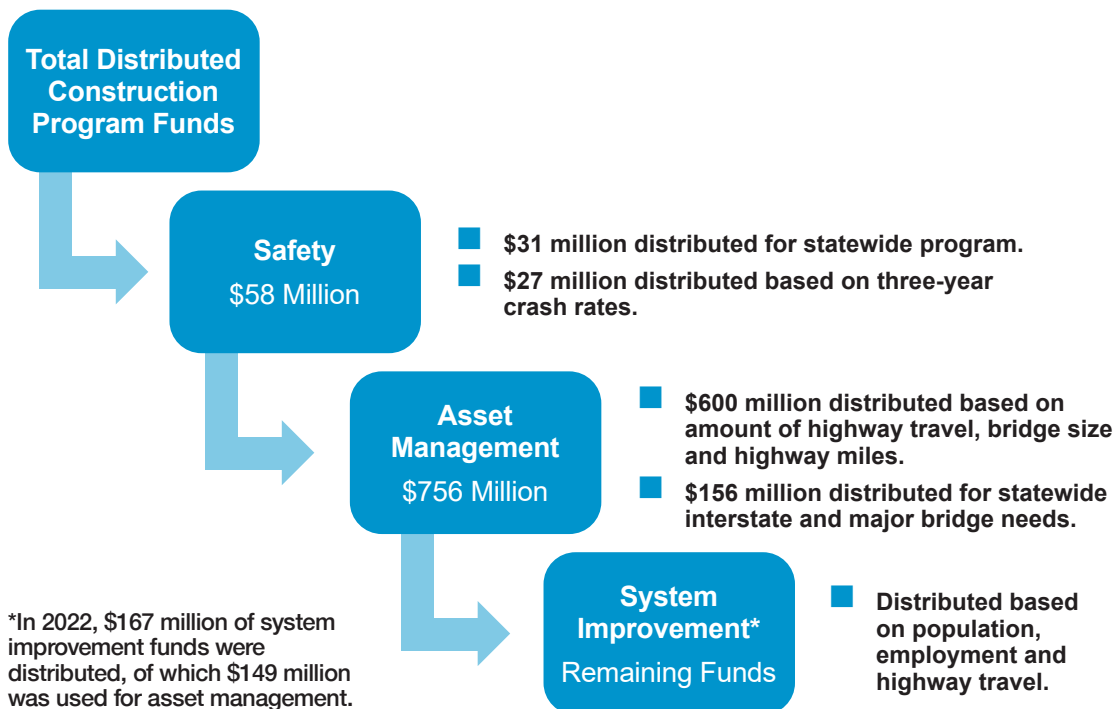


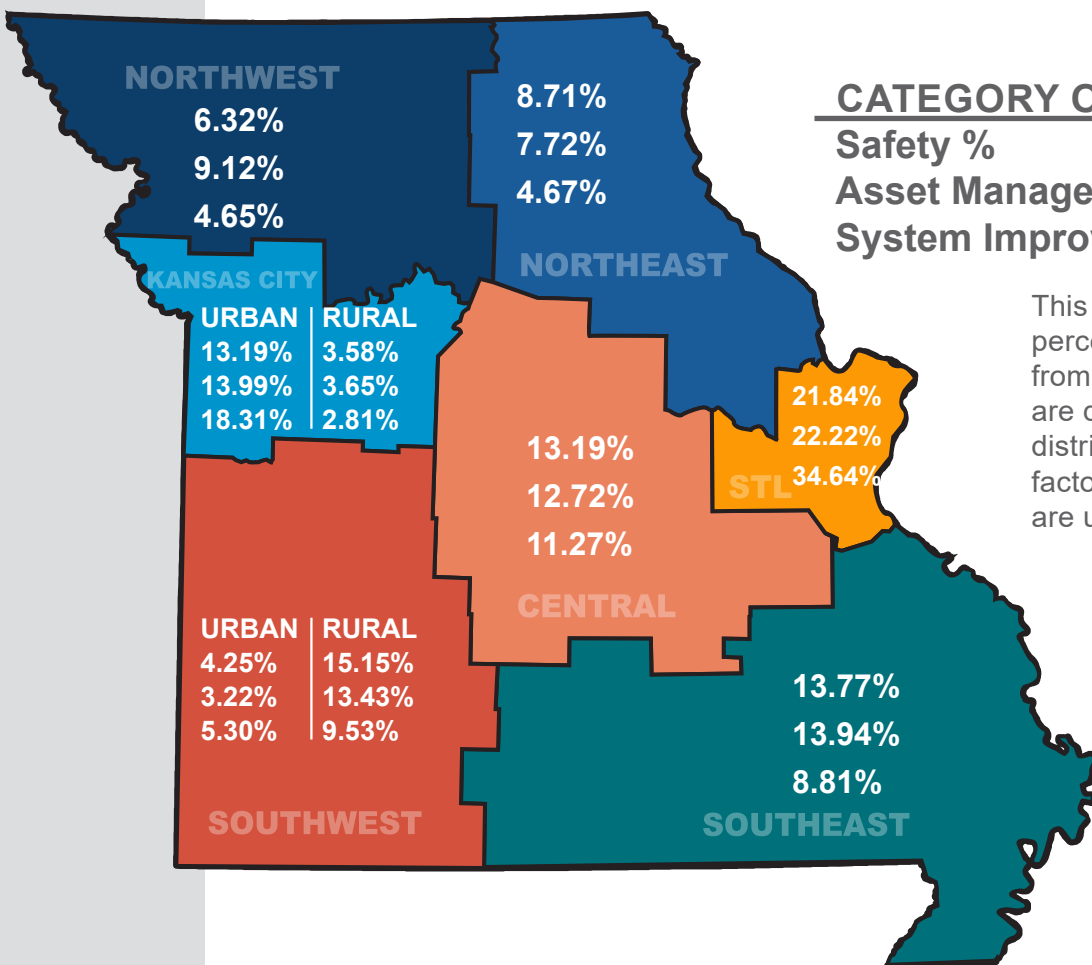
MoDOT Funding DISTRIBUTION

How is MoDOT's Funding Distributed Across the State?

Since 2003, the Missouri Highways and Transportation Commission has used a formula to distribute construction program funds for road and bridge improvements to each of its seven districts. This is the largest area of MoDOT's budget that provides funding for safety improvements, asset management and system improvement funds that districts can use to take care of the system or invest in major projects that relieve congestion and spur economic growth. In many districts, asset management funds are not sufficient to maintain current system conditions. Districts use system improvement funds to make up the difference.

Construction program funds are allocated annually to districts using the following formula:





CATEGORY ORDER:

Safety %

Asset Management %

System Improvement %

This map shows the percentage of funds from each category that are distributed to each district, based on 2022 factors. Those factors are updated annually.

Once construction program funds are distributed to districts, MoDOT collaborates with regional planning groups to identify local priorities based on projected available funding. The regional transportation improvement plans are brought together to form the department's Statewide Transportation Improvement Program, which outlines five years of transportation improvements. As one year of the plan is accomplished, another year is added.

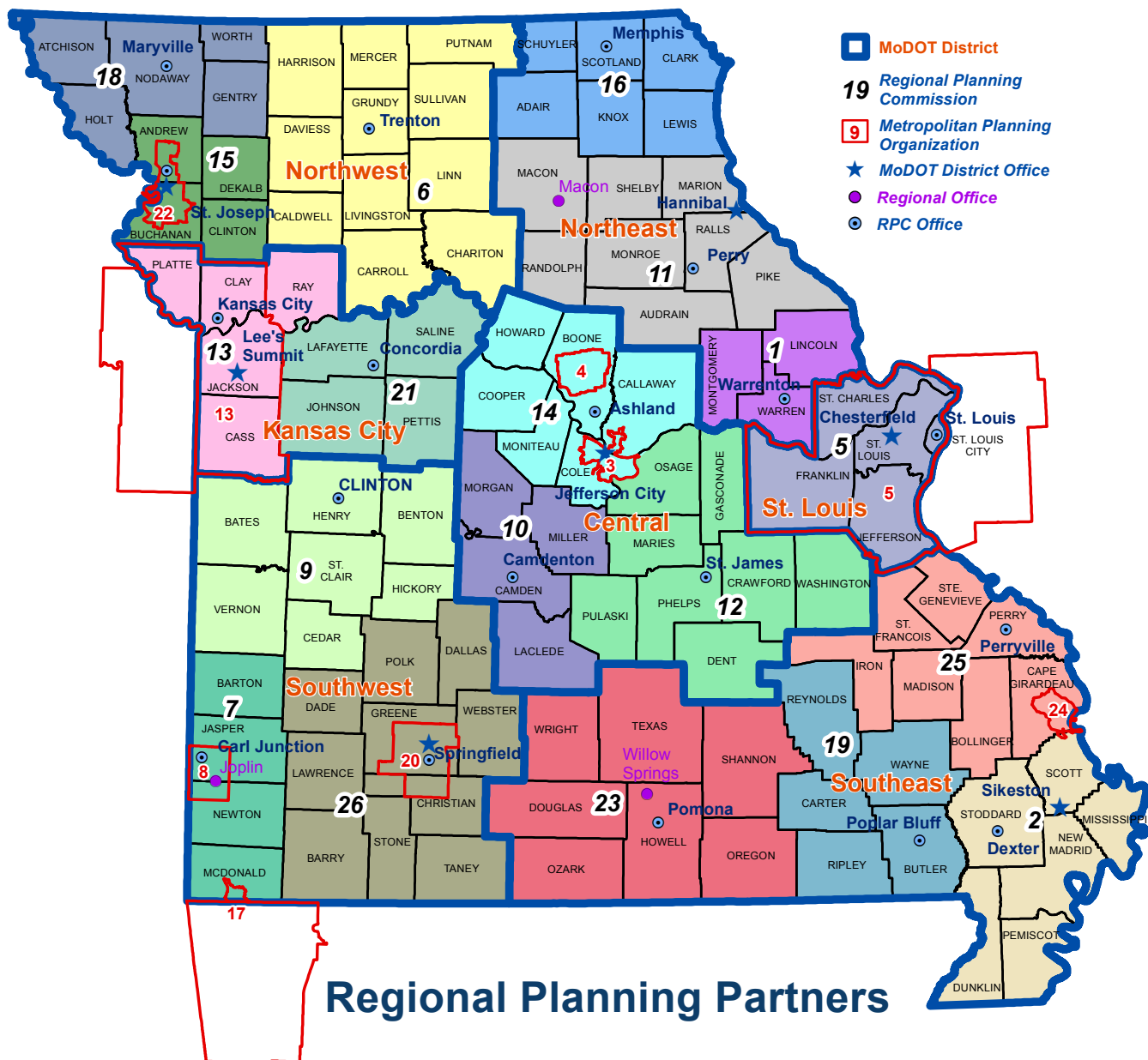
MoDOT Funding DISTRIBUTION

There are two types of regional planning groups in the state: urban areas have Metropolitan Planning Organizations, and rural areas have Regional Planning Commissions. Board members for each of these groups are typically city and county leadership, elected officials and local business owners.

The regional planning groups reach out to local citizens to identify transportation needs. MoDOT staff assists regions to prioritize those needs based on road and bridge conditions, traffic safety data and overall mobility. The prioritization process also includes balancing priorities with available funds.

Funding for MoDOT operations consists of costs for staff and expenses for maintenance, fleet, facilities and information systems activities. The funding distribution for MoDOT staff costs is based on the number of personnel needed in each district to provide the services to the public, including snow removal, mowing right of way and maintaining roadsides. The budget for expenses, such as salt, paint and fuel, are distributed to districts based on the number of highway miles, highway travel and minor roads that are in poor condition.

MoDOT's planning framework involves local citizens from start to finish – an approach that has earned MoDOT recognition as a national leader in public involvement.



1. Boonslick Regional Planning Commission	14. Mid-Missouri Regional Planning Commission
2. Bootheel Regional Planning & Economic Development Commission	15. Mo-Kan Regional Council
3. Capital Area Metropolitan Planning Organization	16. Northeast Missouri Regional Planning Commission
4. Columbia Area Transportation Study Organization	17. Northwest Arkansas Regional Planning Commission
5. East West Gateway Council of Governments	18. Northwest Missouri Regional Council of Governments
6. Green Hills Regional Planning Commission	19. Ozark Foothills Regional Planning Commission
7. Harry S. Truman Coordinating Council	20. Ozarks Transportation Organization
8. Joplin Area Transportation Study Organization	21. Pioneer Trails Regional Planning Commission
9. Kaysinger Basin Regional Planning Commission	22. St. Joseph Area Transportation Study Organization
10. Lake of the Ozarks Council of Local Governments	23. South Central Ozark Council of Governments
11. Mark Twain Regional Council of Governments	24. Southeast Metropolitan Planning Organization
12. Meramec Regional Planning Commission	25. Southeast Missouri Regional Planning and Economic Development Commission
13. Mid America Regional Council	26. Southwest Missouri Council of Governments

MoDOT Funding DISTRIBUTION

When adding the construction program, operations, administration and highway safety programs together, the following amounts were spent in districts for fiscal year 2022:
(\$ Millions)

District	Construction Program	Operations*	Admin**	HWY Safety Programs	Total
Northwest	\$88	\$74	\$2	\$0	\$164
Northeast	\$55	\$65	\$2	\$0	\$122
Kansas City	\$235	\$60	\$3	\$3	\$301
Central	\$200	\$77	\$2	\$1	\$280
St. Louis	\$239	\$69	\$3	\$4	\$315
Southwest	\$153	\$85	\$2	\$1	\$241
Southeast	\$121	\$87	\$2	\$0	\$210
Central Office***	\$43	\$74	\$36	\$11	\$164
Total	\$1,134	\$591	\$52	\$20	\$1,797

*Includes \$494 million of maintenance expenditures and \$97 million of fleet, facilities and information system expenditures.

**According to the Reason Foundation, MoDOT's administrative costs are 13th lowest in the nation for state departments of transportation.

***Statewide administrative costs include \$17 million for medical insurance costs for MoDOT retirees.

Since spending can fluctuate from year to year, the table below provides the amounts based on the five-year average from fiscal years 2018 through 2022:

(\$ Millions)

District	Construction Program	Operations	Admin	HWY Safety Programs	Total
Northwest	\$90	\$63	\$2	\$0	\$155
Northeast	\$77	\$57	\$2	\$0	\$136
Kansas City	\$201	\$59	\$3	\$3	\$266
Central	\$124	\$70	\$2	\$0	\$196
St. Louis	\$244	\$66	\$3	\$3	\$316
Southwest	\$163	\$81	\$2	\$1	\$247
Southeast	\$113	\$81	\$2	\$0	\$196
Central Office	\$37	\$73	\$35	\$11	\$156
Total	\$1,049	\$550	\$51	\$18	\$1,668