

2024

MODOT ANNUAL REPORT

Missouri Department of Transportation



www.modot.org

2024

MODOT YEAR IN REVIEW

Missouri Department of Transportation



www.modot.org

2024 YEAR IN REVIEW

Record fiscal year 2025-2029 STIP approved

In July, the Missouri Highways and Transportation Commission approved the FY2025-2029 Statewide Transportation Improvement Program (STIP), making available a record-setting \$14.6 billion of federal and state revenues for all modes of transportation. The program lists transportation projects planned by state and regional planning agencies, spanning July 1, 2025, through June 30, 2029. Of the \$14.6 billion, the STIP details \$10.7 billion in road and bridge construction contractor awards, averaging approximately \$2.1 billion per year and funding more than 1,400 projects over the next five years. The plan also includes additional funding from General Revenue that was passed by the General Assembly and signed into law by Gov. Mike Parson. Funding is allocated for improvements to interstates 70 and 44, fixing low volume roads in poor condition, and making improvements to bridges, airports and rail crossings. The five-year STIP, released for public review in June, also details maintenance improvements and upgrades to roads, corridors and bridges.

MoDOT also worked with regional planning partners statewide to develop this year's High-Priority Unfunded Needs list. The document prioritizes the \$4.4 billion in unfunded road and bridge needs and places them into three tiers with different amounts and estimates, providing direction for future STIP developments. The list is part of a broader, long-term unfunded needs list totaling \$11 billion in unfunded needs over 10 years.

Improve I-70 Program awards first contracts

MoDOT's Statewide Improve I-70 Program continues to make significant progress. In 2023, \$2.8 billion in General Revenue funds were allocated for the costs to add an additional lane in each direction on nearly 200 miles of Interstate 70 from Blue Springs to Wentzville. During 2024, the first two contracts in a series of contracts for I-70 were awarded. In January 2024, Missouri received a federal grant award of \$92.8 million. With these additional grant funds, specific enhancements for truck parking, Intelligent Transportation Systems (ITS), work zone safety technology, and workforce development will enhance the efforts of adding an additional lane to Interstate 70.



Gov. Mike Parson and former and current Missouri Highways and Transportation Commissioners ceremoniously break ground on the first Improve I-70 project in June in Columbia.

The first project of this historic investment in infrastructure, from Columbia to Kingdom City, was awarded in February 2024 to Millstone Weber and its designer, Jacobs, Inc. The project broke ground in Columbia in mid-June and began construction in July. This design-

2024 YEAR IN REVIEW

build contract is a \$405 million fixed-cost contract and includes \$123 million previously programmed for the I-70 interchanges at U.S. routes 63 and 54.

In November 2024, The Improve 70 Alliance was selected as the best-value proposer for the second Improve I-70 project between Warrenton and Wentzville. This design-build contract is a \$600 million fixed-cost contract and includes funding from previously programmed projects, including work to realign I-70 at the Wentzville area railroad bridge, improve the I-70 and I-64 interchange, widen I-64 to three lanes for eight miles to its connection with I-70 and make interchange improvements in the Wright City area. Construction is anticipated to begin in Spring 2025.

The current schedule of each of the eight project segments is available at www.modot.org/improvei70.

Forward 44 studies needs for future improvements

In 2024, MoDOT conducted an environmental study reviewing more than 250 miles of Interstate 44 from the Oklahoma state line to the Franklin County/St. Louis County line. To keep up with traffic demands and to better understand the challenges that exist along the corridor, Missouri's FY2024 budget that was passed by the General Assembly and signed into law by Gov. Mike Parson provided \$20 million of General Revenue funds for an updated I-44 Purpose & Need Study. This is a critical step in preparing for future projects along the interstate. The General Revenue funds also allowed MoDOT to engage the public about the challenges they face along I-44.

I-44 is a vital east-west link across Missouri. It was originally completed in 1966 and has become critical to state and national transportation. Now more than 1.2 million cars and trucks travel I-44 through Missouri each month. The Forward 44 study included gathering public input through a series of in-person and online meetings. More than 1,600 people provided feedback on I-44 improvement needs, with the top three concerns being safety, congestion and freight traffic. As part of the Study, the Forward 44 team gathered and analyzed I-44 data such as traffic volumes, crashes, trends and more. This information, along with the customer feedback, will be used to identify and prioritize future projects along the corridor. The initial study is expected to be completed in early 2025 and will guide MoDOT's decision-making as additional funding becomes available.

Gov. Parson, General Assembly invest in infrastructure

During the 2024 legislative session, with Gov. Mike Parson's support, the Missouri General Assembly continued to make significant investments in Missouri's transportation infrastructure. For the second consecutive year, historic investments were made using General Revenue and bonding to fund projects on Missouri's interstate system. The legislature approved \$577.5 million for the costs to plan, design, construct, reconstruct, rehabilitate and repair designated segments of Interstate 44. Substantial investments were also made by the General Assembly using General Revenue and Budget Stabilization Funds to make improvements to Interstate 70 and various other routes, including U.S. 65

2024 YEAR IN REVIEW

and U.S. 67; conduct environmental studies on future corridor enhancements; and to improve pavement conditions. Non-highway modes of transportation also received legislatively designated funds, with investments being made in passenger rail crossing improvements, airports and waterways.

The Fiscal Year 2025 budget also included an additional \$100 million for investment in Missouri's low-volume rural roads, the third such investment in as many years.

Governor's Rural Routes Program improves low-volume road conditions

Of the more than 10,400 miles of low-volume roads throughout Missouri, 5,200 were deemed ineligible for federal funds to make improvements. In 2022, Gov. Mike Parson recommended and the General Assembly approved \$100 million in General Revenue for MoDOT to invest in the state's low-volume rural roads. Since then, the General Assembly and Gov. Parson have provided an additional \$100 million in General Revenue in fiscal year 2024 and \$100 million in fiscal year 2025 to help improve Missouri's low-volume roads in poor condition. The fiscal year 2024 investment allowed MoDOT to identify 147 locations for low-volume improvement bundled into 40 projects on 1,800 miles of road and was completed in November 2024.

The approval of another \$100 million in fiscal year 2025 adds an additional 1,985 miles of roadway slated for treatment to be completed by November 2025. At its completion, this will mark \$300 million invested into Missouri's rural roads with more than 5,400 miles of highway being improved.



Route C in Mercer County is one of the many low-volume routes improved through the Governor's Rural Routes Program.

Motorcycle fatalities drastically increase as helmet use declines

A lack of helmet use when riding or operating a motorcycle continues to be a significant factor in motorcyclist fatalities and serious injuries. In August 2020, Missouri's mandatory all-rider helmet law was repealed. The year prior to the repeal, Missouri experienced 11 unhelmeted motorcyclist fatalities. By 2023, there were 73 fatalities. Overall motorcyclist fatalities in Missouri increased from 121 in 2019 to 171 in 2023 -- a record high.

However, overall traffic fatalities in Missouri decreased by 6% in 2023 from 2022, which is a small step in the right direction. So far in 2024, additional progress has been made on the safety front. Through Sept. 15, 2024, traffic fatalities were down 9% compared to the same period in 2023.

2024 YEAR IN REVIEW

MoDOT prepares motorists for safe solar eclipse experience

On April 8, 2024, cities and towns spanning from West Plains to Cape Girardeau, Missouri experienced a total solar eclipse, while the rest of the state experienced a partial viewing. Missouri welcomed large crowds from out of the state and country to attend weekend events leading up to the Monday solar eclipse viewing. To prepare for the increase in travelers, MoDOT warned motorists of the potential for significant traffic impacts and urged spectators to plan ahead to see the eclipse and avoid the extra traffic. The department also shared safe travel tips leading up to the eclipse, advising motorists against parking along the interstate or major highways and taking photos or wearing eclipse glasses while driving, and to watch for increased pedestrian traffic. On the day of the eclipse, Interstate 55 and other main north-south highways in eastern Missouri were crowded with traffic for several hours in the morning heading toward the path of totality. The afternoon had longer lines of returning traffic, but overall no major incidents occurred.

MoDOT mourns loss of fallen worker

On Sept. 24, 2024, MoDOT lost one of its own. Kansas City Senior Maintenance Worker Jay Bone was struck and killed in the line of duty during a flagging operation on Route O in Pettis County. Jay had been employed with MoDOT since 2015. He was survived by his wife, two children and five granddaughters. Jay will be missed by all who knew him.

MoDOT has lost 140 employees in the line of duty since 1932.

New Buck O'Neil Bridge opens to Kansas City traffic

The \$220 million Buck O'Neil/U.S. Hwy 169 Bridge Project celebrated many milestones in 2024. Three blasts demolished the previous existing structure to make room for construction of the new bridge. Throughout the year, crews put the finishing touches on the bridge: The final girders were placed, the last bridge deck was poured and a ribbon-cutting ceremony was held at the project site in September. In late October, the bridge officially opened for approximately 50,000 vehicles a day. The Buck O'Neil Bridge is anticipated to last for 100 years or longer.



Missouri Highways and Transportation Commission Vice Chair Warren Erdman speaks in front of the new Buck O'Neil Bridge to attendees at the bridge's ribbon-cutting ceremony in September.

I-70 Missouri River Bridge near Rocheport opens to traffic

The LCpl. Leon Deraps I-70 Missouri River Bridge near Rocheport reached several important milestones in 2024. Of greatest significance was the opening of the new eastbound bridge to traffic in December 2024.

2024 YEAR IN REVIEW

This milestone was met after a year of construction on the new eastbound bridge following demolition of the former bridge in late 2023. The concrete girders were completed in early March followed by steel assembly throughout the year. The concrete bridge deck was poured between April and June, and the final girder was placed in September. From fall through the end of the year, crews finished up the concrete leveling process and prepared the final road surface to open to traffic. After the new eastbound bridge opens in December, the final aspects of work will be completed by Summer 2025.

Each of the new bridges can carry three lanes of traffic, matching up to the goals of the Improve I-70 project to expand Interstate 70 to three lanes, each direction, across the state of Missouri on this vital corridor.



The final girder of the new eastbound bridge is set into place in September.

Chester Bridge construction making progress

Construction on the former Chester Bridge over the Mississippi River - now known as the Don Welge Memorial Bridge - continued this year after breaking ground in September 2023. The bridge spans the Mississippi River between Perryville, Missouri and Chester, Illinois via Missouri Route 51/Illinois Route 150. The new bridge will be a three-tower, cable-stayed bridge and will cost approximately \$284 million to complete. This past year, crews excavated the Mississippi riverbank on the Missouri side of the river to prepare for the construction of an embankment for the new roadway. The project has a completion date of December 2026.



Construction continues on the new Don Welge Memorial Bridge.

2024 National Performance Report Card



Project Management

Current Performance = Missouri road and bridge projects were delivered within -0.4 percent of the award amount and 93 percent were delivered on-time.

National Ranking = Not available.



Road Conditions

Current Performance = 89 percent major highways (5,555 miles) in good condition. 80 percent of minor highways (18,114) in good condition.

National Ranking = Missouri's highway system ranked 10th in the nation. (*FHWA Highway Statistics 2022*)



Administrative Costs

Current Performance = \$2,349 cost per mile

National Ranking = Missouri has the 14th lowest administrative cost per mile.



Customer Satisfaction

Current Performance = 68 percent satisfied customers

National Ranking = Missouri trails the highest rated company on the American Customer Satisfaction Index by 17 percent.



Infrastructure for Business

Current Performance = No internal measure

National Ranking = A CNBC business study ranks Missouri's infrastructure as the 16th best for business.



Congestion (travel time index)

Current Performance = Kansas City: 1.15 St. Louis: 1.14

National Ranking = Out of 101 urban areas, Kansas City ranked 54th and St. Louis ranked at 64th for congested areas in the U.S. (*Urban Mobility Report - 2023*)



Number of Fatalities

Current Performance = 991 fatalities

National Ranking = Out of 50 states, Missouri ranked 17th for rural fatalities and 42nd in urban fatalities.



Bridge Conditions

Current Performance = 6 percent of Missouri bridges in poor condition by deck area.

National Ranking = Missouri ranked 38th for the percent of bridges in poor condition by deck area. (*FHWA Highway Statistics*)



Employee Turnover

Current Performance = 14.24 percent

National Ranking = Not available



Revenue

Current Performance = \$61,233 revenue per mile

National Ranking = Missouri has the 48th lowest revenue per mile. (*FHWA Highway Statistics*)

RANKINGS

1-10 = A

11-20 = B

21-30 = C

31-40 = D

41-50 = F

SAFETY

Be Safe

Be Accountable

SERVICE

**Be Respectful
Be Inclusive**

Be Bold

Be Better

STABILITY

Be One Team

**So we can be a
great organization**



www.MoDOT.org



www.modot.org

2024



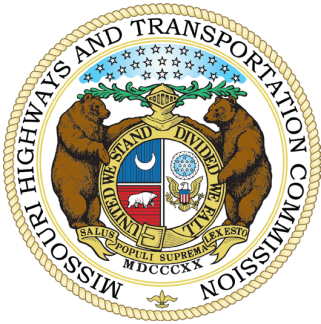
CITIZEN'S GUIDE TO TRANSPORTATION FUNDING in Missouri

Missouri Department of Transportation



www.modot.org

MEET MoDOT



Missouri Highways and Transportation Commission

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

W. Dustin Boatwright,
Cape Girardeau
Chair

Warren K. Erdman, Kansas City
Vice Chair

Gregg Smith, Clinton
Commissioner

Daniel Hegeman, Cosby
Commissioner

Francis Slay, St. Louis
Commissioner

Ann Marie Baker, Springfield
Commissioner

Pamela Harlan
Commission Secretary

SAFETY

SERVICE

STABILITY

MoDOT Leadership

Ed Hassinger
Director and
Chief Engineer

Eric Schroeter
Asst. Chief Engineer

Becky Allmeroth
Chief Safety and
Operations Officer

Terri Parker
Chief Counsel

Brenda Morris
Chief Financial Officer

Lester Woods
Chief Administrative Officer

Committed to Transportation

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

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

Contents

How Transportation Funding Works	2
OVERVIEW	4
Transportation Funding IN MISSOURI	5
How Does Missouri COMPARE?	10
Where is the money INVESTED?	12
MoDOT Funding DISTRIBUTION	20
Disadvantaged Business Enterprises	25
MoDOT Workforce Analysis	26
MoDOT Workforce Challenges	27
The Cost of OPERATIONS	28
The Current Condition of MISSOURI TRANSPORTATION	31
ASSET Management	36
What is THE COST?	37
High-Priority Unfunded TRANSPORTATION NEEDS	40

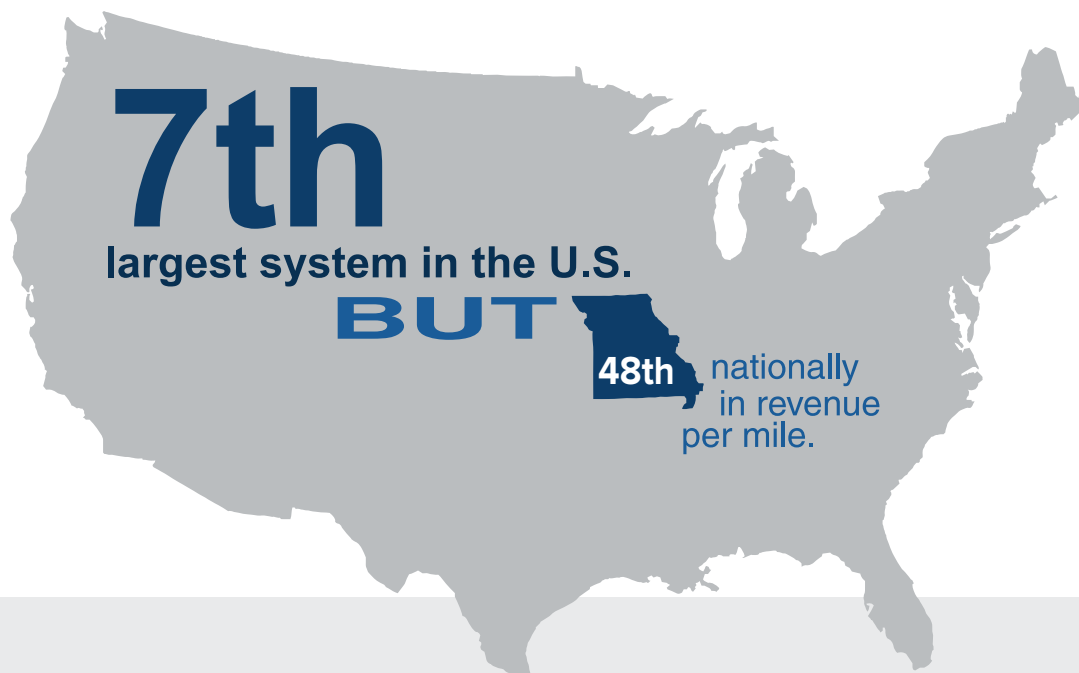
www.modot.org/guidetotransportation

CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN MISSOURI

How Transportation Funding Works

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

Missouri's transportation system is a tremendous asset. Built by our parents and grandparents and funded by \$63 billion in user fees (it has a \$171 billion replacement value today), it is the nation's seventh largest state highway system - a system that is larger than neighboring states Kansas and Illinois combined. Through the combined efforts of MoDOT and its construction partners, \$1.5 billion of net assets was added to the system value in 2024. Missouri's transportation system plays a vital part in the lives of its citizens. It is counted on to safely and reliably connect people with family, jobs and services, businesses with suppliers and customers, students with schools and visitors with destinations.



How Transportation Funding WORKS

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

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

In May of 2021, the Missouri General Assembly passed Senate Bill 262, raising Missouri's motor fuel tax by 2.5-cents per gallon per year over five years, totaling 12.5 cents when fully implemented in 2025.

The average Missouri driver pays about \$35 per month in state and federal fuel taxes and fees. This amount does not include initial estimates of motor vehicle fees and federal general revenue transfers for transportation. After distributions to other entities that are required by law, and payment of debt, MoDOT receives 57% of these funds to design, build, operate and maintain the system.

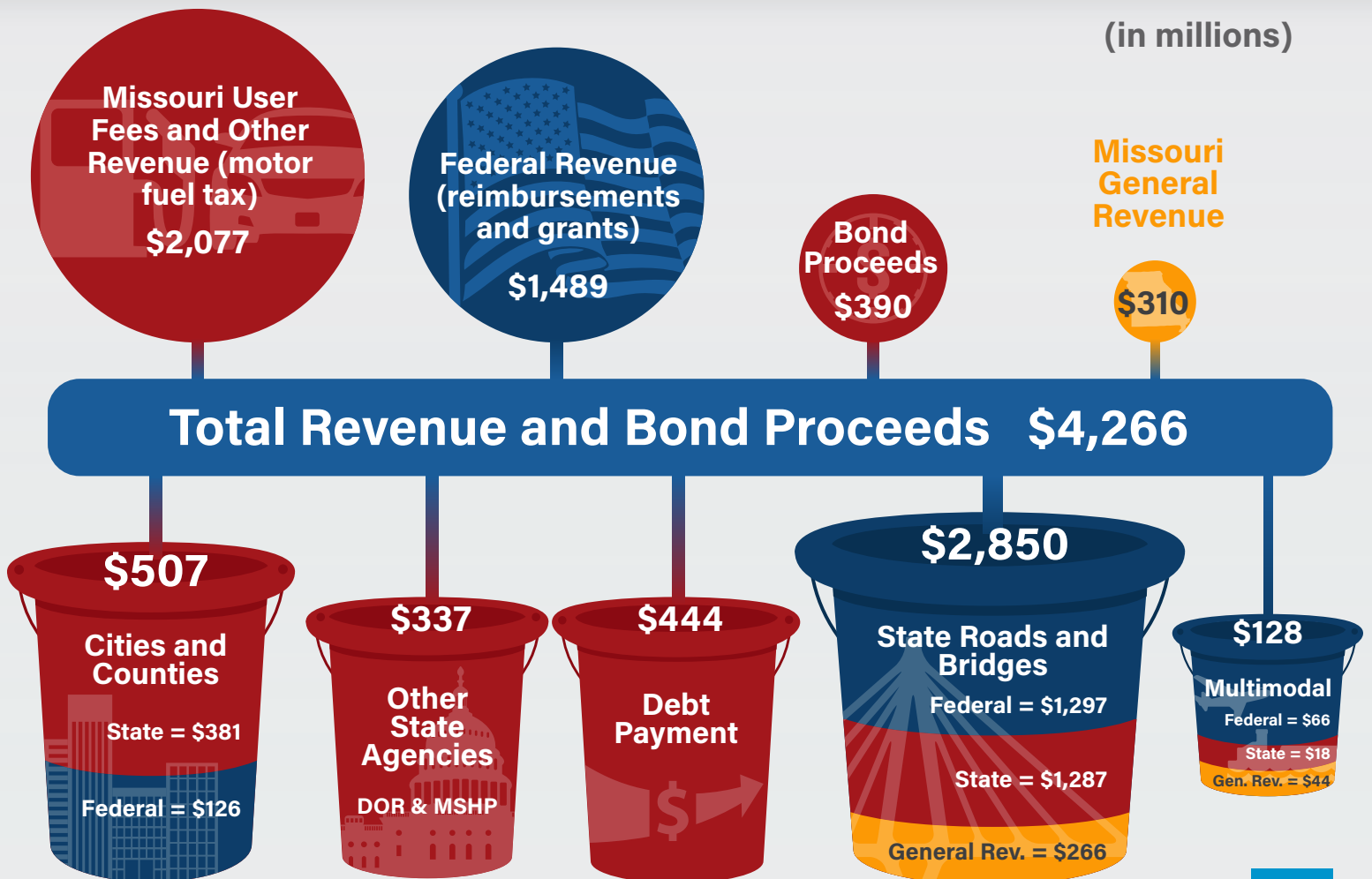
When compared to other states, MoDOT ranks 48th in the nation in revenue per mile, down from 47th in 2023, which leads to significant unfunded transportation needs across Missouri.

OVERVIEW

Missouri Transportation Funding - Overview

Missouri's transportation revenue, including bond proceeds, totaled over \$4 billion in fiscal year 2024. As shown below, 58% of total revenue came from state user fees and bond proceeds, 35% from federal revenue and 7% came from Missouri's General Revenue Fund, which receives revenue from the state income tax and the state's general sales tax.

The \$4 billion of revenue and bond proceeds is distributed into five "buckets" for various transportation purposes as determined by state and federal laws. Each bucket has a unique blend of state and federal revenue, as depicted by the red, blue and gold colors. The following pages provide a detailed look into each revenue source and funding bucket.



Transportation Funding IN MISSOURI

How Transportation is Funded in Missouri

The state transportation system is funded from four sources:

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

It is important to note that Missouri's tax per gallon is collected whether the price at the pump is \$1.99 or \$3.99.

Each year, about four billion gallons of fuel are sold – three billion gasoline and one billion diesel. The July 2021 enactment of the additional 12.5 cents of state motor fuel tax will gradually increase the tax per gallon by 2.5 cents per year starting in Oct. 2021 and every July 1 through 2025. Eventually, the Missouri tax per gallon will be 29.5 cents per gallon.

Missouri User Fees and Other Revenue

\$2,077 million

Missouri user fees are paid by the users of the transportation system and are dedicated for transportation use in the state¹. They include fuel taxes, registration and licensing fees and motor vehicle sales taxes.

The largest source of revenue from Missouri user fees is the state fuel tax. The state fuel tax rate of 24.5 cents is paid for each gallon of gasoline and diesel fuel sold in Missouri.

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

Transportation Funding IN MISSOURI

For Missourians who purchase or lease a vehicle, a 4.225% state sales tax is paid. State and local transportation receives revenue from 3.5% of the 4.225% state rate, which totaled **\$533 million** in fiscal year 2024.

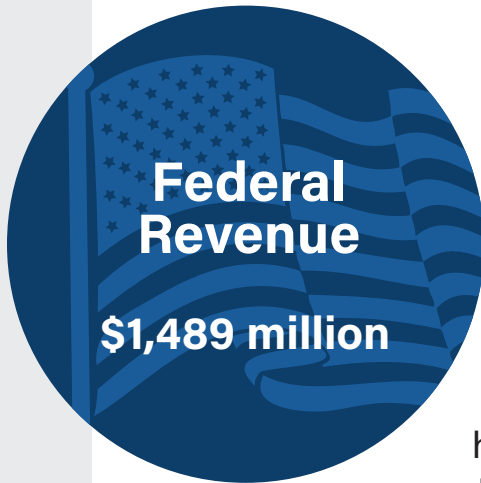
Revenue from the remaining 0.725% is dedicated to the School District Trust Fund, Department of Conservation and the Department of Natural Resources.

Missouri drivers also pay vehicle registration and driver's licensing fees. The fee amounts vary based on vehicle horsepower for passenger cars, vehicle weight for trucks and class of driver's license. Most of these fees were last increased in 1984, while some were last increased in 1969. In fiscal year 2024, Missourians paid **\$343 million** of vehicle registration and driver's licensing fees.

Other revenue sources include taxes on aviation fuel, railroad fees, interest earned on invested funds and highway construction cost reimbursement from local governments and surrounding states. In fiscal year 2024, Missouri received **\$199 million** in other revenue.

In FY 2024, Missourians Paid:

- **\$1,002 million** in state fuel taxes,
- **\$533 million** in taxes on vehicle sales and
- **\$343 million** in vehicle registration and license fees.



A significant amount of transportation funding comes from the federal government. Federal funding is generated by the federal fuel tax – 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Other sources include various taxes on tires, heavy truck and trailer sales, heavy vehicle use tax and general revenue. These revenues

are made available to the states based on formulas prescribed by federal law through transportation funding acts. In November 2021, the federal transportation bill, called the Infrastructure Investment in Jobs Act (IIJA), was authorized, increasing federal funding to Missouri approximately 25% for five years.

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

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

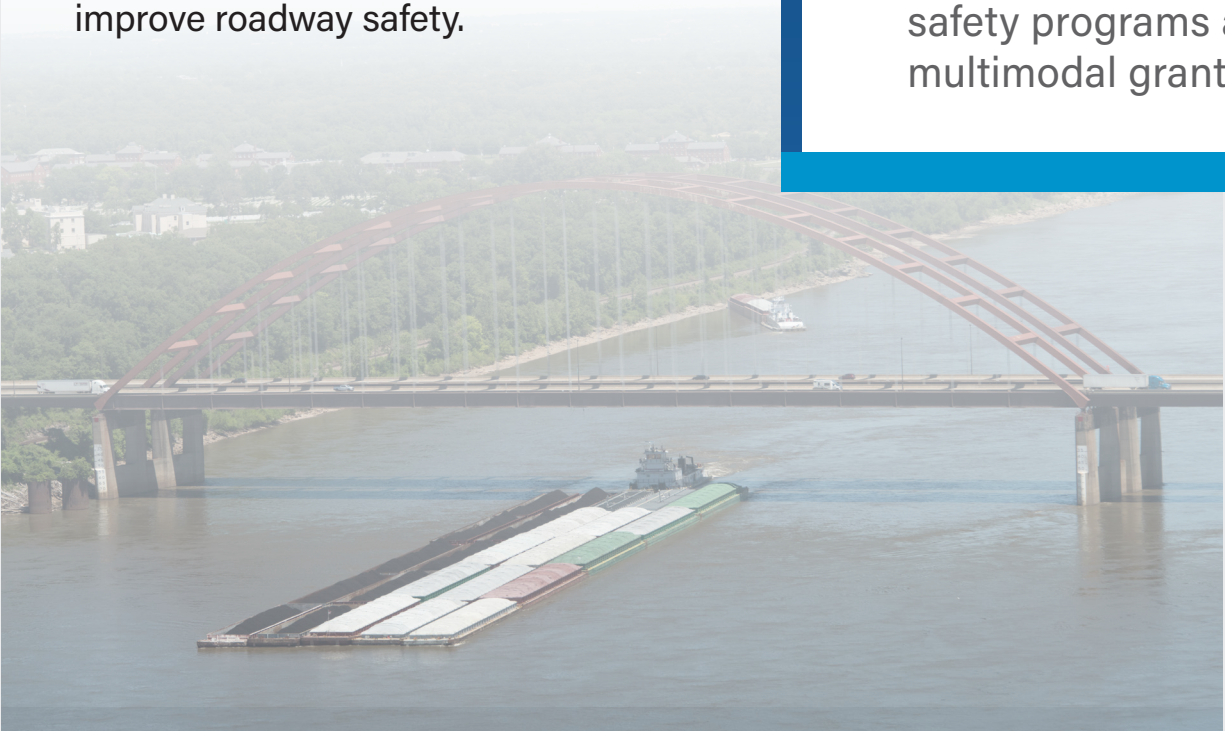
Transportation Funding IN MISSOURI

Many operational costs for transportation, such as plowing snow and mowing right of way, are not eligible for federal reimbursement. In fiscal year 2024, Missouri received **\$1,271 million** of federal reimbursement for state highway improvements and **\$126 million** for cities and counties.

This revenue source also includes federal funding for multimodal grants totaling **\$66 million** in 2024. Aviation (\$41 million), transit (\$23 million) and rail (\$2 million) all receive federal funding. The remaining **\$26 million** is for highway safety grants to improve roadway safety.

In FY 2024,
Missouri received:

- **\$1,271 million** in federal reimbursements on state highways,
- **\$126 million** for cities & counties and
- **\$92 million** for federal safety programs and multimodal grants.



Missouri General Revenue

\$310 million



Missouri's General Revenue Fund provided **\$310 million** for transportation purposes in fiscal year 2024, or 7% of transportation revenue. The major sources of funding for Missouri's General Revenue Fund are the state income tax and general sales tax.

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

General Revenue Funds can be used for any transportation improvement as directed by the Missouri General Assembly. The \$310 million in fiscal year 2024 included \$44 million in multimodal funding and \$266 million for the Improve I-70 Program, Governor's Transportation Cost Share Program, Forward 44, Governor's Rural Routes Program and other Legislatively Designated Projects.

Additional General Revenue Funds

In June, the governor signed the fiscal year 2025 budget, which included additional investments in General Revenue for transportation projects.

- I-70 (Blue Springs to Wentzville)
- I-44 (various locations)
- Governor's Rural Routes Program (various locations)
- Route 67 (South of Poplar Bluff)
- Route 65 (Buffalo)
- I-49 (Belton)
- Route 65 (Sedalia)
- I-29 (I-35 interchange KC)
- Railroad safety
- 3 airport improvements
- 2 port improvements
- 1 Amtrak stop improvement

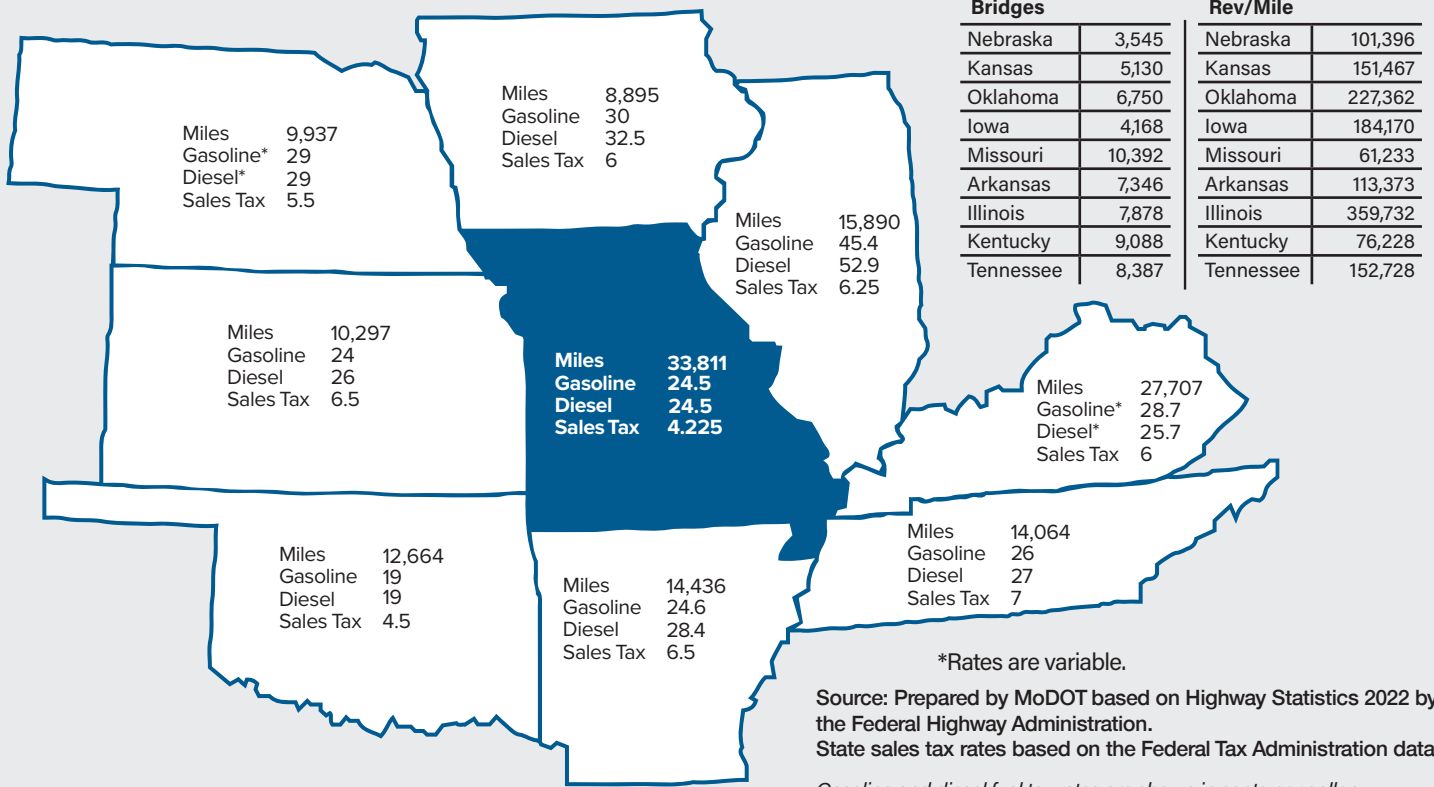
How Does Missouri COMPARE?

How Missouri Compares to the Nation and its Neighboring States

Missouri ranks 48th nationally in revenue per mile, primarily because the state's large system – the nation's seventh largest with 33,811 miles of highways – is funded with one of the lowest fuel taxes in the country. This ranking will be updated in subsequent years to reflect the increase in motor fuel tax. Missouri also ranks sixth nationally in the number of bridges with 10,392. This does not include the city and county system of roads and bridges, which includes an additional 98,000 miles of county roads and city streets, and just over 14,000 bridges.

Missouri Lags Behind

Missouri has one of the lower fuel tax rates compared to its neighbors. Yet it has a larger state-maintained highway system than any of them.



*Rates are variable.

Source: Prepared by MoDOT based on Highway Statistics 2022 by the Federal Highway Administration. State sales tax rates based on the Federal Tax Administration data.

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

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

The motor fuel tax will increase gradually as follows:

- » 2.5 cent increase Oct. 1, 2021.
- » 2.5 cent increase each July 1 through 2025.
- » Totaling 29.5 cents per gallon when fully implemented in 2025.

Missouri's revenue per mile is \$61,233, while the national average is \$272,593. By contrast, New Jersey's revenue per mile of \$1,725,919 ranks first, although its state highway system includes only 2,330 miles and 2,407 bridges.

When compared to its eight surrounding states, Missouri has the largest highway system and the lowest revenue per mile.

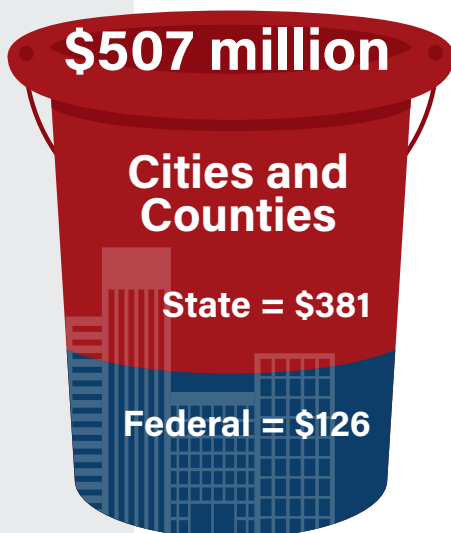
As of July 1, 2024, the rate increased 2.5 cents to 27 cents per gallon. Several of Missouri's surrounding states also benefit from additional revenue sources for transportation like tolling and general sales taxes.



Where is the money INVESTED?

Where is the Money Invested?

MoDOT does not receive the entire \$4.3 billion of transportation revenue and bond proceeds or the \$35 per month from the average Missouri driver. After allocations to cities, counties, other state agencies and debt payment, MoDOT received \$2.9 billion of transportation revenues in fiscal year 2024 to invest in the state transportation system. That equates to about \$23 of the \$35 per month Missouri drivers are paying.



(millions)

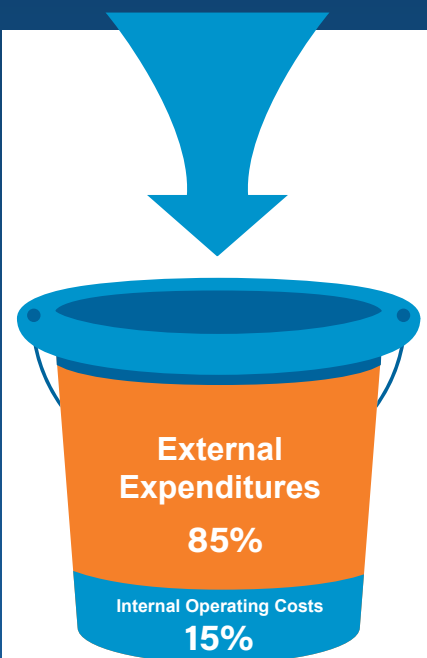
Cities and counties in Missouri receive a share of state and federal transportation revenues for projects of their choosing. In fiscal year 2024, that totaled **\$507 million** – \$381 million in state funds and \$126 million in federal funds.

State funds are distributed as specified in the state constitution². For fuel taxes, cities and counties receive 6.81 cents of the 24.5 cents per gallon rate, or about 28%. In fiscal year 2024, this totaled **\$278 million**.

For vehicle registration and driver's licensing fees, cities and counties received **\$30 million**, or about 8%. For motor vehicle sales tax, cities and counties received **\$73 million**, or about 14%. After 1980, cities and counties received 15% each, or 30% of the total. Distribution was different in the past, resulting in a different percentage.

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

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



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

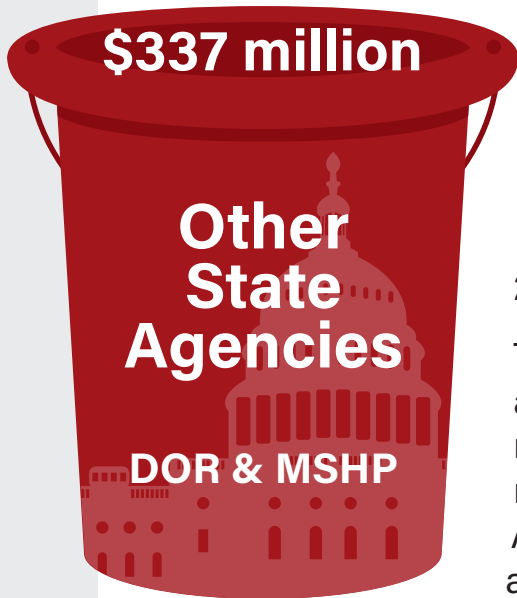
The federal transportation programs for cities and counties include:

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

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

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

Where is the money INVESTED?



\$337 million

Per the Missouri Constitution³, the Missouri Department of Revenue (DOR) and the Missouri State Highway Patrol (MSHP) also receive transportation revenue. In fiscal year 2024, the amount totaled **\$337 million**.

The MSHP receives funding for administering and enforcing state motor vehicle laws and traffic regulations. The Missouri General Assembly determines the amount available to the MSHP each year – \$308 million was spent in fiscal year 2024.

The DOR receives funding for the cost to collect transportation taxes and fees. The cost of collection cannot exceed 3% of the particular tax or fee collected. In fiscal year 2024, the DOR received \$29 million.

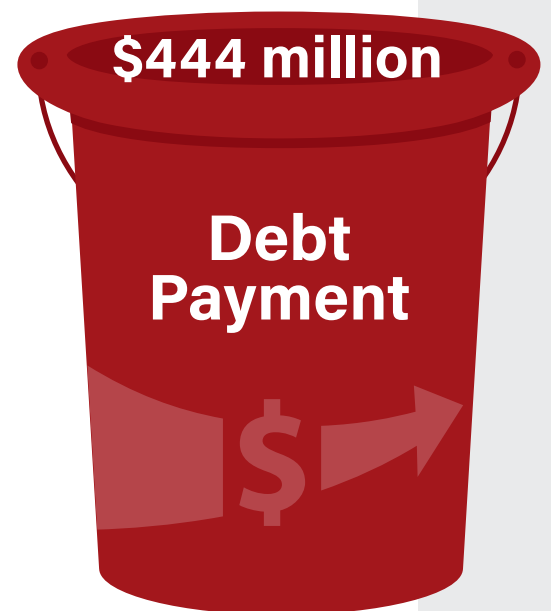
³ Missouri Constitution – Article IV, Section 30(b)

MoDOT, the MSHP and the DOR are the only state agencies that may receive transportation dollars.

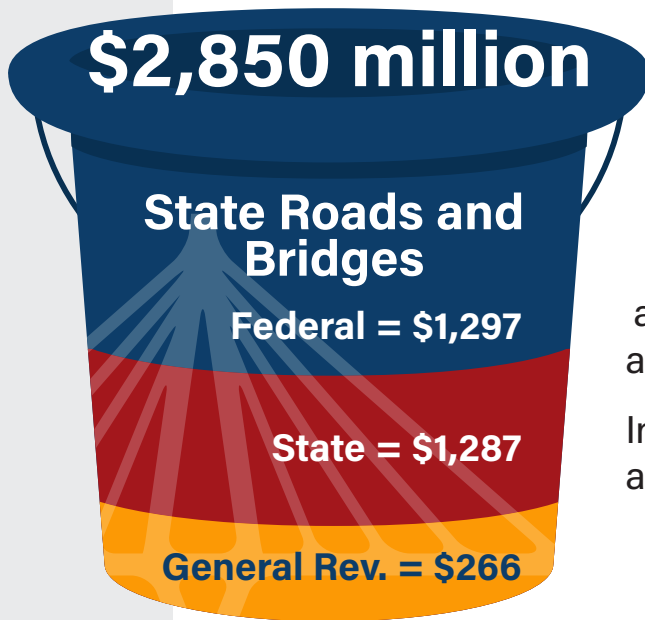
From 2000-2010, and again in fiscal years 2020, 2023 and 2024, MoDOT sold bonds that provided additional resources for highway improvements. Bonds are debt and similar to a home mortgage – this debt must be repaid over time. The total debt payment in fiscal year 2024 totaled **\$444 million**.

MoDOT has four kinds of bonds: Amendment 3 bonds that were authorized by Missouri voters in 2004; bonds authorized by the Missouri General Assembly in 2019 to finance the Focus on Bridges program with debt service from General Revenue over seven years; Mega Projects bonds authorized by the General Assembly with debt service from General Revenue; and federal GARVEE (Grant Anticipation Revenue Vehicle) bonds that financed specific projects. Borrowing advances construction and allows Missouri to avoid inflation in labor and materials costs; however, borrowed money must be repaid and new borrowing should be enabled with dedicated and reliable additional revenue to cover repayment and maintain credit ratings.

Amendment 3 and GARVEE bonds will be paid off by 2033. Focus on Bridges bonds will be paid off in 2027. Mega Projects bonds will be paid off in 2026. The average interest rate on all outstanding debt combined is 2.91%.



Where is the money INVESTED?



(millions)

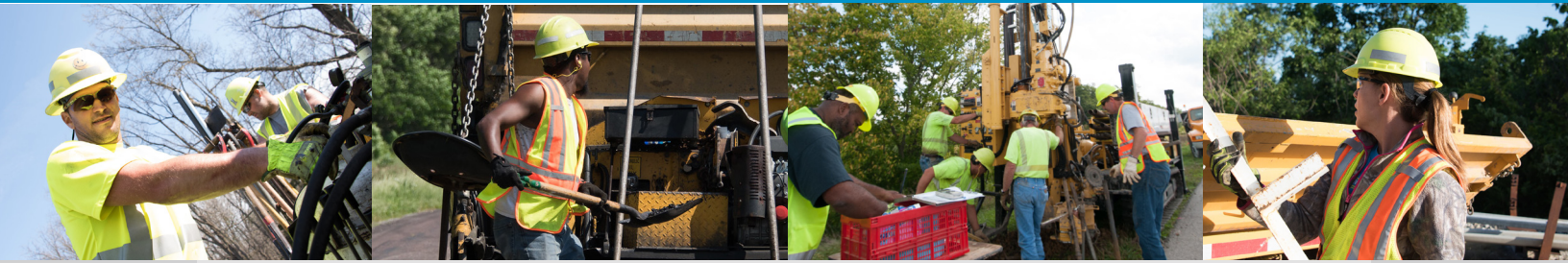
After distributions to cities and counties, other state agencies and the debt payment, 57% of transportation revenue is available for state roads and bridges. These are the funds that enable MoDOT to design, construct, operate and maintain a network of 33,811 miles of highways and 10,392 bridges.

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

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

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

In addition to the distribution to cities and counties, other state agencies and debt payment, transportation revenue's spending power is impacted by [ongoing inflation](#). Recent record inflation levels have impacted construction program investments outlined in the latest Statewide Transportation Improvement Program.



The construction program is the largest area of investment, totaling **\$1,875 million** in fiscal year 2024, a 16% increase from 2023. It includes payments to contractors to build projects that maintain and improve the system (\$1.579 billion), MoDOT engineering costs associated with administering and monitoring the construction program – including salaries, wages and fringe benefits (\$169 million), payments to engineering design consultants (\$114 million) and the cost of acquiring right of way (\$13 million).

The maintenance expenditures, totaling **\$569 million** in fiscal year 2024, pay for the services performed by MoDOT employees like plowing snow and mowing. But it also includes maintaining the pavements on the state’s lower-volume routes, approximately 5,100 of which are not eligible for federal reimbursement. It covers utilities, tools and materials needed in maintenance buildings across the state, bridge maintenance, signing, striping, sweeping, rumble stripes, lighting, etc. The maintenance budget also allows for traveler information and incident management services.

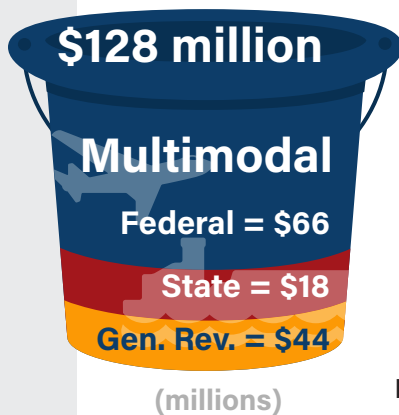
Fleet, facilities and information systems investments, totaling **\$121 million** in fiscal year 2024, cover the costs of purchasing MoDOT’s fleet of trucks, constructing and maintaining MoDOT buildings and providing information technology that is needed for MoDOT to perform maintenance and engineering functions.

Where is the money INVESTED?

MoDOT's administrative costs – the fourteenth lowest in the nation – were **\$60 million** in fiscal year 2024, a 9% increase from 2023. That includes salaries, wages and fringe benefits to provide support services like human resources, accounting, legal, executive management, customer service, etc. Administration also includes medical insurance costs for MoDOT retirees.

Road and bridge investments include **\$26 million** for highway safety programs that reduce fatalities and serious injuries, which includes salaries, wages and fringe benefits.

In total, MoDOT invested **\$2,651 million** on state roads and bridges in fiscal year 2024.



Multimodal includes non-highway modes of transportation such as transit, aviation, railroads and waterways. The majority of transportation revenue is legally required to be spent on state roads and bridges, leaving only \$128 million, or about 3% of total revenue, available for multimodal needs. Unlike highways, MoDOT does not own multimodal facilities. Instead, MoDOT's role is to administer funding and provide an oversight role for multimodal improvements.

Many of the multimodal entities receive local tax revenue and direct federal funding, which are not included in these amounts.

In fiscal year 2024, MoDOT administered **\$59 million** of transit funds. The majority of these funds are from federal programs that support operating costs and bus purchases for transit agencies across the state. There is a small amount of state and General Revenue funding to support operating costs for transit agencies.

MoDOT administered **\$26 million** of aviation funds in fiscal year 2024. Missouri has dedicated taxes on aviation fuel to fund improvements to public use airports in Missouri. MoDOT also administers federal funding to improve airfield pavement conditions and lighting systems, eliminate obstructions and for expansion projects.

MoDOT administered **\$20 million** of rail funds in fiscal year 2024. These funds are used to support two programs – the Amtrak passenger rail service between St. Louis and Kansas City and safety improvements at railroad crossings. The Amtrak funding is from General Revenue, and safety improvements at railroad crossings are from state and federal sources.

Waterways funding totaled **\$15 million** in fiscal year 2024. These funds provided operating and capital assistance to Missouri's river ports and ferry boat operators.

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

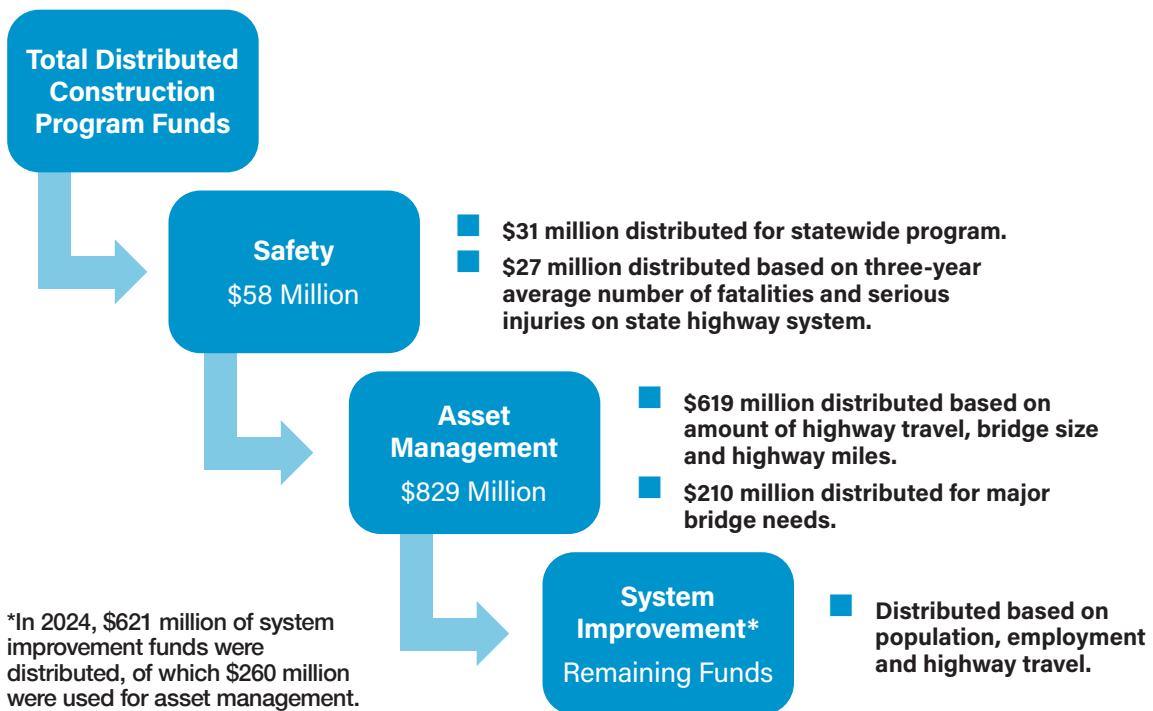
Internal operating costs to administer the various multimodal programs totaled **\$4 million**, including salaries, wages and fringe benefits.

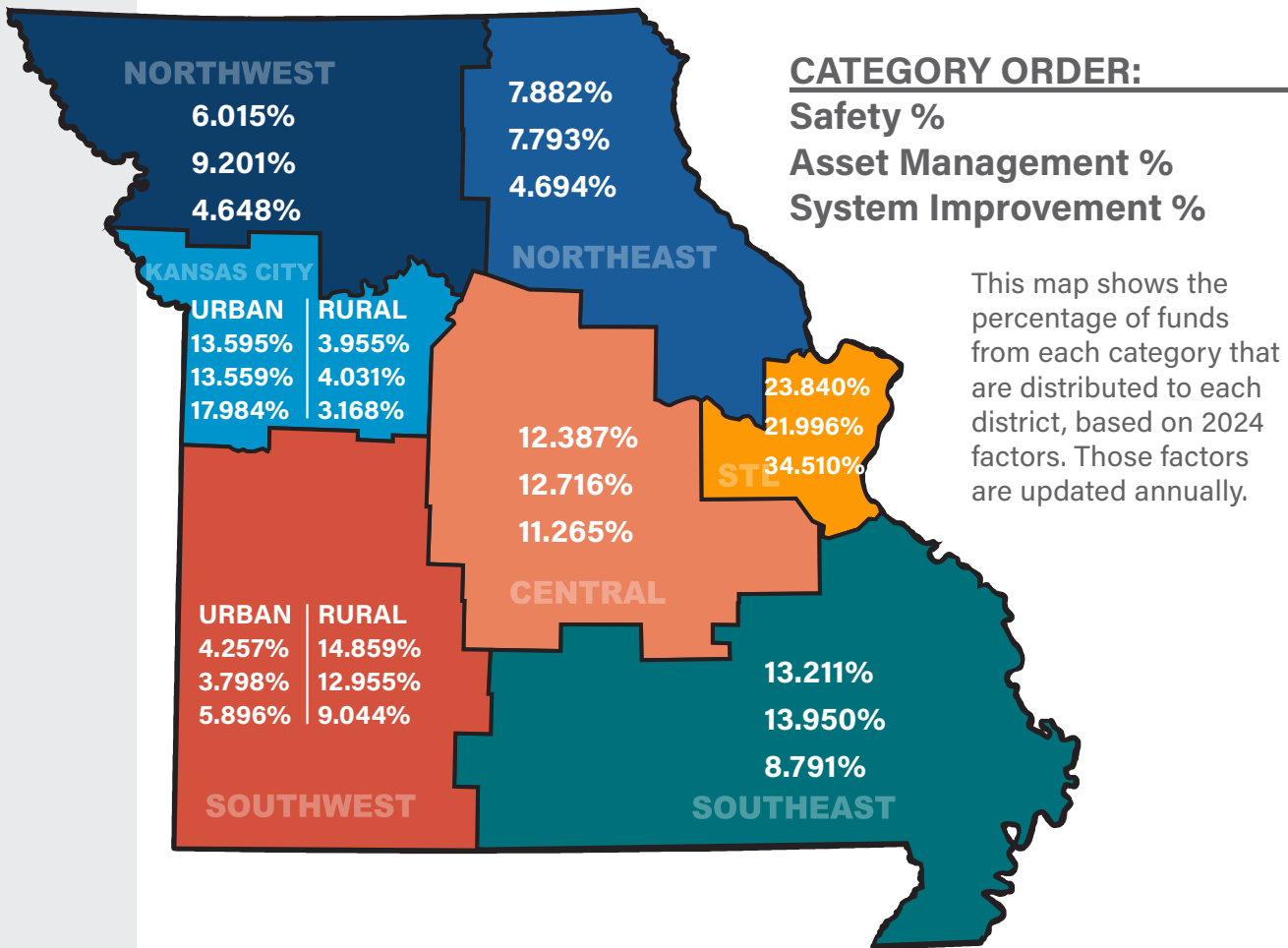
MoDOT Funding DISTRIBUTION

How is MoDOT's Funding Distributed Across the State?

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

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





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

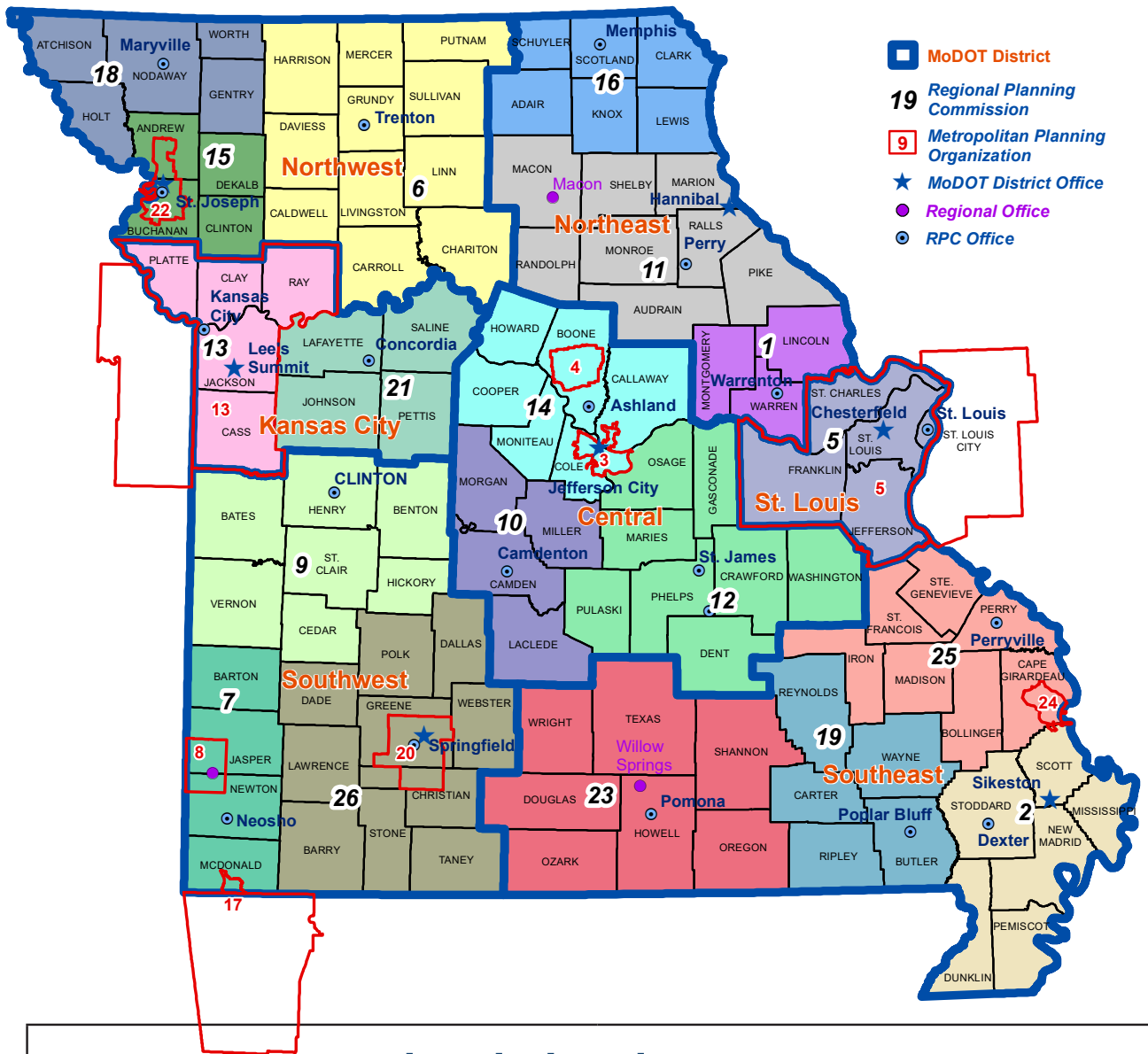
MoDOT Funding DISTRIBUTION

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

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

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

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



Regional Planning Partners

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

MoDOT Funding DISTRIBUTION

When adding the construction program, operations, administration and highway safety programs together, the following amounts were spent in districts for fiscal year 2024:

(\$ Millions)

District	Construction Program	Operations*	Admin**	HWY Safety Programs	Subtotal	Legislatively Designated Projects	Total
Northwest	\$132	\$86	\$2	\$0	\$220	\$6	\$226
Northeast	\$115	\$63	\$2	\$0	\$180	\$13	\$193
Kansas City	\$296	\$73	\$3	\$6	\$378	\$5	\$383
Central	\$194	\$83	\$2	\$2	\$281	\$56	\$337
St. Louis	\$488	\$82	\$3	\$4	\$577	\$3	\$580
Southwest	\$229	\$103	\$2	\$1	\$335	\$17	\$352
Southeast	\$260	\$103	\$2	\$0	\$365	\$7	\$372
Central Office***	\$54	\$97	\$44	\$13	\$208	\$0	\$208
Total	\$1,768	\$690	\$60	\$26	\$2,544	\$107	\$2,651

*Includes \$569 million of maintenance expenditures and \$121 million of fleet, facilities and information system expenditures.

**According to the Reason Foundation, MoDOT's administrative costs are 14th lowest in the nation for state departments of transportation.

***Statewide administrative costs include \$18 million for medical insurance costs for MoDOT retirees.

Since spending can fluctuate from year to year, the table below provides the amounts based on the five-year average from fiscal years 2020 through 2024:

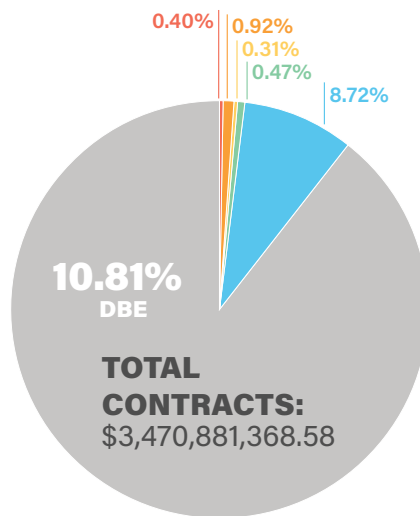
District	Construction Program	Operations*	Admin**	HWY Safety Programs	Subtotal	Legislatively Designated Projects	Total
Northwest	\$111	\$71	\$2	\$0	\$184	\$15	\$199
Northeast	\$90	\$60	\$2	\$0	\$152	\$8	\$160
Kansas City	\$225	\$63	\$3	\$4	\$295	\$4	\$299
Central	\$166	\$73	\$2	\$1	\$242	\$14	\$256
St. Louis	\$323	\$70	\$3	\$4	\$400	\$2	\$402
Southwest	\$197	\$87	\$2	\$1	\$287	\$6	\$293
Southeast	\$160	\$87	\$2	\$0	\$249	\$4	\$253
Central Office***	\$43	\$85	\$37	\$12	\$177	\$0	\$177
Total	\$1,315	\$596	\$53	\$22	\$1,986	\$53	\$2,039

\$0 denotes less than \$1 million

Disadvantaged Business Enterprises

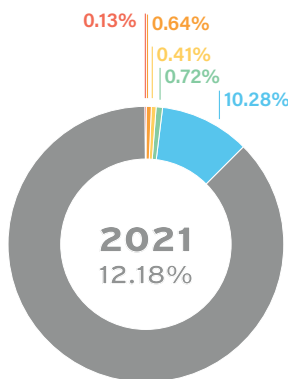
The Disadvantaged Business Enterprise program is a federally mandated program administered by MoDOT. The program's overall goal is to provide opportunities to participate in the economic benefits of highway construction to small businesses owned and operated by disadvantaged individuals.

STATEWIDE TOTAL FFY 21-23

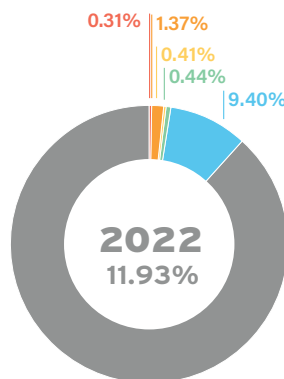


TOTAL DBE PARTICIPATION COMMITTED: \$375,338,734.92

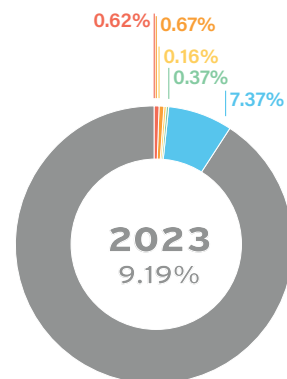
ASIAN AMERICAN	\$14,024,080.32	NATIVE AMERICAN	\$16,188,248.40
BLACK AMERICAN	\$31,855,777.78	NON-MINORITY (Female & Male)	\$302,662,473.05
HISPANIC/LATINO AMERICAN	\$10,608,155.37		



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



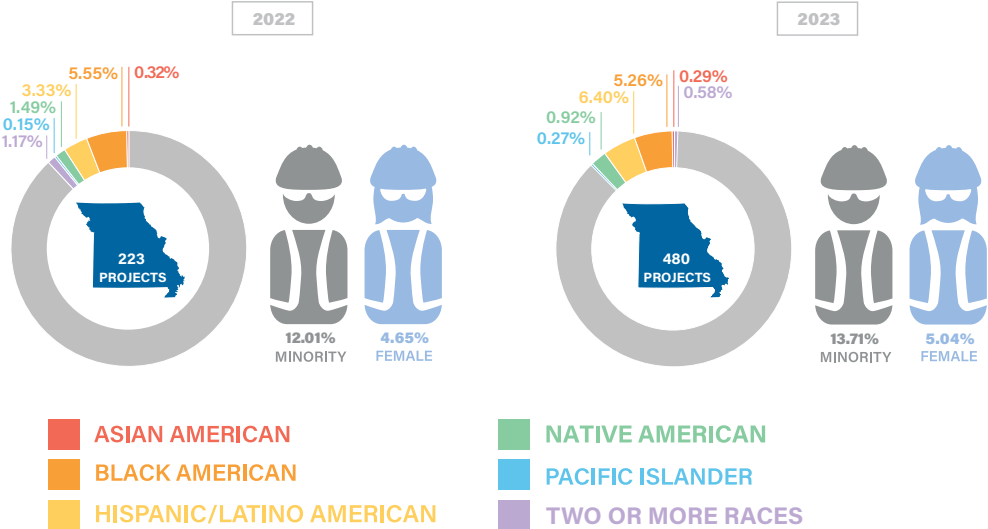
TOTAL: \$1,263,916,256
DBE: \$150,759,072



TOTAL: \$1,479,184,012.46
DBE: \$135,959,387.86

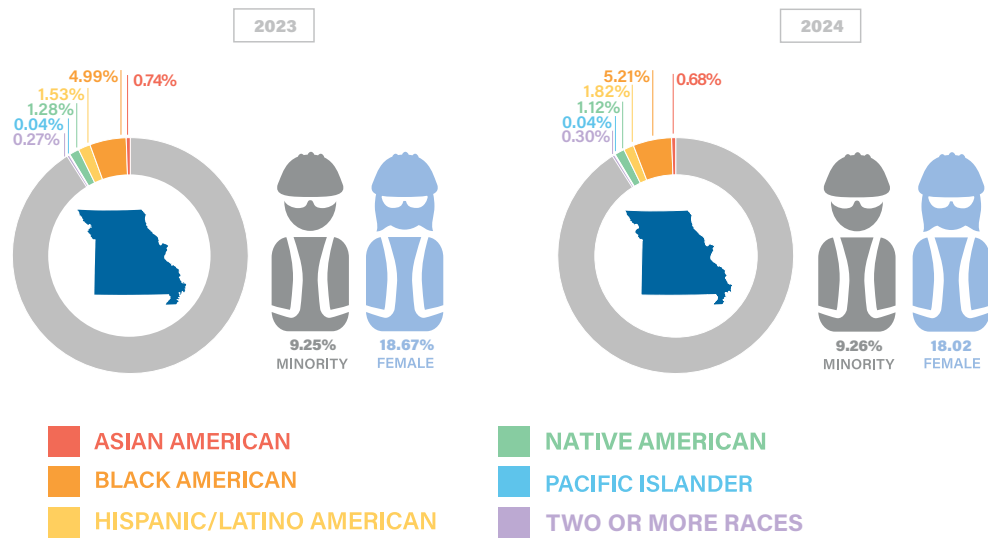
MoDOT Workforce Analysis

CONTRACTOR



MoDOT STAFF

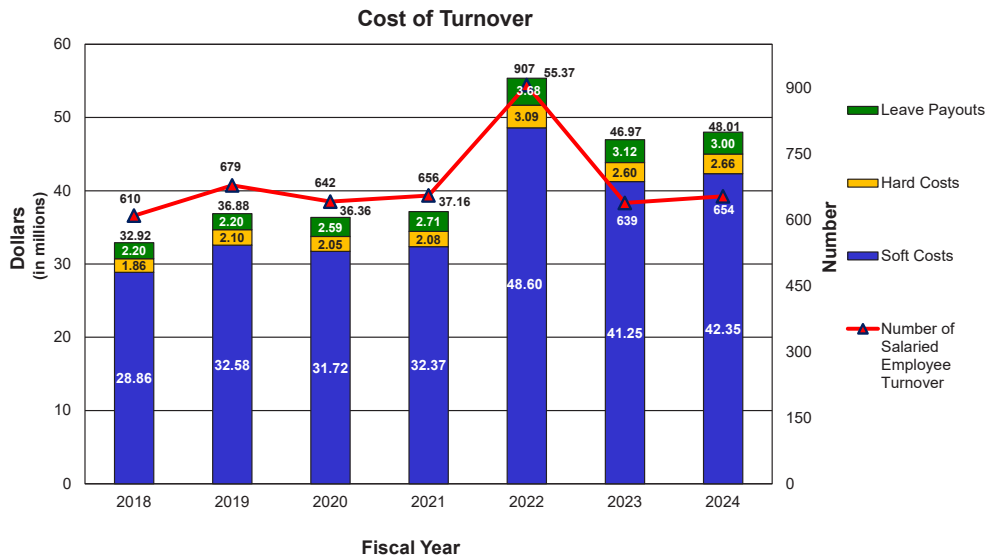
Minorities and women employed



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

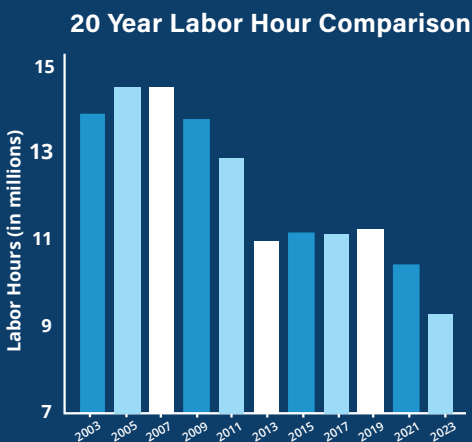
MoDOT Workforce Challenges

Excessive employee turnover significantly impacts MoDOT's productivity. It is costly and creates a continual staffing cycle to fill positions needed to maintain a safe and reliable transportation system. Approximately 650 employees left in fiscal year 2024, costing the department more than \$48 million.



This is a slight increase from fiscal year 2023 in which approximately 640 employees left the department at a cost of more than \$46 million. Efforts continue to be made to improve employee pay where possible in addition to those that have already taken place such as the market adjustments made in July 2022. Multiple cost-of-living increases signed into law by the governor have also occurred in fiscal years 2022, 2023, and 2025.

While progress has been made with filling vacancies, there are still struggles with a high turnover rate. The department continues to see high turnover in maintenance positions and struggles with filling critical positions like equipment technicians (mechanics). It is necessary to continue improving employee pay to ensure MoDOT can staff critical positions and retain a trained and qualified workforce to carry out its mission.



The Cost of Operations

How Much Does It Cost to Operate the Transportation System?

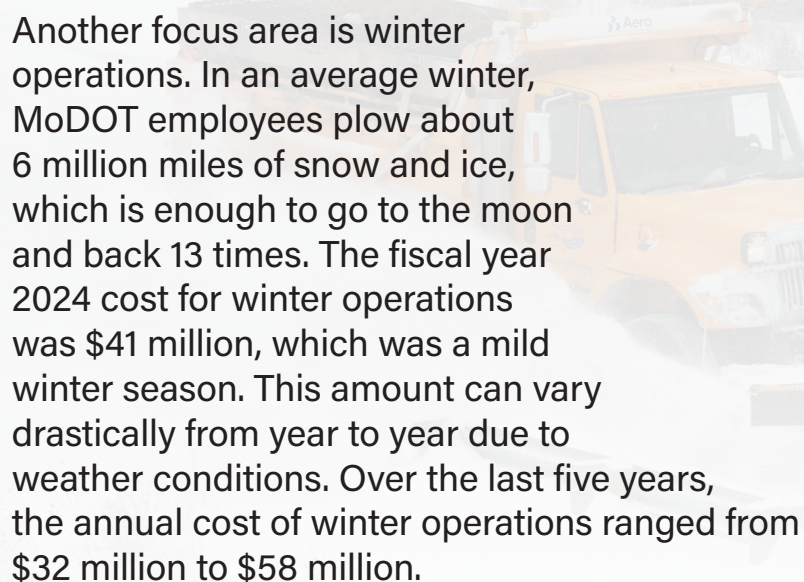
MoDOT employs 3,000+ field employees throughout the state to operate and maintain the transportation system. In fiscal year 2024, MoDOT invested \$690 million, or about \$13.40 per month from Missouri drivers, to provide services, including:

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

The most significant cost of operations is roadway maintenance. In fiscal year 2024, \$261 million of MoDOT's operating budget was spent on roadways for repairs, sealing and striping. Each year, MoDOT crews place enough asphalt to do a 1-inch overlay and sealing from Los Angeles to Washington D.C. – about 2,300 miles.

The repair work from MoDOT operations is focused on roads that do not carry a lot of traffic. Funding from the construction program pays for pavement improvements for heavily traveled roads, like interstates and U.S. highways.





Another focus area is winter operations. In an average winter, MoDOT employees plow about 6 million miles of snow and ice, which is enough to go to the moon and back 13 times. The fiscal year 2024 cost for winter operations was \$41 million, which was a mild winter season. This amount can vary drastically from year to year due to weather conditions. Over the last five years, the annual cost of winter operations ranged from \$32 million to \$58 million.

Maintaining roadsides costs about \$57 million each year for crews to mow grass and remove litter, debris and dead animals. MoDOT mows about 400,000 acres of grass each year, which is equivalent to 300,000 football fields.

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



The Cost of Operations

Operating funds do more than just maintain the system. They also provide funds to operate the system so people get where they want to go. MoDOT manages more than 2,600 traffic signals, 250 dynamic message signs, 1,100 traffic cameras and has traffic management centers in Kansas City, St. Louis and Springfield. The average annual cost for these operations is \$14 million.

In addition, MoDOT crews are able to respond quickly to incidents ranging from traffic crashes to flooding to make sure Missourians arrive safely at their destination. One of the department's primary customer concerns is trash along the roadsides and debris from unsheltered areas on state right of way, yet another symptom of high staff turnover and vacancy.

With paid labor in these areas down millions of hours, customer service is not meeting customer expectations. The Missouri Highways and Transportation Commission instructed MoDOT to increase labor hours to improve service.

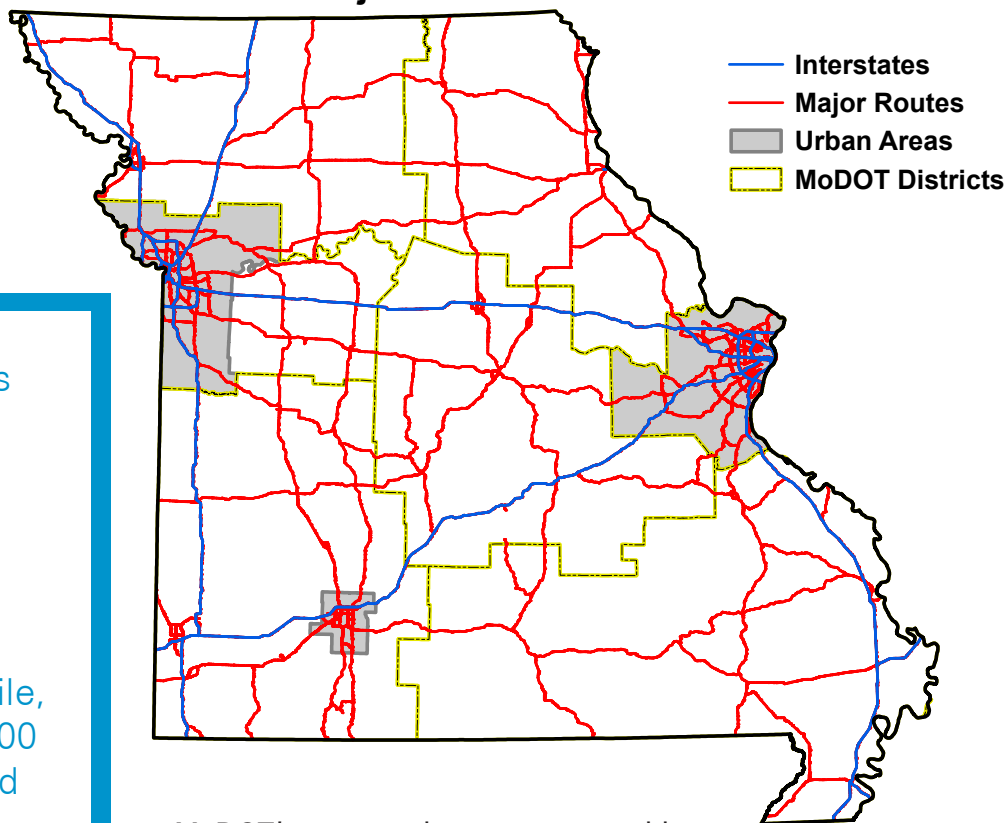


The Current Condition of MISSOURI TRANSPORTATION

What is the Current Condition of Missouri Transportation?

Last year, 54 billion miles were traveled on the state highway system, an increase of 1 billion miles. The majority of travel occurs on interstates and major routes. Interstates and major routes include just 5,555 miles of the 33,811 miles of highway in Missouri but account for 76% of the travel. Currently, 90% of these routes are in good condition as MoDOT has focused on improving and maintaining these routes over the last decade.

Interstate and Major Routes

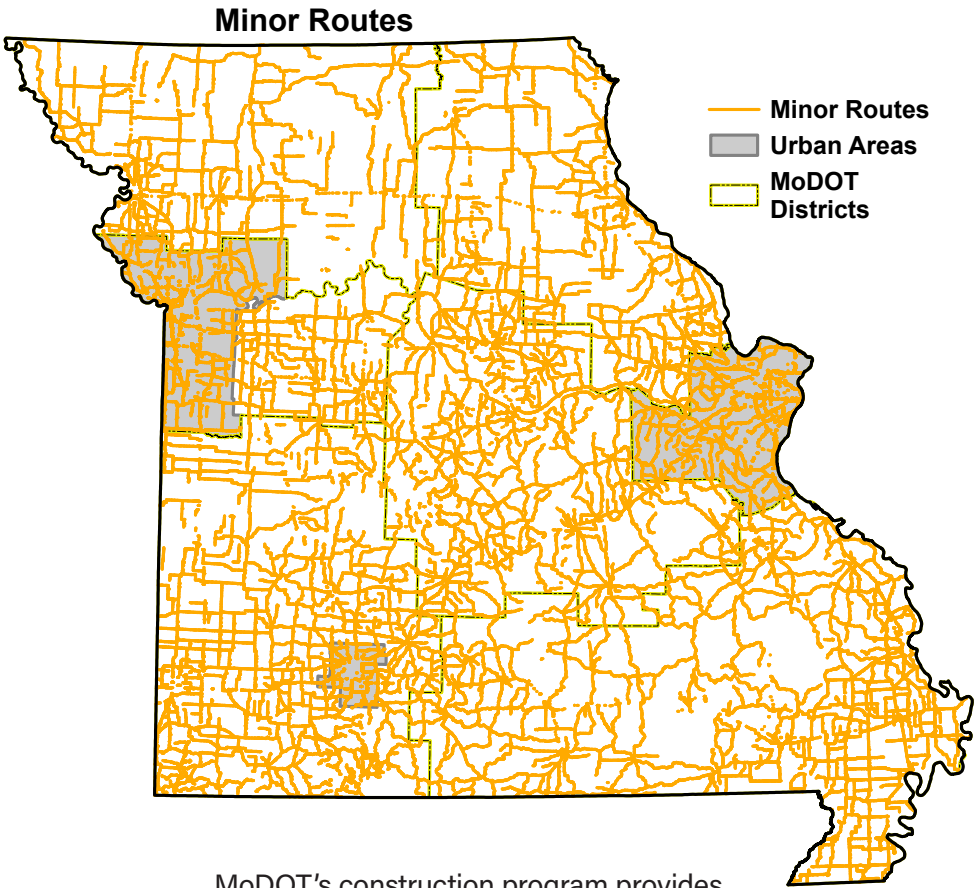


MoDOT's construction program provides the funding to maintain these routes.

41.4 billion miles were driven on interstates and major routes; therefore, on average, 7.4 million vehicles traveled each mile, an increase of 100 million compared to 2023.

The Current Condition of MISSOURI TRANSPORTATION

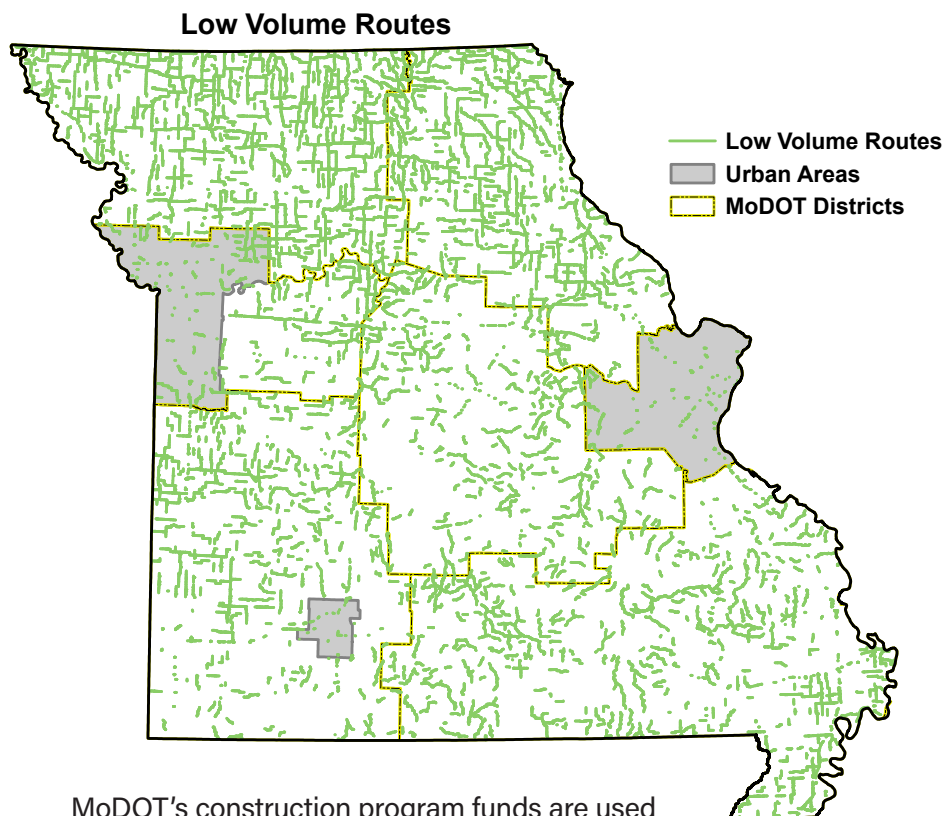
Missouri's minor routes make up the largest group of state highways, accounting for 18,114 miles – just over one-half of the entire state highway system. Almost 22% of all state travel occurs on these routes. Currently, 81% of these routes are in good condition.



12.0 billion miles were driven on minor routes; therefore, on average, 662,000 vehicles traveled each mile - a decrease of 0.6 million miles compared to 2023.

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

The final tier of Missouri highways is low-volume routes. Each of these routes carries less than 400 vehicles per day and primarily serves local transportation needs. Missouri has 10,142 miles of low-volume routes, accounting for about one-third of the state system. However, approximately 5,100 miles of these routes are not on the federal aid highway system and are ineligible for federal funds, which has impacted investment levels and conditions during the past 25 years. Travel on these routes is less than 1% of all state highway travel. Currently, 80% of these routes are in good condition, up from 74% in 2023.

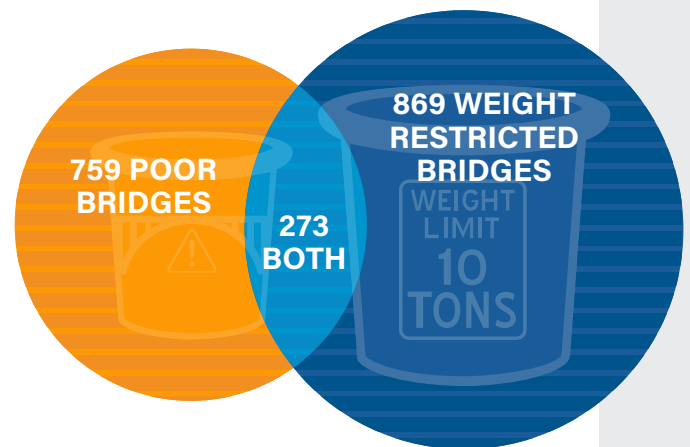


760 million miles were driven on low volume routes; therefore, on average, 75,000 vehicles traveled each mile.

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

The Current Condition of MISSOURI TRANSPORTATION

In addition to the huge network of highways, Missouri has 10,392 bridges of varying sizes, including 209 major bridges that are longer than 1,000 feet, or about the length of three football fields. Currently, 759 bridges are in poor condition, an improvement of 45 since 2023. MoDOT inspects these bridges on a regular basis to ensure they are safe for travelers. Missouri also has 869 weight-restricted bridges, with 273 of them also in poor condition.



Totals	Typical Bridges	Major Bridges	All Bridges
Number	10,183	209	10,392
Area	64,875,648	23,290,368	88,166,016
Average Age	50.4	39.5	50.1
Weight Restricted	833	36	869
Area of Weight Restricted	6,021,053	5,228,103	11,249,156
Poor	735	24	759
Area of Poor	4,491,323	1,990,462	6,481,785
Both Poor and Weight Restricted	263	10	273
Both Poor and Weight Restricted Area	1,214,483	1,039,046	2,253,528
Only Poor and Only Weight Restricted	1042	40	1,082
Only Poor and Only Weight Restricted Area	8,083,411	5,140,474	13,223,885
Average Price per Square Foot	\$190	\$1,000	--
Only Poor and Only Weight Restricted Cost	\$1.54 billion	\$5.14 billion	\$6.68 billion
Total Cost	\$12.3 billion	\$23.3 billion	\$35.6 billion

Approximate vehicle weights

Lower weight limits for about 1,300 load-posted state bridges:



AVERAGE STANDARD
CAR: **1.5 TONS**



AVERAGE PICKUP
TRUCK: **3 TONS**



AVERAGE
AMBULANCE: **5 TONS**



AVERAGE DELIVERY
TRUCK: **6 TONS**



AVERAGE
LOADED
SCHOOL BUS:
17 TONS



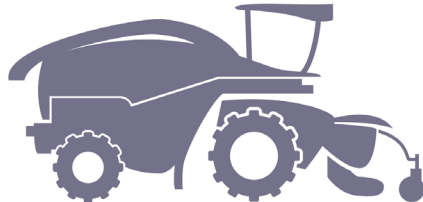
AVERAGE LOADED
GARBAGE TRUCK:
25 TONS



AVERAGE
LOADED
CHARTER
BUS:
20 TONS



AVERAGE
FIRE TRUCK:
19-30 TONS



AVERAGE LOADED
COMBINE HARVESTER:
30 TONS



AVERAGE LOADED
PLOW TRUCK:
28 TONS



AVERAGE LOADED
CONCRETE TRUCK:
33 TONS



AVERAGE LOADED
DUMP TRUCK:
36 TONS

AVERAGE
LOADED
TRACTOR
TRAILER:
40 TONS



Source: PennDOT

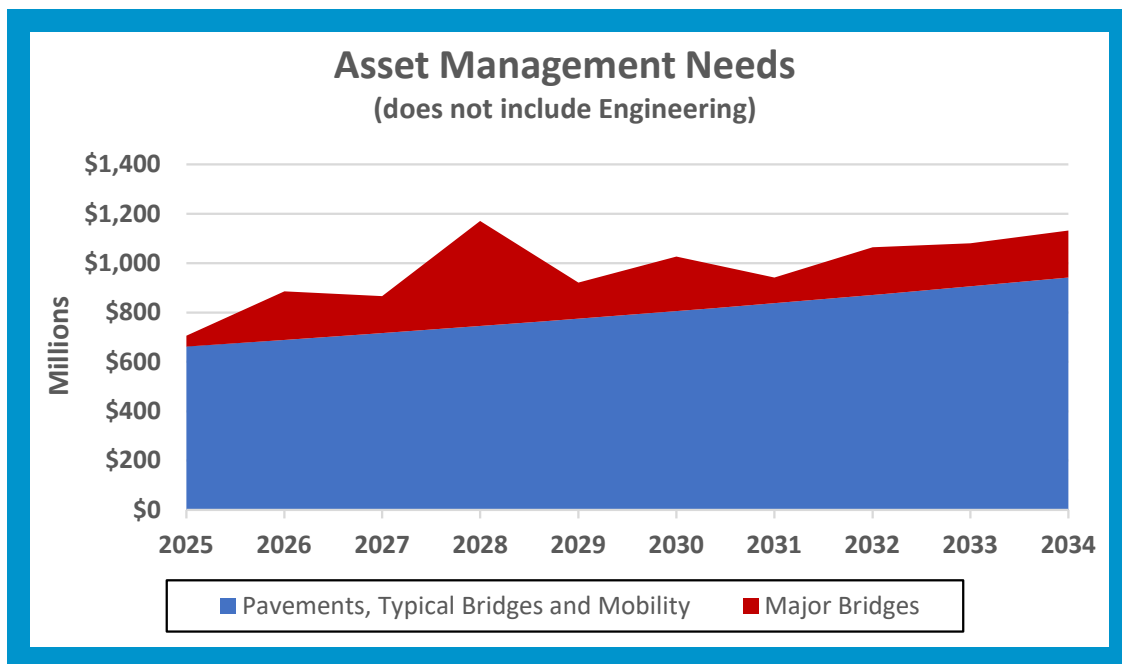
James Hilston/Post-Gazette

ASSET Management

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

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

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



What is THE COST?

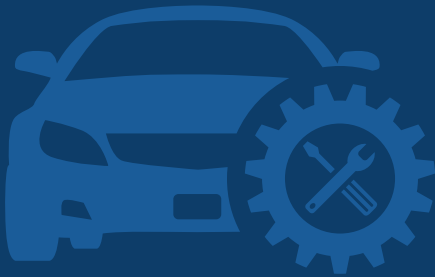
How Much Do Current Roadway Conditions Cost Missourians?

Missourians pay a relatively small amount per month to use the state system of roads and bridges. The average Missouri driver pays about \$35 per month in state and federal transportation taxes and fees. That's far less than what the average Missourian pays for cell phone service, cable television or internet service.

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



What is THE COST?



System condition costs Missouri drivers about \$532 per month.

According to the 2023 Texas Transportation Institute's Urban Mobility Report, Missourians who commute to work by car spend many hours in congestion, ranging from 17 hours per year in Cape Girardeau and 15 hours in St. Joseph, to 54 hours per year in Kansas City and 49 hours in St. Louis. That means gallons of fuel wasted, a loss of productivity and hours lost that have an adverse effect on a person's quality of life. The associated cost of congestion translates to an average of \$76 per month for Missouri drivers.

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

- Accelerated vehicle depreciation,
- Additional vehicle repair costs,
- Increased fuel consumption,
- Increased tire wear and
- Environmental impact of congestion.

The Road Information Program's 2023 "Key Facts About Missouri's Surface Transportation System" report calculated those costs to be \$68 per month for Missouri drivers, or a total of \$3.5 billion each year to the state of Missouri.

Motor vehicle crashes cost Missourians \$20 billion each year⁴. This equates to \$388 per month for each Missouri driver. This amount includes medical costs, lost workplace and household productivity, property damage, congestion costs and legal costs.

When combined, congestion, additional vehicle operating costs and roadway crashes cost each Missouri driver about \$532 per month. Additional investments in congestion relief, improving system conditions and safety can reduce these costs for Missourians.

⁴ Based on Missouri Crash Cost Estimates provided by MoDOT Highway Safety and Traffic

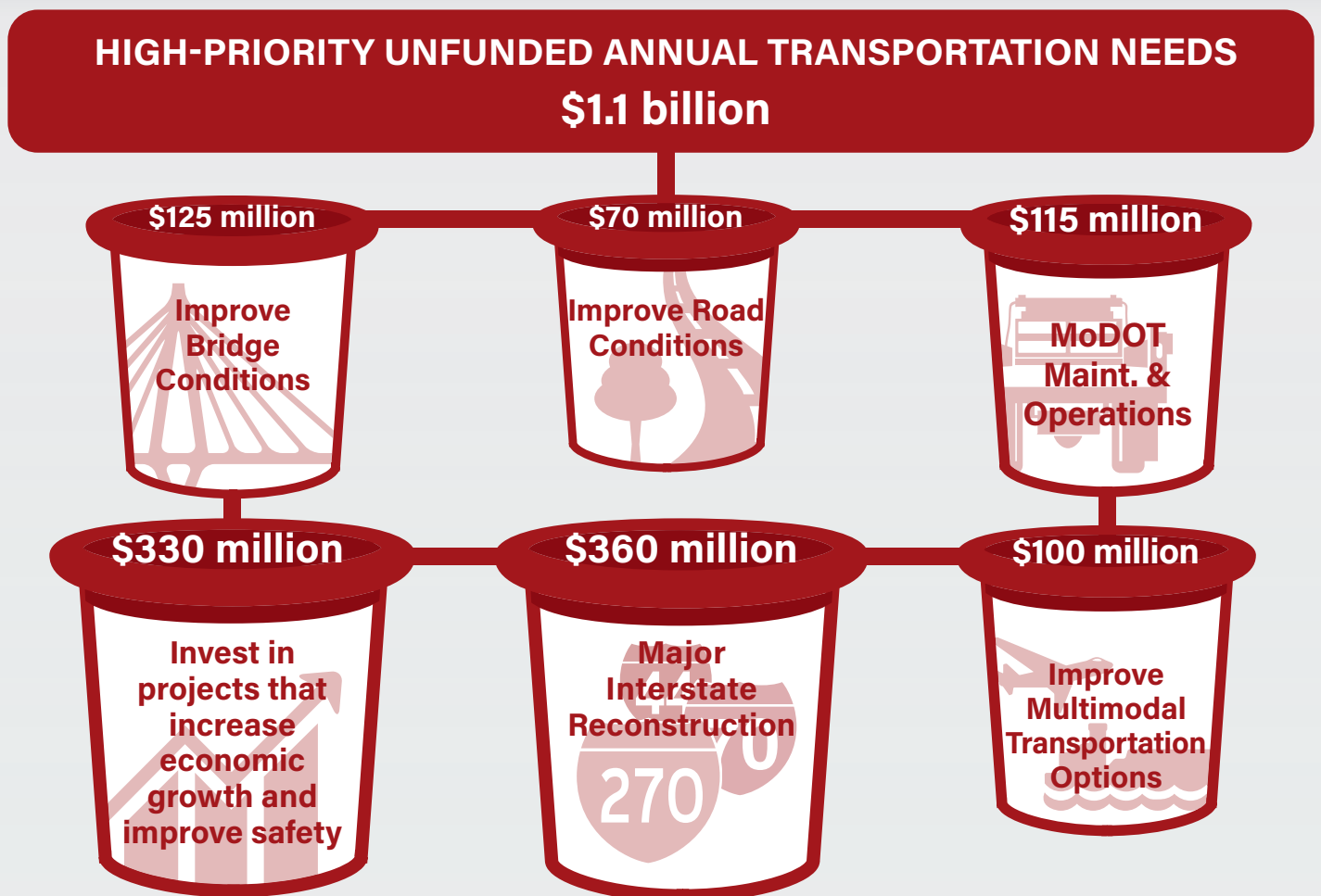


High-Priority Unfunded TRANSPORTATION NEEDS

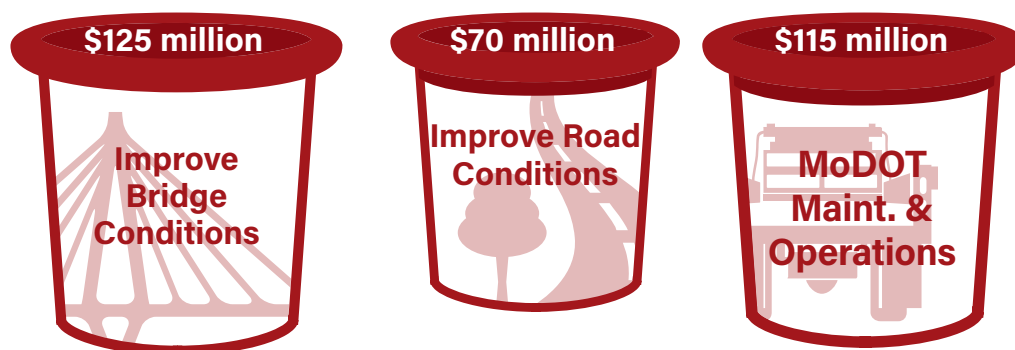
What are Missouri's Transportation Needs?

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

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



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



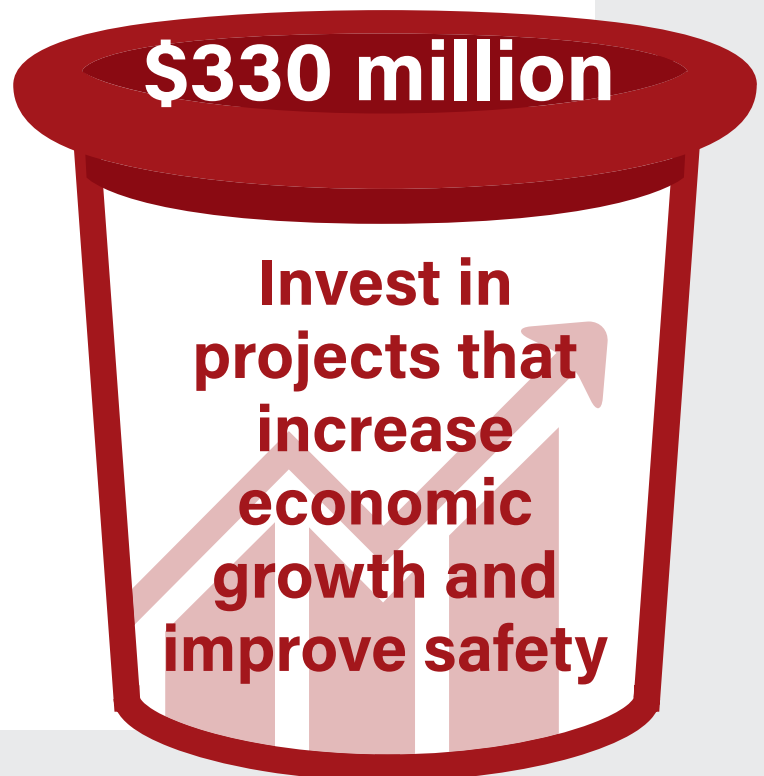
Improve road and bridge conditions – Investing an additional \$310 million per year would enable all of MoDOT's districts to adequately maintain their existing system, begin driving down the state's number of poor bridges, improve the condition of the state's roads and stabilize the level of MoDOT's maintenance and operations efforts to keep pace with inflationary cost increases. **The required investment equates to an average of \$6.02 per month by each of the state's licensed drivers.**

In Summer 2024, Missouri regional planning partners assisted the department in prioritizing \$4.4 billion in road and bridge unfunded project needs in three tiers. The full unfunded needs listing is available at www.modot.org/unfundedneeds.

High-Priority Unfunded TRANSPORTATION NEEDS

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

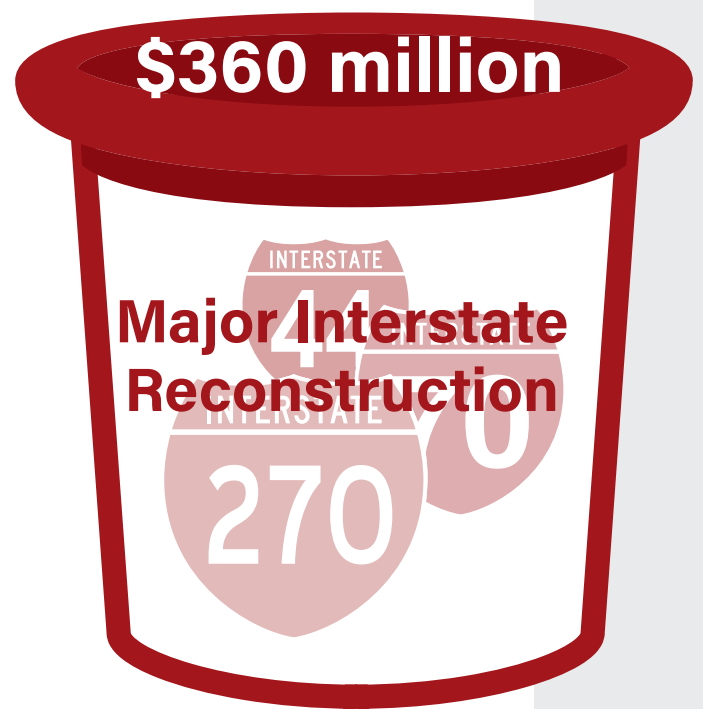
An additional investment of \$330 million per year would allow MoDOT to begin meeting those needs. MoDOT would work with its regional planning partners to ensure the highest priorities would be funded. **The required investment equates to an average of \$6.41 per month by each of the state’s licensed drivers.**



Major interstate highway reconstruction – The nation’s interstate system is now 65 years old, and Missouri’s interstates were built with a 20-year life expectancy. They need attention. The poster child for Missouri’s interstate needs is Interstate 70 – the nation’s oldest interstate. MoDOT has known for years that it needs to be reconstructed with added capacity to reliably handle mounting levels of traffic, especially long-haul trucks. The recent General Revenue investment is addressing 200 miles of I-70.

The state’s other five interstates will also be facing improvement/preservation needs in the coming years. An additional \$360 million per year would allow MoDOT to begin tackling this long overdue improvement. **The required investment equates to an average of \$6.99 per month by each of the state’s licensed drivers.**

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



Please visit www.modot.org/pps for a list of specific unfunded needs for each region of the state.

High-Priority Unfunded TRANSPORTATION NEEDS

\$100 million

**Improve
Multimodal
Transportation
Options**

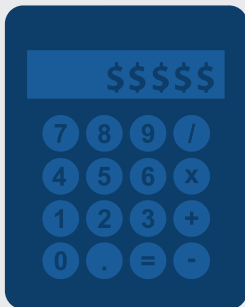
Improve multimodal transportation options – Missouri's transit systems, railroads, ports, waterways, airports and bicycle/pedestrian facilities could begin to see much needed improvements with an annual investment of \$100 million. MoDOT would work with the owners and stakeholders of these transportation systems, along with our regional planning partners, to identify and fund the highest priority needs. **The required investment equates to an average of \$1.94 per month by each of the state's licensed drivers.**



CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN MISSOURI

In summary, Missourians enjoy access to a large transportation system that keeps us connected. Maintaining and improving the transportation system is expensive but is a worthwhile investment. The average Missouri driver contributes about \$35 per month to fund their access to the transportation system and the services MoDOT provides.

Incremental increases in funding for improving road and bridge conditions, investing in projects that increase economic growth and safety, reconstructing major interstates and improving multimodal transportation options can offset the \$532 of hidden costs drivers are paying each month due to congestion, rough roads and traffic crashes.

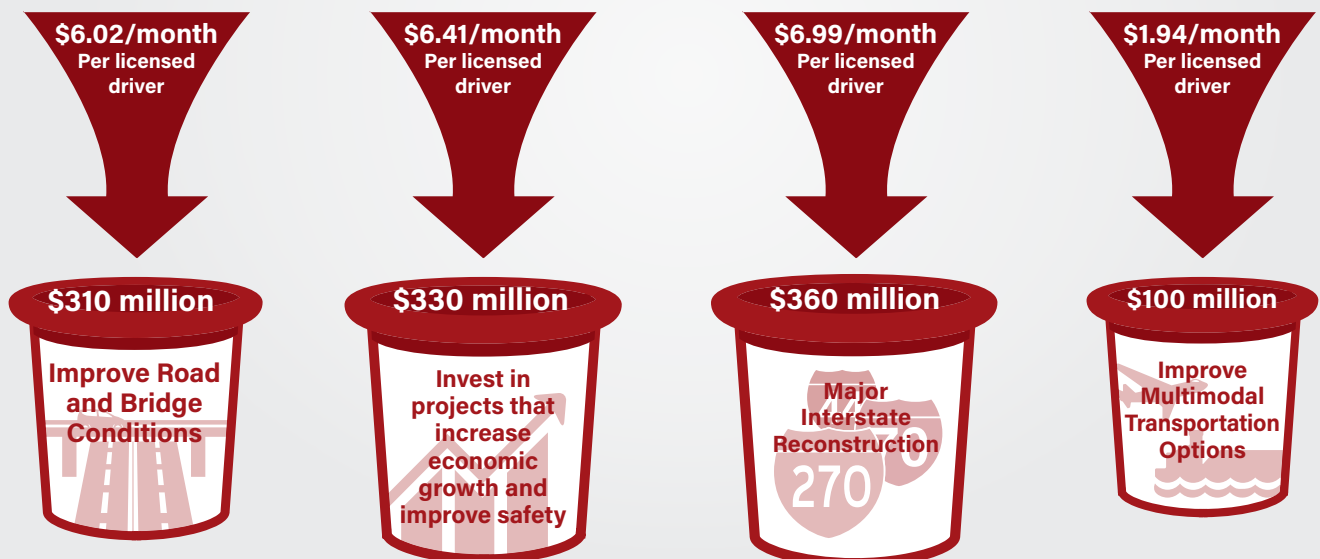


MONTHLY COSTS OF ADDITIONAL BENEFITS

The average driver in Missouri pays \$35 per month in federal and state taxes/fees to support Missouri's system of roads and bridges.

Based on 13,596 miles driven per year at 22.8 mpg, plus the average motor vehicle sales tax per driver.

Additional Investments Needed to Improve Missouri's Transportation System





Missouri Department of Transportation
1-888-ASK-MoDOT
modot.org





Financial Snapshot

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

Missouri Department of Transportation



www.modot.org

Financial Snapshot

About the Financial Snapshot

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

www.modot.org/financial-statements

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

MoDOT's Mission

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

Table of Contents

Transportation Funding

Revenue for Roads and Bridges, Multimodal, Highway Safety – Fiscal Year 2024	3
MoDOT Revenue for Roads and Bridges, Multimodal, Highway Safety	4
MoDOT Expenditures for Roads and Bridges, Multimodal, Highway Safety	5
Summary of State and Federal Funds	6
Federal Aid Apportionments based on Infrastructure Investment and Jobs (IIJA) Act	7
Ratio of Federal Highway Trust Fund Payments Into Fund vs. Apportionments and Allocations Out of Fund	10
Summary of State Road Bond Financing Program	11
Highway User Fees to Local Governments by Fiscal Year	13

Transportation Facts

Summary of MoDOT’s External and Internal Expenditures	14
Summary of MoDOT’s Expenditures by County – Fiscal Year 2024	15
Summary of Actual and Projected Construction Awards and Contractor Payments	17
Missouri’s State and Federal Fuel Tax Rates and Fuel Tax History	18
Missouri Vehicle Registrations and Licensed Drivers – Fiscal Year 2024	19
Net Motor Fuel Gallons Taxed	20
Distribution of Highway User Fees – Fiscal Year 2024	21
Potential Transportation Revenue Options – Motor Fuel Tax	22
Potential Transportation Revenue Options – Sales Tax	23
Potential Transportation Revenue Options – Motor Vehicle and Driver Licensing Fees and Alternative Fuel Decal Fees	24
Potential Transportation Revenue Options – \$100 million, \$250 million and \$500 million	25
Potential Transportation Revenue Options – \$100 million and \$250 million	26
Road and Bridge Funding Flowchart	27

Transportation Funding

Revenue for Roads and Bridges, Multimodal, Highway Safety
Fiscal Year 2024 (Dollars in thousands)

Missouri User Fees and Other Revenue (57.8%)	State	Cities & Counties	Total	%
Motor Fuel Tax	\$724,051	\$277,640	\$1,001,691	40.7
Aviation Fuel Tax	198	0	198	0.0
Motor Vehicle Sales Tax	459,679	73,532	533,211	21.6
Jet Fuel Sales Tax	6,106	0	6,106	0.2
Motor Vehicle and Driver's Licensing Fees	312,556	30,156	342,712	13.9
Multimodal and Highway Safety Fees	2,746	0	2,746	0.1
Interest and Miscellaneous	189,869	0	189,869	7.7
Bond Proceeds	390,204	0	390,204	15.8
Total Revenue	\$2,085,409	\$381,328	\$2,466,737	100.0

Federal Revenue (34.9%)	State	Cities & Counties	Total	%
Federal Reimbursement	\$1,336,629	\$126,179	\$1,462,808	98.3
Federal Grants	25,819	0	25,819	1.7
Total Revenue	\$1,362,448	\$126,179	\$1,488,627	100.0

Missouri General Revenue (7.3%)	State	Cities & Counties	Total	%
State General Revenue Fund (Multimodal)	\$43,952	\$0	\$43,952	14.2
State General Revenue Fund (Roads and Bridges)	266,203	0	266,203	85.8
Total Revenue	\$310,155	\$0	\$310,155	100.0

Transportation Funding

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

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

Revenue (Roads and Bridges)	2020	2021	2022	2023	2024
Motor Fuel Tax ^{1,11}	\$506,688	\$492,173	\$528,456	\$689,196	\$724,051
Vehicle/Driver's Licensing Fees ¹	296,100	331,931	314,359	329,672	312,556
Motor Vehicle Sales Tax ¹	356,908	443,495	402,244	440,040	453,581
Interest and Miscellaneous ²	146,949	96,351	115,847	218,316	186,114
Federal Reimbursement ^{3,4,5}	952,026	1,262,757	907,839	1,150,757	1,396,996
Bond Proceeds ⁶	201,000	0	100,000	500,000	390,204
State General Revenue Fund ⁷	50,000	46,829	49,308	149,847	266,203
Total Revenue	\$2,509,671	\$2,673,536	\$2,418,053	\$3,477,828	\$3,729,705
Revenue (Multimodal)	2020	2021	2022	2023	2024
Aviation Fuel ¹	\$238	\$227	\$241	\$264	\$198
Fees ¹	2,444	2,573	2,520	2,486	2,545
Sales Taxes ¹	9,260	8,244	11,553	13,355	12,204
State General Revenue Fund ⁷	19,422	14,949	23,945	35,128	43,952
Interest and Miscellaneous ²	2,761	777	522	1,133	3,753
Federal Reimbursement ^{3,4}	54,966	64,944	66,940	65,182	65,812
Total Revenue⁹	\$89,091	\$91,714	\$105,721	\$117,548	\$128,464
Revenue (Highway Safety)	2020	2021	2022	2023	2024
Fees ⁸	\$197	\$175	\$196	\$202	\$201
Interest and Miscellaneous ²	7	0	0	4	2
Federal Grants ^{3,4}	18,550	17,799	19,850	23,937	25,819
Total Revenue¹⁰	\$18,754	\$17,974	\$20,046	\$24,143	\$26,022

Notes:

¹ User fees.

² Includes interest earned on invested funds, sale of surplus property and excess right of way and construction cost reimbursements from local and other state governments.

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

⁴ Includes federal funds that flow through MoDOT to local governments and agencies.

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

⁶ Focus on Bridges Program (FOB), Amendment 3 and Improve I-70 Program.

⁷ Appropriated by the Missouri General Assembly, which includes FOB, Governor's Transportation Cost Share Program, I-55 Outer Road, I-44 Environmental Study, Improve I-70 Program and Low Volume Roads Program.

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

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

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

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

Source: MoDOT

Transportation Funding

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

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

Expenditures (Roads and Bridges)	2020	2021	2022	2023	2024
Program Delivery-Program ¹	\$1,059,174	\$1,106,714	\$1,099,157	\$1,558,342	\$1,832,026
Program Delivery-Operating Costs ²	125,066	127,720	136,272	159,857	168,864
Safety and Operations-Maintenance ²	471,620	447,935	494,303	529,033	569,266
Fleet, Facilities & Info. Systems ²	75,671	79,850	96,665	100,834	121,339
Debt Service ³	244,403	295,018	299,199	288,501	444,071
Administration ²	51,588	50,692	52,391	55,124	59,832
Other State Agencies ⁴	245,692	222,213	270,386	294,285	336,711
Total Expenditures	\$2,273,214	\$2,330,142	\$2,448,373	\$2,985,976	\$3,532,109

Expenditures (Multimodal)	2020	2021	2022	2023	2024
Operating Costs ²	\$2,548	\$2,484	\$2,717	\$3,011	\$3,639
Transit	36,632	28,419	27,568	46,897	59,277
Rail	10,586	9,611	11,677	13,908	20,412
Aviation	28,862	45,196	47,369	32,686	25,890
Port-Waterway	8,608	5,732	12,064	12,087	14,768
STAR Fund Loan	0	147	8	0	0
Freight	763	997	750	3,242	1,018
Total Expenditures	\$87,999	\$92,586	\$102,153	\$111,831	\$125,004

Expenditures (Highway Safety)	2020	2021	2022	2023	2024
Operating Costs ²	\$595	\$551	\$655	\$790	\$806
Safety Programs	18,883	17,274	19,231	23,340	25,001
Total Expenditures	\$19,478	\$17,825	\$19,886	\$24,130	\$25,807

Notes:

¹ Includes contractor payments to construct and design roads and bridges, payments to purchase right of way and federal funds that flow through MoDOT to local governments.

² Includes personal services and fringe benefits of MoDOT employees and expense & equipment costs.

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

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

Source: MoDOT.

Transportation Funding

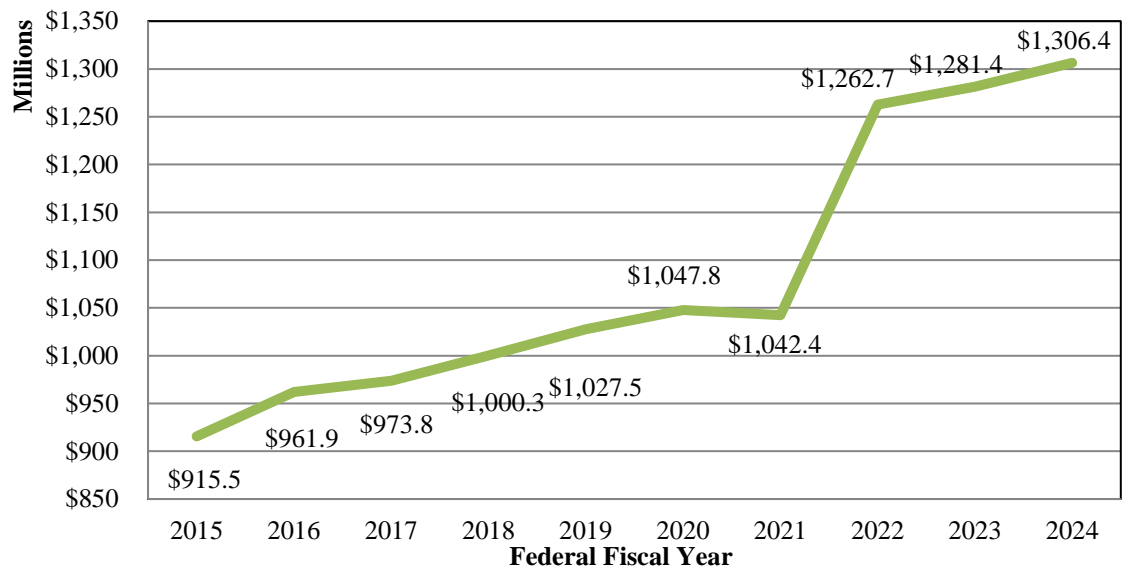
Summary of State and Federal Funds

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

Transportation Funding

Federal Aid Apportionments based on Infrastructure Investment and Jobs (IIJA) Act (Dollars in millions)

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



The following chart lists the amounts apportioned to Missouri in each category under the IIJA and FAST Act. The IIJA was signed into law by the President on November 15, 2021 and provides funding for surface transportation programs for federal fiscal years 2022, 2023, 2024, 2025 and 2026. The total apportionments under the IIJA are significantly more than under the previous federal funding act, FAST Act.

Apportionment Category	2020	2021	2022	2023	2024
National Highway Performance (NHPP)	\$593.7	\$590.1	\$687.4	\$701.2	\$715.2
Surface Transportation Block Grant (STBG)	282.4	281.6	311.2	310.9	316.4
Highway Safety Improvement (HSIP)	59.2	58.8	72.2	73.6	75.2
PROTECT Program	0.0	0.0	34.6	35.3	36.0
National Highway Freight (NHFP)	35.2	34.9	32.2	32.8	33.5
Transportation Alternatives (TAP)	18.6	18.6	31.4	32.0	32.7
Carbon Reduction Program	0.0	0.0	30.5	31.1	31.7
Congestion Mitigation & Air Quality (CMAQ)	24.8	24.6	25.2	25.7	26.2
Statewide Planning & Research (SPR)	20.6	20.5	23.0	23.4	23.9
Rail/Highway Crossings	6.0	6.0	6.0	6.1	6.1
Metropolitan Planning (MP)	5.6	5.6	6.7	6.8	7.0
Recreational Trails	1.7	1.7	1.7	1.7	1.7
Safe and Accessible Transportation	0.0	0.0	0.6	0.8	0.8
Total	\$1,047.8	\$1,042.4	\$1,262.7	\$1,281.4	\$1,306.4
Obligation Limitation	\$1,091.8	\$1,037.1	\$1,201.2	\$1,305.2	\$1,313.9

Apportionments are subject to Obligation Limitation. Obligation Limitation is a restriction, or “ceiling” on the amount of federal assistance that may be committed during a specified time period. Historically, Missouri’s obligation limitation has averaged 99 percent. However, for fiscal year 2024, the obligation limitation was 100.6 percent. This allowed for the obligation of fiscal year 2024 apportionments and carryover funds from prior years.

The apportionment categories under the IIJA are as follows:

- **National Highway Performance** is the construction, reconstruction, resurfacing, restoration and rehabilitation of highways and bridges on National Highway System (NHS) routes which are routes designated by Congress as roadways important to the nation’s economy, defense and mobility.
- **Surface Transportation Block Grant** is the construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements of highways and bridges.
- **Highway Safety Improvement** is for highway safety improvements to eliminate roadway hazards.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)** includes planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
- **National Highway Freight** includes improvements to the National Highway Freight Network (NHFN) that increase the efficiency of freight movement.
- **Transportation Alternatives** is for the construction of on-road and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation and infrastructure-related projects that provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs.
- **Carbon Reduction** is for reducing transportation emissions or the development of carbon reduction strategies.

- **Congestion Mitigation & Air Quality** includes traffic management, monitoring and congestion relief strategies to assist areas designated as non-attainment under the Clean Air Act Amendments of 1990.
- **Statewide Planning & Research** includes transportation planning activities to develop the statewide transportation improvement program. It also includes studies, research and training on engineering standards and construction materials.
- **Rail/Highway Crossings** is for highway safety improvements to mitigate hazards caused by rail-highway grade crossings.
- **Metropolitan Planning** is for transportation planning activities to develop metropolitan area transportation plans and transportation improvement programs.
- **Recreational Trails** is for the development, construction, maintenance and rehabilitation of trails and trail facilities.
- **Safe and Accessible Transportation** is for the development of complete streets policies and standards and a complete streets prioritization plan.

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

Transportation Funding

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

The chart below shows Missouri has received more funding from the Highway Trust Fund than was contributed in highway taxes into the Fund. For example, in fiscal year 2022, Missouri received \$1.34 for every dollar contributed into the Highway Trust Fund.

Ratio of Federal Highway Trust Fund Payments Into the Fund vs. Apportionments and Allocations Out of the Fund ¹									
Surrounding States	2014	2015	2016	2017	2018	2019	2020	2021	2022
Arkansas	1.23	1.15	1.23	1.27	1.27	1.19	1.24	1.17	1.29
Illinois	1.15	1.11	1.14	1.19	1.16	1.18	1.28	1.28	1.47
Iowa	1.09	1.00	1.06	1.05	1.08	1.09	1.17	1.06	1.18
Kansas	1.03	0.98	1.03	1.11	1.17	1.11	1.12	1.04	1.25
Kentucky	1.12	1.06	1.12	1.15	1.14	1.14	1.21	1.17	1.28
Missouri	1.17	1.10	1.14	1.21	1.21	1.20	1.23	1.17	1.34
Nebraska	1.03	0.96	1.01	1.05	1.03	1.33	1.04	1.13	1.11
Oklahoma	1.07	1.00	1.10	1.18	1.12	1.02	1.16	1.11	1.24
Tennessee	1.06	1.00	1.03	1.07	1.04	1.17	1.04	1.01	1.13

Notes:

¹ Payments into the Fund include only the net highway user tax receipts and fines and penalties deposited in the Highway Account of the Federal Highway Trust Fund. Payments do not include transfers from the General Fund and Leaking Underground Storage Tank (L.U.S.T.) Fund totaling \$167.4 billion from 2014 to 2022. Apportionments and allocations out of the fund includes all funds apportioned or allocated from the Highway Trust Fund except where FHWA does not directly allocate the funds to the states, e.g. portions of Indian Reservation Roads and safety programs.

Source: Federal Highway Statistics Series 2022.

Transportation Funding

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

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

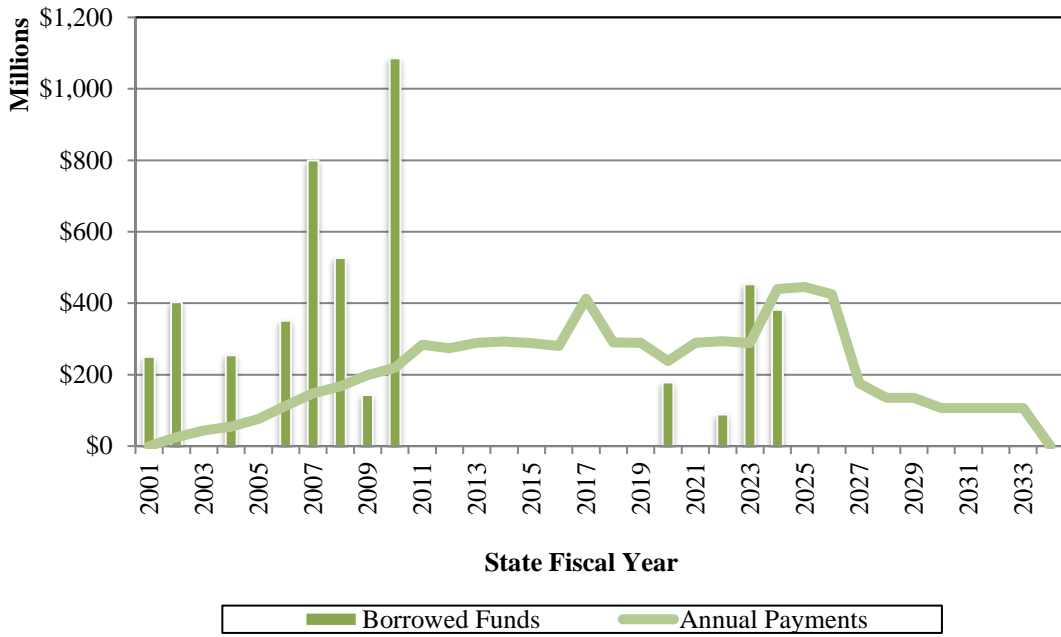
Voters approved Amendment 3 in 2004 authorizing MoDOT to borrow funds by depositing vehicle sales taxes previously deposited in the state's General Revenue Fund into a newly created State Road Bond Fund. The Amendment 3 revenues are designated for the payment of debt principal and interest. MoDOT borrowed \$1.98 billion from fiscal years 2006-2010 and \$453 million in fiscal year 2023.

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

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

In fiscal year 2024, MoDOT borrowed \$381.6 million as part of the Improve I-70 Program. The Improve I-70 Program, recommended by the Governor and supported by the General Assembly in the 2023 legislative session, provides \$2.8 billion to design and construct three lanes in each direction on nearly 200 miles of Interstate 70, from Blue Springs to Wentzville. General Revenue Fund monies of \$1.4 billion were made available in fiscal year 2024 and the remaining \$1.4 billion is funded by bond proceeds with General Revenue Fund monies being made available for debt service payments. MoDOT anticipates borrowing the remaining funds in fiscal years 2026 (\$500 million) and 2028 (\$510 million).

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



Note:

The MHTC has \$1.5 billion of bonds outstanding as of June 30, 2024. The average interest rate (true interest cost) on all outstanding debt combined is 2.91 percent.

Source: MoDOT.

Transportation Funding

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

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

Cities

	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2019	106,011	33,904	17,581	157,496
2020	104,067	34,293	16,706	155,066
2021	101,457	43,449	19,968	164,874
2022	113,964	39,778	18,658	172,400
2023	137,900	42,928	19,281	200,109
2024	150,310	44,119	18,094	212,523

Counties

	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2019	83,142	22,603	11,721	117,466
2020	81,617	22,862	11,138	115,617
2021	79,577	28,966	13,312	121,855
2022	91,253	26,519	12,439	130,211
2023	114,657	28,618	12,854	156,129
2024	127,330	29,413	12,062	168,805

Total

	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2019	189,153	56,507	29,302	274,962
2020	185,684	57,155	27,844	270,683
2021	181,034	72,415	33,280	286,729
2022	205,217	66,297	31,097	302,611
2023	252,557	71,546	32,135	356,238
2024	277,640	73,532	30,156	381,328

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

Transportation Facts

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

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

Expenditures (External)	2020	2021	2022	2023	2024
Construction Projects	\$919,329	\$939,022	\$945,342	\$1,380,129	\$1,611,247
Debt Service and Leases	244,503	295,165	301,973	291,186	456,026
Program Distributions ¹	187,320	213,720	219,083	230,357	264,147
Supplies	146,605	146,186	159,411	164,236	168,958
Services	102,614	106,561	132,889	166,078	191,198
Equipment	42,722	50,198	62,644	70,676	88,623
Miscellaneous	36,847	32,609	31,611	34,391	36,273
Fuel and Utilities	8,678	8,693	9,142	9,409	9,240
Refunds	4,815	3,340	3,438	6,288	3,286
Professional Development	1,496	1,058	1,492	1,504	1,969
Travel ²	1,205	121	1,008	1,319	1,667
Total Expenditures	\$1,696,134	\$1,796,673	\$1,868,033	\$2,355,573	\$2,832,634
	79%	81%	81%	83%	85%
Expenditures (Internal)	2020	2021	2022	2023	2024
Salaries and Benefits	\$431,718	\$416,526	\$425,667	\$462,139	\$506,700
Program Distributions ³	6,734	4,933	5,970	9,464	6,356
Travel ⁴	413	208	356	476	519
Total Expenditures	\$438,865	\$421,667	\$431,993	\$472,079	\$513,575
	21%	19%	19%	17%	15%
Other State Agencies	\$245,692	\$222,213	\$270,386	\$294,285	\$336,711
Total	\$2,380,691	\$2,440,553	\$2,570,412	\$3,121,937	\$3,682,920

Notes:

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

² Payments to vendors.

³ Payments or federal funds passed through to other state agencies and universities.

⁴ Employee reimbursements.

Source: MoDOT

Transportation Facts

Summary of MoDOT's Expenditures and Highway User Fees to Local Governments by County - Fiscal Year 2024 (Dollars in thousands)

	<u>Expenditures¹</u>	<u>Revenue²</u>		<u>Expenditures¹</u>	<u>Revenue²</u>
Andrew	\$24,183	\$1,480	Cass	\$40,435	\$6,320
Atchison	14,909	1,223	Clay	57,696	6,578
Buchanan	59,996	4,696	Jackson	174,997	47,802
Caldwell	13,603	1,053	Johnson	15,516	3,284
Carroll	6,737	1,463	Lafayette	16,766	2,314
Chariton	6,049	1,277	Pettis	7,589	2,866
Clinton	13,490	1,769	Platte	35,346	3,557
Daviess	12,371	1,187	Ray	13,326	1,801
DeKalb	19,480	1,180	Saline	23,535	2,089
Gentry	8,967	953	Subtotal-Kansas City³	\$385,206	\$76,611
Grundy	7,375	1,000	Boone	60,355	9,710
Harrison	6,892	1,358	Callaway	18,915	3,245
Holt	5,868	860	Camden	8,183	4,368
Linn	10,378	1,349	Cole	68,958	4,085
Livingston	5,569	1,394	Cooper	67,768	1,400
Mercer	5,186	698	Crawford	17,390	1,398
Nodaway	15,494	2,450	Dent	3,055	1,191
Putnam	4,057	929	Gasconade	4,618	1,151
Sullivan	9,708	927	Howard	4,167	848
Worth	5,840	423	Laclede	7,892	2,092
Subtotal-Northwest³	\$256,152	\$27,669	Maries	13,041	756
Adair	15,626	2,023	Miller	9,698	1,682
Audrain	9,093	2,097	Moniteau	2,572	1,234
Clark	21,004	900	Morgan	20,685	2,051
Knox	2,132	782	Osage	13,526	994
Lewis	4,077	960	Phelps	35,929	2,586
Lincoln	10,872	3,118	Pulaski	6,964	1,936
Macon	22,549	1,677	Washington	5,672	1,000
Marion	38,690	1,938	Subtotal-Central³	\$369,388	\$41,727
Monroe	5,994	1,196			
Montgomery	21,736	1,150			
Pike	11,834	1,332			
Ralls	13,061	951			
Randolph	4,235	1,989			
Schuyler	5,734	672			
Scotland	6,041	788			
Shelby	3,659	958			
Warren	10,749	1,853			
Subtotal-Northeast³	\$207,087	\$24,384			

Notes:
See next page

Transportation Facts

Summary of MoDOT's Expenditures and Highway User Fees to Local Governments by County - Fiscal Year 2024 (Dollars in thousands)

	Expenditures ¹	Revenue ²		Expenditures ¹	Revenue ²
Franklin	\$33,411	\$5,990	Bollinger	\$3,865	\$935
Jefferson	81,824	9,758	Butler	31,995	2,603
St. Charles	96,454	22,200	Cape Girardeau	19,256	4,426
St. Louis County	360,279	52,815	Carter	6,907	565
St. Louis City	67,669	17,005	Douglas	3,346	1,264
Subtotal-St. Louis³	\$639,637	\$107,768	Dunklin	12,971	2,225
Barry	11,356	2,856	Howell	40,692	2,631
Barton	5,197	1,395	Iron	3,977	736
Bates	24,425	1,815	Madison	10,617	757
Benton	10,973	1,410	Mississippi	14,048	1,067
Cedar	5,829	1,140	New Madrid	15,490	1,708
Christian	21,532	5,042	Oregon	3,902	915
Dade	5,364	986	Ozark	7,929	1,070
Dallas	3,242	1,220	Pemiscot	14,518	1,408
Greene	133,116	16,220	Perry	113,511	1,402
Henry	6,490	1,950	Reynolds	3,637	1,137
Hickory	4,857	767	Ripley	4,399	774
Jasper	21,057	7,343	Scott	39,124	2,211
Lawrence	16,332	2,434	Shannon	4,757	1,045
McDonald	3,723	1,486	St. Francois	15,637	3,447
Newton	25,155	2,986	St. Genevieve	6,855	2,391
Polk	3,202	2,119	Stoddard	13,790	2,436
St. Clair	4,496	1,064	Texas	6,432	1,894
Stone	5,781	2,281	Wayne	3,857	934
Taney	54,887	3,180	Wright	5,112	1,365
Vernon	10,368	1,907	Subtotal-Southeast³	\$406,624	\$41,346
Webster	6,302	2,222	Statewide Support ^{3,4}	177,713	
Subtotal-Southwest³	\$383,684	\$61,823	Other ^{3,5}	76,647	
			Debt Service	336,711	
			Other State Agencies	444,071	
			Total	\$3,682,920	\$381,328

Notes:

¹ Expenditures for roads and bridges (\$3,532,109), multimodal (\$125,004) and highway safety (\$25,807) as shown on page 5.

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

³ Includes multimodal (\$125,004) and federal pass through for cities and counties (\$126,179), which are not included in the amounts spent by district as shown on page 24 of the Citizen's Guide to Transportation Funding in Missouri.

⁴ Expenditures for bridge design, safety inspection, administrative services, etc.

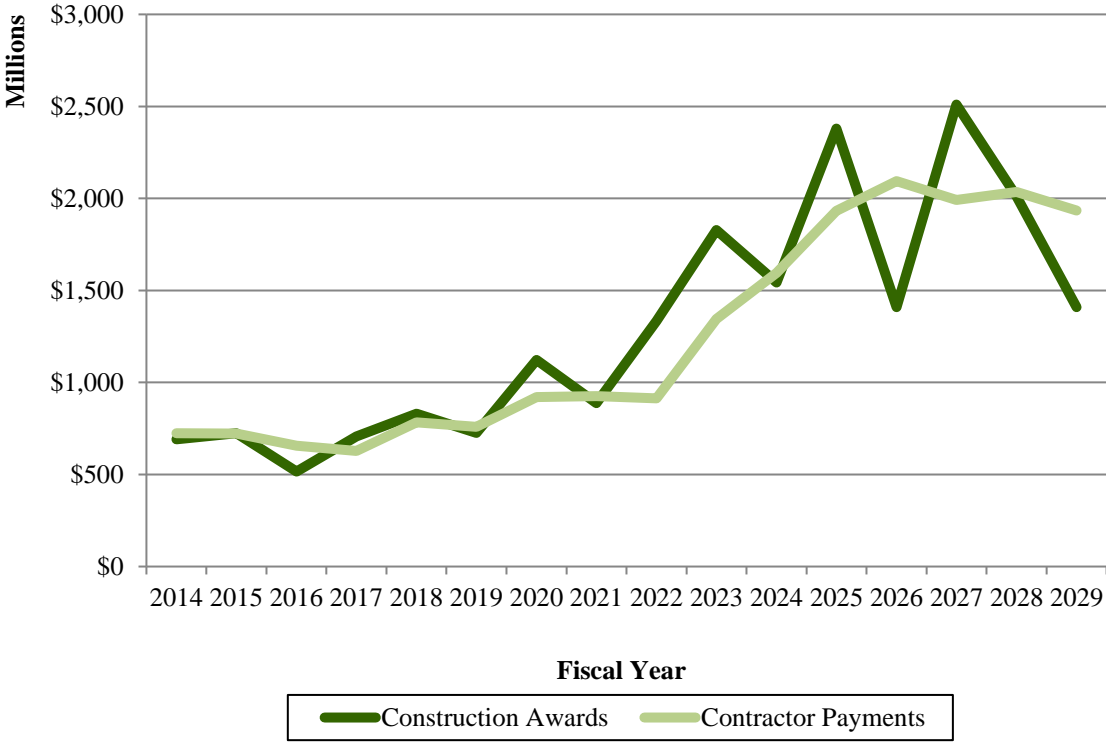
⁵ Expenditures associated with multiple counties or not identifiable to a specific county.

Source: MoDOT

Transportation Facts

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

The graph below displays the relationship between construction awards and contractor payments. Most projects are not completed in the year awarded, but are built and paid for in subsequent years. For example, approximately \$738 million of projected FY 2025 contractor payments is for projects awarded in FY 2025. The remainder is for projects awarded in prior years. Awards increase dramatically in FY 2025 and FY 2027, due to the Improve I-70 Program. The information is based on the latest financial forecast that was used to develop the 2025-2029 Statewide Transportation Improvement Program (STIP).

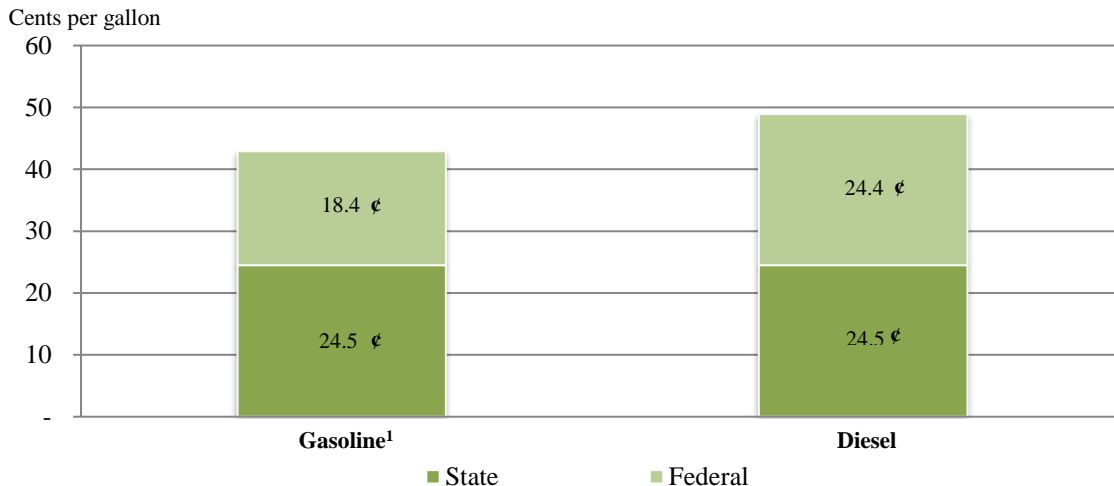


Source: MoDOT

Transportation Facts

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

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



Note:

¹ The gasoline taxes are also levied on gasohol.

State Fuel Tax History:

- The first state fuel tax rate was 2 cents per gallon, established in 1924.
- Fuel tax rate increased to 3 cents per gallon in 1952.
- Fuel tax rate increased to 5 cents per gallon in 1961.
- Fuel tax rate increased to 7 cents per gallon August 13, 1972.
- Fuel tax rate increased to 11 cents per gallon effective June 1, 1987 (Proposition A).
- Fuel tax rate increased to 13 cents per gallon effective April 1, 1992.
- Fuel tax rate increased to 15 cents per gallon effective April 1, 1994.
- Fuel tax rate increased to 17 cents per gallon effective April 1, 1996.
- Fuel tax rate increased to 19.5 cents per gallon effective October 1, 2021.
- Fuel tax rate increased to 22.0 cents per gallon effective July 1, 2022.
- Fuel tax rate increased to 24.5 cents per gallon effective July 1, 2023.

Federal Fuel Tax History:

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

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

Transportation Facts

Missouri Vehicle Registrations and Licensed Drivers Fiscal Year 2024

Vehicle Type	Number
Passenger Cars	3,704,810
Trucks	1,543,715
Recreational Vehicles	16,332
Buses	23,522
Motorcycles/Tricycles	138,747
Total	5,427,126

Number of licensed drivers in Missouri	
Male	2,091,452
Female	2,198,939
Total	4,290,391

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

Transportation Facts

Net Motor Fuel Gallons Taxed (Gallons in millions)

Fiscal Year	Gasoline¹	Diesel	Total	Percent change
1999 ²	2,926	835	3,761	0.741
2000	3,056	916	3,972	5.582
2001	2,975	860	3,835	-3.441
2002	3,025	914	3,939	2.708
2003	3,083	923	4,006	1.702
2004	3,148	977	4,125	2.993
2005	3,158	1,025	4,183	1.395
2006	3,124	1,032	4,156	-0.635
2007	3,109	1,033	4,142	-0.347
2008	3,119	1,064	4,183	0.982
2009	3,068	934	4,002	-4.316
2010	3,086	946	4,032	0.750
2011	3,066	967	4,033	0.019
2012	3,025	951	3,976	-1.413
2013	2,973	946	3,919	-1.431
2014	2,969	957	3,926	0.171
2015	3,030	979	4,009	2.120
2016	3,101	1,006	4,107	2.457
2017	3,115	1,014	4,129	0.536
2018	3,106	1,040	4,146	0.412
2019	3,111	1,050	4,161	0.362
2020	3,018	1,060	4,078	-1.995
2021	2,887	1,088	3,975	-2.526
2022	3,119	1,100	4,219	6.138
2023	3,187	977	4,164	-1.321
2024	3,212	938	4,150	-0.337

Notes:

¹ Gasoline gallons include gasohol, compressed natural gas and liquefied natural gas.

² Beginning January 1, 1999, the State moved the collection point to the rack (terminal). Fiscal year 2000 was the first full year of collections at the terminal.

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

Transportation Facts

Distribution of Highway User Fees – Fiscal Year 2024

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

Fuel Taxes Rates:

State:	Gas / Gasohol	Percent	Diesel	Percent
State-Roads & Bridges, MSHP, DOR	17.69¢	72.2%	17.69¢	72.2%
Cities ¹	3.68¢	15.0%	3.68¢	15.0%
Counties ²	3.13¢	12.8%	3.13¢	12.8%
Total State	24.50¢		24.50¢	
Federal:				
Underground Storage Tank	0.10¢	0.6%	0.10¢	0.4%
Transit Account	2.86¢	15.5%	2.86¢	11.7%
Highway Account	15.44¢	83.9%	21.44¢	87.9%
Total Federal	18.40¢		24.40¢	
TOTAL FUEL TAX RATE	42.90¢		48.90¢	

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

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

Notes:

¹ City share is based on population.

² County share is based on assessed rural land valuation and rural road mileage.

Source: MoDOT.

Transportation Facts

Potential Transportation Revenue Options - Motor Fuel Tax

Yield from Increasing Gas Excise Tax¹

	5-Cents	10-Cents	15-Cents
State (70%)	\$112,287,989	\$224,575,977	\$336,863,966
City (15%)	24,061,712	48,123,424	72,185,136
County (15%)	24,061,712	48,123,424	72,185,136
Total	\$160,411,413	\$320,822,825	\$481,234,238

Yield From Increasing Diesel Fuel Excise Tax¹

	5-Cents	10-Cents	15-Cents
State (70%)	\$32,831,652	\$65,663,304	\$98,494,956
City (15%)	7,035,354	14,070,708	21,106,062
County (15%)	7,035,354	14,070,708	21,106,062
Total	\$46,902,360	\$93,804,720	\$140,707,080

Yield From Increasing All Motor Fuel Excise Tax¹

	5-Cents	10-Cents	15-Cents
State (70%)	\$145,119,641	\$290,239,281	\$435,358,922
City (15%)	31,097,066	62,194,132	93,291,198
County (15%)	31,097,066	62,194,132	93,291,198
Total	\$207,313,773	\$414,627,545	\$621,941,318

Yield From Implementing Sales Tax On Motor Fuel²

	1.0%	3.0%	5.0%
State (70%)	\$77,858,417	\$233,575,254	\$389,292,089
City (15%)	16,683,947	50,051,840	83,419,734
County (15%)	16,683,947	50,051,840	83,419,734
Total	\$111,226,311	\$333,678,934	\$556,131,557

Yield From Implementing Consumer Price Index Adjustment On Motor Fuel^{1,3}

	Year-1	Year-2	Year-3
State (70%)	\$16,833,878	\$33,957,996	\$51,662,592
City (15%)	3,607,260	7,276,713	11,070,555
County (15%)	3,607,260	7,276,713	11,070,555
Total	\$24,048,398	\$48,511,422	\$73,803,702

Notes:

¹ Potential yields are based on fiscal year 2024 net diesel gallons taxed of 938,047,201 and net gasoline and gasohol gallons taxed of 3,208,228,254.

² Potential yields are based on the gasoline price per gallon of \$3.08 and the diesel price per gallon of \$3.39 as reported in the July 31, 2024 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

³ Potential yields are based on an annual consumer price index of 2.36 percent (15-year average).

Source: MoDOT.

Transportation Facts

Potential Transportation Revenue Options - Sales Tax

Yield From Increasing Motor Vehicle Sales Tax

	0.10%	0.25%	0.75%	1.00%
State (87.5%)	\$13,408,211	\$33,520,526	\$100,561,578	\$134,082,103
City (7.5%)	1,149,275	2,873,188	8,619,564	11,492,752
County (5%)	766,183	1,915,459	5,746,376	7,661,835
Total	\$15,323,669	\$38,309,173	\$114,927,518	\$153,236,690

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

	0.10%	0.25%	0.75%	1.00%
State (100%)	\$106,136,810	\$265,342,024	\$796,026,073	\$1,061,368,097
City (0%)	0	0	0	0
County (0%)	0	0	0	0
Total	\$106,136,810	\$265,342,024	\$796,026,073	\$1,061,368,097

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

	0.10%	0.25%	0.75%	1.00%
State (98.4%)	\$119,545,021	\$298,862,550	\$896,587,651	\$1,195,450,200
City (1.0%)	1,149,275	2,873,188	8,619,564	11,492,752
County (0.6%)	766,183	1,915,459	5,746,376	7,661,835
Total	\$121,460,479	\$303,651,197	\$910,953,591	\$1,214,604,787

Source: Prepared by MoDOT based on fiscal year 2024 receipts.

Transportation Facts

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

Yield From Increasing All Passenger Car Fees

	\$5.00	\$10.00	\$25.00	\$30.00
State (75%)	\$13,893,037	\$27,786,075	\$69,465,187	\$83,358,225
City (15%)	2,778,608	5,557,215	13,893,038	16,671,645
County (10%)	1,852,405	3,704,810	9,262,025	11,114,430
Total	\$18,524,050	\$37,048,100	\$92,620,250	\$111,144,300

Yield From Increasing All Truck & Bus Fees

	\$5.00	\$10.00	\$25.00	\$30.00
State (75%)	\$5,877,138	\$11,754,277	\$29,385,693	\$35,262,832
City (15%)	1,175,428	2,350,856	5,877,139	7,052,567
County (10%)	783,619	1,567,237	3,918,093	4,701,711
Total	\$7,836,185	\$15,672,370	\$39,180,925	\$47,017,110

Yield From Increasing Driver Licensing Fees

	\$5.00	\$10.00	\$25.00	\$30.00
State (75%)	\$4,300,132	\$8,600,265	\$21,500,662	\$25,800,795
City (15%)	860,027	1,720,053	4,300,133	5,160,159
County (10%)	573,351	1,146,702	2,866,755	3,440,106
Total	\$5,733,510	\$11,467,020	\$28,667,550	\$34,401,060

Yield From Increasing Alternative Fuel Decal Fees

	10.00%	20.00%	30.00%	40.00%
State (75%)	\$203,856	\$407,711	\$611,568	\$815,422
City (15%)	40,771	81,542	122,313	163,085
County (10%)	27,181	54,362	81,542	108,723
Total	\$271,808	\$543,615	\$815,423	\$1,087,230

Yield From Converting All Passenger Car Fees from Horsepower to Miles per Gallon (MPG)¹

State (41.3%)	\$23,587,504
City (35.2%)	20,103,634
County (23.5%)	13,421,461
Total	\$57,112,599

Notes:

¹ Potential yields are based on an annual tiered fee structure; \$27 for 0-19 MPG, \$35 for 20-29 MPG, \$43 for 30-39 MPG, \$50 for 40-49 MPG, \$58 for 50-59 MPG, \$82 for +60 MPG, \$124 for plug-in electric hybrids and \$136 for electric vehicles.

Source: Prepared by MoDOT based on Missouri Department of Revenue passenger car, truck and bus registrations and driver license renewal information. Alternative fuel decal fee data is based on fiscal year 2024 revenue received.

Transportation Facts

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

Yield from Increasing All Motor Fuel Excise Tax¹

	2.4-Cents	6-Cents	12-Cents
State (70%)	\$69,657,427	\$174,143,569	\$348,287,139
City (15%)	14,926,592	37,316,479	74,632,958
County (15%)	14,926,592	37,316,479	74,632,958
Total	\$99,510,611	\$248,776,527	\$497,553,055

Yield From Implementing Sales Tax On Motor Fuel²

	0.88%	2.2%	4.4%
State (70%)	\$69,792,461	\$174,481,152	\$348,962,304
City (15%)	14,955,527	37,388,818	74,777,636
County (15%)	14,955,527	37,388,818	74,777,636
Total	\$99,703,515	\$249,258,788	\$498,517,576

Yield From Increasing Motor Vehicle Sales Tax

	0.65%	1.63%	3.25%
State (87.5%)	\$87,153,368	\$218,553,830	\$435,766,838
City (7.5%)	7,470,289	18,733,185	37,351,443
County (5%)	4,980,192	12,488,790	24,900,962
Total	\$99,603,849	\$249,775,805	\$498,019,243

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

	0.10%	0.24%	0.47%
State (100%)	\$106,136,810	\$254,728,343	\$498,843,006
City (0%)	0	0	0
County (0%)	0	0	0
Total	\$106,136,810	\$254,728,343	\$498,843,006

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

	0.08%	0.21%	0.41%
State (98.4%)	\$95,636,016	\$251,044,542	\$490,134,583
City (1.0%)	919,420	2,413,478	4,712,028
County (0.6%)	612,947	1,608,985	3,141,352
Total	\$97,168,383	\$255,067,005	\$497,987,963

Notes:

¹ Potential yields are based on fiscal year 2024 net diesel gallons taxed of 938,047,201 and net gasoline and gasohol gallons taxed of 3,208,228,254

² Potential yields are based on the gasoline price per gallon of \$3.08 and the diesel price per gallon of \$3.39 as reported in the July 31, 2024 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

Source: Prepared by MoDOT based on fiscal year 2024 receipts.

Transportation Facts

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

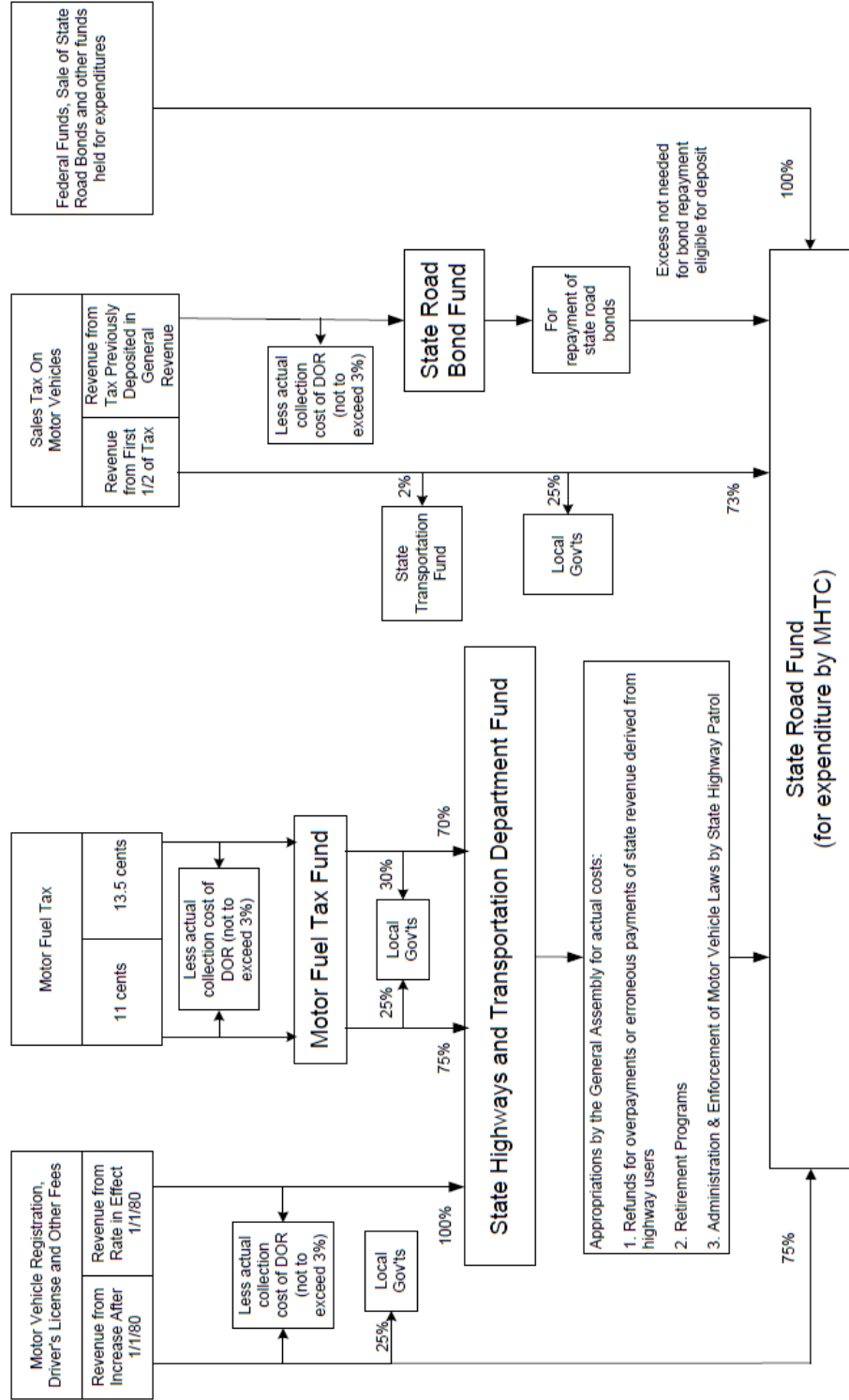
Yield from Increasing All Passenger Car, Truck, Bus and Driver Licensing Fees		
	\$16.00	\$39.00
State (75%)	\$77,024,988	\$187,748,408
City (15%)	15,404,998	37,549,682
County (10%)	10,269,998	25,033,121
Total	\$102,699,984	\$250,331,211

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

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION (MHTC)

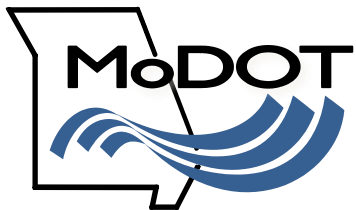
Road and Bridge Funding - Flowchart

(Effective 7/1/2023)



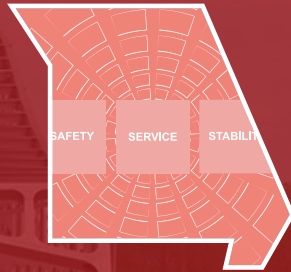
*Requires certification by the Commissioner of Administration and the Missouri Highways and Transportation Commission.

Source: MoDOT



Missouri Department of Transportation
Financial Services Division
573.526.8106
www.modot.org
1-888-ASK-MODOT

2024



MoDOT RESULTS

Safety. Service. Stability.

Missouri Department of Transportation



www.modot.org

CONTENTS

MoDOT RESULTS

TABLE OF CONTENTS

MoDOT Delivers Results	3
SAFETY	4
Building a Culture of Safety	
SERVICE	6
Efforts and success with vacancies	
STABILITY	8
Governor, General Assembly Invest in Infrastructure	
Additional Information	11

“We work hard to deliver quality transportation projects every day.”

SAFETY

Be Safe

Be Accountable

SERVICE

Be Respectful
Be Inclusive

Be Bold
Be Better

STABILITY

Be One Team
So we can be a
great organization

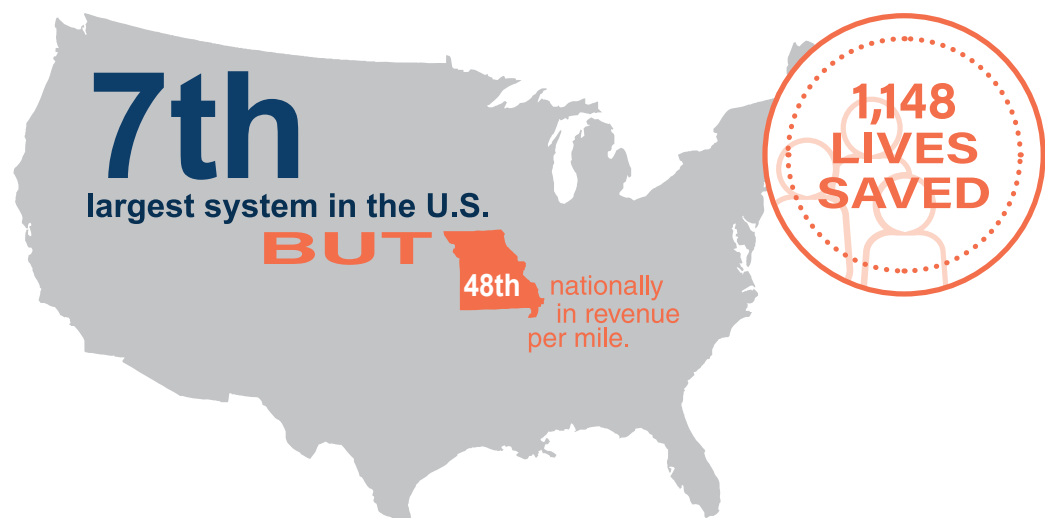
MoDOT Delivers Results

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

Since 2007, MoDOT has documented more than **\$6.1 billion** in one-time or ongoing savings. This includes redirection of \$82 million in savings in 2024 to roads and bridges and \$695 million in savings to our customers. In the last 17 years, reinvestment in safety enhancements resulted in an estimated 1,148 lives saved. MoDOT is not afraid to make tough decisions. In 2011, we responded to Missouri's critical infrastructure needs by enacting the Bolder Five-Year direction, a plan that reduced 124 facilities, 750 pieces of equipment and 1,200 employees. Over a decade later, these actions have saved \$1.2 billion.

During FY2023, reinforced by an increased 2.5-cent per gallon fuel tax which allowed us to match Federal funds, MoDOT met with our partners and the general public to target \$11 billion in unfunded transportation needs across the state.

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

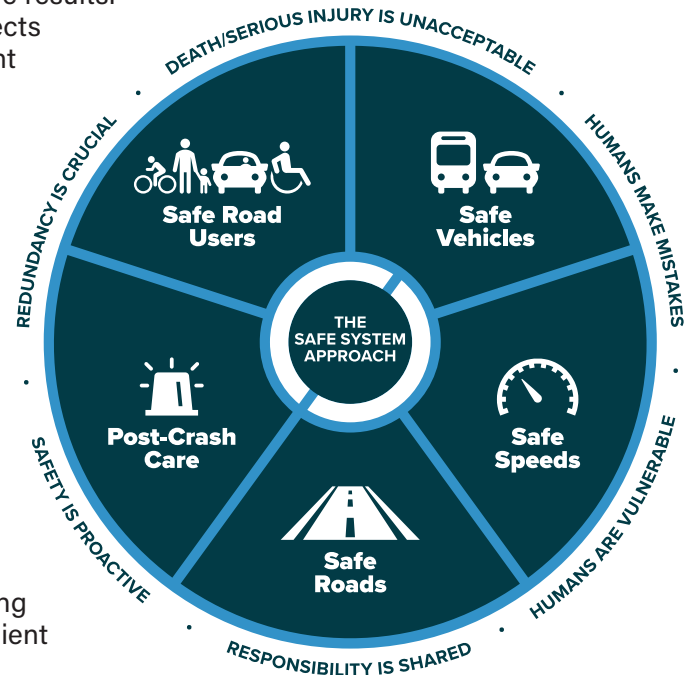


SAFETY

Building a Culture of Safety

Increasing safety of the transportation system is a key and challenging component of MoDOT's mission. In 2023, 991 people were killed in Missouri traffic crashes, and over the last 5 years, there have been 4,932 traffic fatalities in the state. Through a combination of engineering improvements and education, MoDOT has worked diligently with safety partners throughout the state to have a positive impact on highway safety. While there remains much work to do, the state is seeing progress. Missouri experienced a 6% decrease in traffic fatalities in 2023, and the state passed a comprehensive distracted driving law, a key recommendation of MoDOT's legislative priorities. Furthermore, in an effort to implement safety improvements on all construction projects, MoDOT developed the Safety Assessment For Every Roadway (SAFER) tool. Created to help project teams facilitate discussions and view projects through the lens of safety, the tool is designed to be simple and is intended for use by all. SAFER makes sure that project teams are **asking the right questions** and taking into account important factors such as crash history, vulnerable roadway users (VRUs), roadway visibility, intersection/interchange design, areas of concern from roadway users, risky driving behaviors, and other considerations. The SAFER tool promotes a "Safe System Approach" and seeks to build redundancy in the system by which infrastructure countermeasures can help mitigate the consequences of risky driving behaviors.

The impacts of SAFER are already showing positive results. Before the implementation of SAFER, 28% of projects in MoDOT's Statewide Transportation Improvement Program (STIP) incorporated the kind of safety-specific improvements to minimize the impacts of crashes, an investment of about \$200 million. In the most recent STIP since adopting SAFER, approximately 50% of the total projects include specific safety improvements with an overall investment in safety of approximately \$648 million. With these safety improvements, it is estimated that more than 200 lives will be saved and more than 950 serious injuries will be reduced over the lifespan of the safety improvements implemented in these projects. The SAFER tool helps ensure that the right investments are being made to keep all roadway users and roadway workers safe. While there are many other factors that can influence highway safety (driver behavior, public policy), using the SAFER program to design and build more resilient roadways is a positive step forward.



RESULTS



KEEPING ALL TRAVELERS SAFE

\$1.9 Billion in Safety Benefits, 160 Lives Saved

The Smooth Roads Initiative and Better Roads, Brighter Future programs were back-to-back efforts that improved 5,600 miles of highways. Completed earlier than scheduled, the efforts delivered smoother pavement, brighter striping, rumble stripes and other safety improvements to the highways that carry 76% of Missouri's traffic. These improvements have resulted in more than **\$1.9 billion** of safety benefits to customers since 2007.



SAFETY COMMITMENT

\$8.0 Billion in Total Customer Savings, 746 Lives Saved

To improve roadway safety, MoDOT has provided treatments on roadways to address "run-off-the-road" crashes. By installing thousands of miles of shoulders and rumble strips on rural highways, MoDOT has reduced severe crashes by 30%. Guard cable is used on portions of interstates and other major routes, drastically reducing the number of median crossover crashes, which are often fatal. Also, high-grip surface treatments have achieved a 20% reduction in run-off-the-road crashes and help hold vehicles in the driving lanes. Electronic truck screening allows prequalified trucks to safely bypass weigh stations.



STATE-OF-THE-ART DESIGN

\$701 Million in Total MoDOT Savings, 101 Lives Saved

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



WORK ZONE SAFETY

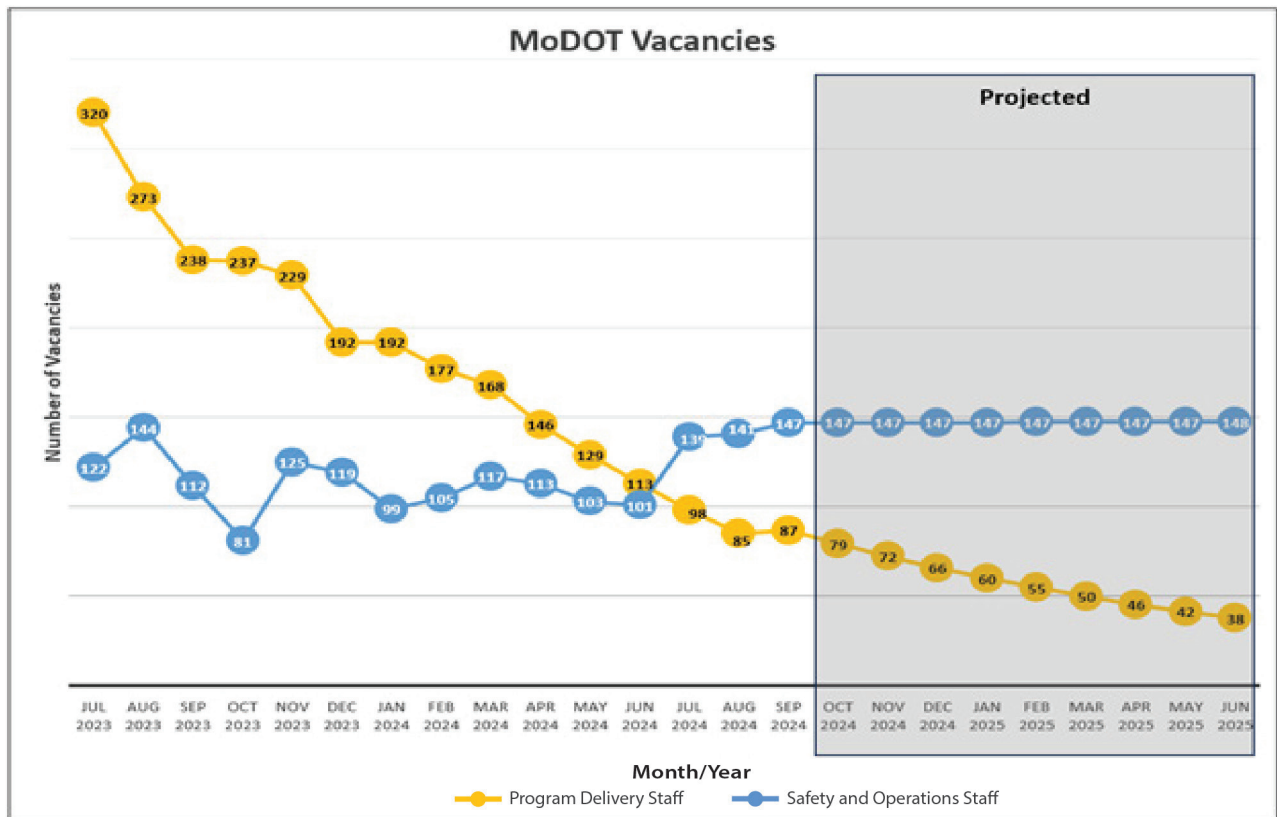
The Missouri Department of Transportation owns more than 500 truck- or trailer-mounted attenuators (TMA) used to help save lives by absorbing the impact of a crash in a work zone. The TMAs also serve as a warning to traffic approaching a work zone and include a message board and lights. These protective vehicles are often the only thing between road workers making repairs and the traveling public. The department continues to add lights and reflectivity to the back of the TMA to increase visibility, and recent results show a decrease in the number of times these vehicles are hit. In fiscal year 2024, these vehicles were struck by motorists 42 times in work zones. This is a decrease from the previous fiscal year, which saw 53 TMA crashes.

SERVICE

Efforts and success with vacancies

After several years of dramatic turnover directly impacting the department's productivity, this past year marked one of progress. The Missouri Highways and Transportation Commission continues to make efforts to improve employee pay where possible, in addition to those that have already taken place, such as the market adjustments made in July 2022. Multiple cost-of-living increases signed into law by the governor have also occurred in fiscal years 2022, 2023 and 2025.

These efforts have helped the department turn the corner: since May of 2023, MoDOT's hires have outpaced its separations.



RESULTS



PRACTICAL OPERATIONS

CUSTOMER PRIORITIES

\$778 Million in Total MoDOT Savings

MoDOT has saved \$582 million since 2007 by adjusting mowing and striping schedules, using innovative materials and equipment to fight ice and snow, re-evaluating our snow route priorities and using incarcerated crews. These savings have been redirected back into improving the conditions of Missouri's roads and bridges.



EMBRACING TECHNOLOGY

WEB BASED MOTOR CARRIER CREDENTIALING

\$141 Million in Total Customer Savings

Electronic credentialing saves customers money by the elimination of postage, other fees and time it takes to send the physical documents to MCS. It allows Motor Carriers to increase fleet utilization by quicker, electronic registrations. There is also a reduction in time spent on phone calls by real time, 24/7 access to their registration data.



INNOVATIVE CONTRACTING

INNOVATIVE PROCUREMENT

\$750 Million Redirected to Roads and Bridges

MoDOT uses Alternative Technical Concepts (ATC) to provide solutions that are equal or better than the original bid requirement. ATCs have been used on multiple projects since 2007. Looking to copy private-sector success, legislators authorized Design-Build project delivery. Concentrating on project goals, innovation, schedule and budget, construction is completed more efficiently, with less impact on travelers. Since 2010, Design-Build has saved \$431 million and saved 103 lives. Before design plans and construction projects are completed, they are reviewed for money-saving methods and procedures. In 2024, these engineering reviews saved **\$20.4 million**.



STABILIZING RESOURCES

GENERAL REVENUE HELPS FUND RURAL ROUTE IMPROVEMENTS

In 2024, for the third year in a row, the Missouri General Assembly invested \$100 million of General Revenue into MoDOT for the improvement of more than 1,900 lane miles of low volume and minor routes across the state. The fiscal year 2025 investment comes after an initial total investment of **\$200 million** in fiscal years 2023 and 2024 through Gov. Mike Parson's Rural Routes Program improved more than 3,500 miles of low-volume rural routes. Many of these routes were in poor condition and ineligible for federal funds, impacting investment levels.

STABILITY

Addressing Unfunded Needs

The projects made possible by these additional investments were once identified as high-priority unfunded needs. The list of unfunded needs – developed with planning partners across the state – prioritizes \$4.4 billion in road and bridge needs into three tiers, with tier one including those that could be accomplished within the current five-year STIP as funding is made available.

This year, MoDOT, in conjunction with the Metropolitan Planning Organizations and Regional Planning Commissions, moved 35 needs worth \$441 million from the unfunded list to the FY2025-2029 STIP. Two statewide needs, totaling \$322 million, were also partially moved to the STIP from the unfunded needs list – bringing the total to \$763 million.

This list provides direction for future years' STIP development. The collaboration across the state is critical to get future needs in the right tier of prioritization so MoDOT is ready to respond as federal and state transportation funding becomes available.

Governor, General Assembly Invest in Infrastructure

During the 2024 legislative session, with Gov. Mike Parson's support, the Missouri General Assembly continued to make significant investments in Missouri's transportation infrastructure. For the second consecutive year, historic investments were made using General Revenue and bonding to fund projects on Missouri's interstate system.

The legislature approved \$577.5 million for the costs to plan, design, construct, reconstruct, rehabilitate and repair designated segments of Interstate 44. Substantial investments were also made by the General Assembly using General Revenue and Budget Stabilization Funds to make improvements to Interstate 70 and various other routes, including U.S. 65 and U.S. 67; conduct environmental studies on future corridor enhancements; and to improve pavement conditions. Non-highway modes of transportation also received legislatively designated funds, with investments made in passenger rail crossing improvements, airports and waterways.

The Fiscal Year 2025 budget also included an additional \$100 million for investment in Missouri's low-volume rural roads. This investment, the third of its kind in as many years, will improve conditions on more than 1,900 lane miles of rural roads at 149 locations. These roads from across the state were bundled into 19 projects, scheduled for completion in November 2025.



RESULTS



MANAGING ASSETS

TAKING CARE OF OUR SYSTEM

\$57 Million in Total MoDOT Savings

With 33,811 miles of state highway to manage, taking care of our signs and signals is a big challenge. By reassessing our road sign needs, modifying sign design and installations, converting signal and roadway lighting to LED, merging multiple software contracts into one and scrutinizing every aspect of traffic signal design and operation, **\$57 million** is sent back over time to take care of our system.



FINANCIAL SUCCESS

COMPETITIVE FEDERAL DISCRETIONARY GRANTS FUND

Federal discretionary grants have infused much-needed funding into Missouri's transportation system several times over the last decade. These competitive grants are awarded to states who show a project has national or regional significance in the improvement of safety, efficiency, and the movement of freight and people in and across rural and urban areas. Since 2009, MoDOT has been awarded **\$189 million** in Competitive Federal Discretionary Grants. MoDOT's largest such grant was the **\$92.9 million** INFRA Grant award in 2024 for the Improve I-70 Program, a project vital to both Missouri and the nation.



FINANCIAL STABILITY

FINANCIAL RESPONSIBILITY

\$2.5 Billion in Funding from Partners and State Property Leasing and Sales

Communities contribute to state highway projects to receive needed upgrades faster. If custom, decorative work is desired, those costs are also contributed. In the last 15 years, locals shared **\$2.5 billion** in additional local or federal funding to MoDOT projects and, by managing our right-of-way, put **\$64 million** to roads and bridges.



EMBRACING TECHNOLOGY

USING TECHNOLOGY TO DELIVER PROJECTS

\$26.2 Million in Total MoDOT Savings

Using Light Detection and Ranging (LiDAR) technology to streamline survey costs, LiDAR instruments are used to deliver needed topographical data to highway designers to create roadway plans. This method allows for safer, faster and more accurate collection of data on a large scale and is shown to be 56% less expensive than traditional aerial and land survey. Since implementing in 2007, this technology has saved taxpayers **\$26.2 million**. MoDOT has been a pioneer in embracing this technology and expanding the program each year. MoDOT won the 2018 and 2019 ACEC Engineering Excellence Grand award in partnership with their consultant.

RESULTS



DELIVERING RESULTS

We continue to complete projects on budget and on time.

The cost to deliver the State Fiscal Year 2024 completed projects was \$783 million (305 projects).	2.3% over budget 94% completed on time.
Over the last 10 years 4,099 projects worth \$9.7 billion completed.	3.8% (\$385 million) under budget 93% completed on time.

DBE Contracts for Federal Fiscal Years 2021-2023: \$375 million of \$3.47 billion total construction payments. The percent of DBE workforce on projects increased in FFY 2023. Contractors' minority workforce increased to 13.7%, and contractors' female workforce increased to 5.04%.



Building the future: major project highlights

The year 2024 saw the Missouri Department of Transportation make headway on several major projects, including the completion of multiple design-build projects.

- MoDOT's Statewide Improve I-70 Program made significant progress throughout the year. In 2023, \$2.8 billion in General Revenue funds were allocated for the costs to add an additional lane in each direction on nearly 200 miles of Interstate 70 from Blue Springs to Wentzville. During 2024, the first two contracts in a series of contracts for I-70 were awarded.
 - The first project of this historic investment in infrastructure, from Columbia to Kingdom City, was awarded in February 2024 and began construction in July. This design-build contract is a \$405 million fixed-cost contract and includes \$123 million previously programmed for the I-70 interchanges at U.S. routes 63 and 54.
- In Kansas City, construction of the new U.S. Route 169 Buck O'Neil Bridge neared completion, with the new bridge officially opening to traffic in October. The project broke ground on June 23, 2021, with construction beginning in July of that year.
 - The \$220 million project connects downtown Kansas City and interstate routes with the communities north of the river and sees upwards of 50,000 vehicles per day.
- Also opened to traffic in 2024 was the Lance Corporal Leon Deraps I-70 Missouri River Bridge at Rocheport. This milestone was met after a year of construction on the new eastbound bridge following demolition of the former bridge in late 2023. The approximately \$240 million project provides twice the width of the old bridge and will have a lifespan of 100 years.
- In southeastern Missouri, construction on the former Chester Bridge over the Mississippi River - now known as the Don Welge Memorial Bridge - continued this year after breaking ground in September 2023. The bridge spans the Mississippi River between Perryville, Missouri and Chester, Illinois via Missouri Route 51/Illinois Route 150.
 - The new bridge will be a three-tower, cable-stayed bridge and will cost approximately \$284 million to complete. This past year, crews excavated the Mississippi riverbank on the Missouri side of the river to prepare for the construction of an embankment for the new roadway. The project has a completion date of December 2026.



For More Information

ADDITIONAL INFORMATION

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

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

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

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



www.modot.org
888-ASK MODOT
(888-275-6636)



