



L RTP

Long-Range
Transportation
Plan

Needs Assessment

DRAFT

Introduction

Traverse a small stretch of Missouri’s roadways and you are likely to encounter the investments being made in transportation infrastructure. Missouri’s transportation system is a tremendous asset to the citizens of Missouri. The system consists of 33,814 miles of state highways and 10,427 bridges, ranking it as the 7th largest state highway system with the 6th most bridges in the country. Identifying and prioritizing the needs of the system is essential to keeping it operational. There are two levels of needs identification regional and statewide both of which are identified through the Long-Range Transportation Plan (LRTP) planning process.

Statewide Needs

- Involve public outreach that occurs during long-range plan development
- Typically crosses multiple District boundaries
- Often involve interstates and major highways

Regional Needs

- Are defined by the seven Missouri Department of Transportation (MoDOT) Districts in collaboration with:
 - Local and regional elected officials
 - Community officials
 - Metropolitan planning organizations
 - Regional planning commissions
- Are reviewed and updated throughout the year

Prioritizing Needs

Is the process of deciding which problems from the list of identified needs should be addressed first

Can be challenging due to wide range of needs and varying time frames

Requires coordinated effort from many groups

Immediate needs do not automatically receive higher priority

Subject areas include:

 SAFETY	 ROAD CONDITION IMPROVEMENTS
 MULTIMODAL TRANSPORTATION OPTIONS	 ECONOMIC DEVELOPMENT

Funded Needs

MoDOT funds both statewide and regional transportation needs through the [Statewide Transportation Improvement Program \(STIP\)](#).

Present Day (2025)

- The largest STIP in MoDOT history
- The busiest construction season on record, with more than \$2 billion in awarded contract work
- Delivery of large-scale transportation projects, including Improve I-70 and Forward 44

Over the Last 10 Years

- 4,099 projects completed
- \$9.7 billion total investment

Looking Forward (Next Five Years)

- \$13.3 billion in federal and state revenues available for all transportation modes
- \$9.5 billion allocated for road and bridge contractor awards
- Maintaining the existing system is the focus of the 2026–2030 STIP, as taxpayers requested
- Many regions will only have enough funding to maintain current pavement and bridge conditions rather than improve them

Needs prioritization is based on the goals in Missouri’s long-range transportation plan. MoDOT Districts work with planning partners to prioritize regional needs annually. Each district develops a program that first focuses on asset management goals to maintain existing condition. If a district has funds remaining after programming the work needed to meet condition goals, then other regional needs may be considered and prioritized.

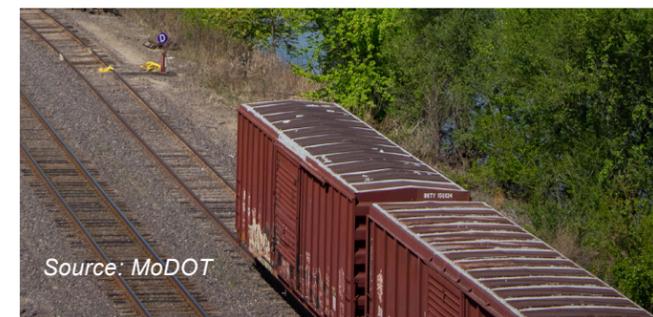
More information about revenue sources can be found in the **Revenue Forecast Chapter** of this document and the Citizen’s Guide to Transportation Funding in Missouri, available at the MoDOT website: <http://www.modot.org/guidetotransportation/>.

\$2.83B

Missouri 2024 expenditures for state roads and bridges

\$174M

Administered and overseen by MoDOT in 2024 for multimodal improvements



State Roads and Bridges Funded Needs

Funding needs for Missouri’s state roads and bridges include investments to design, construct, operate and maintain these facilities throughout state. The state road and bridge investments are divided into five categories. **Figure 1** illustrates the distribution of the total investments and details each of the categories.

Figure 1 – MoDOT Transportation Funded Expenditures, 2025



Source: MoDOT, Financial Snapshot (2025).

Construction

Largest area of investment that includes:

- Payments to contractors for projects that maintain and improve the transportation system
- MoDOT engineering costs for administering and monitoring the construction program
- Payments to engineering design consultants
- Costs of acquiring right of way and relocating utilities

Safety and Operations

Investments that include:

- Snow plowing, mowing and other routine maintenance services
- Pavement upkeep on approximately 5,100 miles of lower-volume routes not eligible for federal reimbursement
- Utilities, tools and materials for maintenance buildings statewide
- Bridge maintenance, signing, striping, sweeping, rumble strips and lighting
- Traveler information and incident-management services

Facilities and Administration Program System Investment Area

Investments that include:

- Purchasing MoDOT’s fleet of trucks
- Constructing and maintaining MoDOT buildings
- Providing information technology needed for maintenance and engineering functions

Administration

Administrative costs are the fifth lowest in the nation and include salaries, wages and benefits for:

- Human resources
- Accounting
- Legal services
- Executive management
- Customer service
- Other support services

Highway Safety

Investments that include:

- Road and bridge features designed to reduce fatalities and serious injuries
- Salaries, wages and benefits for highway safety personnel

Multimodal Funded Needs

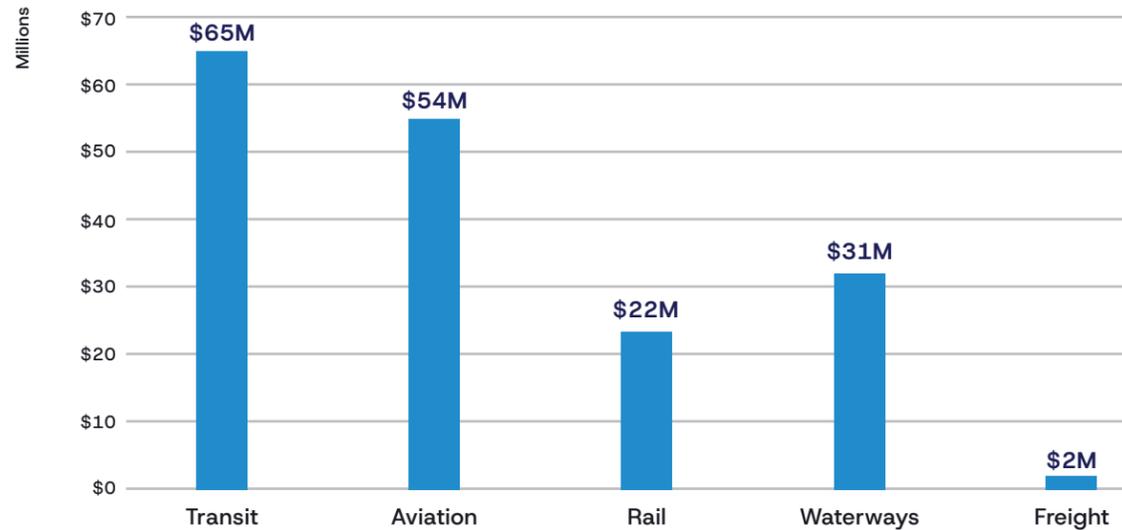
Multimodal refers to non-highway modes of transportation including transit, aviation, railroads, waterways and freight. Most of the transportation revenue is constitutionally required to be spent on state roads and bridges, leaving limited funds to support these services and facilities. Unlike roads and bridges, the State does not own multimodal facilities but instead administers the funding and provides oversight for multimodal investments.

The distribution of the total investments for each of the non-highway modes of transportation for fiscal year (FY) 2025 is shown in **Figure 2**, followed by funding details for each mode.



Source: MoDOT

Figure 2: MoDOT Multimodal Investments, 2025



Source: MoDOT, Financial Snapshot, 2025.

Transit (Fiscal Year 2025)

- \$65 million in transit funds administered by MoDOT
- Most funding came from federal programs supporting operating costs and bus purchases for transit agencies statewide
- A small portion came from state and General Revenue funds to support operating costs

- MoDOT also administers federal funding for:
 - Airfield pavement and lighting improvements
 - Obstruction removal
 - Expansion projects

Aviation (Fiscal Year 2025)

- \$54 million in aviation funds administered by MoDOT
- Missouri uses dedicated aviation fuel taxes to fund improvements to public-use airports

Rail (Fiscal Year 2025)

- \$22 million in rail funds administered by MoDOT
- Funds support:
 - The Amtrak service between St. Louis and Kansas City (funded by General Revenue)
 - Safety improvements at railroad crossings (funded by state and federal sources)

Waterways (Fiscal Year 2025) Freight (Fiscal Year 2025)

- \$31 million in waterways funding administered by MoDOT
- Funds provided operating and capital assistance to Missouri’s river ports and ferry boat operators
- \$2 million administered by MoDOT for its Freight Enhancement Program supporting non-highway capital projects that improve freight flow efficiency
- Eligible recipients include public, private and nonprofit entities

Unfunded Needs

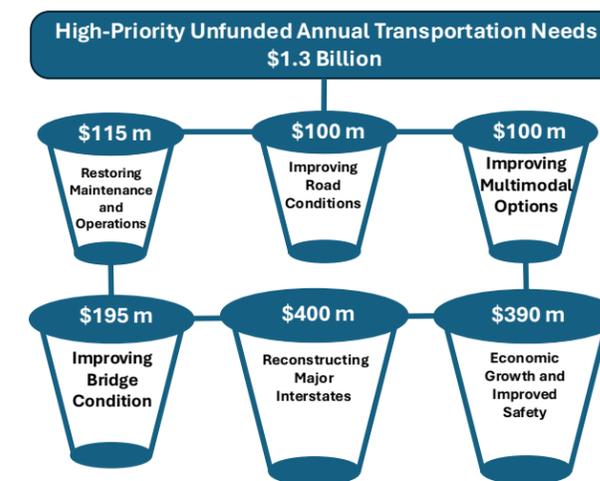
What Are Missouri’s Transportation Needs?

Missouri has made historic investments in its transportation system, but with MoDOT’s current available resources, the department must focus on preserving the existing system. Maintaining today’s conditions requires nearly all available funding—and in some districts, every dollar is dedicated to keeping roads and bridges in good condition. Even with this focus, some areas will still lose ground over time.

This reality leaves a number of transportation needs unfunded. These needs represent critical improvements that go beyond basic maintenance—such as safety enhancements, mobility upgrades, economic development opportunities, and multimodal connections.

Through the LRTP public engagement process, Missourians helped identify and prioritize these needs. Based on this input, MoDOT has adjusted its **Annual High-Priority Unfunded Needs** “buckets” to reflect what matters most to the public and stakeholders as shown in **Figure 3**.

Figure 3 – Annual High-Priority Unfunded Needs

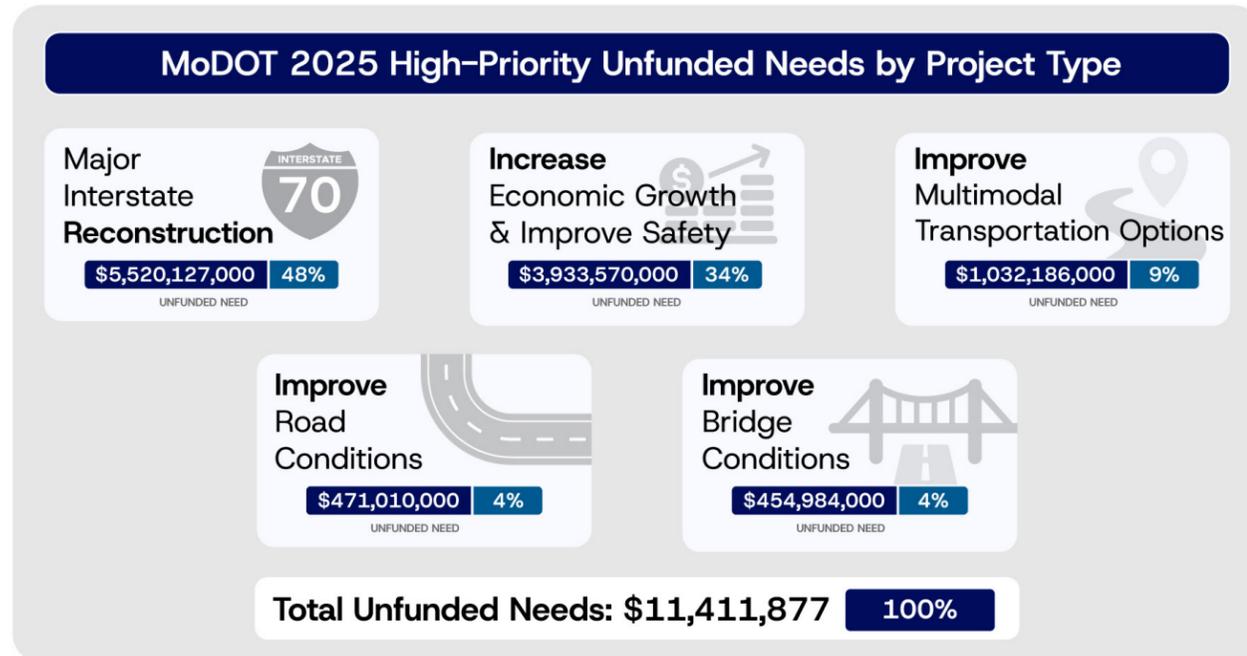


Source: MoDOT

10-Year High Priority Unfunded Needs

While the State has made a historic investment in transportation, MoDOT must continue to prioritize using its existing resources to preserve the current condition of the transportation system. As a result, many MoDOT districts must devote all available funding to maintaining existing roads and bridges, leaving limited capacity to address additional needs. These unmet needs are documented in the [2025 High-Priority Unfunded Needs \(HPUN\)](#) and represent a 10-year list of unfunded transportation needs across the state. To clearly communicate these challenges, the HPUN have been organized into high-priority categories. **Figure 4** summarizes the 10-year HPUN by category.

Figure 4 – 10-Year High-Priority Unfunded Needs



Source: MoDOT, Missouri High Priority Unfunded Needs, 2025.

Improve Road and Bridge Conditions

- Additional \$1 billion needed in roads, bridges and maintenance that could:
 - Enable all MoDOT Districts to adequately maintain their existing systems
 - Reduce the number of poor condition bridges across the state
 - Improve overall road conditions statewide
 - Stabilize MoDOT’s maintenance and operations to keep pace with inflationary cost increases

Major Interstate Highway Reconstruction

- Additional \$5.5 billion needed to reconstruct interstates
- Interstate considerations:
 - The interstate system is 65 years old, originally built with a 20-year life expectancy
 - Recent General Revenue investment supports improvements to 200 miles of I-70 through reconstruction and added capacity
 - Key Freight Corridors include I-44, I-70, I-55, I-57 and I-270. These corridors are projected to see moderate but steady growth in both tonnage and value, reflecting their importance to regional supply chains

Increase Economic Growth and Improve Safety

- Additional \$3.9 billion needed to support economic growth and safety
- Includes projects sought by communities statewide but that are unaffordable
- Includes:
 - New interchanges
 - Adding shoulders with rumble strips
 - Adding lanes to existing roads
- Benefits include:
 - Reduced congestion
 - Economic growth
 - Improved safety, reducing fatalities and serious injuries

Improve Multimodal Transportation Options

- Additional \$1 billion investment needed to address key needs for Missouri’s transit, railroads, ports, waterways, airports and bicycle/pedestrian facilities
- MoDOT would collaborate with system owners, stakeholders and regional planning partners
- Goal: Identify and fund the highest-priority multimodal improvements statewide

District Meeting Themes

Each MoDOT District also had the opportunity to provide feedback on the needs of their district. This feedback resulted in seven themes across all or most of the districts. These seven themes are:



Capacity and safety projects are needed to address congestion and improve traffic flow



Transit and modal accessibility needs were identified, including ports, airports, transit and passenger rail



Vulnerable road user safety is a high priority



Truck parking facilities are insufficient across the state



Asset management and maintenance funding resources are needed for bridges, pavement and operational infrastructure



Resiliency investments are needed to address flooding hazards



Intelligent Transportation System (ITS) infrastructure improvement needs were identified



Source: MoDOT