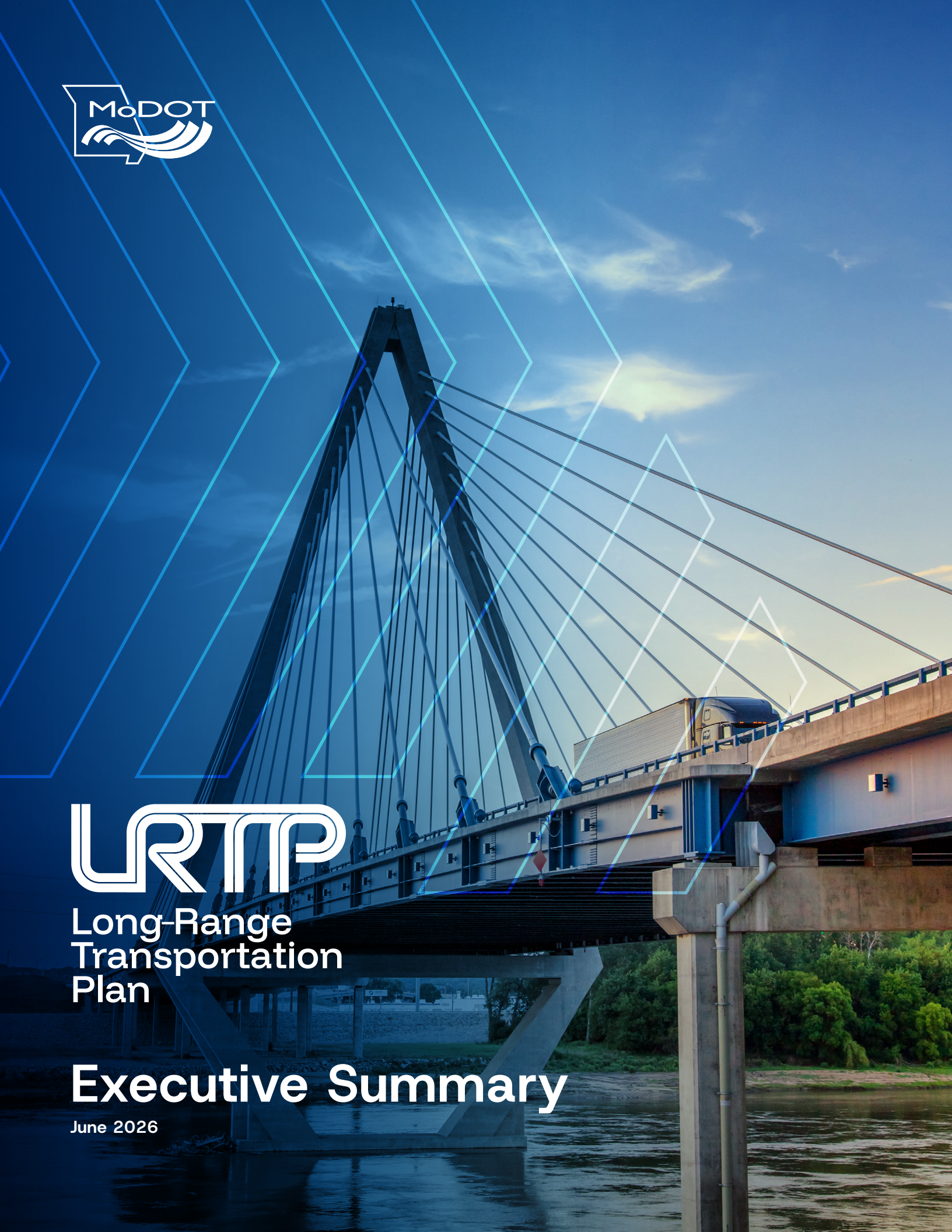


LRTP

Long-Range Transportation Plan

Executive Summary

June 2026

TABLE OF CONTENTS

Ed Hassinger, P.E.
Director of the Missouri
Department of Transportation

DIRECTOR'S LETTER

Our mission at the Missouri Department of Transportation (MoDOT) is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to serving customers for a prosperous Missouri. That last part - serving customers - is a new addition to the mission statement, and it's an important one. When we say "customers" we mean every citizen, taxpayer and traveler on Missouri roads. Keeping our customers safe and making good on our commitment to provide a reliable transportation system is at the heart of what we do as an organization.

All of that takes planning. This document, the Long-Range Transportation Plan (LRTP), has come together over the last year and sets the vision for the state's transportation system for the next 25 years. The plan addresses Missouri's transportation needs through 2050 and builds on the goals and objectives outlined in the plan that was last updated in 2018.
Robust engagement was crucial to updating the state's transportation goals and priorities, making sure we get it right. Outreach included engaging with customers as well as planning organizations and committees from around the state. Informational booths were made available at the Missouri State Fair in Sedalia and at district meetings where visitors could find out about the plan updates and provide input via surveys and comment cards. Virtual public meetings were launched via MoDOT's external website and promoted statewide through the department's social media channels.

In all, thousands of survey responses were collected, helping to determine the goals and objectives outlined in this document. This feedback helps us deliver on the real needs of Missourians.

You spoke, and we've listened. The goals in this plan focus on preserving the assets we have, while also enhancing safety and reliability. At the same time an eye needs to be kept on the future, as we strive to connect communities through more transportation options and leverage new technologies.
All this drives economic growth statewide, making the proper funding and allocation of assets paramount as we move forward. The updated LRTP considers things like inflation and its potential effects on the funding mechanism over the next 25 years. Current and future revenues are broken down and an implementation plan is put forth, containing short-term and long-term goals.

I want to thank you for taking the time to make your voice heard and for working with us to deliver a safe and reliable transportation infrastructure. One that can successfully take us into the future. It's an exciting time and I'm glad you're here for the ride.

Introduction to the Plan

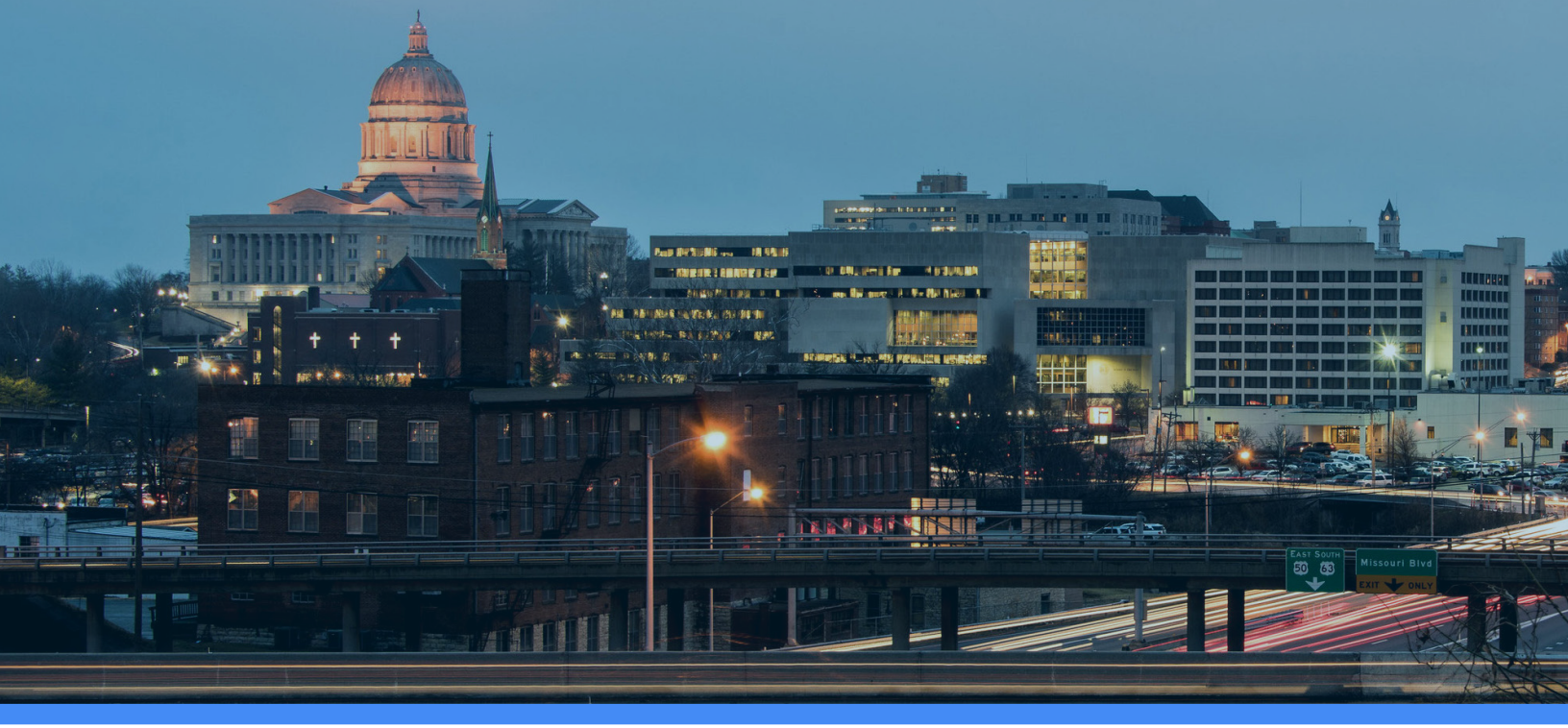
The 2026 Long-Range Transportation Plan (LRTP) serves as a comprehensive, policy-driven guide for the development of Missouri's transportation system through 2050.

Building upon the Missouri Department of Transportation's (MoDOT) 2018 LRTP, this document ensures compliance with state and federal regulations while addressing emerging trends and evolving needs across the entire network. The LRTP sets the vision and goals for Missouri's transportation future, utilizing a five-phase approach that includes Vision and Goal Setting, Needs Assessment, Scenario Planning, Cost Feasibility and Implementation and Plan Adoption. MoDOT's unique strategy of developing the LRTP alongside the State Freight and Rail Plan (SFRP) fosters a coordinated and well-informed process to shape the state's transportation landscape.

In alignment with the Federal Surface Transportation Act, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), the 2026 LRTP emphasizes performance-based, multimodal planning and maintains the core highway program structure from previous legislation.

Additionally, MoDOT has also developed a suite of strategic initiatives and performance-based programs that align with and support the goals of the Federal Surface Transportation Act.

- The Show-Me Zero Strategic Highway Safety Plan targets zero fatalities through education, enforcement, engineering and emergency response.
- The SAFER program proactively assesses roadway safety to guide improvements.
- MoDOT's 2024 Transportation Systems Management and Operations (TSMO) Program and Action Plan enhance system reliability and congestion management.
- Internal efforts such as Tracker performance metrics drive innovation, accountability and data-driven decision-making across the state's transportation system.



PUBLIC AND STAKEHOLDER **OUTREACH**

SUMMARY OF AGENCY ENGAGEMENT

The Study Team collaborated with a broad array of stakeholders, including Metropolitan Planning Organizations (MPOs), Regional Planning Commissions (RPCs), MoDOT Districts and the Modal Advisory Committee (MAC). By establishing early and consistent communication, the Study Team ensured that diverse perspectives and areas of expertise were integrated into each stage of the planning process. This collaborative approach provided critical input that shaped the LRTP's vision, goals and objectives.

A key component of agency coordination was the engagement with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Study Team initiated the process by providing an overview of the LRTP update and inviting both FHWA and FTA to participate in the MAC. This proactive involvement enabled the agencies to offer technical guidance and highlight potential issues early, thereby strengthening the plan's quality, credibility and federal compliance. Additionally, various in-person and virtual meetings were held with Missouri MPOs and RPCs to discuss outreach frameworks, scenario planning and regional priorities.

Beyond state and federal agency coordination, the Study Team facilitated targeted meetings with MoDOT Districts and convened the MAC and its Executive subset. These groups, representing all transportation modes and major sectors, met multiple times to review existing conditions, provide feedback on goals and needs and guide scenario planning and investment strategies. This multilayered coordination ensured the LRTP addressed statewide priorities, accounted for regional nuances and incorporated expert guidance from both public agencies and modal representatives.

SUMMARY OF PUBLIC ENGAGEMENT

The Study Team conducted extensive public engagement to inform the LRTP, utilizing a mix of outreach methods including pop-up events, Virtual Public Information Meetings (VPIMs) and public surveys.

At the Missouri State Fair pop-up, attendees were introduced to the LRTP and SFRP, provided feedback through comment cards and surveys and discussed priorities such as improved safety, maintaining infrastructure, better community connections and long-term funding. Comment cards highlighted the desire for expanded public transit, passenger rail, improved roadway conditions and enhanced pedestrian and cyclist safety, underscoring a preference for both system preservation and diverse travel options.

17
Comment cards were received

321
Survey responses were received

Two VPIMs recreated the traditional public meeting experience online, allowing participants to explore stations, respond to questions and provide digital feedback in both English and Spanish. Outreach included email blasts, newspaper ads and social media posts, resulting in significant website engagement.

2,595
Website Visits

121 Optional sign-ins

Top priorities include safety, accessibility, multimodal travel and maintaining roads and bridges and other infrastructure assets

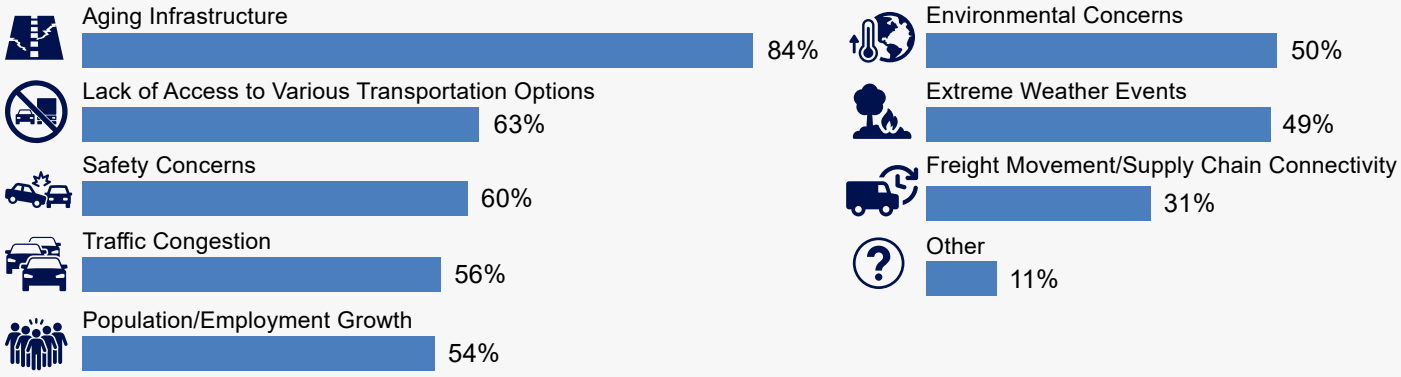
Survey responses collected throughout the process reflected strong support for road and bridge maintenance, safety, improved multimodal connectivity and cautious adoption of new technologies. Public input played a critical role in refining LRTP goals, ensuring the plan addressed local needs, safety concerns and economic development, while balancing multimodal/environmental priorities with traditional infrastructure focus.

2,000+
Survey responses collected

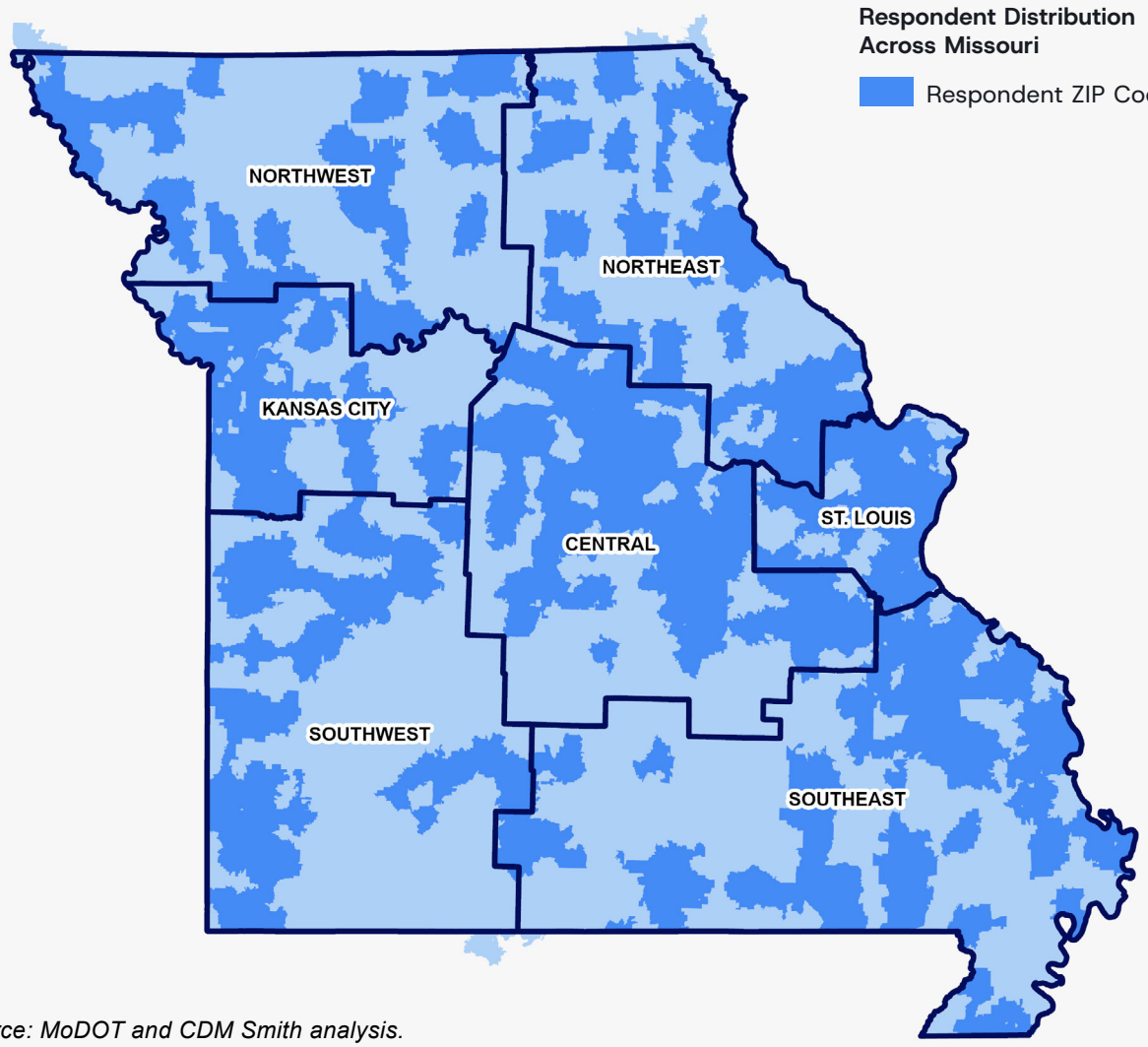
The Study Team launched a public survey in the Spring of 2025 to better understand existing transportation conditions and identify future priorities. Through this effort, respondents emphasized the importance of maintaining roadways and bridges, enhancing safety and expanding access to a range of travel options, reinforcing a shared focus on system preservation and improved mobility choices.

Insights from Missourians

What will impact your region's transportation system over the next 30 years?



Survey Responses



Source: MoDOT and CDM Smith analysis.

EXISTING SYSTEM **TRENDS AND CONDITIONS**

MISSOURI'S TRANSPORTATION SYSTEM

Missouri's transportation system includes a vast multimodal network of roads, bridges, buses, airports, railroads, waterways, ports, bicycle routes and pedestrian facilities. The transportation system provides the necessary infrastructure to support a state economy that maintains and attracts investments and supports quality of life by safely and reliably connecting people with family, jobs and services, businesses with suppliers and customers, students with schools and visitors with their destinations. For that reason, each transportation mode in the state cannot be thought of as an individual transportation system. Instead, each component, whether road, rail, waterway, port, airport, bus or sidewalk, must be considered part of one large and interconnected network.

Missouri's Transportation System

40.1 Million **Average Annual Transit Trip** between 2019 and 2023

23.5 Minutes **Average Commute Time**

120 **Public-Use Airports**

4 **Amtrak Routes**

18 **Interstates**

33,814 **State-Maintained Centerline Miles**

2 **Navigable Rivers**

21 **Freight Railroads**

1,050 **Navigable River Miles**

10,427 **State-Maintained Bridges and Culverts**

13 **Amtrak Stations**

600+ **Miles of Bike Trails**

19 **River Ports**

Source: MoDOT, Fast Facts.

Missouri's Multimodal Transportation Network

MoDOT

LRTP Long-Range Transportation Plan

Legend

- Inland Port
- Commercial Airport
- Amtrak Station
- Amtrak Route
- Class 1 Railroad
- Cities
- Interstate
- U.S. Route

Bike Routes
Associated with Roadways

- Bicycle Route 66
- Great Rivers South Trail
- Lewis & Clark Trail
- Mississippi River Trail
- TransAmerica Trail
- U.S. Bicycle Route 51
- U.S. Bicycle Route 251

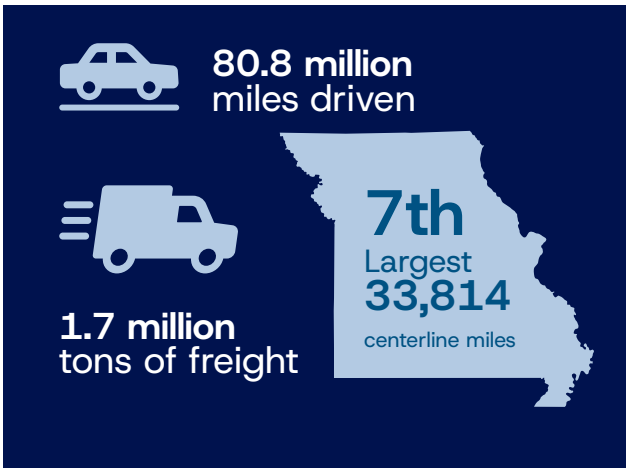
Bike Routes
Not Associated with Roadways

- Frisco Highline Trail
- Katy Trail
- Rock Island Trail

Source: MoDOT.

Highways

Missouri has the seventh largest state highway system in the United States (U.S.), totaling 33,814 centerline miles. Each day, 80.8 million miles are driven and 1.7 million tons of freight are hauled on this system. The state's major highways, such as I-70, I-44, I-55, U.S. 50, U.S. 60 and U.S. 63, encompass just 16% of the state highway miles but carry 77% of the system's traffic. Maintaining these high-traffic corridors in good condition is essential to preserving mobility, supporting freight movement and minimizing long-term repair cost. Even with continued maintenance efforts, small changes in pavement condition can occur as traffic volumes and system demands evolve.



Highways

Between 2021 and 2024, the number of major highways in good condition declined from 90% to 89%.

Major Highways
Interstates and most U.S. Routes.
5,560 miles

Minor Highways
Mostly lettered routes and primarily serve local and agricultural access.
17,903 miles

Low-Volume Highways
State-owned roads with less than 400 vehicles per day and primarily serve local transportation needs.
10,351 miles

Bridges

Missouri has 10,427 bridges and culverts of varying sizes, including 209 major bridges that are longer than 1,000 feet. The average bridge age in 2024 is 50 years. Ensuring these structures remain in good condition is vital to keeping the state's transportation network safe and reliable.

Average bridge age
50 Years

10,427 bridges

Bridges

Between 2021 and 2024, the number of bridges in poor condition declined from 823 to 752, representing an 8.6% reduction.

Good Condition
No significant structural issues.
3,023 structures

Fair Condition
Moderate issues, may need minor repairs or maintenance.
6,652 structures

Poor Condition
Serious issues, requires major repairs or replacement.
752 structures

Public and Active Transportation

Public transportation provides an important alternative to personal vehicles, connecting Missourians to work, school and essential services. Most trips in the state occur on buses and vans, while some communities also have light rail and streetcars. Fewer than 1% of Missourians use public transportation for commuting, compared to the national average of 3.5%. Ridership has been declining since 2014 due to economic and structural factors, including greater access to vehicles, service cuts, labor shortages, less compact development, the rise of ride-hailing services and changes in commuting patterns during COVID-19.

Public Transit Overview

34
Transit Agencies in 2023

782,550
Annual Amtrak Ridership at Missouri Stations

40,800,000
Public Transit Ridership

Active transportation modes such as walking and bicycling contribute to mobility and access across the state. These facilities, which include sidewalks, shoulders, on-street bicycle lanes, crosswalks and trail systems, are managed by a variety of entities including cities, counties and MoDOT. Across all districts, pedestrian travel consistently exceeds cycling in total miles, highlighting the important role of local roadway networks in supporting active transportation and the need for pedestrian- and bicycle-friendly design on locally maintained streets.

Bicycle and Pedestrian Overview

MoDOT partners with regional planning partners to improve bicycle and pedestrian facilities and to bring **attention to nonmotorized transportation issues around the state**

600 Miles
Shared-use paths for bicyclist and pedestrians

705 Deaths
Bike and pedestrian deaths between 2020-2024

<2%
Less Than 2%
Of trips on Missouri roadways between 2020 and 2024 were made by bicycling or walking

DEMOGRAPHICS, SOCIOECONOMICS AND TRAVEL TRENDS

POPULATION TRENDS

A central step in developing the LRTP is understanding the demographic and socioeconomic forces that influence transportation needs. Where people live, work and carry out daily activities shapes the demand placed on the system.

- Population is getting older
- Cities are growing
- More interest in modal choice

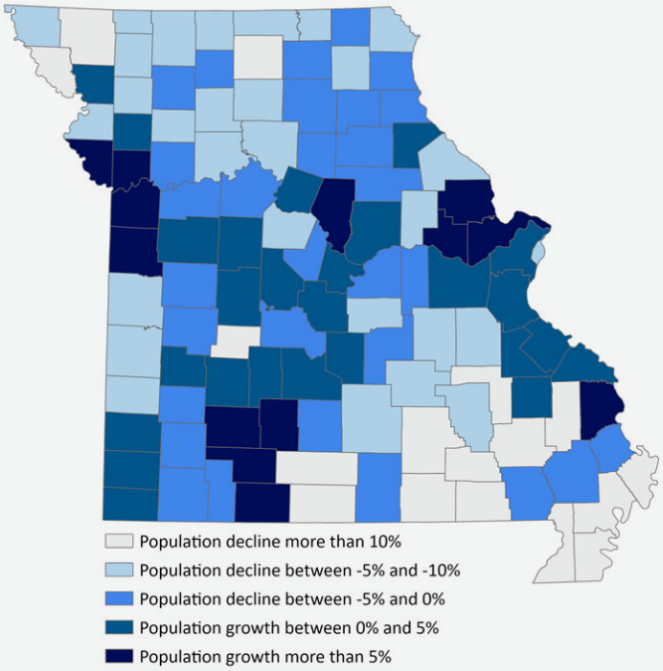
Missouri is projected to surpass 6.4 million people by 2034.

In 2023, the state's 65 and over population was 17.4% of the state's total population.

In 2023, the state's population of people ages 0 to 19 was 25.1% of the state's total population.

People 65 and over are more likely to want or need to use transportation options other than single-occupancy vehicles.

Population Change by County 2010-2020



ECONOMIC AND EMPLOYMENT TRENDS

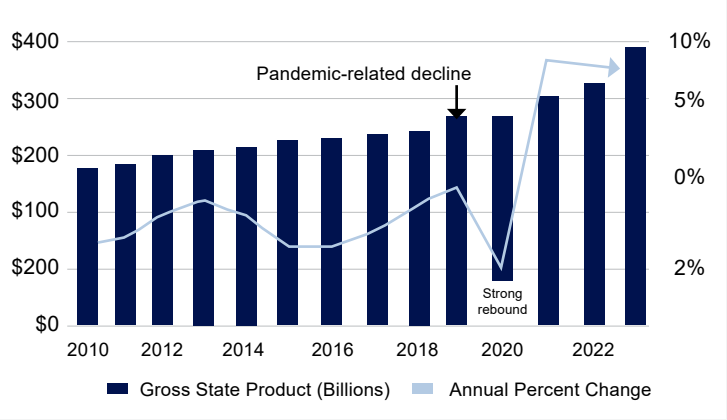
Gross State Product (GSP)

Missouri's GSP has had a monetary growth rate of 6.1% from 2019 to 2023.

The largest industry contributors to Missouri, excluding government enterprises, are **real estate and rentals, manufacturing and healthcare and social services.**

Missouri Gross State Product Has Grown Steadily Since 2010

Annual change shows sharp decline in 2020 followed by strong rebound



Note: GSP is the state level equivalent to Gross Domestic Project (GDP)

Economic activity, including business output and employment, directly shapes travel demand across the state. The GSP has grown steadily in recent years and is closely linked to travel patterns. Periods of economic slowdown or elevated unemployment, such as those experienced from 2020 through 2025, often correspond with reduced vehicle miles traveled (VMT), reflecting declines in commuting, freight movement and overall travel.

Fuel prices also influence travel, affecting commuting, freight movement and other transportation activity. The state's fuel prices from 1989 to 2021 fluctuated significantly, influenced by economic, geopolitical and market factors. The largest drop occurred in early 2020, when prices briefly fell below $1.00 per gallon at the start of the COVID-19 pandemic due to plummeting demand and an oversupply of oil. These trends show how macroeconomic events, energy markets and global crises can directly affect travel behavior and the performance of Missouri's transportation system.

Fuel Price

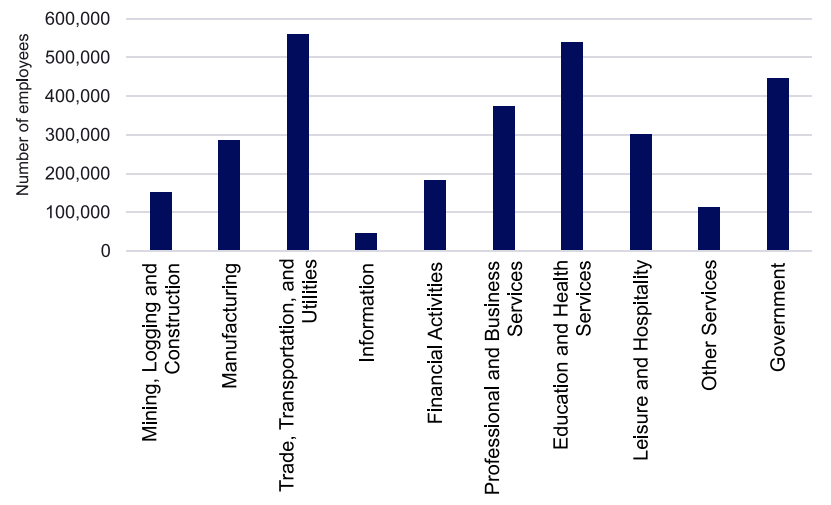
Missouri experienced a sharp fuel price rise in early 2000s due to global demand and oil prices.

Missouri fuel prices – Highlights, 1989–2021

- Late 1980s: Prices under $1 per gallon
- 2000s: Dramatic fluctations
- Early 2010s: Prolonged period of high prices(above $3 per gallon)
- 2021: Sharp increase in price

Economic and transportation patterns also influence workforce availability and employment across the state. The available workforce exceeds 3.1 million people, with nearly 3 million employed in sectors other than farming.

Workers by Industry, 2025



National projections for employment show an **increasing need for health care and social assistance, driven mainly by aging population trends.**

Missouri's unemployment rate has been steadily declining since 2010.

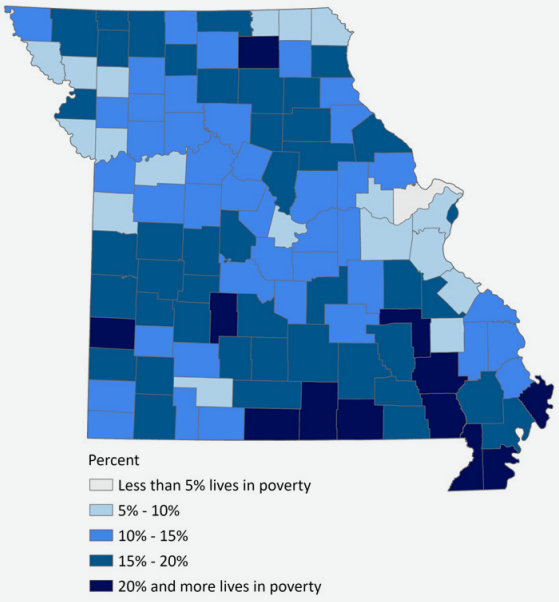
Unemployment peaked at 9.8% in 2010 to currently less than 4% statewide.

The real median income in Missouri was $68,920 in 2023, an increase of 4.5% from 2022. Even with this growth, 12% of the population lived below the poverty level, which can make accessing work and other essential destinations difficult. Lower-income individuals may have one or no vehicles available and those in rural areas often have limited public transportation options.

The state's median income, in inflation-adjusted dollars, was $68,920 in 2023.

Poverty rates are highest in Wayne County and Pemiscot County, where more than 25% of residents live below the poverty line.

Missouri Poverty Levels by County, 2023



TRAVEL TRENDS

Emerging trends, including an aging population, a growing younger population, increasing urbanization, the sharing economy and advances in technology, may combine in ways that significantly alter transportation needs. Existing patterns, such as growth in truck freight, continued preference for personal vehicles and rising VMT, will remain major factors shaping travel and the use of the transportation system across the state.

Travel Choices

Between 2019 and 2023, 10,439 Missourians stopped using public transit for their commute while 9,135 residents began biking or cycling to get to and from work.

Level of Travel Time Reliability (LOTTR)

Measures day-to-day travel time consistency, regardless of congestion. Roads with predictable delays are reliable. In 2024, 94.4% of Missouri Interstates and 97.6% of the National Highway System (NHS) were rated reliable.

State Vehicle Miles Traveled (VMT)

VMT rose significantly in 2021 to be slightly above the pre-pandemic level of 2019. After a decrease in 2022, VMT increased again in 2023 and 2024. VMT is projected to surpass 100 billion miles by 2044.

Fuel Efficiency

The trend toward more fuel efficient or all-electric vehicles, when combined with projections that the state's VMT will continue to increase, indicates there will be increased demand on the state's transportation system.

Vehicle Ownership

Motor vehicle registration in the state peaked in 2013, when Missourians registered 5.8 million private and commercial vehicles. In 2023, the state had 5.5 million registered vehicles, representing a 2.4% increase from 2022.

Commuting Patterns

Approximately 75% of commuters drive alone in a personal vehicle, while 8% use carpooling. Walking and cycling as commuting modes have decreased slightly over the past 10 years.

VISION, GOALS, OBJECTIVES AND **PERFORMANCE MEASURES**

“You spoke, and we’ve listened. The goals in this plan focus on preserving the assets we have, while enhancing safety and reliability.”

Director Hassinger

GOALS AND OBJECTIVES

The LRTP goals were developed through a multi-phase stakeholder engagement process using a variety of communication channels. Initial draft goals were created with the MoDOT Executive Leadership Team and refined based on feedback from key meetings and engagement activities.

93% of survey respondents agreed with goals.

Strategic Goals for Missouri's Transportation Future

Stewardship
Preserve the assets and services currently in place

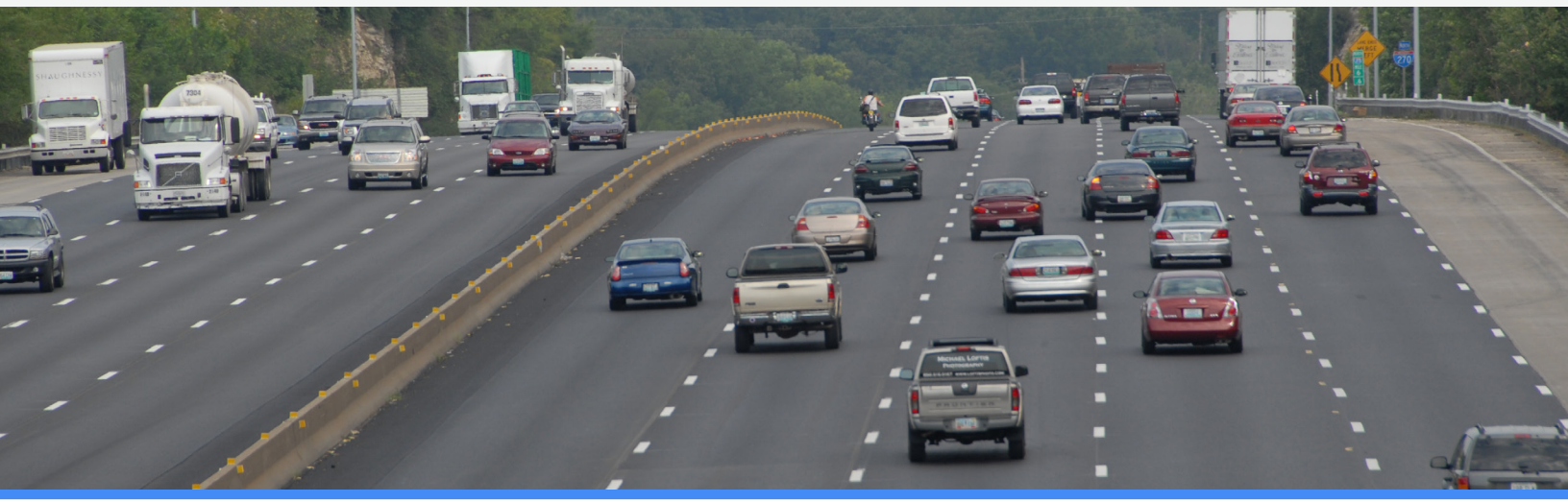
Safe
Enhance safety for all users of the transportation network

Reliable
Maintain a transportation network that is efficient and dependable

Connected
Maximize mobility and connect communities through multimodal transportation options

Innovative
Leverage technology and creative solutions to build a future-ready transportation network

Prosperous
Drive economic growth through transportation investments



Tangible Results

MoDOT will track the progress toward these goals using its publicly available performance management tool, Tracker. Tracker measures are updated quarterly to enhance transparency, evaluate agency performance and support fiscally constrained strategic decision-making. Performance measures are tied directly to MoDOT's values and tangible results within the focus areas of deliver the program, restore operations, work safely for ourselves and the traveling public and focus on customers.

Figure 1: MoDOT Values and Tangible Results

TANGIBLE RESULTS

Be Safe	Moving Missourians Safely and Doing So Safely at MoDOT

MoDOT VALUES

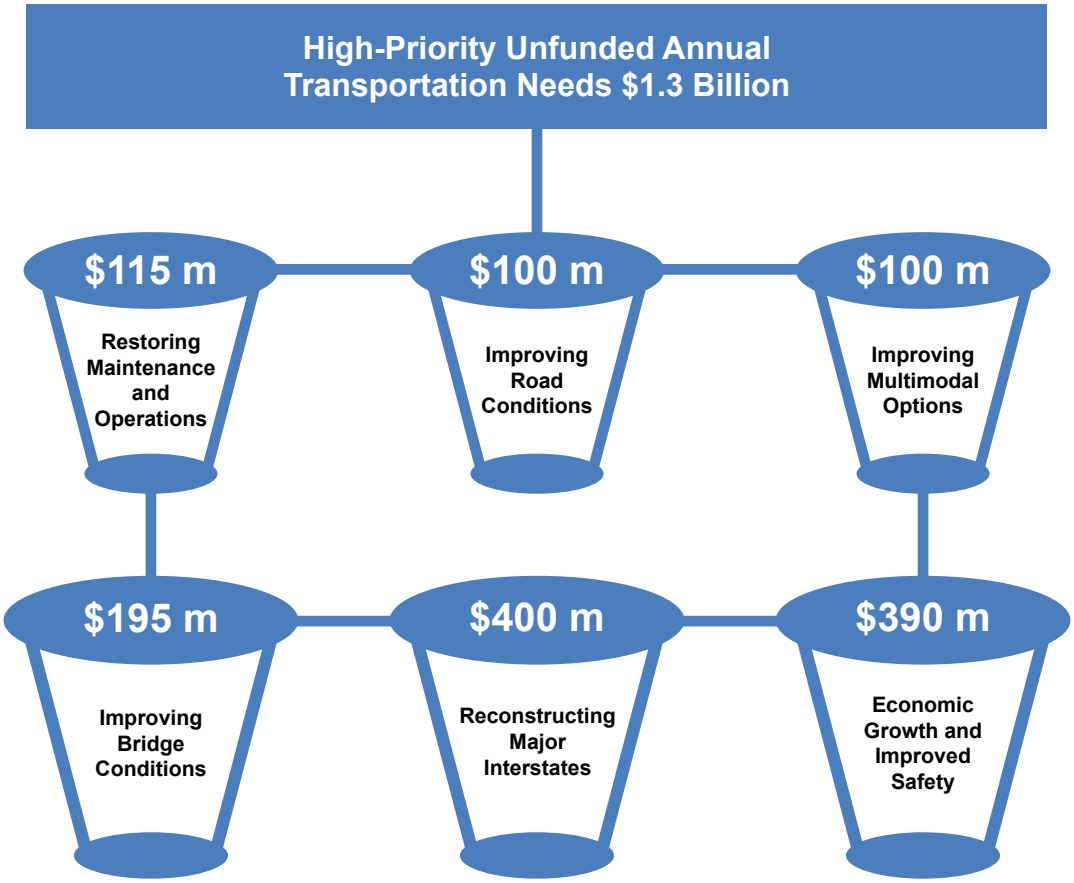
Be Accountable	Providing Outstanding Customer Service
Be Respectful	Delivering Efficient and Innovative Transportation Projects
Be Inclusive	Operating a Reliable Transportation System
Be Bold	Managing Our Assets
Be Better	Stabilizing Resources and Engaging our Workforce
Be One Team	Building a Prosperous Economy for All Missourians

NEEDS ASSESSMENT

HIGH-PRIORITY UNFUNDED NEEDS

Missouri has made historic investments in its transportation system, but current resources require MoDOT to focus on preserving existing roads and bridges. Even with nearly all funding directed to asset management, certain areas may not see improvements beyond basic upkeep. This leaves a number of critical transportation needs unfunded, including safety enhancements, mobility upgrades, economic development projects and multimodal connections. Public input from the LRTP engagement process helped MoDOT prioritize these needs and adjust its Annual High-Priority Unfunded Needs "buckets".

Annual High-Priority Unfunded Needs



Source: MoDOT.

EMERGING **TECHNOLOGIES**

EMERGING TECHNOLOGY ASSESSMENT

Transportation technologies are advancing rapidly, reshaping how agencies plan, operate and invest in their systems. MoDOT is preparing for this shift by focusing on delivering the program, restoring operations, working safely for ourselves and the traveling public and prioritizing customers, while being informed by strategies in the Transportation Systems Management and Operations (TSMO) Plan. These efforts support innovation to enhance safety, deliver value to customers and maintain a reliable transportation system. MoDOT focuses on emerging technologies that advance the state's long-range goals of using innovation and stewardship to provide a safe, connected and efficient system that strengthens Missouri's economy.

Smart Infrastructure & Intelligent Transportation Systems (ITS)

Leverages sensors, networks and analytics to improve transportation safety, efficiency and sustainability through real-time traffic management and user information.

Smart Freight & Logistics

Uses Artificial Intelligence (AI), Internet of Things (IoT) and data analytics to optimize freight and logistics—from tracking to delivery—improving visibility, reducing costs, boosting efficiency and enhancing customer satisfaction.

Connected Vehicles and Automated Vehicles (CV/AV)

Uses sensors, AI and communication networks to improve safety, efficiency and mobility by analyzing surroundings and interacting with vehicles and infrastructure, reducing accidents, easing congestion and increasing access.

Digital Twins & Predictive Analytics

Virtual models of physical assets that use real-time data for monitoring and forecasting. When paired with predictive analytics, they help MoDOT simulate scenarios, assess risks and plan proactive maintenance.

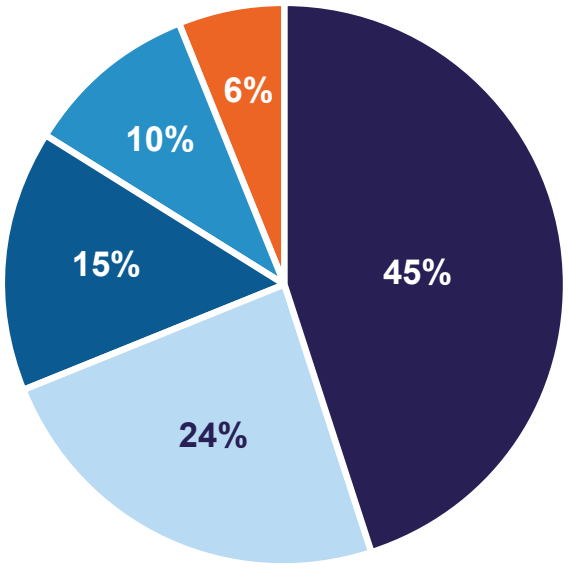
REVENUE **FORECAST**

CURRENT REVENUES

Missouri's transportation system is vital to the state's economy, safety and quality of life. Current revenue sources are not keeping pace with growing needs. Many funding streams are fixed and do not adjust with inflation and rising fuel efficiency along with the shift to hybrid vehicles (HVs) and electric vehicles (EVs) reduce fuel tax revenues dedicated to roads and bridges. The funding gap is calculated by subtracting forecasted needs from projected revenues. Revenue sources include gasoline and diesel taxes, sales and lease taxes, vehicle registration and licensing fees and special fuel decal fees for EVs and plug-in hybrid electric vehicles (PHEVs).

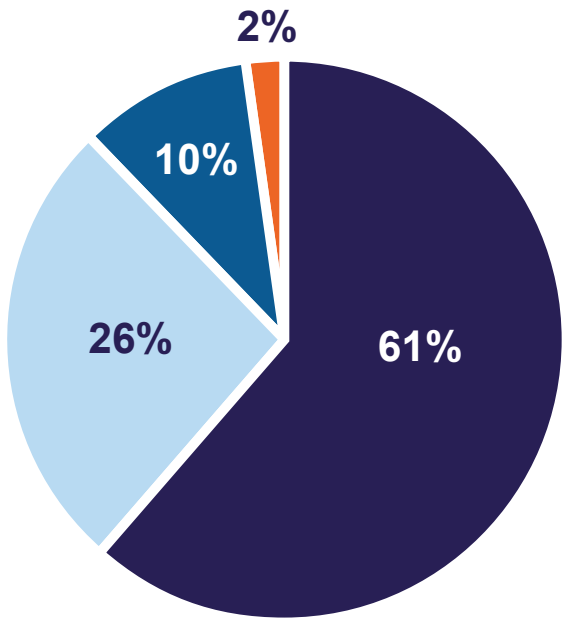
In fiscal year (FY) 2025, MoDOT's transportation revenues included $3.3 billion for roads and bridge improvements and $155 million for multimodal projects.

Transportation Category, FY2025



Road and Bridge Revenue $3.3 Billion

- Federal Funds
- State Motor Fuel Tax
- Motor Vehicle Sales and Lease Tax
- Vehicle and Driver Licensing Fees
- Interest and Miscellaneous



Multimodal Revenue $155 Million

- Federal Funds
- State Motor Fuel Tax
- Motor Vehicle Sales and Lease Tax
- Interest and Miscellaneous

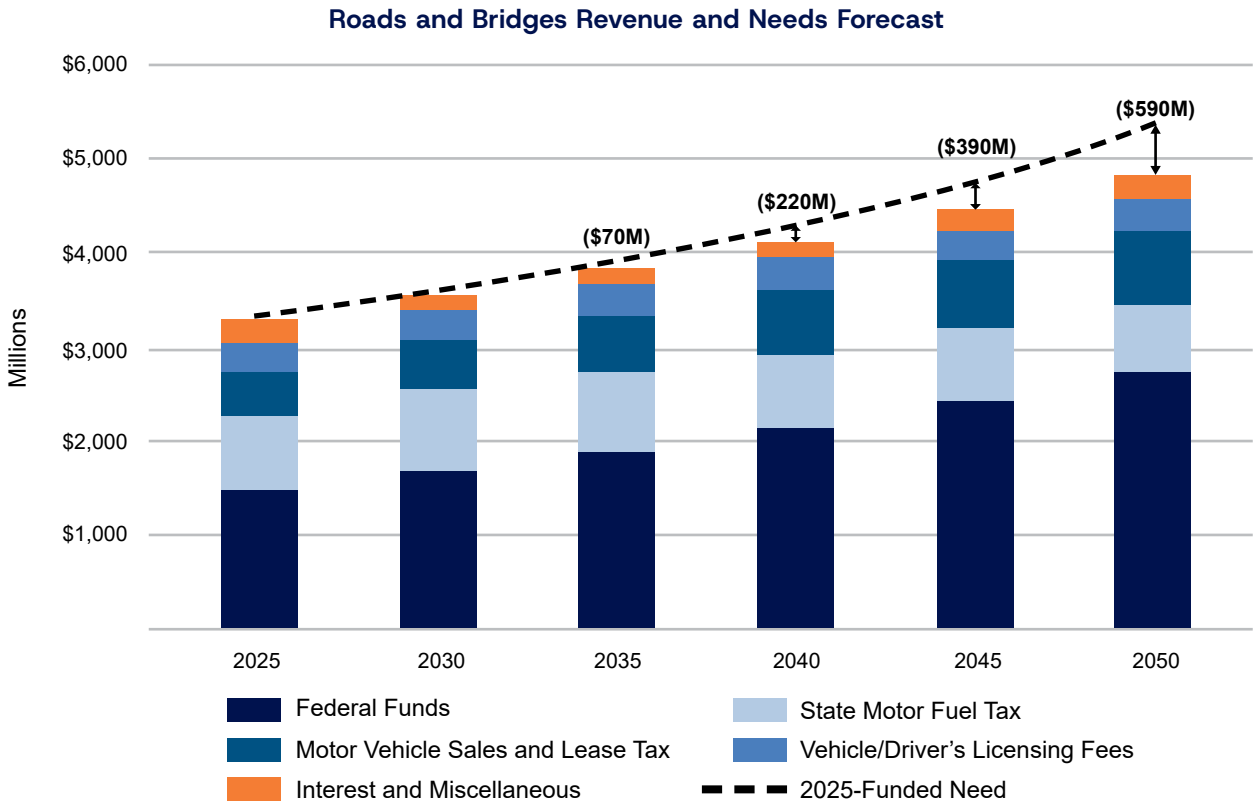
Note: Not to scale; one-time general revenue fund appropriations excluded from roads and bridges and multimodal; percentages may not equal 100% due to rounding

REVENUE AND NEEDS FORECAST

A revenue forecast was performed to estimate transportation revenues for roads and bridges and multimodal programs through 2050. Additionally, a needs forecast through 2050 was conducted for roads and bridges and multimodal programs. The needs analysis considered 2025-funded program needs as well as 2025-funded and unfunded needs. 2025-funded needs include only programs with committed funding, while funded and unfunded needs reflect the full level of investment required to maintain and improve the system.

Revenues for roads and bridges are projected to increase in nominal dollars through 2050, despite a steady decline in fuel tax revenues. Vehicle and driver licensing fees remain relatively flat, while sales and lease taxes and federal funding grow with inflation. Interest and miscellaneous revenues, including special fuel decal fees, are expected to rise as EVs and PHEVs become more common. Motor vehicle sales and lease taxes are projected to surpass fuel taxes as the largest state funding source for roads and bridges by 2047.

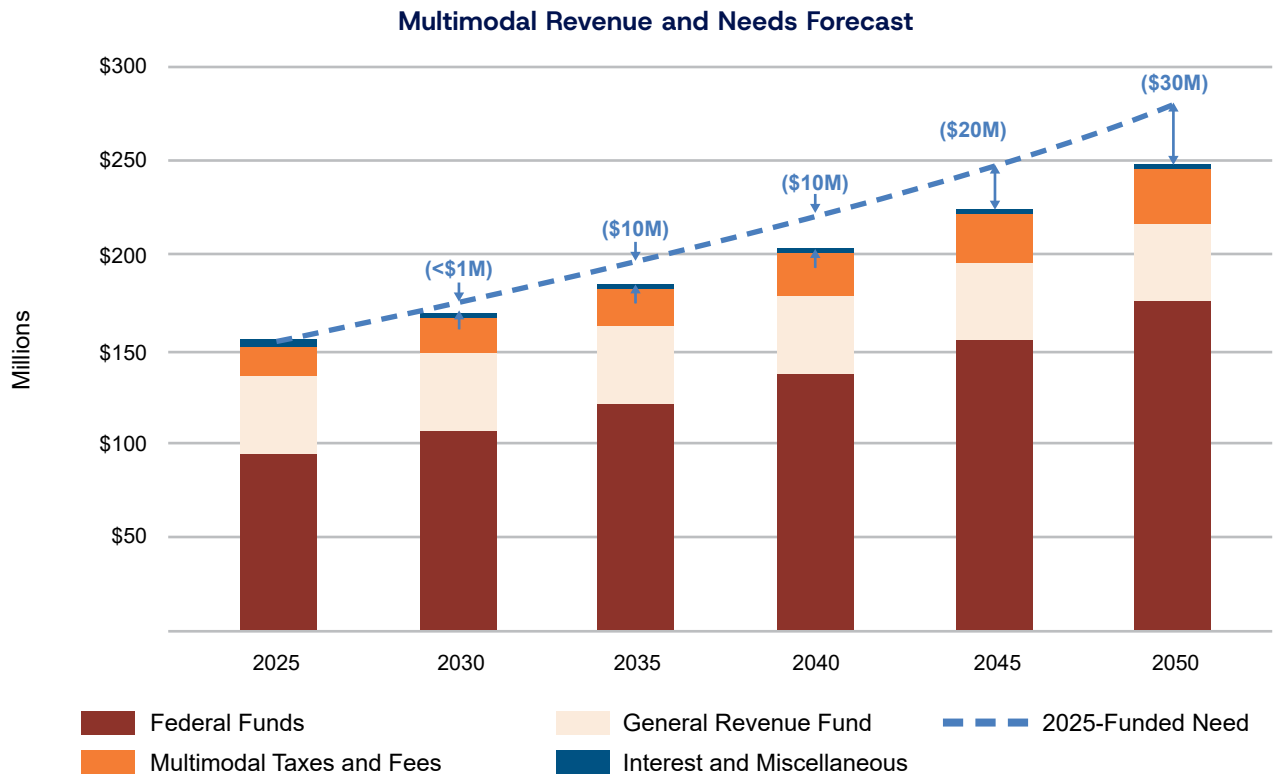
The 2025-funded program need forecast is shown as a line atop the revenue forecast. From 2025 to 2030, revenues will cover the 2025-funded program needs. However, in 2031, a funding gap emerges as cost inflation outpaces revenue growth. The funding gap increases to approximately $590 million per year in 2050.



Source: MoDOT, Historical Actuals; CDM Smith, Forecast.

Multimodal revenues are projected to grow with inflation, driven by federal funds and multimodal taxes and fees. General Revenue Funds and interest and miscellaneous revenues remain at a flat, fixed rate, even as multimodal needs continue to increase between 2025 and 2050.

The 2025-funded program needs forecast for multimodal is shown as a line atop the revenue forecast. Revenues are sufficient to meet the 2025-funded needs through 2029. However, a funding gap begins in 2030 and grows to almost $30 million by 2050.



Source: MoDOT, Historical Actuals; CDM Smith, Forecast.

Missouri faces growing shortfalls that challenge MoDOT's ability to maintain infrastructure and meet future needs. Roads and bridges 2025-funded and unfunded needs result in an immediate funding gap of $1.2 billion in 2025, which rises to $2.7 billion by 2050. Multimodal 2025-funded and unfunded needs result in a funding gap of $100 million in 2025, which grows to $220 million by 2050. Looking at the combined roads and bridges and multimodal 2025-funded and unfunded needs, there is a funding gap of $1.3 billion in 2025. This grows to $2.9 billion by 2050.

Funding Gap Based on Need Scenario ($ in Millions)

	Roads & Bridges		Multimodal		Total	
Year	2025-Funded Programs	2025-Funded + Unfunded Needs	2025-Funded Programs	2025-Funded + Unfunded Needs	2025-Funded Programs	2025-Funded + Unfunded Needs
2025	$ –	$1,150	$ –	$100	$ –	$1,250
2030	$ –	$1,300	< $1	$120	< $1	$1,420
2035	$70	$1,550	$10	$140	$80	$1,690
2040	$220	$1,890	$10	$170	$230	$2,060
2045	$390	$2,280	$20	$190	$410	$2,470
2050	$590	$2,720	$30	$220	$620	$2,940

Note: Numbers rounded to the nearest $10 million

Source: MoDOT.

IMPLEMENTATION **PLAN**

The Action Plan of the Implementation Plan translates the LRTP vision into a practical roadmap, outlining steps to achieve MoDOT's goals through 2050. It highlights critical issues such as safety risks, aging infrastructure, freight bottlenecks and funding constraints, while supporting collaborative planning and coordination among statewide stakeholders. The plan builds on existing programs and policies, including the Freight Enhancement Program, Show-Me Zero safety initiatives and multimodal connectivity strategies.

Recommendation	Associated Goal	Action Item
Short-Term (0-5 Years)		
Assess Future Revenue Scenarios To Inform Planning	Stewardship	Continue revenue impact analysis to forecast future funding gaps.
Advance Show-Me Zero And Vulnerable Road User (VRU) Safety Strategies Through Collaborative Efforts	Safe	Continue supporting and promoting Show-Me Zero and VRU strategies.
Explore Options For A Repository For Local Active Transportation Plans	Connected	Explore options for creating a repository for local active transportation plans to enhance collaboration.
Create A Shared Platform For Active Transportation Resources	Connected	Collaborate with regional partners to identify, compile and share active transportation resources such as plans, data and best practice through a coordinated approach that improves accessibility and supports regional connectivity.
Research Emerging Technologies Pilot Programs	Innovative	Assess potential pilot programs for emerging technologies that emphasize techniques and treatments from innovative initiatives such as Transportation Systems Management and Operations (TSMO) and the Missouri State Transportation Innovation Council (MoSTIC) and identify opportunities for future implementation.
Advance Freight Connectivity And Address Parking Needs	Prosperous	Collaborate with partners to assess freight bottlenecks at key intermodal hubs and explore strategies to improve efficiency and address truck parking challenges, as appropriate and subject to available resources.
Mid-Term (5-10 Years)		
Strengthen Long-Term Transportation Funding Stability	Stewardship	Evaluate strategies to address revenue challenges, including potential alternative funding mechanisms such as mileage-based user fees, tolling and congestion pricing.
Apply Advanced Technologies for Safer, Smarter Mobility	Safe	Leverage smart signal systems, intelligent transportation systems and data analytics to enhance safety and reliability.
Multimodal Focus	Reliable	Integrate additional intermodal connections to better move freight and people via rail, water and air, not just highways.
Leverage Technology and Broadband	Innovative	Look for opportunities to invest in technology to improve infrastructure, including leveraging broadband, intelligent transportation systems and advances in AI solutions.
Evaluate Cost Share Program Requirements	Prosperous	Evaluate cost share program requirements to identify opportunities for implementing strategies that expand fiscally constrained communities' participation in this highly beneficial program.
Long-Term (10+ Years)		
Explore Artificial Intelligence (AI) Technology	Reliable	Investigate, consider impacts and develop a framework which could identify and implement AI-driven traffic and incident management to continue increasing reliability of the system.
Strengthen Transit Funding & Modernize Statutes	Connected	Explore opportunities to strengthen transit funding and review statutory updates to support evolving mobility options.

Our Thanks

Planning Partners

Boonslick Regional Planning Commission
Bootheel Regional Planning and Economic Development Commission
Capital Area Metropolitan Planning Organization
Columbia Area Transportation Study Organization
East-West Gateway Council of Governments
Green Hills Regional Planning Commission
Harry S Truman Coordinating Council
Joplin Area Transportation Study Organization
Kaysinger Basin Regional Planning Commission
Lake of the Ozarks Council of Local Governments
Mark Twain Regional Council of Governments
Meramec Regional Planning Commission
Mid-America Regional Council
Mid-Missouri Regional Planning Commission
Mo-Kan Regional Council
Northeast Missouri Regional Planning Commission
Northwest Arkansas Regional Planning Commission
Northwest Missouri Regional Council of Governments
Ozark Foothills Regional Planning Commission
Ozarks Transportation Organization
Pioneer Trails Regional Planning Commission
South Central Ozark Council of Governments
Southeast Metropolitan Planning Organization
Southeast Missouri Regional Planning and Economic Development Commission
Southwest Missouri Council of Governments
St. Joseph Area Transportation Study Organization

Key Stakeholders

Bikewalk KC
Burlington Northern Santa Fe Railway (BNSF)
City of Kirkwood
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Inland Rivers, Ports, & Terminals, INC. (IRPT)
Kansas City International Airport (MCI)
Kansas City Port Authority (Port KC)
Missouri Association of Councils of Government (MACOG)
Missouri Department of Economic Development (MO DED)
Missourians for Responsible Transportation (MRT)
Missouri Port Authorities Association (MPAA)
Missouri Trucking Association (MoTA)
MoDOT District Offices
Owner-Operator Independent Drivers Association (OOIDA)
Perry County Economic Development Authority (PCEDA)
Springfield-Branson National Airport (SGF)
St. Louis Lambert International Airport (STL)
Union Pacific Railroad (UP)
University of Central Missouri (UCM)
Visit Hermann