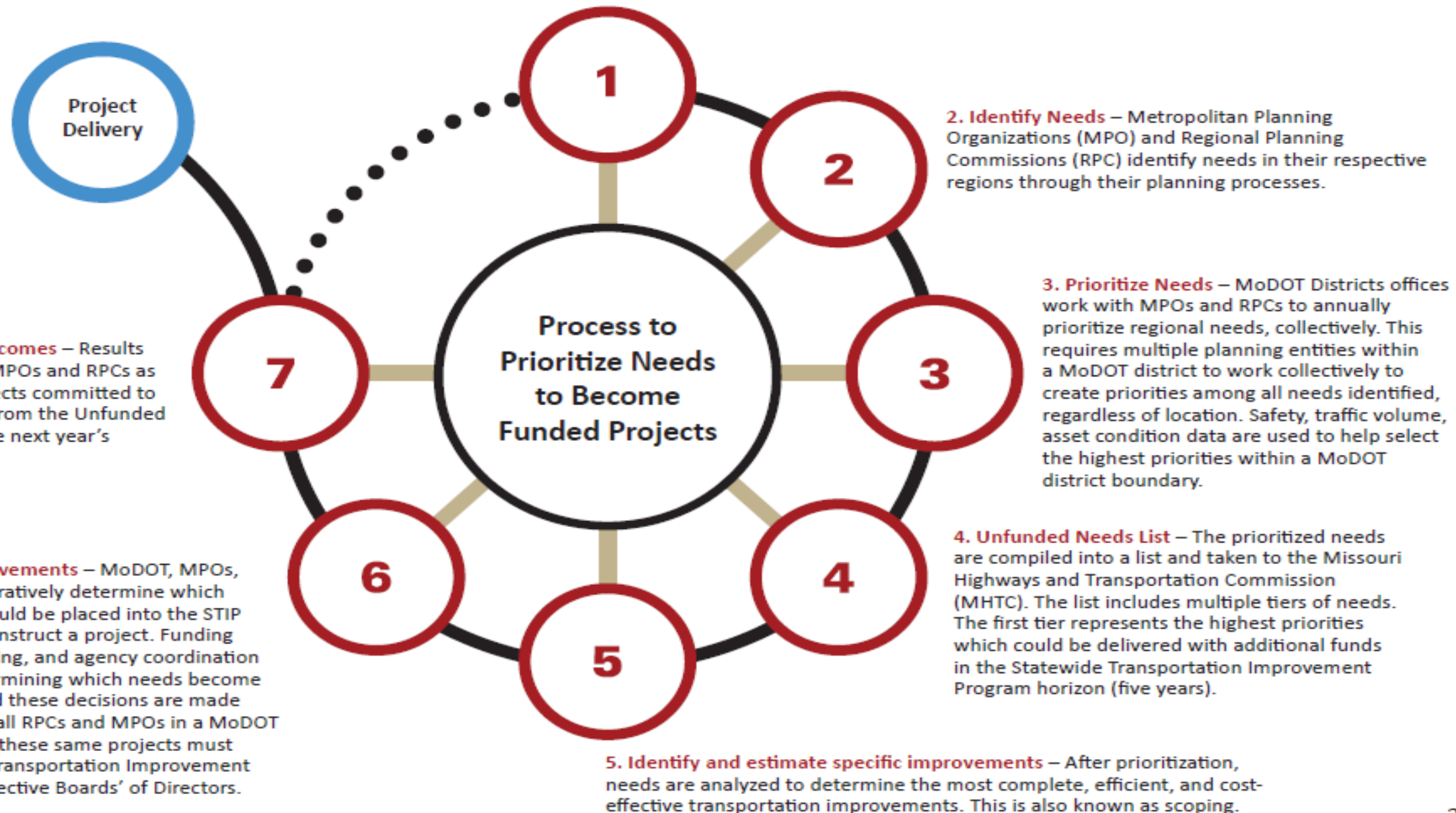
# HIGH-PRIORITY UNFUNDED NEEDS



Nov. 2021



**1. Establish a vision** – MoDOT’s vision for its transportation future is best captured by the five goals established by Missourians in the Long-Range Transportation Plan. In priority order, they are: 1) Take care of the transportation system; 2) Keep all travelers safe; 3) Invest in projects that spur economic growth and create jobs; 4) Give Missourians better transportation choices; and 5) Improve reliability and reduce congestion.



A large, stylized number "3" inside a white circle with a thick red border. The circle is positioned on the left side of the slide. A thick black line runs diagonally from the top left to the bottom right, passing behind the circle. A horizontal gold bar extends from the left edge of the circle. A red curved shape is visible at the bottom left of the circle.

# 3

**3. Prioritize Needs** – MoDOT Districts offices work with MPOs and RPCs to annually prioritize regional needs, collectively. This requires multiple planning entities within a MoDOT district to work collectively to create priorities among all needs identified, regardless of location. Safety, traffic volume, asset condition data are used to help select the highest priorities within a MoDOT district boundary.



# Northwest District – Tier 1



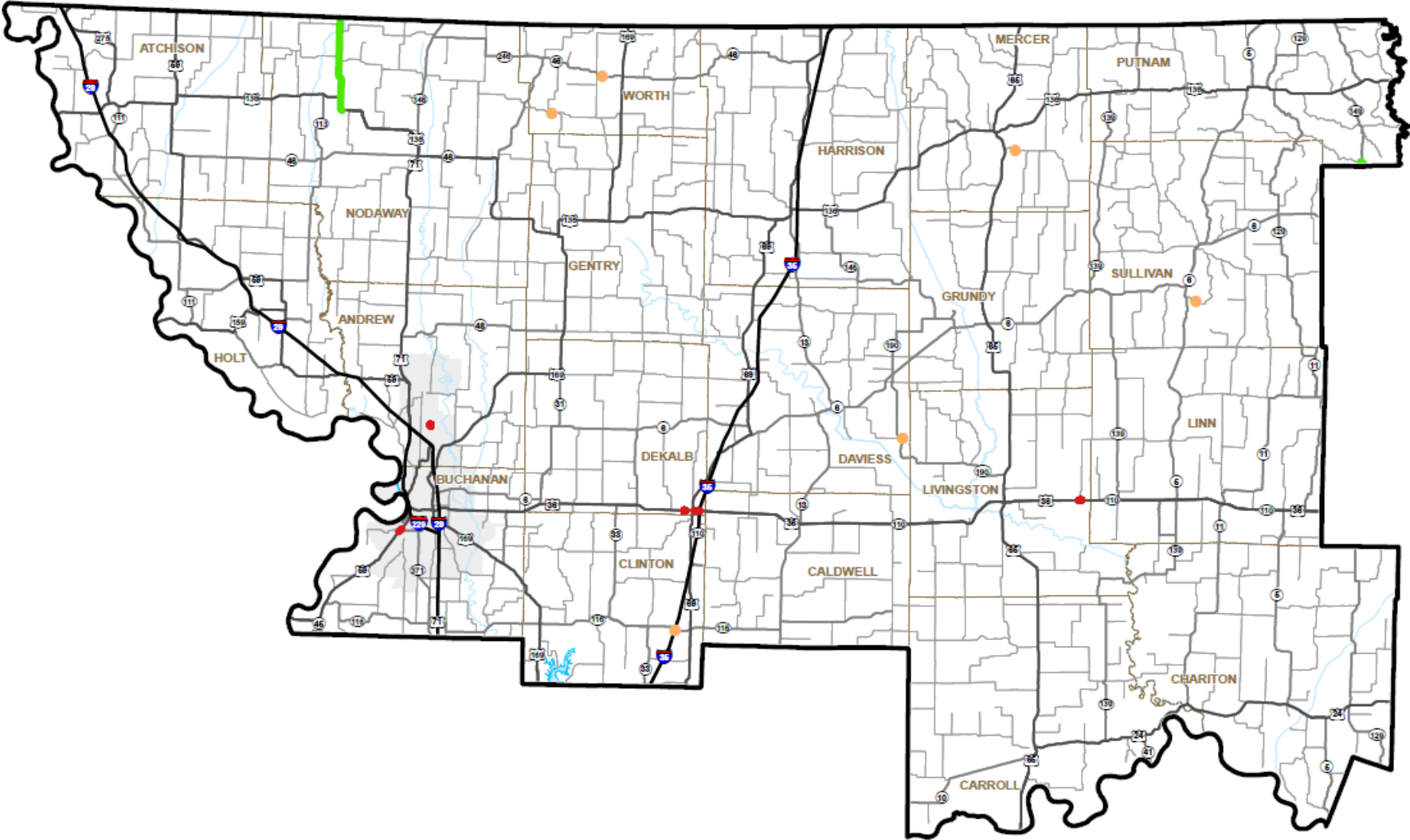
High Priority Unfunded  
Road and Bridge Needs

NORTHWEST  
District

Tier 1 \$24M

DRAFT

- Improve Bridge Conditions
- Improve Road Conditions
- Increase Economic Growth and Improve Safety
- Major Interstate Reconstruction



Missouri Department of Transportation  
Transportation Planning  
1-888-ASK-MODOT  
WWW.MODOT.ORG  
October 2021

# Northwest – Tier 2



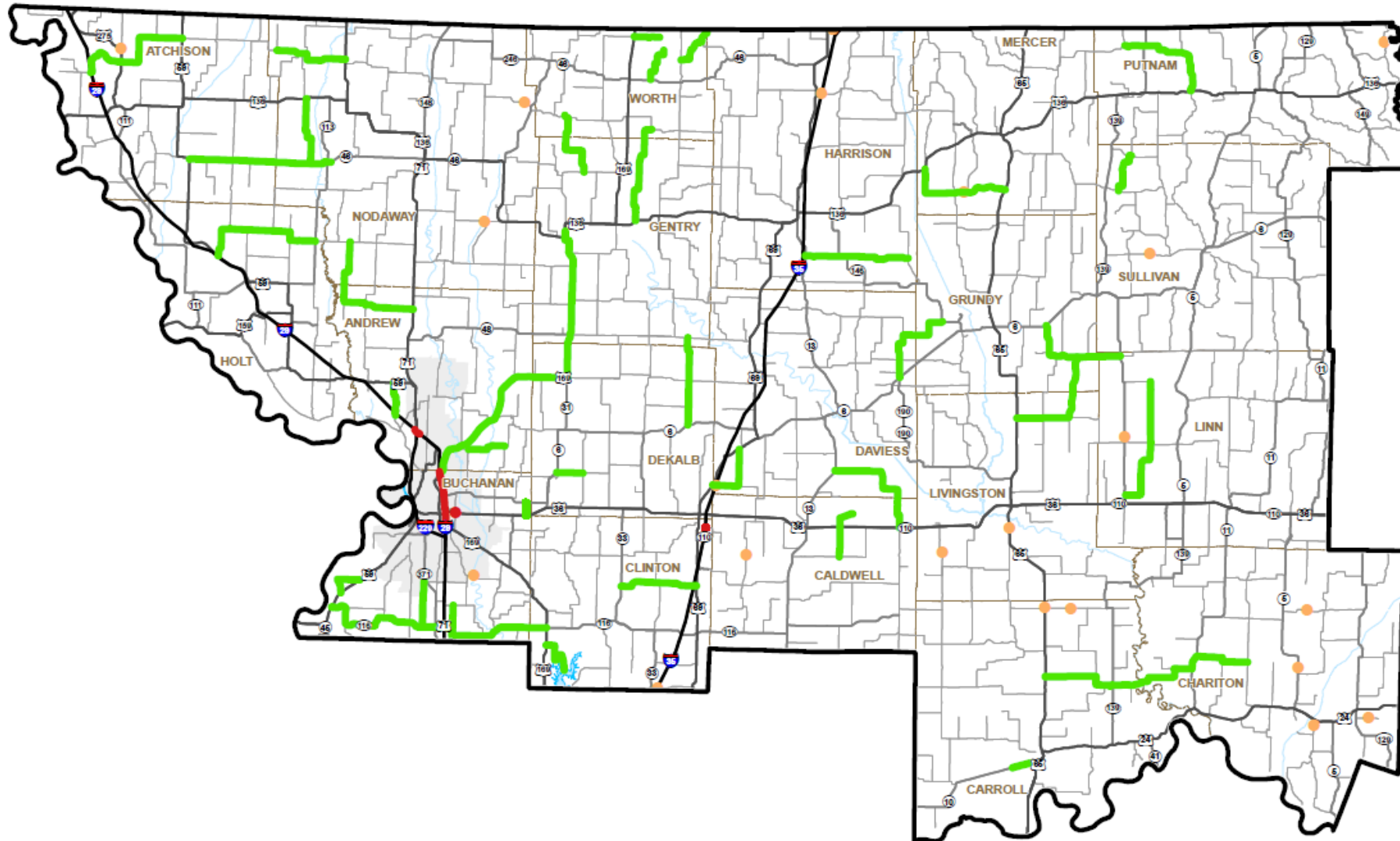
High Priority Unfunded  
Road and Bridge Needs

NORTHWEST  
District

Tier 2 \$98M

DRAFT

- Improve Bridge Conditions
- Improve Road Conditions
- Increase Economic Growth and Improve Safety
- Major Interstate Reconstruction



# Northwest – Tier 3



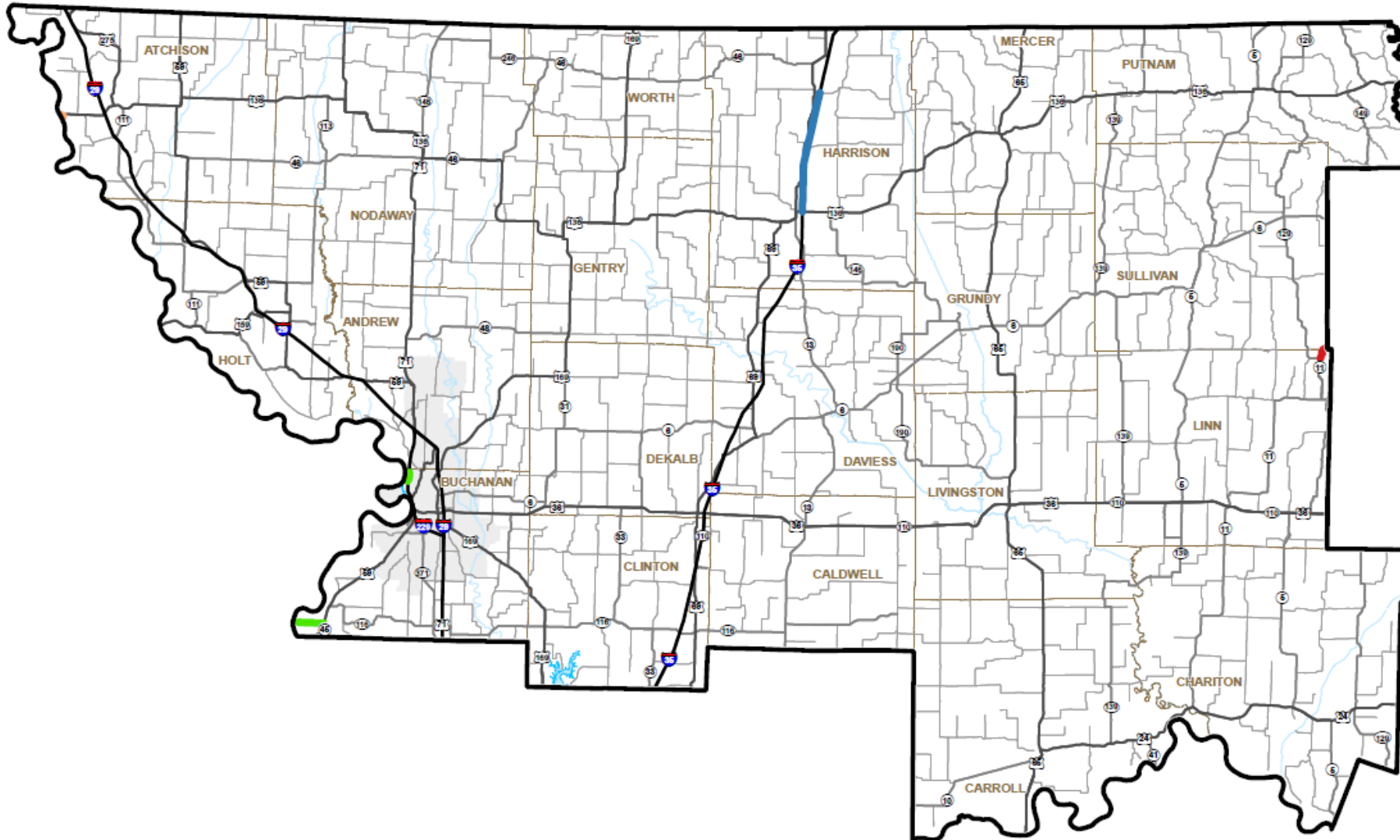
High Priority Unfunded  
Road and Bridge Needs

NORTHWEST  
District

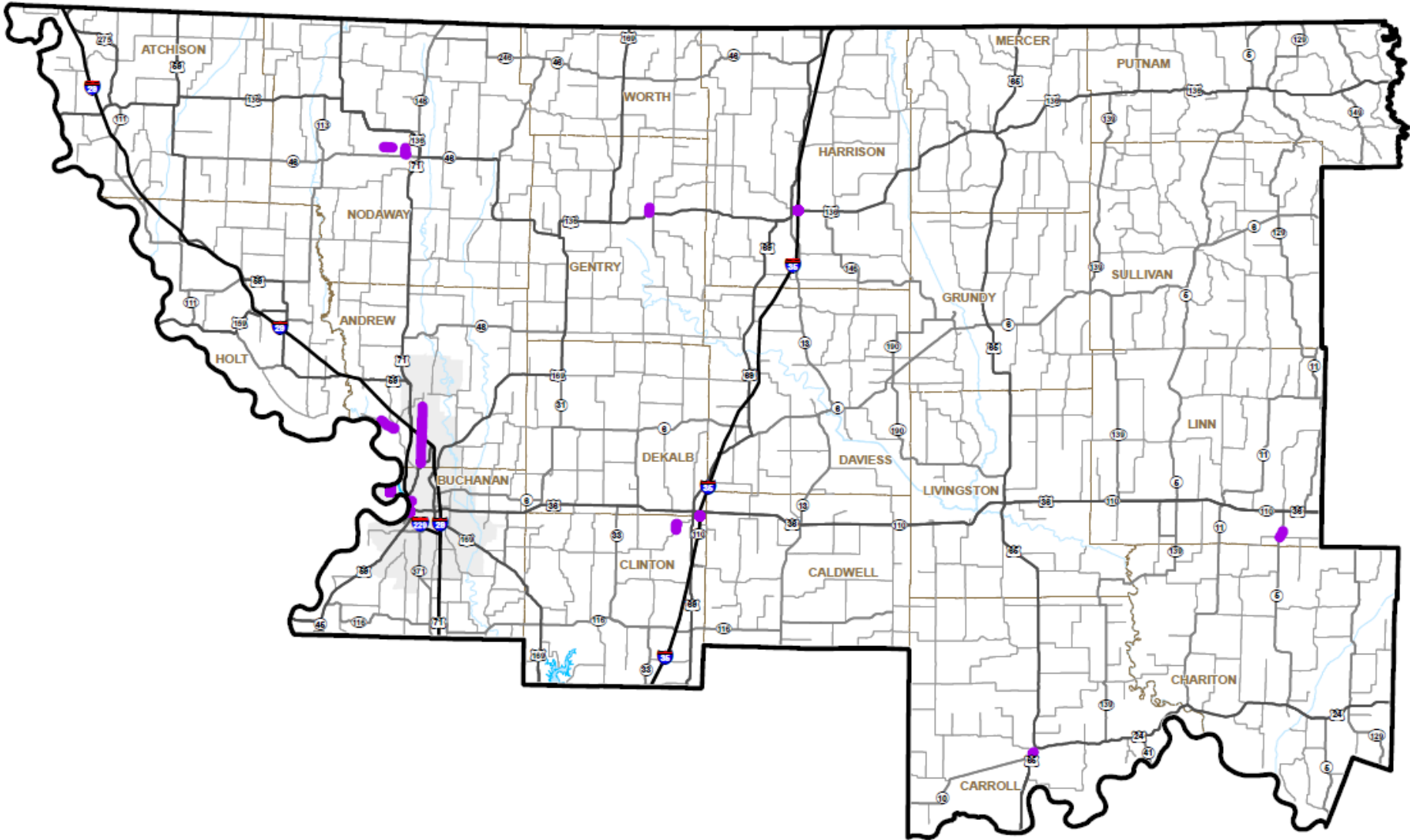
Tier 3 \$98M

DRAFT

- Improve Bridge Conditions
- Improve Road Conditions
- Increase Economic Growth and Improve Safety
- Major Interstate Reconstruction



# Northwest – Multimodal



High Priority Unfunded  
Multimodal Needs

NORTHWEST  
District

\$47M

DRAFT

Improve Multimodal  
Transportation Options



# Northwest Summary



Tier	Improve Bridge Conditions	Improve Road Condition	Major Interstate Reconstruction	Increase Economic Growth and Improve Safety	Improve Multimodal Transportation Options	Totals
One	7,154	5,710		11,500		\$24,364
Two	23,816	30,952		42,750		\$97,518
Three	25,400	25,570	46,781			\$97,751
Multimodal					47,024	\$47,024
Total	\$56,370	\$62,232	\$46,781	\$54,250	\$47,024	\$266,657

# Statewide Summary



## TOTALS BY PRIORITY

DISTRICT	TIER 1	TIER 2	TIER 3	MULTIMODAL	MAJOR BRIDGE	STATEWIDE	GRAND TOTAL
NW	\$24,364	\$97,518	\$97,751	\$47,024	\$106,070	-	\$372,727
NE	\$22,803	\$95,295	\$96,258	\$47,136	\$54,000	-	\$315,492
KCR	\$15,400	\$65,979	\$56,270	\$28,186	\$57,060	-	\$222,895
KCU	\$100,970	\$372,300	\$375,792	\$182,000	\$50,160	-	\$1,081,222
CD	\$62,000	\$213,799	\$236,837	\$117,165	-	-	\$629,801
SL	\$195,900	\$779,800	\$872,520	\$374,321	\$91,800	-	\$2,314,341
SWR	\$47,642	\$191,899	\$193,146	\$95,905	-	-	\$528,592
SWU	\$26,758	\$111,592	\$108,167	\$52,959	-	-	\$299,476
SE	\$47,541	\$213,508	\$175,383	\$91,403	\$67,700	-	\$595,535
STATEWIDE	-	-	-	-	-	\$1,635,800	\$1,635,800
REMAINING UNFUNDED NEEDS							\$2,004,120
GRAND TOTAL	\$543,378	\$2,141,690	\$2,212,124	\$1,036,099	\$426,790	\$1,635,800	\$10,000,000

# Statewide Summary



## TOTALS BY TYPE

DISTRICT	IMPROVE BRIDGE CONDITIONS	IMPROVE ROAD CONDITIONS	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY	MAJOR INTERSTATE RECONSTRUCTION	MULTIMODAL	GRAND TOTAL
NW	\$56,370	\$62,232	\$54,250	\$46,781	\$47,024	\$266,657
NE	\$14,682	\$19,521	\$180,153	-	\$47,136	\$261,492
KCR	\$15,400	\$83,014	\$39,235	-	\$28,186	\$165,835
KCU	-	\$199,300	\$649,762	-	\$182,000	\$1,031,062
CD	-	-	\$454,023	\$58,613	\$117,165	\$629,801
SL	\$685,200	\$76,500	\$399,420	\$687,100	\$374,321	\$2,222,541
SWR	\$1,000	\$47,360	\$333,112	\$51,215	\$95,905	\$528,592
SWU	-	\$49,860	\$169,055	\$27,602	\$52,959	\$299,476
SE	\$6,742	\$2,887	\$426,803	-	\$91,403	\$527,835
STATEWIDE	-	\$25,000	\$90,800	\$1,500,000	\$20,000	\$1,635,800
MAJOR BRIDGE	\$426,790	-	-	-	-	\$426,790
REMAINING UNFUNDED NEEDS						\$2,004,120
GRAND TOTAL	\$1,206,184	\$565,674	\$2,796,613	\$2,371,311	\$1,056,099	\$10,000,000

**To view the document and submit a comment:**

**[www.modot.org/unfundedneeds](http://www.modot.org/unfundedneeds)**

