Missouri Department of Transportation

SAFETY

Be Safe

Be Accountable

SERVICE

Be Respectful

Be Inclusive

Be Bold

Be Better

STABILITY

Be One Team

So we can be a great organization

Missouri Department of Transportation

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MISSOURI DEPARTMENT OF TRANSPORTATION

YEAR IN REVIEW

2019

2019 YEAR IN REVIEW

OVERVIEW

MoDOT is on a roll.

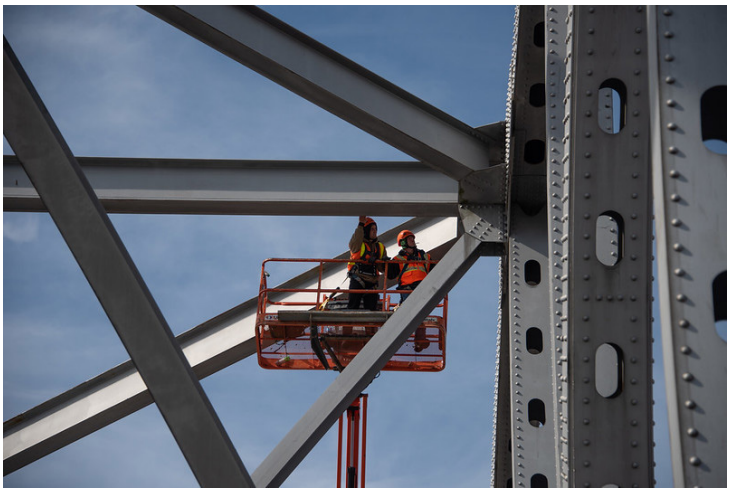
2019 was a year of challenge and achievement that saw the approval of funding for much-needed projects throughout the state.

Focus on Bridges and INFRA grant

As passed by the 2019 General Assembly and signed by the Governor, $50 million was appropriated from State General Revenue in the Fiscal Year 2020 budget to replace or repair 45 bridges, jump-starting the Focus on Bridges program. In July, MoDOT received an $81.2 million INFRA Grant from the U.S. Department of Transportation that will facilitate the construction of a new I-70 Missouri River Bridge at Rocheport and I-70 climbing lanes at Mineola Hill in Montgomery County—two significant improvements to the I-70 freight corridor.

The grant also triggered a $301 million bonding program, authorized by the legislature in the 2019 session and to be repaid over seven years from State General Revenue that will repair or replace an additional 215 bridges across the state, freeing up $301 million from the current Statewide Transportation Improvement Program for new transportation improvement projects.





Rocheport Bridge

The Rocheport Bridge over the Missouri River was built in 1960 and has long needed replacement but, before the grant, available funds would only allow for a short-term rehabilitation of the structure. The current four-lane structure will continue to be used while a new bridge that can accommodate six lanes in the future will be built alongside the current location. Construction is scheduled to begin in 2021.

Additionally, the grant will construct climbing lanes on I-70 at Mineola Hill in Montgomery County, which will improve safety and traffic flow through the Loutre River valley.

Governor's Cost-Share Program

In the 2019 legislative session, the Missouri General Assembly appropriated $50 million to MoDOT and the Missouri Department of Economic Development to create the Governor's Transportation Cost-Share Program, which aims to build partnerships with local entities to deliver road and bridge projects that generate economic development.

MoDOT and DED received 48 applications requesting more than $92 million to deliver $321 million in projects. The cost-share committee selected 20 applications to receive the $50 million, which will deliver $131 million in

projects upon approval by the Missouri Highways and Transportation Commission in January.

The cost-share program provides financial assistance to public and private applicants for public road and bridge projects and matches up to 50 percent of the construction contract costs for selected projects.

Major Projects Completed and Launched

MoDOT completed two design-build projects in 2019, made significant progress on two more and put into motion several others that will get underway in 2020.

In early August, MoDOT opened a new Champ Clark Bridge in Louisiana, Missouri, connecting Pike County, Missouri with Pike County, Illinois over the Mississippi River.

Also completed was the St. Louis Safety Design-Build project that made safety improvements at 31 locations in St. Charles and Franklin Counties.

Work continues on the I-435 South Loop Link project in Kansas City that is slated to wrap up in spring of 2020 and the I-44 Project Bridge Rebuild in Southwest Missouri that will be completed in 2021.

In November, the Missouri Highways and Transportation Commission selected the Millstone Weber design-build team for the I-270 North project in St. Louis, which at $278 million will be the largest single project tackled by MoDOT in the last decade. Work will begin in the spring of 2020.

Now in procurement is the Mineola Hill Climbing Lanes project and in 2020, other design-build projects that will begin include an ADA Improvements package in the Central District, a Bootheel Bridge Bundle that will repair or replace a number of bridges in the Southeast District, the Buck O'Neil Bridge in Kansas City and the Fixing Access to Rural Missouri (FARM) project that will replace 40 bridges in Northern Missouri.

Winning Innovations

MoDOT's commitment to innovation was rewarded when a team of employees from the Kansas City District won a Governor's Award for Quality and Productivity. They won in the "Pinnacle" category for the development of the Truck-Mounted Attenuator (TMA) Flagger. The innovation allows a TMA driver to remotely operate a stop-slow paddle, a digital message and a panic horn from the safety of the truck's cab.

Missouri Center for Transportation Innovation Unveiled

MoDOT and the University of Missouri System in December announced the formation of the MissouriCenter for Transportation Innovation (MCTI)—a research collaboration that will benefit both parties as well as the citizens of Missouri.

The vision for MCTI is to establish Missouri as a showcase and a clearinghouse for safe, accessible, sustainable and resilient transportation, and moreover, to: Propel People...Connect their Communities... and Energize their Economies. It will aim to increase Missouri's participation and influence in national research, perform practical research that can be implemented quickly, implement innovative technologies, produce future transportation engineers, and create an atmosphere that develops faculty and staff at the University and at MoDOT.



The Center will utilize the MoDOT laboratory in Jefferson City and laboratory facilities at the University's four campuses in Columbia, Rolla (Missouri S&T), Kansas City and St. Louis in cooperation with the Federal Highway Administration and other transportation

2019 YEAR IN REVIEW

stakeholders. Bill Buttlar, an engineering professor at the University of Missouri-Columbia, will serve as MCTI director. The deputy director will be John Myers, an engineering professor at Missouri S&T. MoDOT Research Director Jen Harper will be liaison to the state agency.



Nature lashes out

MoDOT workers stepped up to every challenge thrown at them, and the accomplishments of the things they could control soon overshadowed the events that were beyond their control, with their exemplary achievements providing some of the department's proudest moments.

The 2018-19 winter season began early with several winter events occurring in November, including a named winter storm over the Thanksgiving weekend. "Winter Storm Bruce" had blizzard conditions in the northwest part of the state and caused the closure of Interstate 29—just the first of several times that highway would be closed in 2019.

Following the snows, came the floods

From April 29 through June 14, MoDOT closed highways at more than 470 locations in all 114 counties due to flooding. Interstate 29 in the northwest section of the state was closed in late March and didn't reopen until May 8, due in large part to flooding in Iowa.

Lyndon's Law

On July 9, Gov. Parson signed House Bill 499 into law, authorizing the Missouri Department of Revenue to revoke the driver's license of anyone who hits a highway or utility worker in a work zone or emergency responder in an emergency zone.

The family of Lyndon Ebker had lobbied the Missouri Legislature for passage of the law, and it was a top priority of the Missouri Highways and Transportation Commission. Ebker was a 30-year MoDOT employee who was struck and killed in a Franklin County work zone by an inattentive motorist in 2016. The legislation has come to be known as "Lyndon's Law" in his memory.

"On behalf of the MoDOT men and women who put their lives on the line every day to design, build, operate and maintain Missouri roads and bridges, I'd like to thank the Missouri General Assembly for passing House Bill 499 and Gov. Parson for signing it into law," said Michael Pace, commission chair.



AASHTO comes to Missouri

For the first time in 46 years, the American Association of State Highway and Transportation Officials held its annual meeting in Missouri. The event was held Oct. 5-9 in St. Louis.

2019 YEAR IN REVIEW

MoDOT received two awards at the meeting. The Infrastructure Improvements to Downtown St. Louis project—a collaboration between the Missouri and Illinois departments of transportation—that delivered major multimodal enhancements to both states, received the Grand Prize in the 2019 America's Transportation Awards competition. The $801 million series of projects dramatically improved travel times and provided a new connection to the iconic Gateway Arch.

MoDOT also received AASHTO's Francis B. Francois award for innovation for its data-driven safety analysis tool within its design-build program.

MoDOT Director Patrick McKenna, who had served as vice president of AASHTO in 2018, was elected to serve as that organization's 2019-2020 president at the meeting.

As AASHTO's president, McKenna said he plans to emphasize the need for transportation reauthorization and to highlight transportation safety. "I find it unacceptable that more than 37,000 lives are lost each year due to traffic crashes," he said, calling traffic fatalities a "public health crisis."

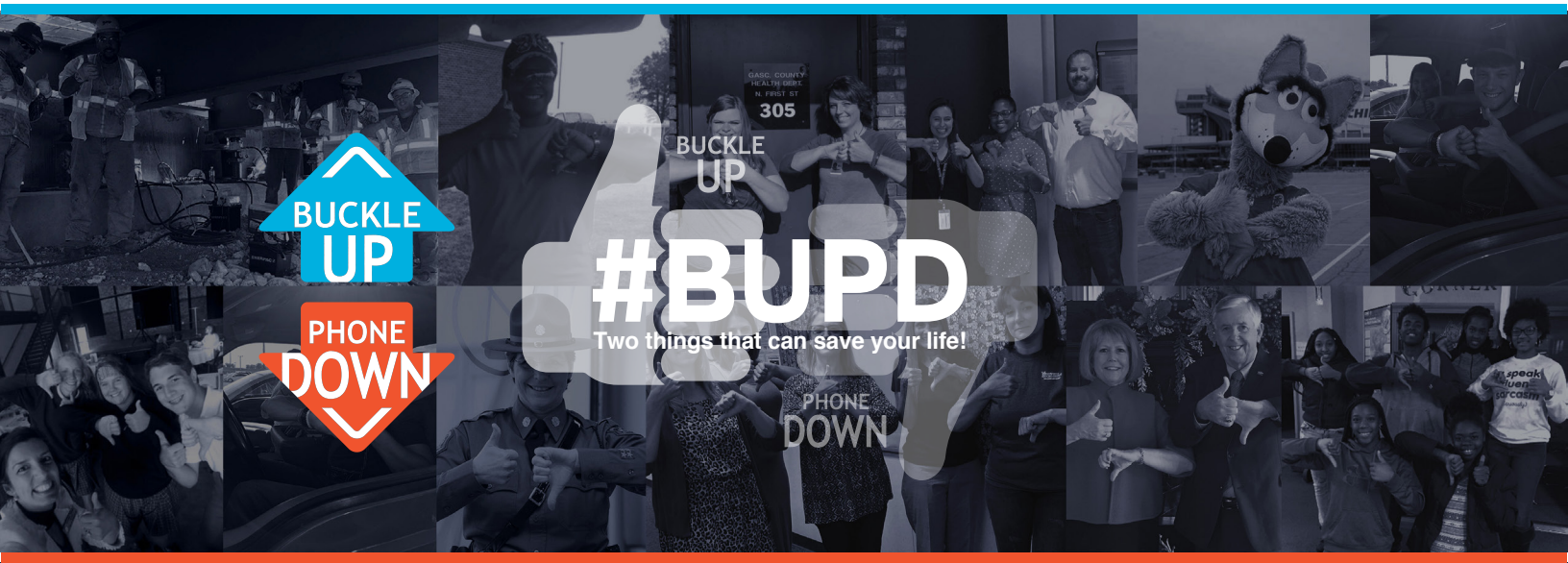
McKenna plans to work with member states to make Missouri's Buckle Up Phone Down a national campaign.

The Buckle Up Phone Down Challenge was introduced in January 2017 to tackle two of the most effective actions drivers can take to stay safe when getting behind the wheel—fastening their seatbelts and putting down their cell phones. The challenge reached a milestone in Missouri this year with more than 11,000 individuals and over 500 businesses having taken the BUPD pledge to always wear their seat belts and put their phones down while driving.

And speaking of seat belts…

The latest Missouri Seat Belt Usage Survey, which has been taken annually since 1998, shows that seat belt use in the state has climbed to its highest rate ever, with 87.7% of Missourians buckling up whenever they get into a vehicle. In 1998 that figure was 60%.

Missouri has seen a 6.4% increase in seat belt usage in the past three years, which coincides with the launch of the BUPD campaign.



Missouri Department of Transportation

2019 National Performance Report Card

RANKINGS		
1-10	=	A
11-20	=	B
21-30	=	C
31-40	=	D
41-50	=	F

A — Road Conditions

Current Performance = 92 percent major highways (5,546 miles) in good condition. 80 percent of minor highways (28,313) in good condition.
National Ranking = Missouri had the 10th best pavements on the National Highway System. (FHWA Highway Statistics)

A — Customer Satisfaction

Current Performance = 77 percent satisfied customers
National Ranking = Missouri trails the highest rated company on the American Customer Satisfaction Index by only 9 percent.

A — Project Management

Current Performance = Missouri road and bridge projects were delivered within 1.3 percent of the award amount and 92 percent were delivered on-time.
National Ranking = Not available.

A — Infrastructure for Business

Current Performance = No internal measure
National Ranking = A CNBC business study ranks Missouri's infrastructure as the 7th best for business.

A — Administrative Costs

Current Performance = $2,187 cost per mile
National Ranking = Missouri has the 3rd lowest administrative cost per mile.
**2018-2019 data is not available*

C — Congestion (travel time index)

Current Performance = Kansas City - 1.15 St. Louis - 1.15
National Ranking =Out of 101 urban areas, Kansas City and St. Louis both ranked at 23rd as some of the least congested areas in the U.S. *(Texas Transportation Institute)*

D — Number of Fatalities

Current Performance = 921 fatalities
National Ranking = Only 14 states experienced more motor vehicle deaths ranking Missouri 36th. (National Safety Council)

D — Bridge Conditions

Current Performance = 9 percent of Missouri bridges in poor condition by deck area.
National Ranking = Missouri ranked 40th for the percent of bridges in poor condition by deck area. *(FHWA Highway Statistics)*

F — Revenue

Current Performance = $50,184 revenue per mile
National Ranking = Missouri has the 48th lowest revenue per mile. *(FHWA Highway Statistics)*

F — Employee Turnover

Current Performance = 13.27 percent
National Ranking = Not available; However, **Stretch Target =** 6 percent. (Price Waterhouse Cooper's Saratoga Institute benchmark data)

Last updated December 2019

Missouri
Department of
Transportation

Citizen's Guide to TRANSPORTATION FUNDING in Missouri

November 2019



Missouri Department of Transportation
www.modot.org

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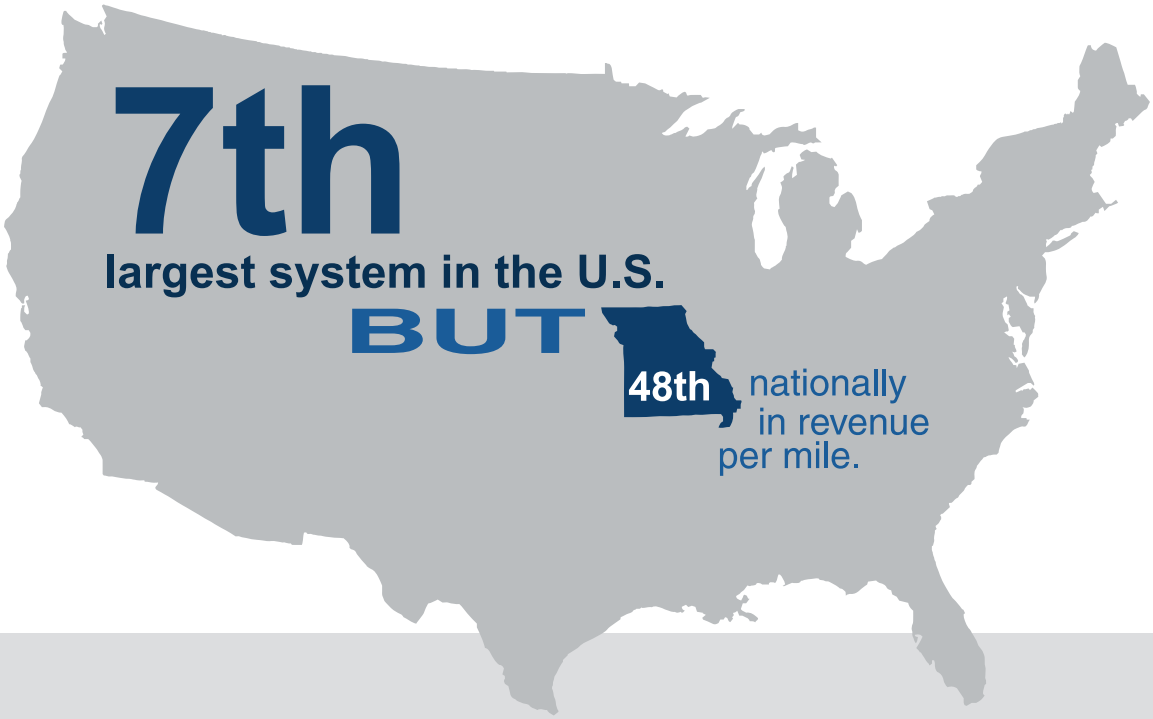
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www.modot.org/guidetotransportation

How Transportation Funding Works

The citizens of the state of Missouri own a tremendous asset – the state transportation system.

Missouri's transportation system is a tremendous asset. Built by our parents and grandparents and funded by $56 billion in user fees (it has a $125 billion replacement value today), it is the nation's seventh largest state highway system – a system that is larger than neighboring states Kansas and Illinois combined. Missouri's transportation system plays a vital part in the lives of its citizens. It is counted on to safely and reliably connect people with family, jobs and services, businesses with suppliers and customers, students with schools and visitors with destinations.



How Transportation Funding WORKS

The Citizen's Guide to Transportation Funding in Missouri will further explain how transportation funding works, including how funds are distributed and invested across the state, and provide information on high-priority unfunded needs.

The primary sources of revenue provided to the Missouri Department of Transportation (MoDOT) to manage this system are user fees: fuel taxes, registration and licensing fees and motor vehicle sales taxes.

> When compared to other states, MoDOT ranks 48th in the nation in revenue per mile, which leads to **significant unfunded transportation needs** in the state.

The average Missouri driver pays about $30 per month in state and federal fuel taxes and fees. When commercial motor vehicle fees and federal general revenue transfers for transportation are included, the average climbs to $48 per month. After distributions to other entities that are required by law, and payment of debt, MoDOT receives 59 percent of these funds to design, build, operate and maintain the system.

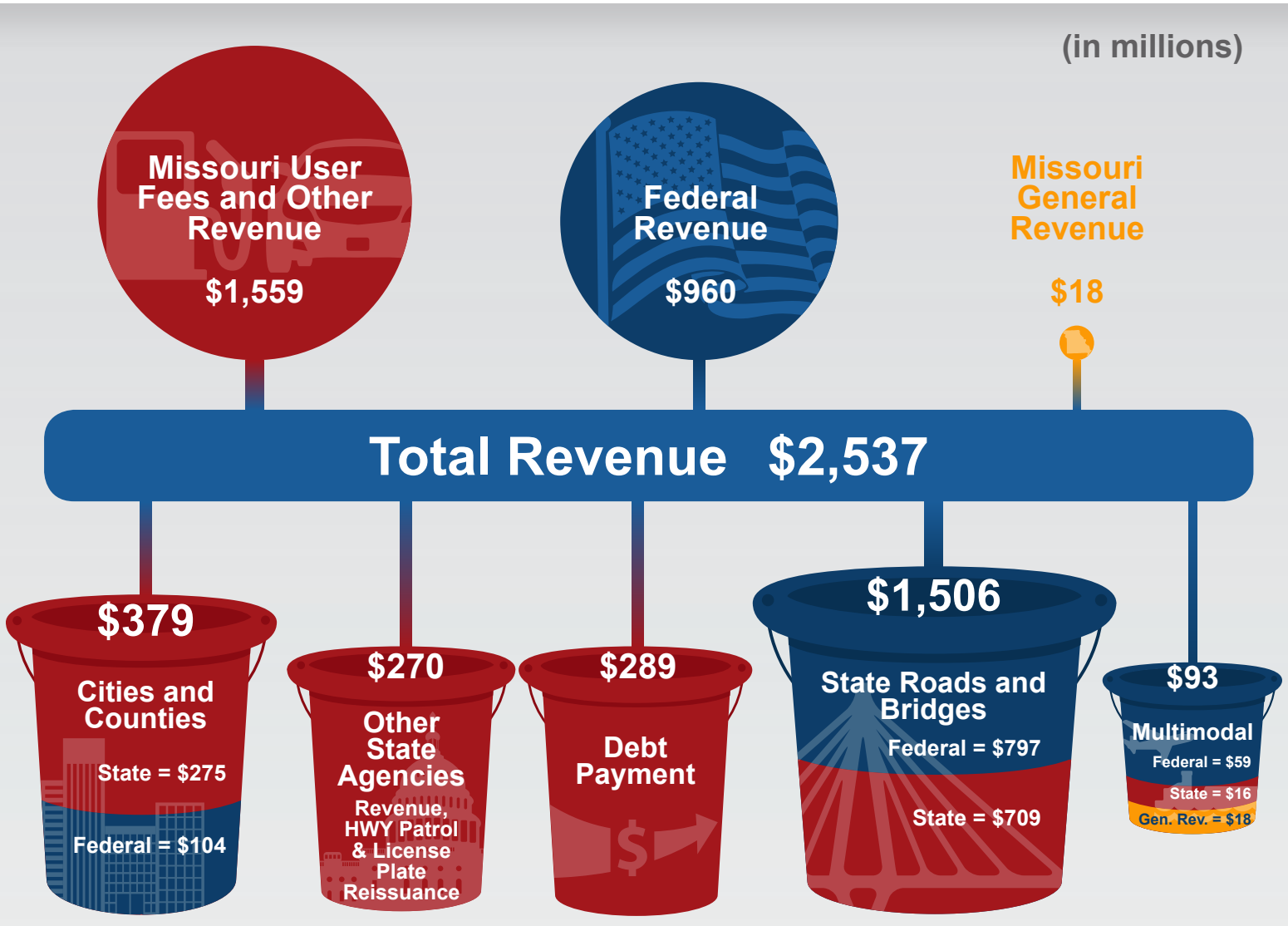
When compared to other states, MoDOT ranks 48th in the nation in revenue per mile, which leads to significant unfunded transportation needs across Missouri.

OVERVIEW

Missouri Transportation Funding – Overview

Missouri's transportation revenue totaled over $2.5 billion in fiscal year 2019. As shown below, nearly two-thirds of the revenue came from state user fees and one-third from federal revenue. A small fraction of funds came from Missouri's General Revenue Fund, which receives revenue from the state income tax and the state's general sales tax.

The $2.5 billion of revenue is distributed into five "buckets" for various transportation purposes as determined by state and federal laws. Each bucket has a unique blend of state and federal revenue, as depicted by the red, blue and gold colors. The following pages provide a detailed look into each revenue source and funding bucket.

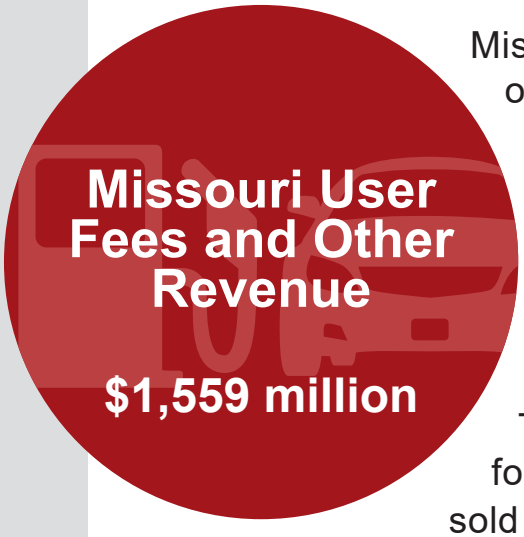


Transportation Funding IN MISSOURI

How Transportation is Funded in Missouri

The state transportation system is funded from three sources:

- Missouri User Fees and Other Revenue
- Federal Revenue
- Missouri General Revenue



Missouri user fees are paid by the users of the transportation system and are dedicated for transportation use in the state[1]. They include fuel taxes, registration and licensing fees and motor vehicle sales taxes.

The largest source of revenue from Missouri user fees is the **state fuel tax**. The state fuel tax rate of 17 cents is paid for each gallon of gasoline and diesel fuel sold in Missouri.

1 Missouri Constitution – Article IV, Section 30(b)

It is important to note that 17 cents per gallon is collected whether the price at the pump is $1.99 or $3.99. The 17-cents-per-gallon rate was last increased in 1996 and today has the purchasing power of only 6 cents – **less than half of what it could purchase 20 years ago**.

Each year, about four billion gallons of fuel are sold – three billion gasoline and one billion diesel. In fiscal year 2019, Missouri travelers paid **$706 million** of state fuel taxes – nearly one-half of all Missouri transportation user fees.

Transportation Funding IN MISSOURI

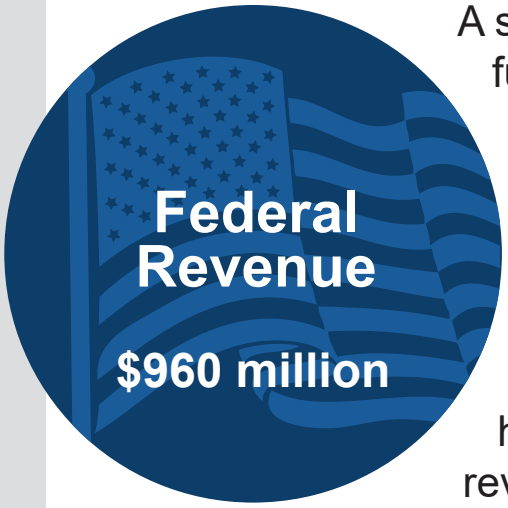
For Missourians who purchase or lease a **vehicle**, a 4.225% **state sales tax** is paid. State and local transportation receives revenue from 3.5% of the 4.225% state rate, which totaled **$415 million** in fiscal year 2019. Revenue from the remaining 0.725% is dedicated to the School District Trust Fund, Department of Conservation and the Department of Natural Resources.

Missouri drivers also pay **vehicle registration and driver's licensing fees**. The fee amounts vary based on vehicle horsepower for passenger cars, vehicle weight for trucks and class of driver's license. Most of these fees were last increased in 1984, while some were last increased in 1969. In fiscal year 2019, Missourians paid **$334 million** of vehicle registration and drivers licensing fees.

Other revenue sources include taxes on aviation fuel, railroad fees, interest earned on invested funds and highway construction cost reimbursement from local governments and surrounding states. In fiscal year 2019, Missouri received **$104 million** in other revenue.

In FY 2019, Missourians Paid:

- **$706 million** in state fuel taxes,
- **$415 million** in taxes on vehicle sales, and
- **$334 million** in vehicle registration and license fees.



A significant amount of transportation funding comes from the federal government. Federal funding is generated by the federal fuel tax – 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Other sources include various taxes on tires, heavy truck and trailer sales, heavy vehicle use tax and general revenue. These revenues are distributed to the states based on formulas prescribed by federal law through transportation funding acts. The current transportation funding act, Fixing America's Surface Transportation (FAST) Act, authorizes federal programs for the five-year period from 2016 through 2020.

The majority of federal revenue is dedicated to pay for a share of eligible highway improvement costs. The federal share for the eligible costs is typically 80 percent, with the state or local government providing a 20 percent match. The amount of federal funding available is fixed, so some eligible costs may not receive reimbursement.

> "The federal share for the eligible costs is typically **80 percent**, with the state or local government providing a **20 percent match**."

Transportation Funding IN MISSOURI

Many operational costs for transportation, such as plowing snow and mowing right of way, are not eligible for federal reimbursement. In fiscal year 2019, Missouri received **$778 million** of federal reimbursement for state highway improvements and **$104 million** for cities and counties.

This revenue source also includes federal funding for multimodal grants totaling **$59 million** in 2019. Transit ($27 million), aviation ($20 million) and rail ($12 million) all receive federal funding. The remaining **$19 million** is for highway safety grants to improve roadway safety.

In FY 2019, Missouri received:

- **$778 million** in federal reimbursements on state highways,
- **$104 million** for cities & counties and
- **$78 million** for federal safety programs and multimodal grants.



Missouri General Revenue

$18 million



Missouri's General Revenue Fund provided **$18 million** for transportation purposes in fiscal year 2019, or 0.7% of transportation revenue. The major sources of funding for Missouri's General Revenue Fund are the state income tax and general sales tax.

The Missouri General Assembly allocates these funds through the annual appropriations process during the state's legislative session. This annual process can be challenging for transportation funding as many projects require a multi-year funding commitment to go through planning, design and construction.

General Revenue Funds can be used for any transportation improvement as directed by the Missouri General Assembly. The $18 million in fiscal year 2019 was directed to multimodal funding.

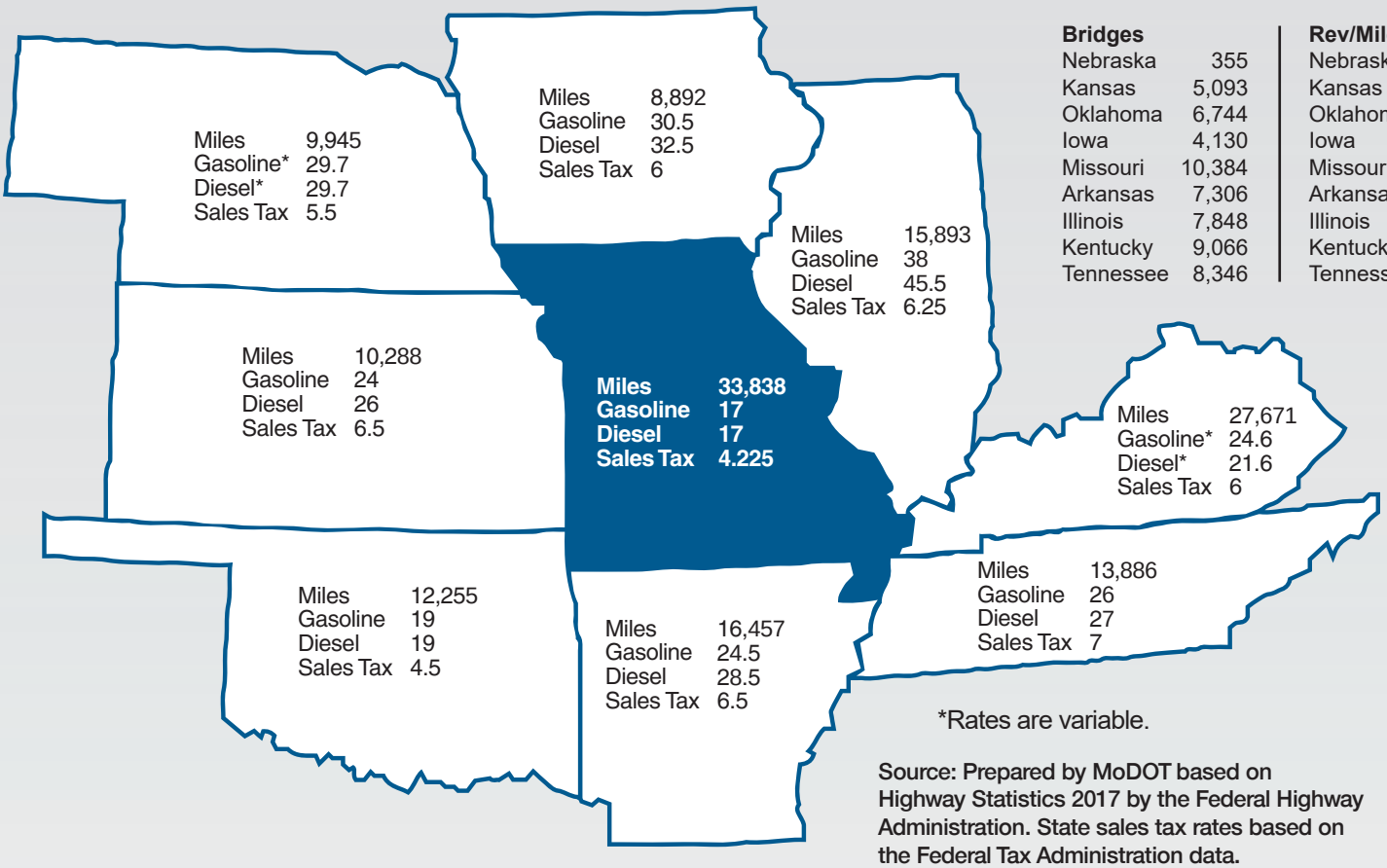
How Does Missouri COMPARE?

How Missouri Compares to the Nation and its Neighboring States

Missouri ranks 48th nationally in revenue per mile, primarily because the state's large system – the nation's seventh largest with 33,838 miles of highways – is funded with one of the lowest fuel taxes in the country: 17 cents per gallon. Missouri also ranks seventh nationally in the number of bridges with 10,384. This does not include the city and county system of roads and bridges, which includes an additional 97,000 miles of county roads and city streets, and nearly 14,000 bridges.

Missouri Lags Behind

Missouri has a lower fuel tax rate than any of its neighbors. Yet it has a larger state-maintained highway system than any of them.



Bridges	
Nebraska	355
Kansas	5,093
Oklahoma	6,744
Iowa	4,130
Missouri	10,384
Arkansas	7,306
Illinois	7,848
Kentucky	9,066
Tennessee	8,346

Rev/Mile	
Nebraska	$58,548
Kansas	$85,879
Oklahoma	$138,990
Iowa	$172,147
Missouri	$50,184
Arkansas	$110,255
Illinois	$292,368
Kentucky	$65,136
Tennessee	$120,281

*Rates are variable.

Source: Prepared by MoDOT based on Highway Statistics 2017 by the Federal Highway Administration. State sales tax rates based on the Federal Tax Administration data.

Gasoline and diesel fuel tax rates are shown in cents per gallon.
Miles are shown in center line miles of the state maintained highway system.

Over the last 20 years, due to inflation and ever-improving vehicle fuel economy, the purchasing power of Missouri's state fuel tax has effectively dropped from 17 cents to 6 cents during a time when the cost of the primary road and bridge building materials of asphalt, concrete and steel have doubled. Labor costs have also significantly risen during that time frame.

Missouri's revenue per mile is $50,184, while the national average is $225,794. By contrast, New Jersey's revenue per mile of $1,867,334 ranks first, although its state highway system includes only 2,321 miles and 2,393 bridges.

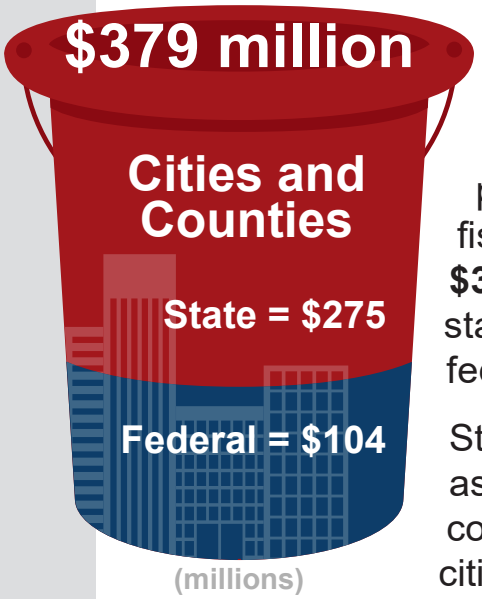


When compared to its eight surrounding states, Missouri has the largest state highway system and lowest fuel tax rate of 17 cents per gallon. Several of Missouri's surrounding states also benefit from additional revenue sources for transportation like tolling and general sales taxes.

Where is the money INVESTED?

Where is the Money Invested?

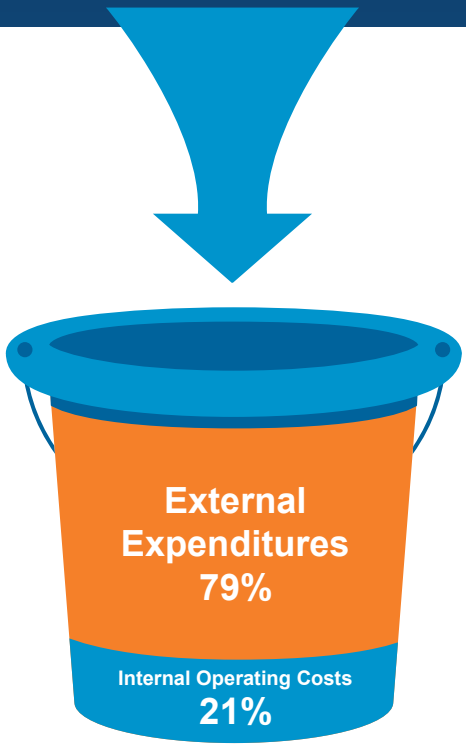
MoDOT does not receive the entire $2.5 billion of transportation revenue, or the $30 per month from the average Missouri driver. After allocations to cities, counties, other state agencies and debt payment, MoDOT received $1.5 billion of transportation revenues in fiscal year 2019 to invest in the state transportation system. That equates to about $18 of the $30 per month Missouri drivers are paying.



Cities and counties in Missouri receive a share of state and federal transportation revenues for projects of their choosing. In fiscal year 2019, that totaled **$379 million** – $275 million in state funds and $104 million in federal funds.

State funds are distributed as specified in the state constitution[2]. For fuel taxes, cities and counties receive 4.55 cents of the 17 cents per gallon rate, or about 27 percent. In fiscal year 2019, this totaled **$189 million**. For vehicle registration and driver's licensing fees, cities and counties received **$29 million**, or about 9 percent. For motor vehicle sales tax, cities and counties received **$57 million**, or about 14 percent.

How much of MoDOT investment flows directly to the private sector?



2 Missouri Constitution – Article IV, Sections 30(a) and 30(b)

The distribution of federal funds is prescribed by federal law through transportation funding acts. The majority of federal revenue is dedicated to reimburse a share of eligible costs, which is typically 80 percent.

The federal transportation programs for cities and counties include:

- Off-System Bridge,
- Congestion Mitigation and Air Quality,
- Surface Transportation Block Grant Programs and
- Transportation Alternatives Programs – these funds encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails and other community improvements.

The majority of cities and counties also receive additional local revenues – most often from additional sales and property taxes – to build and maintain city streets and county roads. These amounts are not included in the totals discussed here.

The Missouri Constitution and state and federal laws determine how transportation funds are allocated to states, cities and counties.

Where is the money INVESTED?



Per the Missouri Constitution[3], the Missouri Department of Revenue (DOR) and the Missouri State Highway Patrol (MSHP) also receive transportation revenue. In fiscal year 2019, the amount totaled $270 million.

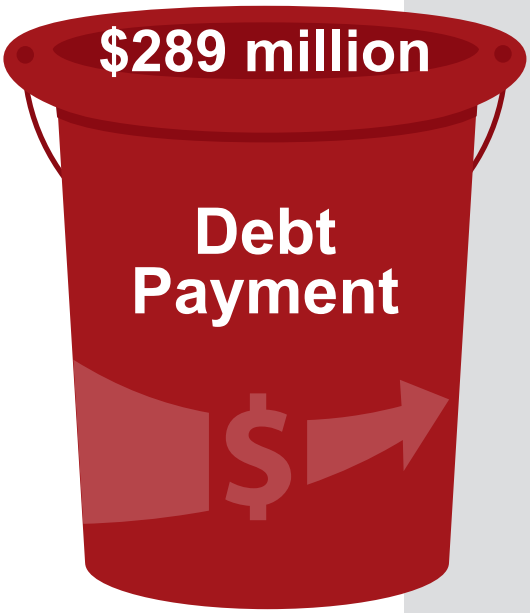
The Highway Patrol receives funding for administering and enforcing state motor vehicle laws and traffic regulations. The Missouri General Assembly determines the amount available to the MSHP each year – $239 million was spent in fiscal year 2019.

The Department of Revenue receives funding for the cost to collect transportation taxes and fees. The cost of collection cannot exceed three percent of the particular tax or fee collected. In fiscal year 2019, the DOR received $21 million. Also in fiscal year 2019, $10 million was spent on the bicentennial license plate reissuance.

3 Missouri Constitution – Article IV, Section 30(b)

MoDOT, the Highway Patrol and the Department of Revenue are the only state agencies that may receive transportation dollars.

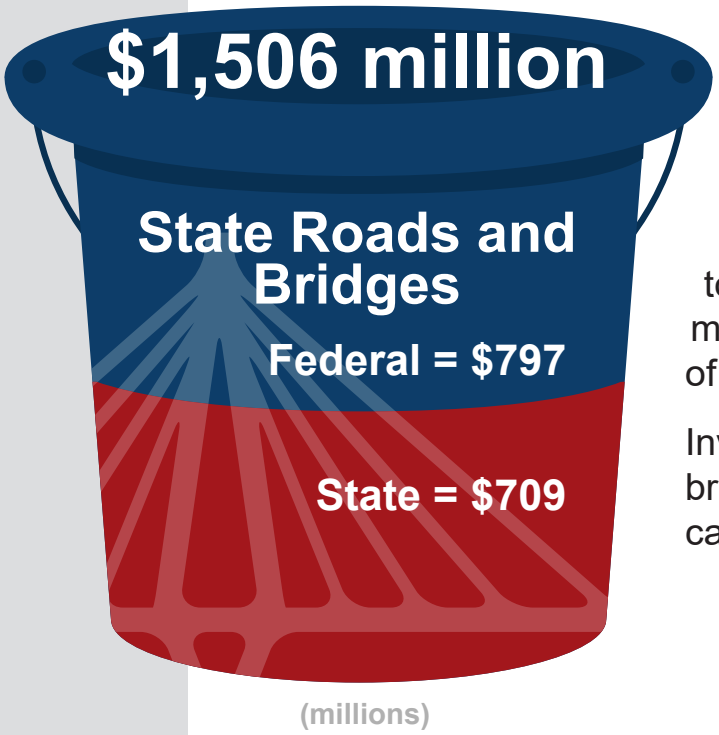
From 2000-2010, MoDOT sold bonds that provided additional resources for highway improvements. Bonds are debt and similar to a home mortgage – this debt must be repaid over time. The total debt payment in fiscal year 2019 totaled $289 million.



MoDOT has three kinds of bonds: senior bonds that were authorized by the Missouri General Assembly in 2000; Amendment 3 bonds that were authorized by Missouri voters in 2004; and federal GARVEE (Grant Anticipation Revenue Vehicle) bonds that financed specific projects. Borrowing advanced construction and allowed Missouri to avoid inflation in labor and materials costs; however, borrowed money must be repaid and new borrowing should be enabled with dedicated and reliable additional revenue to cover repayment and maintain credit ratings.

Senior bonds will be paid off by 2023, Amendment 3 bonds will be paid off by 2029 and GARVEE bonds will be paid off by 2033. The average interest rate on all outstanding debt combined is 2.72 percent.

Where is the money INVESTED?



After distributions to cities and counties, other state agencies and the debt payment, 59 percent of transportation revenue is available for state roads and bridges. These are the funds that enable MoDOT to design, construct, operate and maintain a network of 33,838 miles of highways and 10,384 bridges.

Investments for state roads and bridges are summarized into five categories:

- Construction Program
- Maintenance
- Fleet, Facilities and Information Systems
- Administration
- Highway Safety Programs

The majority of MoDOT's expenditures are payments to vendors. The payments are for goods and services needed to build and maintain Missouri's transportation infrastructure. Whether it be payments to contractors, the purchase of equipment and supplies, design services or travel costs, these outward focused expenditures are an investment in Missouri's economy, and drive economic opportunity in the state.



The construction program is the largest area of investment in MoDOT's budget, totaling **$942 million** in fiscal year 2019. It includes payments to contractors to build projects that maintain and improve the system ($759 million), MoDOT engineering costs associated with administering and monitoring the construction program – including salaries, wages and fringe benefits ($132 million), payments to engineering design consultants ($46 million) and the cost of acquiring right of way ($5 million).

The **maintenance** expenditures, totaling **$466 million** in fiscal year 2019, pay for the services performed by MoDOT employees like plowing snow and mowing. But it also includes maintaining the pavements on the state's lower-volume routes, many of which are not eligible for federal reimbursement. It covers utilities, tools and materials needed in maintenance buildings across the state, bridge maintenance, signing, striping, sweeping, rumble stripes, lighting, etc. The maintenance budget also allows for traveler information and incident management services.

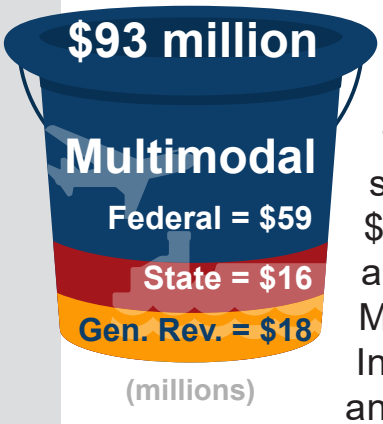
Fleet, facilities and information systems investments, totaling **$78 million** in fiscal year 2019, cover the costs of purchasing MoDOT's fleet of trucks, constructing and maintaining MoDOT buildings and providing information technology that is needed for MoDOT to perform maintenance and engineering functions.

Where is the money INVESTED?

MoDOT's **administrative** costs – the third lowest in the nation – were **$52 million** in fiscal year 2019. That includes salaries, wages and fringe benefits to provide support services like human resources, accounting, legal, executive management, customer service, etc. Administration also includes medical insurance costs for MoDOT retirees.

Road and bridge investments include **$18 million** for **highway safety** programs that reduce fatalities and serious injuries, which includes salaries, wages and fringe benefits.

In total, MoDOT invested **$1.556 billion** on state roads and bridges in fiscal year 2019.



Multimodal includes non-highway modes of transportation such as transit, aviation, railroads and waterways. The majority of transportation revenue is legally required to be spent on state roads and bridges, leaving only $93 million, or about four percent of total revenue, available for multimodal needs. Unlike highways, MoDOT does not own multimodal facilities. Instead, MoDOT's role is to administer funding and provide an oversight role for multimodal improvements. Many of the multimodal entities receive local tax revenue and direct federal funding, which are not included in these amounts.

MoDOT administered $24 million of **aviation** funds in fiscal year 2019. Missouri has dedicated taxes on aviation fuel to fund improvements to public use airports in Missouri. MoDOT also administers federal funding to improve airfield pavement conditions and lighting systems, eliminate obstructions and for expansion projects.

In fiscal year 2019, MoDOT administered $31 million of **transit** funds. The majority of these funds are from federal programs that support operating costs and bus purchases for transit agencies across the state. There is a small amount of state and General Revenue funding to support operating costs for transit agencies.

MoDOT administered $22 million of **rail** funds in fiscal year 2019. These funds are used to support two programs – the Amtrak passenger rail service between St. Louis and Kansas City, and safety improvements at railroad crossings. The Amtrak funding is from General Revenue, and safety improvements at railroad crossings are from state and federal sources.

Waterways funding totaled $8 million in fiscal year 2019. These funds provided operating and capital assistance to Missouri's river ports and ferry boat operators.

MoDOT also administers a $1 million **freight** enhancement program that provides assistance to public, private or not-for-profit entities for non-highway capital projects that improve the efficient flow of freight in Missouri.

Internal operating costs to administer the various multimodal programs totaled $3 million, including salaries, wages and fringe benefits.

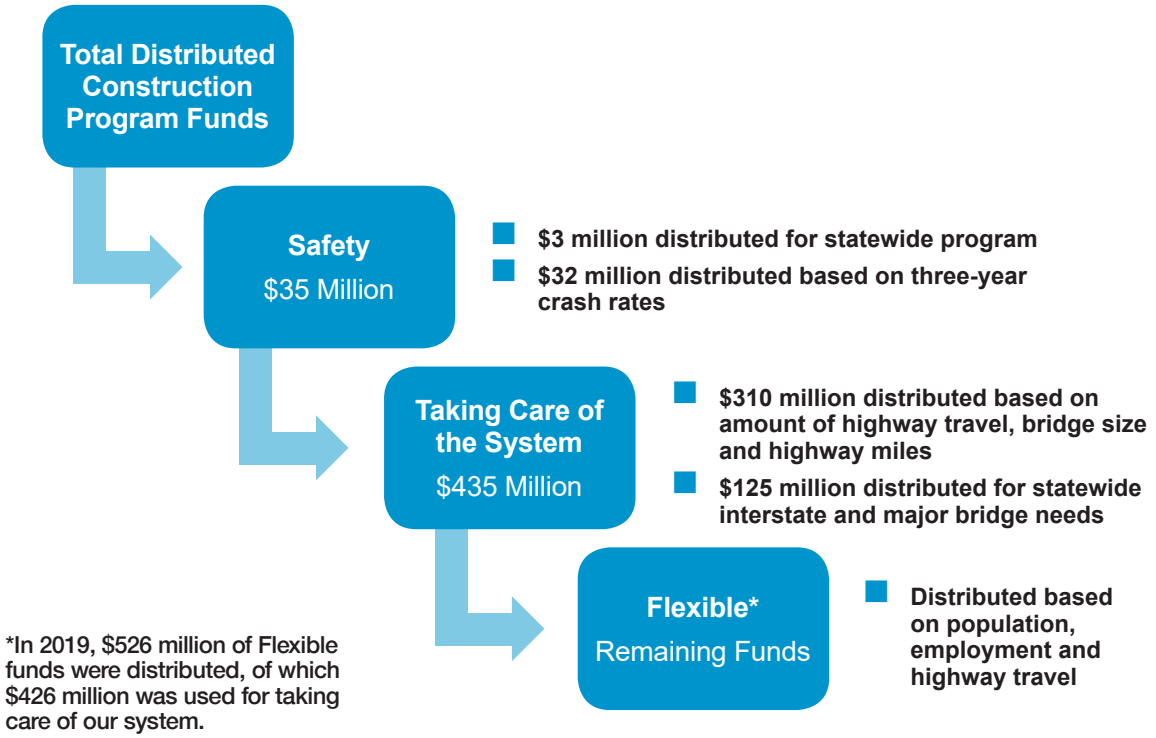
In fiscal year 2019, MoDOT administered $89 million for multimodal needs.

MoDOT Funding DISTRIBUTION

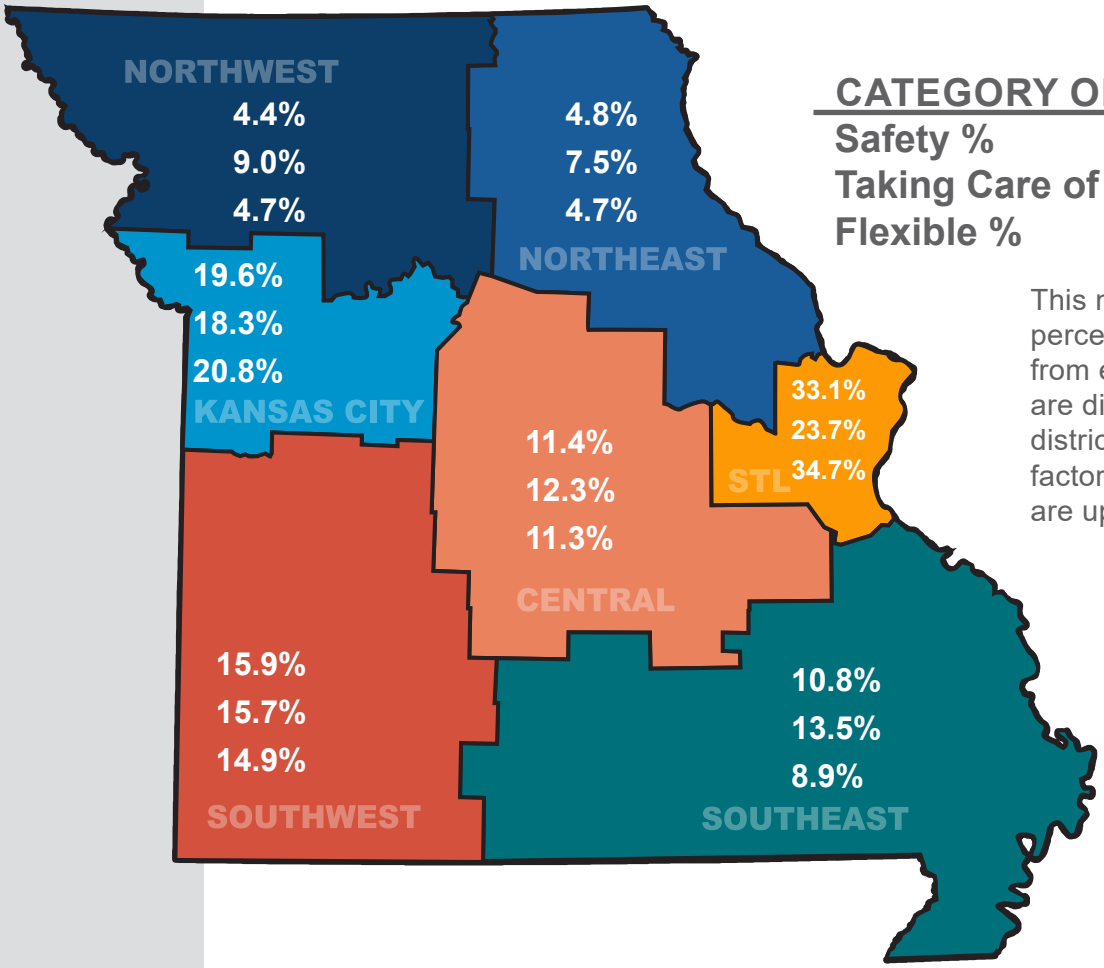
How is MoDOT's Funding Distributed Across the State?

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, taking care of the system and flexible 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, taking care of the system funds are not sufficient to maintain current system conditions. Districts use flexible funds to make up the difference.

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



*In 2019, $526 million of Flexible funds were distributed, of which $426 million was used for taking care of our system.



CATEGORY ORDER:

Safety %
Taking Care of the System %
Flexible %

This map shows the percentage of funds from each category that are distributed to each district, based on 2019 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.

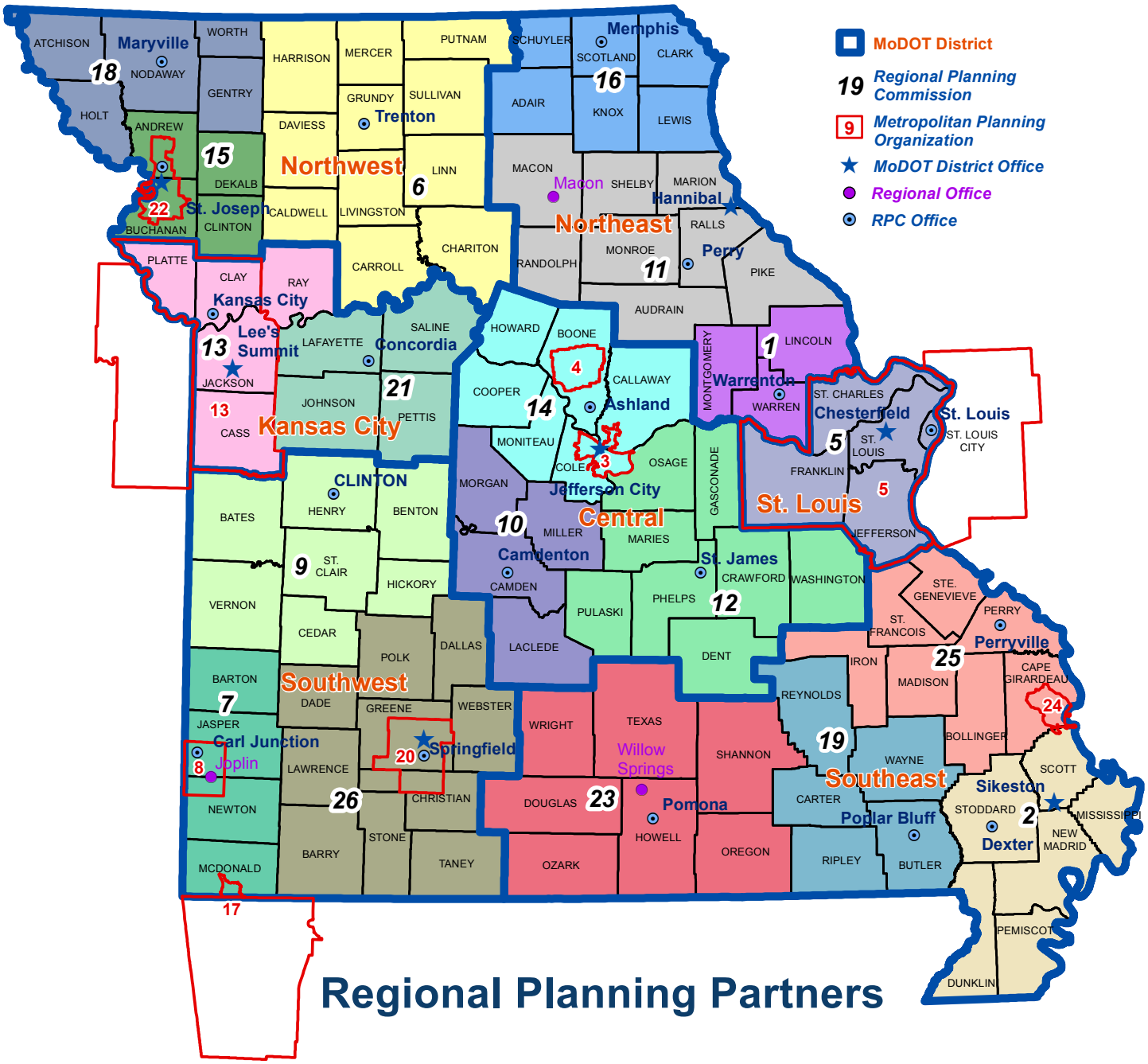
MoDOT Funding DISTRIBUTION

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.

> **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.

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.



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 2019:

($ Millions)

District	Construction Program	Operations*	Admin**	HWY Safety Programs	Total
Northwest	$77	$63	$2	-	$142
Northeast	$73	$55	$2	-	$130
Kansas City	$199	$58	$3	3	$263
Central	$104	$70	$2	-	$176
St. Louis	$209	$64	$2	3	$278
Southwest	$131	$81	$2	1	$215
Southeast	$112	$81	$2	-	$195
Statewide* **	$37	$72	$37	$11	$157
Total	**$942**	**$544**	**$52**	**$18**	**$1,556**

*Includes $466 million of maintenance expenditures and $78 million of fleet, facilities and information system expenditures.
**According to the Reason Foundation, MoDOT's administrative costs are 3rd lowest in the nation for state departments of transportation.
***Statewide administrative costs include $18 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 three-year average from fiscal years 2017 through 2019:

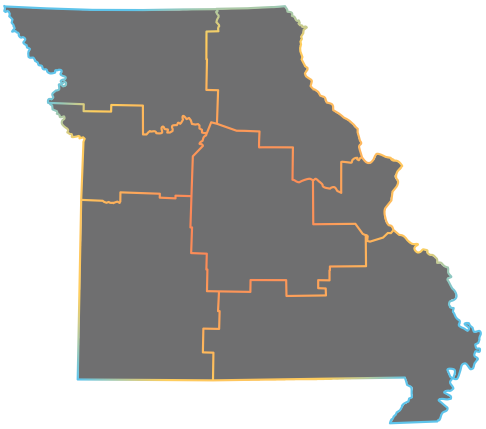
($ Millions)

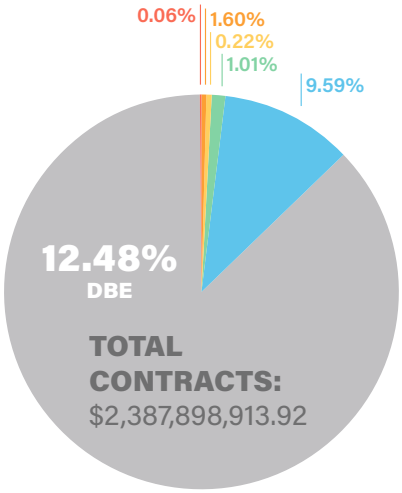
District	Construction Program	Operations	Admin	HWY Safety Programs	Total
Northwest	$56	$61	$2	-	$119
Northeast	$65	$53	$2	-	$120
Kansas City	$192	$57	$3	2	$254
Central	$107	$68	$2	-	$177
St. Louis	$216	$63	$3	2	$284
Southwest	$125	$80	$2	1	$208
Southeast	$101	$82	$2	-	$185
Statewide	$37	$73	$36	$13	$159
Total	**$899**	**$537**	**$52**	**$18**	**$1,506**

Disadvantaged Business Enterprises

The Disadvantaged Business Enterprise program is a federally mandated program administered by MoDOT's External Civil Rights Division. The program's overall goal is to provide opportunities to participate in the economic benefits of highway construction to small businesses owned and operated by disadvantaged individuals.

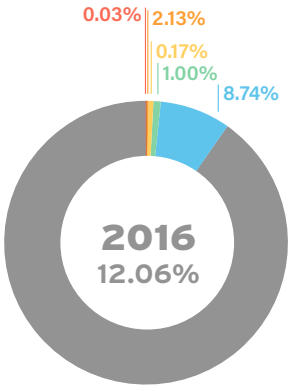
Statewide
TOTAL FFY 16-18



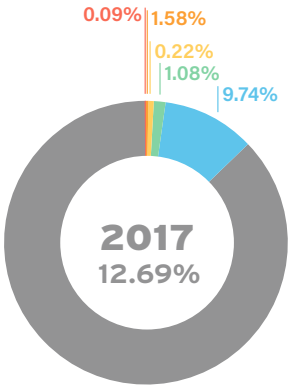


TOTAL DBE PARTICIPATION COMMITTED:
$298,634,212.21

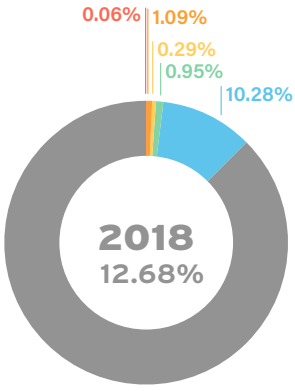
ASIAN AMERICAN	$1,459,222.95
BLACK AMERICAN	$37,115,368.57
HISPANIC/LATINO AMERICAN	$5,474,189.53
NATIVE AMERICAN	$24,109,050.33
NON-MINORITY (Female & Male)	$230,476,380.83



TOTAL: $682,964,521.84
DBE: $82,380,029.17

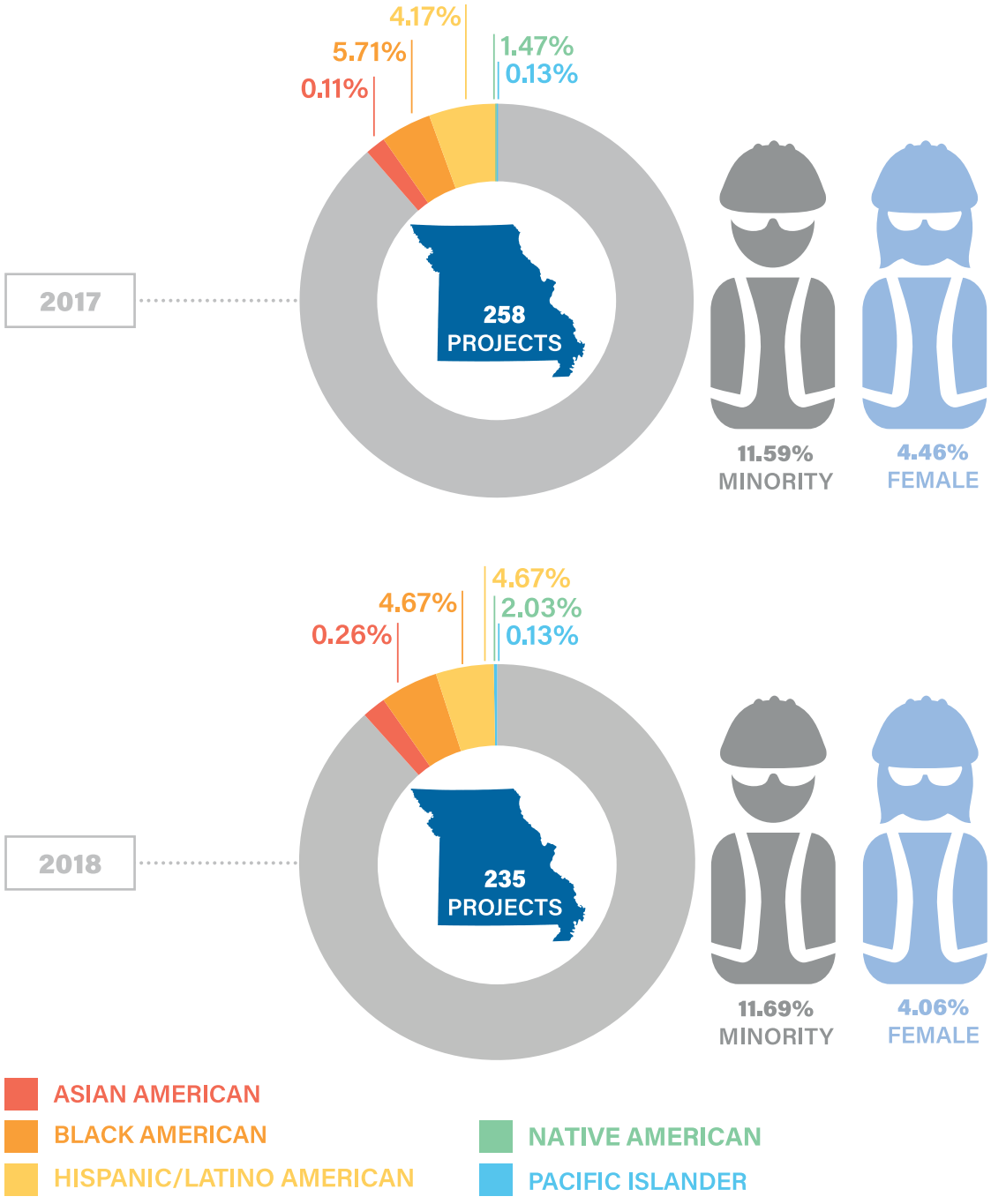


TOTAL: $825,032,846.27
DBE: $104,717,721.89



TOTAL: $879,901,545.81
DBE: $111,536,461.15

MoDOT Contractor Workforce Analysis by Ethnicity and Gender



Sources: MoDOT Tracker, Annual Federal Highway Report by percentage of employees
www.modot.org/welcome-external-civil-rights

The Cost of OPERATIONS

How Much Does It Cost to Operate the Transportation System?

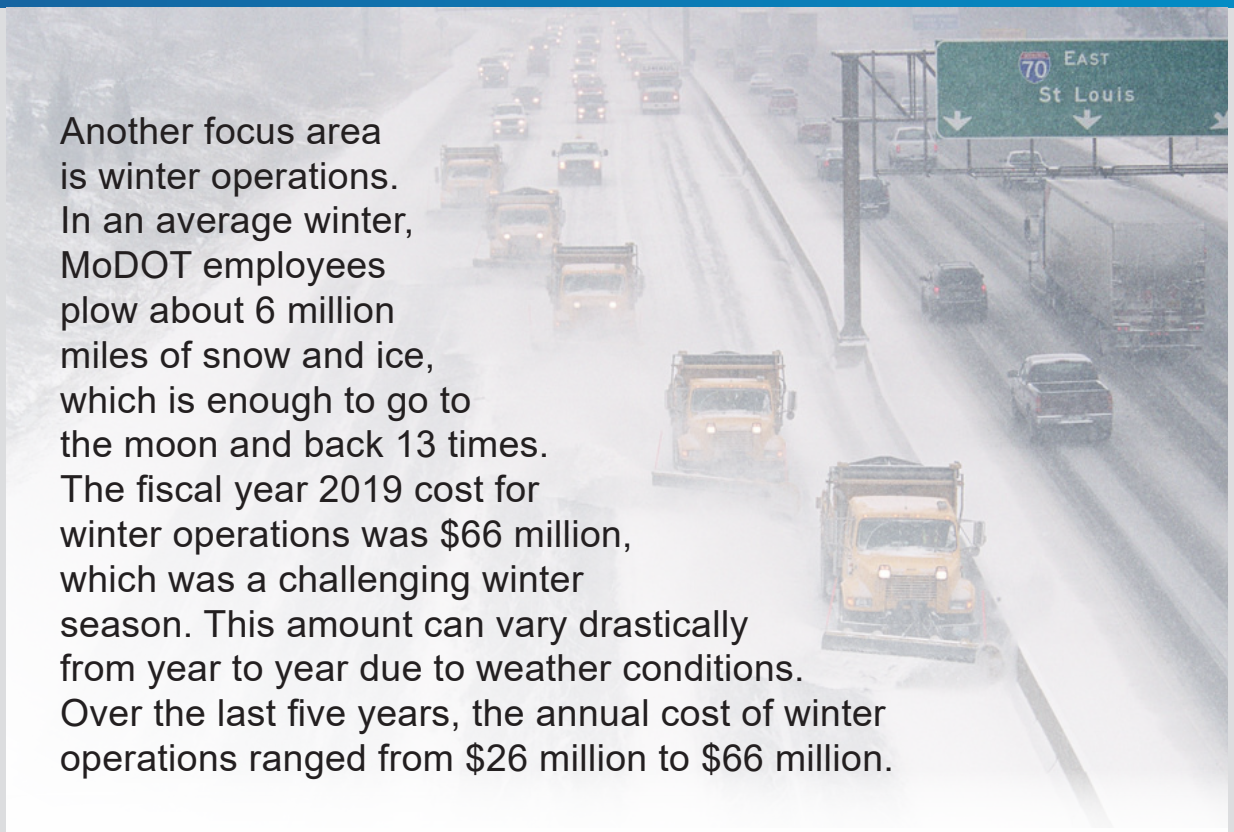
MoDOT employs 3,000+ field employees throughout the state to operate and maintain the transportation system. In fiscal year 2019, MoDOT invested **$544 million**, or about $10.60 per month from Missouri drivers, to provide the following services:

- Pavement repairs and sealing
- Winter operations
- Bridge maintenance
- Striping
- Traffic signs and signals
- Mowing
- Flood/road closures
- Ditches/Drainage
- Litter and debris removal
- Incident response
- Customer calls
- Dead animal removal
- Driveway maintenance
- Permits
- Vegetation control

The number one focus of operations is roadway maintenance. In fiscal year 2019, $222 million of MoDOT's operating budget was spent on roadways for repairs, sealing and striping. Each year, MoDOT crews place enough asphalt to do a 1-inch overlay and sealing from Los Angeles to Washington D.C. – about 2,300 miles. The repair work from MoDOT operations is focused on roads that do not carry a lot of traffic. Funding from the construction program pays for pavement improvements for heavily traveled roads, like interstates and U.S. highways.



The Cost of OPERATIONS



Another focus area is winter operations. In an average winter, MoDOT employees plow about 6 million miles of snow and ice, which is enough to go to the moon and back 13 times. The fiscal year 2019 cost for winter operations was $66 million, which was a challenging winter season. This amount can vary drastically from year to year due to weather conditions. Over the last five years, the annual cost of winter operations ranged from $26 million to $66 million.

Maintaining roadsides costs about $37 million each year for crews to mow grass and remove litter, debris and dead animals. MoDOT mows about 400,000 acres of grass each year, which is equivalent to 300,000 football fields.



Operating funds do more than just maintain the system. They also provide funds to operate the system so people get where they want to go. MoDOT manages over 2,500 traffic signals, 250 dynamic message signs, 600 traffic cameras and traffic management centers in Kansas City, St. Louis and Springfield. The average annual cost for these operations is $15 million.

In addition, MoDOT crews are able to respond quickly to incidents ranging from traffic crashes to flooding to make sure Missourians arrive safely at their destination.

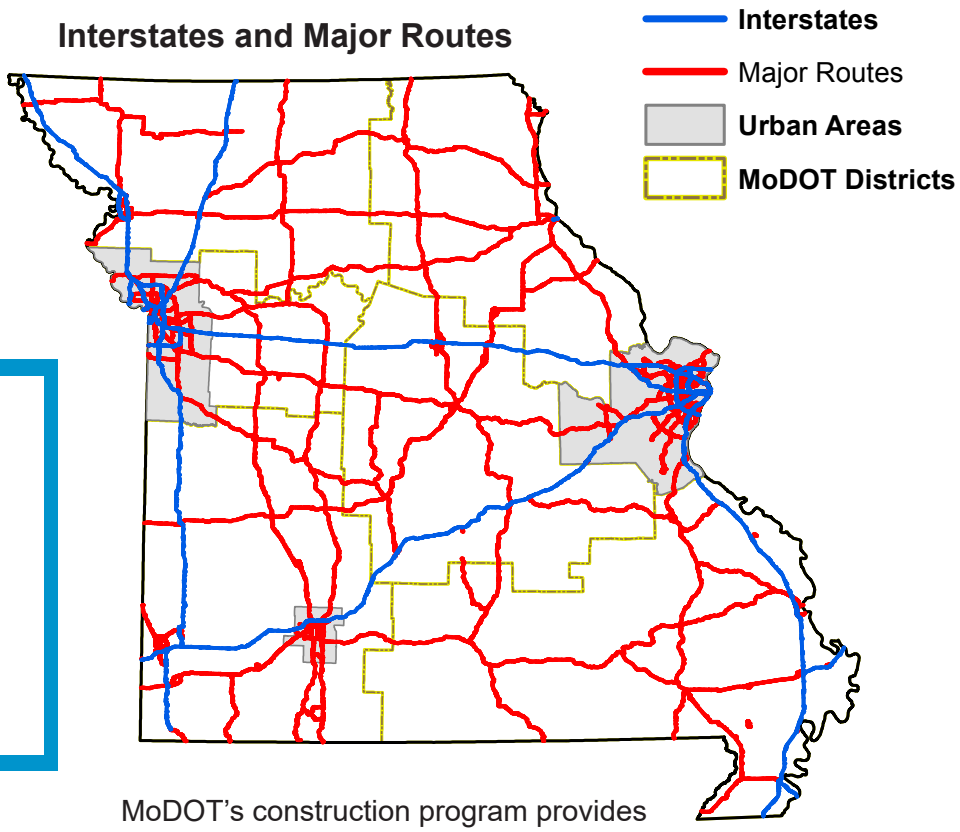


The Current Condition of MISSOURI TRANSPORTATION

What is the Current Condition of Missouri Transportation?

Last year, 51.4 billion miles were traveled on the state highway system. The majority of travel occurs on interstates and major routes. Interstates and major routes include just 5,543 miles of the 33,838 miles of highway in Missouri, but account for 76 percent of the travel. Currently, 92 percent of these routes are in good condition as MoDOT has focused on improving and maintaining these routes over the last decade.

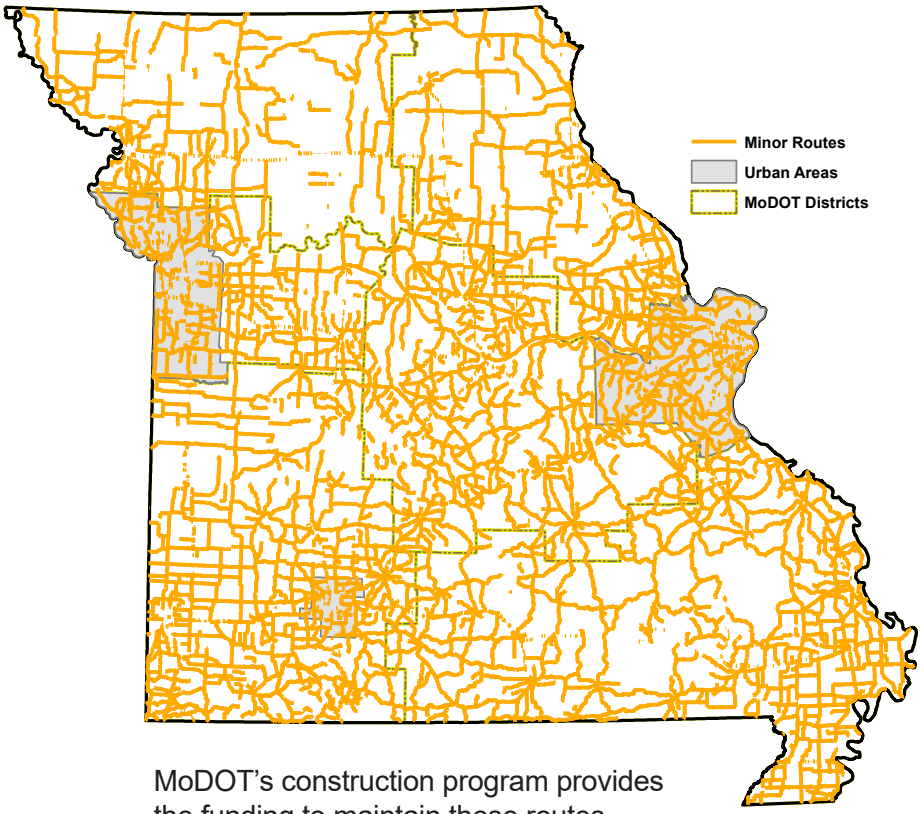
39.3 billion miles were driven on interstates and major routes; therefore, on average 7.1 million vehicles traveled each mile.



MoDOT's construction program provides the funding to maintain these routes.

Missouri's minor routes make up the largest group of state highways, accounting for 17,125 miles – just over one-half of the entire state highway system. About 22 percent of all state travel occurs on these routes. Currently, 80 percent of these routes are in good condition.

Minor Routes



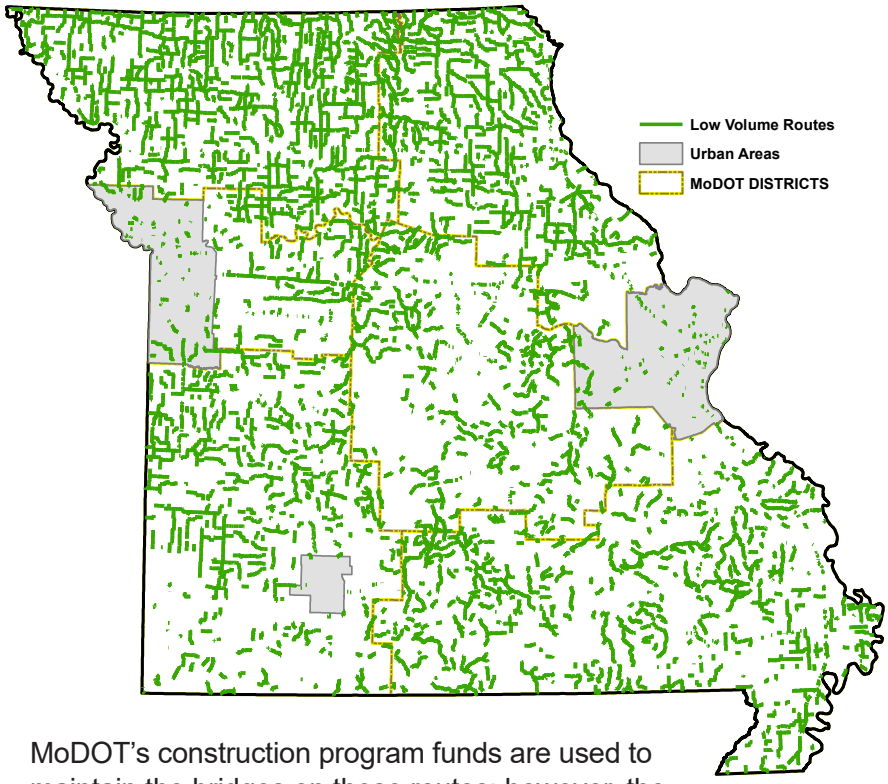
MoDOT's construction program provides the funding to maintain these routes.

11.2 billion miles were driven on minor routes; therefore, on average 654,000 vehicles traveled each mile.

The Current Condition of MISSOURI TRANSPORTATION

The final tier of Missouri highways is low volume routes. Each of these routes carry less than 400 vehicles per day and primarily serve local transportation needs. Missouri has 11,170 miles of low volume routes, accounting for about one-third of the state system. Travel on these routes is less than two percent of all state highway travel. Currently, 74 percent of these routes are in good condition.

Low Volume Routes

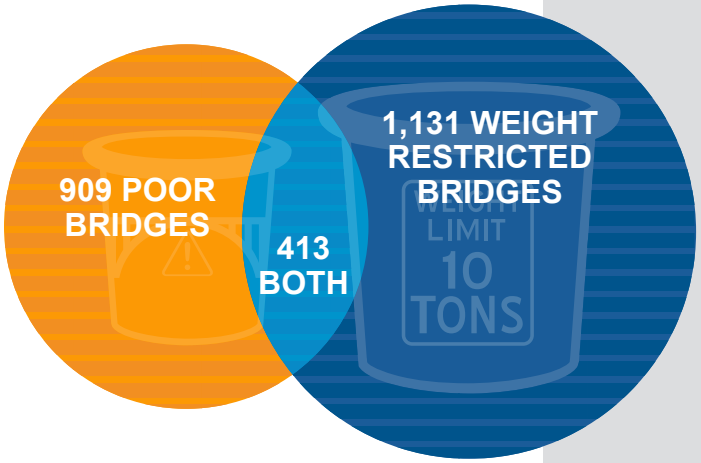


MoDOT's construction program funds are used to maintain the bridges on these routes; however, the pavements on these routes are maintained using MoDOT's maintenance funds.

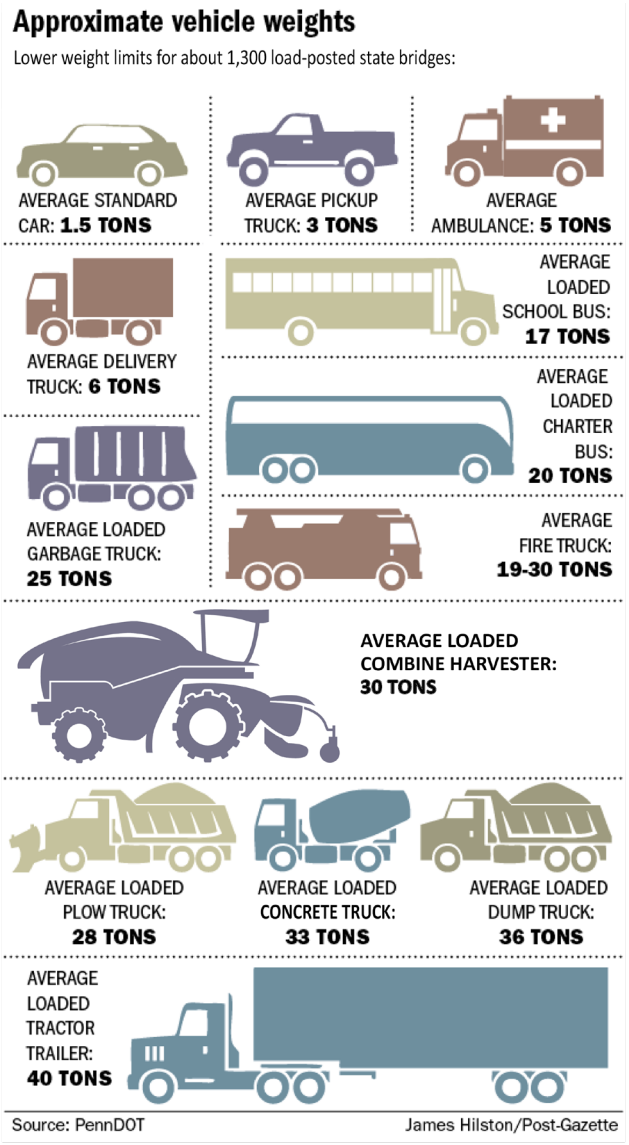
0.9 billion miles were driven on low volume routes; therefore, on average 81,000 vehicles traveled each mile.

The Current Condition of MISSOURI TRANSPORTATION

In addition to the huge network of highways, Missouri has 10,384 bridges of varying sizes, including 208 major bridges that are longer than 1,000 feet, or about the length of three football fields. Currently, 909 bridges are in poor condition. MoDOT inspects these bridges on a regular basis to ensure they are safe for travelers. If a bridge is unsafe, it is closed until repairs can be made. Missouri also has 1,131 weight-restricted bridges, with 413 of them also in poor condition.



Totals	Typical Bridges	Major Bridges	All Bridges
Number	10,176	208	10,384
Area (square feet)	64,256,193	23,197,143	87,453,336
Average Age (years)	48.2	37.3	48.0
Weight Restricted	1,090	41	1,131
Area of Weight Restricted	7,242,479	5,682,751	12,925,229
Poor	882	27	909
Area of Poor	5,130,143	3,101,956	8,232,100
Both Poor and Weight Restricted	400	13	413
Area Both Poor and Weight Restricted	1,645,183	1,801,504	3,447,686
Only Poor and Only Weight Restricted	1,572	55	1,627
Area of Only Poor or Only Weight Restricted	10,727,439	6,982,203	17,709,643


Approximate vehicle weights
Lower weight limits for about 1,300 load-posted state bridges:
AVERAGE STANDARD CAR: 1.5 TONS
AVERAGE PICKUP TRUCK: 3 TONS
AVERAGE AMBULANCE: 5 TONS
AVERAGE DELIVERY TRUCK: 6 TONS
AVERAGE LOADED SCHOOL BUS: 17 TONS
AVERAGE LOADED CHARTER BUS: 20 TONS
AVERAGE LOADED GARBAGE TRUCK: 25 TONS
AVERAGE FIRE TRUCK: 19-30 TONS
AVERAGE LOADED COMBINE HARVESTER: 30 TONS
AVERAGE LOADED PLOW TRUCK: 28 TONS
AVERAGE LOADED CONCRETE TRUCK: 33 TONS
AVERAGE LOADED DUMP TRUCK: 36 TONS
AVERAGE LOADED TRACTOR TRAILER: 40 TONS
Source: PennDOT
James Hilston/Post-Gazette





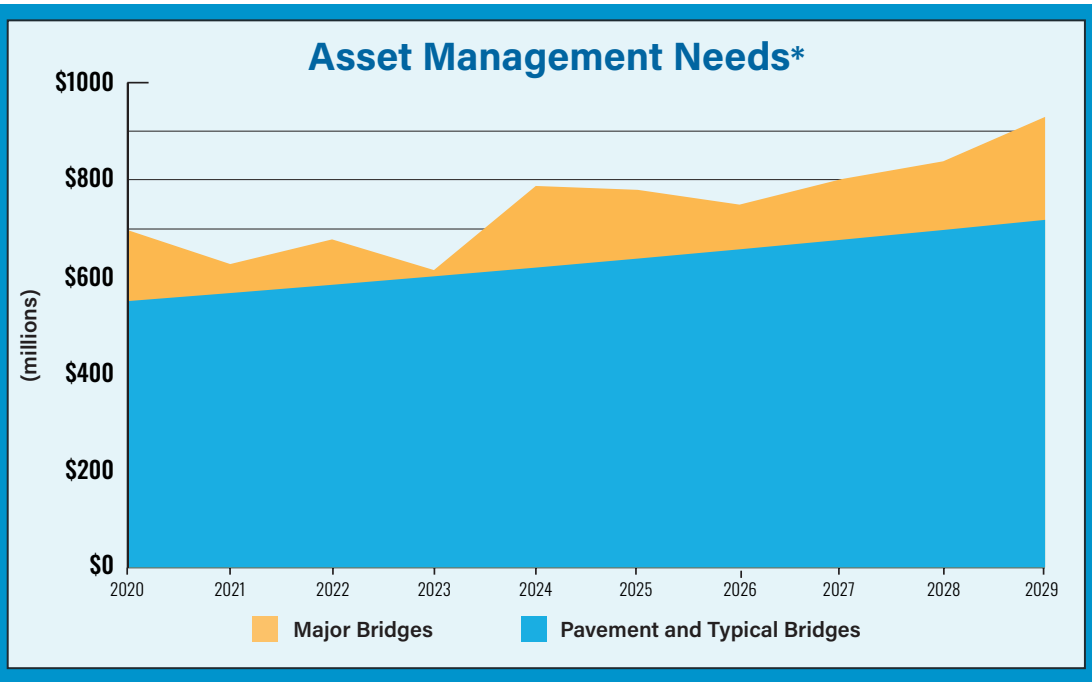


ASSET Management

MoDOT has adopted an asset management approach to make the best decisions with transportation investments. The goal of the plan is to keep roads and bridges in good condition for as long as possible given current funding levels. The plan also demonstrates the investment level needed in order to maintain the system at its current condition.

Asset	Asset Management Goal Based on Current Funding
Interstates and Major Routes	90% Good Condition
Minor Routes	80% Good Condition
Low Volume Routes	70% Good Condition
Bridges	Less Than 900 Poor Condition

The asset management 10-year funding needs are shown in the chart below:



*Does not include costs for low volume route pavements.
*Does not include engineering costs.
*Includes mobility and ADA costs.
*Only includes short term rehabilitation funding for Rocheport and Buck O'Neil Bridges

What is THE COST?

How Much Do Current Roadway Conditions Cost Missourians?

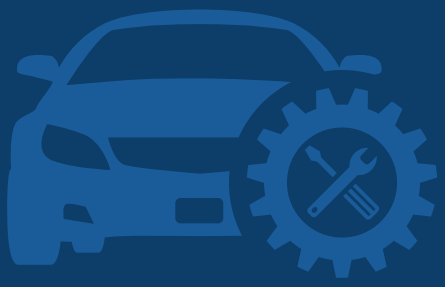
Missourians pay a relatively small amount per month to use the state system of roads and bridges. The average Missouri driver pays about $30 per month in state and federal transportation taxes and fees. That's far less than what the average Missourian pays for cell phone service, cable television or internet service.

But there are also hidden transportation costs that Missourians may not realize they are absorbing when they sit on congested highways, drive on rough roads or experience vehicle crashes.

Monthly Cost Per Driver



What is THE COST?



System condition costs Missouri drivers about $196 per month.

According to the Texas Transportation Institute's 2015 Urban Mobility Scorecard, Missourians who commute to work by car spend many hours in congestion, ranging from 10 hours per year in Cape Girardeau and St. Joseph, to 39 hours per year in Kansas City and 43 hours in St. Louis. That means gallons of fuel wasted, a loss of productivity and hours lost that have an adverse effect on a person's quality of life. The associated cost of congestion translates to an average of $43 per month for Missouri drivers.

There are also hidden costs in operating and maintaining a vehicle on rough roads due to:

- **Accelerated vehicle depreciation,**
- **Additional vehicle repair costs,**
- **Increased fuel consumption, and**
- **Increased tire wear.**

The Road Information Program's 2018 "Missouri Transportation by the Numbers" report calculated those costs to be $59 per month for Missouri drivers, or a total of $3 billion each year to the state of Missouri.

Motor vehicle crashes cost Missourians $4.8 billion each year[4]. This equates to $94 per month for each Missouri driver. This amount includes medical costs, lost workplace and household productivity, property damage, congestion costs and legal costs.

When combined, congestion, additional vehicle operating costs and roadway crashes cost each Missouri driver about $196 per month. Additional investments in congestion relief, improving system conditions and safety can reduce these costs for Missourians.

4 The Economic and Societal Impact of Motor Vehicle Crashes, 2010 (Revised 2015), National Highway Traffic Safety Administration

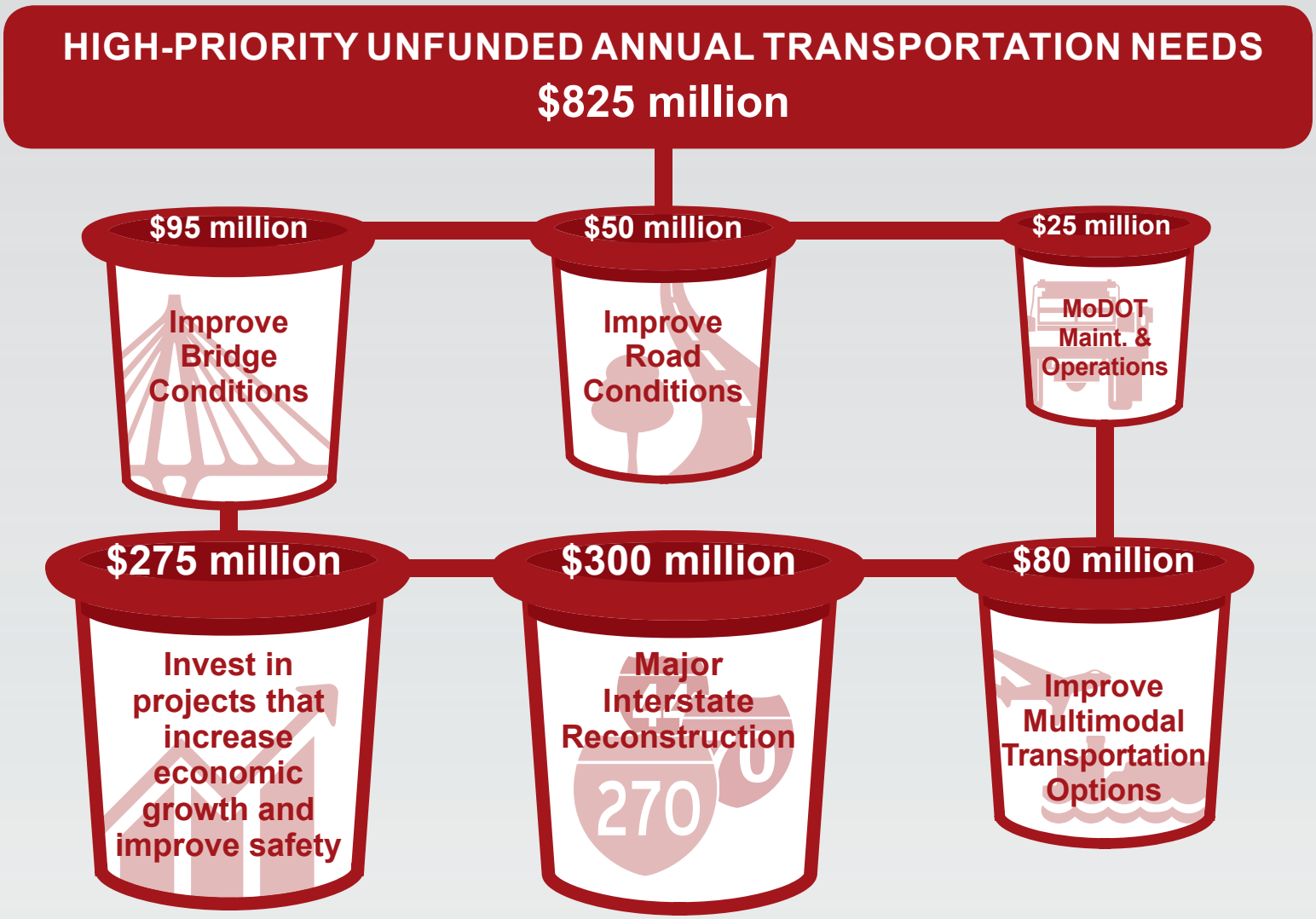


High-Priority Unfunded TRANSPORTATION NEEDS

What are Missouri's Transportation Needs?

When MoDOT completed its long-range transportation plan in 2014, and refreshed it in 2018, extensive input from Missourians resulted in five goals for the state's transportation system over the next 20 years:

1. Take care of the transportation system and services we enjoy today.
2. Keep all travelers safe – no matter the mode of transportation.
3. Invest in projects that spur economic growth and create jobs.
4. Give Missourians better transportation choices.
5. Improve reliability and reduce congestion on Missouri's transportation system.



With MoDOT's current available resources, the reality is that the department must focus its attention on keeping the existing system in the condition that it is in today. To do that, some MoDOT districts must devote every available dollar to maintaining the condition of their roads and bridges, and they are still going to lose ground over time. That leaves a number of unfunded transportation needs.

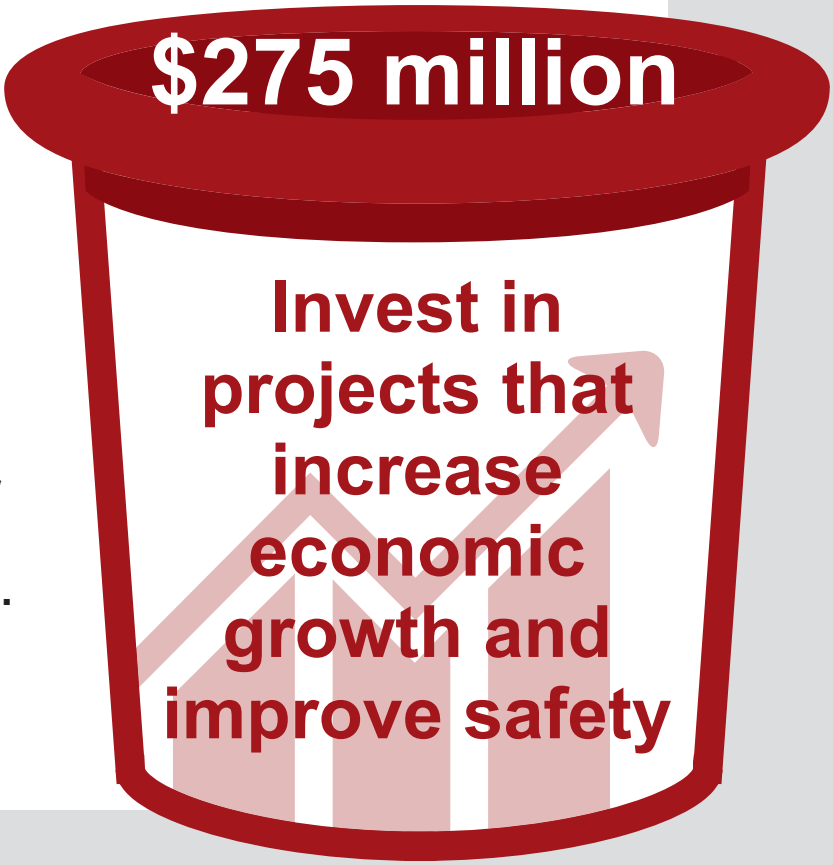


Improve road and bridge conditions – Investing an additional $170 million per year would enable all of MoDOT's districts to adequately maintain their existing system, begin driving down the state's number of poor bridges, improve the condition of the state's roads and stabilize the level of MoDOT's maintenance and operations efforts to keep pace with inflationary cost increases. **The required investment equates to an average of $3.31 per month by each of the state's licensed drivers.**

High-Priority Unfunded TRANSPORTATION NEEDS

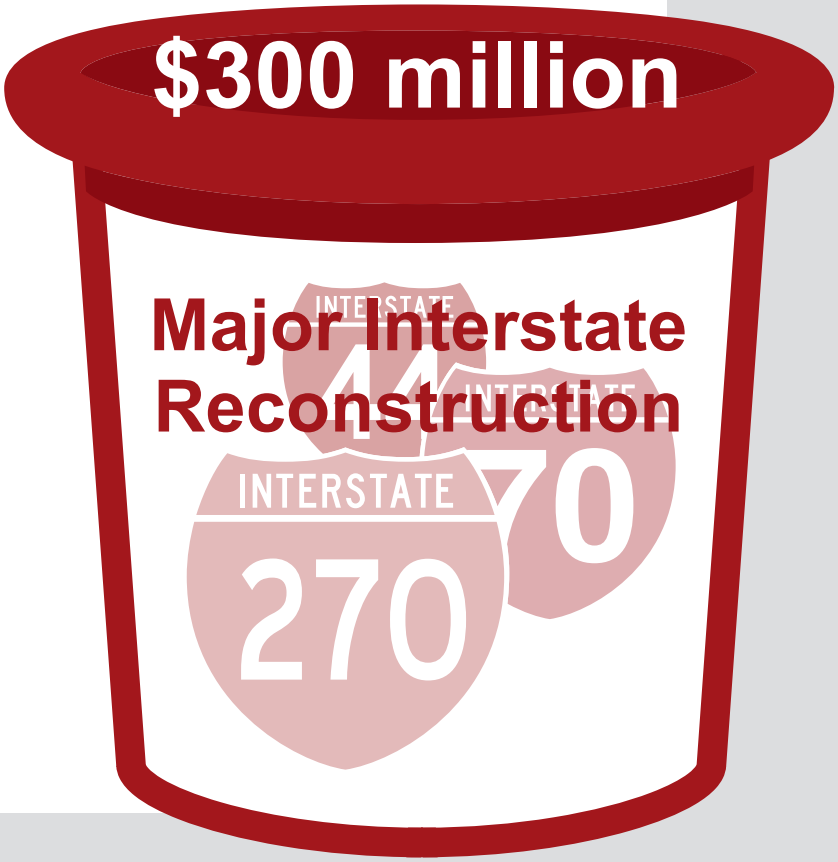
Invest in projects that increase economic growth and improve safety – These are the projects that local communities across the state are clamoring for but which are unaffordable in today's financial environment. Projects include new interchanges, adding shoulders with rumble stripes and adding lanes to the current system. In addition to congestion reduction and economic growth benefits, all of these projects would improve safety so fewer fatalities and serious injuries occur.

An additional investment of $275 million per year would allow MoDOT to begin meeting those needs. MoDOT would work with its regional planning partners to ensure the highest priorities would be funded. **The required investment equates to an average of $5.36 per month by each of the state's licensed drivers.**

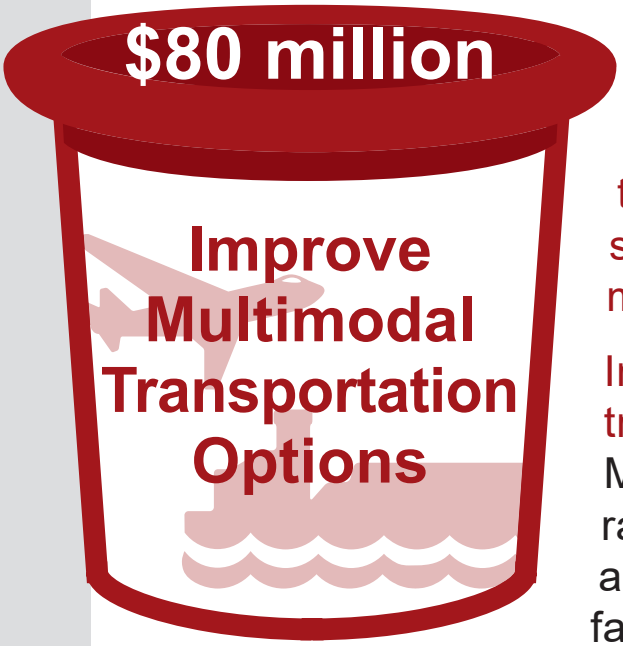


Major interstate highway reconstruction – The nation's interstate system is now 60 years old, and Missouri's interstates were built with a 20-year life expectancy. They need attention. The poster child for Missouri's interstate needs is Interstate 70 – the nation's oldest interstate. MoDOT has known for years that it needs to be reconstructed with added capacity to reliably handle mounting levels of traffic, especially long-haul trucks. The project, though, has been and continues to be unaffordable.

The state's other six interstates will also be facing improvement/ preservation needs in the coming years. An additional $300 million per year would allow MoDOT to begin tackling this long overdue improvement. **The required investment equates to an average of $5.85 per month by each of the state's licensed drivers.**



High-Priority Unfunded TRANSPORTATION NEEDS



Many Missourians depend on non-highway modes of transportation; however, the state currently invests very little money towards those needs.

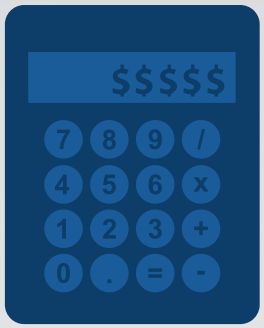
Improve multimodal transportation options – Missouri's transit systems, railroads, ports, waterways, airports and bicycle/pedestrian facilities could begin to see much needed improvements with an annual investment of $80 million. MoDOT would work with the owners and stakeholders of these transportation systems, along with our regional planning partners, to identify and fund the highest priority needs. **The required investment equates to an average of $1.56 per month by each of the state's licensed drivers.**



Citizen's Guide to Transportation Funding in Missouri

In summary, Missourians enjoy access to a large transportation system that keeps us connected. Maintaining and improving the transportation system is expensive, but is a worthwhile investment. The average Missouri driver contributes about $30 per month to fund their access to the transportation system and the services MoDOT provides.

Incremental increases in funding for improving road and bridge conditions, investing in projects that increase economic growth and safety, reconstructing major interstates and improving multimodal transportation options can offset the $196 of hidden costs drivers are paying each month due to congestion, rough roads and traffic crashes.

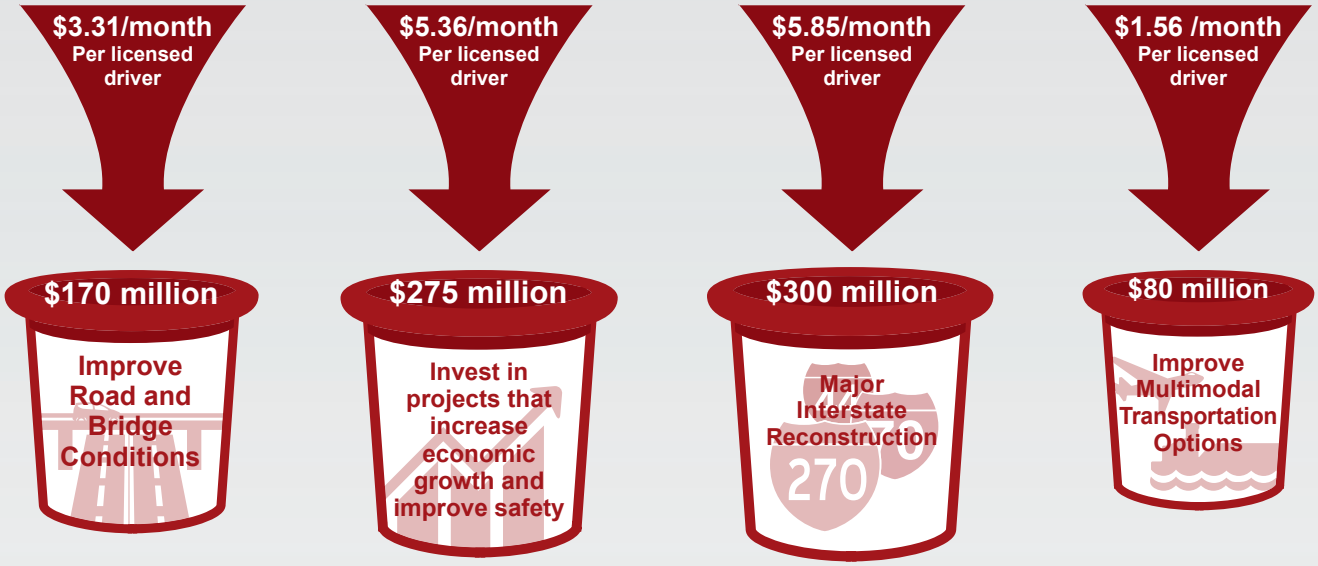


MONTHLY COSTS OF ADDITIONAL BENEFITS

The average driver in Missouri pays $30 per month in federal and state taxes/fees to support Missouri's system of roads and bridges.

Based on 13,476 miles driven per year at 22 mpg, plus the average motor vehicle sales tax per driver.

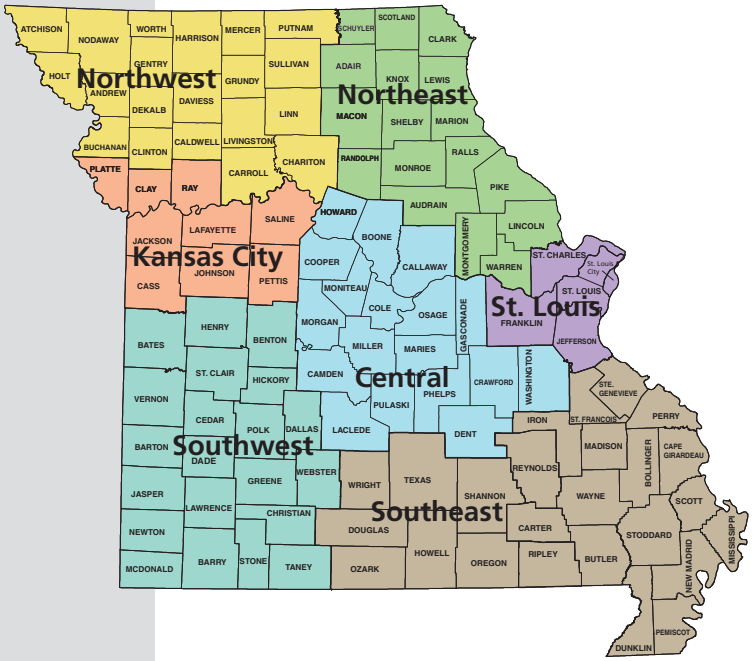
Additional Investments Needed to Improve Missouri's Transportation System



MoDOT CONTACTS

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Eric Schroeter	Assistant to the Chief Engineer
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Becky Allmeroth	Chief Safety and Operations Officer
Micki Knudsen	Chief Administrative Officer
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Missouri
Department of
Transportation

Financial Snapshot

An appendix to the Citizen's Guide to Transportation Funding in Missouri

November 2019



Missouri Department of Transportation
www.modot.org

Financial
Snapshot

About the Financial Snapshot

The Financial Snapshot provides answers to frequently asked questions regarding MoDOT's finances. The document also serves as an appendix to the Citizen's Guide to Transportation Funding in Missouri.

www.modot.org/financial-statements

If you have any questions concerning this report, please contact MoDOT's Financial Services Division at (573) 526-8106.

MoDOT's Mission

Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.

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Transportation Funding

Revenue for Roads and Bridges, Multimodal, Highway Safety
Fiscal Year 2019
(Dollars in thousands)

Missouri User Fees and Other Revenue (61.5%)	State	Cities & Counties	Total	%
Motor Vehicle Fuel Tax	$517,231	$189,153	$706,384	45.3
Aviation Fuel Tax	255	0	255	0.0
Motor Vehicle Sales Tax	357,958	56,507	414,465	26.6
Jet Fuel Sales Tax	6,465	0	6,465	0.4
Motor Vehicle and Driver's Licensing Fees	304,783	29,302	334,085	21.4
Multimodal and Highway Safety Fees	2,849	0	2,849	0.2
Interest and Miscellaneous	94,247	0	94,247	6.1
Total Revenue	**$1,283,788**	**$274,962**	**$1,558,750**	**100.0**

Federal Revenue (37.8%)	State	Cities & Counties	Total	%
Federal Reimbursement	$837,012	$104,293	$941,305	98.1
Federal Grants	18,708	0	18,708	1.9
Total Revenue	**$855,720**	**$104,293**	**$960,013**	**100.0**

Missouri General Revenue (0.7%)	State	Cities & Counties	Total	%
State General Revenue Fund	$18,061	$0	$18,061	100.0
Total Revenue	**$18,061**	**$0**	**$18,061**	**100.0**

Transportation Funding

MoDOT Revenue for Roads and Bridges, Multimodal, Highway Safety
(Dollars in thousands)

MoDOT's funding comes from both state and federal sources. Most of the money is dedicated by federal law or the state constitution and statutes to specific purposes. Included below are the funds available for roads and bridges and other transportation modes.

Revenue (Road and Bridge)	**2015**	**2016**	**2017**	**2018**	**2019**
Fuel Tax[1]	$494,649	$511,786	$510,950	$517,832	$517,231
Vehicle/Driver's Licensing Fees[1]	279,455	289,009	285,635	296,825	304,783
Motor Vehicle Sales Tax[1]	323,105	337,965	356,552	362,237	353,211
Interest and Miscellaneous[2]	102,388	116,466	75,465	110,312	92,070
Federal Reimbursement[3,4,5]	760,239	827,843	844,194	935,017	882,536
Total Revenue	**$1,959,836**	**$2,083,069**	**$2,072,796**	**$2,222,223**	**$2,149,831**

Revenue (Multimodal)	**2015**	**2016**	**2017**	**2018**	**2019**
Aviation Fuel[1]	$247	$251	$255	$259	$255
Fees[1]	2,353	1,758	2,171	2,327	2,603
Sales Taxes[1]	10,092	8,894	8,699	11,713	11,212
State General Revenue Fund[6]	13,938	17,943	19,486	11,808	18,061
Interest and Miscellaneous[2]	2,745	2,707	2,000	3,380	2,172
Federal Reimbursement[3,4,5]	56,686	64,167	61,739	60,243	58,769
Total Revenue[8]	**$86,061**	**$95,720**	**$94,350**	**$89,730**	**$93,072**

Revenue (Highway Safety)	**2015**	**2016**	**2017**	**2018**	**2019**
Fees[7]	$328	$314	$305	$275	$246
Interest and Miscellaneous[2]	4	8	7	16	5
Federal Grants[3]	36,351	18,908	18,745	15,517	18,708
Total Revenue[9]	**$36,683**	**$19,230**	**$19,057**	**$15,808**	**$18,959**

Notes:
[1] User fees.
[2] Includes interest earned on invested funds, sale of surplus property and excess right of way and construction cost reimbursements from local and other state governments.
[3] User fees and transfers from the General Fund and Leaking Underground Storage Tank (L.U.S.T.) Fund.
[4] Includes reimbursement for American Recovery and Reinvestment Act (ARRA) projects.
[5] Includes federal funds that flow through MoDOT to local governments and agencies.
[6] Appropriated by the Missouri General Assembly.
[7] Includes motorcycle instruction permit fees and fees collected by the courts from violators of state laws or municipal or county ordinances.
[8] Includes the following funds: Multimodal Operations-Federal, State Transportation, Aviation Trust, State Transportation Assistance Revolving, Grade Crossing Safety Account, Railroad Expense, Light Rail Safety and General Revenue.
[9] Includes the following funds: Highway Safety Federal, Motor Carrier Safety Assistance Program-Federal and the Motorcycle Safety Trust Fund.

Source: MoDOT.

Transportation Funding

MoDOT Expenditures for Roads and Bridges, Multimodal, Highway Safety
(Dollars in thousands)

MoDOT's largest expenditure category is the construction program. The construction program expenditures include contractor payments, engineering, reimbursement to local entities for acceleration of projects, right of way payments, and federal pass-through to local public agencies. Other State Agencies represents appropriations to the Missouri State Highway Patrol and the Department of Revenue.

Expenditures (Road and Bridge)	**2015**	**2016**	**2017**	**2018**	**2019**
Construction Program[1]	$912,784	$818,994	$810,814	$944,266	$913,571
Construction Operating Costs[2]	130,552	126,880	129,147	128,336	131,867
Maintenance[2]	435,085	430,236	449,262	462,987	466,080
Fleet, Facilities & Info. Systems[2]	67,118	78,854	74,924	78,990	77,931
Debt Service[3]	288,009	280,237	412,523	289,617	289,403
Administration[2]	50,718	51,564	50,732	52,101	51,935
Other State Agencies[4]	250,109	250,272	261,491	261,228	269,964
Total Expenditures	**$2,134,375**	**$2,037,037**	**$2,188,893**	**$2,217,525**	**$2,200,751**

Expenditures (Multimodal)	**2015**	**2016**	**2017**	**2018**	**2019**
Operating Costs[2]	$2,610	$2,625	$2,707	$3,016	2,856
Transit	36,509	34,644	30,425	34,560	30,710
Rail	16,485	18,726	17,304	13,314	22,549
Aviation	27,558	35,275	38,718	37,094	23,975
Port-Waterway	3,307	6,220	4,464	2,149	8,147
STAR Fund Loan	0	1	301	814	8
Freight	650	850	1,000	956	965
Total Expenditures	**$87,119**	**$98,341**	**$94,919**	**$91,903**	**$89,210**

Expenditures (Highway Safety)	**2015**	**2016**	**2017**	**2018**	**2019**
Operating Costs[2]	$497	$522	$521	$529	$543
Safety Programs	14,980	18,465	18,532	15,466	17,595
Total Expenditures	**$15,477**	**$18,987**	**$19,053**	**$15,995**	**$18,138**

Notes:
[1] Includes contractor payments to construct and design roads and bridges, payments to purchase right of way and federal funds that flow through MoDOT to local governments.
[2] Includes personal services and fringe benefits of MoDOT employees and expense & equipment costs.
[3] Includes the principal and interest payments for funds borrowed by the Missouri Highways and Transportation Commission (MHTC). In 2017, $117.8 million of bonds were paid-off early, saving future interest cost of $29.4 million.
[4] Includes appropriated expenditures of the Missouri State Highway Patrol and Missouri Department of Revenue. 2019 includes $10 million for the bicentennial license plate reissuance.

Source: MoDOT.

Transportation Funding

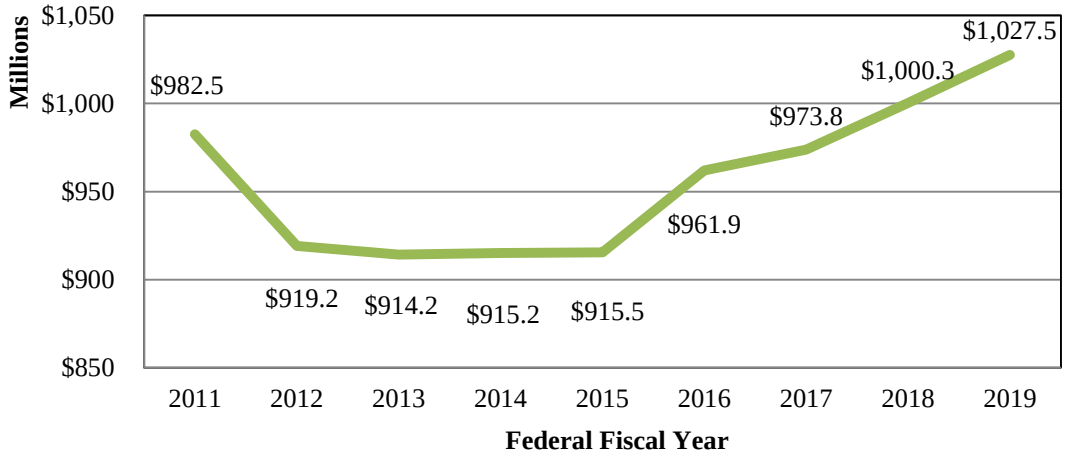
Summary of State and Federal Funds

Fund	Source of Funds
State Road Fund	Federal Highway Administration reimbursements; licenses, permits, and fees for motor vehicles and drivers; state sales tax on motor vehicles; cost reimbursements; and other miscellaneous fees [Section 226.220 RSMo.]
State Road Bond Fund	State sales tax on motor vehicles [Section 226.210 RSMo.]
State Highways and Transportation Department Fund	Motor fuel tax and licenses, permits and fees for motor vehicles and drivers [Section 226.200 RSMo.]
Aviation Trust Fund	User fees of 9 cents per gallon on aviation gasoline and a portion of the state sales tax collected on jet fuel [Section 155.090 RSMo.]
State Transportation Fund	Two percent of one-half of the state sales tax on motor vehicles [Section 226.225 RSMo.]
Grade Crossing Safety Account	Owner of a motor vehicle pays a fee of twenty-five cents each year when the person registers or renews the registration of a motor vehicle [Section 389.612 RSMo.]
Railroad Expense Fund	Assessments collected from the railroads [Section 622.015 RSMo.]
State Transportation Assistance Revolving (STAR) Fund	This fund accounts for loans to any political subdivision of the state or to any public or private not-for-profit organization for the planning, acquisition, development and construction of facilities for air, water, rail or public transportation, the purchase of vehicles for transportation of elderly and disabled persons, or the purchase of rolling stock for transit purposes. Loan repayments are deposited into this fund and are used to make additional loans under the revolving loan program. [Section 226.191 RSMo.]
Motorcycle Safety Trust Fund	Motorcycle instruction permit fees and a $1 surcharge from all criminal cases including violations of any municipal or county ordinance or any violation of criminal or traffic laws of the state. [Section 302.137 RSMo. & Section 302.140 RSMo.]
Multimodal Operations Federal Fund	Federal grant monies associated with Multimodal programs
Motor Carrier Safety Assistance Federal Fund	Federal grant monies associated with the Motor Carrier Safety Assistance Program
Highway Safety Federal Fund	Federal grant monies associated with Highway Safety programs

Transportation Funding

Federal Aid Apportionments based on Fixing America's Surface Transportation (FAST) Act
(Dollars in millions)

Federal funds are generated by the federal fuel tax – 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Federal fuel taxes are deposited into the Highway Trust Fund, and apportioned back to states via federal authorization bills. The amount Missouri is apportioned is reduced by the congressionally imposed obligation limitation, which places a ceiling on the amount we can commit to projects. Historically, approximately 99 percent of apportionments are available to obligate. Federal funds are received on a reimbursement basis. MoDOT and local public agencies spend state and local funds to build projects and request reimbursement from the Federal Highway Administration. Apportionments shown below include the amounts that by law are distributed to local public agencies.



The following chart lists the amounts apportioned to Missouri in each category under MAP-21 and FAST Acts. The FAST Act was signed into law by the President on December 4, 2015 and provides funding for surface transportation programs for federal fiscal years 2016, 2017, 2018, 2019 and 2020. The total apportionments under the FAST Act are significantly more than under the previous federal funding act, MAP-21. However, Section 1438 of the FAST Act rescinds $7.6 billion of unobligated balances on July 1, 2020. Missouri's share is $350 million.

Apportionment Category	2015	2016	2017	2018	2019
National Highway Performance (NHPP)	$539.2	$549.6	$558.3	$570.1	$583.8
Surface Transportation (STP)	251.6	257.2	260.1	270.1	277.4
Highway Safety Improvement (HSIP)	54.1	51.9	55.8	57.0	58.2
National Highway Freight (NHFP)	0.0	27.1	25.7	28.1	31.8
Congestion Mitigation & Air Quality (CMAQ)	22.6	23.0	23.3	23.9	24.4
Statewide Planning & Research (SPR)	18.1	19.4	19.7	19.7	20.2
Transportation Alternatives (TAP)	17.9	18.3	18.3	18.6	18.6
Rail/Highway Crossings	5.5	8.6	5.7	5.8	5.9
Metropolitan Planning (MP)	4.9	5.2	5.2	5.4	5.5
Recreational Trails	1.6	1.6	1.7	1.6	1.7
Total	**$915.5**	**$961.9**	**$973.8**	**$1,000.3**	**$1,027.5**
Obligation Limitation	**$907.0**	**$970.1**	**$959.0**	**$990.9**	**$1,032.3**

Apportionments are subject to Obligation Limitation. Obligation Limitation is a restriction, or "ceiling" on the amount of federal assistance that may be committed during a specified time period. Historically, Missouri's obligation limitation has averaged 99 percent. However, for fiscal year 2019, the obligation limitation was 100.5 percent. This allowed for the obligation of fiscal year 2019 apportionments and a small portion of carryover funds from prior years.

The apportionment categories under the FAST Act are as follows:

- **National Highway Performance** is the construction, reconstruction, resurfacing, restoration and rehabilitation of highways and bridges on National Highway System (NHS) routes which are routes designated by Congress as roadways important to the nation's economy, defense and mobility.
- **Surface Transportation** is the construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements of highways and bridges.
- **Highway Safety Improvement** is for highway safety improvements to eliminate roadway hazards.
- **National Highway Freight** includes improvements to the National Highway Freight Network (NHFN) that increase the efficiency of freight movement.
- **Congestion Mitigation & Air Quality** includes traffic management, monitoring and congestion relief strategies to assist areas designated as non-attainment under the Clean Air Act Amendments of 1990.
- **Statewide Planning & Research** includes transportation planning activities to develop the statewide transportation improvement program. It also includes studies, research and training on engineering standards and construction materials.
- **Transportation Alternatives** is for the construction of on-road and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation and infrastructure-related projects that provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs.
- **Rail/Highway Crossings** is for highway safety improvements to mitigate hazards caused by rail-highway grade crossings.
- **Metropolitan Planning** is for transportation planning activities to develop metropolitan area transportation plans and transportation improvement programs.
- **Recreational Trails** is for the development, construction, maintenance and rehabilitation of trails and trail facilities.

Source: Prepared by MoDOT based on amounts received under MAP-21 and FAST Acts.

Transportation Funding

Ratio of Federal Highway Trust Fund Payments Into Fund vs. Apportionments and Allocations Out of Fund (Dollars in thousands)

The chart below shows Missouri has received more funding from the Highway Trust Fund than was contributed in highway taxes into the Fund. For example, in fiscal year 2017, Missouri received $1.21 for every dollar contributed into the Highway Trust Fund.

Ratio of Federal Highway Trust Fund Payments Into the Fund vs. Apportionments and Allocations Out of the Fund[1]									
Surrounding States	2009	2010	2011	2012	2013	2014	2015	2016	2017
Arkansas	1.58	1.52	1.42	1.21	1.29	1.23	1.15	1.23	1.27
Illinois	1.36	1.36	1.30	1.09	1.23	1.15	1.11	1.14	1.19
Iowa	1.37	1.34	1.21	1.06	1.08	1.09	1.00	1.06	1.05
Kansas	1.31	1.37	1.17	1.02	1.10	1.03	0.98	1.03	1.11
Kentucky	1.41	1.38	1.24	1.07	1.35	1.12	1.06	1.12	1.15
Missouri	1.39	1.45	1.34	1.17	1.23	1.17	1.10	1.14	1.21
Nebraska	1.36	1.42	1.23	1.03	1.13	1.03	0.96	1.01	1.05
Oklahoma	1.41	1.42	1.28	1.08	1.15	1.07	1.00	1.10	1.18
Tennessee	1.29	1.35	1.26	1.02	1.14	1.06	1.00	1.03	1.07

Notes:
[1] Payments into the Fund include only the net highway user tax receipts and fines and penalties deposited in the Highway Account of the Federal Highway Trust Fund. Payments do not include transfers from the General Fund and Leaking Underground Storage Tank (L.U.S.T.) Fund totaling $106.8 billion from 2009 to 2017. Apportionments and allocations out of the fund includes all funds apportioned or allocated from the Highway Trust Fund except where FHWA does not directly allocate the funds to the states, e.g. portions of Indian Reservation Roads and safety programs.

Source: Federal Highway Statistics Series 2017.

Transportation Funding

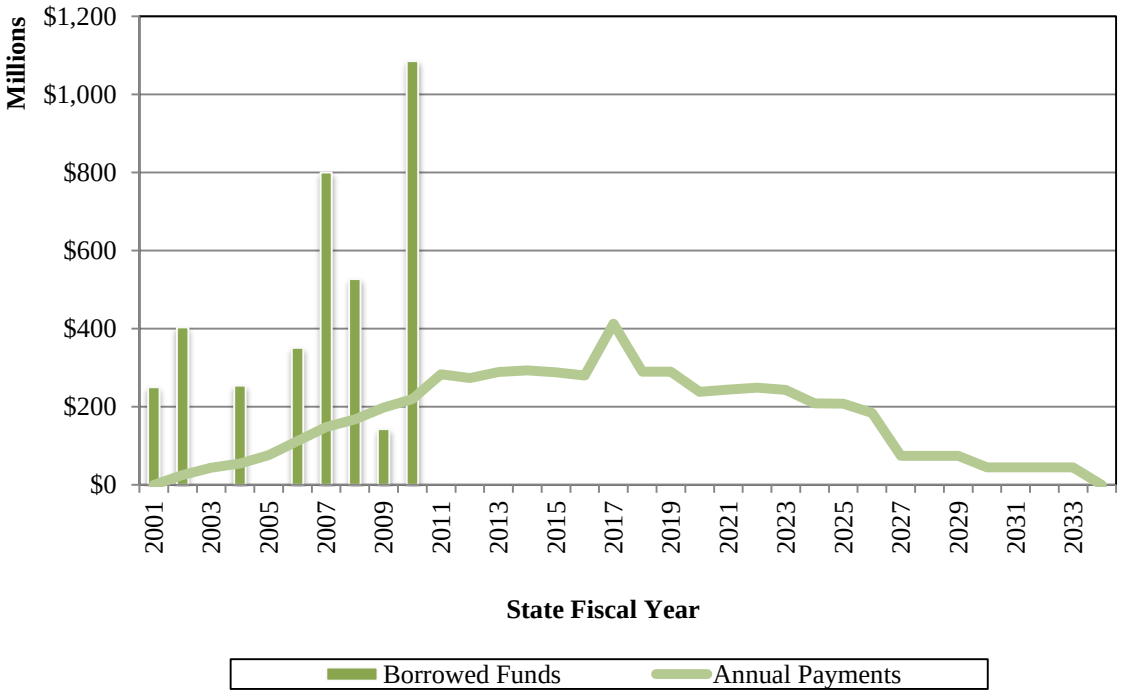
Summary of State Road Bond Financing Program (Dollars in millions)

Bond financing allowed MoDOT to provide much needed infrastructure improvements to the traveling public sooner than traditional funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing congestion. The Missouri General Assembly authorized MoDOT to borrow $2.25 billion in 2000. MoDOT borrowed $907 million from fiscal years 2001-2004, referred to as senior lien debt.

Voters approved Amendment 3 in 2004 authorizing MoDOT to borrow funds by depositing vehicle sales taxes previously deposited in the state's General Revenue Fund into a newly created State Road Bond Fund. The Amendment 3 revenues are designated for the payment of debt principal and interest. MoDOT borrowed $1.98 billion from fiscal years 2006-2010.

In fiscal year 2009, MoDOT borrowed $143 million for a portion of the new Interstate 64, a design-build project in the St. Louis region. This debt is referred to as Grant Anticipation Revenue Vehicle (GARVEE) bonds. In fiscal year 2010, MoDOT borrowed an additional $100 million for the new Mississippi River Bridge project and $685 million for the Safe and Sound Bridge Improvement Program.

The borrowed funds, shown below, do not include refunding bonds.



Note:
The MHTC has $1.6 billion of bonds outstanding as of June 30, 2019. The average interest rate (true interest cost) on all outstanding debt combined is 2.72 percent.

Source: MoDOT.

Transportation Funding

Highway User Fees to Local Governments by Fiscal Year (Dollars in thousands)

The state does not receive all of the revenue generated by state highway user taxes and fees. The state constitution, Article IV, directs the Department of Revenue to distribute portions of the state motor fuel tax, motor vehicle sales and use taxes, and motor vehicle and driver licensing fees to cities and counties. The charts below show a six year history of transportation revenue sharing with local entities.

Cities

	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2014	100,077	28,340	16,059	144,476
2015	103,909	31,433	16,932	152,274
2016	104,130	33,285	17,343	154,758
2017	105,590	34,519	17,047	157,156
2018	105,364	35,574	17,746	158,684
2019	106,011	33,904	17,581	157,496

Counties

	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2014	78,484	18,893	10,706	108,083
2015	81,487	20,956	11,288	113,731
2016	81,663	22,190	11,562	115,415
2017	82,815	23,012	11,365	117,192
2018	82,637	23,716	11,831	118,184
2019	83,142	22,603	11,721	117,466

Total

	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2014	178,561	47,233	26,765	252,559
2015	185,396	52,389	28,220	266,005
2016	185,793	55,475	28,905	270,173
2017	188,405	57,531	28,412	274,348
2018	188,001	59,290	29,577	276,868
2019	189,153	56,507	29,302	274,962

Source: Prepared by MoDOT based on Missouri Department of Revenue data.

Transportation Facts

Summary of MoDOT's External and Internal Expenditures (Dollars in thousands)

The majority of MoDOT's expenditures are payments to vendors. The payments are for goods and services needed to build and maintain Missouri's transportation infrastructure. Whether it is payments to contractors, the purchase of equipment and supplies, design services or travel costs, these outward focused expenditures are an investment in Missouri's economy, and drive economic opportunity in the state. Internally focused expenditures include employee salaries and benefits, and program distributions to other state agencies and universities.

Expenditures (External)	**2015**	**2016**	**2017**	**2018**	**2019**
Construction Projects	$763,552	$671,228	$644,073	$798,122	$771,440
Debt Service and Leases	289,111	287,584	413,177	289,971	289,540
Program Distributions[1]	232,524	244,743	249,804	214,618	200,746
Supplies	131,543	126,699	134,841	143,258	146,708
Services	75,730	60,871	80,423	92,959	100,865
Equipment	34,361	49,037	46,847	47,904	42,857
Miscellaneous	38,624	40,816	36,594	38,516	38,266
Fuel and Utilities	9,106	8,761	8,797	9,376	9,154
Refunds	2,862	3,653	2,625	3,803	1,802
Professional Development	1,495	3,780	1,944	1,575	1,512
Travel[2]	1,383	1,397	1,569	1,474	1,567
Total Expenditures	**$1,580,291**	**$1,498,569**	**$1,620,694**	**$1,641,576**	**$1,604,457**
	80%	79%	79%	80%	79%

Expenditures (Internal)	**2015**	**2016**	**2017**	**2018**	**2019**
Salaries and Benefits	$400,454	$398,886	$413,212	$416,405	$427,108
Program Distributions[3]	5,699	6,180	7,011	5,768	6,021
Travel[4]	418	458	457	446	549
Total Expenditures	**$406,571**	**$405,524**	**$420,680**	**$422,619**	**$433,678**
	20%	20%	21%	20%	21%
Other State Agencies	$250,109	$250,272	$261,491	$261,228	$269,964
Total	**$2,236,971**	**$2,154,365**	**$2,302,865**	**$2,325,423**	**$2,308,099**

Notes:
[1] Payments or federal funds passed through to cities, counties and other political subdivsions.
[2] Payments to vendors.
[3] Payments or federal funds passed through to other state agencies and universities.
[4] Employee reimbursements.

Source: MoDOT

Transportation Facts

Summary of MoDOT's Expenditures[1] by County
Fiscal Year 2019
(Dollars in thousands)

Andrew	$8,002
Atchison	16,308
Buchanan	30,469
Caldwell	2,051
Carroll	6,605
Chariton	3,970
Clinton	4,720
Daviess	5,288
DeKalb	11,818
Gentry	3,872
Grundy	2,277
Harrison	12,249
Holt	13,992
Linn	4,900
Livingston	2,962
Mercer	5,565
Nodaway	7,117
Putnam	7,907
Sullivan	6,430
Worth	1,652
Subtotal-Northwest[2]	**$158,154**
Adair	5,183
Audrain	9,266
Clark	7,833
Knox	1,875
Lewis	7,258
Lincoln	6,732
Macon	6,120
Marion	30,427
Monroe	2,165
Montgomery	8,603
Pike	30,565
Ralls	3,147
Randolph	4,815
Schuyler	3,294
Scotland	2,803
Shelby	7,491
Warren	7,491
Subtotal-Northeast[2]	**$145,068**
Cass	11,565
Clay	45,334
Jackson	152,617
Johnson	8,331
Lafayette	17,650
Pettis	11,330
Platte	11,258
Ray	8,151
Saline	12,789
Subtotal-Kansas City[2]	**$279,025**
Boone	$20,915
Callaway	13,035
Camden	11,333
Cole	25,619
Cooper	9,174
Crawford	7,628
Dent	4,600
Gasconade	5,174
Howard	8,644
Laclede	27,578
Maries	2,340
Miller	8,143
Moniteau	3,326
Morgan	5,177
Osage	3,187
Phelps	14,054
Pulaski	4,864
Washington	6,715
Subtotal-Central[2]	**$181,506**
Franklin	46,446
Jefferson	26,570
St. Charles	56,550
St. Louis City	159,168
St. Louis County	49,804
Subtotal-St. Louis[2]	**$338,538**
Barry	5,696
Barton	2,793
Bates	6,307
Benton	6,201
Cedar	2,651
Christian	14,123
Dade	2,011
Dallas	1,570
Greene	63,023
Henry	6,950
Hickory	1,356
Jasper	45,757
Lawrence	10,554
McDonald	3,543
Newton	19,941
Polk	7,490
St. Clair	3,440
Stone	2,972
Taney	9,214
Vernon	4,448
Webster	6,432
Subtotal-Southwest[2]	**$226,472**
Bollinger	$4,595
Butler	5,194
Cape Girardeau	16,558
Carter	2,389
Douglas	4,754
Dunklin	12,950
Howell	20,051
Iron	5,045
Madison	5,020
Mississippi	3,605
New Madrid	11,558
Oregon	3,308
Ozark	4,227
Pemiscot	11,703
Perry	3,341
Reynolds	3,199
Ripley	2,167
Scott	46,242
Shannon	5,567
St. Francois	5,801
St. Genevieve	5,100
Stoddard	9,420
Texas	4,680
Wayne	8,093
Wright	14,163
Subtotal-Southeast[2]	**$218,730**
Statewide Support[2,3]	158,375
Other[2,4]	42,864
Debt Service	289,403
Other State Agencies	269,964
Total	**$2,308,099**

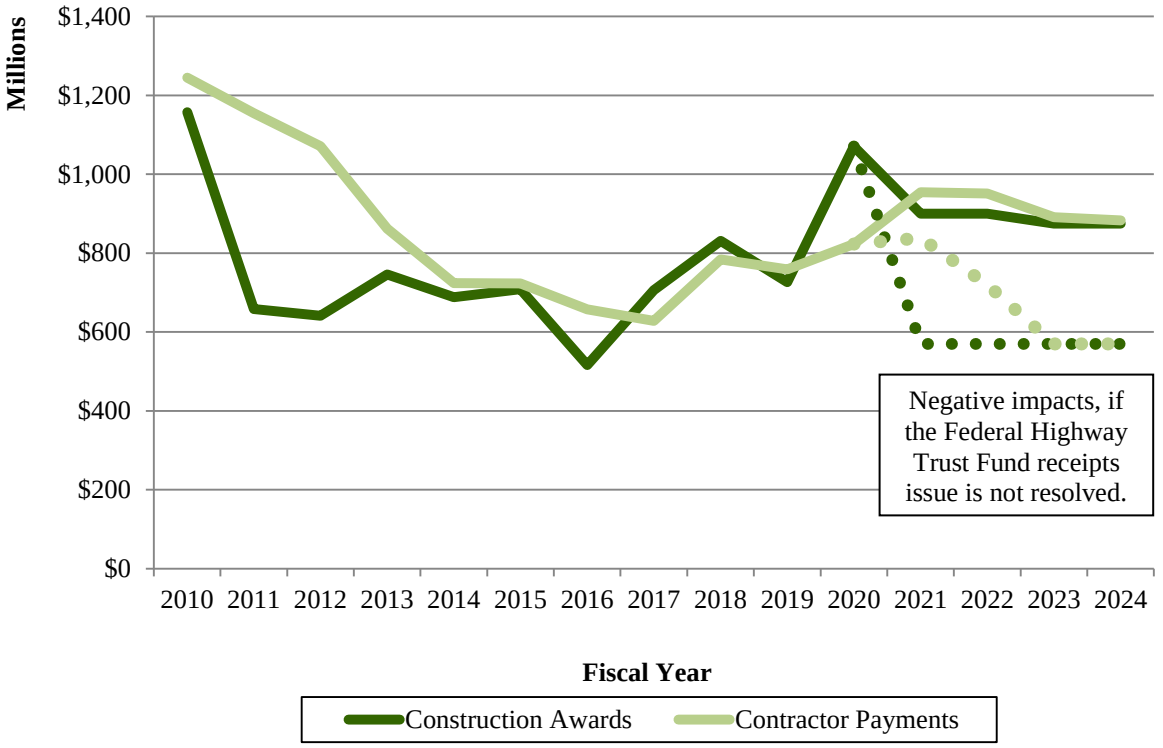
Notes:
[1] Expenditures for road and bridge ($2,200,751), multimodal ($89,210) and highway safety ($18,138) as shown on page 5.
[2] Includes multimodal ($81,138) and federal pass through for cities and counties ($104,293), which are not included in the amounts spent by district as shown on page 24 of the Citizen's Guide to Transportation Funding in Missouri.
[3] Expenditures for bridge design, safety inspection, administrative services, etc.
[4] Expenditures associated with multiple counties or not identifiable to a specific county.
Source: MoDOT

Transportation Facts

Summary of Actual and Projected Construction Awards and Contractor Payments
(Dollars in millions)

The graph below displays the relationship between construction awards and contractor payments. Prior to fiscal year (FY) 2011, MoDOT averaged annual construction awards of $1.2 billion. Most projects are not completed in the year awarded, but are built and paid for in subsequent years. For example, approximately $375 million of projected FY 2020 contractor payments is for projects awarded in FY 2020. The remainder is for projects awarded in prior years. Awards declined dramatically in FY 2011, but contractor payments remained high as the prior year projects were completed. The FY 2013 contractor payments declined because awards in FY 2011 and FY 2012 reduced significantly. The information is based on the latest financial forecast that was used to develop the 2020-2024 Statewide Transportation Improvement Program (STIP).

Also, shown below are the negative impacts starting in 2021, if additional Federal Highway Trust Fund receipts are not approved by Congress.

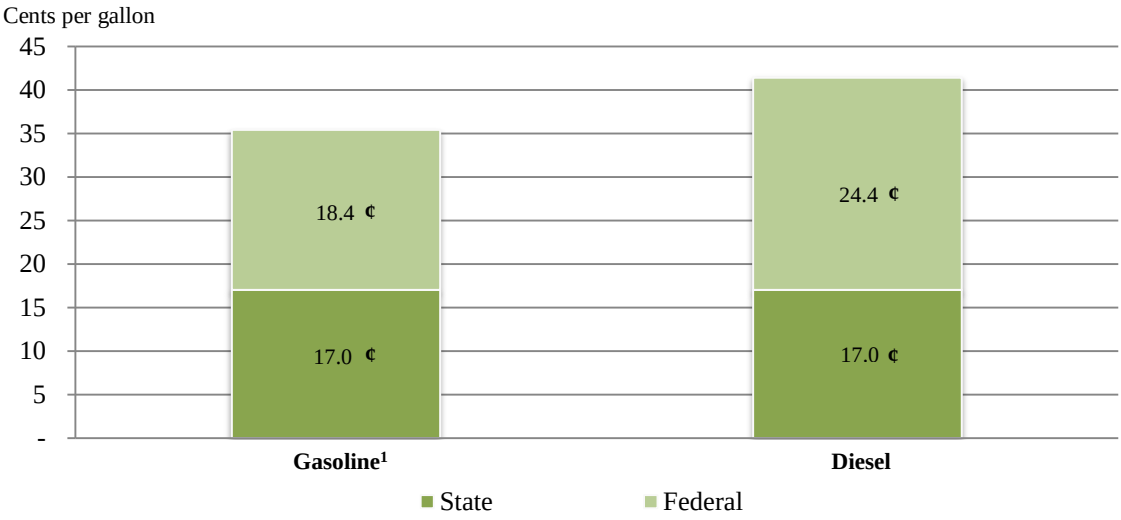


Source: MoDOT

Transportation Facts

Missouri's State and Federal Fuel Tax Rates and Fuel Tax History

The largest source of transportation revenue is from the federal government through a fuel tax. The largest source of state transportation revenue is the fuel tax. The state motor fuel tax is not indexed to keep pace with inflation. No rate increases have occurred on the state or federal level since the 1990's.



Note:
[1] The gasoline taxes are also levied on gasohol.

State Fuel Tax History:

- The first state fuel tax rate was 2 cents per gallon, established in 1924.
- Fuel tax rate increased to 3 cents per gallon in 1952.
- Fuel tax rate increased to 5 cents per gallon in 1961.
- Fuel tax rate increased to 7 cents per gallon August 13, 1972.
- Fuel tax rate increased to 11 cents per gallon effective June 1, 1987 (Proposition A).
- Fuel tax rate increased to 13 cents per gallon effective April 1, 1992.
- Fuel tax rate increased to 15 cents per gallon effective April 1, 1994.
- Fuel tax rate increased to its current rate of 17 cents per gallon effective April 1, 1996.

Federal Fuel Tax History:

- The first federal fuel tax rate was 1 cent per gallon for both gasoline and diesel, established in 1932.
- Fuel tax rate increased to 3 cents per gallon for both gasoline and diesel in 1956.
- Fuel tax rate increased to 4 cents per gallon for both gasoline and diesel in 1959.
- Fuel tax rate increased to 9 cents per gallon for both gasoline and diesel in 1983.
- Fuel tax rate increased to 15 cents per gallon for diesel in 1984.
- Fuel tax rate increased to 9.1 cents per gallon for gasoline and 15.1 cents per gallon for diesel in 1987.
- Fuel tax rate increased to 14.1 cents per gallon for gasoline and 20.1 cents per gallon for diesel in 1990.
- Fuel tax rate increased to its current rate of 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel in 1993, with fluctuations in the rate of the tax in 1995, 1996 and 1997 with the current rate effective October 1, 1997.

Source: Prepared by MoDOT based on Missouri Department of Revenue and Federal Highway Administration data.

Transportation Facts

Missouri Vehicle Registrations and Licensed Drivers
Fiscal Year 2019

Vehicle Type	Number
Passenger Cars	3,817,179
Trucks	1,516,618
Recreational Vehicles	17,481
Buses	22,865
Motorcycles/Tricycles	153,120
Total	**5,527,263**

Number of licensed drivers in Missouri	
Male	2,078,652
Female	2,196,132
Total	**4,274,784**

Source: Prepared by MoDOT based on Missouri Department of Revenue and Federal Highway Administration data.

Transportation Facts

Net Motor Fuel Gallons Taxed
(Gallons in millions)

Fiscal Year	Gasoline[1]	Diesel	Total	Percent change
1992	2,679	604	3,283	1.781
1993	2,686	613	3,299	0.500
1994[2]	2,766	697	3,463	4.953
1995	2,796	709	3,505	1.248
1996	2,837	772	3,609	2.968
1997	2,887	782	3,669	1.631
1998	2,931	802	3,733	1.775
1999[3]	2,926	835	3,761	0.741
2000	3,056	916	3,972	5.582
2001	2,975	860	3,835	-3.441
2002	3,025	914	3,939	2.708
2003	3,083	923	4,006	1.702
2004	3,148	977	4,125	2.993
2005	3,158	1,025	4,183	1.395
2006	3,124	1,032	4,156	-0.635
2007	3,109	1,033	4,142	-0.347
2008	3,119	1,064	4,183	0.982
2009	3,068	934	4,002	-4.316
2010	3,086	946	4,032	0.750
2011	3,066	967	4,033	0.019
2012	3,025	951	3,976	-1.413
2013	2,973	946	3,919	-1.431
2014	2,969	957	3,926	0.171
2015	3,030	979	4,009	2.120
2016	3,101	1,006	4,107	2.457
2017	3,115	1,014	4,129	0.536
2018	3,106	1,040	4,146	0.412
2019	3,111	1,050	4,161	0.362

Notes:
[1] Gasoline gallons include gasohol, compressed natural gas and liquefied natural gas.
[2] Beginning January 1, 1994, the Federal government moved the collection point to the terminal. All tax exempt diesel has to be dyed.
[3] Beginning January 1, 1999, the State moved the collection point to the rack (terminal). Fiscal year 2000 was the first full year of collections at the terminal.

Source: Prepared by MoDOT based on Missouri Department of Revenue month of distribution data.

Transportation Facts

The following data shows the proportionate share between MoDOT, cities and counties of the three main revenue sources: motor fuel tax, motor vehicle sales tax and the motor vehicle and driver's licensing fees. The Missouri State Highway Patrol (MSHP) and the Department of Revenue (DOR) receive appropriations from these revenues as well.

Distribution of Highway User Fees Fiscal Year 2019

Fuel Taxes Rates:

State:	**Gas / Gasohol**	**Percent**	**Diesel**	**Percent**
State-Roads & Bridges, MSHP, DOR	12.45¢	73.2%	12.45¢	73.2%
Cities[1]	2.55¢	15.0%	2.55¢	15.0%
Counties[2]	2.00¢	11.8%	2.00¢	11.8%
Total State	**17.00¢**		**17.00¢**	
Federal:				
Underground Storage Tank	0.10¢	0.6%	0.10¢	0.4%
Transit Account	2.86¢	15.5%	2.86¢	11.7%
Highway Account	15.44¢	83.9%	21.44¢	87.9%
Total Federal	**18.40¢**		**24.40¢**	
TOTAL FUEL TAX RATE	**35.40¢**		**41.40¢**	

State Motor Vehicle Sales Taxes:	**Sales**	**Percent**
State-Roads & Bridges	2.960%	70.1%
State-Other Transportation Modes	0.040%	0.9%
Cities[1]	0.300%	7.1%
Counties[2]	0.200%	4.7%
School District Trust Fund	0.500%	11.8%
Department of Conservation	0.125%	3.0%
Department of Natural Resources	0.100%	2.4%
TOTAL STATE TAX RATE	**4.225%**	

State Motor Vehicle & Drivers Licensing Fees:	**Fees prior to 1/1/80**	**Fee Increases after 1/1/80**
State-Roads & Bridges, MSHP, DOR	100%	75%
Cities[1]	-	15%
Counties[2]	-	10%

Notes:
[1] City share is based on population.
[2] County share is based on assessed rural land valuation and rural road mileage.

Source: MoDOT.

Transportation Facts

Potential Transportation Revenue Options-Motor Fuel Tax

Yield from Increasing Gas Excise Tax [1]

	5-Cents	10-Cents	15-Cents
State (70%)	$108,708,186	$217,416,371	$326,124,557
City (15%)	23,294,611	46,589,222	69,883,833
County (15%)	23,294,611	46,589,222	69,883,833
Total	**$155,297,408**	**$310,594,815**	**$465,892,223**

Yield From Increasing Diesel Fuel Excise Tax [1]

	5-Cents	10-Cents	15-Cents
State (70%)	$36,745,858	$73,491,719	$110,237,577
City (15%)	7,874,113	15,748,225	23,622,338
County (15%)	7,874,113	15,748,225	23,622,338
Total	**$52,494,084**	**$104,988,169**	**$157,482,253**

Yield From Increasing All Motor Fuel Excise Tax [1]

	5-Cents	10-Cents	15-Cents
State (70%)	$145,454,044	$290,908,090	$436,362,134
City (15%)	31,168,724	62,337,447	93,506,171
County (15%)	31,168,724	62,337,447	93,506,171
Total	**$207,791,492**	**$415,582,984**	**$623,374,476**

Yield From Implementing Sales Tax On Motor Fuel [2]

	1.0%	3.0%	5.0%
State (70%)	$68,323,588	$204,970,764	$341,617,940
City (15%)	14,640,769	43,922,307	73,203,845
County (15%)	14,640,769	43,922,307	73,203,845
Total	**$97,605,126**	**$292,815,378**	**$488,025,630**

Yield From Implementing Consumer Price Index Adjustment On Motor Fuel [1,3]

	Year-1	Year-2	Year-3
State (70%)	$10,472,691	$20,945,382	$31,708,982
City (15%)	2,244,148	4,488,296	6,794,782
County (15%)	2,244,148	4,488,296	6,794,782
Total	**$14,960,987**	**$29,921,974**	**$45,298,546**

Notes:
[1] Potential yields are based on fiscal year 2019 net diesel gallons taxed of 1,049,881,687 and net gasoline and gasohol gallons taxed of 3,105,948,153.
[2] Potential yields are based on the gasoline price per gallon of $2.69 and the diesel price per gallon of $2.80 as reported in the August 12, 2019 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.
[3] Potential yields are based on an annual consumer price index of 2.1 percent (15-year average).

Source: MoDOT.

Transportation Facts

Potential Transportation Revenue Options-Sales Tax

Yield From Increasing Motor Vehicle Sales Tax

	0.10%	0.25%	0.75%	1.00%
State (87.5%)	$10,441,393	$26,103,484	$78,310,452	$104,413,935
City (7.5%)	894,977	2,237,441	6,712,324	8,949,766
County (5%)	596,651	1,491,628	4,474,883	5,966,511
Total	**$11,933,021**	**$29,832,553**	**$89,497,659**	**$119,330,212**

Yield From Increasing General Sales Tax (Excludes Motor Vehicle Sales Tax)

	0.10%	0.25%	0.75%	1.00%
State (100%)	$74,571,653	$186,429,132	$559,287,395	$745,716,526
City (0%)	0	0	0	0
County (0%)	0	0	0	0
Total	**$74,571,653**	**$186,429,132**	**$559,287,395**	**$745,716,526**

Yield From Increasing General Sales Tax (Includes Motor Vehicle Sales Tax)

	0.10%	0.25%	0.75%	1.00%
State (98.2%)	$85,013,046	$212,532,616	$637,597,847	$850,130,461
City (1.1%)	894,977	2,237,441	6,712,324	8,949,766
County (0.7%)	596,651	1,491,628	4,474,883	5,966,511
Total	**$86,504,674**	**$216,261,685**	**$648,785,054**	**$865,046,738**

Source: Prepared by MoDOT based on fiscal year 2019 receipts.

Transportation Facts

Potential Transportation Revenue Options-Motor Vehicle and Driver Licensing Fees and Alternative Fuel Decal Fees

Yield From Increasing All Passenger Car Fees

	$5.00	$10.00	$25.00	$30.00
State (75%)	$14,314,421	$28,628,842	$71,572,106	$85,886,527
City (15%)	2,862,884	5,725,769	14,314,421	17,177,306
County (10%)	1,908,590	3,817,179	9,542,948	11,451,537
Total	**$19,085,895**	**$38,171,790**	**$95,429,475**	**$114,515,370**

Yield From Increasing All Truck & Bus Fees

	$5.00	$10.00	$25.00	$30.00
State (75%)	$5,773,061	$11,546,122	$28,865,306	$34,638,367
City (15%)	1,154,612	2,309,225	5,773,061	6,927,674
County (10%)	769,742	1,539,483	3,848,708	4,618,449
Total	**$7,697,415**	**$15,394,830**	**$38,487,075**	**$46,184,490**

Yield From Increasing Driver Licensing Fees

	$5.00	$10.00	$25.00	$30.00
State (75%)	$4,704,948	$9,409,897	$23,524,743	$28,229,692
City (15%)	940,990	1,881,980	4,704,949	5,645,939
County (10%)	627,327	1,254,653	3,136,633	3,763,959
Total	**$6,273,265**	**$12,546,530**	**$31,366,325**	**$37,639,590**

Yield From Increasing Alternative Fuel Decal Fees

	10.00%	20.00%	30.00%	40.00%
State (75%)	$41,335	$82,669	$124,004	$165,339
City (15%)	8,267	16,534	24,801	33,068
County (10%)	5,511	11,023	16,534	22,045
Total	**$55,113**	**$110,226**	**$165,339**	**$220,452**

Yield From Converting All Passenger Car Fees from Horsepower to Miles per Gallon[1]

State (75%)	$-1,341,033
City (15%)	11,349,975
County (10%)	7,566,650
Total	**$17,575,592**

Notes:
[1] Potential yields are based on a $24 base fee, an additional $6 per mile per gallon in excess of 29 miles per gallon and a $210 fee for electrical and other non-motor fuel vehicles.

Source: Prepared by MoDOT based on Missouri Department of Revenue passenger car, truck and bus registrations and driver license renewal information. Alternative fuel decal fee data is based on fiscal year 2019 revenue received.

Transportation Facts

Potential Transportation Revenue Options - $100 million, $250 million and $500 million

Yield from Increasing All Motor Fuel Excise Tax [1]

	2.5-Cents	6-Cents	12-Cents
State (70%)	$72,727,022	$174,544,852	$349,089,707
City (15%)	15,584,362	37,402,469	74,804,937
County (15%)	15,584,362	37,402,469	74,804,937
Total	**$103,895,746**	**$249,349,790**	**$498,699,581**

Yield From Implementing Sales Tax On Motor Fuel [2]

	1.0%	2.6%	5.2%
State (70%)	$68,323,588	$177,641,329	$355,282,659
City (15%)	14,640,769	38,065,999	76,131,998
County (15%)	14,640,769	38,065,999	76,131,998
Total	**$97,605,126**	**$253,773,327**	**$507,546,655**

Yield From Increasing Motor Vehicle Sales Tax

	0.82%	2.05%	4.10%
State (87.5%)	$85,619,427	$214,048,568	$428,097,136
City (7.5%)	7,338,808	18,347,020	36,694,040
County (5%)	4,892,539	12,231,347	24,462,693
Total	**$97,850,774**	**$244,626,935**	**$489,253,869**

Yield From Increasing General Sales Tax (Excludes Motor Vehicle Sales Tax)

	0.14%	0.34%	0.68%
State (100%)	$104,400,314	$253,543,619	$507,087,238
City (0%)	0	0	0
County (0%)	0	0	0
Total	**$104,400,314**	**$253,543,619**	**$507,087,238**

Yield From Increasing General Sales Tax (Includes Motor Vehicle Sales Tax)

	0.12%	0.29%	0.58%
State (98.3%)	$102,015,655	$246,537,834	$493,075,668
City (1.0%)	1,073,972	2,595,432	5,190,864
County (0.7%)	715,981	1,730,288	3,460,576
Total	**$103,805,608**	**$250,863,554**	**$501,727,108**

Notes:
[1] Potential yields are based on fiscal year 2019 net diesel gallons taxed of 1,049,881,687 and net gasoline and gasohol gallons taxed of 3,105,948,153.
[2] Potential yields are based on the gasoline price per gallon of $2.69 and the diesel price per gallon of $2.80 as reported in the August 12, 2019 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

Source: Prepared by MoDOT based on fiscal year 2019 receipts.

Transportation Facts

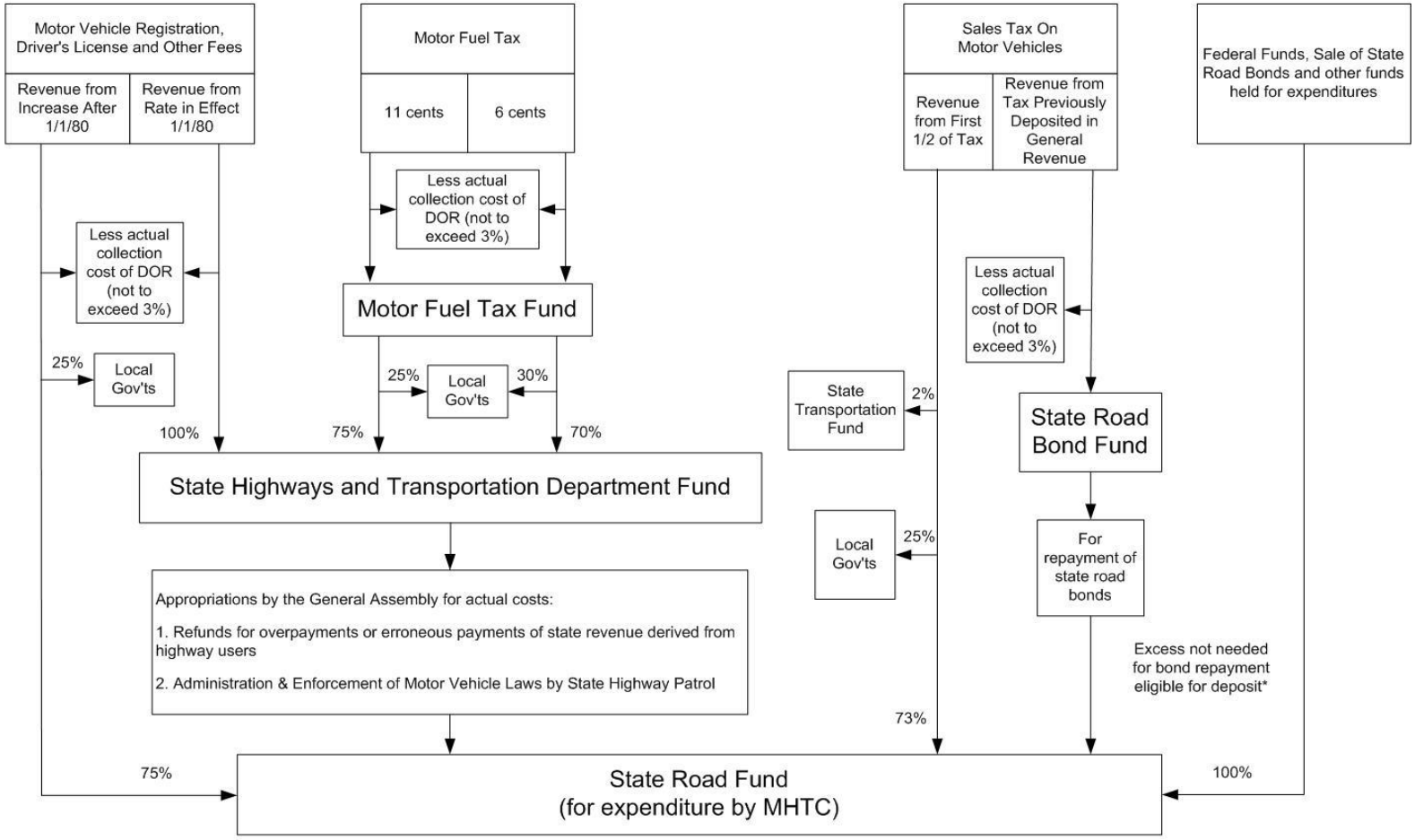
Potential Transportation Revenue Options - $100 million and $250 million

Yield from Increasing All Passenger Car, Truck, Bus and Driver Licensing Fees

	$15.50	**$39.00**
State (75%)	$76,856,538	$193,380,963
City (15%)	15,371,307	38,676,193
County (10%)	10,247,539	25,784,129
Total	**$102,475,384**	**$257,841,285**

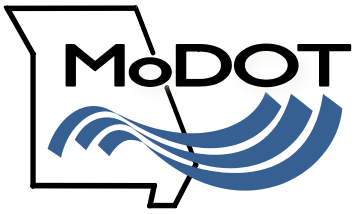
Source: Prepared by MoDOT based on Missouri Department of Revenue passenger car, truck and bus registrations and driver license renewal information.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION (MHTC)
Road and Bridge Funding - Summary
(Effective 7/5/2013)



*Requires certification by the Commissioner of Administration and the Missouri Highways and Transportation Commission.

Source: MoDOT

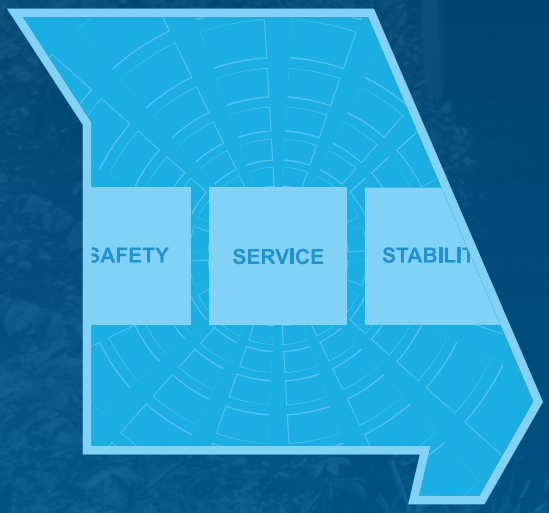


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Missouri Department of Transportation

2019 MoDOT RESULTS

Safety. Service. Stability.



Missouri Department of Transportation
www.modot.org

MoDOT RESULTS

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"We work hard to deliver quality transportation projects every day."

SAFETY
Be Safe

Be Accountable
SERVICE
Be Respectful
Be Inclusive

Be Bold
Be Better
STABILITY
Be One Team
So we can be a great organization

MoDOT Delivers Results

The Missouri Department of Transportation is mission-centered. By focusing on customers and providing transparent measures of our progress, MoDOT delivers results through accountability, innovation and efficiency.

We have developed a system of performance metrics to deliver results while being good stewards of the state's transportation dollars.

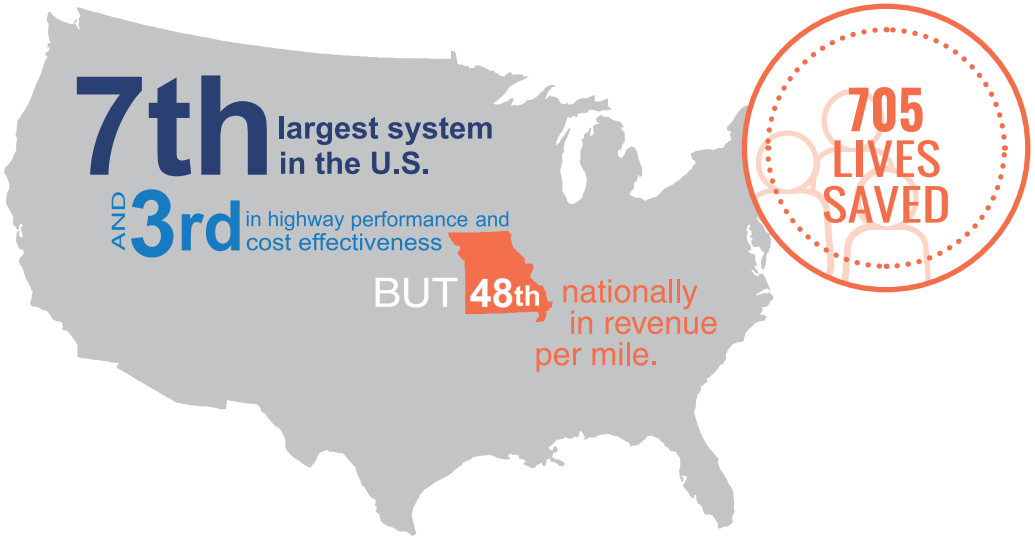
Since 2007, MoDOT has documented more than **$5.0 billion** in one-time or on-going savings. This includes redirection of $273 million in efficiency savings in 2019 to roads and bridges and $685 million in savings to our customers. In the last 12 years, efficiencies and safety enhancements resulted in an estimated 705 lives saved.

MoDOT is not afraid to make tough decisions. We realized years ago that we could not provide customers' top needs without a change in the way we do business. As a result, we decided we will do the best we can with what we have for as long as we can.

By re-examining all we do from project design to daily operations, we were able to identify savings and transfer funds to meet more customer expectations. That wasn't enough.

In 2010, we began a reduction of 124 facilities, 750 pieces of equipment and 1,200 employees (19 percent) resulting in $1.1 billion reinvested in roads and bridges through 2019.

MoDOT's core values are safety, service and stability. With those pillars as our foundation, MoDOT is committed to preserving the transportation system which is essential to Missouri's economic growth.



SAFETY

More Signs Installed Quicker Saves Lives

Missouri ranks 5th nationally in wrong way fatalities. From 2013 to 2016, wrong-way fatalities essentially doubled in Missouri, from 14 to 27 deaths. In response, MoDOT identified a systematic safety improvement to maximize the effectiveness at capturing the attention of a wrong-way driver to prevent these high-speed, head-on crashes, which often result in multiple fatalities. These safety countermeasures included installing enhanced "DO NOT ENTER" and "WRONG WAY" signage along the top corridors experiencing fatal and serious injury wrong-way crashes. In addition to these interstate projects, we expanded the implementation at interchanges along four-lane expressways.

Road to Saving Lives

To get to the most locations possible as quickly as possible with limited funds, MoDOT piloted a new innovative bidding process called Fixed Price Variable Scope (FPVS). This innovative bidding method lets MoDOT set a budget, bid a project and have the contractor complete the work in a priority order until the budget is spent.

The contractor started on priority interchanges along Interstate 70 and used remaining budget money on interchanges on Route 61 in the Northeast District and U.S. Route 63 in the Central and Northeast Districts. MoDOT was able to complete all the interchanges planned along I-70 in addition to five interchanges along Route 61 and 15 interchanges along U.S. Route 63.

This allowed for treating more locations with the same budget and ultimately reduce the number of wrong-way fatalities and serious injuries. In fact, it is estimated **25 wrong-way crashes were prevented saving eight lives**. With traditional bidding methods, it could have taken an additional two years before the work was completed on Routes 61 and 63.

More People Buckling Up in Missouri



There was lots of good news for seatbelt usage in Missouri this year.

Not only did MoDOT's popular Buckle Up Phone Down effort surpass 11,000 participants, but seatbelt use showed a dramatic increase over previous years. In fact, 87.7% of people are now buckling up in the Show-Me State according to a recent survey, the highest number ever recorded.

"We've seen a 6.4% increase in usage in the past three years alone," said Jon Nelson, executive committee chair for the Missouri Coalition for Roadway Safety. "We've increased educational efforts through the Buckle Up Phone Down program statewide, and the survey results show those messages are being heard.

RESULTS



KEEPING ALL TRAVELERS SAFE

$1.3 Billion in Safety Benefits, 110 Lives Saved

The Smooth Roads Initiative and Better Roads, Brighter Future programs were back-to-back efforts that improved 5,600 miles of highways. Completed earlier than scheduled, the efforts delivered smoother pavement, brighter striping, rumble stripes and other safety improvements to the highways that carry 80% of Missouri's traffic. These improvements have resulted in more than $1.3 billion of safety benefits to customers since 2007.



SAFETY COMMITMENT

$942 Million Customer Savings, 522 Lives Saved

In the spirit of improving safety on every Missouri road, MoDOT has provided treatments on roadways to address "run-off-the-road" crashes. By installing thousands of miles of shoulders and rumble strips on rural highways, MoDOT has reduced severe crashes by 30%. Guard cable is used on portions of interstates and other major routes, drastically reducing the number of median crossover crashes, which are often fatal. Also, high-grip surface treatments have achieved a 20% reduction in run-off-the-road crashes and help hold vehicles on the driving lanes.



STATE-OF-THE-ART DESIGN

$609 Million in Total Savings, 67 Lives Saved

The Diverging Diamond Interchange, first used in Springfield, Missouri in 2009, solves major traffic and safety issues at a much lower cost than traditional interchange designs. Missouri now has 24 DDIs. Many other states have followed suit, with at least one DDI of their own. J-Turns are a cost-effective alternative to an overpass on four-lane highways and reduce the number and severity of crashes. At locations where J-Turns installed, crashes are down 25% and there are 88% fewer fatalities. Missouri also uses shared four-lane highways that feature alternating passing lanes to give motorists periodic opportunities to pass without pulling into the opposing lane.



INNOVATIONS CHALLENGE

TMA-Flagger project wins Governor's Award

Four MoDOT employees received the Governor's Quality and Productivity Pinnacle Award, which recognizes projects for innovation, efficiency and customer service. The team developed an automated flagging device that completely removes MoDOT employee flaggers from the roadway. The Pinnacle Award is given out on the rare occasion an entry receives acclaim in all available categories. Only three Pinnacle Awards have been given out since 2010, and MoDOT has received two of the three awards.

SERVICE

Keeping Missouri Moving

Missouri experienced a challenging winter season in 2018-2019 that cost about $66.4 million or about 50% more than typical winters. From November 2018 to March 2019, MoDOT crews used:

- 182,932 tons of salt
- 4,397,046 gallons of salt brine
- 153,435 tons of abrasives
- 531 tons of calcium chloride
- 109,187 gallons of liquid calcium chloride
- 181,130 gallons of liquid magnesium chloride
- 684,763 gallons of beet juice

Every weekend seemed to bring more heavy weather. But even after winter moved on, the battle with the elements was just beginning.

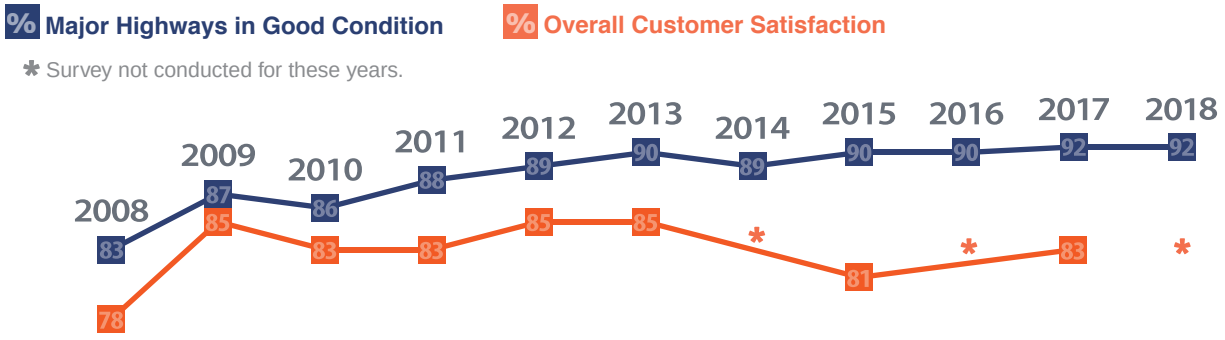
From April into summer, more than 470 locations were closed across the state due to high water, including Interstate 29 north of St. Joseph. Even Amtrak's Missouri River Runner suspended its passenger rail service as the banks of the Mighty Mo overflowed and covered its tracks.

It wasn't until flood waters receded that crews could come in and repair damage. Debris was scattered over roadways for miles in the Northwest District and damage to road substructure had to be inspected and repaired before travel could resume.

Although weight restrictions were relaxed on motor carriers hauling rock, sand and gravel, MoDOT maintenance crews could only wait out the event and make repairs in the aftermath.

While the final figure has not been totaled, current figures show spring floods damaged 316 sites throughout the state with current repair estimates at nearly $32 million.

Road Condition and Customer Satisfaction



"Having goals isn't enough. With the help of our partners, we continuously improve our performance and hold ourselves accountable to our customers."

RESULTS



CUSTOMER PRIORITIES

$409 Million in Total Savings

MoDOT focuses on citizen priorities when reassessing services provided. Without sacrificing safety, adjusting mowing and striping schedules on low-volume highways, fighting snow with innovative materials and equipment, reevaluating our snow routes, and using incarcerated crews where feasible, $409 million is redirected to roads and bridges annually.



KEEPING BUSINESSES MOVING

$98 Million in Total Customer Savings

Missouri's economic health depends on the efficient movement of the goods it produces and consumes. MoDOT Carrier Express, our first-in-the-nation online business portal, streamlines Missouri-based motor carriers' business transactions with the state — getting their drivers and the products they haul on the road in record time. The system, a **Computerworld Honors Laureate** honoree, saved customers $8.5 million in 2019.



INNOVATIVE PROCUREMENT

$292 Million Redirected to Roads and Bridges

MoDOT uses Alternative Technical Concepts to provide solutions that are equal or better to the original bid requirement. ATCs have been used on multiple projects since 2007. Looking to copy private-sector success, legislators authorized Design-Build project delivery. MoDOT has delivered 11 Design-Build projects that were completed 74 months ahead of schedule. Concentrating on project goals, innovation, schedule and budget, construction is completed more efficiently, with less impact on travelers.



RECYCLED MATERIALS

$323 Million Saved from 2007-2019

Like many other organizations, MoDOT recycles office paper, ink cartridges and the like. In addition, we use recycled shingles, tires, asphalt and other materials to deliver the best pavement with cost — and the environment — in mind.

STABILITY

Focus on Bridges

Governor's "Focus on Bridges" program will improve or replace 260 bridges across the state

Missouri's bridge program received a much-needed boost in 2019.

Throughout the year, Gov. Mike Parson repeatedly stressed the need to fund Missouri's infrastructure. In his State of the State address, he asked the Missouri General Assembly to consider a concurrent resolution to fund 250 bridge projects – bridges already programmed for repair or replacement in the Missouri Department of Transportation's Statewide Transportation Improvement Program.

The legislature ultimately approved **$301 million** in bonding revenue to repair or replace 215 bridges, contingent upon the department receiving collateral funding in the form of a federal Infrastructure for Rebuilding America (INFRA) grant.

In addition, the Missouri legislature included **$50 million** in general revenue in the fiscal year 2020 state budget to repair or replace 45 bridges throughout the state, and another **$50 million** for a cost-share program. All 45 bridges will be under contract by the end of the year.

MoDOT learned in late July Missouri had been awarded **$81.2 million** in INFRA funds toward replacement of the I-70 Missouri River Bridge at Rocheport and construction of I-70 climbing lanes at Mineola Hill in Montgomery County, the largest competitive grant MoDOT has ever received. The award also initiated the governor's "Focus on Bridges" program.

The grant will also free up $301 million from the current Statewide Transportation Improvement Program for new transportation improvement projects.



"We will do the best we can with what we have for as long as we can."

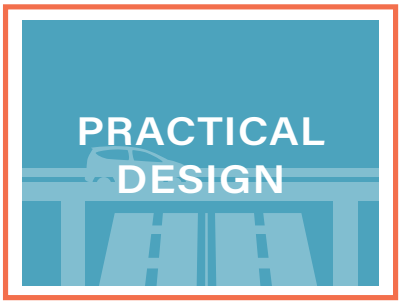
RESULTS



TAKING CARE OF OUR SYSTEM

$38 Million in Total Savings

With 33,838 miles of state highway to manage, taking care of our signs and signals is a big challenge. By reassessing our road sign needs, modifying sign design and installations, converting signal and roadway lighting to LED, merging multiple software contracts into one and scrutinizing every aspect of traffic signal design and operation, $38 million is sent back over time to take care of our system.



DESIGNING FOR EFFICIENCY

$1.5 Billion Savings

MoDOT is the birthplace of the Practical Design concept. Under the rallying cry of "Build Chevys – not Cadillacs," MoDOT focused on core traveler needs and controlled costs. The effort earned the **AASHTO President's Transportation Award** and became a Federal Highway Administration standard.



FINANCIAL RESPONSIBILITY

$1.4 Billion in Additional Funds

MoDOT refinanced and paid off some bond debt years early, saving $86 million for roads and bridges.

$86 Million in Additional Savings

Communities contribute to state highway projects to receive needed upgrades faster. If custom, decorative work is desired, those costs are contributed, too. In the last 10 years, locals shared $1.4 billion in additional local or federal funding to MoDOT projects.



IMPROVING ALL MODES

2019 AASHTO America's Transportation Awards Grand Prize Winner

The Infrastructure Improvements to Downtown St. Louis project, an $801 million collaboration between the Missouri and Illinois departments of transportation, improved travel times, delivered major multimodal enhancements to both states and provided a new connection to the Gateway Arch. The project included the new Stan Musial Memorial Bridge, connecting it to a relocated interstate by adding ramps to and from the Poplar Street Bridge and an extra lane between St. Louis and St. Clair County in Illinois. A park replaced the previous interstate location, with bicycle and pedestrian access points added to the banks of the Mississippi River.

RESULTS

DELIVERING RESULTS

We continue to complete projects on budget and on time.

State Fiscal Year 2019 368 projects completed	4.1 percent under budget 92 percent completed on time.
Over the last 10 years 4,362 projects worth $11.3 billion completed	8 percent ($957 million) under budget 94 percent completed on time.

I-435 Reconstruction Project Improves Safety and Congestion

In March 2019, MoDOT began reconstructing the Interstate 435/Interstate 70 interchange in Kansas City in Jackson County. This interchange is the first of its kind in the KC Region to use a design called a “partial turbine” which enhances safety and removes the less traditional left exits and improves the loop ramp configuration to relieve congestion. This project was identified in the I-70 Environmental Impact Study as one of the possible improvements to ease congestion and crashes often caused by merging and weaving at this location. Construction of the $47 million project is scheduled to be completed by December 2020.





For More Information

ADDITIONAL INFORMATION

Citizens Guide to Transportation Funding in Missouri
www.modot.org/guidetotransportation/

***TRACKER*: Measures of Performance**
www.modot.org/about/Tracker.htm

Appendices and Additional Documents
www.modot.org/Results/Documents.html

"Innovation is woven into MoDOT's culture and is embraced by our partners."

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