

# 2022 Missouri Department of Transportation **ANNUAL REPORT**





# 2022 Missouri Department of Transportation **YEAR IN REVIEW**





# 2022 YEAR IN REVIEW

## OVERVIEW

### FY 2023-2027 STIP approved

MoDOT's Statewide Transportation Improvement Program was approved by the Missouri Highways and Transportation Commission in July 2022, which allows a record \$10 billion in federal and state revenues for MoDOT to be invested in the state's transportation system over the next five years.

An average of about \$1.5 billion will be spent annually on road and bridge construction contractor awards, and an additional \$100 million in general revenue funds will be spent on low volume roads in FY 2023 from the governor's low volume road program. Funds will also be used for non-highway modes.

The STIP lists transportation projects planned by state and regional planning agencies from July 1, 2022, through June 30, 2026. The program details a focus on preventative maintenance improvements to Missouri's nearly 34,000 miles of roads and 10,400 bridges.



In developing the STIP, MoDOT and its planning partners developed a High Priority Unfunded Needs list to guide the development of projects into funded projects as state and federal transportation funds increase. This list derives from the broader unfunded needs list, which identifies a total of \$10 billion in unfunded needs.

In Nov. and Dec. 2021, the department hosted public meetings across the state, reviewed and finalized the document.



### First combined State Freight and Rail Plan presented to Commission

MoDOT presented the final 2022 State Freight and Rail Plan to the Missouri Highways and Transportation Commission at its June 2022 meeting, marking the first time the department combined the freight and rail plans into the same document.

The document focuses on data to inform decisions for projects focusing on the goals of spurring economic growth, taking care of the system, keeping travelers safe, giving Missourians transportation choices, improving reliability and reducing congestion on the transportation system. It provides information and guidance for investment decisions to enhance passenger rail and all modes of freight movement in the state.

Given Missouri's central location and abundance of transportation resources available, a combined Freight and Rail Plan identifies strategies for the transportation network to operate harmoniously across all modes. Missouri's Rail Plan was last updated in 2012, and the State Freight Plan was updated in 2017. This new 2022 plan combines the State Freight and State Rail plans to allow access to federal funds and apply for multiple discretionary federal grants.

# 2022 YEAR IN REVIEW

## MoDOT unveils new Safety Policy

The policy, known as Employee Safety Empowerment, gives employees the right to take immediate action to stop work to address imminent dangers and/or unsafe practices. Employees are expected to report these practices to their direct supervisor. The employee and the supervisor will then discuss the stop work action and immediately call the new MoDOT safety line to discuss next steps with the Safety and Operations leadership.

MoDOT also established the Safety Response Team (SRT) to quickly make organizational and policy decisions – under the chief safety and operations officer's leadership – that are focused on expediting approvals related to safety. MoDOT has also implemented a new SAFER process to further incorporate safety measures in project design.



## FARM Bridge Program progresses with completion in 2023

Construction started on more than one-third of the 31 bridges identified in the design-build

project called Fixing Access to Rural Missouri (FARM) Bridge Program in FY 2022. Six of those were reopened to the public before July 2022.

The remaining 19 bridges are scheduled to be finished by November 2023.

The program was made possible through a \$20.7 million federal grant and \$5.2 million in state funds.

While these bridges do not carry high daily traffic volume, they often provide crucial access for rural Missourians. The average age of these bridges is 80 years old.

The bridges to be worked on are weight-restricted, in poor condition, on timber pile or are one-lane but carrying two-way traffic.

## Fatality Reduction Pales Against Show-Me Zero Goals

In the last 15 years, investments in safety enhancements like guard cables and high-friction surface treatments saved an estimated 951 lives on Missouri roadways.

According to early data, 96 people died in crashes between January and June of 2022. The first time that number has been less than 100 since 2019.

It's welcomed news after a year that saw the most traffic fatalities in 15 years. For the first time since 2006, Missouri's traffic fatalities surpassed 1,000 for a calendar year. According to preliminary data, 1,016 people were killed in Missouri traffic crashes in calendar year 2021, a 2% increase over 2020 and marking the second straight year of growing fatality totals after nearly a decade of steady decline.

Lack of seat belt use continued to be a common denominator in fatal crashes. Approximately two-thirds of vehicle occupants killed were not wearing a seat belt. Preliminary data shows drivers using a cellphone were involved in more than 2,200 crashes in Missouri in 2021, although distracted driving remains widely underreported. And 41% of the fatal crashes this year involved speeding or driving too fast for the conditions.

Missourians continue to show they are dedicated to reducing highway fatalities though. Launched in 2017, the Buckle Up Phone Down challenge has surpassed 20,000 pledges.

The initiative is simple: when you get into any vehicle, buckle up your safety belt. If you are a driver, put the cellphone down.





# 2022 YEAR IN REVIEW



## MHTC celebrates 100 years

The MHTC celebrated its 100th anniversary on Dec. 1. The commission was formed in 1921 under the Centennial Road Law in conjunction with Missouri's first hundred years

of statehood. During that time, 105 individuals have served on the commission and 10 people have held the title of Commission Secretary.

The commission consists of six governor-appointed members who are confirmed by the Missouri Senate. Each serve a six-year term. The commission's mission is, in part, to establish policies, exercise oversight and ensure accountability in developing and maintaining a world-class transportation system in Missouri that fosters safety and economic development.



## Supply Chain Task Force prepares, presents report to Gov. Parson

Gov. Mike Parson created the Missouri Supply Chain Task Force in November 2021, with MoDOT Director Patrick McKenna serving as co-chair with Dr. Mardy Leathers, director of the Division of Work Force Development.

The task force held meetings across the state with stakeholders from Jan. to May 2022. A full

report was presented to Gov. Parson identifying issues facing Missouri businesses and citizens, as well as potential solutions to address these challenges.

Missouri's key role in the supply chain with its national central location, major interstates and the two largest rivers in the country fueled the need for the report. The global pandemic recovery, increased consumer demand and work shortages are contributing to historic supply chain shortages here, across the nation and around the world.

## MoDOT earns pair of Governor's awards

MoDOT was awarded the Governor's Award in the Innovation Category for its historic work on the I-35 and MO Route 152 displaced left-turn interchange in Kearney — the first-of-its-kind in the world.

The design allows for vehicles and pedestrians to travel through the interchange safely and quickly due to more efficient traffic signals allowing different traffic movements at the same time.

This design was created after studying diamond interchanges, including traditional, diverging and single-point exchanges. It combines the best attributes of these interchanges.

The department's other award came in the Customer Service Category for its work on the I-270 North Real-Time Mapping project.

MoDOT partnered directly with companies to update Global Positioning Systems (GPS) to provide travelers the most up-to-date and accurate travel information as quickly as possible. The process used to take up to six months, but the team reduced that down to two months.

This work resulted in a 2.8% decrease in the average number of crashes per day.

# 2022 YEAR IN REVIEW



## Rocheport bridge ground-breaking

Construction on the Lance Corporal Leon Deraps I-70 Missouri River (Rocheport) Bridge began in October 2021 with the building of the new westbound bridge.

One of MoDOT's goals during this project is to limit traffic impacts on one of the nation's most crucial travel corridors, and by building the new bridge in two separate spans, it's accomplishing that goal. The westbound bridge, which will feature three lanes – one more than the old existing bridge – is scheduled to be completed by late spring of 2023.

The new bridges cost approximately \$240 million and were funded in part by an \$81.2 million INFRA Grant, the largest competitive grant ever received by MoDOT. When completed in 2024, the new bridge will serve interstate travelers for the next 100 years.

## Aeronautical chart updated

MoDOT published the 2022-2023 Missouri Aeronautical Chart in June 2022. It provides pilots and users of Missouri's aviation system airport information, communication frequencies, a guide to airfield signs and airspace classification, and an updated listing of all aviation weather reporting stations in the state, their frequencies and phone numbers.

Each year, about 14 million passengers travel through Missouri's 121 airports. These airports also allow Missouri residents and businesses to ship and receive goods from all over the world. A 2012 Missouri Statewide Airports Economic Impact Study found Missouri employs more than 100,000 individuals in



aviation with an annual economic benefit of \$11.1 billion. Additionally, about 1.5 million takeoffs and landings are conducted annually at Missouri airports.

## Focus on Bridges update

Progress on Gov. Mike Parson's initiative to repair or replace 250 bridges by FY 2024 continued this year. An additional 58 bridges were opened during FY 2022, bringing the total to 182.



Through June 2022, 242 bridges are complete or under construction, leaving just eight to be awarded and completed in FY 2023.

## Buck O'Neil Bridge taking shape

Steel girders in excess of 100 feet long have been placed on the John Jordan "Buck" O'Neil Memorial Bridge.

The original bridge was built in 1956 and was known as the Broadway Bridge. It served a vital role in connecting downtown Kansas City to communities north of the Missouri River. The new bridge will continue to serve this key function for an estimated 50,000 vehicles for the next 100 years.

The \$220 million project is scheduled to be completed by late fall 2024. It will provide a safe, connective and accessible transportation facility that improves regional and local system performance.



# 2022 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** = 90 percent major highways (5,554 miles) in good condition. 80 percent of minor highways (17,848) in good condition.

**National Ranking** = Missouri had the 7<sup>th</sup> best pavements on the National Highway System. (FHWA Highway Statistics 2019)

A

### Project Management

**Current Performance** = Missouri road and bridge projects were delivered within -0.1 percent of the award amount and 98 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 10<sup>th</sup> best for business.

B

### Administrative Costs

**Current Performance** = \$2,349 cost per mile

**National Ranking** = Missouri has the 13<sup>th</sup> lowest administrative cost per mile.

B

### Customer Satisfaction

**Current Performance** = 73 percent satisfied customers

**National Ranking** = Missouri trails the highest rated company on the American Customer Satisfaction Index by 12 percent.

C

### Congestion (travel time index)

**Current Performance** = Kansas City – 1.10 St. Louis – 1.08

**National Ranking** = Out of 101 urban areas, Kansas City ranked 29<sup>th</sup> and St. Louis ranked at 44<sup>th</sup> for congested areas in the U.S. (Texas Transportation Institute -2020)

C

### Safety

**Current Performance** = 1,016 fatalities (2021)

**National Ranking** = Twenty-three states experienced more motor vehicle deaths ranking Missouri 27<sup>th</sup>.

F

### Bridge Conditions

**Current Performance** = 7 percent of Missouri bridges in poor condition by deck area.

**National Ranking** = Missouri ranked 43<sup>rd</sup> for the percent of bridges in poor condition by deck area. (FHWA Highway Statistics)

F

### Revenue –

**Current Performance** = \$60,567 revenue per mile

**National Ranking** = Missouri has the 48<sup>th</sup> lowest revenue per mile. (2021 FHWA Highway Statistics)

F

### Employee Turnover

**Current Performance** = 18.94 percent

**National Ranking** = Not available

Last updated November 2022

**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**



[www.MoDOT.org](http://www.MoDOT.org)





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

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Cover photo by Cathy Morrison, Aug. 20, 1962 – Nov. 3, 2022  
Award-winning photographer, co-worker and friend. You are missed.



# Citizen's Guide to **TRANSPORTATION FUNDING** in Missouri



Missouri Department of Transportation  
[www.modot.org](http://www.modot.org)



November 2022



# MEET MoDOT

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## Missouri Highways and Transportation Commission

The Missouri Highways and Transportation Commission is a six-member, bipartisan board that governs the Missouri Department of Transportation. Commission members are appointed for six-year terms by the governor and are confirmed by the Missouri Senate. No more than three commission members may be of the same political party. The commission appoints the MoDOT director and the secretary to the commission. The director is responsible for appointing or hiring all other employees.

**Robert Brinkmann, Defiance**  
Chair

**Gregg Smith, Clinton**  
Vice Chair

**Terry Ecker, Elmo**  
Commissioner

**Warren K. Erdman, Kansas City**  
Commissioner

**Dustin Boatwright, Cape Girardeau**  
Commissioner

**Brian Treece, Columbia**  
Commissioner

**Pamela Harlan**  
Commission Secretary

## SAFETY

## SERVICE

## STABILITY

## MoDOT Leadership

**Patrick McKenna**  
Director

**Eric Schroeter**  
Asst. Chief Engineer

**Becky Allmeroth**  
Chief Safety and  
Operations Officer

**Rich Tiemeyer**  
Chief Counsel

**Ed Hassinger**  
Deputy Director and Chief Engineer

**Brenda Morris**  
Chief Financial Officer

**Lester Woods**  
Chief Administrative Officer

## Committed to Transportation

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

MoDOT designs, builds and maintains roads and bridges and works to improve airports, river ports, railroads, public transit systems and pedestrian and bicycle travel. The agency also administers motor carrier and highway safety programs.

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[www.modot.org/guidetotransportation](http://www.modot.org/guidetotransportation)

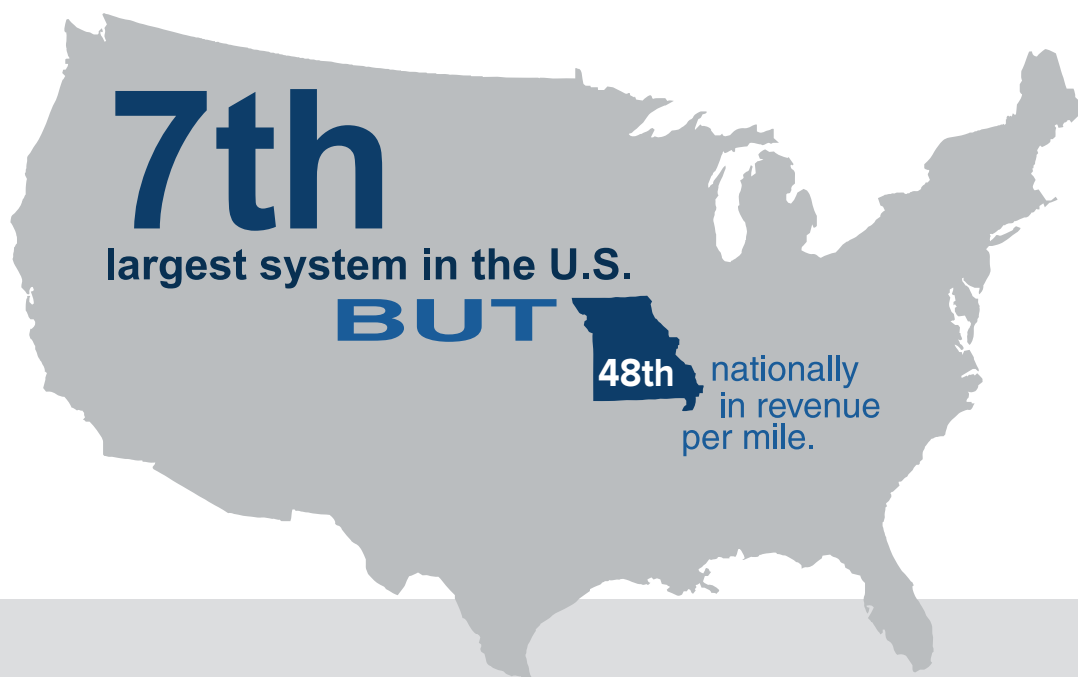


# CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN MISSOURI

## 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 \$59 billion in user fees (it has a \$160 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. Through the combined efforts of MoDOT and its construction partners, \$602 million of net assets was added to the system value in 2021. 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.

In May of 2021, the Missouri General Assembly passed Senate Bill 262, raising Missouri's motor fuel tax by 2.5-cents per gallon per year over the next five years.

The average Missouri driver pays about \$32 per month in state and federal fuel taxes and fees. This amount does not include initial estimates of motor vehicle fees and federal general revenue transfers for transportation. After distributions to other entities that are required by law, and payment of debt, MoDOT receives 60% of these funds to design, build, operate and maintain the system.

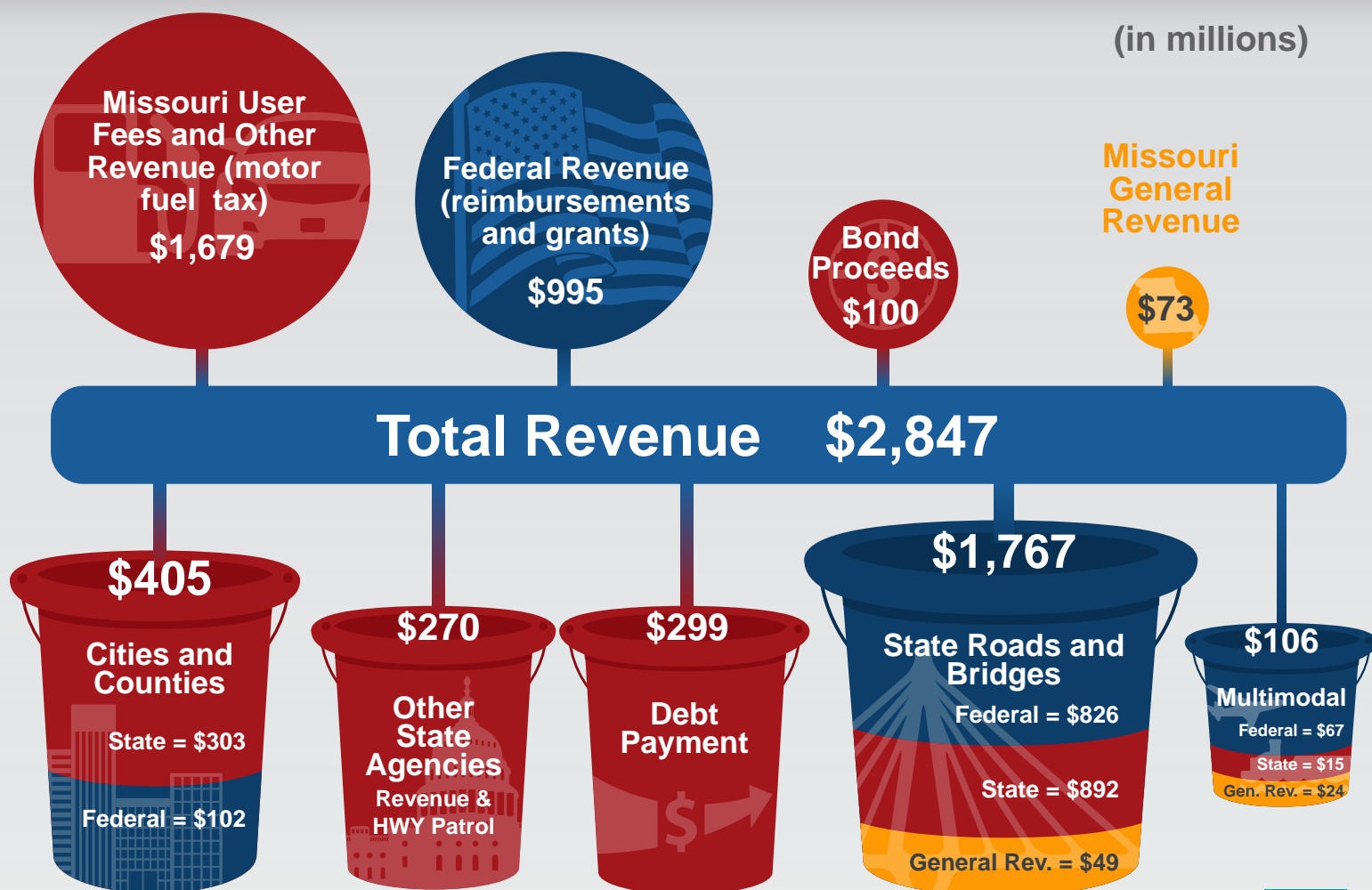
When compared to other states, MoDOT ranks 48th in the nation in revenue per mile, which leads to significant unfunded transportation needs across Missouri.

# OVERVIEW

## Missouri Transportation Funding – Overview

Missouri's transportation revenue, including bond proceeds, totaled nearly \$2.9 billion in fiscal year 2022. As shown below, 63% of the revenue and bond proceeds came from state user fees and 35% 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 \$2.9 billion of revenue and bond proceeds 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 four sources:

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

### Missouri User Fees and Other Revenue

**\$1,679 million**

Missouri user fees are paid by the users of the transportation system and are dedicated for transportation use in the state<sup>1</sup>. 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 19.5 cents is paid for each gallon of gasoline and diesel fuel sold in Missouri.

<sup>1</sup> Missouri Constitution – Article IV, Section 30(b)

The July 2021 enactment of the additional 12.5 cents of state motor fuel tax will gradually increase the state's previous 17 cents per gallon over five years. It is important to note that Missouri's tax per gallon is collected whether the price at the pump is \$1.99 or \$3.99.

Each year, about four billion gallons of fuel are sold – three billion gasoline and one billion diesel. In fiscal year 2022, Missouri travelers paid **\$734 million** of state fuel taxes – nearly one-half of all Missouri transportation user fees. The July 2021 increase in the state motor fuel tax will gradually increase the tax per gallon by 2.5 cents per year starting in Oct. 2021 and every July 1 through 2025. Eventually, the Missouri tax per gallon will be 29.5 cents per gallon.

# Transportation Funding IN MISSOURI

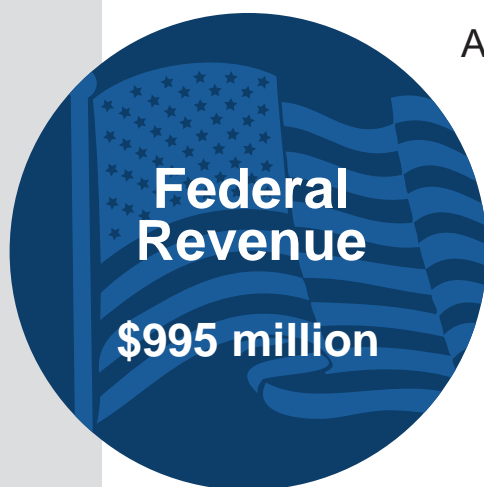
For Missourians who purchase or lease a vehicle, a 4.225% state sales tax is paid. State and local transportation receives revenue from 3.5% of the 4.225% state rate, which totaled **\$474 million** in fiscal year 2022. Revenue from the remaining 0.725% is dedicated to the School District Trust Fund, 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 2022, Missourians paid **\$345 million** of vehicle registration and driver's 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 2022, Missouri received **\$126 million** in other revenue.

## In FY 2022, Missourians Paid:

- **\$734 million** in state fuel taxes,
- **\$474 million** in taxes on vehicle sales and
- **\$345 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 made available to the states based on formulas prescribed by federal law through transportation funding

acts. The previous transportation funding act, Fixing America's Surface Transportation (FAST) Act, authorized federal programs for the five-year period from 2016-2020. It expired Sept. 30, 2020, but was extended for another year by continuing resolution. In Nov. 2021, the federal transportation bill, called the Infrastructure Investment and Jobs Act (IIJA), was reauthorized. The new bill is estimated to increase federal funding to Missouri approximately 25% for five years.

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%, with the state or local government providing a 20% match. The amount of federal funding available is fixed, so some eligible costs may not receive federal reimbursement.

“The federal share for the eligible costs is typically 80%, with the state or local government providing a 20% match.”



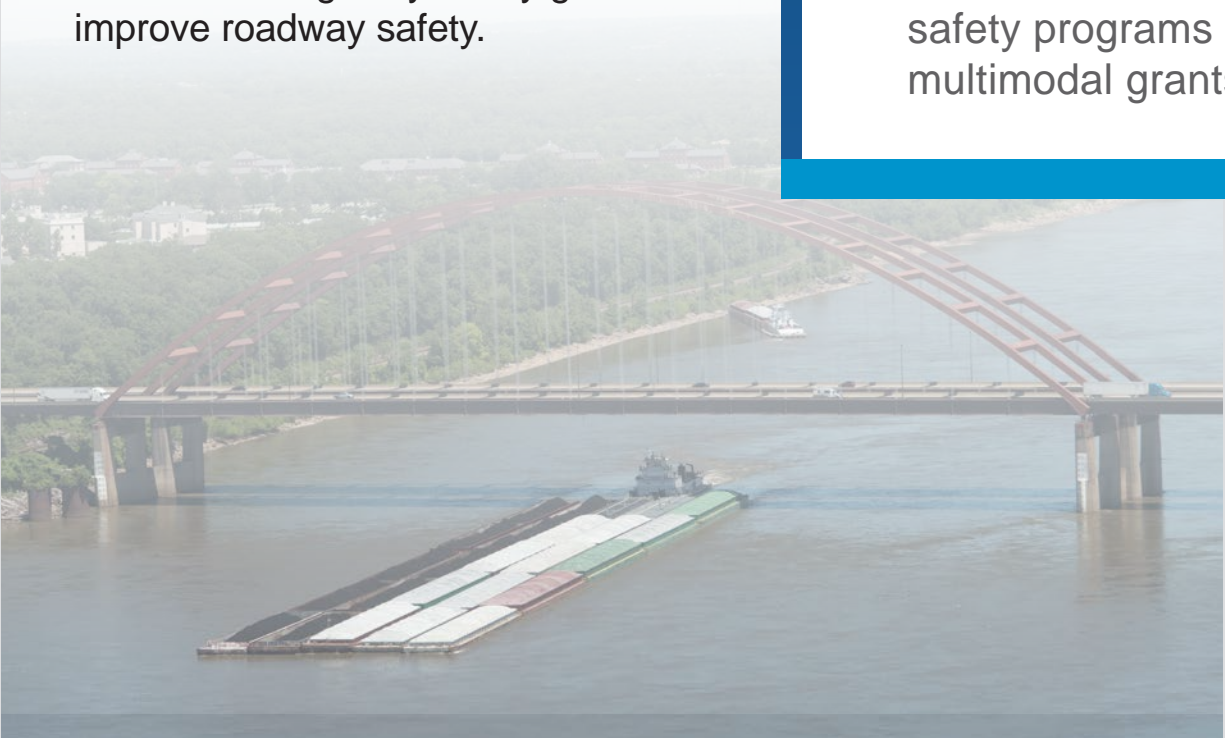
# Transportation Funding IN MISSOURI

Many operational costs for transportation, such as plowing snow and mowing right of way, are not eligible for federal reimbursement. In fiscal year 2022, Missouri received **\$806 million** of federal reimbursement for state highway improvements and **\$102 million** for cities and counties.

This revenue source also includes federal funding for multimodal grants totaling **\$67 million** in 2022. Aviation (\$44 million), transit (\$23 million) and rail (\$0.4 million) all receive federal funding. The remaining \$20 million is for highway safety grants to improve roadway safety.

In FY 2022,  
Missouri received:

- **\$806 million** in federal reimbursements on state highways,
- **\$102 million** for cities & counties and
- **\$87 million** for federal safety programs and multimodal grants.



## Missouri General Revenue

**\$73 million**



Missouri's General Revenue Fund provided **\$73 million** for transportation purposes in fiscal year 2022, or 2% 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 \$73 million in fiscal year 2022 included \$24 million in multimodal funding and \$49 million for the Governor's Focus on Bridges and Transportation Cost Share programs.

### Focus on Bridges

MoDOT borrowed \$301 million as part of the Focus on Bridges Program. The Focus on Bridges Program provided \$351 million in funds to repair or replace 250 bridges on the state highway system. The Focus on Bridges Program provided \$50 million of General Revenue in fiscal year 2020 to fund approximately 45 bridge projects. The remaining \$301 million is funded by bond proceeds with General Revenue Fund monies being made available for debt service payments over seven years.

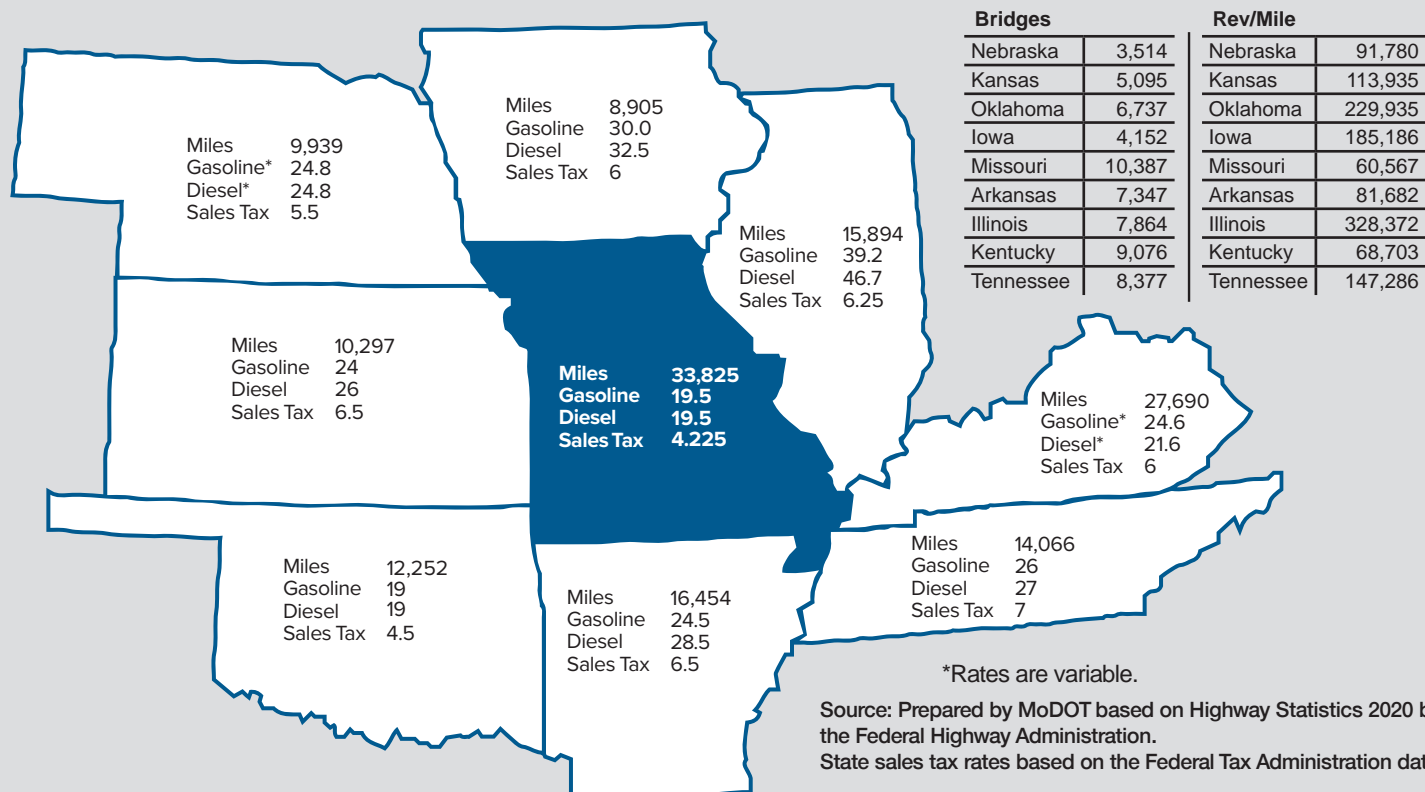
# How Does Missouri COMPARE?

## 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 33,825 miles of highways – is funded with one of the lowest fuel taxes in the country. This ranking will be updated in subsequent years to reflect the increase in motor fuel tax. Missouri also ranks seventh nationally in the number of bridges with 10,387. 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 one of the lower fuel tax rates compared to its neighbors. Yet it has a larger state-maintained highway system than any of them.





**The 2021 enactment of SB262 raises Missouri's motor fuel tax 12.5 cents.**

The motor fuel tax will increase gradually as follows:

- » 2.5 cent increase Oct. 1, 2021.
- » 2.5 cent increase each July 1 through 2025.
- » Totalling 29.5 cents per gallon Missouri motor fuel tax.

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 4 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 \$60,567, while the national average is \$261,021. By contrast, New Jersey's revenue per mile of \$2,420,949 ranks first, although its state highway system includes only 2,329 miles and 2,400 bridges. When compared to its eight surrounding states, Missouri has the largest highway system and the lowest revenue per mile.

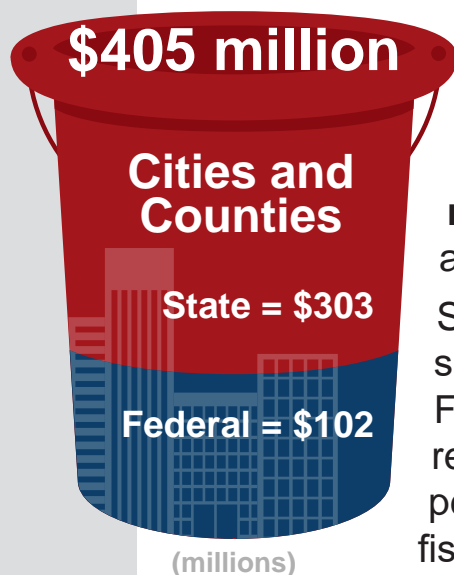
As of July 1, 2022, the rate increased 2.5 cents to 22 cents per gallon. Several of Missouri's surrounding states also benefit from additional revenue sources for transportation like tolling and general sales taxes.



# Where is the money INVESTED?

## Where is the Money Invested?

MoDOT does not receive the entire \$2.9 billion of transportation revenue and bond proceeds or the \$32 per month from the average Missouri driver. After allocations to cities, counties, other state agencies and debt payment, MoDOT received \$1.8 billion of transportation revenues in fiscal year 2022 to invest in the state transportation system. That equates to about \$20 of the \$32 per month Missouri drivers are paying.

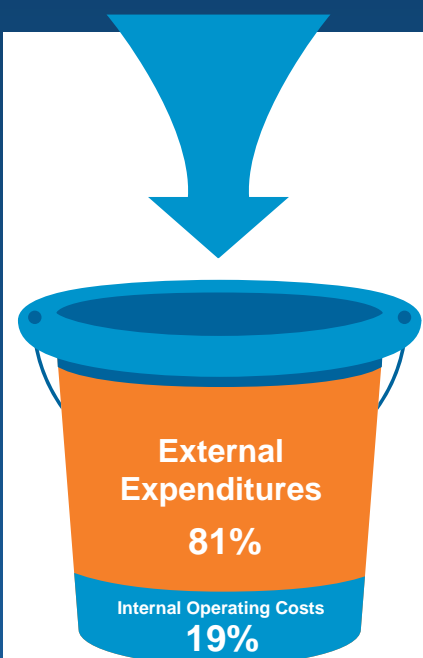


Cities and counties in Missouri receive a share of state and federal transportation revenues for projects of their choosing. In fiscal year 2022, that totaled **\$405 million** – \$303 million in state funds and \$102 million in federal funds.

State funds are distributed as specified in the state constitution<sup>2</sup>. For fuel taxes, cities and counties receive 5.31 cents of the 19.5 cents per gallon rate, or about 27%. In fiscal year 2022, this totaled **\$205 million**. For vehicle registration and driver's licensing fees, cities and counties received **\$31 million**, or about 9%. For motor vehicle sales tax, cities and counties received **\$67 million**, or about 14%. After 1980, cities and counties received 15% each, or 30% of the total. Distribution was different in the past, resulting in a different percentage.

<sup>2</sup> Missouri Constitution – Article IV, Sections 30(a) and 30(b)

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



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%.

The federal transportation programs for cities and counties include:

- Off-System Bridge,
- Congestion Mitigation and Air Quality,
- Surface Transportation Block Grant Programs,
- 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, and
- Bridge Formula Program.

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.

In Nov. 2021, the federal transportation bill, called the Infrastructure Investment and Jobs Act (IIJA), was reauthorized. The new bill is estimated to increase federal funding to Missouri approximately 25% for five years.

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<sup>3</sup>, the Missouri Department of Revenue (DOR) and the Missouri State Highway Patrol (MSHP) also receive transportation revenue. In fiscal year 2022, 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 – \$247 million was spent in fiscal year 2022.

The Department of Revenue receives funding for the cost to collect transportation taxes and fees. The cost of collection cannot exceed 3% of the particular tax or fee collected. In fiscal year 2022, the DOR received \$23 million.

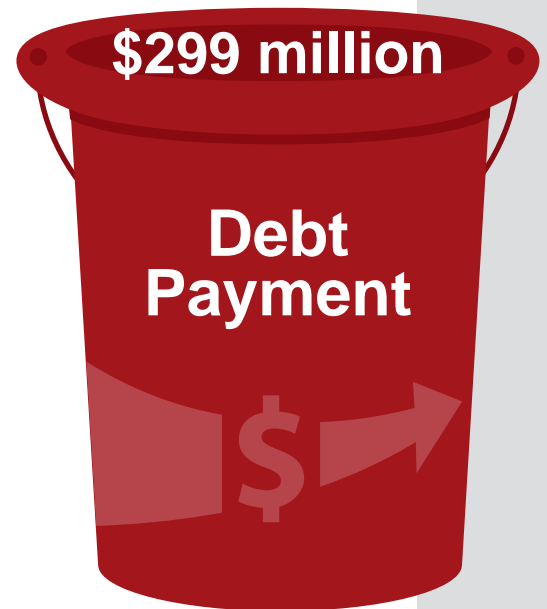
<sup>3</sup> Missouri Constitution – Article IV, Section 30(b)

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

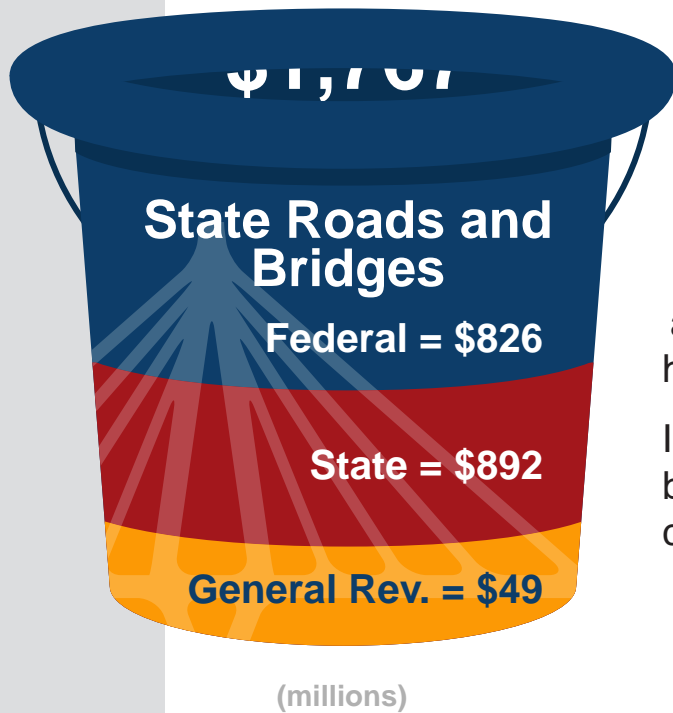
From 2000-2010, and again in FY2020 and FY2022, MoDOT sold bonds that provided additional resources for highway improvements. Bonds are debt and similar to a home mortgage – this debt must be repaid over time. The total debt payment in fiscal year 2022 totaled **\$299 million**.

MoDOT has four 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; bonds authorized by the Missouri General Assembly in 2019 to finance the Focus on Bridges program with debt service from General Revenue over seven years; 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 in 2023, Amendment 3 bonds will be paid off by 2029 and GARVEE bonds will be paid off by 2033. Focus on Bridges bonds will be paid off in 2027. The average interest rate on all outstanding debt combined is 2.63%.



# Where is the money INVESTED?

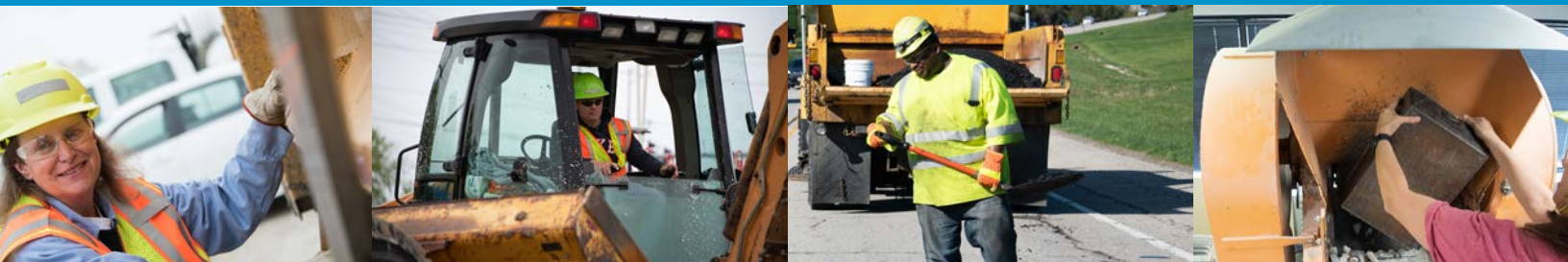


After distributions to cities and counties, other state agencies and the debt payment, 60% of transportation revenue is available for state roads and bridges. These are the funds that enable MoDOT to design, construct, operate and maintain a network of 33,825 miles of highways and 10,387 bridges.

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 **\$1.134 billion** in fiscal year 2022. It includes payments to contractors to build projects that maintain and improve the system (\$915 million), MoDOT engineering costs associated with administering and monitoring the construction program – including salaries, wages and fringe benefits (\$137 million), payments to engineering design consultants (\$62 million) and the cost of acquiring right of way (\$20 million).

The maintenance expenditures, totaling **\$494 million** in fiscal year 2022, 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, approximately 5,200 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 **\$97 million** in fiscal year 2022, 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.

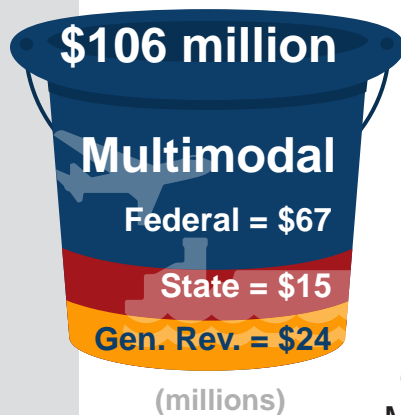


# Where is the money INVESTED?

MoDOT's administrative costs – the thirteenth lowest in the nation – were **\$52 million** in fiscal year 2022. 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 **\$20 million** for highway safety programs that reduce fatalities and serious injuries, which includes salaries, wages and fringe benefits.

In total, MoDOT invested **\$1.797 billion** on state roads and bridges in fiscal year 2022.



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 \$106 million, or about 4% 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 **\$47 million** of aviation funds in fiscal year 2022. 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 2022, MoDOT administered **\$27 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 **\$12 million** of rail funds in fiscal year 2022. 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 **\$12 million** in fiscal year 2022. 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.

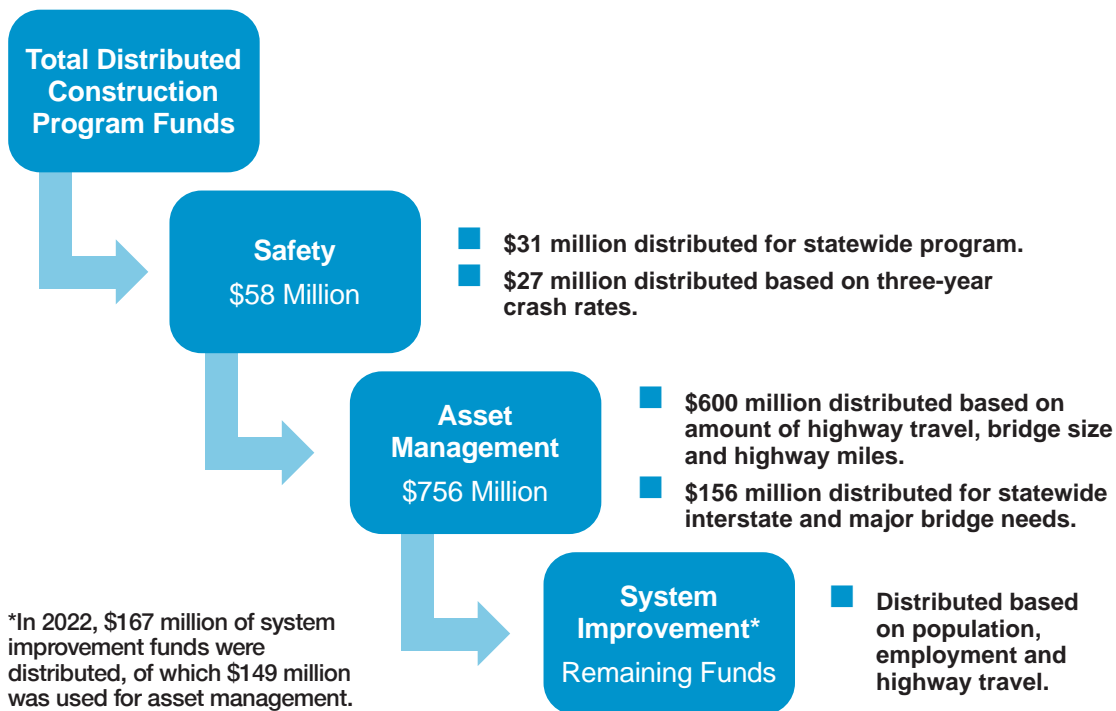
Internal operating costs to administer the various multimodal programs totaled \$3 million, including salaries, wages and fringe benefits.

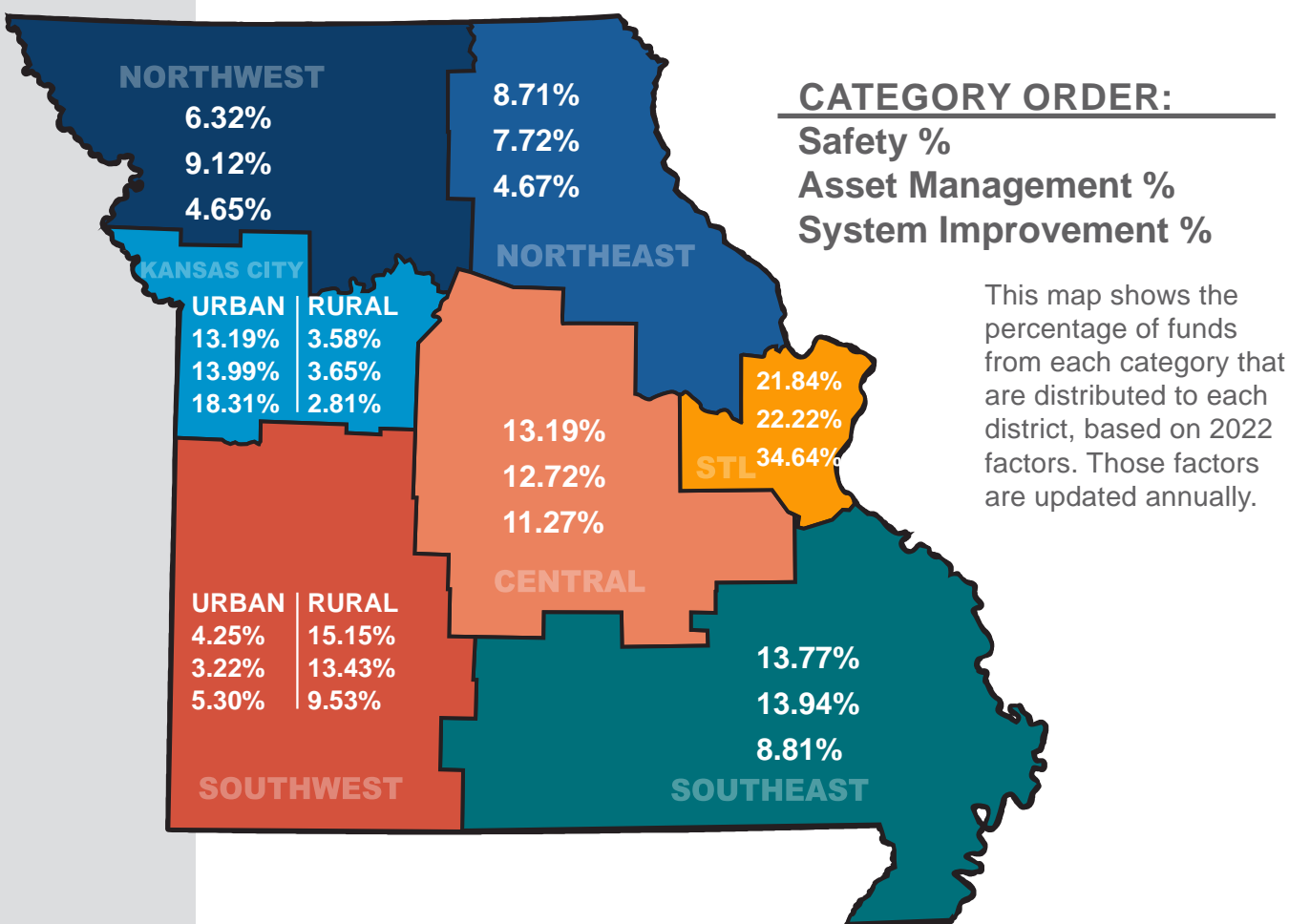
# MoDOT Funding DISTRIBUTION

## How is MoDOT's Funding Distributed Across the State?

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

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





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



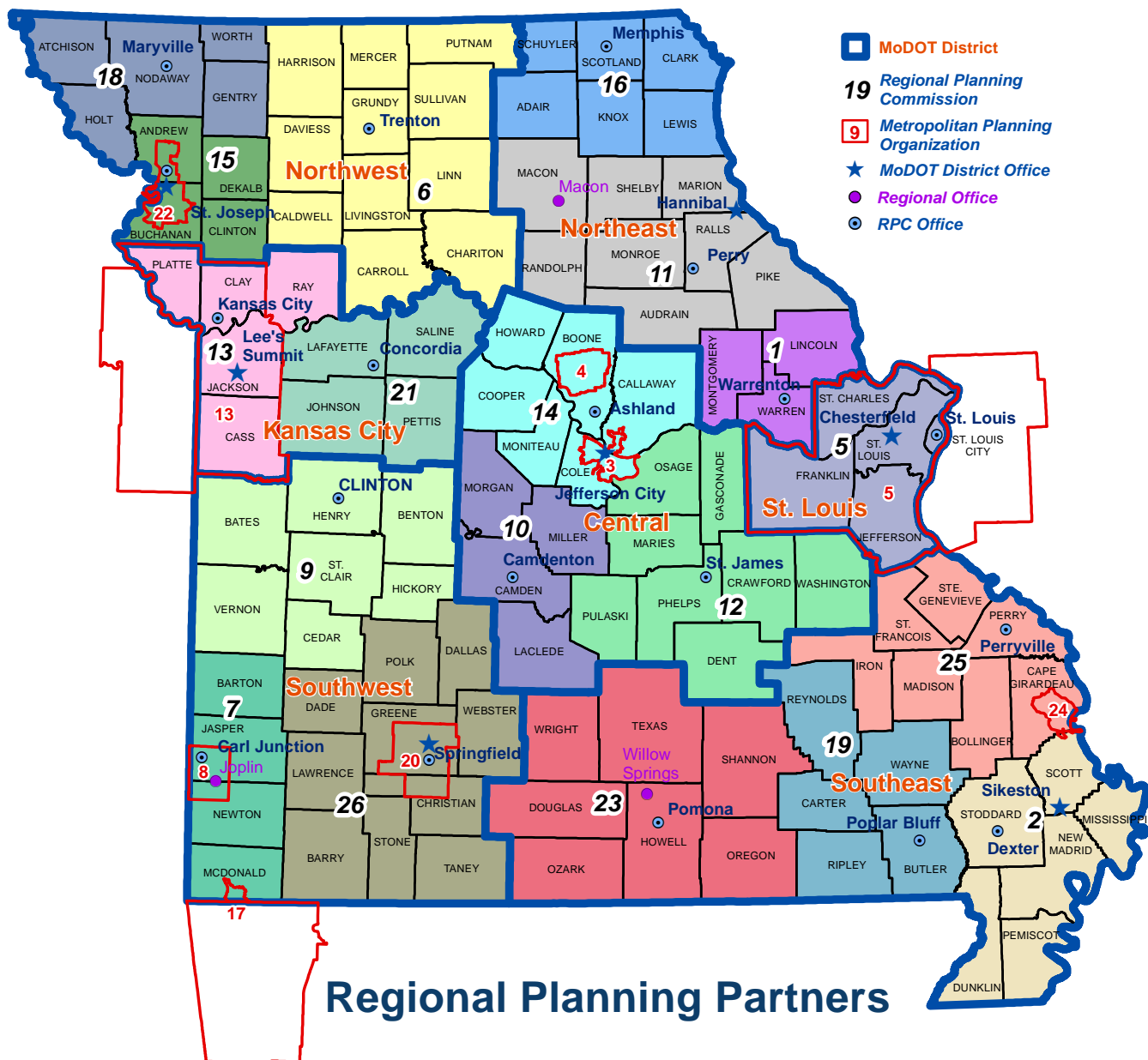
# MoDOT Funding DISTRIBUTION

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

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

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

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



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

# MoDOT Funding DISTRIBUTION

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

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

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

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

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

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

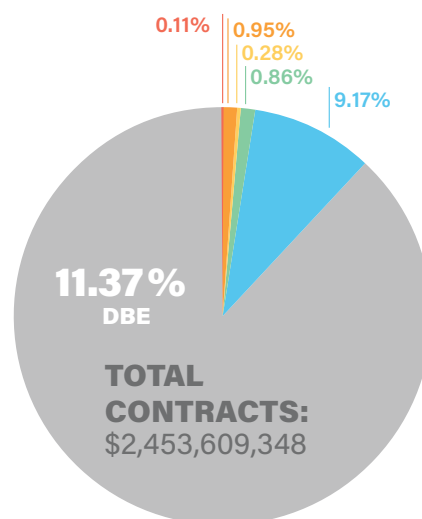
(\$ Millions)

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

# Disadvantaged Business Enterprises

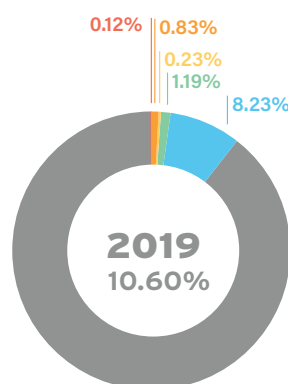
The Disadvantaged Business Enterprise program is a federally mandated program administered by MoDOT's External Civil Rights Division. The program's overall goal is to provide opportunities to participate in the economic benefits of highway construction to small businesses owned and operated by disadvantaged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

## STATEWIDE TOTAL FFY 19-21

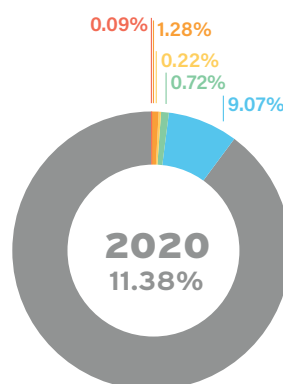


## TOTAL DBE PARTICIPATION COMMITTED: \$279,042,387

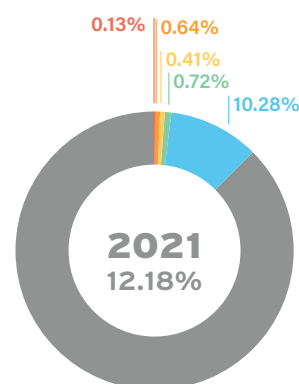
ASIAN AMERICAN	\$2,745,933	NATIVE AMERICAN	\$21,153,965
BLACK AMERICAN	\$23,339,095	NON-MINORITY (Female & Male)	\$224,945,062
HISPANIC/LATINO AMERICAN	\$6,858,332		



TOTAL: \$758,436,718  
DBE: \$80,370,042



TOTAL: \$967,391,528  
DBE: \$110,052,069

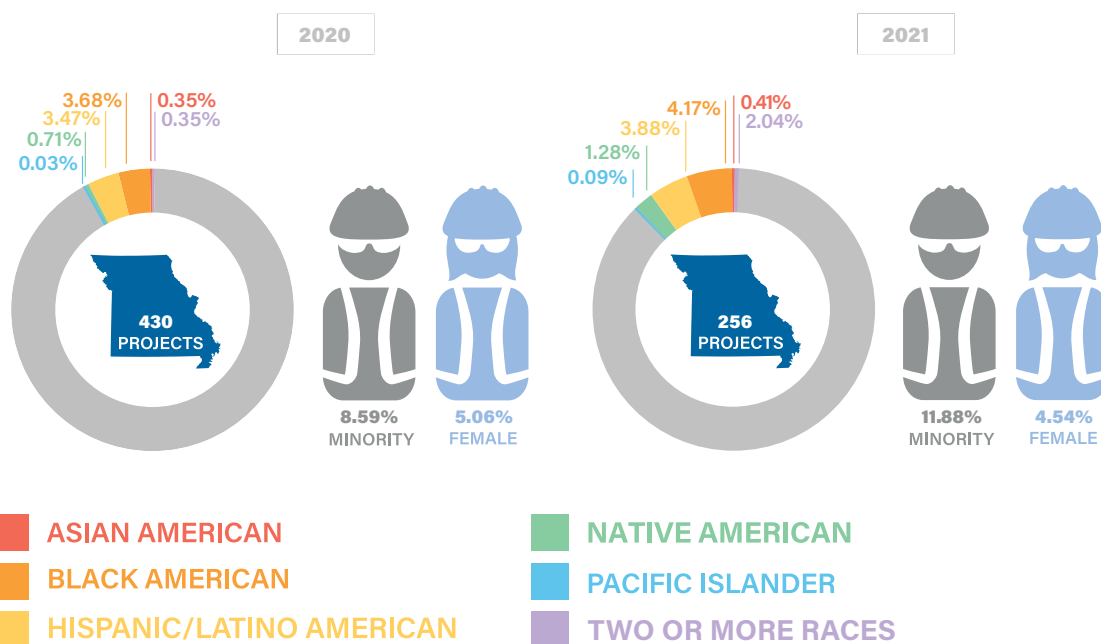


TOTAL: \$727,781,101  
DBE: \$88,620,275



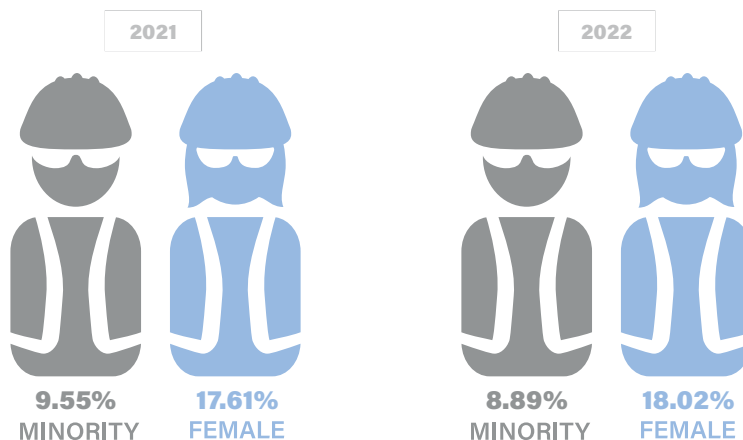
# MoDOT Workforce Analysis

## CONTRACTOR



## MoDOT STAFF

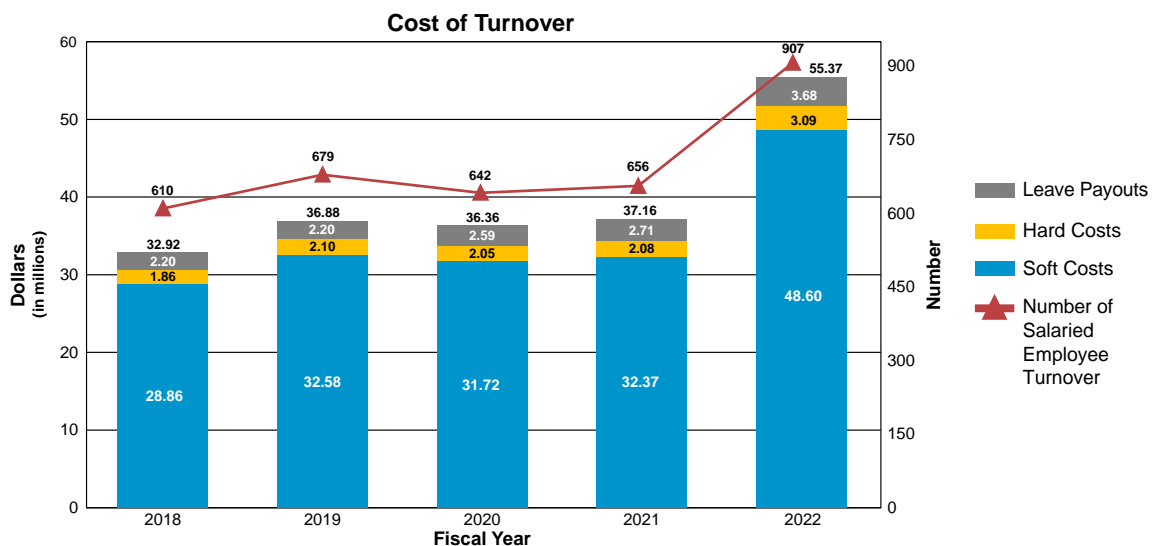
Minorities and women employed



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

# The Cost of TURNOVER

Excessive employee turnover significantly impacts MoDOT's productivity. It is costly to Missouri taxpayers and creates a continual staffing cycle to fill the positions needed to maintain a safe and reliable transportation system. Non-competitive employee salary rates are resulting in increased employee separations and fewer employment applicants who have the knowledge, skills and abilities necessary to perform the work required to design, build, maintain and operate a complex transportation system. Approximately 900 employees left in fiscal year 2022. It is necessary to improve employee pay to ensure MoDOT can staff critical positions and retain a trained and qualified workforce.



Turnover costs to MoDOT exceeded \$30 million each fiscal year from 2018-2021, and it exceeded \$50 million in fiscal year 2022.

- Hard costs: direct costs related to staff time in separating/filling the position, advertisement efforts and pre-employment fees (drug testing, background checks and physical exams).
- Soft costs: lost productivity tied to the departing employees, vacant positions, selection and training efforts for each new employee.
- Leave payout: unused annual leave and comp time direct payments.

# 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 2022, MoDOT invested \$591 million, or about \$11.56 per month from Missouri drivers, to provide services, including:

- 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 most significant cost of operations is roadway maintenance. In fiscal year 2022, \$226 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.



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 2022 cost for winter operations was \$51 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 \$43 million to \$66 million.

Maintaining roadsides costs about \$40 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.

High levels of turnover in the past few years have resulted in Maintenance crews focusing their limited staffing resources on Priority 1 tasks, which are deemed an immediate hazard to the public. This is also the case during winter weather, where winter operations vacancies have the department nearly 30% below the staffing needed to cover more than one shift in a statewide storm. If a widespread storm lasted more than one 12-hour shift, it would therefore take longer to clear the roads. Supply chain delays have also led to longer times to replace signs or stripe roads.



# The Cost of OPERATIONS

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 2,600 traffic signals, 250 dynamic message signs, 1,100 traffic cameras and has 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. One of the department's primary customer concerns is trash along the roadsides and debris from unsheltered areas on state right of way, yet another symptom of high staff turnover and vacancy.

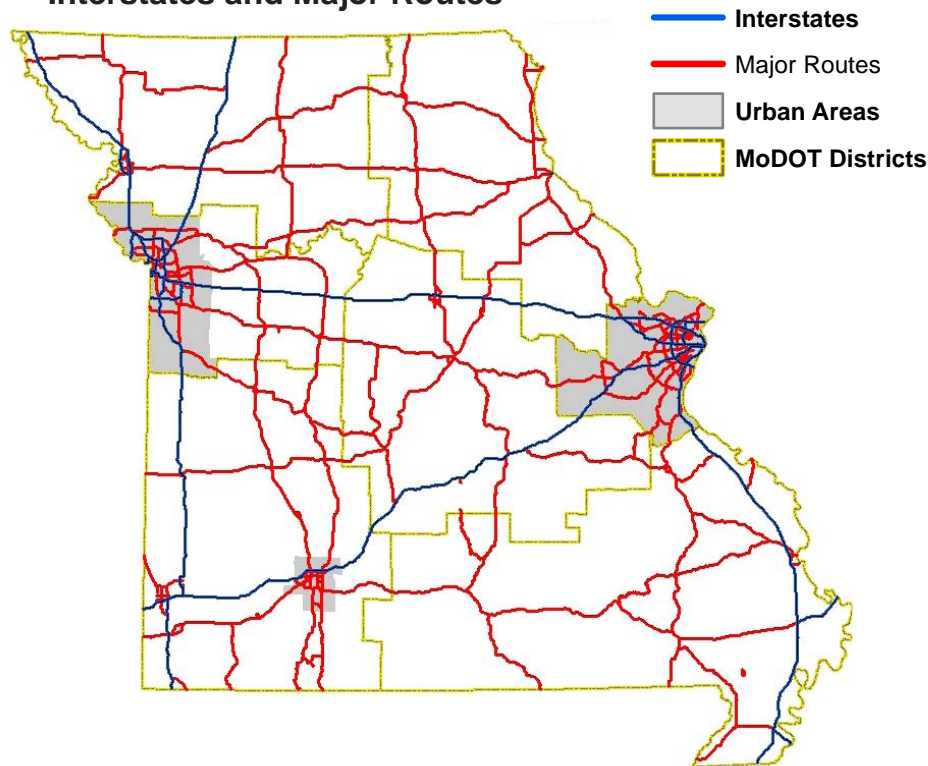


# The Current Condition of MISSOURI TRANSPORTATION

## What is the Current Condition of Missouri Transportation?

Last year, 52 billion miles were traveled on the state highway system, an increase of 5.3 billion miles, mostly due to the pandemic. The majority of travel occurs on interstates and major routes. Interstates and major routes include just 5,554 miles of the 33,825 miles of highway in Missouri but account for 76% of the travel. Currently, 90% of these routes are in good condition as MoDOT has focused on improving and maintaining these routes over the last decade.

**Interstates and Major Routes**

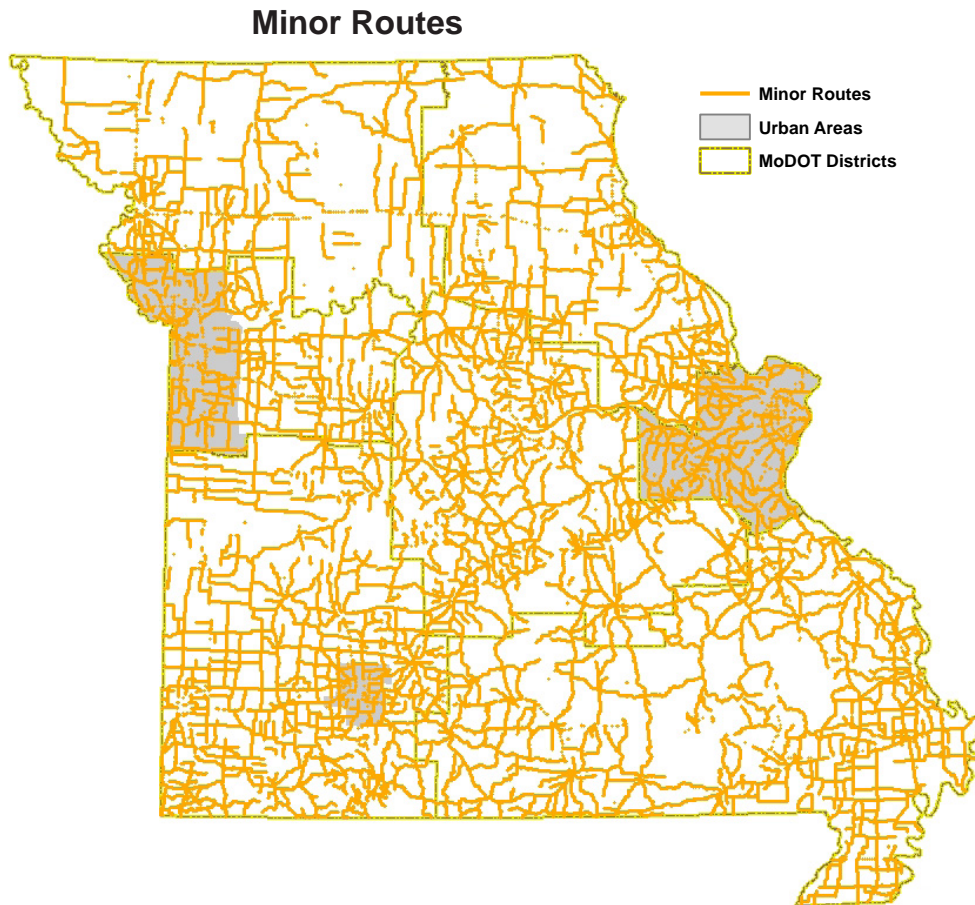


39.4 billion miles were driven on interstates and major routes; therefore, on average, 7.1 million vehicles traveled each mile, an increase of 4.2 billion compared to 2021 after the pandemic.

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

# The Current Condition of MISSOURI TRANSPORTATION

Missouri's minor routes make up the largest group of state highways, accounting for 17,848 miles – just over one-half of the entire state highway system. Almost 23% of all state travel occurs on these routes. Currently, 80% of these routes are in good condition.



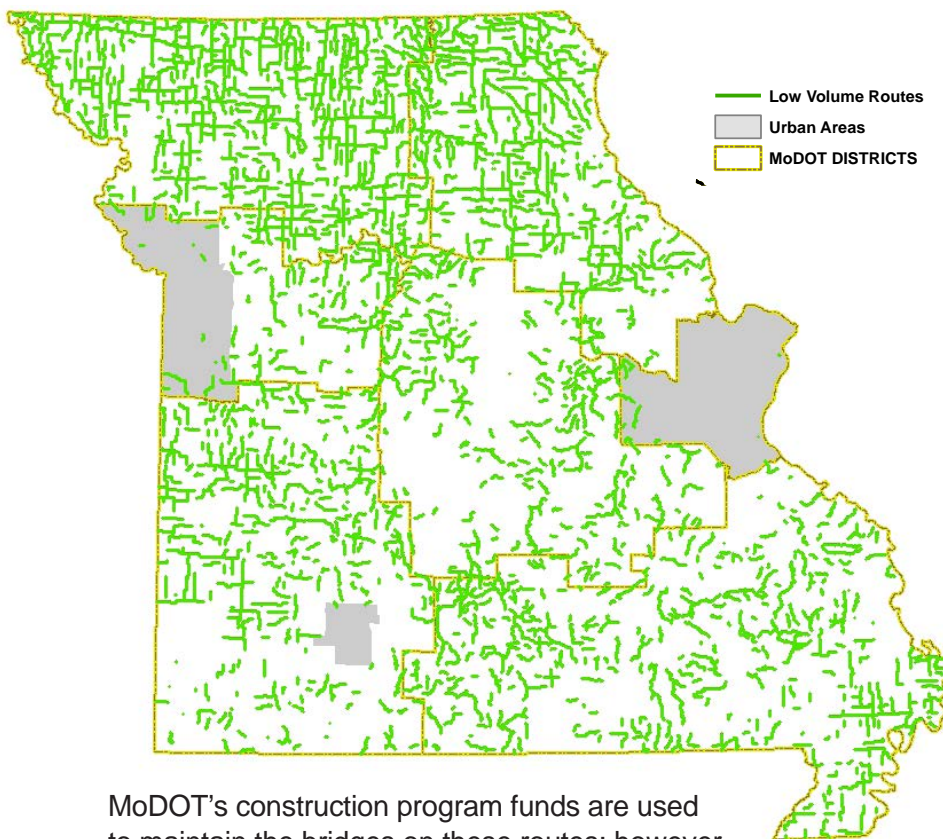
11.8 billion miles were driven on minor routes; therefore, on average, 662,000 vehicles traveled each mile - an increase of 1.2 million miles compared to 2021.

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



The final tier of Missouri highways is low-volume routes. Each of these routes carries less than 400 vehicles per day and primarily serves local transportation needs. Missouri has 10,423 miles of low-volume routes, accounting for about one-third of the state system. However, approximately 5,200 miles of these routes are not on the federal aid highway system and are ineligible for federal funds, which has impacted investment levels and conditions during the past 25 years. Travel on these routes is less than 2% of all state highway travel. Currently, 71% of these routes are in good condition.

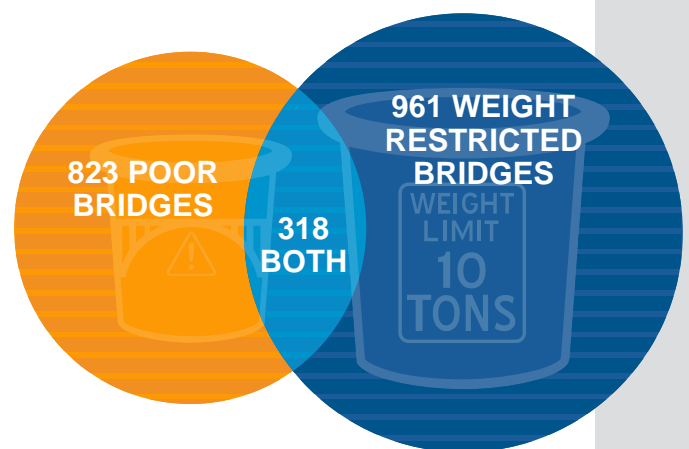
#### Low Volume Routes



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.

# The Current Condition of MISSOURI TRANSPORTATION

In addition to the huge network of highways, Missouri has 10,387 bridges of varying sizes, including 204 major bridges that are longer than 1,000 feet, or about the length of three football fields. Currently, 823 bridges are in poor condition, an improvement of 14 since 2021. 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 961 weight-restricted bridges, with 318 of them also in poor condition.



Totals	Typical Bridges	Major Bridges	All Bridges
Number	10,183	204	10,387
Area	64,601,789	22,814,391	87,416,180
Average Age	49.5	39.1	49.3
Weight Restricted	926	35	961
Area of Weight Restricted	6,383,269	5,091,094	11,474,363
Poor	797	26	823
Area of Poor	4,327,347	2,809,008	7,136,355
Both Poor and Weight Restricted	306	12	318
Both Poor and Weight Restricted Area	1,214,150	1,552,483	2,766,633
Only Poor and Only Weight Restricted	1,111	37	1,148
Only Poor and Only Weight Restricted Area	8,282,316	4,795,136	13,077,453
Average Price per Square Foot	\$150	\$900	--
Total Cost	\$9.7 billion	\$20.5 billion	\$30.2 billion



## 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  
GARBAGE TRUCK:  
**25 TONS**



AVERAGE  
LOADED  
CHARTER  
BUS:  
**20 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

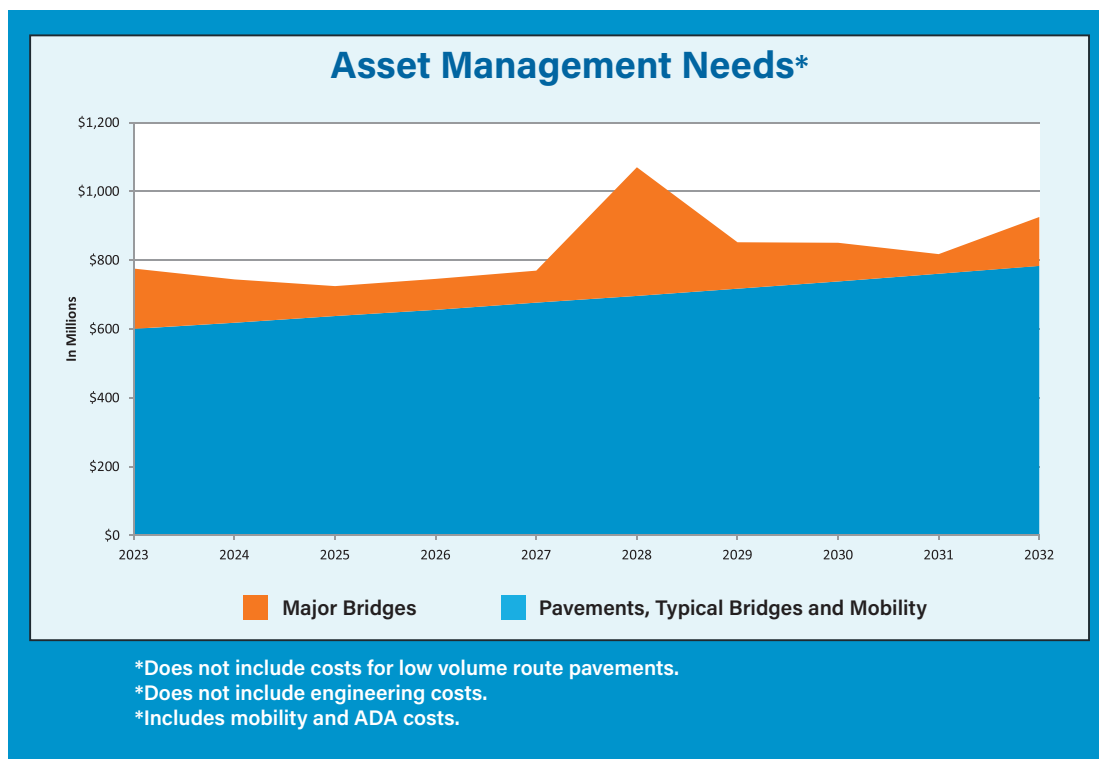
James Hilston/Post-Gazette

# 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:



# What is THE COST?

## How Much Do Current Roadway Conditions Cost Missourians?

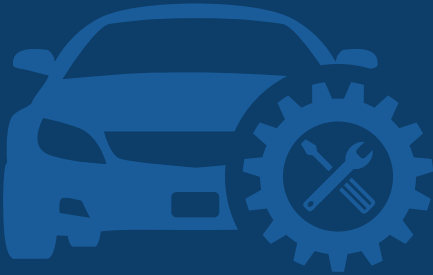
Missourians pay a relatively small amount per month to use the state system of roads and bridges. The average Missouri driver pays about \$32 per month in state and federal transportation taxes and fees. That's far less than what the average Missourian pays for cell phone service, cable television or 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 \$511 per month.**

According to the 2019 Texas Transportation Institute's Urban Mobility Scorecard, Missourians who commute to work by car spend many hours in congestion, ranging from 19 hours per year in Cape Girardeau and 14 hours in St. Joseph, to 47 hours per year in Kansas City and 46 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 \$46 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,
- Increased tire wear and
- Environmental impact of congestion.

The Road Information Program's 2020 "Missouri Transportation by the Numbers" report calculated those costs to be \$64 per month for Missouri drivers, or a total of \$3.3 billion each year to the state of Missouri.

Motor vehicle crashes cost Missourians \$20.7 billion each year<sup>4</sup>. This equates to \$400 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 \$511 per month. Additional investments in congestion relief, improving system conditions and safety can reduce these costs for Missourians.

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4 Crash Costs for Highway Safety Analysis, 2018, Federal Highway Administration



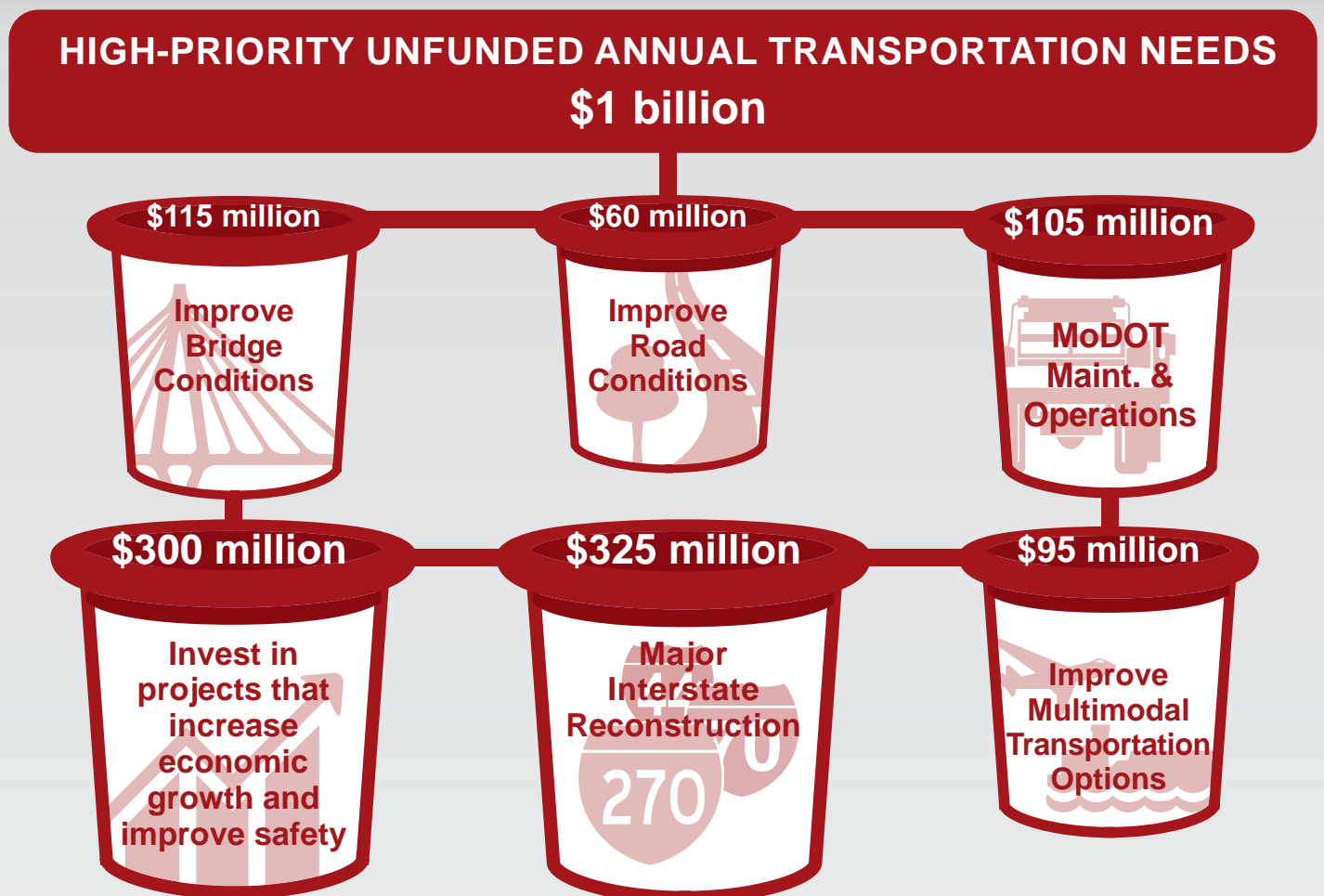


# High-Priority Unfunded TRANSPORTATION NEEDS

## What are Missouri's Transportation Needs?

When MoDOT completed its current long-range transportation plan, 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.



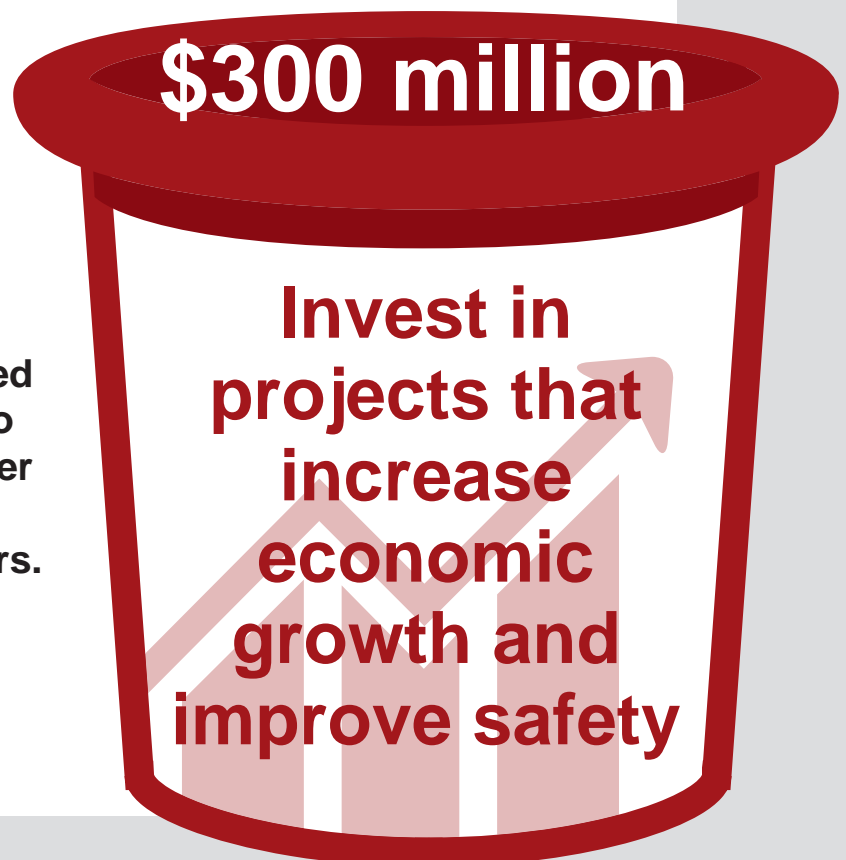
**Improve road and bridge conditions** – Investing an additional \$280 million per year would enable all of MoDOT's districts to adequately maintain their existing system, begin driving down the state's number of poor bridges, improve the condition of the state's roads and stabilize the level of MoDOT's maintenance and operations efforts to keep pace with inflationary cost increases. **The required investment equates to an average of \$5.48 per month by each of the state's licensed drivers.**

In Fall 2022, MoDOT and its regional planning partners prioritized \$4.7 billion in road and bridge unfunded project needs in three tiers. Tier one includes \$528 million. Tier two is worth \$2 billion in needs and tier three includes \$2.2 billion. Additionally there are \$1 billion in multimodal needs. There is an additional nearly \$4 billion identified statewide unfunded needs primarily focused on improving Interstate 70.

# 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.

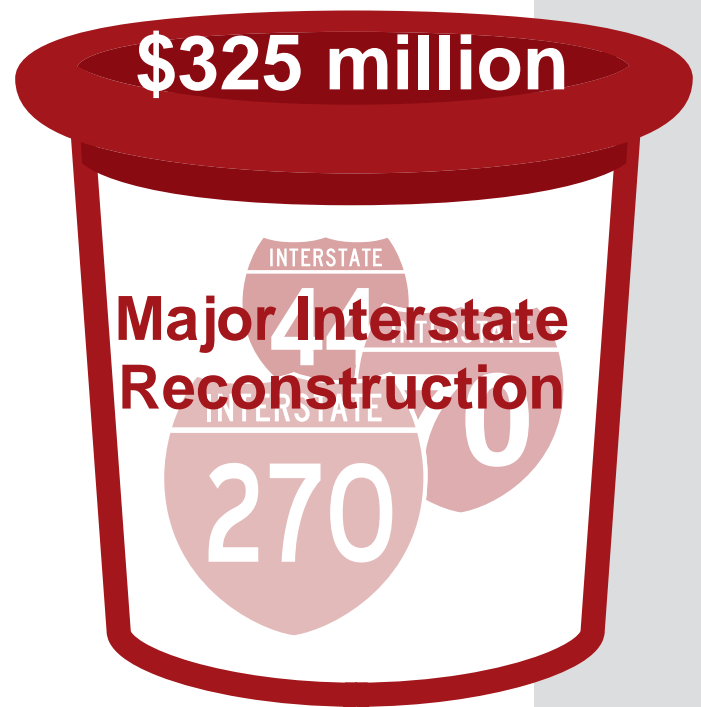
An additional investment of \$300 million per year would allow MoDOT to begin meeting those needs. MoDOT would work with its regional planning partners to ensure the highest priorities would be funded. **The required investment equates to an average of \$5.87 per month by each of the state's licensed drivers.**



**Major interstate highway reconstruction** – The nation’s interstate system is now 65 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 \$325 million per year would allow MoDOT to begin tackling this long overdue improvement. **The required investment equates to an average of \$6.36 per month by each of the state’s licensed drivers.**

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



Please visit [www.modot.org/planning-and-performance-support-0](http://www.modot.org/planning-and-performance-support-0) for a list of specific unfunded needs for each region of the state.

# High-Priority Unfunded TRANSPORTATION NEEDS

**\$95 million**

**Improve  
Multimodal  
Transportation  
Options**

**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 \$95 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 \$1.86 per month by each of the state's licensed drivers.**

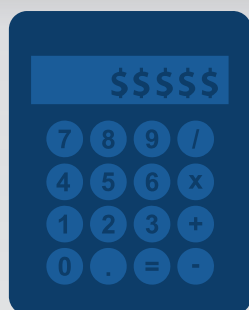




# CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN MISSOURI

**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 \$32 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 \$511 of hidden costs drivers are paying each month due to congestion, rough roads and traffic crashes.

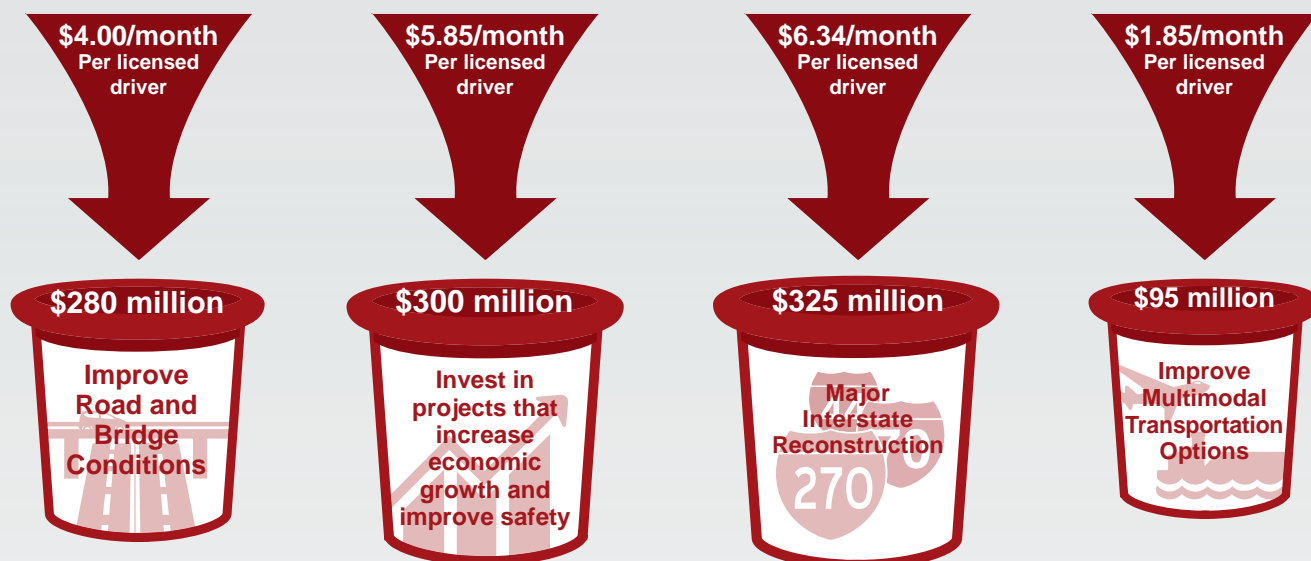


## MONTHLY COSTS OF ADDITIONAL BENEFITS

The average driver in Missouri pays \$32 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 22.9 mpg, plus the average motor vehicle sales tax per driver.*

### Additional Investments Needed to Improve Missouri's Transportation System





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Missouri Department of Transportation  
1-888-ASK-MoDOT  
[modot.org](http://modot.org)







# Financial Snapshot

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

Missouri Department of Transportation  
[www.modot.org](http://www.modot.org)



November 2022





# 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.

In May of 2021, the Missouri General Assembly passed Senate Bill 262, raising Missouri's motor fuel tax by 2.5-cents per gallon per year over next five years.

In November of 2021, the United States Congress passed the Infrastructure Investment and Jobs Act (IIJA), which is estimated to increase federal funding to Missouri approximately 25 percent for the next five years.

*[www.modot.org/financial-statements](http://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

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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 2022 (Dollars in thousands)

<b>Missouri User Fees and Other Revenue (62.5%)</b>	<b>State</b>	<b>Cities &amp; Counties</b>	<b>Total</b>	<b>%</b>
Motor Fuel Tax	\$528,456	\$205,217	\$733,673	41.4
Aviation Fuel Tax	241	0	241	0.0
Motor Vehicle Sales Tax	407,646	66,297	473,943	26.6
Jet Fuel Sales Tax	6,151	0	6,151	0.3
Motor Vehicle and Driver's Licensing Fees	314,359	31,097	345,456	19.4
Multimodal and Highway Safety Fees	2,716	0	2,716	0.2
Interest and Miscellaneous	116,369	0	116,369	6.5
Bond Proceeds	100,000	0	100,000	5.6
<b>Total Revenue</b>	<b>\$1,475,938</b>	<b>\$302,611</b>	<b>\$1,778,549</b>	<b>100.0</b>

<b>Federal Revenue (34.9%)</b>	<b>State</b>	<b>Cities &amp; Counties</b>	<b>Total</b>	<b>%</b>
Federal Reimbursement	\$872,762	\$102,017	\$974,779	98.0
Federal Grants	19,850	0	19,850	2.0
<b>Total Revenue</b>	<b>\$892,612</b>	<b>\$102,017</b>	<b>\$994,629</b>	<b>100.0</b>

<b>Missouri General Revenue (2.6%)</b>	<b>State</b>	<b>Cities &amp; Counties</b>	<b>Total</b>	<b>%</b>
State General Revenue Fund (Multimodal)	\$23,945	\$0	\$23,945	32.7
State General Revenue Fund (Road and Bridges)	49,308	0	49,308	67.3
<b>Total Revenue</b>	<b>\$73,253</b>	<b>\$0</b>	<b>\$73,253</b>	<b>100.0</b>

# 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.

<b>Revenue (Road and Bridge)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Motor Fuel Tax <sup>1,11</sup>	\$517,832	\$517,231	\$506,688	\$492,173	\$528,456
Vehicle/Driver's Licensing Fees <sup>1</sup>	296,825	304,783	296,100	331,931	314,359
Motor Vehicle Sales Tax <sup>1</sup>	362,237	353,211	356,908	443,495	402,244
Interest and Miscellaneous <sup>2</sup>	110,312	92,070	146,949	96,351	115,847
Federal Reimbursement <sup>3,4,5</sup>	935,017	882,536	952,026	1,262,757	907,839
Bond Proceeds <sup>6</sup>	0	0	201,000	0	100,000
State General Revenue Fund <sup>6,7</sup>	0	0	50,000	46,829	49,308
<b>Total Revenue</b>	<b>\$2,222,223</b>	<b>\$2,149,831</b>	<b>\$2,509,671</b>	<b>\$2,673,536</b>	<b>\$2,418,053</b>
<b>Revenue (Multimodal)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Aviation Fuel <sup>1</sup>	\$259	\$255	\$238	\$227	\$241
Fees <sup>1</sup>	2,327	2,603	2,444	2,573	2,520
Sales Taxes <sup>1</sup>	11,713	11,212	9,260	8,244	11,553
State General Revenue Fund <sup>7</sup>	11,808	18,061	19,422	14,949	23,945
Interest and Miscellaneous <sup>2</sup>	3,380	2,172	2,761	777	522
Federal Reimbursement <sup>3,4</sup>	60,243	58,769	54,966	64,944	66,940
<b>Total Revenue<sup>9</sup></b>	<b>\$89,730</b>	<b>\$93,072</b>	<b>\$89,091</b>	<b>\$91,714</b>	<b>\$105,721</b>
<b>Revenue (Highway Safety)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Fees <sup>8</sup>	\$275	\$246	\$197	\$175	\$196
Interest and Miscellaneous <sup>2</sup>	16	5	7	0	0
Federal Grants <sup>3,4</sup>	15,517	18,708	18,550	17,799	19,850
<b>Total Revenue<sup>10</sup></b>	<b>\$15,808</b>	<b>\$18,959</b>	<b>\$18,754</b>	<b>\$17,974</b>	<b>\$20,046</b>

Notes:

<sup>1</sup> User fees.

<sup>2</sup> 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.

<sup>3</sup> User fees and transfers from the General Fund and Leaking Underground Storage Tank (L.U.S.T.) Fund.

<sup>4</sup> Includes federal funds that flow through MoDOT to local governments and agencies.

<sup>5</sup> Includes federal funds from the Coronavirus Reponse and Relief Supplemental Appropriations Act, 2021.

<sup>6</sup> Focus on Bridges Program (FOB).

<sup>7</sup> Appropriated by the Missouri General Assembly, which includes FOB and Governor's Transportation Cost Share Program.

<sup>8</sup> Includes motorcycle instruction permit fees and fees collected by the courts from violators of state laws or municipal or county ordinances.

<sup>9</sup> Includes the following funds: Multimodal Operations-Federal, Federal Stimulus, State Transportation, Aviation Trust, State Transportation Assistance Revolving, Grade Crossing Safety Account, Railroad Expense and General Revenue.

<sup>10</sup> Includes the following funds: Highway Safety-Federal, Motor Carrier Safety Assistance-Federal and the Motorcycle Safety Trust.

<sup>11</sup> The 2022 revenue is understated due to limited appropriation authority to transfer funds. Therefore, motor fuel tax revenue collected in 2022 of \$41.9 million will be reported as 2023 revenue.

Source: MoDOT

# Transportation Funding

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

MoDOT's largest expenditure category is Program Delivery. Program Delivery 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.

<b>Expenditures (Road and Bridge)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Program Delivery-Program <sup>1</sup>	\$944,266	\$913,571	\$1,059,174	\$1,106,714	\$1,099,157
Program Delivery-Operating Costs <sup>2</sup>	128,336	131,867	125,066	127,720	136,272
Safety and Operations-Maintenance <sup>2</sup>	462,987	466,080	471,620	447,935	494,303
Fleet, Facilities & Info. Systems <sup>2</sup>	78,990	77,931	75,671	79,850	96,665
Debt Service <sup>3</sup>	289,617	289,403	244,403	295,018	299,199
Administration <sup>2</sup>	52,101	51,935	51,588	50,692	52,391
Other State Agencies <sup>4</sup>	261,228	269,964	245,692	222,213	270,386
<b>Total Expenditures</b>	<b>\$2,217,525</b>	<b>\$2,200,751</b>	<b>\$2,273,214</b>	<b>\$2,330,142</b>	<b>\$2,448,373</b>

<b>Expenditures (Multimodal)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Operating Costs <sup>2</sup>	\$3,016	\$2,856	\$2,548	\$2,484	\$2,717
Transit	34,560	30,710	36,632	28,419	27,568
Rail	13,314	22,549	10,586	9,611	11,677
Aviation	37,094	23,975	28,862	45,196	47,369
Port-Waterway	2,149	8,147	8,608	5,732	12,064
STAR Fund Loan	814	8	0	147	8
Freight	956	965	763	997	750
<b>Total Expenditures</b>	<b>\$91,903</b>	<b>\$89,210</b>	<b>\$87,999</b>	<b>\$92,586</b>	<b>\$102,153</b>

<b>Expenditures (Highway Safety)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Operating Costs <sup>2</sup>	\$529	\$543	\$595	\$551	\$655
Safety Programs	15,466	17,595	18,883	17,274	19,231
<b>Total Expenditures</b>	<b>\$15,995</b>	<b>\$18,138</b>	<b>\$19,478</b>	<b>\$17,825</b>	<b>\$19,886</b>

Notes:

<sup>1</sup> 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.

<sup>2</sup> Includes personal services and fringe benefits of MoDOT employees and expense & equipment costs.

<sup>3</sup> Includes the principal and interest payments for funds borrowed by the Missouri Highways and Transportation Commission (MHTC).

<sup>4</sup> Includes appropriated expenditures of the Missouri State Highway Patrol and Missouri Department of Revenue. Amounts of \$10.0 million and \$6.1 million are included in 2019 and 2020 respectively for the bicentennial license plate reissuance. The 2020 and 2021 expenditures are offset by reimbursements from the Coronavirus Aid, Relief, and Economic Security (CARES) Act of \$26.8 and \$44.3 million, respectively.

Source: MoDOT.



# Transportation Funding

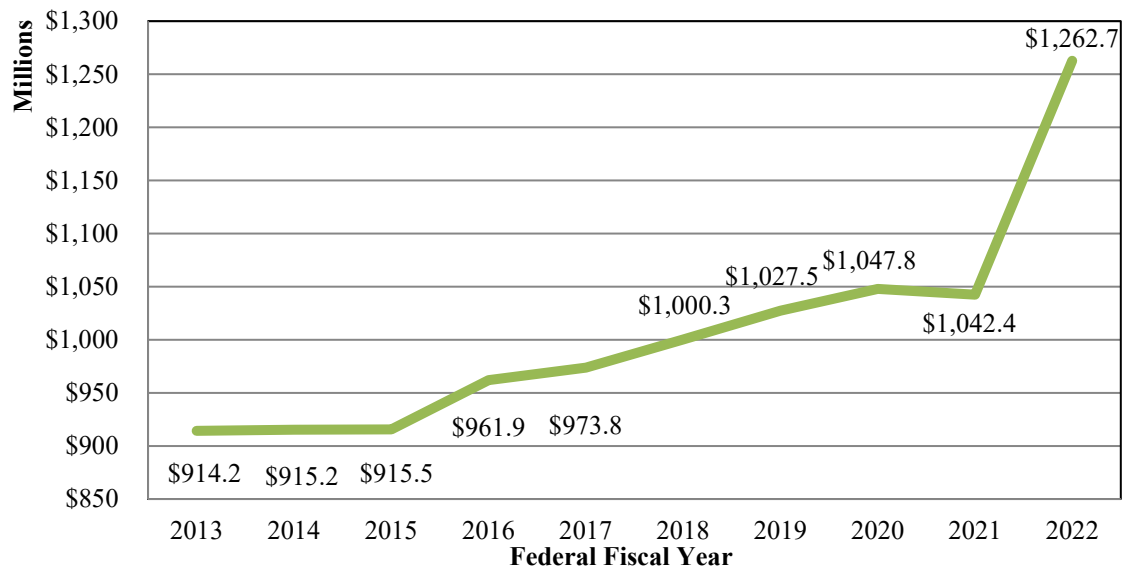
## Summary of State and Federal Funds

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
Federal Stimulus Fund	Federal grant monies associated with Multimodal programs provided from the Coronavirus Aid, Relief and Emergency Security (CARES) Act

# Transportation Funding

## Federal Aid Apportionments based on Infrastructure Investment and Jobs (IIJA) 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 the IIJA and FAST Act. The IIJA was signed into law by the President on November 15, 2021 and provides funding for surface transportation programs for federal fiscal years 2022, 2023, 2024, 2025 and 2026. The total apportionments under the IIJA are significantly more than under the previous federal funding act, FAST Act.

<b>Apportionment Category</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
National Highway Performance (NHPP)	\$570.1	\$583.8	\$593.7	\$590.1	\$687.4
Surface Transportation Block Grant (STBG)	270.1	277.4	282.4	281.6	311.2
Highway Safety Improvement (HSIP)	57.0	58.2	59.2	58.8	72.2
PROTECT Program	0.0	0.0	0.0	0.0	34.6
National Highway Freight (NHFP)	28.1	31.8	35.2	34.9	32.2
Transportation Alternatives (TAP)	18.6	18.6	18.6	18.6	31.4
Carbon Reduction Program	0.0	0.0	0.0	0.0	30.5
Congestion Mitigation & Air Quality (CMAQ)	23.9	24.4	24.8	24.6	25.2
Statewide Planning & Research (SPR)	19.7	20.2	20.6	20.5	23.0
Rail/Highway Crossings	5.8	5.9	6.0	6.0	6.0
Metropolitan Planning (MP)	5.4	5.5	5.6	5.6	6.7
Recreational Trails	1.6	1.7	1.7	1.7	1.7
Safe and Accessible Transportation	0.0	0.0	0.0	0.0	0.6
<b>Total</b>	<b>\$1,000.3</b>	<b>\$1,027.5</b>	<b>\$1,047.8</b>	<b>\$1,042.4</b>	<b>\$1,262.7</b>
<b>Obligation Limitation</b>	<b>\$990.9</b>	<b>\$1,032.3</b>	<b>\$1,091.8</b>	<b>\$1,037.1</b>	<b>\$1,201.2</b>

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. So, as an example, with 2022 apportionments of \$1,262.7 million, we would be able to commit and spend about \$1,201.2 million on projects.

The apportionment categories under the IIJA 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 Block Grant** 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.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)** includes planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
- **National Highway Freight** includes improvements to the National Highway Freight Network (NHFN) that increase the efficiency of freight movement.
- **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.
- **Carbon Reduction** is for reducing transportation emissions or the development of carbon reduction strategies.

- **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.
- **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.
- **Safe and Accessible Transportation** is for the development of complete streets policies and standards and a complete streets prioritization plan.

Source: Prepared by MoDOT based on amounts received under the FAST Act and IIJA.



# 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 2020, Missouri received \$1.23 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 <sup>1</sup>									
Surrounding States	2012	2013	2014	2015	2016	2017	2018	2019	2020
Arkansas	1.21	1.29	1.23	1.15	1.23	1.27	1.27	1.19	1.24
Illinois	1.09	1.23	1.15	1.11	1.14	1.19	1.16	1.18	1.28
Iowa	1.06	1.08	1.09	1.00	1.06	1.05	1.08	1.09	1.17
Kansas	1.02	1.10	1.03	0.98	1.03	1.11	1.17	1.11	1.12
Kentucky	1.07	1.35	1.12	1.06	1.12	1.15	1.14	1.14	1.21
Missouri	1.17	1.23	1.17	1.10	1.14	1.21	1.21	1.20	1.23
Nebraska	1.03	1.13	1.03	0.96	1.01	1.05	1.03	1.33	1.04
Oklahoma	1.08	1.15	1.07	1.00	1.10	1.18	1.12	1.02	1.16
Tennessee	1.02	1.14	1.06	1.00	1.03	1.07	1.04	1.17	1.04

Notes:

<sup>1</sup> 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 \$82.8 billion from 2012 to 2020. 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 2020.

# Transportation Funding

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

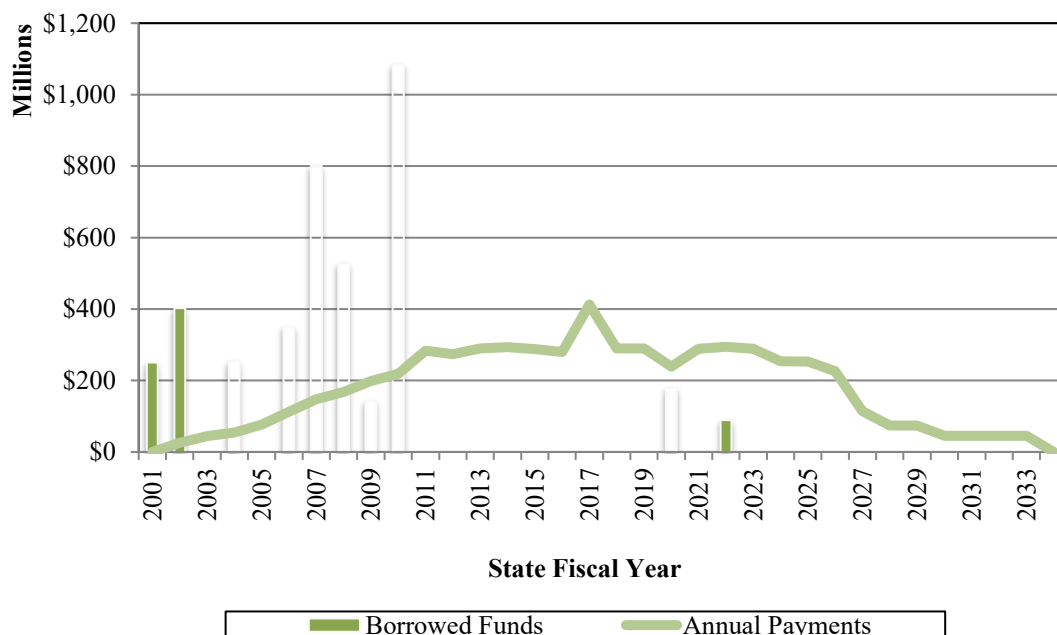
Bond financing allowed MoDOT to provide much needed infrastructure improvements to the traveling public sooner than traditional funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing 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.

In fiscal year 2020, MoDOT borrowed \$178.4 million as part of the Focus on Bridges Program. The Focus on Bridges Program, recommended by the Governor and supported by the General Assembly in the 2019 legislative session, provides \$351 million in funds to repair or replace 250 bridges on the state highway system. General Revenue Fund monies of \$50 million were made available in fiscal year 2020 to fund approximately 45 bridge projects and the remaining \$301 million is funded by bond proceeds with General Revenue Fund monies being made available for debt service payments over seven years. MoDOT borrowed the remaining \$89 million in fiscal year 2022.

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



Note:

The MHTC has \$1.3 billion of bonds outstanding as of June 30, 2022. The average interest rate (true interest cost) on all outstanding debt combined is 2.63 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 tax, 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

	<b>Motor Fuel Revenue</b>	<b>Vehicle Sales Tax</b>	<b>Motor Vehicle Fees</b>	<b>Total</b>
<b>2017</b>	105,590	34,519	17,047	157,156
<b>2018</b>	105,364	35,574	17,746	158,684
<b>2019</b>	106,011	33,904	17,581	157,496
<b>2020</b>	104,067	34,293	16,706	155,066
<b>2021</b>	101,457	43,449	19,968	164,874
<b>2022</b>	113,964	39,778	18,658	172,400

### Counties

	<b>Motor Fuel Revenue</b>	<b>Vehicle Sales Tax</b>	<b>Motor Vehicle Fees</b>	<b>Total</b>
<b>2017</b>	82,815	23,012	11,365	117,192
<b>2018</b>	82,637	23,716	11,831	118,184
<b>2019</b>	83,142	22,603	11,721	117,466
<b>2020</b>	81,617	22,862	11,138	115,617
<b>2021</b>	79,577	28,966	13,312	121,855
<b>2022</b>	91,253	26,519	12,439	130,211

### Total

	<b>Motor Fuel Revenue</b>	<b>Vehicle Sales Tax</b>	<b>Motor Vehicle Fees</b>	<b>Total</b>
<b>2017</b>	188,405	57,531	28,412	274,348
<b>2018</b>	188,001	59,290	29,577	276,868
<b>2019</b>	189,153	56,507	29,302	274,962
<b>2020</b>	185,684	57,155	27,844	270,683
<b>2021</b>	181,034	72,415	33,280	286,729
<b>2022</b>	205,217	66,297	31,097	302,611

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.

<b>Expenditures (External)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Construction Projects	\$798,122	\$771,440	\$919,329	\$939,022	\$945,342
Debt Service and Leases	289,971	289,540	244,503	295,165	301,973
Program Distributions <sup>1</sup>	214,618	200,746	187,320	213,720	219,083
Supplies	143,258	146,708	146,605	146,186	159,411
Services	92,959	100,865	102,614	106,561	132,889
Equipment	47,904	42,857	42,722	50,198	62,644
Miscellaneous	38,516	38,266	36,847	32,609	31,611
Fuel and Utilities	9,376	9,154	8,678	8,693	9,142
Refunds	3,803	1,802	4,815	3,340	3,438
Professional Development	1,575	1,512	1,496	1,058	1,492
Travel <sup>2</sup>	1,474	1,567	1,205	121	1,008
<b>Total Expenditures</b>	<b>\$1,641,576</b>	<b>\$1,604,457</b>	<b>\$1,696,134</b>	<b>\$1,796,673</b>	<b>\$1,868,033</b>
	80%	79%	79%	81%	81%
<b>Expenditures (Internal)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Salaries and Benefits	\$416,405	\$427,108	\$431,718	\$416,526	\$425,667
Program Distributions <sup>3</sup>	5,768	6,021	6,734	4,933	5,970
Travel <sup>4</sup>	446	549	413	208	356
<b>Total Expenditures</b>	<b>\$422,619</b>	<b>\$433,678</b>	<b>\$438,865</b>	<b>\$421,667</b>	<b>\$431,993</b>
	20%	21%	21%	19%	19%
Other State Agencies	\$261,228	\$269,964	\$245,692	\$222,213	\$270,386
<b>Total</b>	<b>\$2,325,423</b>	<b>\$2,308,099</b>	<b>\$2,380,691</b>	<b>\$2,440,553</b>	<b>\$2,570,412</b>

Notes:

<sup>1</sup> Payments or federal funds passed through to cities, counties and other political subdivisions.

<sup>2</sup> Payments to vendors.

<sup>3</sup> Payments or federal funds passed through to other state agencies and universities.

<sup>4</sup> Employee reimbursements.

Source: MoDOT

# Transportation Facts

## Summary of MoDOT's Expenditures and Highway User Fees to Local Governments by County - Fiscal Year 2022 (Dollars in thousands)

	Expenditures <sup>1</sup>	Revenue <sup>2</sup>		Expenditures <sup>1</sup>	Revenue <sup>2</sup>
Andrew	\$7,689	\$1,191	Cass	\$13,325	\$4,894
Atchison	29,166	908	Clay	22,962	5,170
Buchanan	34,881	4,119	Jackson	186,415	36,823
Caldwell	12,368	870	Johnson	12,350	2,626
Carroll	5,773	1,184	Lafayette	14,190	1,879
Chariton	4,175	1,018	Pettis	11,946	2,335
Clinton	4,090	1,487	Platte	37,118	2,685
Daviess	6,530	947	Ray	5,349	1,430
DeKalb	11,068	952	Saline	13,948	1,667
Gentry	4,185	771	<b>Subtotal-Kansas City<sup>3</sup></b>	<b>\$317,603</b>	<b>\$59,509</b>
Grundy	4,697	830	Boone	34,763	7,182
Harrison	6,952	1,089	Callaway	12,521	2,628
Holt	6,815	689	Camden	10,071	3,559
Linn	2,238	1,114	Cole	54,871	3,375
Livingston	4,477	1,141	Cooper	106,161	1,135
Mercer	3,056	542	Crawford	10,842	1,129
Nodaway	13,493	2,011	Dent	2,929	967
Putnam	11,449	743	Gasconade	7,860	929
Sullivan	7,535	723	Howard	3,561	686
Worth	1,097	337	Laclede	11,160	1,666
<b>Subtotal-Northwest<sup>3</sup></b>	<b>\$181,734</b>	<b>\$22,666</b>	Maries	3,988	610
Adair	13,682	1,589	Miller	14,805	1,320
Audrain	5,522	1,716	Moniteau	2,653	1,007
Clark	3,816	732	Morgan	4,943	1,643
Knox	1,706	630	Osage	8,451	786
Lewis	5,969	758	Phelps	13,708	2,111
Lincoln	7,671	2,304	Pulaski	6,805	1,540
Macon	16,561	1,361	Washington	9,017	801
Marion	31,987	1,608	<b>Subtotal-Central<sup>3</sup></b>	<b>\$319,109</b>	<b>\$33,074</b>
Monroe	4,483	950			
Montgomery	7,495	939			
Pike	5,808	1,136			
Ralls	3,973	768			
Randolph	11,334	1,671			
Schuyler	3,172	495			
Scotland	6,296	628			
Shelby	3,430	769			
Warren	3,655	1,396			
<b>Subtotal-Northeast<sup>3</sup></b>	<b>\$136,560</b>	<b>\$19,450</b>			

Notes:  
See next page



# Transportation Facts

## Summary of MoDOT's Expenditures and Highway User Fees to Local Governments by County - Fiscal Year 2022 (Dollars in thousands)

	Expenditures <sup>1</sup>	Revenue <sup>2</sup>		Expenditures <sup>1</sup>	Revenue <sup>2</sup>
Franklin	\$14,455	4,674	Bollinger	\$2,565	\$735
Jefferson	27,570	7,570	Butler	13,452	2,144
St. Charles	59,222	16,288	Cape Girardeau	10,933	3,531
St. Louis City	202,308	43,214	Carter	2,053	455
St. Louis County	36,888	14,764	Douglas	3,512	993
<b>Subtotal-St. Louis<sup>3</sup></b>	<b>\$340,443</b>	<b>\$86,510</b>	Dunklin	8,174	1,905
Barry	\$13,234	2,264	Howell	13,447	2,109
Barton	5,689	1,097	Iron	1,140	606
Bates	9,702	1,452	Madison	10,305	593
Benton	11,540	1,103	Mississippi	3,651	932
Cedar	3,573	921	New Madrid	11,328	1,481
Christian	21,135	3,650	Oregon	2,888	747
Dade	3,329	780	Ozark	11,687	846
Dallas	2,438	956	Pemiscot	19,066	1,227
Greene	75,032	12,546	Perry	10,715	1,115
Henry	4,044	1,553	Reynolds	1,720	924
Hickory	2,158	608	Ripley	1,524	628
Jasper	24,509	5,808	Scott	46,381	1,855
Lawrence	4,040	1,985	Shannon	4,412	839
McDonald	23,529	1,165	St. Francois	5,427	2,779
Newton	13,204	2,377	St. Genevieve	19,292	1,347
Polk	3,634	1,687	Stoddard	6,394	1,970
St. Clair	9,781	849	Texas	7,172	1,520
Stone	2,400	1,796	Wayne	12,485	759
Taney	7,976	2,391	Wright	5,078	1,106
Vernon	15,693	1,552	<b>Subtotal-Southeast<sup>3</sup></b>	<b>\$234,801</b>	<b>\$33,146</b>
Webster	10,911	1,716	Statewide Support <sup>3,4</sup>	146,430	
<b>Subtotal-Southwest<sup>3</sup></b>	<b>\$267,551</b>	<b>\$48,256</b>	Other <sup>3,5</sup>	56,596	
			Debt Service	299,199	
			Other State Agencies	270,386	
			<b>Total</b>	<b>\$2,570,412</b>	<b>\$302,611</b>

### Notes:

<sup>1</sup> Expenditures for road and bridge (\$2,448,373), multimodal (\$102,153) and highway safety (\$19,886) as shown on page 5.

<sup>2</sup> State motor fuel tax, motor vehicle sales tax and motor vehicle and driver license fees distribution to cities and counties.

<sup>3</sup> Includes multimodal (\$102,153) and federal pass through for cities and counties (\$102,017), 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.

<sup>4</sup> Expenditures for bridge design, safety inspection, administrative services, etc.

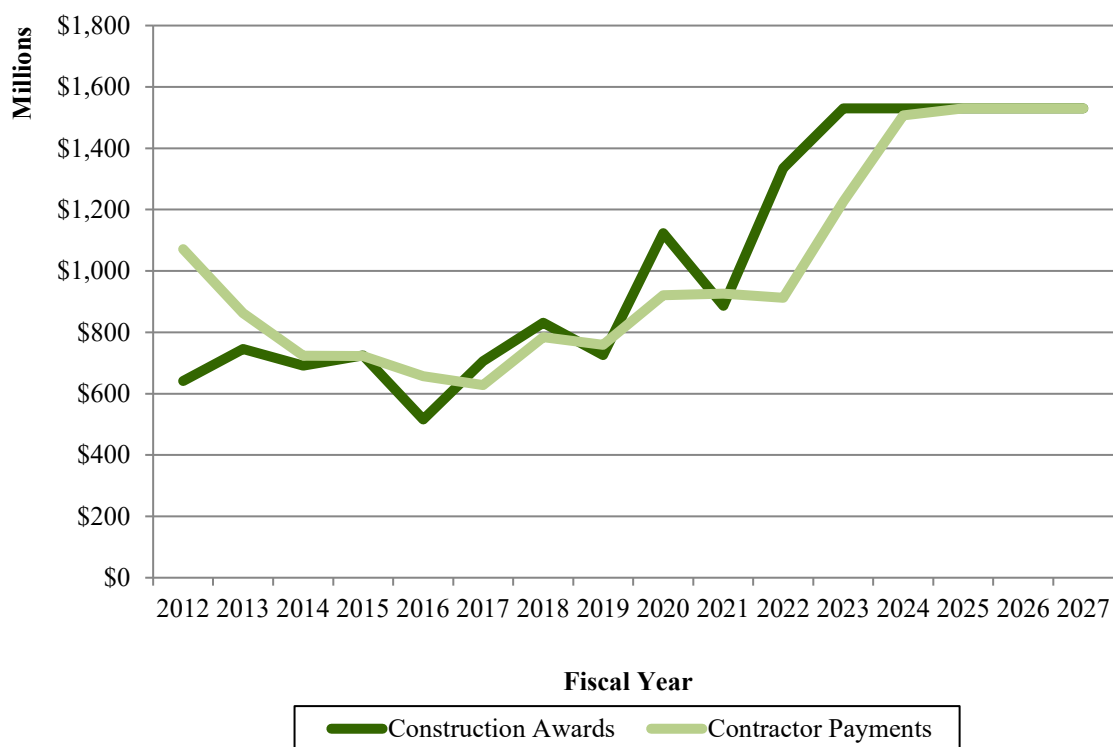
<sup>5</sup> Expenditures associated with multiple counties or not identifiable to a specific county.

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 \$535 million of projected FY 2023 contractor payments is for projects awarded in FY 2023. 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 2023-2027 Statewide Transportation Improvement Program (STIP).

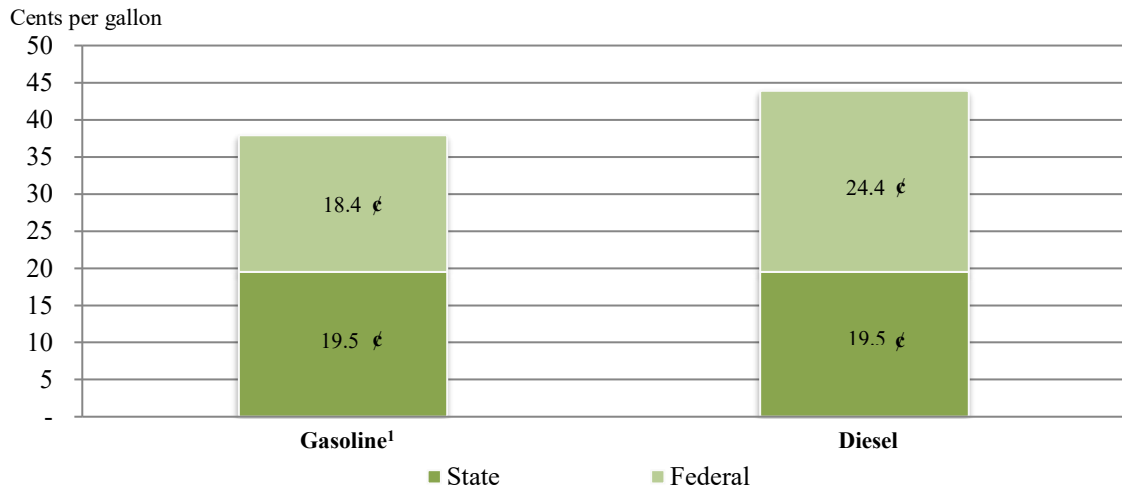


Source: MoDOT

# 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 federal level since the 1990's.



Note:

<sup>1</sup> 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 17 cents per gallon effective April 1, 1996.
- Fuel tax rate increased to 19.5 cents per gallon effective October 1, 2021.

### 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 2022

<b>Vehicle Type</b>	<b>Number</b>
Passenger Cars	3,734,675
Trucks	1,532,330
Recreational Vehicles	16,516
Buses	23,102
Motorcycles/Tricycles	141,153
<b>Total</b>	<b>5,447,776</b>

<b>Number of licensed drivers in Missouri</b>	
Male	2,073,027
Female	2,186,645
<b>Total</b>	<b>4,259,672</b>

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)

<b>Fiscal Year</b>	<b>Gasoline<sup>1</sup></b>	<b>Diesel</b>	<b>Total</b>	<b>Percent change</b>
1994 <sup>2</sup>	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 <sup>3</sup>	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
2020	3,018	1,060	4,078	-1.995
2021	2,887	1,088	3,975	-2.526
2022	3,119	1,100	4,219	6.138

### Notes:

<sup>1</sup> Gasoline gallons include gasohol, compressed natural gas and liquefied natural gas.

<sup>2</sup> Beginning January 1, 1994, the Federal government moved the collection point to the terminal. All tax exempt diesel has to be dyed.

<sup>3</sup> 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

## Distribution of Highway User Fees – Fiscal Year 2022

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.

### Fuel Taxes Rates:

State:	Gas / Gasohol	Percent	Diesel	Percent
State-Roads & Bridges, MSHP, DOR	14.19¢	72.8%	14.19¢	72.8%
Cities <sup>1</sup>	2.93¢	15.0%	2.93¢	15.0%
Counties <sup>2</sup>	2.38¢	12.2%	2.38¢	12.2%
Total State	<b>19.50¢</b>		<b>19.50¢</b>	
<b>Federal:</b>				
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	<b>18.40¢</b>		<b>24.40¢</b>	
<b>TOTAL FUEL TAX RATE</b>	<b>37.90¢</b>		<b>43.90¢</b>	

State Motor Vehicle Sales Taxes:	Sales	Percent
State-Roads & Bridges	2.960%	70.1%
State-Other Transportation Modes	0.040%	0.9%
Cities <sup>1</sup>	0.300%	7.1%
Counties <sup>2</sup>	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%
<b>TOTAL STATE TAX RATE</b>	<b>4.225%</b>	

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 <sup>1</sup>	-	15%
Counties <sup>2</sup>	-	10%

Notes:

<sup>1</sup> City share is based on population.

<sup>2</sup> 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<sup>1</sup>

	5-Cents	10-Cents	15-Cents
State (70%)	\$108,816,005	\$217,632,009	\$326,448,014
City (15%)	23,317,715	46,635,431	69,953,146
County (15%)	23,317,715	46,635,431	69,953,146
<b>Total</b>	<b>\$155,451,435</b>	<b>\$310,902,871</b>	<b>\$466,354,306</b>

### Yield From Increasing Diesel Fuel Excise Tax<sup>1</sup>

	5-Cents	10-Cents	15-Cents
State (70%)	\$38,519,531	\$77,039,062	\$115,558,593
City (15%)	8,254,185	16,508,370	24,762,555
County (15%)	8,254,185	16,508,370	24,762,555
<b>Total</b>	<b>\$55,027,901</b>	<b>\$110,055,802</b>	<b>\$165,083,703</b>

### Yield From Increasing All Motor Fuel Excise Tax<sup>1</sup>

	5-Cents	10-Cents	15-Cents
State (70%)	\$147,335,536	\$294,671,071	\$442,006,607
City (15%)	31,571,900	63,143,801	94,715,701
County (15%)	31,571,900	63,143,801	94,715,701
<b>Total</b>	<b>\$210,479,336</b>	<b>\$420,958,673</b>	<b>\$631,438,009</b>

### Yield From Implementing Sales Tax On Motor Fuel<sup>2</sup>

	1.0%	3.0%	5.0%
State (70%)	\$119,071,841	\$357,215,520	\$595,359,201
City (15%)	31,571,900	76,546,183	127,576,971
County (15%)	31,571,900	76,546,183	127,576,971
<b>Total</b>	<b>\$170,102,629</b>	<b>\$510,307,886</b>	<b>\$850,513,143</b>

### Yield From Implementing Consumer Price Index Adjustment On Motor Fuel<sup>1,3</sup>

	Year-1	Year-2	Year-3
State (70%)	\$11,492,172	\$23,279,015	\$35,360,529
City (15%)	2,462,608	4,988,360	7,577,256
County (15%)	2,462,608	4,988,360	7,577,256
<b>Total</b>	<b>\$16,417,388</b>	<b>\$33,255,735</b>	<b>\$50,515,041</b>

Notes:

<sup>1</sup> Potential yields are based on fiscal year 2022 net diesel gallons taxed of 1,100,558,023 and net gasoline and gasohol gallons taxed of 3,109,028,708.

<sup>2</sup> Potential yields are based on the gasoline price per gallon of \$4.22 and the diesel price per gallon of \$5.14 as reported in the July 21, 2022 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

<sup>3</sup> Potential yields are based on an annual consumer price index of 2.00 percent (15-year average).

Source: MoDOT.

# Transportation Facts

## Potential Transportation Revenue Options - Sales Tax

### Yield From Increasing Motor Vehicle Sales Tax

	<b>0.10%</b>	<b>0.25%</b>	<b>0.75%</b>	<b>1.00%</b>
State (87.5%)	\$11,890,348	\$29,725,873	\$89,177,617	\$118,903,490
City (7.5%)	1,019,173	2,547,932	7,643,796	10,191,728
County (5%)	679,449	1,698,621	5,095,864	6,794,485
<b>Total</b>	<b>\$13,588,970</b>	<b>\$33,972,426</b>	<b>\$101,917,277</b>	<b>\$135,889,703</b>

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

	<b>0.10%</b>	<b>0.25%</b>	<b>0.75%</b>	<b>1.00%</b>
State (100%)	\$91,562,763	\$228,906,909	\$686,720,726	\$915,627,634
City (0%)	0	0	0	0
County (0%)	0	0	0	0
<b>Total</b>	<b>\$91,562,763</b>	<b>\$228,906,909</b>	<b>\$686,720,726</b>	<b>\$915,627,634</b>

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

	<b>0.10%</b>	<b>0.25%</b>	<b>0.75%</b>	<b>1.00%</b>
State (98.0%)	\$103,453,111	\$258,632,782	\$775,898,343	\$1,034,531,124
City (1.2%)	1,019,173	2,547,932	7,643,796	10,191,728
County (0.8%)	679,449	1,698,621	5,095,864	6,794,485
<b>Total</b>	<b>\$105,151,733</b>	<b>\$262,879,335</b>	<b>\$788,638,003</b>	<b>\$1,051,517,337</b>

Source: Prepared by MoDOT based on fiscal year 2022 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

	<b>\$5.00</b>	<b>\$10.00</b>	<b>\$25.00</b>	<b>\$30.00</b>
State (75%)	\$14,005,031	\$28,010,062	\$70,025,156	\$84,030,187
City (15%)	2,801,006	5,602,013	14,005,031	16,806,038
County (10%)	1,867,338	3,734,675	9,336,688	11,204,025
<b>Total</b>	<b>\$18,673,375</b>	<b>\$37,346,750</b>	<b>\$93,366,875</b>	<b>\$112,040,250</b>

### Yield From Increasing All Truck & Bus Fees

	<b>\$5.00</b>	<b>\$10.00</b>	<b>\$25.00</b>	<b>\$30.00</b>
State (75%)	\$5,832,870	\$11,665,740	\$29,164,350	\$34,997,220
City (15%)	1,166,574	2,333,148	5,832,870	6,999,444
County (10%)	777,716	1,555,432	3,888,580	4,666,296
<b>Total</b>	<b>\$7,777,160</b>	<b>\$15,554,320</b>	<b>\$38,885,800</b>	<b>\$46,662,960</b>

### Yield From Increasing Driver Licensing Fees

	<b>\$5.00</b>	<b>\$10.00</b>	<b>\$25.00</b>	<b>\$30.00</b>
State (75%)	\$4,923,866	\$9,847,732	\$24,619,331	\$29,543,197
City (15%)	984,773	1,969,547	4,923,866	5,908,640
County (10%)	656,516	1,313,031	3,282,578	3,939,093
<b>Total</b>	<b>\$6,565,155</b>	<b>\$13,130,310</b>	<b>\$32,825,775</b>	<b>\$39,390,930</b>

### Yield From Increasing Alternative Fuel Decal Fees

	<b>10.00%</b>	<b>20.00%</b>	<b>30.00%</b>	<b>40.00%</b>
State (75%)	\$81,744	\$163,488	\$245,232	\$326,977
City (15%)	16,349	32,698	49,047	65,396
County (10%)	10,899	21,799	32,698	43,597
<b>Total</b>	<b>\$108,992</b>	<b>\$217,985</b>	<b>\$326,977</b>	<b>\$435,970</b>

### Yield From Converting All Passenger Car Fees from Horsepower to Miles per Gallon (MPG)<sup>1</sup>

State (75%)	\$18,600,657
City (15%)	15,836,334
County (10%)	10,557,556
<b>Total</b>	<b>\$44,994,547</b>

Notes:

<sup>1</sup> Potential yields are based on an annual tiered fee structure; \$25 for 0-19 MPG, \$32 for 20-29 MPG, \$39 for 30-39 MPG, \$46 for 40-49 MPG, \$53 for 50-59 MPG, \$200 for +60 MPG and electric vehicles, and \$150 for plug-in electric hybrids.

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 2022 revenue received.

# Transportation Facts

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

## Yield from Increasing All Motor Fuel Excise Tax<sup>1</sup>

	2.4-Cents	6-Cents	12-Cents
State (70%)	\$70,721,058	\$176,802,642	\$353,605,286
City (15%)	15,154,512	37,886,281	75,772,561
County (15%)	15,154,512	37,886,281	75,772,561
<b>Total</b>	<b>\$101,030,082</b>	<b>\$252,575,204</b>	<b>\$505,150,408</b>

## Yield From Implementing Sales Tax On Motor Fuel<sup>2</sup>

	0.6%	1.5%	2.9%
State (70%)	\$71,443,104	\$176,802,642	\$353,605,286
City (15%)	15,154,512	37,886,281	75,772,561
County (15%)	15,154,512	37,886,281	75,772,561
<b>Total</b>	<b>\$101,030,082</b>	<b>\$252,575,204</b>	<b>\$505,150,408</b>

## Yield From Increasing Motor Vehicle Sales Tax

	0.75%	1.85%	3.70%
State (87.5%)	\$89,177,617	\$219,971,457	\$439,942,913
City (7.5%)	7,643,796	18,854,696	37,709,393
County (5%)	5,095,864	12,569,798	25,139,595
<b>Total</b>	<b>\$101,917,277</b>	<b>\$251,395,951</b>	<b>\$502,791,901</b>

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

	0.11%	0.27%	0.55%
State (100%)	\$100,719,040	\$247,219,461	\$503,595,199
City (0%)	0	0	0
County (0%)	0	0	0
<b>Total</b>	<b>\$100,719,040</b>	<b>\$247,219,461</b>	<b>\$503,595,199</b>

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

	0.10%	0.24%	0.48%
State (98.4%)	\$103,453,111	\$248,287,470	\$496,574,939
City (1.0%)	1,019,173	2,446,015	4,892,029
County (0.6%)	679,449	1,630,676	3,261,353
<b>Total</b>	<b>\$105,151,733</b>	<b>\$252,364,161</b>	<b>\$504,728,321</b>

Notes:

<sup>1</sup> Potential yields are based on fiscal year 2022 net diesel gallons taxed of 1,100,558,023 and net gasoline and gasohol gallons taxed of 3,109,028,708

<sup>2</sup> Potential yields are based on the gasoline price per gallon of \$4.22 and the diesel price per gallon of \$5.14 as reported in the July 21, 2022 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

Source: Prepared by MoDOT based on fiscal year 2022 receipts.



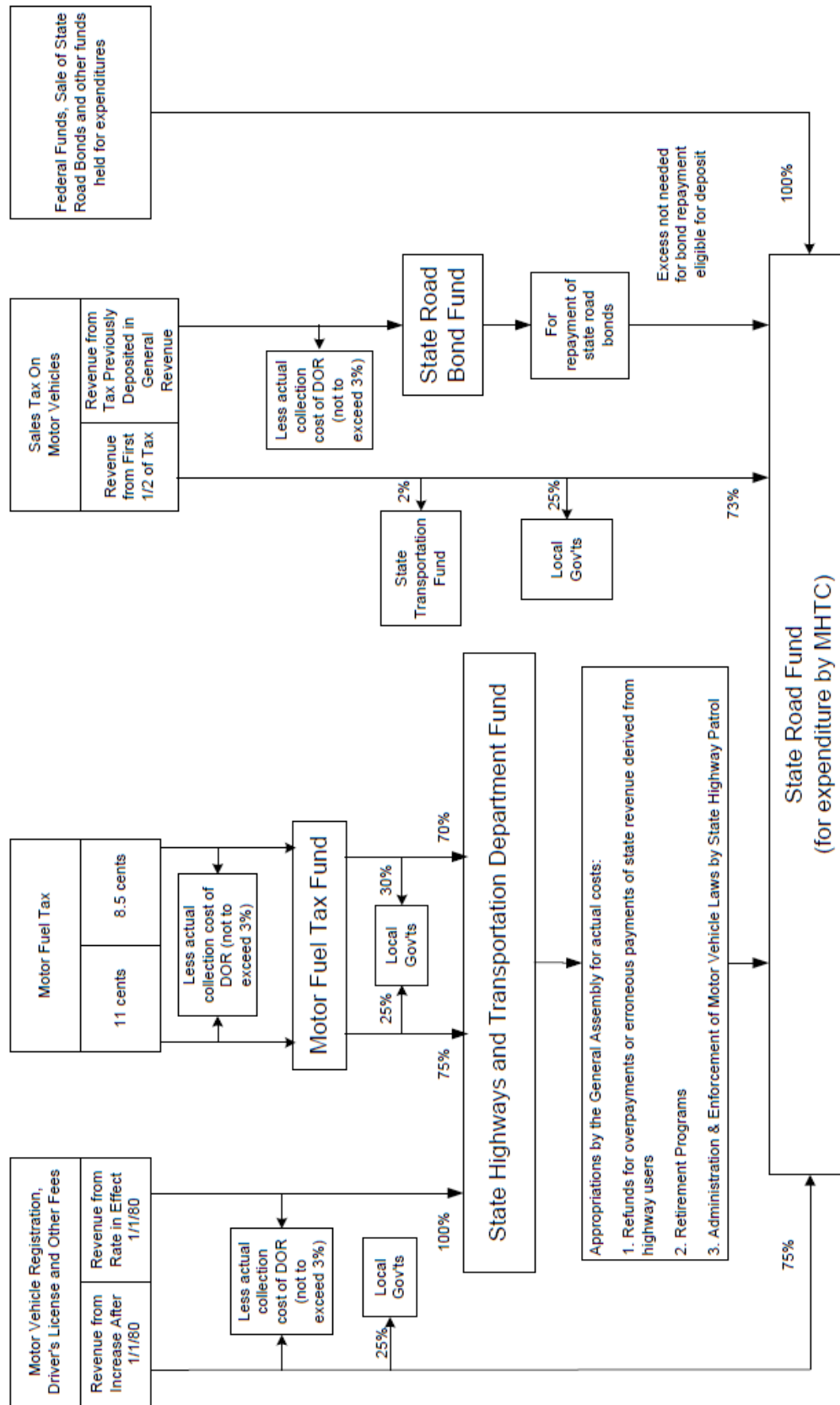
# Transportation Facts

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

<b>Yield from Increasing All Passenger Car, Truck, Bus and Driver Licensing Fees</b>		
	<b>\$15.00</b>	<b>\$38.00</b>
State (75%)	\$74,285,301	\$188,189,432
City (15%)	14,857,061	37,637,887
County (10%)	9,904,708	25,091,925
<b>Total</b>	<b>\$99,047,070</b>	<b>\$250,919,244</b>

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

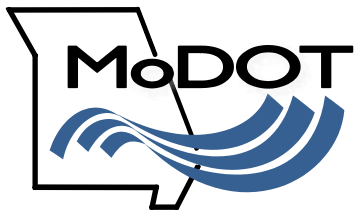
# MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION (MHTC) Road and Bridge Funding - Flowchart (Effective 10/1/2021)



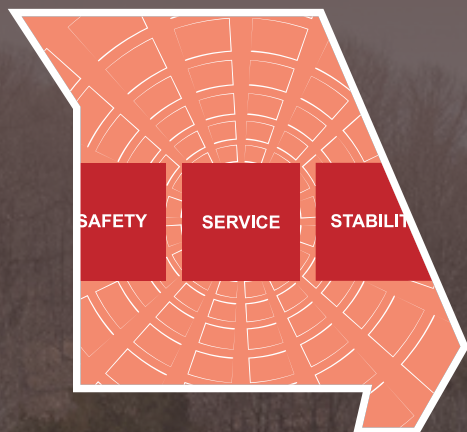
\*Requires certification by the Commissioner of Administration and the Missouri Highways and Transportation Commission.

Source: MoDOT





Missouri Department of Transportation  
Financial Services Division  
573.526.8106  
[www.modot.org](http://www.modot.org)  
1-888-ASK-MODOT



# 2022 MoDOT RESULTS

Safety. Service. Stability.



Missouri Department of Transportation



[www.modot.org/results](http://www.modot.org/results)

# 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

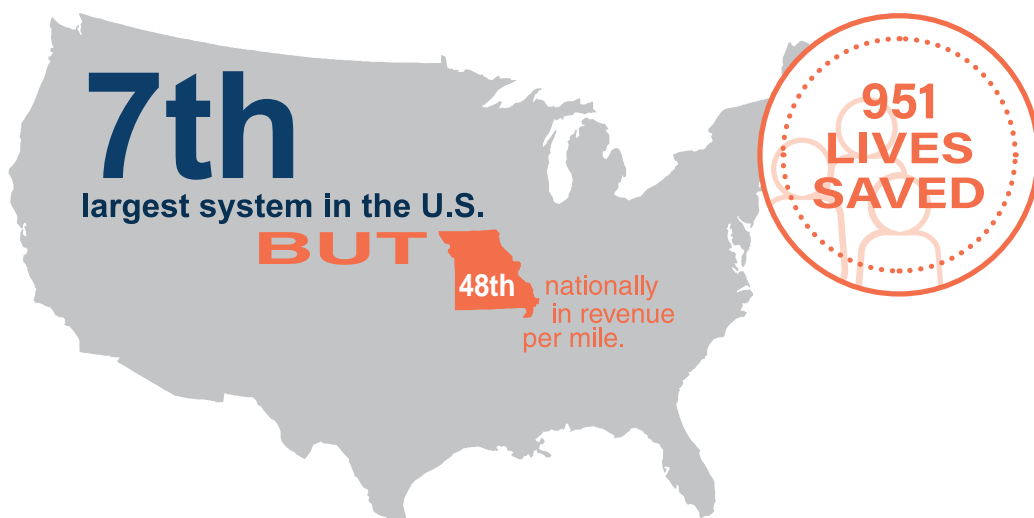
# MoDOT Delivers Results

The Missouri Department of Transportation is focused on providing transparent measures of our progress. MoDOT delivers results through accountability, innovation and efficiency. We have developed a system of performance metrics to deliver these results while being good stewards of the state's transportation dollars.

Since 2007, MoDOT has documented more than **\$5.5 billion** in one-time or ongoing savings. This includes redirection of \$73 million in savings in 2022 to roads and bridges and \$688 million in savings to our customers. In the last 15 years, reinvestment in safety enhancements resulted in an estimated 951 lives saved. MoDOT is not afraid to make tough decisions. In 2011, we responded to Missouri's critical infrastructure needs by enacting the Bolder Five-Year direction, a plan that reduced 124 facilities, 750 pieces of equipment and 1,200 employees. Over a decade later, these actions have saved \$1.2 billion.

During FY2022, reinforced by 2.5-cent per gallon fuel tax which allowed us to match Federal funds, MoDOT met with our partners and the general public to target \$1 billion in unfunded transportation needs across the state.

MoDOT continues to re-examine all its activities from the delivery of projects for roads and bridges to daily operations. We move some of these savings into our daily operations and internal budgets to have the necessary resources and skilled, experienced employees available to meet more customer expectations. MoDOT's core values of safety, service and stability serve as our foundational pillars. MoDOT is committed to providing a safe, innovative and reliable transportation system, which is essential to Missouri's economic growth.



# SAFETY

## Addressing Unbuckled Fatalities and Distracted Driving

The lack of wearing a seat belt is a top contributing factor in fatalities and serious injuries occurring on Missouri's roadways. While a record high **88% of Missourians** are buckling up, the 12% who are not account for a majority of vehicle occupants who are killed in Missouri's traffic crashes. If all Missourians committed to buckling up, it is estimated Missouri would experience 240 fewer traffic fatalities each year.

Likewise, distracted driving is a prevalent cause of traffic crashes in the state. The most prominent cause of distracted driving is cell phone use. Not only does distracted driving increase risk for the driver and his passengers, but like impaired driving, it also extends such risks to other users of the transportation system as well as highway workers.

"The Buckle Up Phone Down program helps us reinforce the two easiest and most effective ways to stay safe and save lives on our highways," said Nicole Hood, state highway safety and traffic engineer. "We are asking everyone to embrace and commit to these two simple actions and do your part to move Missouri toward zero traffic deaths." Since the program began in 2017, the BUPD initiative has spread steadily across Missouri and into more than a dozen other states, including Wisconsin, Massachusetts, Kentucky, Nevada, and others.



## Reduction in Injuries

### Observations, Near Misses, Close Calls

The implementation of Observations, Near Misses and Close Calls provides a reporting system for all employees to systematically reduce incidents through identifying risks that lead to injury. These programs provide the eyes and ears to identify and fix issues before an incident occurs.

MoDOT's new safety dashboard has led to unprecedented success in increasing participation in its safety observation program in the first three months. The program focuses the following three leading indicators:

- Observations = 300% increase!
- Near Misses = 675% increase!
- Good Catches = 880% increase!

# RESULTS



## SAVING LIVES

### KEEPING ALL TRAVELERS SAFE

#### **\$1.7 Billion in Safety Benefits, 140 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 76% of Missouri's traffic. These improvements have resulted in more than **\$1.7 billion** of safety benefits to customers since 2007.



## SAFER ROADS

### SAFETY COMMITMENT

#### **\$7.1 Billion in Total Customer Savings, 656 Lives Saved**

To improve roadway safety, 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 in the driving lanes. Electronic truck screening allows prequalified trucks to safely bypass weigh stations.



## SAFER DESIGN CONCEPTS

### STATE-OF-THE-ART DESIGN

#### **\$686 Million in Total MoDOT Savings, 89 Lives Saved**

The Diverging Diamond Interchange (DDI), first used in Springfield, Mo., in 2009, solves major traffic and safety issues at a much lower cost than traditional interchange designs. Missouri now has 25 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 are 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.



## PUBLIC SAFETY

### FEDERAL GRANTS HELP IMPROVE RAIL SAFETY

MoDOT has received two grants from the United States Department of Transportation Consolidated Rail Infrastructure and Safety Improvement Program for a combined amount of **\$13.1 million**. These grants will be used to improve safety along railroad corridors in Southwest Missouri. The safety improvements include installation of lights and gates at four railroad crossings, the construction of one railroad overpass and the construction of connecting roads that will allow nine public railroad crossing closures and four private railroad crossing closures. In addition to the grants, funding for the project includes **\$2.3 million** from the railroad, **\$1 million** of local money and **\$5.3 million** of funding available to MoDOT dedicated specifically for railroad safety projects.

# SERVICE

## Safety Management System Ushers in New Level of Safety Awareness

MoDOT's Safety Culture continually works toward a goal of **zero** injuries. This year, Safety and Emergency Management, along with the MoDOT Management System (MMS) team, created the Safety Management System (SMS) module, a program that would move MoDOT into a new era of safety awareness and improved reporting methods.

The award-winning MoDOT Management System gave the perfect platform to add the new Safety module. MoDOT maintenance employees are required to use MMS to see critical safety data, report when involved in an incident, when conducting Safety Observations and reporting Good Catches or Near Misses.

The safety program was released in two phases. Phase 1 implemented a variety of dashboards from every MoDOT department. Phase 2 focused more on a standardized process for everyone to report incident data and safety observations.

With the broader purpose of the program, MoDOT rebranded MMS as the MoDOT Management System. The new safety section of MMS will help to put safety information at the forefront every day.

Now all MoDOT employees will be able to submit reports on an incident into a single data entry process within MMS, both vehicular and/or employee injury.

The new dashboard will put critical safety data at every employee's fingertips. It will also standardize and simplify the reporting process, which will lead to improved data to use for predictive analysis.

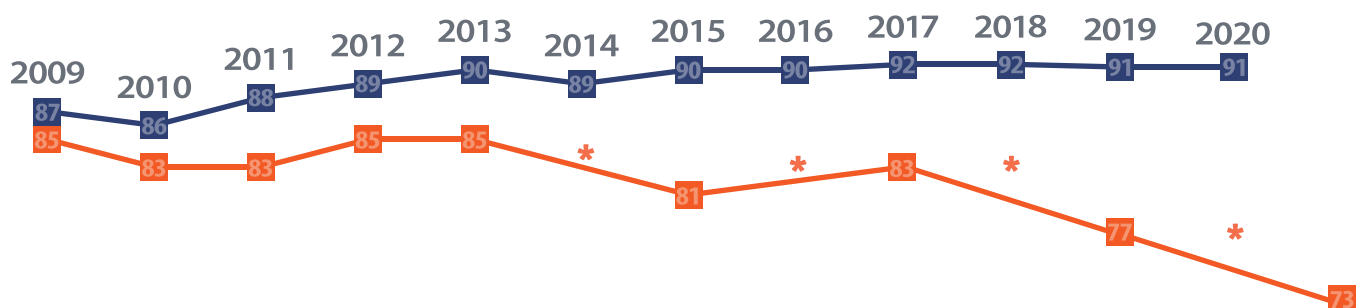
The safety dashboard will provide a location to consolidate training records, licenses, and certifications, and provide an overview of information for leadership, and the new individual components will help employees and supervisors report and access information all in one consolidated place.

## Road Condition and Customer Satisfaction

■ % Major Highways in Good Condition

■ % Overall Customer Satisfaction

\* Survey not conducted for these years.



# RESULTS



## PRACTICAL OPERATIONS

### CUSTOMER PRIORITIES

#### **\$436 Million in Total MoDOT Savings**

MoDOT has saved \$436 million since 2007 by adjusting mowing and striping schedules, using innovative materials and equipment to fight ice and snow, re-evaluating our snow route priorities and using incarcerated crews. These savings have been redirected back into improving the conditions of Missouri's roads and bridges.



## IMPROVED MODES

### NEW AMTRAK COACHES IMPROVE SAFETY, ACCESSIBILITY

#### **Improvements boost ridership, provide cost savings**

The Missouri River Runner received the new Venture passenger coaches in May 2022. The new coaches provide improved safety, accessibility, and comfort with wider aisles, larger restrooms, video display boards and audio announcements on arrivals, departures and safety messages. This has improved service to passengers, provides a cost savings to Missouri, and increased ridership and fare revenue.



## INNOVATIVE CONTRACTING

### INNOVATIVE PROCUREMENT

#### **\$638 Million Redirected to Roads and Bridges**

MoDOT uses Alternative Technical Concepts (ATC) to provide solutions that are equal or better than 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. Concentrating on project goals, innovation, schedule and budget, construction is completed more efficiently, with less impact on travelers. Since 2010, Design-Build has saved \$316 million and saved 39 lives. Before design plans and construction projects are completed, they are reviewed for money-saving methods and procedures. In 2022, these engineering reviews saved **\$17.9 million**.



## STABILIZING RESOURCES

### AMERICAN RESCUE PLAN ACT FUNDS

In 2021 MoDOT received **\$15 million** in funding from the American Rescue Plan Act. This multimodal funding was spread across the four modes with rural transit receiving the bulk at \$9.2 million. Rural transit is often the only way people have to get to their doctor and other personal appointments. Aviation received \$2.2 million in funding to go toward airport operational assistance. Intercity Bus Service received \$2.8 million and \$851,000 went to Mobility for seniors and individuals with disabilities.

# STABILITY

## Addressing Unfunded Needs

Before the passing of Senate Bill 262, MoDOT and its partners had identified \$1 billion in immediate high-priority, unfunded annual transportation needs. With the passing of the fuel tax, a portion of these needs can now be addressed in every region of the state. MoDOT staff have worked with metropolitan planning organizations and regional planning commissions and the general public across the state to develop a list of high priority unfunded road and bridge needs.

These include:

- \$115 million     Improve Bridge Conditions
- \$60 million     Improve Road Conditions
- \$105 million    MoDOT Maintenance and Operations
- \$300 million    Invest in Projects That Increase Economic Growth and Improve Safety
- \$325 million    Major Interstate Reconstruction
- \$95 million     Improve Multimodal Transportation Options

Across the state, feedback from Missourians consistently prioritized maintaining the existing system as the highest priority, so most taxpayer dollars for transportation are invested in asset management projects.

In the fall of 2021, MoDOT staff worked with metropolitan planning organizations and regional planning commissions throughout the state to develop a list of high priority unfunded road and bridge needs. Since transportation needs greatly outweigh funding available, the challenge was determining the optimal projects to fund that provide the greatest return on investment to taxpayers.

The approved Unfunded Needs list in January 2022 included **\$4.5 billion** of road and bridge projects can be organized in three tiers.

- TIER 1**     \$528 million and includes projects we could accomplish in the time of the current five-year Statewide Transportation Improvement Program (STIP) as federal and state funding levels increase.
- TIER 2**     \$2 billion and includes projects beyond the current STIP timeframe with broader estimates.
- TIER 3**     \$2.2 billion of projects that are also beyond the current STIP timeframe with broader estimates.

In addition, MoDOT staff worked with the planning partners to identify \$1 billion in multimodal needs, plus nearly \$4 billion identified statewide unfunded needs primarily focused on improving Interstate 70.

MoDOT will continue to work with the regional planning partners to address as many of these needs as funding allows. Every Fall, MoDOT will host Unfunded Needs public meetings to revised this list to prepare for the Statewide Transportation Improvement Program update each spring.



# RESULTS

## MANAGING ASSETS

### TAKING CARE OF OUR SYSTEM

#### \$43.6 Million in Total MoDOT Savings

With 33,825 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, **\$43.6 million** is sent back over time to take care of our system.

## FINANCIAL SUCCESS

### COMPETITIVE FEDERAL DISCRETIONARY GRANTS FUND

Federal discretionary grants have infused much-needed funding into Missouri's transportation system several times over the last decade. These competitive grants are awarded to states who show a project has national or regional significance in the improvement of safety, efficiency, and the movement of freight and people in and across rural and urban areas. Since 2009, MoDOT has been awarded **\$189 million** in Competitive Federal Discretionary Grants. MoDOT's largest such grant was the **\$81.2 million** INFRA Grant award in 2019 for the Lance Corporal Leon Deraps I-70 Missouri River Bridge near Rocheport, a project vital to both Missouri and the nation.

## FINANCIAL STABILITY

### FINANCIAL RESPONSIBILITY

#### \$1.8 Billion in Funding from Partners and State Property Leasing and Sales

Communities contribute to state highway projects to receive needed upgrades faster. If custom, decorative work is desired, those costs are also contributed. In the last 15 years, locals shared **\$1.7 billion** in additional local or federal funding to MoDOT projects and, by managing our right-of-way, put **\$64 million** to roads and bridges.

## EMBRACING TECHNOLOGY

### USING TECHNOLOGY TO DELIVER PROJECTS

#### \$26.2 Million in Total MoDOT Savings

Using Light Detection and Ranging (LiDAR) technology to streamline survey costs, LiDAR instruments are used to deliver needed topographical data to highway designers to create roadway plans. This method allows for safer, faster and more accurate collection of data on a large scale and is shown to be 56% less expensive than traditional aerial and land survey. Since implementing in 2007, this technology has saved taxpayers **\$13.8 million**. MoDOT has been a pioneer in embracing this technology and expanding the program each year. MoDOT won the 2018 and 2019 ACEC Engineering Excellence Grand award in partnership with their consultant.

# RESULTS



## DELIVERING RESULTS

We continue to complete projects on budget and on time.

State Fiscal Year 2022 522 projects completed	4.3% under budget 98% completed on time.
--------------------------------------------------	---------------------------------------------

Over the last 10 years 4,430 projects worth \$10.8 billion completed	5.9% (\$678 million) under budget 93% completed on time.
----------------------------------------------------------------------------	----------------------------------------------------------------

DBE Contracts for Federal Fiscal Years 2019-21: \$279 million of \$2.45 billion total construction payments

## Building the future

The year 2022 saw the Missouri Department of Transportation make headway on several major projects.

The FARM Bridge Program (Fixing Access to Rural Missouri) made great strides with the completion of five rural bridges and another seven nearly complete. When finished in 2023, the program will replace 31 rural bridges in northern Missouri thanks to a \$20.8 million grant from the Federal Highway Administration and \$5.2 million from MoDOT. The program targets rural bridges that are weight-restricted, in poor condition, on timber pile or have one-lane but carry two-way traffic

In Kansas City, construction of the new Route 169 Buck O'Neil Bridge continued, with girder settings taking place throughout the year and a retaining wall being constructed on I-35 below Case Park. The project broke ground on June 23, 2021, with construction beginning in July of that year.

The bridge connects downtown Kansas City and interstate routes with the communities north of the river and sees upwards of 50,000 vehicles per day.

Construction is scheduled for completion in December of 2024 at a cost of \$220 million.

On the opposite side of the state, the I-270 North Design-Build Project continues to bring much needed improvements along Interstate 270 North from James S. McDonnell Boulevard to Bellefontaine Road in St. Louis. This year saw the removal of existing exit ramps to make way for new construction as well as the demolition of the old Lindbergh Boulevard Bridge over I-270.

The \$278 million project will bring reconstructed interchanges and additional driving lanes to help alleviate congestion, improved accessibility for bicyclists and pedestrians, an improved outer road system and improved bridges. The project kicked off on April 20, 2022 and finishes Dec. 1, 2024.

Tying interstate travel together is the Lance Corporal Leon Deraps I-70 Missouri River Bridge at Rocheport. The project, which includes two new bridges in place of the old one, saw a flurry of activity throughout the year with girder placement, median construction and the placement of piers for the new bridges.

The approximately \$240 million project will provide twice the width of the existing bridge once complete and will have a lifespan of 100 years.

## For More Information

### ADDITIONAL INFORMATION

Citizens Guide to Transportation Funding in Missouri

[www.modot.org/guidetotransportation/](http://www.modot.org/guidetotransportation/)

*TRACKER*: Measures of Performance

[www.modot.org/about/Tracker.htm](http://www.modot.org/about/Tracker.htm)

Appendices and Additional Documents

[www.modot.org/Results/Documents.html](http://www.modot.org/Results/Documents.html)

“Innovation is woven into MoDOT’s culture  
and is embraced by our partners.”



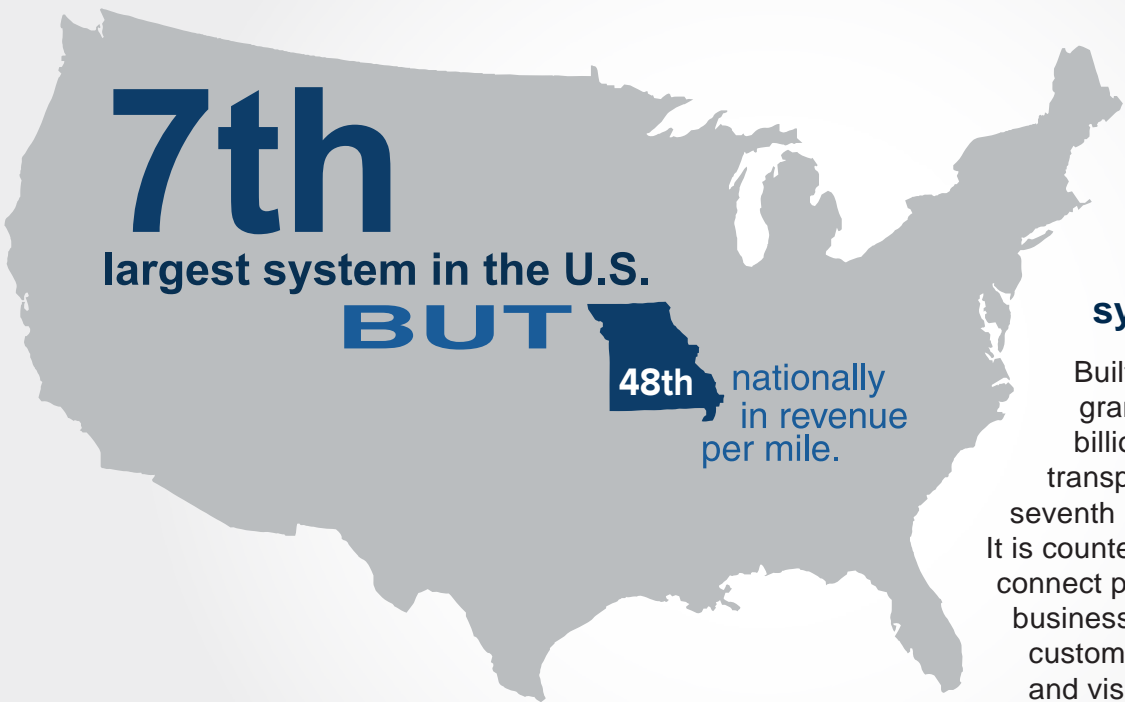
[www.modot.org](http://www.modot.org)  
888-ASK MODOT  
(888-275-6636)





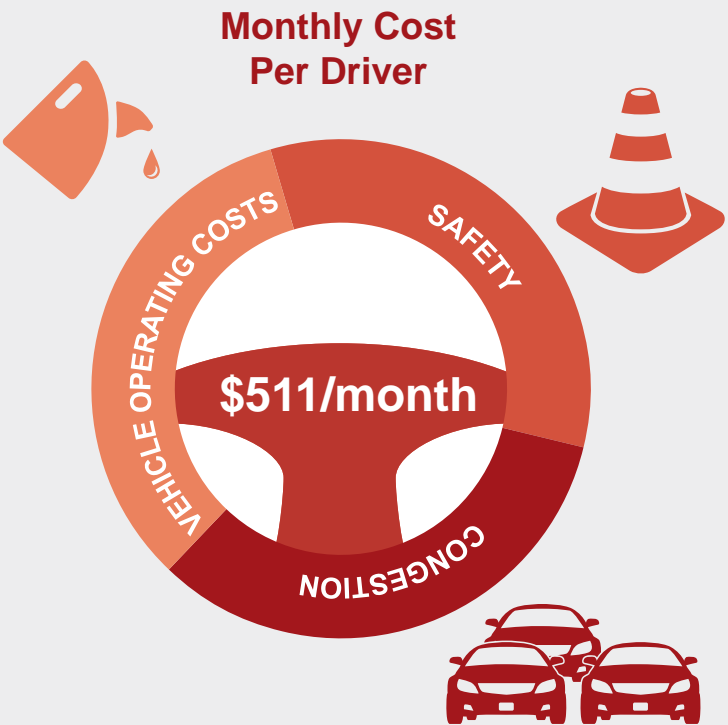
# CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN MISSOURI

[www.modot.org/guidetotransportation](http://www.modot.org/guidetotransportation)



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

Built by our parents and grandparents and funded by \$58 billion in user fees, Missouri's transportation system is the nation's seventh largest state highway system. It is counted on to safely and reliably connect people with jobs and services, businesses with suppliers and customers, students with schools and visitors with destinations.



## 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 \$32 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.

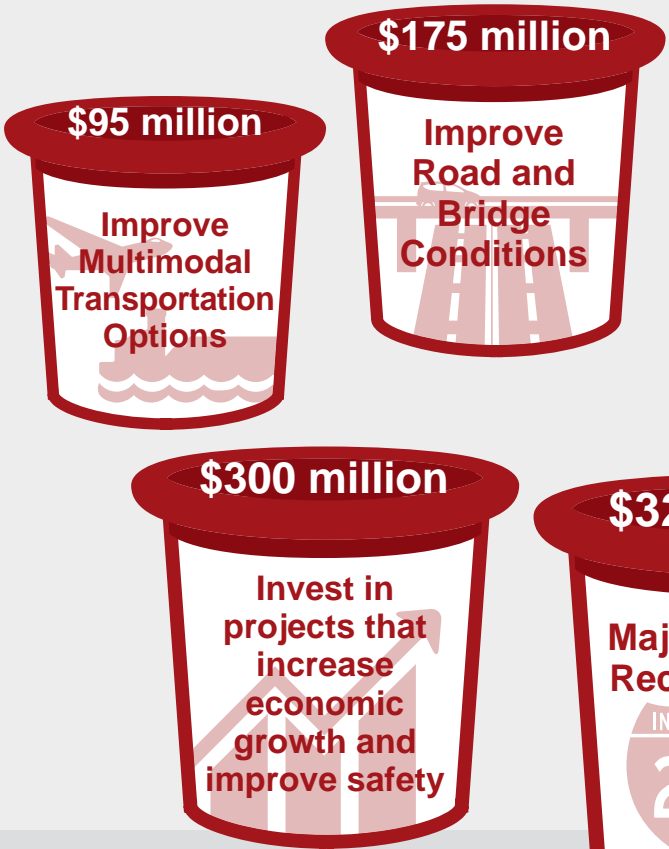
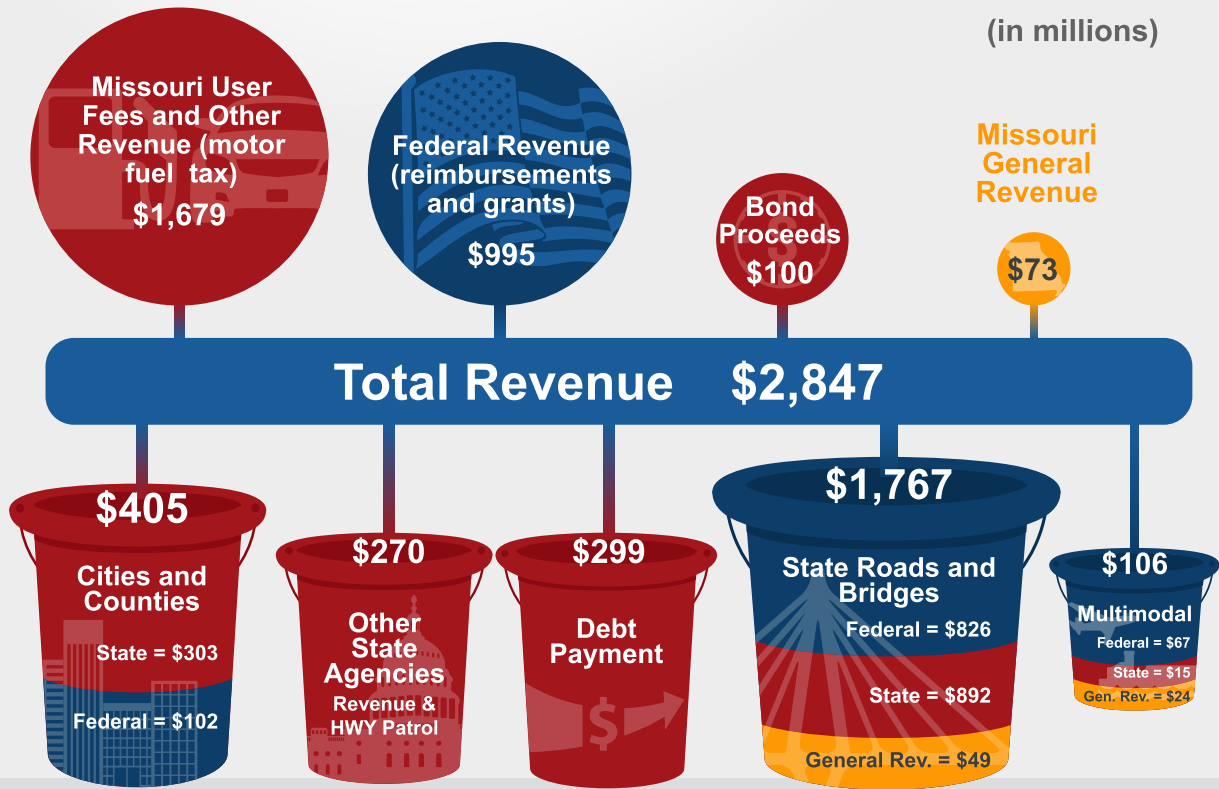
How much do you pay?  
Go to [www.modot.org/TransportationDollars/TransportationDollars.html](http://www.modot.org/TransportationDollars/TransportationDollars.html)



## MISSOURI TRANSPORTATION FUNDING

In 2022, 63% of Missouri's transportation revenue and bond proceeds came from state user fees and 35% 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 revenue is distributed into five "buckets" for various transportation purposes as determined by state law. Each bucket has a unique blend of state and federal revenue.



## HIGH-PRIORITY UNFUNDED ANNUAL TRANSPORTATION NEEDS

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.

[www.modot.org/guidetotransportation](http://www.modot.org/guidetotransportation)