

Section 2 – Introduction, Public Involvement, and Reference Information

Missouri Statewide Transportation Improvement Program

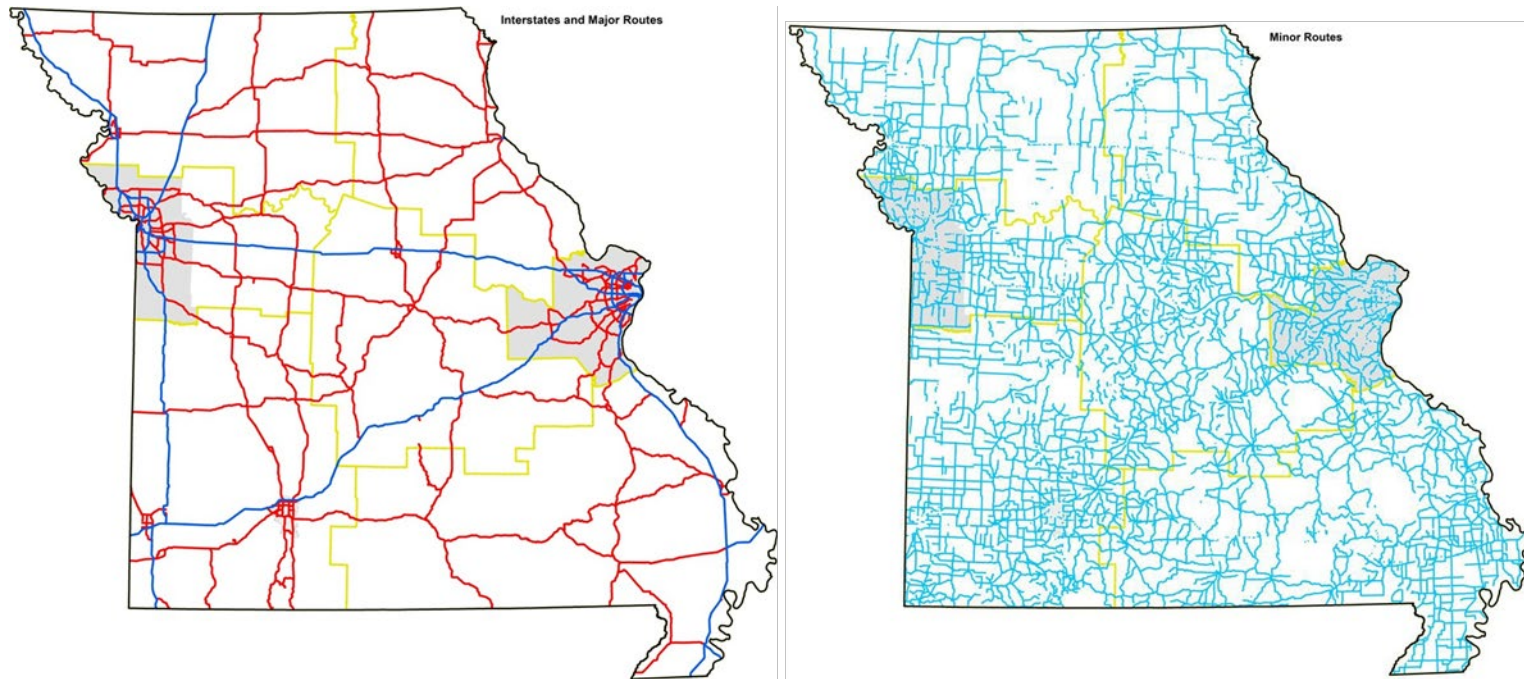
The state transportation system is a tremendous asset owned by the citizens of Missouri. A significant component of the state system is the 33,814 miles of roads and 10,427 bridges, both of which rank among the largest for any state in the nation. On average, Missouri drivers pay \$37 per month in fuel taxes and fees to fund the maintenance and improvements to this asset. Over the last 10 years, Missourians have invested in 4,211 projects totaling \$9.6 billion to maintain and improve the system. Looking forward, \$9.7 billion is estimated to be available for projects over the next five years for additional improvements.

Since transportation needs greatly outweigh funding availability, the challenge is determining the optimal projects to fund that provide the greatest return on investment to taxpayers. Across every region of the state, feedback from Missourians has consistently prioritized maintaining the existing system as the highest priority. Other priorities include projects that improve safety and reliability, spur economic growth and provide more transportation choices.

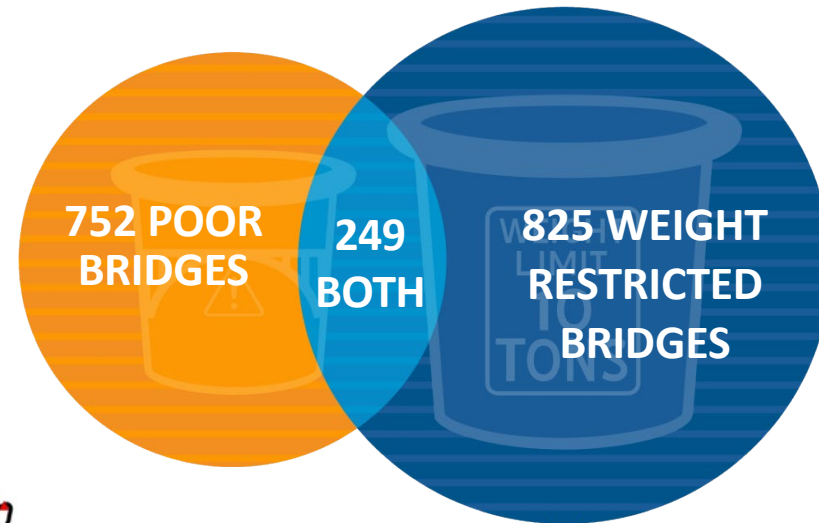
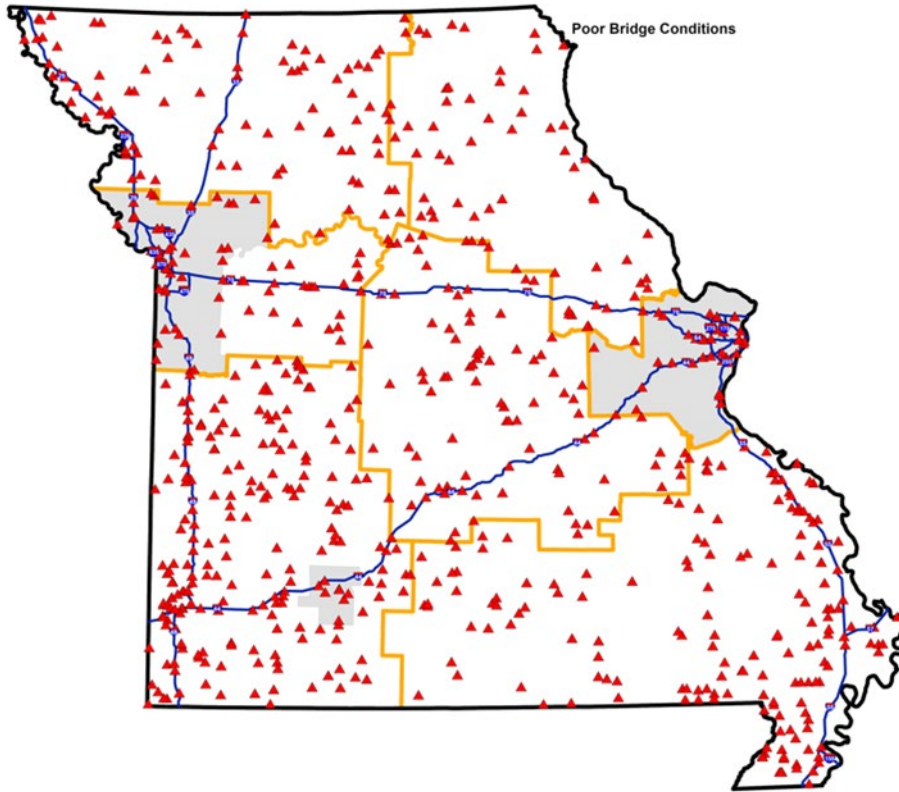
With the priority of maintaining the existing system, MoDOT has developed asset management plans for each district with the goal to maintain current pavement and bridge conditions. The asset management plans focus on preventive maintenance improvements to keep roads and bridges in good condition. Research shows preventive maintenance solutions, such as cyclical overlays on roads in good condition, are the most cost-effective approach to taking care of road and bridge assets. If preventative maintenance investments are not made, the cost of improving the asset in poor condition can cost four to ten times more.

The projects in the 2027-2031 Statewide Transportation Improvement Program (STIP) deliver what taxpayers have asked for – take care of the existing system. While \$9.7 billion of available funding represents a significant investment, many regions will only have adequate funding to maintain current pavement and bridge conditions. While maintaining the status quo is not what Missourians desire, it is not prudent for the state to expand the transportation system in regions that struggle to take care of the existing system.

Available STIP funds are programmed to specific projects – thereby creating systemic fiscal constraint on a rolling five-year basis. This approach provides MoDOT with the ability to deliver programmed projects during the STIP horizon despite future uncertainty. From 2027 through 2031, the highway and bridge projects identified in Section 4 of this document are projected to provide adequate investments to ensure current conditions are maintained in each district. Specifically, planned projects include work on 1,919 lane miles of interstate pavements, 3,581 miles of major route pavements and 5,928 miles of minor route pavements during this timeframe of the STIP.



Of the 10,427 bridges in the state, 752 are currently in poor condition and 825 are weight restricted. As bridges age, approximately 95 will fall into poor condition each year. From 2027-2029, the STIP invests in approximately 787 bridges (over 22 million square feet) with the goal of keeping the state's number of poor condition bridges below 900.



During the 2021 Missouri Legislative Session, SB 262 was passed and signed by the Governor, increasing the state’s motor fuel tax by 2.5 cents per year for the next five years. As of July 2025, the motor fuel tax increase was fully implemented. The federal reauthorization of the Bipartisan Infrastructure Law (BIL) in November 2021 also increased transportation revenues to the state of Missouri.

Additionally, in 2022, the General Assembly passed a transportation cost-share program which made \$75 million available for local community transportation priorities. In January 2023, the Missouri Highways and Transportation Commission (MHTC) approved the award of 28 projects, totaling \$75 million under the program.

During the 2023 Missouri legislative session, the Missouri General Assembly addressed the top transportation need in the state, widening I-70. Missouri’s FY 2024 budget from the General Assembly provides General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately 200 miles of I-70 from Blue Springs to Wentzville.

In addition to the I-70 project, the General Assembly also made several investments in other projects in recent years. These other projects are funded by General Revenue and the Budget Stabilization Fund and include work to conduct environmental studies on future corridor enhancements, construct multimodal projects, and improve pavement conditions on routes with 1,000 or less vehicles per day.

During the 2024 Missouri legislative session, the General Assembly addressed many transportation needs in the state, highlighted by the investment in several locations of I-44. Missouri's FY 2025 budget from the General Assembly provides General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair designated segments and other I-44 needs from tiers 2 and 3 of the High Priority Unfunded Needs List.

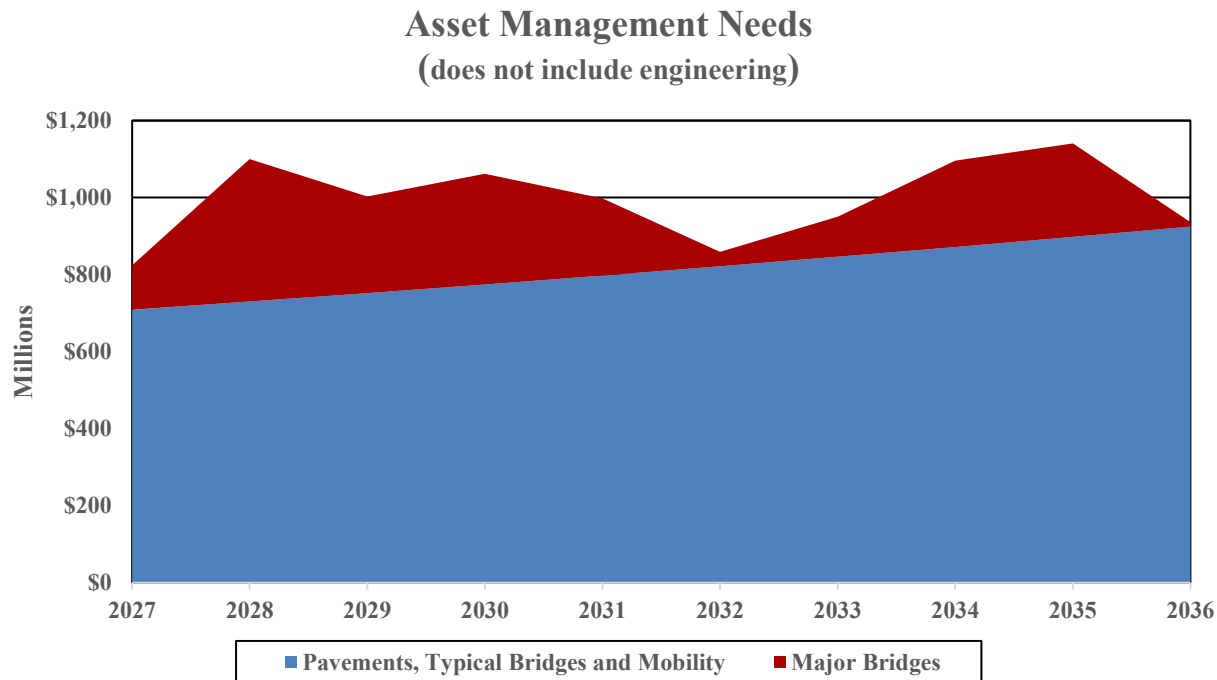
In addition to the I-44 projects, the General Assembly also made substantial investments in other projects. These other projects are funded by the General Revenue and Budget Stabilization Fund on corridors, including but not limited to, routes such as US 65, US 67 and I-49.

In addition to the STIP investments, MoDOT spends approximately \$725 million annually for system operations which include maintenance, fleet, facilities and information systems. Most of those expenditures, approximately \$597 million, are for maintenance services performed by MoDOT employees, like plowing snow and mowing. It also includes maintaining pavements on the state's lower-volume routes, many of which are not eligible for federal reimbursement. There is a large disparity in the lower-volume route conditions around the state, and to close the gap, MoDOT is targeting funding to the worst conditions on minor and low-volume routes. In January 2022, the MHTC approved an increase to the Asset Management Deficit program. The increase was made to fund \$25 million per year in STIP allocation instituted by the MHTC in 2017 to assist those districts that are unable to meet MoDOT's asset management goals. The goal of the Asset Management Deficit program is to improve the pavement conditions of minor and low-volume routes, so Missourians have similar driving experiences around the state. Approximately \$282 million is spent by maintenance forces each year on pavements for various activities, for example asphalt pavement repair, chip sealing, pothole patching, full-depth concrete pavement replacement, and striping (see Section 9).

Each MoDOT district receives funding to invest in Missouri's transportation system. Since 2003, the MHTC has used a formula (see Section 5) to distribute construction program funds for road and bridge improvements to each of its districts. The formula provides funding for safety improvements, asset management needs, and system improvements.

MoDOT has adopted a statewide transportation asset management approach to make the best decisions with transportation investments. MoDOT's Asset Management Plan (AMP) is a crucial element in achieving MoDOT's strategic goal of keeping roads and bridges in good condition. The AMP summary can be found at [Asset Management Summary](https://www.modot.org/asset-management/summary) (modot.org). The AMP is a rolling 10-year strategic framework for making cost-effective decisions about allocating resources and managing road and bridge system infrastructure. It is based on a process of monitoring the physical condition of assets, predicting deterioration over time and providing information on how to invest to meet asset management goals.

The following chart illustrates the asset management needs over the next 10 years:



The AMP objective is to keep the state’s transportation assets in good condition over the life cycle of those assets at the most practical cost. Based on current funding constraints, the goal of the AMP is to maintain existing pavement and bridge conditions. In the 2027-2031 STIP, MoDOT has programmed approximately \$6.4 billion in the first three years to move MoDOT towards the federal bridge and pavement performance targets.

MoDOT is committed to providing a safe transportation system by incorporating safety improvements throughout the STIP to reduce the number of fatalities and serious injuries on Missouri roadways. From 2021-2025, Missouri averaged 986 fatalities and 5,220 serious injuries each year from traffic crashes. In 2025 (preliminary), there were 911 traffic fatalities in Missouri, a 5% reduction from the previous year. MoDOT, in conjunction with the Missouri Coalition for Roadway Safety, has developed a strategic highway safety plan that identifies emphasis areas and corresponding strategies for reducing fatalities and serious injuries. [Show-Me Zero | Missouri Department of Transportation](#) adopts the Safe System Approach to address safety by considering efforts across multiple disciplines, including education, public policy, enforcement, engineering and emergency services. The plan identifies five key emphasis areas for improving safety on Missouri’s roadways: safer people,

safer vehicles, safer speeds, safer infrastructure and safer response. While the plan is comprehensive and includes strategies all Missourians can help implement, the STIP is particularly effective in implementing key engineering strategies identified in the plan. In the 2027-2031 STIP, MoDOT has programmed approximately \$505 million in funding in the first three years to help move the department towards the federal safety performance targets. To achieve the ultimate goal of zero fatalities on Missouri roadways, this collective effort of roadway improvements and improved driver behaviors must remain a priority.

Missourians expect to get to their destinations on time and without delay, regardless of their choice of travel mode. MoDOT coordinates and collaborates with our transportation partners throughout the state to keep people and goods moving freely and efficiently. MoDOT also maintains and operates the transportation system in a manner that minimizes the impact to our customers and partners.

System performance on the interstate and non-interstate National Highway System (NHS) is measured and assessed using a combination of Federal Highway Administration's (FHWA) National Performance Management Research Data Set (NPMRDS) and other traffic data made available to the department. These data sets allow MoDOT to assess congestion, travel time reliability, and freight movement along the state's most heavily traveled roadways. Unreliable roadways are generally the result of variable events that adversely impact travel. Specifically, a high frequency of crashes or ongoing construction that blocks travel lanes can have significant impacts on the reliability of a roadway. Likewise, adverse weather and spikes in traffic volumes for large events (concerts, sporting events, festivals) can also lead to unreliable conditions.

An overwhelming majority of STIP projects are designated for preserving the condition of the state's road and bridge conditions. When funding allows, MoDOT invests in projects that enhance reliability and reduce congestion on the busiest corridors. In some cases, this can mean individual construction projects aimed at improving the safety, capacity and efficiency of a roadway. In addition, MoDOT funds system management and operations functions to help improve reliability. These functions include services such as Transportation Management Centers in St. Louis, Kansas City and Springfield, emergency response crews on the state's major highways, and intelligent transportation systems to provide customers with real-time information to increase the likelihood of a reliable trip. In the 2027-2031 STIP, MoDOT has programmed projects and services to move the department towards the federal system reliability and congestion performance targets.

MoDOT has also developed a [2022 State Freight and Rail Plan Document | Missouri Department of Transportation](#) to help the department make smarter decisions and investments to optimize Missouri's ability to move products throughout the state. The freight plan, updated in 2022, will help the state better prepare for necessary improvements to facilitate a reliable movement of goods well into the future. MoDOT is currently working on developing the 2026 Statewide Freight plan with an anticipated completion date in mid-2026. In the 2027-2031 STIP, MoDOT has programmed projects to move the department toward the federal freight performance target.

MoDOT is committed to improving air quality through modifying its operations, providing information to the public and employees, leading air quality improvements, managing congestion to reduce emissions, providing alternative choices for commuters, and promoting the use of environmentally friendly fuels and vehicles. A Congestion Mitigation and Air Quality (CMAQ) Performance Plan, created by the East-West Gateway Council of Governments helps direct the department and its partners to make more informed decisions regarding the use of federal, state and local transportation air quality funding. The CMAQ Performance Plan can be found at [Performance Dashboard – East-West Gateway Council of Governments \(EWGCOG\)](#) and the Conformity Determination Plan can be found at [Air Quality Conformity – East-West Gateway](#)

[Council of Governments \(EWGCOG\)](#). In the 2026-2030 STIP, MoDOT has programmed approximately \$12.2 million in the first three years to move the department towards the CMAQ federal performance targets.

MoDOT's performance dashboard for federal performance targets can be found at this link: [State Performance Dashboard - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration](#). This includes a link to the Tracker, MoDOT's performance management tool, as well.

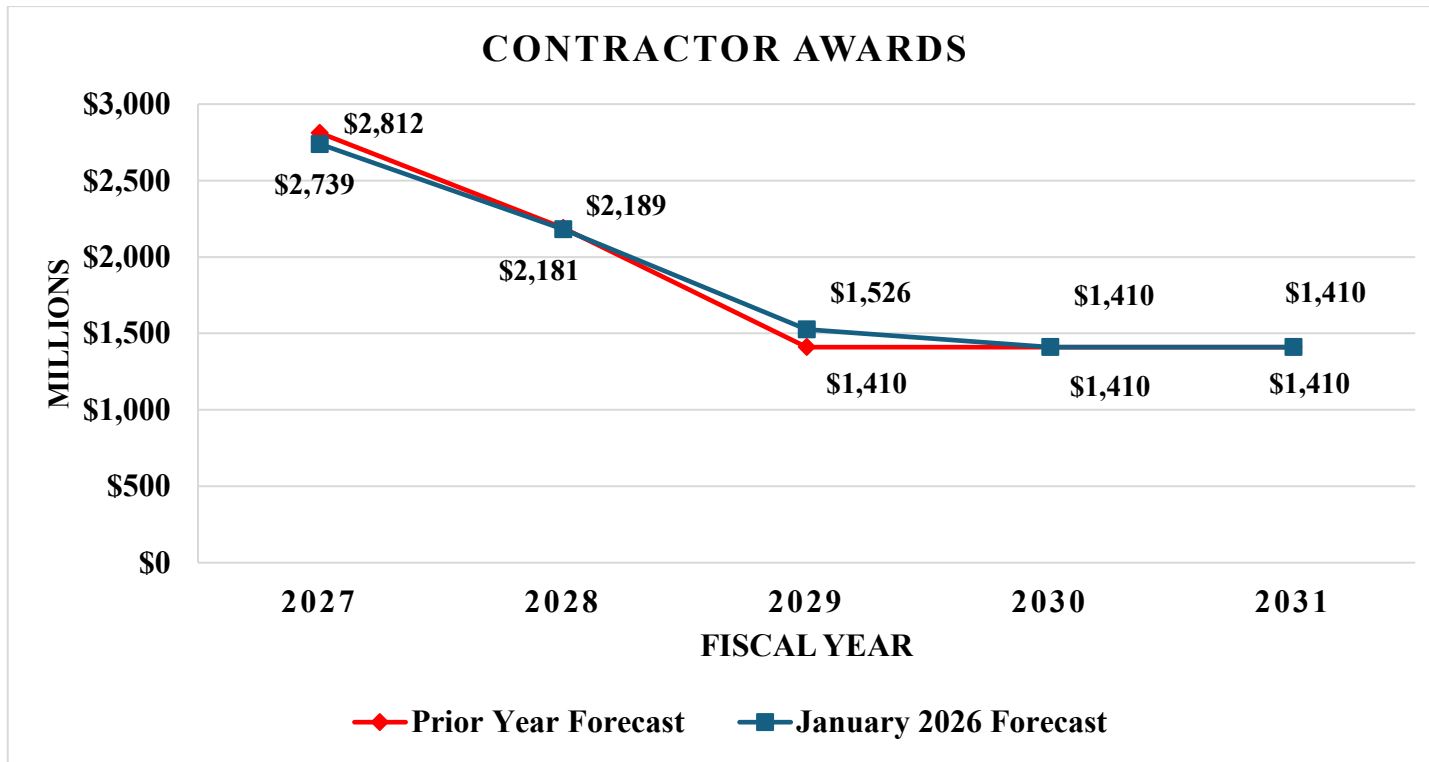
MoDOT continues to maximize available funds for transportation. The MHTC's cost share program provides MoDOT and external partners the ability to pool resources and better leverage investment efforts to deliver transportation improvements. The local funds leveraged for cost share projects increase available funds for transportation. The MHTC allocated cost share funds of \$45 million for 2027 and reduced to \$30 million starting in 2028.

For the 2027-2031 period, the financial forecast relies heavily on deficit spending. Deficit spending will reduce the combined balance of the State Road Fund, State Road Bond Fund, and State Highways and Transportation Department Fund from an estimated \$1,714.9 million on July 1, 2026 (the beginning of FY 2027) to \$789.7 million on June 30, 2031 (the end of FY 2031). Of the \$789.7 million projected to be in the state treasury at that time, \$729.7 million is the projected State Road Fund balance. Additional cash is necessary in the State Road Fund for cash flow purposes.

For the 2027-2031 period, \$1.9 billion remains from the 2023 legislative session for the Improve I-70 Project and from the 2024 legislative session for the Forward 44 Project and other legislatively designated projects approved by Governor Parson and the General Assembly. The projects are to plan, design, construct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70 from Blue Springs to Wentzville and to plan, design, construct, reconstruct, rehabilitate, and repair specific portions of I-44. There are also other legislatively designated projects for US 67 and US 65 among others. The funding for I-70 includes \$1.4 billion of General Revenue and the borrowing of \$1.4 billion with \$136 million of General Revenue to make the debt service payments annually for 15 years. The funding for I-44 includes \$213.7 million of General Revenue and the borrowing of \$363.8 million with \$44 million of General Revenue to make the debt service payments annually for 10 years.

This STIP was developed assuming the estimated federal funding level provided by the Infrastructure Investment and Jobs Act (IIJA), which was enacted on Nov. 15, 2021. Other funding assumptions include bond issuances in 2026 and 2028 to be repaid with dedicated motor vehicle sales tax revenue, which is deposited in the State Road Bond Fund per the Amendment 3 legislation.

The following chart demonstrates MoDOT’s anticipated contractor awards (including the I-70, I-44 and General Assembly Program funding):



Missourians enjoy access to a large transportation system that keeps us connected. Maintaining and improving the transportation system is expensive, but a most worthwhile investment. Through accountability, innovation, and efficiency, MoDOT will keep our commitment to preserve the \$63 billion Missourians have invested in their transportation assets that have a replacement value of approximately \$171 billion.

Introduction

The Missouri Department of Transportation (MoDOT), in accordance with state and federal law, has prepared this Statewide Transportation Improvement Program (STIP), for state fiscal years (FY) 2027 through 2031 (July 1, 2026, through June 30, 2031). The STIP is prepared annually and includes projects proposed for funding under the Infrastructure Investment and Jobs Act (IIJA) of 2021, FAA Reauthorization Act of 2018, and state revenue. The five-year highway act, IIJA (P.L. 117-158), was signed into law by the President on November 15, 2021, which

authorizes federal surface transportation funding for highways, highway safety, transit, freight, port, and rail. The FY 2027-2031 STIP meets all state and federal requirements and is fiscally constrained.

The STIP establishes work for a rolling five-year period. As each year is completed, the STIP is updated, and a new year is added.

Public Involvement

Public involvement in project development and programming activities is a key element in gaining acceptance critical to the success of any transportation improvement program. The recent multi-year federal transportation bills have emphasized the necessity of public involvement. In Missouri, the approach is primarily to seek involvement from four groups: metropolitan planning organizations, regional planning commissions, local officials, and the general public. Through public involvement, all Missourians have a say in how transportation dollars are spent. The following links provide information on the public involvement process: [121.2 The Planning Framework for Transportation Decision-Making - Engineering Policy Guide \(modot.org\)](#) and [Citizen's Guide to Transportation Funding in Missouri | Missouri Department of Transportation](#).

Metropolitan planning organizations represent urbanized areas with populations over 50,000. They are responsible for transportation planning within their regions. Regional planning commissions represent multi-county rural regions and are charged with coordinating functions of local governments, including transportation planning. The public is involved in the planning process in two ways: 1) through election of the local officials who comprise the regional planning commission and metropolitan planning organization boards of directors; and 2) through direct contact with MoDOT, metropolitan planning organizations, regional planning commissions or local officials. (See Section 1 for contact information regarding metropolitan planning organizations, regional planning commissions, and MoDOT district offices.) Public involvement for development of transportation improvements begins several years before the projects appear in the STIP.

Transportation planning consists of a series of decisions that direct the use of current and future available resources to accomplish Missouri's transportation goals. The current transportation planning process can be summarized in the following steps:

1. Develop Missouri's long-range transportation plan.
2. Identify and prioritize needs.
3. Develop solutions and design projects.
4. Prioritize and select projects for the STIP's Highway and Bridge Construction Schedule.

Develop Missouri's Long-Range Transportation Plan

MoDOT's long-range transportation plan identifies the state's transportation vision for the next 25 years. The plan also identifies what the public expects of the state transportation system.

The MHTC approved MoDOT’s long-range transportation plan at the June 2026 MHTC meeting. The federally required plan called “Missouri’s 2026 Long-Range Transportation Plan” is designed to guide transportation decision making throughout the state. It was developed after extensive public and stakeholder engagement. MoDOT used online surveys for the LRTP to engage over 2,500 Missourians that were spread over the entire state. The surveys were used to gather input about priorities for the future of Missouri’s transportation system. The 30-day public comment period generated 80 comments.

Based on the input received, the following six goal areas should be a focus in the future:

Stewardship	Preserve the assets and services currently in place
Safe	Enhance safety for all users of the transportation network
Reliable	Maintain a transportation network that is efficient and dependable
Connected	Maximize mobility and connect communities through multimodal transportation options
Innovative	Leverage technology and creative solutions to build a future-ready transportation network
Prosperous	Drive economic growth through transportation investments

The plan, including what Missourians said should be priorities over the next 25 years, can be found at [MoDOT's Long-Range Transportation Plan | Missouri Department of Transportation](#).

Identify and Prioritize Needs

There are many transportation problems, often called needs, on Missouri’s transportation system. Identifying these needs is a continuous process and is crucial for successful planning. For example, one need might be redesigning a high-crash location, such as an intersection; another need might be a location improvement that helps a new business move products more efficiently. There are two levels of needs identification - regional and statewide.

Statewide needs are identified formally through the long-range transportation planning process, and public outreach is done in conjunction with the long-range transportation plan development. These needs typically cross several county lines and involve interstates and major highways.

MoDOT districts work with planning partners, such as local and regional elected and community officials, and representatives of the metropolitan planning organizations and regional planning commissions throughout the year to identify regional transportation needs.

Prioritizing needs is a process of deciding which problems from the list of identified needs should be addressed first. This can be a difficult task given a wide variety of needs. Not only do needs have different subject matter – safety, maintenance, or economic development – they have varying time horizons. A poor condition bridge might be a more immediate need than a resurfacing project. However, simply being an immediate need does not guarantee a higher priority. These complicated decisions require a coordinated effort from many groups.

In 2019, MoDOT and planning partners began using the planning framework through a yearly effort to establish a list of needs for which funds had not been identified and committed. With the October 2025 update of the [High Priority Unfunded Needs](#) list, we have identified \$4.7 billion

in road and bridge needs across three tiers. Tier one includes \$525 million and focuses on needs that could be accomplished within the current five-year STIP as federal and state funding is available. Tier two is worth \$2.2 billion and includes needs beyond the current STIP timeframe with broader estimates. Tier three includes \$2 billion of needs also beyond the current STIP timeframe with broader estimates. MoDOT staff also worked with regional planning partners to identify an additional \$1 billion in multimodal needs. The unfunded needs list serves to help stakeholders understand the breadth of needs throughout the state and as a tool to augment the needs prioritization efforts associated with STIP development.

Needs prioritization is based on the goals in Missouri's long-range transportation plan. MoDOT districts work with planning partners to prioritize regional needs annually. Each region develops a program that first addresses its asset management goals of maintaining the current condition. If a region has funds remaining after programming the work needed to keep its system at its current condition, then other regional needs may be considered and prioritized.

Develop Solutions and Establish Scope

When the highest priority needs have been identified, they are evaluated to find the best solution to the problem based on engineering expertise, public input, and financial considerations. Environmental impact is another factor that influences the development and selection of a solution. There are a variety of environmental reviews that must occur for the proposed solutions. Some solutions may be less desirable or eliminated from consideration due to the extent of the environment impacts. After a solution is agreed upon, design plans are started. Determining the cause of a problem is often more complicated than one might expect. For instance, a high incidence of crashes at a given intersection might be due to poor sight distances, weather conditions, signal timing, roadway geometry or even reckless driving. Identifying the primary reason or combination of reasons for the problem is key to developing effective solutions.

When a problem is identified, the natural tendency for any problem solver is to immediately offer the solution. Effective planning requires developing many possible solutions to capture the most efficient and effective solution. MoDOT engineers and planners are experts at generating good solutions to transportation problems. MoDOT staff are even more effective when working with local and regional officials to generate the solutions. This process reveals issues and concerns that may not have previously been evident.

The public's involvement in defining needs and determining the appropriate solutions takes several forms. The public may initiate the investigation of needs by contacting MoDOT or its planning partners. The public, through its local officials, has representation in determining the best solution for the transportation need. As MoDOT develops public involvement plans for specific projects, the public will have further opportunity to review concepts and provide input.

Prioritize and Select Projects for Construction

Deciding which projects to do and when to do them is a complicated and often controversial matter. Gathering and discerning public input is crucial to realizing the full benefit of available funds for Missouri's transportation system. MoDOT relies on local and regional planning agencies for this process. The project prioritization processes are based primarily on data and serve as a starting place for determining the best candidates for funding.

Each region must first develop a program to reach its asset management goals. After a region demonstrates it can reach those goals, it may prioritize and fund other regional needs. The project prioritization processes include the following:

- Safety
- Asset management
- Major bridge
- Other regional needs / System Improvement

Projects are typically divided into three categories – high, medium and low – within each funding category. Each time projects are prioritized, existing projects not yet programmed for construction are re-evaluated.

Projects are prioritized against other projects in the same funding category. Smaller projects and those intended to take care of the existing system are compared with one another. Once a region demonstrates it can meet its asset management goals, similar-sized regional projects may be prioritized against one another. MoDOT works with local and regional officials to determine the priority of the projects in each funding category. Projects on the high-priority project list are candidates for funding. The project selected for funding are shown in Section 4.

Additionally, each of Missouri's nine Metropolitan Planning Organizations (MPOs) located in Cape Girardeau (Southeast Metropolitan Planning Organization – SEMPO), Columbia (Columbia Area Transportation Study Organization – CATSO), Fayetteville-Springdale-Rogers, AR (and a small part of McDonald County, MO) (Northwest Arkansas Regional Planning Commission – NWARPC), Jefferson City (Capital Area Metropolitan Planning Organization – CAMPO), Joplin (Joplin Area Transportation Study Organization – JATSO), Kansas City (Mid-America Governments – EWGCOG) and Springfield (Ozarks Transportation Organization – OTO) prepares a Transportation Improvement Program (TIP) and a long-range Metropolitan Transportation Plan (MTP) for its MPO area. These TIPs are the accumulation of federally funded projects proposed by their local governments and MoDOT. These projects are consistent with the MTP's goals and objectives. MoDOT uses public input received throughout the year to develop its submittal for the MPO's TIP. Each MPO has an approved public involvement plan for its respective area that allows for review and feedback from individual citizens, organizations, agencies, and local area governments. Using public input as one of its decision factors, the MPO determines the projects in its area that will be programmed for construction.

These TIPs are incorporated by reference into the five-year STIP without modification (See Section 1).

In the non-urban, or rural areas, transportation planning and needs identification are done in collaboration with each of the state's Regional Planning Commissions (RPC). Each RPC has a Transportation Advisory Committee (TAC) which meets on a regular basis to discuss transportation issues and identify needs within their respective areas. These TACs are comprised of elected officials, city and county staff, and MoDOT representatives.

Public Review Period

Comments from the public and planning partners are considered throughout the year to maximize Missouri's resources. Based on public and engineering input, a draft of the STIP is published, followed by a 30-day public review period. During this public review period, the STIP is

available on MoDOT's website at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation](#). Citizens can provide comments by mail, e-mail, or telephone (by calling 1-888-ASK-MODOT) to district representatives during this time. MoDOT responds to the comments received through an acknowledgement or by providing additional information, depending on the nature of the comment. Most answers or acknowledgements are sent within five business days of receiving the comment. Some comments require more time for research before an answer can be provided. Changes are made, as appropriate, in response to comments before a final STIP is developed and presented to the MHTC for approval. Input from this part of the process will be used to measure the effectiveness of the program and to begin making improvements on next year's program. The STIP becomes effective when approved by the MHTC as well as the FHWA and FTA.

Program Amendments

After the STIP has been approved, which typically occurs in July, project changes may occur. Projects may need to be added or revised because of unforeseen circumstances. These changes are referred to as amendments. The public involvement process for STIP amendments occurs prior to incorporating the project in the program. Public involvement for projects inside an MPO area will be coordinated by the MPO according to its approved TIP amendment process.

A seven-day public comment period is provided for all proposed amendments and administrative amendments to the STIP. Administrative modifications do not require a seven-day public comment period. All projects follow the public involvement processes and policies defined in MoDOT's planning framework.

The MHTC-approved STIP, and all STIP changes, are made available for viewing on the MoDOT website at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation](#).

Reference Information

Administrative Amendment – Project revisions involving the addition of federally-funded scoping projects, state-funded regionally significant scoping projects, hardship right of way purchases, emergency/urgent projects, major scope changes less than \$1 million and less than 25% budget increase, the splitting of general location projects into specific locations or the addition of right of way to construction projects already in the STIP. Administrative amendments require MHTC and FHWA / FTA approval. The MHTC has delegated authority to approve administrative amendments to the Chief Engineer. Administrative amendments occur between annual STIP updates.

Administrative Modification – Project revisions involving the addition of state-funded non-regionally significant scoping projects, fiscally constrained changes to existing projects such as splitting or incorporating projects or changing fiscal years, minor scope changes, modifying funding sources to projects, advance construction changes, and technical corrections. Administrative modifications require MHTC approval but not FHWA / FTA approval. However, administrative modifications are provided to FHWA and FTA for informational purposes. The MHTC

has delegated authority to approve administrative modifications to the Chief Engineer. Administrative modifications occur between the annual updates of the STIP.

Advance Construction – A mechanism that allows a project to be funded with state funds now and preserves a project’s eligibility for federal reimbursement in the future.

Allocation – An administrative distribution of funds for federal-aid highway programs that are not distributed to states by a statutory formula.

Amendment – Project revisions involving the addition of new projects, deletion of existing projects, or a budget change exceeding \$1 million and greater than 25% to an existing project. Amendments require MHTC and FHWA / FTA approval. Amendments occur between the annual STIP updates.

Anticipated Federal Funds –Categories include CMAQ, CRP, Earmark, NHFP, NHPP, PROTECT, STBG, and Safety. An anticipated federal funding category of “State” indicates no federal funds are anticipated to be used on the project. The anticipated federal category identifies the likely type of federal funding that will be used on the project.

Apportionment – The distribution of funds for federal-aid highways that are distributed to states by a statutory formula.

Appropriations Act – Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the federal-aid highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

Asset Management – A STIP funding category focused on maintenance or preservation-type improvements that preserve the existing transportation system.

Asset Management Plan (AMP) – A rolling 10-year strategic framework for making cost-effective decisions about allocating resources and managing road and bridge system infrastructure. It is based on a process of monitoring the physical condition of assets, predicting deterioration over time and providing information on how to invest to meet asset management goals.

At-Grade Intersection – An intersection of two or more roadways that provides for vehicular and pedestrian traffic movement on the same level of the riding surface.

Authorization Act – Substantive legislation that establishes or continues federal-aid programs or agencies and establishes an upper limit on the amount of funds for the programs.

Better Utilizing Investments to Leverage Development (BUILD) Program – Provides dedicated, discretionary federal funding to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.9 billion for 11 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program – Federal funds allocated to state and local governments for transportation projects and programs to help meet the requirement of the Clean Air Act.

Coronavirus Aid, Relief, and Economic Security (CARES) Act – Provides economic stimulus to Americans in response to the economic fallout of the Coronavirus (COVID-19) pandemic.

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) – Signed into law on December 27, 2020, to help mitigate the financial impact of the COVID-19.

COVID-19 – Coronavirus is an infectious disease caused by a new virus.

Carbon Reduction Program (CRP) – Federal funds allocated to state and local governments for transportation projects and programs to help reduce transportation emissions.

Culvert – A drainage structure constructed beneath the roadway. Box sections, pipes, and arches are examples of various culvert shapes.

Deck – A portion of a bridge that provides the riding surface for vehicular and pedestrian traffic. The deck distributes loads to the superstructure elements.

Earmark – Federal funds dedicated to a specific project.

Emergency Relief Program – Provides funding to federal, state, and local highway agencies for repairs to damaged federal-aid highways and roads on federal lands resulting from natural disasters or catastrophic failures from an external cause.

Engineering – The work required to develop a project’s scope and detailed design, as well as the inspection of a construction project.

Every Day Counts (EDC) – A federal program administered by FHWA.

Expansion Project – A transportation improvement that increases the capacity of the transportation system, such as new lanes, interchanges, or bridges.

Expressway – A multilane, divided highway where access is allowed at public roads via at-grade intersections.

FAST Act – On December 4, 2015, Congress enacted the five-year Fixing America’s Surface Transportation (FAST) Act, which authorizes federal surface transportation funding for highways, highway safety, transit, freight, port, and rail. In the 116th Congress, the FAST Act was extended by the Continuing Appropriations Act, 2021 and other Extensions Act (P.L. 116-159) for an additional year until September 30, 2021.

Federal-Aid Highways – Those roads which are eligible for federal funding under Title 23 of the United States Code, except roads functionally classified as local or rural minor collector. Other exceptions apply to this general rule.

Federal Highway Administration (FHWA) – The federal agency that provides financial and technical support for the construction, improvement, and preservation of the highway system. FHWA implements a risk-based stewardship and oversight process that includes the identification of specific Projects of Division Interest (PoDI).

Federal Railroad Administration (FRA) –The federal agency that creates and enforces rail safety regulations, administers rail funding, and researches rail improvement strategies and technologies.

Federal Transit Administration (FTA) – The federal agency that provides financial and technical assistance to local public transit systems.

Fiscal Constraint – The demonstration that sufficient funds are reasonably expected to be available to cover the anticipated project costs within the five-year window of the STIP.

Fiscal Year – The 12-month period to which the annual STIP budget applies. The State of Missouri fiscal year is July 1 through June 30. The STIP fiscal year is July 1 through June 30. The federal fiscal year is October 1 through September 30.

Freeway – A multilane, divided highway where access is provided only at grade-separated interchanges.

Funding From Other Sources (FFOS) – Funds applied to a project that are from sources other than the funding distribution categories available for district use.

General Assembly Designated and Funded Initiatives (also called Legislatively Designated) – Projects funded by the Missouri General Assembly.

Geometric Improvement – The roadway improvement other than a surface treatment, such as adding turn lanes or widening an intersection.

Governor’s Transportation Cost Share Program – A program that builds partnerships with local communities to pool efforts and resources to deliver road and bridge projects. This program is funded with a \$25 million General Revenue appropriation and \$75 million Budget Stabilization appropriation from the General Assembly and redirected federal CARES Act monies.

Highway Infrastructure Program (HIP) – Allocated funding for road, bridge, and other transportation improvements during the FAST Act.

Highway Trust Fund (HTF) – An account established by law to hold federal highway user taxes levied on motor fuels and various highway-related products such as tires and heavy trucks. The HTF has two accounts: the Highway Account and the Mass Transit Account.

Infrastructure for Rebuilding America (INFRA) Grant Program – Provides dedicated, discretionary federal funding for projects that address critical issues facing our nation’s highways and bridges.

Infrastructure Investment and Job Act (IIJA) – On November 15, 2021, the President signed into law the Infrastructure Investment and Jobs Act (IIJA). IIJA authorizes federal surface transportation funding for highways, highway safety, transit, and rail for the five-year period from October 1, 2021 to September 30, 2026.

Interchange – Where two or more roadways meet. An interchange has two or more roadways that provide for the movement of traffic on different levels (grade separated).

Intersection – Where two or more roadways meet. An at-grade intersection has two or more roadways that provide for traffic movement on the same level.

Lane – The travel path of one vehicle on a roadway and usually delineated by a dashed or solid stripe.

Legislatively Designated and Funded Initiatives (also called General Assembly Designated) – Projects funded by the Missouri General Assembly.

Let – To advertise projects and take bids from contractors to perform the work.

Long-Range Transportation Plan (LRTP) – A multimodal transportation plan covering a period of at least 20 years developed through the statewide transportation planning process.

Major Bridge – Any bridge with a total length of at least 1,000 feet. There are about 200 major bridges in Missouri, located mainly over larger lakes, rivers, and interchanges.

Major Bridge Funds – A STIP funding category focused on improving the condition of bridges longer than 1,000 feet.

Major Highway System – Includes all of Missouri’s most traveled roads consisting of approximately 5,500 miles that carry nearly 80% of the state’s traffic. Approximately 95% of Missouri residents live within 10 miles of these roads.

Moving Ahead for Progress (MAP-21) – On July 6, 2012, the President signed into law the Moving Ahead for Progress in the 21st Century Act of 2012, which authorized the federal surface transportation programs for highways, highway safety, and transit for the two-year period from 2013 through 2014. MAP-21 was extended through most of 2015.

Member Designated Project (MDP) – Federal funds dedicated to a specific project.

Metropolitan Planning Organization (MPO) – The entity responsible for transportation planning in urbanized areas with populations greater than 50,000. The nine MPOs in Missouri serve the following metropolitan areas: Cape Girardeau (Southeast Metropolitan Planning Organization), Columbia (Columbia Area Transportation Study Organization), Fayetteville-Springdale-Rogers, AR and a small part of McDonald County, MO (Northwest Arkansas Regional Planning Commission), Jefferson City (Capital Area Metropolitan Planning Organization), Joplin (Joplin Area Transportation Study Organization), Kansas City (Mid-America Regional Council), St. Joseph (St. Joseph Area Transportation Study Organization), St. Louis (East-West Gateway Council of Governments), and Springfield (Ozarks Transportation Organization). Also see TMA.

Metropolitan Transportation Plan (MTP) – A multimodal transportation plan covering a period of at least 20 years developed through the MPO transportation planning process.

Minor Highway System – Includes any state road that is not on the Major Highway System consisting of approximately 28,000 miles, which carry nearly 20% of the state’s traffic. These roads are often referred to as farm-to-market roads in the state’s rural areas.

National Environmental Policy Act (NEPA) – A federal law requiring agencies to assess the environmental impacts of proposed actions before making decisions.

National Highway Freight Network – A system of highways and public roads designated by the federal government that are essential for the movement of freight and that provide continuity and connectivity to freight hubs.

National Highway System (NHS) – A system of major highway networks designated by the federal government that includes interstate routes, most urban and rural principal arterials, the defense strategic highway network and strategic highway connectors.

National Highway Freight Program (NHFP) – One of several categories of federal transportation funds and can be used for projects that contribute to the efficient movement of freight on the National Highway Freight Network. This program was created with the FAST Act and provides funding for projects included in the State Freight Plan.

National Highway Performance Program (NHPP) – One of several categories of federal transportation funds and can be used for road, bridge, or other improvements. This category was created in MAP-21 and incorporates the former federal categories of National Highway System, Bridge and Interstate Maintenance.

Obligation – The federal government’s legal commitment (promise) to pay or reimburse a state or other entity for the federal share of a project’s eligible costs.

Obligation Limitation – A restriction or “ceiling” on the amount of federal assistance that may be promised (obligated) during a specified time period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which the funds may be used.

ONEDOT – The Federal Highway Administration and Federal Transit Administration are referred to collectively as ONEDOT.

Outlays – Actual cash (or electronic transfer) payments made to the state or other entity to pay the entity for eligible costs incurred. Outlays generally are provided as work progresses for the federal share for approved highway program activities.

Passenger Rail Investment and Improvement Act (PRIIA) – On October 16, 2008, the President signed the Passenger Rail Investment and Improvement Act. PRIIA reauthorized the National Railroad Passenger Corporation, better known as Amtrak, and strengthened the U.S. passenger rail network by tasking Amtrak, the U.S. Department of Transportation (US DOT), Federal Railroad Administration (FRA), states and other stakeholders in improving service, operations, and facilities for fiscal years 2009 through 2013. PRIIA was extended through 2015 and is currently included in the FAST Act.

Payback – A project will not be let. Payback projects are payments made to an entity after the work has already occurred, typically in a later fiscal year. Projects are noted in Section 4 with a “Payback” watermark.

Payment – A project will not be let. Payment projects are payments made to an entity for new work and actively occurring work. Projects are noted in Section 4 with a “Payment” watermark.

Performance-Based Planning and Programming (PBPP) – Refers to the application of performance management within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. This includes a range of activities and products undertaken by a transportation agency together with other agencies, stakeholders, and the public as part of a 3C (cooperative, continuing, and comprehensive) process.

Planning Framework – Since 2004, this is MoDOT’s process of involving the general public and planning partners, which represent regions of the state, and local areas in the identification and prioritization of transportation needs and projects.

Preventive Maintenance – A planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system (without significantly increasing the structural capacity).

Primary Funding Category – STIP distributed funds that include Asset Management, Major Bridge, Safety, Safety (Statewide) and System Improvements. These are MoDOT categories, not federal categories, and indicate the type of MoDOT funds that are used for the project.

Programmed – A project that has right of way and/or construction funds committed for expenditure within the five state fiscal years of the STIP.

Projects of Division Interest (PoDI) – Individual projects for which project-specific risks are identified and reviewed as part of FHWA’s stewardship and oversight process. A listing of the programmed PoDI projects can be viewed in the Engineering Policy Guide in 123.1.1 [PODI List.pdf](#)

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – Provides dedicated, formula, and discretionary federal funding to invest in planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure projects.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) – A federal discretionary grant program administered by FHWA that helps communities around the country carry out projects with significant regional impacts.

Reconstruction – A type of improvement designed to replace the existing roadway or bridge when it has reached the end of its useful life. Reconstruction is often accompanied by improvements to the highway’s functional and operational capacity.

Regionally Significant Project – A transportation project on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guide-way transit facilities that offer a significant alternative to regional highway travel.

Regional Planning Commission (RPC) – A local body of governments that provides coordinated planning efforts in developing various regional and local transportation plans.

Rehabilitation – A type of improvement designed to preserve and extend the service life and enhance the safety of an existing roadway or bridge when total replacement is not warranted.

Resurfacing – A type of improvement that adds a new layer of material over an existing pavement.

Right of Way – Land or property used specifically for transportation purposes.

Safe and Sound Bridge Improvement Program – An initiative to improve 802 bridges throughout the state by December 31, 2013. A team of contractors and designers was selected to replace more than 550 bridges as part of a single design-build package. The remaining bridges were rehabilitated using a modified design-bid-build approach.

Safety Funds – A federal and STIP funding category for eligible safety-related activities with a goal of reducing traffic crashes.

Scoping and Design – The early stages of a potential construction project. See Section 3 of the STIP for more information and for scoping and design project lists.

Senate Bill 262 (SB262) – Passed to increase the Missouri state fuel tax for the first time in 25 years. The legislation increased Missouri's fuel tax by 2.5 cents annually each year for five years from 17 cents to 29.5 cents on July 1, 2025.

State Funds – State revenue generated through Missouri taxes, license, permits, and fees.

Surface Transportation Block Grant Program (STBG) – One of several categories of federal transportation funds and can be used for road, bridge, and other improvements. Prior to the FAST Act, this program was known as the Surface Transportation Program.

Statewide Transportation Improvement Program (STIP) – MoDOT's fiscally-constrained short-term capital programming document that is used to implement MoDOT's statewide transportation plan. It translates the policies, strategies, and directions of the plan into specific decisions on transportation project scoping, preliminary design, construction contract awards, and investments in special federal programs during the STIP five-year period. Projects in Section 4 of the STIP are commitments.

Surface Transportation System Funding Alternatives (STSFA) – A federal program administered by FHWA.

Substructure – Abutments, piers, or other bridge elements built to support the bridge superstructure. The substructure transfers loads from the superstructure to the ground.

Superstructure – The portion of a bridge that supports the bridge deck and traffic loads. The superstructure transfers these loads to the bridge substructure. Examples of superstructure types include trusses, concrete beams, and steel girders.

System Improvements – A STIP funding category which may be used for any type of system improvement, including safety, condition, or operational improvements. This funding category may also be used for capacity and expansion projects if a district has sufficient other funds to meet their asset management goals.

Transportation Improvement Program (TIP) – The MPO’s fiscally-constrained short-term capital programming document that is used to implement the MPO’s metropolitan transportation plan. It translates the policies, strategies, and directions of the plan for the metropolitan planning area into specific decisions on transportation projects and investments during the TIP four-year period.

Transportation Management Area (TMA) – A geographically defined urbanized area determined by the U.S. with a population greater than 200,000. Missouri’s four TMAs include the Kansas City (Mid-America Regional Council), St. Louis (East-West Gateway Council of Governments), Springfield (Ozarks Transportation Organization) and Fayetteville-Springdale-Rogers, Arkansas, which includes a small part of McDonald County in southwest Missouri (Northwest Arkansas Regional Planning Commission) metropolitan areas.

Work Zone – A designated area where highway construction or maintenance is taking place.

Section 5 – Estimated Financial Summary

Estimated Financial Summary for the 2027-2031 Highway and Bridge Construction Schedule

Overview

Section 5 of the Statewide Transportation Improvement Program (STIP) explains the sources and projected levels of Missouri's transportation revenues while also sharing the planned expenditures for the next five years.

The department is proud to build and maintain a safe and reliable transportation system that connects people with jobs and services, connects businesses with suppliers and customers, moves students to and from school, and allows visitors to explore the state's many destinations. Given the current funding resources, most of the revenue will address maintaining and preserving the existing system in its current condition; however, many high-priority unfunded needs still exist.

About 70% of every dollar MoDOT receives comes from motor fuel taxes. The federal motor fuel tax has not changed since 1993. The state motor fuel tax was increased from 27 cents to 29.5 cents per gallon on July 1, 2025. The Governor and General Assembly passed Senate Bill 262 (SB262) which raised Missouri's motor fuel tax an additional 2.5 cents per year over five years with the last increase implemented July 1, 2025, and is estimated to generate an additional \$500 million in annual revenue less refunds. The additional revenue is distributed to the state, cities, and counties.

Other sources of state revenue for transportation include motor vehicle sales tax, vehicle and driver licensing fees, interest earned on invested funds and other miscellaneous collections, and general revenue funds. Revenue collected through these avenues has slightly grown over the years except for miscellaneous collections. Motor vehicle sales taxes are projected to grow 3% annually for 2027 and beyond. Motor vehicle and driver licensing fees are projected to grow 1% for 2027 and beyond.

Additional transportation funds have recently been made available via General Revenue for the Governor's Focus on Bridges Program, Transportation Cost Share Program, Improve Interstate 70 (I-70) Project, Forward 44 Effort, and General Assembly Designated and Funded Initiatives. An allocation from the Budget Stabilization Fund of \$75 million has been made available for the Governor's Transportation Cost Share Program. The Governor and General Assembly recommended \$2.8 billion for the Improve I-70 Project to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville. The funding for the Improve I-70 Project includes \$1.4 billion of General Revenue and the borrowing of \$1.4 billion with \$136 million of General Revenue to make the debt service payments annually for 15 years. The Governor and General Assembly recommended \$577.5 million for the Forward 44 Effort to plan, design, construct, reconstruct, rehabilitate and repair I-44 from Missouri Route T to Missouri Route 68, from US Route 160 to Missouri Route 125, from I-49 to Missouri Route 249, to rebuild pavement and improve the I-44/Route 13 interchange and I-44/I-49 interchange and other I-44 Tiers 2

and 3 projects on the High Priority Unfunded Needs list. The funding for the Forward 44 Effort includes \$213.7 million of General Revenue and the borrowing of \$363.8 million with \$44 million of General Revenue to make the debt service payments annually for 10 years. The General Assembly Designated and Funded Initiatives also includes funding for US 67 in Butler County, I-70 in Warren County, US 65 in Buffalo, the maintenance and repair of low-volume roads and other road improvements.

On November 15, 2021, the President signed into law the Infrastructure Investment and Jobs Act (IIJA), which authorizes the federal surface transportation programs for highways, highway safety, transit, and rail for the five-year period from 2022 through 2026. The IIJA is funded with receipts into the Highway Trust Fund, transfers from the General Fund and additional funding offsets. Missouri's annual apportionments are estimated to increase 26% compared to the last year of the prior highway act, Fixing America's Surface Transportation (FAST) Act. This forecast includes the assumption that IIJA funding will continue after 2026.

MoDOT continues to operate efficiently. The department's operating expenses remain relatively flat, except for minimal increases. In the past 10 years, MoDOT has invested in 4,211 projects, totaling \$8.3 billion or 3.5% under budget.

Missouri's 2027-2031 STIP is primarily maintenance focused. In the last few years, annual contractor awards in the STIP averaged \$2.0 billion with more than 50% aimed at meeting asset management goals. With an increase in contractor awards, the opportunities to expand the system – widening a busy two-lane road to four lanes to reduce congestion and make systematic safety improvements or building a new roadway or interchange to help promote business development and bring jobs to the state – are growing.

Missourians rely on a modern and safe transportation system to get to work, school and everywhere in between. A healthy transportation infrastructure ensures businesses can operate and grow. Essentially, transportation is what keeps Missouri moving. Missourians must work together and recognize that investments in transportation are part of the solution for the state's growth and prosperity.

Revenue

Federal

The largest source of transportation revenue is from the **federal government** including the 18.4 cents per gallon tax on gasoline and 24.4 cents per gallon tax on diesel fuel. The last time either tax was increased was in 1993. Other sources include various taxes on tires, truck and trailer sales, and heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulas prescribed by federal law through transportation funding acts. This revenue source also includes multimodal and highway safety grants (see Section 7 for a summary of all multimodal operations). Approximately 37% of Missouri's transportation revenue comes from the federal government.

State

The next largest source of transportation revenue is from the **state fuel tax**. Fuel taxes represent the state share (approximately 27% is distributed to cities and counties) of revenue received from the state's 29.5 cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9 cent per gallon tax on aviation fuel which must be spent on airport projects (see Section 7). These tax revenues provide approximately 25% of transportation revenues.

MoDOT receives a portion of the **state sales tax** paid on the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel which is dedicated to airport projects (see Section 7). These tax revenues provide approximately 14% of transportation revenues. In November 2004, voters passed constitutional Amendment 3, which set in motion a four-year phase-in, redirecting motor vehicle sales taxes previously deposited in the state's General Revenue Fund to a newly created State Road Bond Fund. In FY 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in. Starting July 2013, state legislation eliminated the state motor vehicle use tax. This state motor vehicle use tax was replaced with the state motor vehicle sales tax which directs more of the tax to local government agencies.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multimodal programs (see Section 7). These fees provide approximately 8% of transportation revenues.

The **interest earned on invested funds and other miscellaneous collections** provides approximately 4% of transportation revenues. As referenced in Table 1 of Section 5-12, the cash balance of all funds for roads and bridges is expected to be \$2,386.7 million at the beginning of FY 2027 and approximately \$789.7 million by the end of FY 2031. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property and fees associated with the Missouri logo-signing program.

The state **General Revenue and Budget Stabilization Funds** for the Governor's Transportation Cost Share Program, Governor's Focus on Bridges' debt service payments, Improve I-70 Project, Improve I-70 Project debt service payments, Forward 44 Effort, Forward 44 Effort debt service payments, General Assembly Designated and Funded Initiatives and multimodal programs (see Section 7) provide 10% of transportation revenue.

Bonding

While not a true revenue, **bonding** is a method of financing used by the MHTC to deliver needed transportation improvements. Statutory authority was established in May 2000 for the MHTC to begin borrowing money, now called senior lien bonds. The **senior**

lien bonds are limited to a total issuance of not more than \$2.25 billion. The lien was closed after \$907 million was issued from 2001 to 2004. The MHTC will issue no additional bonds under this lien. Bonding is not a source of funding; it is a method of financing. It is debt that must be repaid along with interest payments.

In November 2004, constitutional **Amendment 3** was approved by Missouri voters. Amendment 3 redirects motor vehicle sales tax to transportation. In accordance with this constitutional change, MoDOT borrowed money and dedicated the funds to the Smoother, Safer, Sooner program. The Amendment 3 revenues are used for principal and interest payments on Amendment 3 debt. MoDOT borrowed \$2 billion, authorized by Amendment 3 in FYs 2006 to 2010.

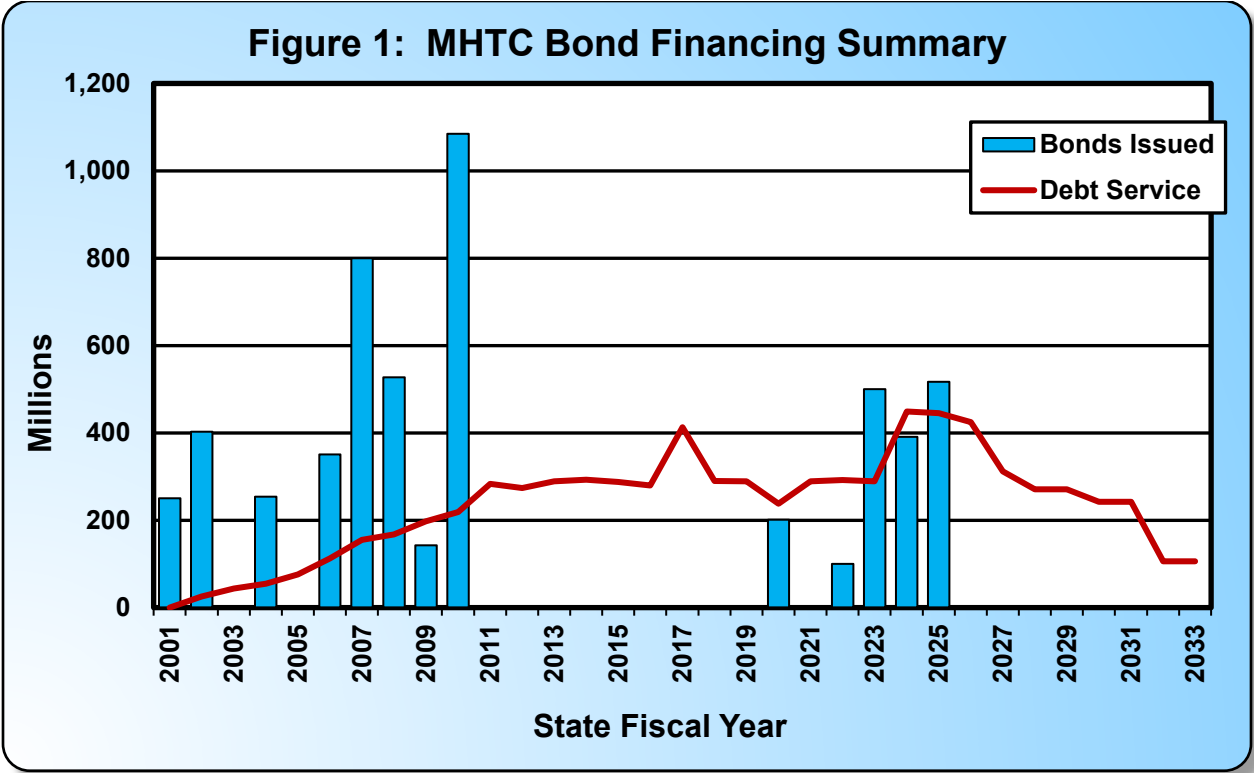
In FY 2009, MoDOT borrowed \$143 million for a portion of the new I-64, a design-build project in the St. Louis region. For the first time, MoDOT secured bonds primarily with federal funds rather than state funds. These bonds are called Federal Reimbursement or **Grant Anticipation Revenue Vehicle (GARVEE)** bonds. In FY 2010, MoDOT borrowed \$100 million additional GARVEE bonds for the new Mississippi River Bridge project and \$685 million for the Safe and Sound Bridge Improvement Program. The GARVEE principal and interest is scheduled to be repaid through FY 2033. MoDOT sold \$928 million of GARVEE bonds.

MoDOT borrowed \$201 million in 2020 and another \$100 million in 2022 for the Governor's Focus on Bridges Program. The bond proceeds were used to fund the costs to plan, design, construct, reconstruct, rehabilitate, and make significant repairs to 215 bridges on the state highway system. General Revenue Fund allocations of \$45.5 million will be made available for seven years for debt service payments.

In 2023, MoDOT borrowed \$500 million to fund the costs to plan, design, construct, and reconstruct roads and bridges on the state highway system. Amendment 3 revenues will be used for debt service payments.

MoDOT borrowed \$391 million in 2024 and \$517 million in 2026 for the Improve I-70 Project. The bond proceeds will be used to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville. General Revenue Fund allocations of \$136 million will be made available for debt service payments annually for 15 years.

See Figure 1 for a summary of the MHTC bond financing program. The summary includes calling \$118 million of bonds in 2017, which provides interest savings of \$29 million. The summary does not include future bond issuances.



Other

In 2020, MoDOT borrowed \$62.5 million from the Missouri Transportation Finance Corporation (MTFC)/State Infrastructure Bank (SIB) to help fund the Rocheport Bridge/Mineola Hill INFRA Grant project. Along with federal and state revenues, **existing cash balances** are used each year to remain fiscally constrained. The existing cash balances are made up of federal and state revenue in the State Road Fund, State Highways and Transportation Department Fund, State Road Bond Fund, I-70 Project Funds and newly created Forward 44 Effort Funds. These funds are considered available for funding highway and bridge construction projects.

Expenditures

Missouri's Constitution dictates that a portion of state transportation revenues can be appropriated by the General Assembly to **other state agencies**. Appropriations are limited to (1) the Missouri State Highway Patrol (MSHP) to administer and enforce motor vehicle laws and (2) the Missouri Department of Revenue (DOR) to cover the cost of collection. DOR is entitled to the actual cost of collection not to exceed 3% of revenues collected. Approximately 91% of these expenditures are appropriated to the MSHP, and the remaining 9% is appropriated to the DOR. These costs are approximately 10% of transportation expenditures.

The state constitution also dictates that **debt service**, which is principal and interest payments on any outstanding state road bonds, must be paid prior to funding MoDOT operations and STIP costs. MoDOT borrowed \$3.8 billion during FYs 2001 to 2010. In FY 2020, MoDOT borrowed \$201 million and the remaining \$100 million in FY 2022 for the Governor's Focus on Bridges Program. The bond proceeds were used to fund the costs to plan, design, construct, reconstruct, rehabilitate, and make significant repairs to 215 bridges on the state highway system. Debt service for the Focus on Bridges Program will be \$45.5 million annually for seven years. Funding for the debt service payments will be provided by the General Revenue Fund. In FY 2023, MoDOT borrowed \$500 million to fund the costs to plan, design, construct, and reconstruct roads and bridges on the state highway system. Amendment 3 revenues will be used for debt service payments. MoDOT borrowed \$391 in state year 2024 and \$517.3 million in state year 2026 for the Improve I-70 Project. The bond proceeds will be used to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70 from Blue Springs to Wentzville. Debt service for the Improve I-70 Project will be \$136 million annually for 15 years. Also included in the total debt service are annual payments of \$9.2 million starting in FY 2024 for the Missouri Transportation Finance Corporation (MTFC)/State Infrastructure Bank (SIB) loan to help fund the Rocheport Bridge/Mineola Hill INFRA Grant project. These costs are approximately 11% of transportation expenditures. See Figure 1, Section 5-4 for a summary of the MHTC bond financing program.

Administration includes activities such as audits and investigations, financial services, human resources, communications, governmental relations and legal services. The dollars associated with administering self-insurance plans and contributions to retiree medical plans are included in this disbursement category. Administration is approximately 1% of transportation expenditures.

Safety and Operations include maintenance, traffic, highway safety, and motor carrier services. Maintenance and traffic costs (approximately 92% of safety and operations costs) include funding for activities such as snow removal, signing, striping, litter control, mowing, maintaining roadsides and rest areas, completing routine road and bridge repairs, repairing guardrail and median guard cable, and traffic signal operations. The Highway Safety and Traffic Division (approximately 7% of safety and operations costs) implements programs addressing behavioral traffic safety issues. Emphasis areas include high-risk drivers, serious crash types and vulnerable roadway users. Safety strategies include enforcement (manpower, training, and equipment), education (promotional

materials, campaigns, and educational/awareness programs) and engineering (data collection/evaluation and high accident location assessments). Division staff work with safety advocates statewide to implement the Motor Carrier Safety Assistance Plan and Missouri's Strategic Highway Safety Plan to reduce traffic crashes, prevent serious injuries and save lives. This category includes the Highway Safety Program Motor Carrier Safety Assistance Program and Motorcycle Safety Trust Fund. The Motor Carrier Services Division (approximately 1% of safety and operations costs) is the one-stop shop for commercial vehicle licensing and permits and works with commercial vehicle safety and compliance. Commercial vehicles include trucks, tractor-trailers, buses, limousines and other vehicles that transport property, passengers, or hazardous materials. Safety and operations costs are approximately 15% of transportation expenditures.

MoDOT's continued investment in the **fleet, facilities, and information systems** infrastructure is necessary to support the safety and operations and program delivery. Annual costs to maintain MoDOT's fleet, facilities, and information systems are included in this disbursement category. These costs are approximately 3% of transportation expenditures.

The **Multimodal** Division works with cities, counties, and regional authorities to plan improvements for public transit, railroad, aviation, waterway facilities, and freight development in Missouri. These costs are approximately 2% of transportation expenditures. See Section 7 for further information on Multimodal Operations.

The **program delivery operating costs** are costs associated with implementing MoDOT's construction program which primarily includes in-house preliminary engineering, construction engineering and right of way incidentals as identified in Sections 3 and 4. These costs are approximately 5% of the transportation expenditures. All remaining revenues are made available for the **highway and bridge construction program**. This category encompasses payments to contractors for construction projects, right of way purchases, consultant engineering, utility relocations, and federal funding for local governments that passes through MoDOT's budget. Contractor payments encompass most of the construction program expenditures. Contractor payments, right of way purchases, consultant engineering, utility relocations, and federal pass-through payments are approximately 53% of the transportation expenditures.

Sections 5-1 through 5-7 provided an overview of all revenue and expenditures for MoDOT, which includes the Highway and Bridge Construction Program, Multimodal and Highway Safety. The remaining sections contain only projections of future revenue and expenditures for the Highway and Bridge Construction Program. Highway Safety programs not intended for road improvements are included in Section 6. Multimodal programs are included in Section 7.

Projections of future revenues and expenditures for the Highway and Bridge Construction Program as determined by cash flow analysis

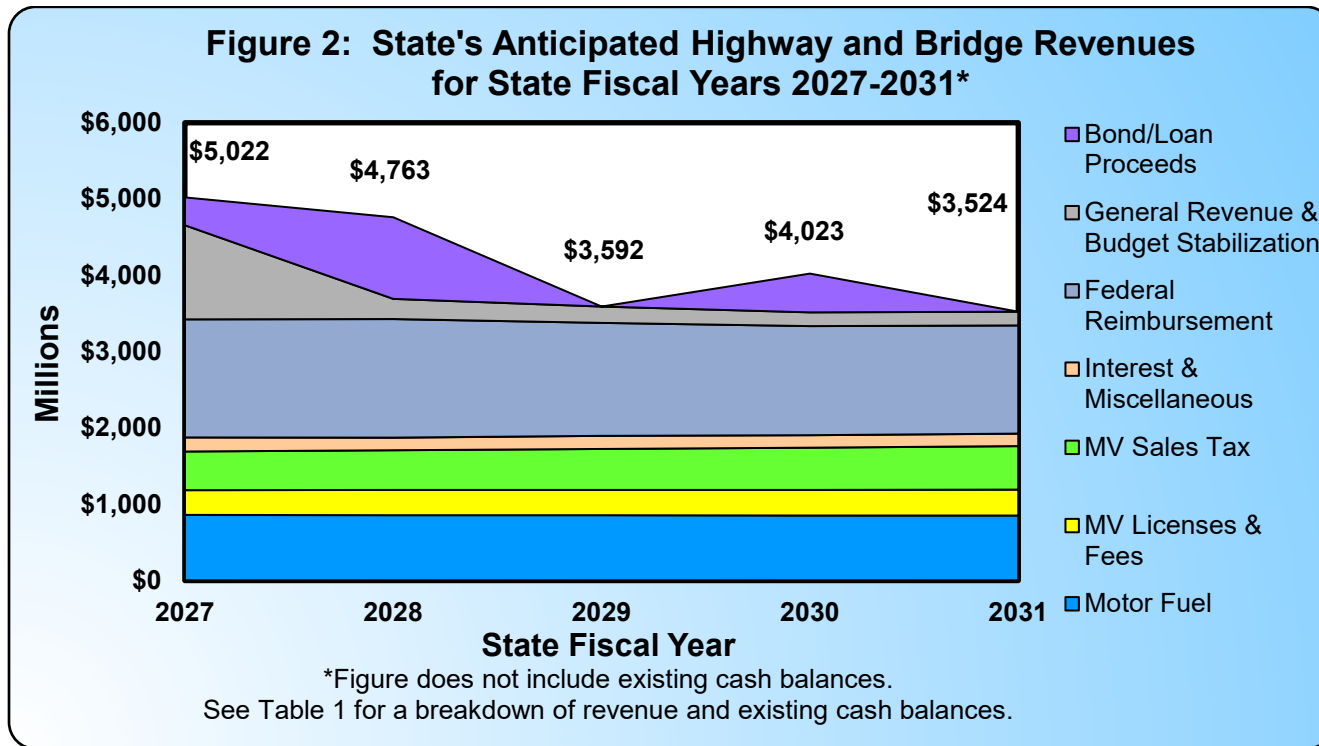
The following provides a description of each revenue and expenditure category and how they are projected.

Revenue

- Federal Reimbursements
 - Annual obligation limitation is \$1,358 million in 2027 through 2031. Obligation limitation is estimated to be 99% of apportionments. Obligation limitation is a restriction or “ceiling” on the amount of federal assistance that can be programmed to projects (obligated) during a specific period. It is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which the funds may be used.
 - MoDOT estimates an average of \$1,487 million of federal reimbursements in FY 2027 to FY 2031.
 - Additional details regarding federal funding starts on Section 5-16.
- Motor Fuel Taxes
 - Projections are based on historical data and gasoline and diesel consumption projections from the U.S. Energy Information Administration’s Annual Energy Outlook 2025 (AEO 2025) for the region (region includes: ND, SD, NE KS, MO, IA, and MN).
 - In FY 2027, MoDOT estimates \$859 million of motor fuel tax receipts which includes SB 262 receipts and then begins to decline in FY 2028 as it is expected that Missourians will turn to more fuel-efficient vehicles due to Corporate Average Fuel Economy (CAFÉ) standards that reduce energy consumption by increasing the fuel economy of vehicles. While good for the environment, these actions erode motor fuel tax revenues. The greater fuel economy of vehicles will offset increases in vehicle miles traveled.
- Motor Vehicle and Driver Licensing Fees
 - Projections are based on the four-year average of historical data and drivers’ licensing renewal data from the Department of Revenue.
- In FY 2027, MoDOT estimates \$326 million of motor vehicle and driver licensing fee receipts, growing to \$339 million in FY 2031 (an annual growth rate of 1%). Motor Vehicle Sales Tax
 - Projections are based on historical data and real disposable income estimates from the AEO 2025.

- In FY 2027, MoDOT estimates \$506 million of motor vehicle sales tax receipts, growing to \$570 million in FY 2031 (an annual growth rate of 3%).
- Interest and Miscellaneous Revenue
 - Projections are based on a 3.12% earnings rate of interest revenue and historical receipts for miscellaneous revenue.
 - MoDOT estimates \$184 million of interest earned on invested funds and other miscellaneous receipts in FY 2027 will decrease to \$163 million in FY 2031. This category includes construction project cost reimbursements from local governments and other states.
- General Revenue and Budget Stabilization
 - Includes Governor’s Transportation Cost Share Program, Governor’s Focus on Bridges debt service payments, Improve I-70 Project, Improve I-70 Project debt service payments, Forward 44 Effort, Forward 44 Effort debt service payments, General Assembly Designated and Funded Initiatives and multimodal programs.
- Bond/Loan Proceeds
 - Bond proceeds to fund the costs to plan, design, construct, reconstruct, rehabilitate, and make significant repairs to 215 bridges on the state highway system for the Governor’s Focus on Bridges Program. MoDOT borrowed \$201 million in FY 2020 and the remaining \$100 million in FY 2022. General Revenue Fund allocations of \$45.5 million will be made available for debt service payments.
 - In FYs 2023, MoDOT borrowed \$500 million to fund the costs to plan, design, construct, and reconstruct roads and bridges on the state highway system. Amendment 3 revenues will be used for debt service payments. Additional issuance of \$654 million is planned in FY 2026, \$580 million in FY 2028 and \$508 million in FY 2030.
 - Bond proceeds totaling \$1.4 billion for the Improve I-70 Project to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville. MoDOT borrowed \$391 million in FY 2024 and \$517 million in FY 2026 and plans to borrow the remaining \$492 million in FY 2028. General Revenue Fund allocations of \$136 million will be made available annually for debt service payments.
 - Bond proceeds totaling \$363.8 million for the Forward 44 Effort to plan, design, construct, reconstruct, rehabilitate, and repair I-44 from Missouri Route T to Missouri Route 68, from US Route 160 to Missouri Route 125, and from

I-49 to Missouri Route 249 rebuild pavement and improve the I-44/Route 13 interchange and I-44/I-49 interchange and other I-44 Tier 2 and Tier 3 projects on the Unfunded Needs List. MoDOT plans to borrow \$363.8 million in FY 2027. General Revenue Fund allocations of \$44 million will be made available annually for debt service payments.



Total Revenue

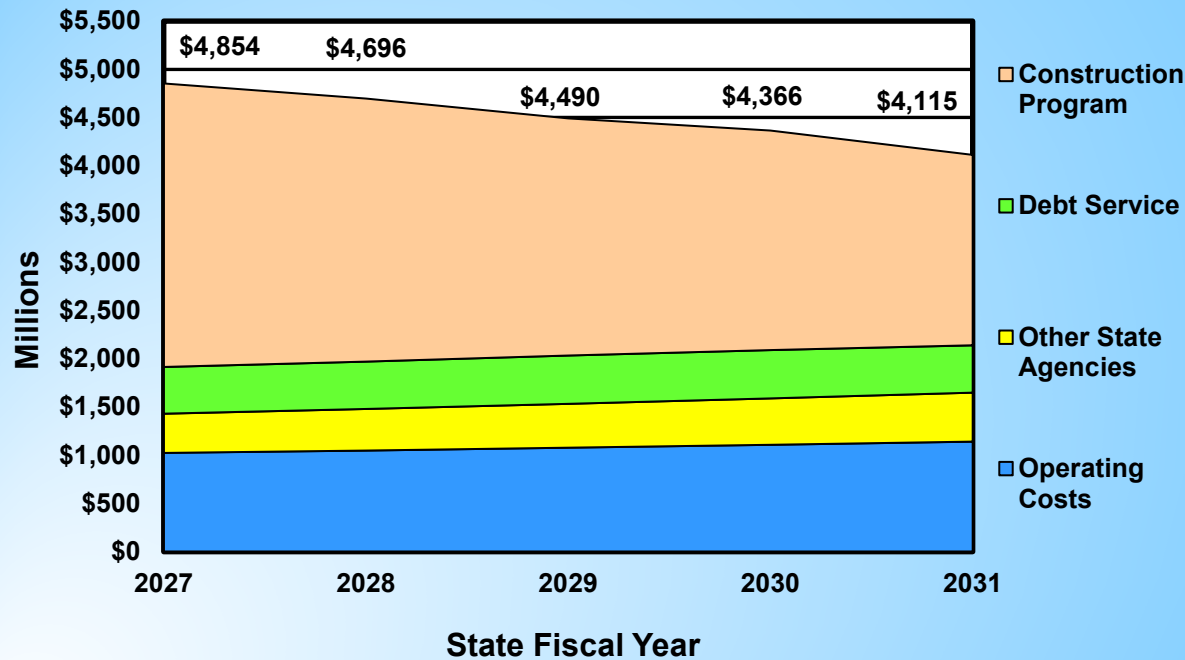
The stability and predictability of future transportation revenues is subject to many variables. However, using the U.S. Energy Information Administration's projections, Figure 2, Section 5-9 provides an estimate of Missouri's transportation revenues which includes bond and loan proceeds for FYs 2027 through 2031. As shown in Figure 2, estimated revenue of \$5 billion in 2027 decreases to \$3.5 billion in 2031. See Table 1, Section 5-12 for a breakdown of revenue.

Expenditures

- Other State Agencies
 - Projections are based on historical amounts with an annual growth rate assumption of 5.7%.
 - In FY 2027, MoDOT estimates \$407 million of other state agency expenditures, growing to \$508 million in FY 2031.
- Debt Service
 - Projections are based on the repayment of outstanding state road bonds and MTFC/SIB loan to help fund the Rocheport Bridge/Mineola Hill INFRA Grant project.
 - Amounts include the borrowing of \$580 million in 2028 and \$508 million in 2030 for Amendment 3.
 - Also included is \$136 million of annual debt service payments for the Improve I-70 Project and \$44 million for the Forward 44 Effort.
 - Amounts do not include capital or operating lease payments which are included in operating costs.
 - In FY 2027, MoDOT estimates \$484 million of debt service expenditures, increasing to \$499 million in FY 2029 and 2030.
- Operating costs (includes Administration; Safety and Operations; Fleet, Facilities and Information Systems; Multimodal; and Program Delivery Operating costs)
 - Projections are based on the FY 2026 budget and FY 2027 appropriations request.
 - The personal service and fringe benefits growth rate assumption includes the FY 2026 budget; a 2% market adjustment, continued implementation of the market plan, and tenure pay increases; additional employees in Safety & Operations to address customer service needs, and 2% annual cost of living adjustments starting in 2028. The fringe benefits include increases for all these personal service items.
 - The expense and equipment include the FY 2026 budget; \$2.9 million for asphalt and concrete repairs on roadways, support tasks for the World Cup, roadside management activities, and safety measures; \$3.0 million for inflation costs for fleet and 2.5% annual growth for expense and equipment inflation starting in 2028.

- In FY 2027, MoDOT estimates \$1,024 million of operating expenditures, growing to \$1,141 million in FY 2031 (an average annual growth rate of 2.5%).
- Construction Program Expenditures
 - Projections are based on a cash flow model that calculates payment schedules of MoDOT's active and future construction projects as provided in Section 4 of the STIP.
 - Contractor payments, right of way purchases, consultant engineering, accelerated program payments, suballocated federal funding for local governments and utility relocation costs are included.
 - In FY 2027, MoDOT estimates \$3,141.6 million of disbursements that decrease to \$2,203.1 million in FY 2031. See Table 1, Section 5-14 for further details on the construction program expenditures.

Figure 3: State's Anticipated Highway and Bridge Expenditures for State Fiscal Years 2027-2031*



*Figure does not include existing cash balances.
See Table 1 for a breakdown of expenditures by each budget category.

Total Expenditures

Consistent with future transportation revenues, future transportation expenditures are also subject to many variables. Using historical trends and various economic indicators, Figure 3 provides an estimate of Missouri’s transportation expenditures for FYs 2027 through 2031. As shown in Figure 3, estimated transportation expenditures (including costs associated with state advance construction projects), will decline from \$4.9 billion to \$4.1 billion. See Sections 5-20 through 5-21 for further discussion on state advance construction projects.

The construction expenditures are derived from the cash flow analysis on the 2027-2031 Highway and Bridge Construction Schedule (Section 4). Assumptions for the construction program expenditures are in the next subsection. See Table 1 in Section 5-14 below for a breakdown of expenditures by each budget category.

Missouri’s STIP includes a five-year plan of highway and bridge construction projects that is financially constrained for each FY in the State Road Fund. Table 1, Section 5-14 provides the cash flow analysis summary for the FY 2027-2031 STIP. An adequate cash flow balance is maintained as determined by projected monthly cash balances in any given year. MoDOT maintains at least a \$250 million cash balance in the State Road Fund to manage revenue and expenditure fluctuations and respond to emergencies and natural disasters. The amounts only include revenues and disbursements dedicated to highways and bridges since Multimodal and a portion of Highway Safety funding cannot be included in the minimum cash balance.

Table 1: MoDOT Construction Cash Flow Projections for Roads and Bridges for FYs 2027-2031

Dollars in Millions

Additions to Cash Balance									Subtractions from Cash Balance							
Fiscal Year	Beginning Cash Balance	Federal Reimbursement*	Motor Fuel Tax Revenue	Motor Vehicle and Drivers Licensing Revenue	Motor Vehicle Sales Tax Revenue	Interest and Misc. Revenue	Bond Proceeds	General Revenue and Budget Stabilization	Other State Agencies	Debt Service	Administration	Safety and Operations	Fleet, Facilities and Information Systems	Total Construction Disbursements**	Ending Cash Balance***	
2027	\$2,386.7	\$1,549.1	\$859.0	\$326.0	\$506.3	\$183.5	\$363.85	\$1,234.0	\$407.1	\$484.2	\$46.5	\$636.1	\$138.1	\$3,141.6	\$2,554.8	
2028	\$2,554.8	\$1,553.4	\$857.3	\$329.3	\$521.5	\$165.4	\$1,072.1	\$264.3	\$430.3	\$491.6	\$47.6	\$651.5	\$141.6	\$2,933.8	\$2,621.7	
2029	\$2,621.7	\$1,479.6	\$855.6	\$332.6	\$537.1	\$171.6	\$0.0	\$215.9	\$454.9	\$499.3	\$49.0	\$669.6	\$145.2	\$2,672.4	\$1,723.7	
2030	\$1,723.7	\$1,431.3	\$853.8	\$335.9	\$553.3	\$160.5	\$507.85	\$180.0	\$480.8	\$499.3	\$50.5	\$688.6	\$149.1	\$2,497.8	\$1,380.2	
2031	\$1,380.2	\$1,419.7	\$852.1	\$339.3	\$569.9	\$163.1	\$0.0	\$180.0	\$508.2	\$490.0	\$52.2	\$708.2	\$152.9	\$2,203.1	\$789.7	

* Includes regular federal funds, federal advance construction conversions and sub-allocated pass-through funds to local governments.

** Includes engineering, payments (see Section 4) and sub-allocated funds to local governments. See Table 2, Section 5-15 (blue line) for further analysis.

*** Includes Improve I-70 Project and Forward 44 Project Funds.

Construction Program

The anticipated expenditures for active construction projects awarded in prior FYs and the future construction projects programmed in the STIP, as provided in Section 4, are summarized in the following discussion. For example, a construction contract awarded today can result in contractor payments over multiple years as the project is completed. The future award amount assumptions and the contractor payment assumptions resulting from the cash flow analysis are summarized in Table 2. Other expenditures are included in the Highway and Bridge Construction Program in addition to awards. These other expenditures include utility relocation payments, right of way payments, MoDOT and consultant engineering, and accelerated program payments, as well as suballocated federal dollars that pass through MoDOT to local governments. The Total Construction Disbursements in Table 2 below (blue line) match the Construction Disbursements from Table 1 in Section 5-14 (blue column).

Table 2: STIP Construction Awards Versus Contractor Payments – How MoDOT Budgets for STIP Projects

	Award	FY27	FY28	FY29	FY30	FY31	Future FY
Prior FY Remaining Balance	\$2,222.2	\$1,623.6	\$626.7	\$0.0	\$194.4	\$73.0	\$0.0
FY27	\$2,738.6	\$858.1	\$907.0	\$831.0	\$86.5	\$56.0	\$0.0
FY28	\$2,181.3	\$0.0	\$792.7	\$762.4	\$597.2	\$29.0	\$0.0
FY29	\$1,526.0	\$0.0	\$0.0	\$551.0	\$525.0	\$450.0	\$0.0
FY30	\$1,410.0	\$0.0	\$0.0	\$0.0	\$493.5	\$493.5	\$423.0
FY31	\$1,410.0	\$0.0	\$0.0	\$0.0	\$0.0	\$493.5	\$916.5
Contractor Payments:		\$2,481.7	\$2,326.4	\$2,144.4	\$1,896.6	\$1,595.0	
Utility Relocation Payments		\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	
Right of Way Payments		\$30.0	\$30.0	\$30.0	\$30.0	\$30.0	
MoDOT and Consultant Engineering		\$313.0	\$317.9	\$324.1	\$330.5	\$337.3	
Transportation Cost Share – Local Pass-Through		\$31.8	\$4.2	\$0.0	\$0.0	\$0.0	
Federal Pass-Through*		\$279.9	\$250.2	\$235.7	\$235.7	\$235.7	
Payments**		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
Total Construction Disbursements		\$3,141.5	\$2,933.8	\$2,739.3	\$2,497.9	\$2,203.1	

* Federal transportation dollars paid directly to local public agencies.

** Payments include dollars to be paid back for accelerating a project or payments to others. Payments do not include GARVEE debt service payments.

Table 3 summarizes the total available funding for the Highway and Bridge Construction Program for FYs 2027-2031 based on cash flow projections. These amounts do not include sub-allocated federal funds as they are administered by local governments.

Table 3: Highway and Bridge Construction Funding Summary

Fiscal year	2027	2028	2029	2030	2031	Total
Available for Construction	\$1,500.0	\$1,500.0	\$1,500.0	\$1,410.0	\$1,410.0	\$7,320.0
Available for Construction – I-70 project	\$955.5	\$509.8	\$0.0	\$0.0	\$0.0	\$1,465.3
Available for Construction – I-44 project	\$282.3	\$141.2	\$0.0	\$0.0	\$0.0	\$423.5
Available for Construction - GA projects	\$0.8	\$30.3	\$26.0	\$0.0	\$0.0	\$57.1
Available for Right of Way & Utilities	\$35.1	\$35.1	\$35.1	\$35.1	\$35.1	\$175.5
Available for Payments	\$44.7	\$69.5	\$69.5	\$69.5	\$69.5	\$322.7
Available for Engineering	\$313.0	\$317.9	\$324.1	\$330.5	\$337.3	\$1,622.8
Total Available	\$3,131.4	\$2,603.8	\$1,954.7	\$1,845.1	\$1,851.9	\$11,386.9

Table 4 summarizes the programmed levels for FYs 2027-2031. FYs 2030 and 2031 are intentionally under programmed compared to the available amounts to accommodate unforeseen changes. If the cumulative construction amount is more than the cumulative amount programmed after the last letting of FY 2027, MoDOT will delay SFY 2027 projects to outer years of the STIP and /or utilize the MoDOT available cash balance (demonstrated on Table 1, Section 5-14) funding to ensure fiscal constraint.

Table 4: Highway and Bridge Construction Program Summary

Fiscal year	2027	2028	2029	2030	2031	Total
Programmed for Construction	\$1,494.0	\$1,424.4	\$1,350.1	\$796.6	\$600.6	\$5,665.6
Programmed for Construction – I-70	\$1,268.5	\$0.0	\$0.0	\$0.0	\$0.0	\$1,268.5
Programmed for Construction – I-44	\$310.8	\$50.0	\$0.0	\$0.0	\$0.0	\$360.8
Programmed for Construction – 2025 GA projects	\$29.6	\$0.0	\$0.0	\$0.0	\$0.0	\$29.6
Programmed for Right of Way & Utilities	\$25.0	\$21.6	\$8.7	\$4.9	\$0.0	\$60.2
Programmed for Right of Way & Utilities – I-70/I-44/GA Projects	\$9.9	\$0.0	\$0.0	\$0.0	\$0.0	\$9.9
Programmed for Payments	\$53.1	\$53.1	\$53.1	\$53.1	\$43.8	\$56.2
Programmed for Engineering	\$295.1	\$209.5	\$158.9	\$87.6	\$67.5	\$818.6
Programmed for Engineering – I-70/I-44/GA Projects	\$58.3	\$5.7	\$1.0	\$1.2	\$0.8	\$67.0
Total Programmed	\$3,544.3	\$1,764.3	\$1,571.8	\$943.4	\$722.0	\$8,545.8

Funding Distribution

MHTC approved a funding distribution method in January 2003. It was developed with extensive public involvement and is consistent with MoDOT’s Mission, Values and Tangible Results. Various modifications were approved in 2004, 2006, 2011, 2012, 2016, 2017, 2018, 2019, 2021, 2022, and 2024.

The following steps outline the distribution of funds for the Highway and Bridge Construction Program:

Of the total funds available for awards, right of way, utilities, payments, and engineering, including federally earmarked funds:

Step 1: Deduct federally sub-allocated pass-through funds designated for specific purposes (amount varies). This includes the following: the Off-System Bridge Replacement and Rehabilitation Program for county bridges, the Surface Transportation Block Grant Program for large city transportation improvements, the Congestion Mitigation and Air Quality Program for air quality improvements in the St. Louis and Kansas City regions, the Carbon Reduction Program for projects to reduce emissions, the Transportation Alternatives Program for regional improvements and the Recreational Trails Program. Additional information about these programs may be found in Section 6.

Step 2: Deduct state and federal funding for other transportation modes (aviation, railways, transit and waterways) (amount varies). This funding cannot be used for roads and bridges.

Step 3: Deduct the repayment of borrowed funds for projects accelerated through bond financing (amount varies). Excludes GARVEE bonds.

Step 4: Deduct engineering budget.

Step 5: Deduct funding for specific funding sources (amount varies). This includes categories such as Statewide Transportation Alternatives funds, Open Container safety funds, and other uniquely distributed funds.

Step 6: Deduct funding for the Cost Share Program (amount varies). Deduct \$45 million in 2027 and \$30 million for 2028 and each year thereafter.

Step 7: Deduct funding contributed by partner agencies (amount varies). These are funds dedicated to specific projects such as a city's portion of a cost share or cost participation project.

Step 8: Deduct funding for project savings and adjustments (amount varies). Savings or over-runs are credited or debited to specific districts or programs. Adjustments for certain types of planning studies are debited from specific districts.

Step 9: Deduct \$25 million per year for an Asset Management Deficit Program.

Of the remaining funds available for road and bridge improvements:

Step 1: FY 2026 and 2027, allocate \$58 million for Safety Projects. Distribute \$27 million based on a three-year average of the number of fatalities and serious injuries on the state highway system. Allocate \$31 million for statewide safety initiatives. Beginning in FY 2028, distribute all available Highway Safety Improvement Program (HSIP) funds to the districts, less any statewide initiatives, for safety projects based on a three-year average of the number of fatalities and serious injuries on the state highway system.

Step 2: Allocate funds to asset management. The asset management allocation amount is based on needs identified in MoDOT's Asset Management Plan and will be reviewed and updated, if necessary, annually. These amounts will include inflation consistent with MoDOT's Asset Management Plan. The allocation is distributed as follows:

- Major Bridges (bridges 1,000 feet or greater in length)
- Asset Management – Remaining asset management total distributed based on formulas that average:
 - Percent of total Vehicles Miles Traveled (VMT) on the National Highway Safety and remaining arterials.
 - Percent of square feet of typical state bridge deck (bridges less than 1,000 feet in length) on the total state system.
 - Percent of total lane miles of National Highway System and remaining arterials.

Step 3: Allocate remaining funds to system improvements. Funds must be first used to meet asset management goals, and then remaining funds may be used for other priorities. Distribution is based on the average of:

- Percent of total population.
- Percent of total employment.
- Percent of total VMT on the National Highway System and remaining arterials.

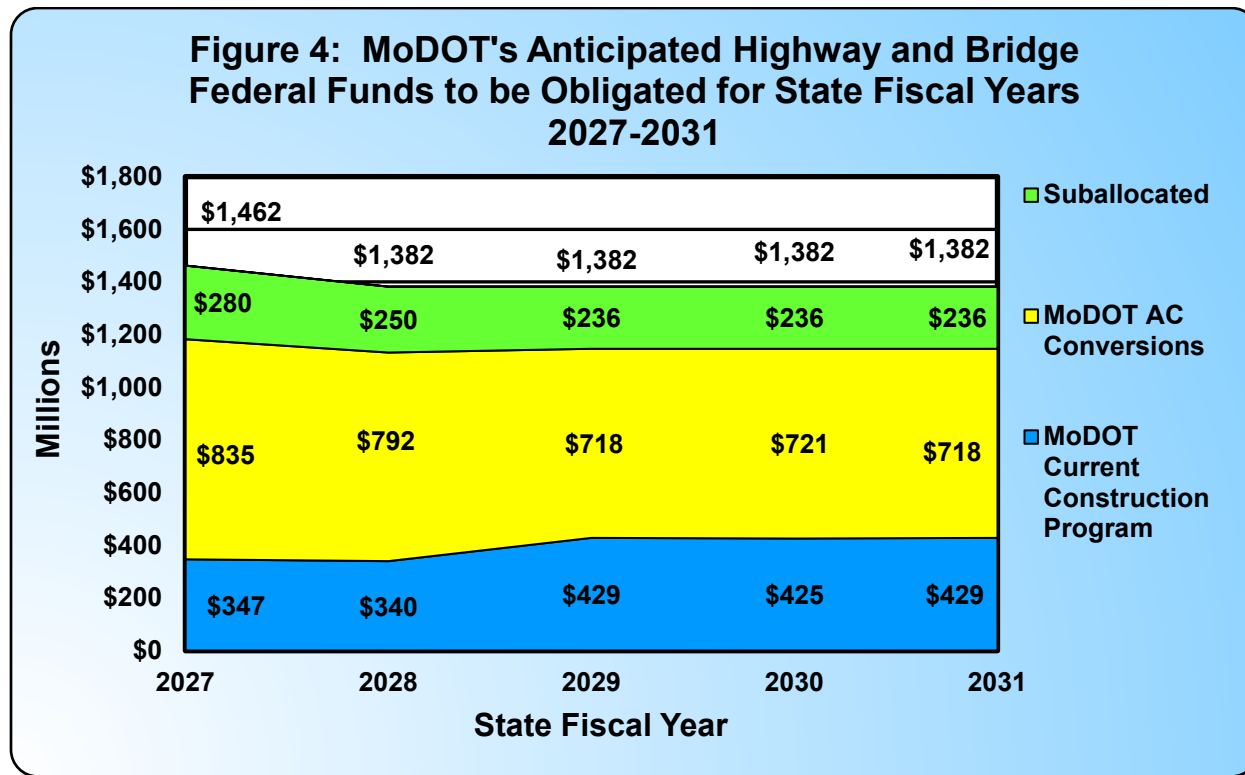
Federal Funding

On November 15, 2021, the President signed into law the IIJA, which authorizes the federal surface transportation programs for highways, highway safety, transit and rail for the five-year period from 2022 through 2026. The IIJA is funded with receipts into the Highway Trust Fund, transfers from the General Fund and additional funding offsets.

The IIJA is five-year legislation to improve the nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network. The bill reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, and maintains a strong commitment to safety.

Missouri's annual apportionments are estimated to increase 26% compared to the last year of the FAST Act.

MoDOT’s forecasted federal revenue is based on anticipated annual obligation limitation, which is the annual funding made available through the appropriations bill rather than the funding authorized in the surface transportation act. Federal funding for the 2027-2031 STIP will be obligated for the following: (1) sub-allocated funding that flows through MoDOT to local governments, (2) converting advance construction projects and (3) the current construction program. First, sub-allocated federal funds will pass through MoDOT to local governments. Second, MoDOT will convert advance construction projects to regular federal funds (see Section 520 through 5-21 for further information on advance construction). Lastly, any remaining federal funding will be available for the current construction program. See Figure 4 for federal obligation authority assumptions used for the 2027-2031 STIP.



Advance Construction (AC)

MoDOT uses a federal funding tool called Advance Construction (AC) to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal aid categories to individual projects. AC is an innovative financing technique which allows states to initiate a project using non-federal funds while preserving eligibility for future federal aid. Eligibility means FHWA has determined the project qualifies for federal aid; however, no present or future federal aid is committed to the project. States may convert the project to regular federal aid provided it is available for the project. AC does not provide additional federal funding but simply changes the timing of receipts by allowing states to construct projects with state or local money and see federal aid reimbursement in the future.

MoDOT began using AC in 1992 and will continue to use it in future years. MoDOT generally utilizes AC for the National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) projects or when sufficient obligation limitation is not available.

MoDOT anticipates sufficient revenue exists to cover new AC projects, as shown in Table 1, Section 5-14. Funding sources include existing cash balances, state motor fuel, motor vehicle sales tax, motor vehicle licensing and fees revenue, federal reimbursement (including conversion of AC), interest and miscellaneous revenue as shown in Figure 2, Section 5-10.

Table 5, Section 5-21, provides MoDOT's AC forecast, which shows the projected balance at the end of each FY. Generally, state funds pay for new AC project expenditures until federal aid is available. Once federal aid is available, the projects are converted to federal funds and previous state expenditures are reimbursed. The oldest projects are converted first, if possible, to maximize federal aid reimbursement. Which projects are converted also depends on what federal funds are made available. The AC balance is driven by the relationship between available federal funds and the construction program. For example, if available federal funds are greater than the size of the construction program, the AC balance will decrease. The amounts in Table 5 are based on MoDOT's AC forecast. Also included in Table 5 are AC conversions of projects from prior STIPs. The amounts are subject to change based on future federal apportionment amounts and categories.

Table 5: MoDOT’s Advance Construction Forecast Estimates

Fiscal year	2027	2028	2029	2030	2031
Beginning AC Balance*	\$1,253	\$1,454	\$1,707	\$2,046	\$2,309
Plus: New AC Projects (incl. Unprogrammed)**	\$1,037	\$1,044	\$1,057	\$985	\$985
AC Subtotal	\$2,290	\$2,498	\$2,764	\$3,031	\$3,295
Less: AC Conversions (prior STIP projects)	\$835	\$0	\$0	\$0	\$0
Less: AC Conversions (incl. Unprogrammed)**	\$0	\$792	\$718	\$721	\$718
Estimated Ending AC Balance	\$1,454	\$1,707	\$2,046	\$2,309	\$2,577

* Estimated Beginning AC Balance

** Additional projects will be programmed in outer years of the STIP.

This STIP does not contain a listing of partial AC projects, as previous STIPs have. Projects will be wholly federally funded, AC, or state funded. The timing on the distribution of obligation limitation and August redistribution and the availability of federal funding categories may impact projects programmed as AC-State and Federal Program funds at the time of federal authorization. MoDOT anticipates sufficient revenues exist to cover these differences at the time of federal authorization, as shown in Table 1, Section 5-14. Funding sources include existing cash balances, state motor fuel, motor vehicle sales tax and motor vehicle licensing and fees revenue, federal reimbursement (includes conversion of AC), interest and miscellaneous revenue as shown in Figure 2, Section 5-10.

Federal Funds Supplement - (dollars in millions)

Table 6 - Federal Funding Categories - Apportionment Levels³

	April 2026 Balances	Est. 2027 Apportionment	2027 ¹	2028 ²	2029 ²	2030 ²	2031 ²
NHPP	769.4	687.6	1,457.1	1,076.2	921.7	697.0	718.3
STBG	163.6	244.8	408.4	648.9	890.5	1,132.8	1,377.6
HSIP	70.3	128.0	198.3	213.9	261.0	305.6	415.1
NHFP ⁵	35.5	34.8	70.3	95.3	-110.3	-90.3	-55.6
Carbon Reduction ⁴	35.1	22.5	57.6	80.1	102.5	125.0	147.5
PROTECT ⁴	34.7	18.4	53.1	69.9	79.0	95.1	113.3
HIP ⁴	380.2	89.0	469.2	0.0	0.0	0.0	0.0
Total	1,488.9	1,225.1	2,714.0	2,184.3	2,144.4	2,265.1	2,716.3

Table 7 - Federal Funding Categories - Program Levels³

	2027	2028	2029	2030	2031
NHPP	1,068.5	842.2	912.3	666.3	420.3
STBG	4.3	3.3	2.4	0.0	0.0
HSIP	112.4	80.9	83.4	18.5	3.0
NHFP	9.8	240.4	14.9	0.0	3.3
PROTECT	1.6	9.2	2.4	0.1	0.1
Carbon Reduction	0.0	0.0	0.0	0.0	0.0
Total	1,196.7	1,176.0	1,015.4	685.0	426.7

¹Includes federal category balances as of April 6, 2026.

²Includes previous years available balances (apportionment less program) plus current year estimated apportionment. Assumes 0% growth in FY 2027, 2028, 2029, 2030 and 2031.

³Apportionments are subject to annual obligation limitation. Obligation limitation (authority) is estimated to be 99 percent of apportionments. Obligation limitation is the annual funding made available through the appropriations bill. Section 5-8 of the STIP provides additional information regarding the obligation limitation available for programming. Table 6 reflects only MoDOT's share of apportionments and obligation limitation, Local Program funding has been removed. Table 7 provides a summary of the projects programmed in the STIP by federal funding category and is representative of the available obligation limitation and the available federal funding categories currently available in the STIP Information Management System (SIMS).

⁴Title 23 U.S.C. § 126, provides states the flexibility to transfer funds apportioned under section 104(b) (not to exceed 50 percent) to other apportioned programs if necessary.

⁵Fiscal constraint is managed with the use of advance construction. A large project (4I3458 - Section 4 KC District TMA) programmed in fiscal year 2028 will use available funds and advance construction. Figure 4 in STIP does not include August Redistribution.

Section 6 – Federal Programs

Introduction

On November 15, 2021, the President signed into law the Infrastructure Investment and Jobs Act (IIJA), which authorizes the federal surface transportation programs for highways, highway safety, transit, and rail for the five-year period from 2022 through 2026.

The previous transportation act, Fixing America's Surface Transportation (FAST) Act, expired on September 30, 2021. Many of the programs authorized under the FAST Act were included in IIJA, along with several new programs.

The "Special Programs" portion of this section includes some of the more unique federal programs.

The "Sub-Allocated Programs" portion of this section includes programs which provide federal transportation funds for cities and counties. Funding for some of these programs is subject to future MHTC action.

Special Programs

The following special programs were established, replaced, or continued in IIJA:

Disadvantaged Business Enterprise Program

IIJA provides funding for Disadvantaged Business Enterprise programs. Missouri receives approximately \$300,000 annually for this program.

On-the-Job Training Program

IIJA provides funding for the on-the-job training activities. Missouri receives approximately \$200,000 annually for this program.

Non-State System Bridge Inspection Program

Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately \$2 million of Surface Transportation Block Grant funds annually for non-state system bridge inspections.

State System Bridge Inspection Program

Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately \$4 million in performance of these inspections on the state system.

Preventive Maintenance Program

Missouri continues to work with FHWA to expand federal funding of the preventive maintenance efforts for qualifying work. These efforts will include both contract and in-house efforts which are deemed preventive maintenance or have other specific approval by FHWA. Missouri typically spends between \$150 to \$190 million per year on preventive maintenance activities. The estimated reimbursement for 2026 is approximately \$92 million. Activities include striping, pavement repair, pavement surface treatments or surface seals, crack sealing, pipe culvert repair, bridge structural painting, bridge sealing, bridge deck repair, bridge flushing, intersection marking, sign replacement, highway lighting, slab lifting, and deep-pipe installations.

Eligible Operating Costs Program

Missouri is working with FHWA to expand federal reimbursement to eligible operating expenses of the state's transportation system. Certain components of the system require ongoing operating costs to provide continuous operation. Missouri typically spends between \$5 and \$10 million per year on operating costs related to traffic signals, highway lighting, and ITS. Operating costs include utilities, labor, administrative costs, and system maintenance costs.

Prioritization of Projects to Improve Freight Movement Program

Efficient movement of freight is critical to the economy, jobs, and quality of life in Missouri. Freight movement is completely dependent on the reliability, condition, and safety of the transportation system. IJIA continued the National Highway Freight Program, which provides funding for projects that improve the efficient movement of freight. These projects implement the strategies identified in the Missouri Freight Plan. Activities include replacement of load-posted bridges, technology to improve the flow of freight, truck parking facilities, and geometric improvements to interchanges and ramps. The projects are included in the STIP and also identified in the Missouri State Freight and Rail Plan's Freight Investment Plan ([2022 State Freight and Rail Plan Documents | Missouri Department of Transportation](#)). The current update of the Missouri State Freight and Rail Plan may impact funding new projects under the existing Freight Investment Plan.

Open Container and Repeat Offender Penalty Transfer

Section 154 (Open Container) and Section 164 (Repeat Offender) penalty transfer funds are used to address system-wide safety initiatives. Funding from these programs has allowed Missouri to implement systemic safety treatments, such as median guard cable which significantly reduced cross-median fatalities. This funding source, approximately \$49 million, will continue to be focused on reducing severe crashes by deploying strategies identified in Missouri's Strategic Highway Safety Plan ([Show-Me Zero Plan.pdf](#)).

Better Utilizing Investments to Leverage Development (BUILD) Program

The BUILD Program provides dedicated, discretionary federal funding to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, Congress has dedicated nearly \$14.3 billion for 15 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact ([BUILD Discretionary Grants - Infrastructure - FHWA Freight Management and Operations](#)).

Infrastructure for Rebuilding America (INFRA) Grant Program

The INFRA Program provides dedicated, discretionary federal funding for projects that address critical issues facing our nation's highways and bridges. INFRA advances a pre-existing grant program established in the FAST Act of 2015. It utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding.

Additionally, the program promotes innovative safety solutions that will improve our transportation system. Grants are awarded by the USDOT through a competitive application process ([The INFRA Grant Program | US Department of Transportation](#)).

Safe Streets and Roads for All (SS4A) Grant Program

IIJA established the new SS4A discretionary program with \$5 billion in appropriated funds over five years (2022-2026). The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A Program supports the Secretary of Transportation's National Roadway Safety Strategy and MoDOT's goal of zero deaths and serious injuries on our nation's roadways ([Safe Streets and Roads for All \(SS4A\) Grant Program | US Department of Transportation](#)).

Bridge Investment Program

The Bridge Investment Program provides dedicated, discretionary federal funds to invest in improving bridge (and culvert) conditions, safety, efficiency, and reliability ([BIP - Funding Programs - Management and Preservation - Bridges & Structures - Federal Highway Administration](#)).

Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Program

The PROTECT Program provides dedicated, formula, and discretionary federal funding to invest in planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure projects ([Infrastructure Investment and Jobs Act - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program Fact Sheet | Federal Highway Administration](#)).

Charging and Fueling Infrastructure Program

The Charging and Fueling Infrastructure Program provides dedicated, discretionary federal funds to invest in deploying electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities ([Federal Funding Programs | US Department of Transportation](#)).

National Electric Vehicle Program

The National Electric Vehicle Program provides dedicated, formula and discretionary federal funds to invest in deploying electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability ([Infrastructure Investment and Jobs Act - National Electric Vehicle Infrastructure \(NEVI\) Formula Program Fact Sheet | Federal Highway Administration](#)).

Congestion Relief Program

The Congestion Relief Program provides dedicated, discretionary federal funds to invest in advancing innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized population of over one million ([Infrastructure Investment and Jobs Act - Congestion Relief Program Fact Sheet | Federal Highway Administration](#)).

Reconnecting Communities Pilot Grant Program

The Reconnecting Communities Pilot Grant Program provides funding for two types of grants. Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community; conduct public engagement, and other transportation planning activities. Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities ([Reconnecting Communities Pilot \(RCP\) Grant Program | US Department of Transportation](#)).

Advanced Transportation Technologies and Innovation (ATTAIN) Program

The ATTAIN Program provides competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment ([Office Of Research, Development, And Technology At The Turner-Fairbank Highway Research Center | FHWA](#)).

Strengthening Mobility and Revolutionizing Transportation (SMART) Program

The SMART Program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems to improve efficiency and safety ([SMART Grants Program | US Department of Transportation](#)).

Rural Surface Transportation Grants Program

The Rural Surface Transportation Grants Program provides dedicated, discretionary federal funds to invest in improving and expanding the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life ([The Rural Surface Transportation Grant Program | US Department of Transportation](#)).

National Infrastructure Project Assistance Program

The National Infrastructure Project Assistance Program provides dedicated, discretionary federal funds to invest in single-year or multi-year grants to projects generating national or regional economic, mobility, or safety benefits ([The Mega Grant Program | US Department of Transportation](#)).

Reduction of Truck Emissions at Port Facilities Program

The Reduction of Truck Emissions at Port Facilities Program provides dedicated, discretionary federal funds to invest in reducing truck idling and emissions at ports, including through the advancement of port electrification ([Infrastructure Investment and Jobs Act - Apportionment Fact Sheet | Federal Highway Administration](#)).

Wildlife Crossings Pilot Program

The Wildlife Crossings Pilot Program provides dedicated, discretionary federal funds to invest in reducing the number of wildlife-vehicle collisions and improving habitat connectivity ([Wildlife Crossings Program | FHWA](#)).

Roadside Pollinator Program

The Pollinator-Friendly Practices on Roadsides and Highway Rights of Way, also referred to as the Roadside Pollinator Program, is an annual competitive grant program that awards grants to eligible entities to carry out activities that benefit pollinators on roadsides and highway rights of way, including planting and seeding of native, locally appropriate grasses and wildflowers, as well as milkweed (Title 23 United States Code 332). The intent of the program is to fund the implementation or improvement of existing pollinator-friendly practices, plans and projects, as well as encourage the use of best management practices for improving, restoring, creating, or protecting pollinator habitat on roadsides and rights of way. Eligible applicants for Roadside Pollinator Program discretionary grants are State Departments of Transportation, Indian Tribes, and Federal Land Management Agencies. An eligible entity that receives funding shall use the funds for the implementation, improvement, or further development of a pollinator-friendly practices plan. A qualifying plan must describe pollinator-friendly practices that have been implemented or will be implemented. The pollinator-friendly practices should seek to create, enhance, restore, sustain, or maintain pollinator species and pollinator habitat on roadsides and highway rights of way. Eligible activities and practices included in the statutory language are listed under 23 USC 332(d). Additional information about the Roadside Pollinator Program may be found at [RPP | Pollinators | Ecosystem and Vegetation System Management | Environmental Review Toolkit | FHWA](#).

Highway Construction Training Program (HCTP)

The HCTP is a program funded by the Bipartisan Infrastructure Law and aims to address critical workforce shortages in highway construction, maintenance, and operations. It provides training and placement opportunities, particularly for underrepresented groups, to prepare individuals for entry-level positions in the industry. The program's goal is to increase the capacity and capability of the highway construction workforce ([FHWA - Roads To Your Future: Highway Construction Training Program FY24 Grant Awards](#)).

Transportation Infrastructure Finance and Innovations Act (TIFIA) Loan Program

The TIFIA Program provides federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit, and rail ([TIFIA Program Overview | Build America](#)).

Surface Transportation System Funding Alternative (STSFA) Program

The STSFA Program provides grant opportunities to states to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Federal Highway Trust Fund ([Surface Transportation System Funding Alternatives Program - FAST Act Fact Sheets - FHWA | Federal Highway Administration](#)).

Accelerated Innovation Deployment (AID) Demonstration Program

The AID Demonstration Program provides funding as an incentive for eligible entities to accelerate the implementation and adoption of innovation in highway transportation projects ([AID Demonstration | Federal Highway Administration](#)).

State Transportation Innovation Council (STIC) Incentive Program

The STIC Incentive Program provides funding for initiatives that support or offset some of the costs of standardizing innovative practices in a state transportation agency. STIC Incentive funds may be used to develop guidance, standards, and specifications, implement process changes, organize peer exchange, or offset implementation costs ([STIC Network | Federal Highway Administration](#)).

Accelerating Market Readiness (AMR) Program

The AMR Program provides funding to spur the advancement of emerging transformative innovations that have potential to enhance roadway safety, shorten the project delivery process, and improve the performance of the transportation infrastructure. Funding is available for testing and field evaluations, pilot demonstration projects, and documentation and dissemination of performance results to widen the knowledge base on the innovations ([Accelerated Market Readiness \(AMR\) Program | Federal Highway Administration](#)).

Work Zone Data Exchange (WZDx) Program

The WZDx Program provides discretionary federal funds to invest in infrastructure that makes harmonized work zone data available for third party use. The intent is to make travel on public roads safer and more efficient through access to data on work zone activity ([Work Zone Data Exchange \(WZDx\) | US Department of Transportation](#)).

Repurposed Earmarks

Section 125 of the 2016, Section 422 of the 2017, Section 126 of the 2018, Section 125 of the 2019, Section 124 of the 2021 and Section 124 of the 2022 U.S. Department of Transportation Appropriations Acts authorized states to repurpose unobligated balances of certain eligible earmarks. MoDOT identified eight earmarks totaling \$9.7 million in 2017, nine earmarks totaling \$1.2 million in 2019, four earmarks totaling \$2.1 million in 2021 and one earmark totaling \$950,000 in 2022. MoDOT repurposed the eligible earmarks on Statewide Transportation Improvement Program (STIP) projects either already underway or included in the STIP and local projects. The list of eligible earmarks and corresponding projects can be found on MoDOT's web page at [2019 Repurposed Earmarks-STIP Section 6_1](#) and [2022 Repurposed Earmarks \(1\).pdf](#).

Community Project Funding/Congressionally Directed Spending (Earmarks)

The Consolidated Appropriations Act of 2022, 2023, and 2024 included General Funds for Community Project Funding/Congressionally Directed Spending projects. The projects and associated funding can be found at [Congressionally Directed Spending - Special Funding - Federal-aid Programs and Special Funding - Federal Highway Administration](#).

Highway Infrastructure Program (HIP)

The HIP Program provides funding for activities eligible under Section 133(b) of Title 23, United States Code (U.S.C.). The Department of Transportation Appropriations Acts of 2018, 2019, 2020, and 2021 have set aside funds for this program, including sub-allocation to urbanized areas. In 2019, 2020, and 2021, the appropriation also included funding specifically for the Bridge Replacement and Rehabilitation Program. These specific funds were apportioned to the states based on total deck area of bridges classified as in poor condition in each qualifying state.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

On December 27, 2020, the CRRSAA, which includes \$900 billion in supplemental appropriations for COVID-19 relief, was signed into law. This funding includes \$50 million nationally for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 formula grants). In Missouri, MoDOT will fully administer the Federal Transit Administration (FTA) Section 5310 Program in rural areas (populations less than 50,000) and in small, urbanized areas (Columbia, St. Joseph, Joplin, Jefferson City, Cape Girardeau, and Lee's Summit). CRRSAA Section 5310 funding is available for operation assistance at 100% federal share for agencies serving older adults and people with disabilities. The CRRSAA Section 5310 apportionment for Missouri small, urbanized areas is \$141,054

and for Missouri rural areas is \$307,545. St. Louis and Springfield FTA Section 5310 funds are \$352,003 and \$50,792 respectively. The Kansas City Section 5310 allocation of \$237,773 will not be administered by MoDOT.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (HIP-CRRSAA Funds)

On December 27, 2020, the CRRSAA was enacted into law. These funds are to be used for activities eligible under 23 U.S.C. 133(b) (Surface Transportation Block Grant (STBG) Program) and costs related to preventive maintenance, routine maintenance, operations, personnel including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses. The distribution for Missouri is \$234.8 million with \$206.3 million for any area of the state and \$28.5 million for urbanized areas with a population over 200,000.

Coronavirus Response and Relief Supplemental Appropriation Act of 2021 (CRRSAA) – Aviation Funding

On December 27, 2020, the CRRSAA, which includes almost \$2 billion in economic relief funds for eligible airports and concessions at those airports, was signed into law. MoDOT will administer \$954,324 in CRRSAA funding for airports in the State Block Grant Program. These funds are available for costs to prevent, prepare for, and respond to the COVID-19 pandemic, including airport operating costs and debt services payments.

American Rescue Plan Act of 2021

The \$1.9 trillion American Rescue Plan Act of 2021 was signed into law on March 11, 2021. The bill includes \$30.5 billion for the transit industry. This bill delivers an estimated \$250 million to Missouri transit providers. MoDOT-administered transit estimated funding for the following Rescue Plan Act programs:

Section 5311 Rural Transit Program	\$9,058,625
Section 5311 Rural Technical Assistance Program	\$152,411
Section 5311 Intercity Bus	\$2,841,247
Section 5310 Small Urbanized Area Program	\$141,056
Section 5310 Rural Program	\$307,550
Section 5310 St. Louis Urbanized Area	\$352,009
Section 5310 Springfield Urbanized Area	\$50,792

American Rescue Plan Act of 2021 – Aviation Funding

The \$1.9 trillion American Rescue Plan Act of 2021 was signed into law on March 11, 2021. The bill includes \$8 billion for eligible airports. This bill delivers approximately \$111 million to Missouri airports for costs to prevent, prepare for, and respond to the COVID-19 pandemic, including airport operating costs and debt service payments. MoDOT will administer \$2,207,000 in airport rescue grants for airports in the State Block Grant Program.

American Rescue Plan Act of 2021 – State and Local Fiscal Recovery Funds

The \$1.9 trillion American Rescue Plan Act of 2021 was signed into law on March 11, 2021. The bill established the Coronavirus State and Local Fiscal Recovery Funds (SLFRF). In 2024, the Missouri General Assembly through House Bill 2020 appropriated SLFRF for capital improvements for MoDOT to administer as follow:

Missouri Port Authority	\$25,000,000
Missouri Transit Program	\$6,000,000
New Madrid Port Authority	\$5,000,000
Washington County Airport	\$1,000,000
Buffalo Airport	\$686,500
Kirkwood Amtrak Station	\$2,500,000
Carrollton Amtrak Station	\$1,000,000

Sub-Allocated Programs

Sub-allocated programs utilize transportation funds provided under the IIJA. These programs include Surface Transportation Block Grant Programs, Off-System Bridge, Bridge Formula, Congestion Mitigation and Air Quality, Transportation Alternatives, and Carbon Reduction. MoDOT administers these programs through its design, planning and programming, and financial services functions in the Jefferson City Central Office and seven district offices around the state. Projects under these programs are typically funded on an 80% federal / 20% local match basis with the Bridge Formula Program being 100% federal. A list of these projects can be found on MoDOT’s website at [LPA Funding and Program Information | Missouri Department of Transportation](#).

MoDOT has a Reasonable Progress Policy for all the sub-allocated programs. This policy ensures Missouri receives the maximum benefit for its federal transportation funds. The policy has two objectives: (1) ensure federal funds will be programmed for a project within one year of the funds being allocated by MoDOT, and (2) ensure once a project is programmed it will be constructed. Transportation Management Areas (TMAs) with a Reasonable Progress Policy in place are exempt from MoDOT's Reasonable Progress Policy.

Information on these programs and MoDOT's Reasonable Progress Policy can be found in the Local Public Agency Manual on MoDOT's website at [LPA:136 Local Public Agency \(LPA\) Policy - Engineering Policy Guide](#).

Surface Transportation Block Grant (STBG) Program

Large Urban Program

The STBG Program funds projects such as pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, transit, and pedestrian facilities. IIA mandates that a portion of the STBG Program funds be spent in the TMAs, which are urbanized areas with populations greater than 200,000 (large cities).

There are four Metropolitan Planning Organizations (MPOs) that are responsible for carrying out metropolitan transportation planning in the four Missouri TMAs – Mid-America Regional Council (MARC) in the Kansas City area, East-West Gateway Council of Governments (EWG) in the St. Louis area, Ozarks Transportation Organization (OTO) in the Springfield area, and Northwest Arkansas Regional Planning Commission in the Fayetteville-Springdale-Rogers, Arkansas-Missouri area, a small part of which extends into McDonald County in southwest Missouri. Their allocations are distributed based on their population relative to the state.

The STBG Program has the most flexible funding allocation among the sub-allocated programs. Projects on roads functionally classified as local or rural minor collectors are not eligible for these funds. However, all bridge projects are eligible, regardless of their functional classification.

The MPOs identify regional transportation needs. They work in coordination with the state and local agencies to address the regional needs, to define the scope of projects, and to identify appropriate project sponsors. Any agency, state or local, who wants to sponsor a project submits an application to the MPO. Projects that MoDOT sponsors compete with all other applications for large urban funding using MPOs defined prioritization and project selection process.

The annual allocation for the Large Urban Program in Missouri is approximately \$88 million. This figure includes the urban clusters (populations between 5,000 and 50,000) and small urbanized areas (populations between 50,000 and 200,000) within the Kansas City, St. Louis, and Southwest District boundaries.

Off-System Bridge Replacement and Rehabilitation (BRO) Program

This program funds the replacement or rehabilitation of poor condition bridges located on roads functionally classified as local or rural minor collectors. The state's Surface Transportation Block Grant Program (STBG) apportionment is used on off-system bridges and off-system bridge inspections. MHTC allocates STBG Program funds to the seven regions of this program.

The estimated annual allocation for the BRO Program in Missouri is \$28.3 million. These funds are distributed to each region based on the ratio of poor condition deck area per county compared to the statewide total of poor condition deck area of locally owned bridges that are off-system. As part of the regional bridge program, \$1.0 million is set aside for off-system bridge inspections and \$2.0 million is set aside for Large Bridge and Emerging Needs to aid regions on an application basis for these more expensive projects and/or emerging needs. As part of a plan of corrective action with FHWA, \$2.5 million will be set aside for work on a Load Rating Update Plan for the local bridges in Missouri. The balance available for projects will be \$22.8 million which will be distributed to the seven regions.

Bridge Formula Program (BFP) – Off-System

The BFP, created in IJA, funds the replacement, rehabilitation, preservation, protection, and construction of bridges on public roads. The bill requires 15% of funding be spent on off-system structures with the focus being on structures that are in poor condition. The definition for off-system is the same as the current BRO Program.

The estimated annual allocation for the off-system portion of BFP is approximately \$29.7 million. These funds are distributed regionally based on the ratio of poor condition deck area per county compared to the statewide total of poor condition deck area of locally owned bridges that are off-system.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Eligible projects for the CMAQ Improvement Program include alternative fuel vehicle research, signal coordination, transit services, intelligent transportation system, bike/pedestrian facilities, rideshare programs, programs to educate the public about air quality ozone issues, construction of high occupancy vehicle lanes and congestion management systems. IJA mandates federal funds for this program be spent on projects that improve air quality in affected areas. Affected areas are defined as areas required by the Clean Air

Act to address air quality issues. MoDOT distributes funding to eligible areas for project selection. The Environmental Protection Agency (EPA) determines the geographical boundaries for this program.

The FHWA and EPA establish the CMAQ Improvement Program funding levels and eligible work types. The purpose of these funds is to reduce transportation-related emissions and improve air quality. A CMAQ guidance booklet is available at [CMAQ - Air Quality - Environment - FHWA](#).

Missouri receives approximately \$27.2 million annually. MHTC approved a funding distribution such that the estimated minimum guarantee of CMAQ funds to Missouri is distributed to EWG in the St. Louis area and MARC in the Kansas City area. The remaining funds (the total Missouri CMAQ funds less the estimated minimum guarantee) will be distributed to the areas not meeting federal air quality requirements (EWG - \$24.4 million, MARC - \$2.8 million).

Transportation Alternative Program (TAP)

Eligible projects for the TAP include the construction of facilities for bicycle and pedestrian activities, construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users, amongst others. The annual allocation for the TAP in Missouri is approximately \$34.1 million.

Carbon Reduction Program (CRP)

The CRP funds projects that reduce transportation emissions. Eligible projects include the establishment and operation of traffic monitoring, management, and control facilities or programs, advanced transportation and congestion management technologies, and deployment of infrastructure-based intelligent transportation systems capital improvements.

Federal Lands Access Program (FLAP)

IJA continues to allocate FLAP funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to federal lands. Eligible activities include the following:

- transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, [NEW] context-sensitive solutions, construction, and reconstruction of federal lands access transportation facilities located on or adjacent to, or that provide access to, federal land, and
 - adjacent vehicular parking areas, including interpretive panels in or adjacent to those areas;

- acquisition of necessary scenic easements and scenic or historic sites;
- provisions for pedestrians and bicycles;
- environmental mitigation in or adjacent to federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
- construction and reconstruction of roadside rest areas, including sanitary and water facilities;
- contextual wayfinding markers;
- landscaping;
- cooperative mitigation of visual blight, including screening or removal;
- other appropriate public road facilities, as determined by the Secretary;
- operation and maintenance of transit facilities;
- any transportation project eligible for assistance under title 23, United States Code, that is within or adjacent to, or that provides access to, federal land.

Federal lands access transportation facilities include public highways, roads, bridges, trails, or transit systems located on, adjacent to, or provide access to federal lands for which title or maintenance responsibility belongs to a state, county, town, township, Tribal, municipal, or local government.

The Missouri Division Office of the FHWA administers the FLAP program in Missouri in coordination with the FHWA Eastern Federal Lands Highway Division. The estimated allocation for Missouri for Federal Fiscal Year (FFY) 2027 through 2029 is \$4.4 million.

The project lists for FYs 2027-2029, 2023-2026, 2020-2022, 2017-2020, 2015-2018 and 2013-2014 are available at [Missouri Federal Lands Access Program | FHWA](#).

The full EFL TIP(s), as well as any associated amendments or mid-year updates, are incorporated in the Missouri STIP by reference ([EFL Transportation Improvement Program | FHWA](#)). Additional information about the FLAP may be found at [Federal Lands Access Program \(FLAP\) | FHWA](#).

Safe Routes to School (SRTS) Program

The SRTS Program funds projects that enable and encourage children to walk and bicycle to school; makes bicycling and walking to school safer; and facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Recreational Trails Program (RTP) – Department of Natural Resources (DNR)

The RTP is a federally funded assistance program authorized by the U.S. Congress under the IIJA. Its purpose is to help states provide and maintain recreational trails and trail-related facilities for both motorized and non-motorized recreational use. Examples of recreational trail uses include hiking, bicycling, in-line skating, equestrian use, boating, off-road motorcycling, all-terrain vehicle riding, four-wheel driving or using other off-road motorized vehicles.

The U.S. Department of Transportation, FHWA, oversees the RTP and has delegated the administration of the program to each state. In Missouri, the Governor has designated DNR as the agency responsible for administering the RTP.

DNR has a call for projects each year and distributes the funding in response to recreational trail needs within the state. The RTP grants are scored and ranked by an eight-member Missouri Trail Advisory Board which represents diverse trail interest groups. The RTP encourages trail enthusiasts to work together to provide a wide variety of recreational trail opportunities.

The FY 2025 Missouri grantees are shown in the tables on the following pages. The FY 2025 projects were amended to the STIP in January 2026.

For a grant application or to address questions regarding the RTP, call DNR's Missouri State Parks' Grants Management Section at (573) 751-0848.

Recreational Trails Program – FY 2025 Grant Recipients

Grant #	Project Sponsor and Scope of Work	Grant Awarded	Project Cost
2025-02	<p>Owl Creek Park Water Trails – Motorized Trail Construction of a boat launch for motorized use into Big River and non-motorized use into Owl Creek. Development of 1/4 mile non-motorized water trail into Owl Creek. Rehabilitation & expansion of existing gravel parking lot to a 15,500 sq. ft. asphalt parking lot. Installation of a roof on an existing foundation to construct a shade structure. <i>St. Francois County</i></p>	\$202,255	\$40,451
2025-03	<p>Dunnegan Park – Non-motorized Trail Rehabilitation and resurfacing of existing 8 ft. wide, 1.25 mile long, gravel trail to an ADA compliant, asphalt trail. Installation of 9 marker post and 1 exhibit sign. <i>City of Bolivar</i></p>	\$312,501	\$40,451
2025-04	<p>Warsaw Trail Extension – Non-motorized Trail Construction of 4 miles, 10 ft. wide trail & installation of culverts. <i>City of Warsaw</i></p>	\$366,470	\$62,501
2025-05	<p>Crane Community Trail – Non-motorized Trail Installation of trailhead amenities including a bike rack, signage, lighting, picnic table, rest stop areas, security cameras, & vehicle barriers. Construction of 200 ft. x 85 ft. gravel parking lot. Installation of pre-fab 10 ft x 20 ft ADA restroom. Construction of 1,166 ft., 6 in. wide gravel connector trail & rehabilitation of 1,320 ft., 6 in. wide concrete trail. Installation of fencing around the concrete trail. Throughout the project, trees will be planted & 10 ft. x 15 ft. butterfly gardens, benches, & rest stop areas will be installed. <i>City of Crane</i></p>	\$350,876	\$117,198

Access and Mobility Partnership Grant

The Federal Transit Administration Innovative Coordinated Access and Mobility (FTA-ICAM) Discretionary Grant is authorized under Section 3006(b) of the FAST Act (Pub. L. 114-94, December 4, 2015). FTA's [Innovative Coordinated Access and Mobility Grants](#) | FTA focus on transportation and technology solutions to reach medical appointments, access healthy food, and improve paratransit services. The program emphasizes better coordination between health care providers and transit agencies, as well as technology improvements such as mobility-on-demand shared transportation services and smart phone apps for booking services. The FTA selected the Missouri Rural Health Care Association (MRHA) \$906,374 project proposal to receive \$725,387 in federal funds for the project. MRHA will provide the \$181,347 local match. This grant will be administered directly by the FTA.

Federal Lands Transportation Program (FLTP)

The FLTP is a subcomponent of the Federal Lands Highway Program, authorized under IIJA to improve the transportation infrastructure owned and maintained by the following Federal Lands Management Agencies (FLMA): National Park Service (NPS), U.S. Fish and Wildlife Service (FWS), USDA Forest Service (Forest Service), Bureau of Land Management (BLM), U.S. Army Corps of Engineers (USACE), Bureau of Reclamation and independent federal agencies with land and natural resource management responsibilities.

The FLTP provides funds for projects on federal lands and transportation facilities. Eligible activities include the following:

- Program administration, transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands transportation facilities and
 - adjacent vehicular parking areas;
 - acquisition of necessary scenic easements and scenic or historic sites;
 - provisions for pedestrians and bicycles;
 - environmental mitigation in or adjacent to federal land open to the public;
 - to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
 - to mitigate the damage to wildlife, aquatic organism passage, habitat and ecosystem connectivity, including the costs of constructing, maintaining, replacing, or removing culverts and bridges, as appropriate;
 - construction and reconstruction of roadside rest areas, including sanitary and water facilities;
 - congestion mitigation;
 - other appropriate public road facilities, as determined by the Secretary.

- Capital, operations and maintenance of transit facilities.
- Any transportation project eligible for assistance under Title 23 of the United States Code that is on a public road within or adjacent to, or provides access to, federal land.

Federal lands transportation program funds are for projects on federal lands transportation facilities, which are facilities within or adjacent to, or that provide access to, federal lands (national forests, national parks, national wildlife refuges, national recreation areas and other federal public lands) open to the public, are owned and maintained by the federal government, and which appear in the nation federal lands transportation inventory.

A complete list is available at [FY25-FY28 EFL TIP - FINAL.xlsx](#).

Ferry Boat Federal Program

IIJA provides capital funds to the public ferry services of Mississippi County Port Authority, Ozark National Park Service, and Ste. Genevieve-Modoc which operate in lieu of constructing a bridge or tunnel. Funds are distributed to Missouri by a formula based on the number of passengers, vehicles, and total route miles. Funds can be used by the designated operator for activities such as construction of terminal facilities, ferry boat upgrades and docks. These funds cannot be used for routine maintenance, other transportation purposes, or by any other entity. Missouri receives approximately \$100,000 annually for this program ([FBP - Federal-aid Programs - Federal-aid Programs and Special Funding - Federal Highway Administration](#)).