



2026

LRTTP

Long-Range Transportation Plan

Appendices





Appendix A – Modal Advisory Committee and Executive Modal Advisory Committee Members

Modal Advisory Committee (MAC) Members			
Attendee Name	Agency	Attendee Name	Agency
Tom Crawford	Missouri Trucking Association	Rhonda Hamm-Niebruegge	St. Louis Lambert International Airport (STL)
Lewie Pugh	Our Voice for Truckers Everywhere (OVIDA)	Melissa Cooper	Kansas City International Airport (MCI)
Mike Latuszek	Federal Highway Administration (FHWA)	Aimee Andres	Inland Rivers, Ports, & Terminals, INC. (IRPT)
Brian Weiler	Springfield-Branson Airport (SGF)	John Ferguson	Missouri Port Authorities (MPAA)
Bailey DeJonge	East Gateway Council of Governments (EWG)	Jon Stephens	Kansas City Port Authority (Port KC)
Chance Gallagher	St. Joseph Area Transportation Study Organization (SJATSO)	Jeff Davis	BNSF Railway (BNSF)
Ron Achelpohl	Mid-America Regional Council (MARC)	Benjamin Jones	Union Pacific (UP)
John Miller	FHWA	David Pearce	University of Central Missouri (UCM)
Lesley Rone	Missouri Department of Economic Development (MoDED)	Gerri Doyle	Federal Transit Administration (FTA)
Brent Stevens	Workforce Dev Board of N. Missouri	Tammy Bruckerhoff	Visit Hermann
Michael Kelley	BikeWalkKC	Liz Gibbons	City of Kirkwood
Tom Blair	Missouri Department of Transportation (MoDOT) St. Louis District	Cecelie Cochran	FHWA
Zachary Young	MoDOT Southwest District	Stefan Herron	FHWA
Bonnie Prigge	Meramec Regional Planning Commission	Crystal Jones	Perry County Economic Development
Drew Christian	Southeast Missouri Regional Planning and Economic Development Commission (SEMORPC)	Tom Evers	MoDOT St. Louis District



Executive Modal Advisory Committee (MAC) Members			
Attendee Name	Agency	Attendee Name	Agency
Tom Crawford	Missouri Trucking Association	Tammy Bruckerhoff	St. Louis Lambert International Airport
Benjamin Jones	OOIDA	Jackson Hotaling	Kansas City International Airport
Brent Stevens	FHWA	Randall Aulbur	IRPT
Crystal Jones	Springfield-Branson Airport	Bonnie Prigge	MPAA
Tom Blair	EWG	Bailey DeJonge	Port KC
Tom Evers	SJATSO	Chance Gallagher	BNSF
Jeremy Tanz	MARC	Ron Achelpohl	UP
Gerri Doyle	FHWA	Cecelie Cochran	UCM
Benjamin Jones	MoDED	Brian Weiler	FTA
		John Ferguson	MPAA

Appendix B – Intercity Bus Service Routes

The state's intercity bus (ICB) services provide a link between smaller communities and connects those communities to larger urban areas that offer services and opportunities.

Burlington Trailways

An exceedingly small portion of Burlington Trailways service occurs in the state, through a connection from Iowa south along the Missouri-Illinois border, with a southern terminus in St. Louis. Burlington Trailways has six stops in the state in addition to St. Louis: Canton, Hannibal, Bowling Green, Troy, Wentzville and the St. Louis-Lambert Airport.

Greyhound

Greyhound routes through the state fall on largely east-west transcontinental routes. There are three routes specifically carried by Greyhound and these routes follow I-70, I-44 and I-55. Each of these routes includes St. Louis. In addition, Greyhound has 10 other stops in the state. Along I-70 there are stops in Columbia, Boonville and Kansas City. Along I-44, there are stops in Rolla, Ft. Leonard Wood, Lebanon, Springfield and Joplin. Along I-55, there are stops at Cape Girardeau and Sikeston.

Jefferson Lines

Within the state, Jefferson routes run primarily along the western border of the state. Jefferson has 22 bus stops, the most of any provider within the state of Missouri. From north to south, stops are located at Rock Port, Maryville, Bethany, St. Joseph, Cameron, Kansas City (three stops – Kansas City International Airport, Union Station and Greyhound Station), Warrensburg, Peculiar, Harrisonville, Clinton, Butler, Rich Hill, Osceola, Nevada, Collins, Humansville, Bolivar, Springfield, Joplin and Anderson.

Megabus

There is currently only one Megabus route through the state, along I-70, with stops in Kansas City, Columbia and St. Louis. Megabus has a unique operating style compared to the other three major ICB providers in the state. Megabus exclusively provides point-to-point service with very minimal stops (generally no rural access). There are no bus stations/terminals operated by Megabus. Their stop locations are primarily curbside, although they are generally near local transit.

Appendix C – Intercity Bus Stops/Stations

- St. Louis – The St. Louis Greyhound bus terminal is in the Gateway Multimodal Transportation Center. There are MetroBus and MetroLink (light rail) stops at this location. Megabus also stops near Union Station.
- Kansas City – The Kansas City Greyhound terminal (which serves both Greyhound and Jefferson Lines) is situated along several Kansas City Area Transit Authority (KCATA) routes, including the 12th Street (12), Troost (25), 9th Street (109) and Woodland/Brooklyn (110) routes. Megabus stops in Kansas City at the 3rd and Grand KCATA MetroCenter. The MetroCenter is a major park-and-ride location, which is served by four different local bus routes, including the MAX (Bus Rapid Transit). However, as Kansas City continues to strive to develop Union Station as a multi-modal hub, it might make sense to consider consolidating ICB operations to this location, for true intermodal connectivity.
- Columbia – The Greyhound station is located along the “101 N Orange” transit line. However, the station is not specifically listed as a transit stop. The closest scheduled stop is located at Providence Road and Leslie Lane, which is approximately one mile from the Greyhound station. Megabus stops in Columbia at Wabash Station, the main transit hub in Columbia. All bus lines are routed through Wabash Station. Although the Greyhound terminal in Columbia is a stand-alone building that clearly represents a past investment, it may not be sited in the best place for true multi-modal integration. Together with the other alternative modes in Columbia, ICB providers should work to determine a suitable location for a true multimodal hub (whether at Wabash Station or some other location). This is the kind of consolidation that might not occur without state encouragement and investment.
- Springfield – The former Greyhound terminal in Springfield has moved to Springfield City Utilities (CU) Transit Center at N. Main St. in between West College St. and West Olive St. This is the only Greyhound bus stop in Springfield. The Greyhound terminal was relocated to the CU Transit Center as of late 2022, which provides a central location for passengers to transfer between different bus routes. This station would not be considered true multi-modal integration in the sense of offering connections to numerous other transportation modes in one facility. Together with the other alternative modes in Springfield, ICB providers should work to determine a suitable location for a true multimodal hub. This is the kind of consolidation that might not occur without state encouragement and investment.

- Joplin – The ICB stop location is located at a gas station near Route 249 and Route 66 in the Village of Duenweg. The Greyhound station stops in the parking lot of the Phillips 66 right off 7th St. This station is about 6 miles from the nearest Sunshine Lamp Trolley located on Main St. This constitutes fairly good modal integration.
- St. Joseph – The St. Joseph transit system has a transfer station at 6th and Angelique, through which all city transit lines are routed. The St. Joseph ICB bus stop is at that transfer station, an example of perfect integration of these modes. In summary, working to better integrate modes in Columbia, Springfield and Kansas City with ICB would create true intermodal connectivity. St. Joseph is a good model for this type of geographic integration.

Appendix D – Bicycle Routes/Trails

- **The Frisco Highline Trail** - Winds 35 miles through the scenic Ozarks and it connects Springfield to Bolivar, Missouri. The trail was designated a National Recreation Trail by the National Park Service and American Trails in 2004. The trail is feasible due to donors and members of Ozark Greenways, who named and own this Ozarks' Premier Scenic Rail Trail.¹
- **The Great River Bicycle Trail** - Runs from Muscatine, Iowa to New Orleans, Louisiana. The Great River Bicycle Trail enters the state at Hannibal and traverses the east side of the state before exiting the state at Cape Girardeau. There is a trail spur leading into St. Louis. The Great Rivers South Bicycle Route provides the traveler with the subtle beauty of the state's farmland, woods and rivers.²
- **Katy Trail** - Is the longest developed rail to trail facility in the country. Katy Trail State Park attracts users of all ages, interests and riding abilities. The trail offers a place to enjoy nature and an opportunity to discover the rich history from the past. The trail is popular among bicyclists, walkers, equestrians, nature lovers and history buffs. Built on the former Missouri-Kansas-Texas Railroad, the Katy Trail is 240 miles long between Clinton and Machens and contains 26 trailheads and four fully restored rail depots. The Cooper County to St. Charles County section has been designated as an official segment of the Lewis and Clark National Historic Trail. In addition, the Katy Trail is part of the American Discovery Trail, designated as a Millennium Legacy Trail and is in the Rails-to-Trails Conservancy Hall of Fame.³
- **Lewis and Clark Trail Bicycle Routes** - Was created to celebrate the anniversary of the Corps of Discovery's 1803-1806 historic journey and offers cyclists the opportunity to follow the path of the explorers Captains Meriwether Lewis and William Clark. The main route of the Lewis and Clark Bicycle Trail is made up of paved roads, bike paths and unpaved rail-trails, with occasional short sections of gravel roads. The trail enters the state near St. Charles and exits the state north of Kansas City into Atchison, Kansas. The Lewis and Clark Trail runs

¹ Ozark Greenways, "Frisco Highline Trail," accessed June 5, 2025, <https://www.ozarkgreenways.org/explore/greenway-trails/frisco-highline-trail/>.

² Adventure Cycling Association, "Great Rivers South Bicycle Route", accessed June 5, 2025, <https://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/great-rivers-south/>.

³ Missouri State Parks, "Katy Trail State Park," accessed June 5, 2025, <https://mostateparks.com/park/katy-trail-state-park>.

concurrently with a segment of the Katy Trail. Near Boonville, the two trails diverge.⁴

- **Mississippi River Trail (MRT)** - The Mississippi River Trail stretches from the headwaters at Lake Itasca in Minnesota to its near-mouth in Venice, Louisiana, offering a continuous riverside route along the Mississippi River. The Missouri portion follows the river's eastern bank as the route enters the state, traces scenic levees, historic river towns and riverfront greenways and then exits toward the next state south. Riders experience expansive river views, seasonal floodplain forests and the blend of river heritage and natural landscapes. Much of the route uses paved shoulders on roads and multi-use trails rather than fully separated rail-trails, making it accessible to a broad range of riders seeking a long-distance journey along America's greatest waterway.⁵
- **Route 66 Trail** - In the state, the Route 66 Trail travels through St. Louis and Springfield and exits near Joplin along a bike-friendly version of Historic Route 66. Like the historic Route 66, the trail generally parallels I-44. The Riverfront Trail leads cyclists into the city and past the Gateway Arch commemorating the launch of the Lewis and Clark Corps of Discovery Expedition. Once through the suburbs on city and county roads, Bicycle Route 66 begins paralleling I-44 mostly on frontage roads and some county highways. Not far out of St. Louis, cyclists will encounter the rolling hills of the northern reaches of the Ozark Mountains. West of Springfield, Missouri, the route leaves Historic 66 in favor of quieter county roads and state highways. Bicycle Route 66 rejoins Historic Route 66 east of Joplin.⁶
- **Transamerica Trail Bicycle Route** - Crosses the country from Astoria, Oregon to Yorktown, Virginia. The trail enters the state along Route 126 east of Pittsburg, Kansas and exits the state into Kaskaskia, Illinois south of St. Genevieve. In western Missouri, the riders experience going from flat and dry terrain to a roller coaster ride as the route gets hillier as they approach the Ozarks Mountain Range. The Ozarks themselves contain many steep grades and tight curves. The Ozark National Scenic Riverways is a national park that provides riders with

⁴ National Park Service, "Lewis and Clark Trail Cycle Route," June 2, 2021, <https://www.nps.gov/places/lewis-and-clark-trail-cycle-route.htm>.

⁵ Missouri Bicycle and Pedestrian Federation, "The Mississippi River Trail (MRT)," Nov 11, 2002 <https://mobikefed.org/2002/11/the-mississippi-river-trail-mrt.php>

⁶ Adventure Cycling Association, "Bicycle Route 66," accessed June 5, 2025, <https://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/bicycle-route-66/>.

scenic rivers and forests. East of Farmington, riders travel down the bluffs of the Mississippi River and down into the floodplain.⁷

- **U.S. Bicycle Route 51** - runs the length of Missouri, beginning at the Missouri-Iowa state line near the U.S. 69 crossing and ending in Alma, Arkansas. With visions to extend from Minnesota to New Orleans, Louisiana, the trail currently travels approximately 554 miles through rolling farmland, small historic towns and the scenic Ozark region. The route uses a combination of existing roadways and segments of local trails, providing riders with a mix of rural countryside, forested hills and river landscapes. USBR 51 is an emerging long-distance touring route that enhances the state's bicycle tourism potential and links several recreational and historical areas.⁸
- **U.S. Bicycle Route 251** - serves as a southwestern spur of USBR 51, beginning near the Springfield and Cassville region and continuing south through the Ozarks to the Missouri-Arkansas border. Covering approximately 90 miles in the state, the route travels through rural southwest Missouri, offering a quieter alternative to the main spine of USBR 51. The corridor features rolling hills, forested landscapes, scenic back roads, and access to smaller communities in Barry and McDonald Counties before reaching the state line. Primarily following rural county roads with fewer developed trail segments, USBR 251 provides cyclists with the opportunity to explore the rugged character and natural beauty of the Ozark region, while creating additional loop and connection options into Arkansas' growing trail and cycling network.⁹

⁷ Adventure Cycling Association, "TransAmerica Trail," accessed by June 5, 2025, <https://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/transamerica-trail/>.

⁸ Adventure Cycling Association, "New USBRS Announcements for Fall 2024," Dec 10th, 2024, https://www.adventurecycling.org/member_news/new-usbrs-announcements-for-fall-2024/

⁹ Missouri Bicycle and Pedestrian Federation, "U.S. Bicycle Route 251," Sept 11, 2025, <https://mobikefed.org/2025/09/ask-modot-support-wayfinding-signage-us-bicycle-routes-51-251-and-66-across-missouri>



Appendix E – Total Delay Hotspots – Top 10

Statewide	Roadway	Approximate Location
1	I-55 S at Reavis Barracks Rd/Exit 199	St. Louis
2	I-64 W at I-70	Lake St. Louis
3	I-270 S at MO-100/Manchester Rd/Exit 9	Des Peres
4	MO-47 N at U.S. 61	Troy
5	I-70 E at Sterling Ave/Exit 10	Kansas City
6	U.S. 71 N at E Gregory Blvd	Kansas City
7	MO-152 W at I-35/U.S. 69	Liberty
8	I-270 S at MO-Ab/Ladue Rd/Exit 13	Creve Coeur
9	I-64 W at Clayton Rd/Oakland Ave/Exit 34	St. Louis
10	I-70 W at Tr Hughes/Belleau Crk/Exit 219	O'Fallon
MoDOT Northwest District	Roadway	Approximate Location
1	MO-31 N at U.S. 36 (North)	Stewartsville
2	MO-13 S at MO-P	Hamilton
3	U.S. 36 W at I-229/U.S. 59	St. Joseph
4	MO-13 N at U.S. 36-Br/Old U.S. 36 E/Berry St	Hamilton
5	MO-13 S at U.S. 36	Hamilton
6	U.S. 36 E at MO-31/SW Spruce Rd	Stewartsville
7	I-35 N at U.S. 69/Exit 48	Cameron
8	I-35 S at MO-116/Exit 44	Lathrop
9	I-229 N at Edmond St/Exit 6A	St. Joseph
10	I-29 N at I-229/Exit 43	St. Joseph
MoDOT Kansas City District	Roadway	Approximate Location
1	I-70 E at Sterling Ave/Exit 10	Kansas City
2	U.S. 71 N at E Gregory Blvd	Kansas City
3	MO-152 W at I-35/U.S. 69	Liberty
4	I-435 CW at Stadium Dr	Kansas City
5	I-435 CCW at Raytown Rd/Exit 63	Kansas City
6	I-29/I-35 S at I-29 End Freeway/Exit 4	Kansas City
7	U.S. 56 N at Ward Pky*	Kansas City
8	U.S. 50 W at Main St/Main St Rd	Sedalia
9	U.S. 71 S at 155Th St/Exit 176	Grandview
10	MO-92 W at I-35	Kearney

*Includes a non-MoDOT owned segment



MoDOT Southwest District	Roadway	Approximate Location
1	MO-13 N at I-44	Springfield
2	MO-66 W at MO-P/S Schifferdecker Ave	Joplin
3	MO-76 E at MO-165/Gretna Rd*	Branson
4	MO-76 E at U.S. 65-Br/Veterans Blvd (North)*	Branson
5	MO-76 W at MO-165/Gretna Rd*	Branson
6	I-44 W at MO-13/Kansas Expy/Exit 77	Springfield
7	MO-171 W at U.S. 71-Br/S Madison St	Webb City
8	MO-76 E at U.S. 65*	Branson
9	U.S. 60 W at MO-M/MO-MM	Republic
10	I-44 W at MO-125/Exit 88	Strafford
MoDOT Central District	Roadway	Approximate Location
1	U.S. 63 N at MO-PP/Clark Ln	Columbia
2	U.S. 63 S at I-70	Columbia
3	I-44 W at MO-V/Exit 189	Rolla
4	U.S. 63 S at U.S. 50-Br/Missouri Blvd	Jefferson City
5	U.S. 63 S From Clark Ave to Cedar Creek	Jefferson City
6	U.S. 54 W at W Main St	Jefferson City
7	I-44 W at MO-28/Exit 163	St. Robert
8	I-44 E at MO-68/Exit 195	St. James
9	U.S. 50 E From Clark Ave to MO-179	Jefferson City
10	MO-AC W at S Bearfield Rd	Columbia
MoDOT Southeast District	Roadway	Approximate Location
1	U.S. 61 S at I-57/U.S. 60	Sikeston
2	U.S. 160 W at U.S. 63-Br/MO-17/E Broadway St	West Plains
3	MO-17 S at U.S. 160/U.S. 63-Br/Broadway St	West Plains
4	MO-K W at S Mt Auburn Rd	Cape Girardeau
5	MO-K E at S Mt Auburn Rd	Cape Girardeau
6	MO-K E at S Silver Springs Rd	Cape Girardeau
7	I-55 N at MO-Ee/Exit 40	Portageville
8	I-55 N at U.S. 61/MO-162/Exit 32	Portageville
9	U.S. 61 N at U.S. 61-Br/N Kingshighway	Sikeston
10	U.S. 61 N at U.S. 61-Br/S Kingshighway	Sikeston

*Includes a non-MoDOT owned segment



MoDOT St. Louis District	Roadway	Approximate Location
1	I-55 S at Reavis Barracks Rd/Exit 199	St. Louis
2	I-64 W at I-70	Lake St. Louis
3	I-270 S at MO-100/Manchester Rd/Exit 9	Des Peres
4	I-270 S at MO-Ab/Ladue Rd/Exit 13	Creve Coeur
5	I-64 W at Clayton Rd/Oakland Ave/Exit 34	St. Louis
6	I-70 W at Tr Hughes/Belleau Crk/Exit 219	O'Fallon
7	I-170 S at Galleria Pky	Clayton
8	I-270 N at I-64/U.S. 40/U.S. 61/Exit 12	Creve Coeur
9	I-270 S at Dougherty Ferry Rd/Exit 8	Kirkwood
10	I-64 E at Boland Pl	Richmond Heights
MoDOT Northeast District	Roadway	Approximate Location
1	MO-47 N at U.S. 61	Troy
2	I-70 E at MO-47/Exit 193	Warrenton
3	I-70 W at MO-F/MO-J/Exit 200	Wright City
4	I-70 W at MO-E/MO-Y/Exit 183	Jonesburg
5	I-70 W at MO-47/Exit 193	Warrenton
6	I-70 W at Wildcat Dr/Exit 199	Wright City
7	I-70 W at MO-A/MO-B/Exit 188	Pendleton
8	I-70 E at MO-F/Exit 179	High Hill
9	I-70 E at MO-E/MO-Y/Exit 183	Jonesburg
10	I-70 E at Warren/St Charles County Line	Foristell



Appendix F – Congestion Hotspots – Top 10

Statewide	Roadway	Approximate Location
1	U.S. 50 W at Main St/Main St Rd	Sedalia
2	MO-47 N at U.S. 61	Troy
3	MO-13 N at U.S. 36-Br/Old U.S. 36 E/Berry St	Hamilton
4	MO-13 S at MO-P	Hamilton
5	I-64 W at I-70	Lake St. Louis
6	MO-13 N at I-44	Springfield
7	MO-92 W at I-35	Kearney
8	U.S. 61 S at I-57/U.S. 60	Sikeston
9	MO-152 W at I-35/U.S. 69	Liberty
10	MO-66 W at MO-P/S Schifferdecker Ave	Joplin
MoDOT Northwest District	Roadway	Approximate Location
1	MO-13 N at U.S. 36-Br/Old U.S. 36 E/Berry St	Hamilton
2	MO-13 S at MO-P	Hamilton
3	MO-31 N at U.S. 36 (North)	Stewartsville
4	MO-13 S at U.S. 36	Hamilton
5	U.S. 36 E at MO-31/SW Spruce Rd	Stewartsville
6	U.S. 36 W at I-229/U.S. 59	St. Joseph
7	U.S. 136 W at MO-K (West)	Unionville
8	I-35 N at U.S. 69/Exit 48	Cameron
9	I-229 N at Edmond St/Exit 6A	St. Joseph
10	I-35 S at MO-116/Exit 44	Lathrop
MoDOT Kansas City District	Roadway	Approximate Location
3	U.S. 50 W at Main St/Main St Rd	Sedalia
2	MO-92 W at I-35	Kearney
3	U.S. 56 N at Ward Pky*	Kansas City
4	MO-152 W at I-35/U.S. 69	Liberty
5	MO-92 E at I-29/U.S. 71	Platte City
6	I-70 E at Sterling Ave/Exit 10	Kansas City
7	U.S. 71 N at E Gregory Blvd	Kansas City
8	I-435 CW at Stadium Dr	Kansas City
9	MO-92 E at MO-33/S Jefferson St	Kearney
10	MO-7 S at I-49 (North)	Harrisonville

*Includes a non-MoDOT owned segment



MoDOT Southwest District	Roadway	Approximate Location
1	MO-13 N at I-44	Springfield
2	MO-66 W at MO-P/S Schifferdecker Ave	Joplin
3	MO-76 E at MO-165/Gretna Rd*	Branson
4	MO-76 W at MO-37-Br/Main St	Cassville
5	MO-171 W at U.S. 71-Br/S Madison St	Webb City
6	MO-76 E at U.S. 65-Br/Veterans Blvd (North)*	Branson
7	MO-76 W at MO-165/Gretna Rd*	Branson
8	U.S. 60 W at MO-M/MO-Mm	Republic
9	MO-165 S at Green Mountain Dr	Branson
10	MO-66 E at U.S. 71-Br/Range Line Rd	Joplin
MoDOT Central District	Roadway	Approximate Location
1	U.S. 63 N at MO-Pp/Clark Ln	Columbia
2	U.S. 63 S at I-70	Columbia
3	U.S. 50 W at MO-100	Linn
4	I-44 W at MO-V/Exit 189	Rolla
5	I-44 W at MO-28/Exit 163	St. Robert
6	I-44 E at MO-68/Exit 195	St. James
7	U.S. 63 S From Clark Ave to Cedar Creek	Jefferson City
8	U.S. 50 E From Clark Ave to MO-179	Jefferson City
9	U.S. 54 W at W Main St	Jefferson City
10	U.S. 63 S at U.S. 54/MO-94/Red Whaley Exp/Bluff Rd	Jefferson City
MoDOT Southeast District	Roadway	Approximate Location
1	U.S. 61 S at I-57/U.S. 60	Sikeston
2	U.S. 160 W at U.S. 63-Br/MO-17/E Broadway St	West Plains
3	MO-17 S at U.S. 160/U.S. 63-Br/Broadway St	West Plains
4	MO-5 S at U.S. 160/Cr-815/Cr-805/Old U.S. 160	Gainesville
5	U.S. 160 W at MO-5 (West)	Gainesville
6	U.S. 160 W at Cr-303/Cr-404	Alton
7	I-55 N at MO-EE/Exit 40	Portageville
8	U.S. 61 N at MO-162	Portageville
9	U.S. 63 S at MO-VV/E Main St	West Plains
10	MO-K E at S Silver Springs Rd	Cape Girardeau

*Includes a non-MoDOT owned segment



MoDOT St. Louis District	Roadway	Approximate Location
1	I-64 W at I-70	Lake St. Louis
2	MO-A W at Pounds Rd	Festus
3	I-55 S at Reavis Barracks Rd/Exit 199	St. Louis
4	MO-100 W at S Kingshighway Blvd*	St. Louis
5	I-270 W at Riverview Dr/Exit 34	Riverview
6	MO-100 E at McCausland Ave*	St. Louis
7	I-70 W at Tr Hughes/Belleau Crk/Exit 219	O'Fallon
8	I-64 W at Clayton Rd/Oakland Ave/Exit 34	St. Louis
9	MO-47 S at MO-100/Franklin St	Washington
10	I-170 S at Galleria Pky	Clayton
MoDOT Northeast District	Roadway	Approximate Location
1	MO-47 N at U.S. 61	Troy
2	I-70 E at MO-47/Exit 193	Warrenton
3	U.S. 61 S at MO-N/Palmyra Rd	Hannibal
4	I-70 W at MO-E/MO-Y/Exit 183	Jonesburg
5	I-70 W at MO-F/MO-J/Exit 200	Wright City
6	I-70 W at MO-A/MO-B/Exit 188	Pendleton
7	U.S. 61 N at MO-168	Hannibal
8	I-70 W at MO-47/Exit 193	Warrenton
9	I-70 E at MO-F/Exit 179	High Hill
10	I-70 E at MO-E/MO-Y/Exit 183	Jonesburg

*Includes a non-MoDOT owned segment

Appendix G – System Performance Report

Federal Performance Metrics

Federal System Performance Metrics

This appendix provides an overview of the performance management process and the federal statewide targets established by the Missouri Department of Transportation (MoDOT) in coordination with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and MPOs. These efforts are undertaken to meet federal requirements.

The federal performance metrics in this appendix assess the condition and effectiveness of the federal transportation system relative to the applicable federal performance targets for each area. These areas include Highway Safety; Highway Assets, specifically Pavement and Bridge Condition; System Performance, covering the Interstate and National Highway System (NHS), Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program; as well as Transit Asset Management and Transit Safety. An overview of MoDOT's federal performance targets is also provided.

Safety Performance

Safety Condition Performance Measures

The federal Safety Performance Measures establish requirements for state DOTs to assess safety on the transportation system by setting targets for the number of fatalities, the fatality rate per 100 million vehicle miles travelled (MVMT), the number of serious injuries, the serious injury rate per 100 MVMT, and the number of non-motorized fatalities and serious injuries.

Safety Performance Versus Targets

The 5-Year rolling average for fatalities increased steadily over the analysis period, rising from 910 in 2019 to 1,001 in 2024 (**Figure 1**). Although fatalities declined in 2024, the continued increase in the rolling average indicates that long-term fatality trends remain elevated. The upward trajectory of the 5-year average reflects sustained increases over multiple years, even as recent annual performance shows improvement.

The 5-year rolling average fatality rate increased from 1.21 per 100 MVMT in 2019 to 1.28 in 2024. While year-to-year rates fluctuated, the rolling average demonstrates an

overall upward trend. This sustained increase highlights continuing long-term challenges in reducing the fatality rate despite short-term progress in 2024.

The 5-year rolling average for serious injuries rose consistently from 4,682 in 2019 to 5,156 in 2024 (**Figure 3**). The steady increase in rolling averages underscores a persistent upward trend in serious injury outcomes statewide. Even in years where annual performance stabilized, the rolling average reflects cumulative growth in serious injuries over time.

The 5-year rolling average serious injury rate increased from 6.21 per 100 MVMT in 2019 to 6.56 in 2024 (**Figure 4**). This gradual but continuous rise indicates that the rate of serious injuries has trended upward. The sustained increase in the rolling average suggests that long-term progress toward reducing injury severity has not yet been achieved.

The 5-year rolling average for non-motorized fatalities and serious injuries increased from 463 in 2019 to 603 in 2024. The consistent upward movement in the rolling average reflects long-term growth in crashes involving vulnerable road users. The rolling average indicates that long-term improvements remain necessary to reverse the overall trend.

Safety Performance Progress

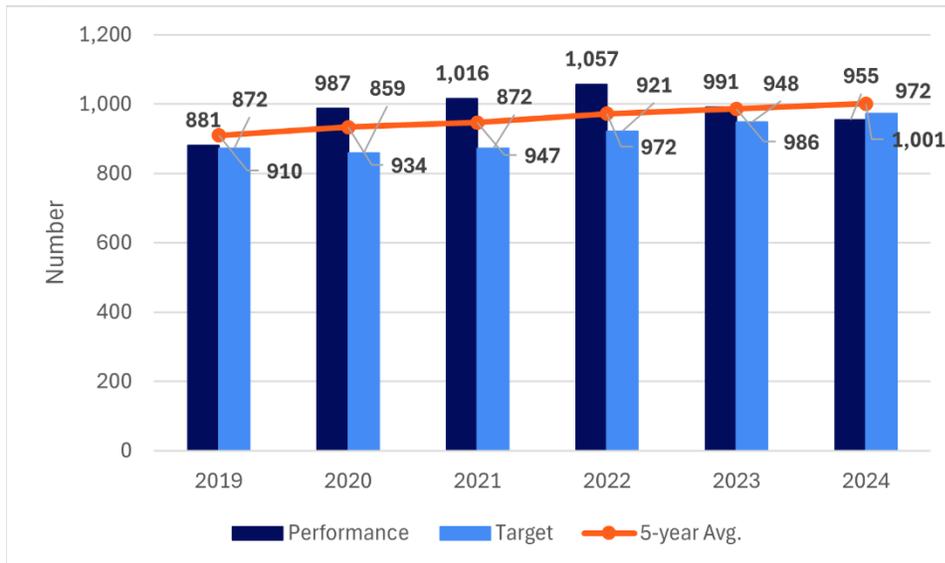
Safety is MoDOT's primary goal for Missouri citizens and MoDOT workers, so everyone goes home safe every day. MoDOT's 2026-2030 Strategic Highway Safety Plan (SHSP) titled [Show-Me Zero](#) serves as the strategic plan for agencies and organizations working to improve roadway safety and reduce fatalities and serious injuries on Missouri's transportation system. The plan takes a holistic approach to improving safety by considering the elements of the Safe Systems Approach – Safer People, Safer Vehicles, Safer Speeds, Safer Infrastructure, and Safer Response. The Missouri Coalition for Roadway Safety (MCRS) leads the implementation of these efforts alongside several safety partners including MPOs, RPCs, community leaders, health care providers, legislators, educators, law enforcement, emergency responders, engineers and concerned citizens. The goal of the [Show-Me Zero](#) plan is to have zero traffic fatalities in Missouri. An interim goal of getting to half of the fatalities seen in 2024 by 2045 has been identified to help evaluate the efforts and strategies implemented.

Missouri has seen an overall increase in fatalities from 2015 to 2024, from 870 in 2015 to 955 in 2024. However, Missouri has seen a recent decrease in fatalities from 987 in 2020 to 955 in 2024. MoDOT looks for systemic safety issues and determines what can be done to mitigate them. MoDOT engages in significant public outreach efforts using the focus areas from the [Show-Me Zero](#) plan. While these efforts have proven to save lives, there is still more to do to improve the safety of roadways in Missouri. One area

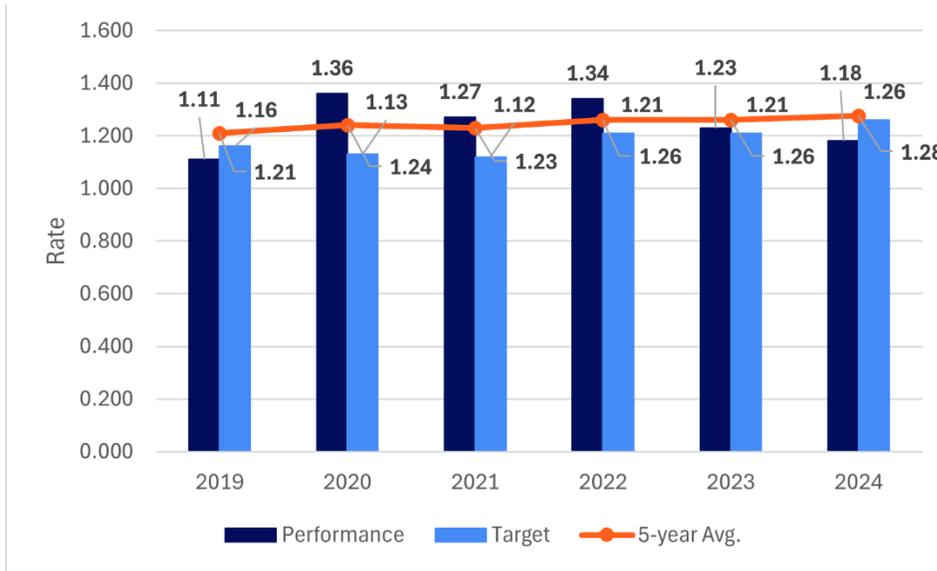
with increased attention is those crashes involving vulnerable road users (VRUs). VRU crashes have been on the rise in Missouri over the last several years. Strategies identified in the VRU Safety Assessment are reviewed for implementation.

MoDOT launched a campaign in 2017 called [Buckle Up, Phone Down](#) (BUPD) to increase the percentage of seat belt usage and minimize the amount of distracted driving. The primary message of this campaign is: use a seat belt each time while either driving or riding in a vehicle and hands-free use of the phone, if needed, when driving. MoDOT has challenged the general public, local schools, community leaders, along with businesses and others to take the BUPD challenge by signing a commitment to make Missouri roads safe. As of January 2026, there have been over 65,000 individuals and over 775 businesses taking the pledge. This campaign has also gained national attention with many states adopting, or creating their own, program.

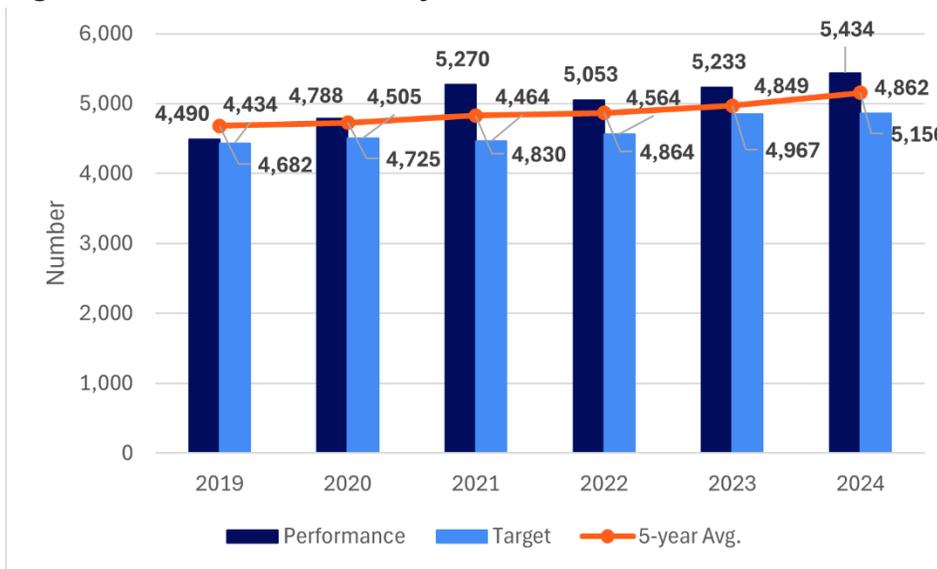
Figure 1 Number of Fatalities



Source: [State Highway Safety Report \(2023\) - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

Figure 2 Fatalities Rate (per 100 MVMT)


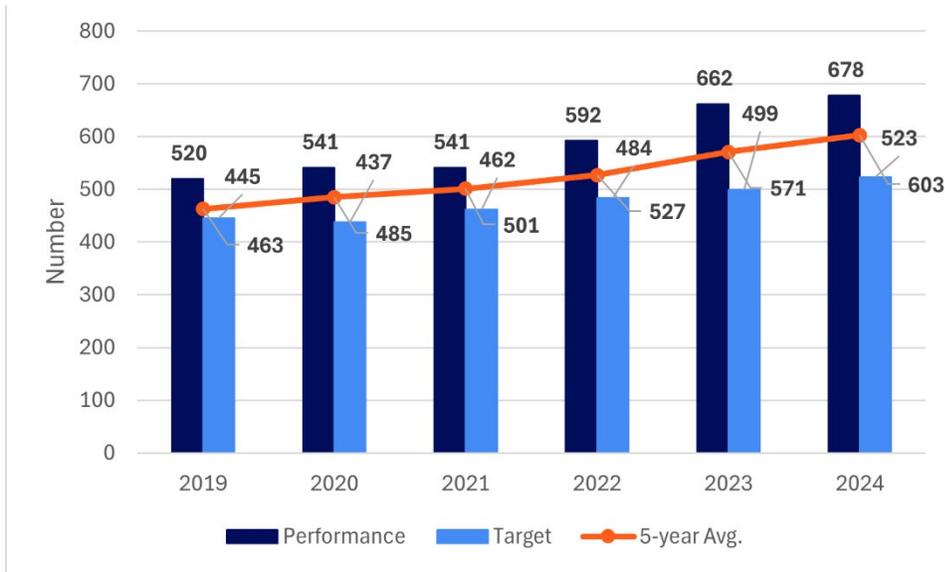
Source: [State Highway Safety Report \(2023\) - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

Figure 3 Number of Serious Injuries


Source: [State Highway Safety Report \(2023\) - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

Figure 4 Rate of Serious Injuries (per 100 MVMT)


Source: [State Highway Safety Report \(2023\) - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration](#).

Figure 5 Number of Non-Motorized Fatalities and Serious Injuries


Source: [State Highway Safety Report \(2023\) - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration](#).

Pavement and Bridge Condition Performance

Pavement and Bridge Condition Performance Measures

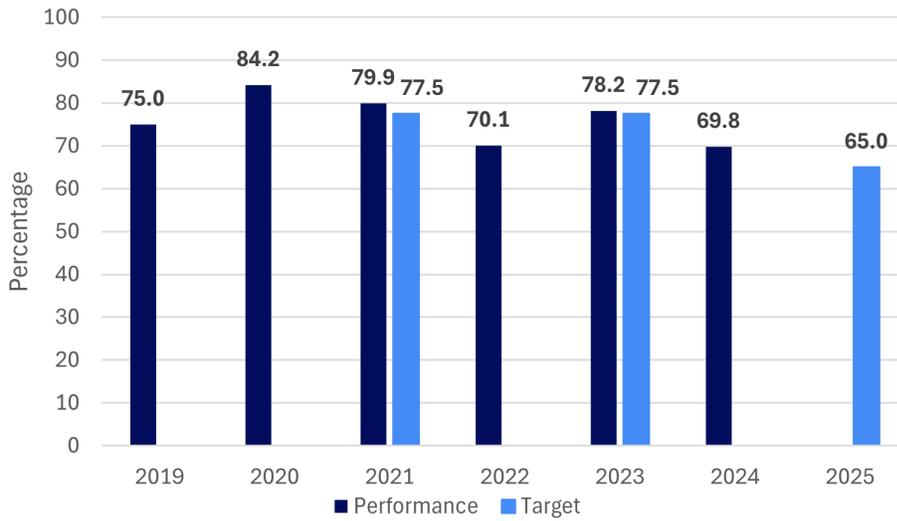
The federal Pavement and Bridge Condition Performance Measures require state DOTs to assess pavement conditions on both Interstate and non-Interstate NHS roadways, as well as the condition of NHS bridges and to set targets for six areas: the percent of Interstate pavements in good and poor condition, the percent of non-Interstate NHS pavements in good and poor condition, and the percent of NHS bridge deck area classified as in good and poor condition.

Figure 6 through **Figure 9** below display actual performance data annually through 2024 in comparison to the 2021 and 2023 targets. Observing trends through 2023, the Interstate pavement in good condition (78.2%) exceeded the target of 77.5% and the Interstate pavement in poor condition met the target of 0.1%. In 2023, the NHS (Non-Interstate) pavement good-condition target was not met, with actual performance at 52.6% compared to the target of 61.1%, and the poor-condition target was also not met, with 1.6% exceeding the target of 1.0%.

Pavement Condition Performance Progress

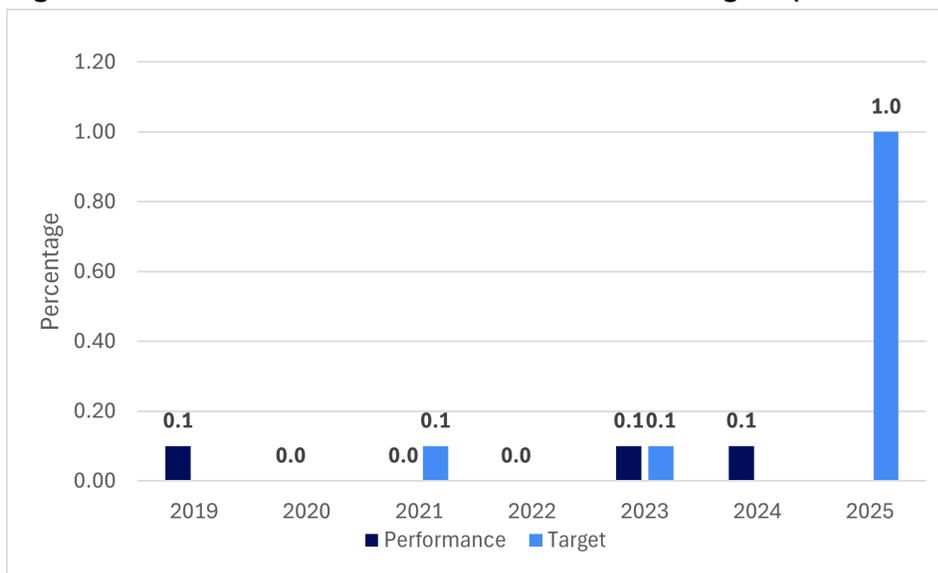
Missourians have consistently asked MoDOT to prioritize taking care of what we have, so our investments focus on taking care of our assets. While the percentage of poor pavements has been relatively flat, there was a recent decrease in the percentage of good pavements. This is due to new equipment with more sensitive cracking detection capabilities. The percentage of good pavement remains a focus with investments on the I-70 and I-44 corridors. Keeping the system in good condition remains a top priority for MoDOT.

Figure 6 - Interstate Pavement: Performance vs. Targets (Good Condition)

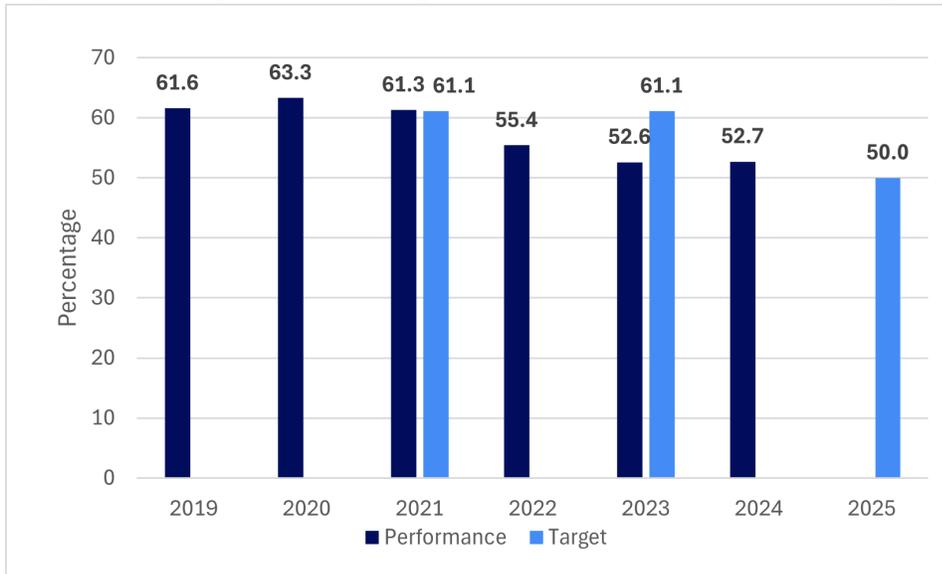


Source: [State Highway Infrastructure Report - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

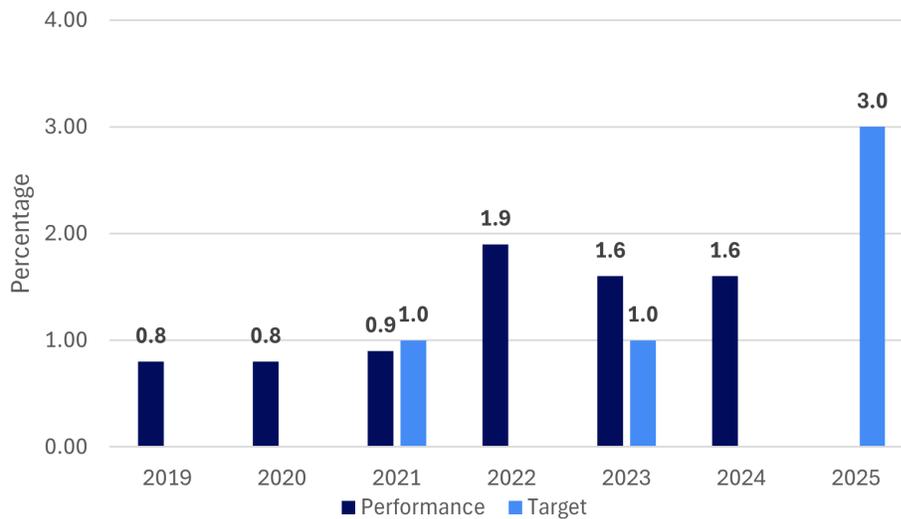
Figure 7 - Interstate Pavement: Performance vs. Targets (Poor Condition)



Source: [State Highway Infrastructure Report - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

Figure 8 - NHS (Non-Interstate) Pavement: Performance vs. Targets (Good)


Source: [State Highway Infrastructure Report - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

Figure 9 - NHS (Non-Interstate) Pavement: Performance vs. Targets (Poor)


Source: [State Highway Infrastructure Report - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

Bridge Performance Versus Targets

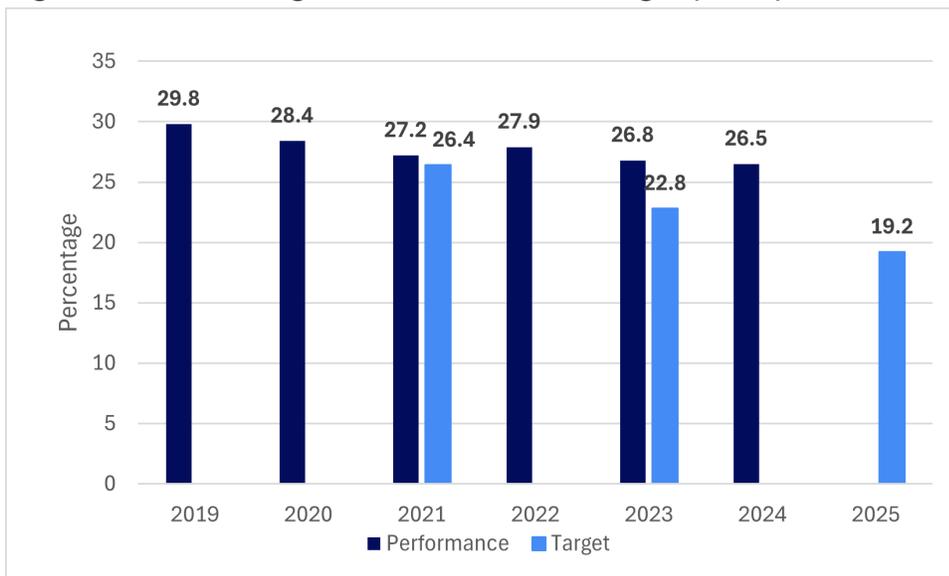
Figure 10 and **Figure 11** below display actual performance data annually through 2024 in comparison to the 2021 and 2023 targets.

Observing trends through 2023, the share of NHS bridges in good condition (26.8%) met and improved upon the 22.8% target, while the share in poor condition (6.0%), met and improved upon the 7.7% target.

Bridge Condition Performance Progress

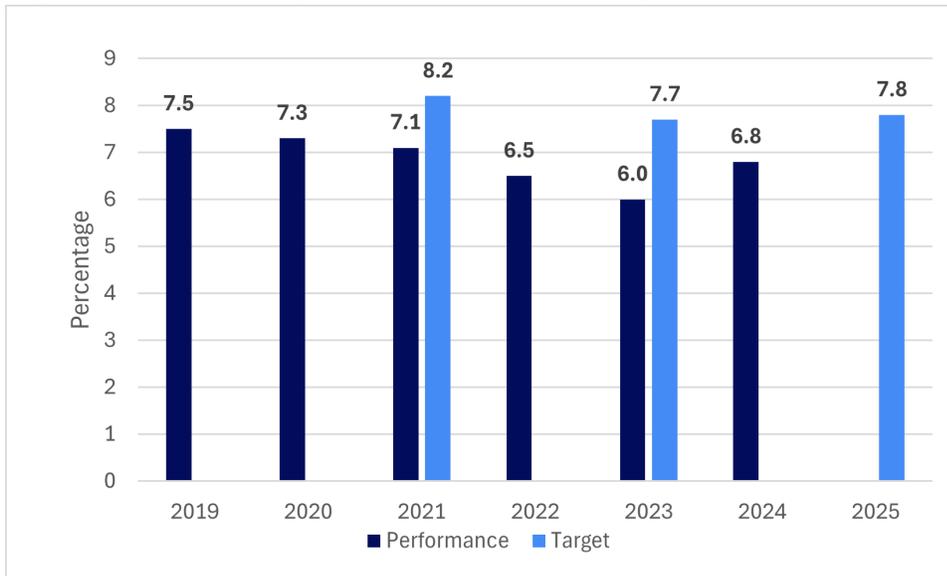
Missourians have consistently asked MoDOT to prioritize taking care of what we have, so our investments focus on taking care of our assets. Year-to-year shifts in the percentage of good and poor deck area are primarily driven by the larger or major bridges on the NHS. Poor bridge deck area remains a focus with multiple projects on major bridges currently under construction for either replacement or rehabilitation of the structures, especially with the I-70 rebuild. Keeping the system in good condition remains a top priority for MoDOT.

Figure 10 - NHS Bridges: Performance vs. Target (Good)



Source: [State Highway Infrastructure Report - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration](#).

Figure 11 - NHS Bridges: Performance vs. Target (Poor)



Source: [State Highway Infrastructure Report - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration](#).

System Reliability, Freight and Environmental Performance

State DOTs are required to establish federal targets for system reliability, freight and environmental performance measures including Interstate Travel Time Reliability (TTR), NHS TTR, and Freight Reliability measured by the Truck Travel Time Reliability (TTTR) Index. Under the Congestion Mitigation and Air Quality (CMAQ) Program State DOTs and applicable MPOs must also set targets for Peak Hour Excessive Delay (PHED), Mode Share (Non-SOV), and Emission Reductions.

System Reliability, and Freight Performance Versus Targets

Figure 12 through **Figure 14** below display actual performance data annually through 2024) in comparison to the 2021 and 2023 targets.

In 2023, performance satisfactorily exceeded targets across all three travel time reliability measures. Interstate TTR achieved 95.9% compared to a target of 87.1%, and the Non-Interstate TTR reached 93.4% versus the 87.8% target. For the TTTR Index, 2023 performance was 1.21, outperforming the target of 1.45 (lower is better).

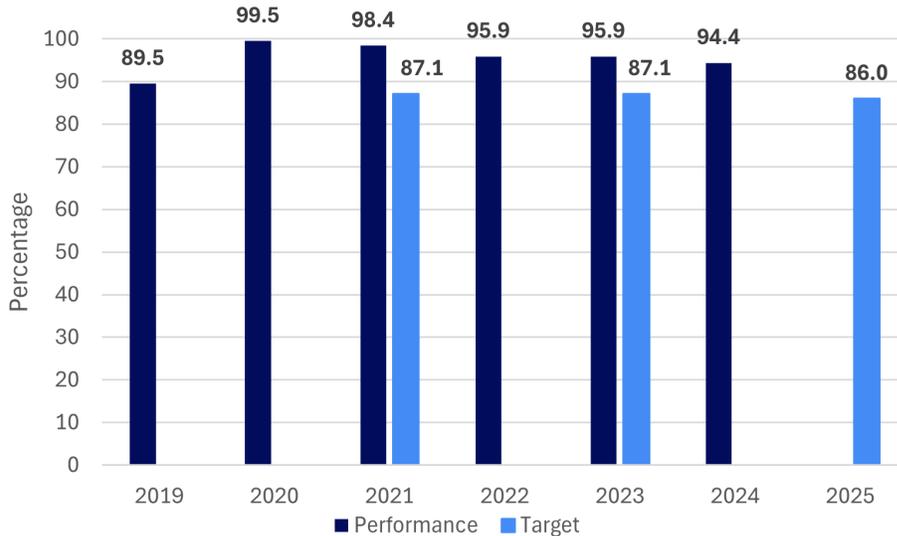
TTR and TTTR Performance Progress

A stated goal in MoDOT’s mission is to provide a reliable transportation system. Interstates are the primary routes for moving people and goods across the state

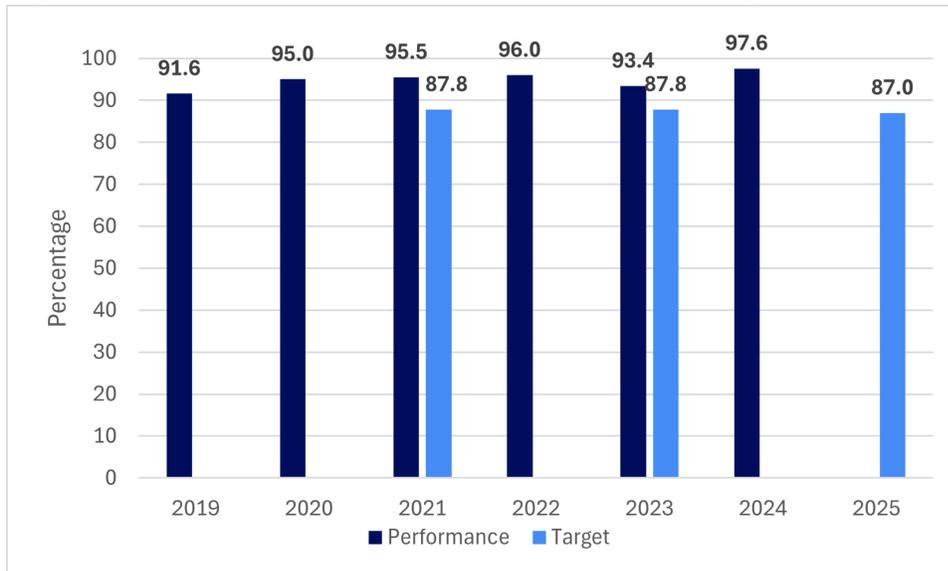
and nation. Interstate and Non-Interstate NHS TTR has remained steady as MoDOT implements Transportation Systems Management and Operations (TSMO) strategies. Major MoDOT projects on I-70, I-55 and I-44 have improved travel time reliability by adding capacity. However, as more improvements are made, disruptions in reliability may occur. To minimize these disruptions, MoDOT reviews TSMO strategies to execute in these work zones, such as smart work zones and traffic incident management strategies.

TTTR in Missouri has remained relatively stable. Since few interstate projects are specifically designed to address freight reliability concerns, improvement is found with major MoDOT projects on I-70, I-55, and I-44. MoDOT reviews and implements strategies identified in State Freight and Rail Plan (SFRP).

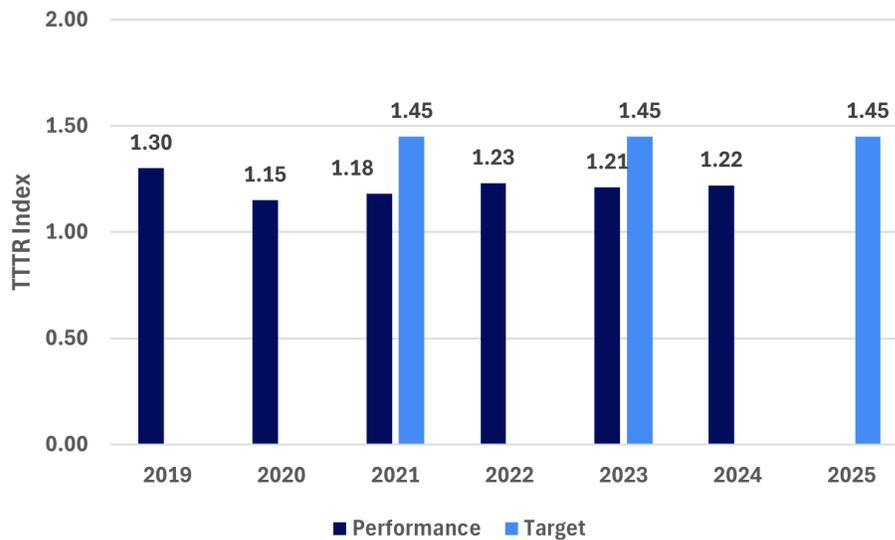
Figure 12 - TTR (Interstate): Performance vs. Target



Source: [State Highway Reliability Report - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

Figure 13 - TTR (Non-Interstate): Performance vs. Target


Source: [State Highway Reliability Report - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

Figure 14 - TTTR Index: Performance vs. Target


Source: [State Highway Reliability Report - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

CMAQ Program Performance

Congestion and air quality are central focus areas of the CMAQ Program. The following summarizes the key federal performance measures and targets associated with PHED and Non-SOV in urbanized and congested areas, and emissions reductions for applicable pollutants and precursors

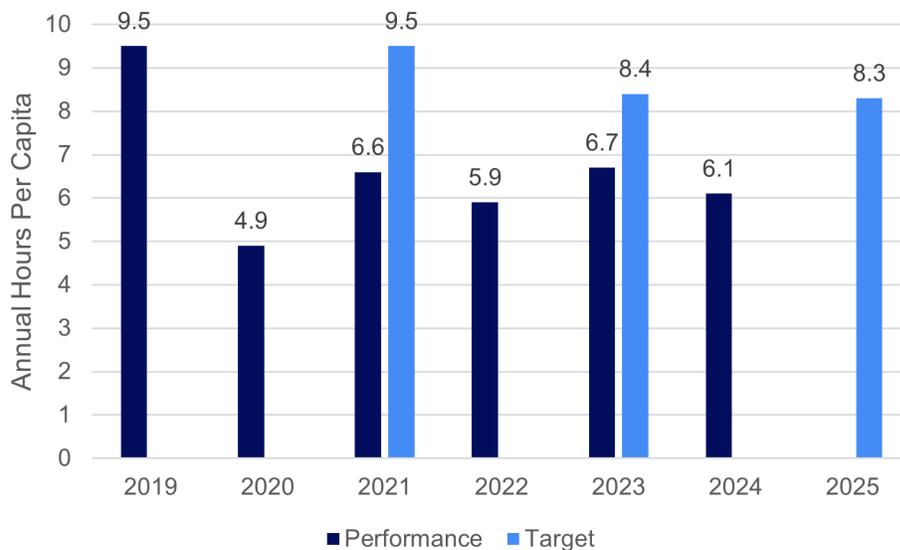
The St. Louis urbanized area is the only area in Missouri required to measure and report the PHED and Non-SOV travel federal performance measures.

CMAQ Program Performance Versus Targets

Peak Hour Excessive Delay (PHED)

Figure 15 through **Figure 18** below display annual performance data through 2023 in comparison to the applicable targets. In 2023, PHED performance was 6.7 annual hours per capita, which was below and improved upon the target of 8.4. Mode-Share (Non-SOV) performance in 2023 was 23.8%, which exceeded and improved upon the target of 18.0%. For the CMAQ Emissions Reduction measures, volatile organic compound (VOC) reductions in 2023 were 7.011 kilograms per day, exceeding and improving upon the target of 2.940 kilograms per day, and the nitrogen oxide (Nox) reductions in 2023 were 146.193 kilograms per day, exceeding and improving upon the target of 8.836 kilograms per day.

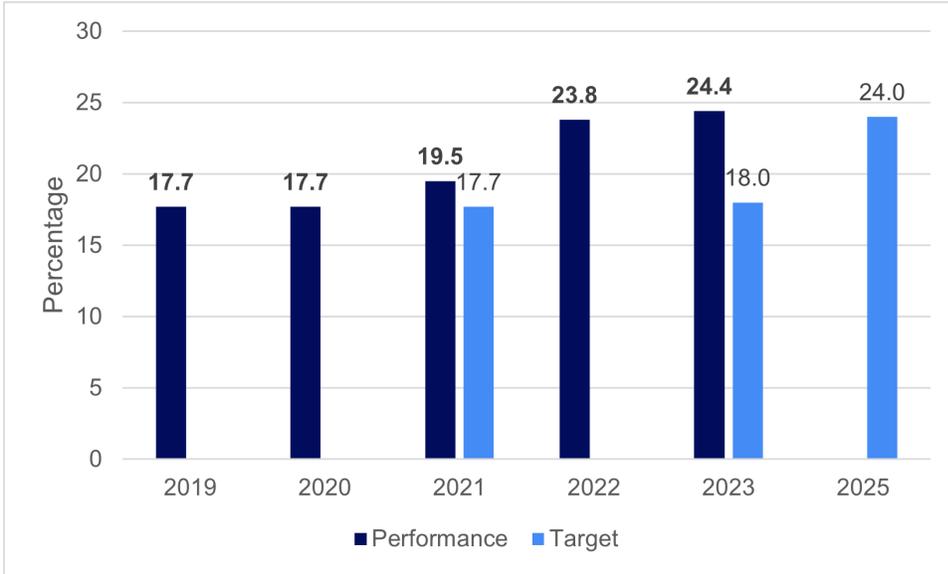
Figure 15 - PHED Performance vs. Target



Source: [St. Louis, MO--IL Urbanized Area Congestion Report - State - Reporting - Transportation Performance Management - Federal Highway Administration](#).

Mode Share (Non-SOV)

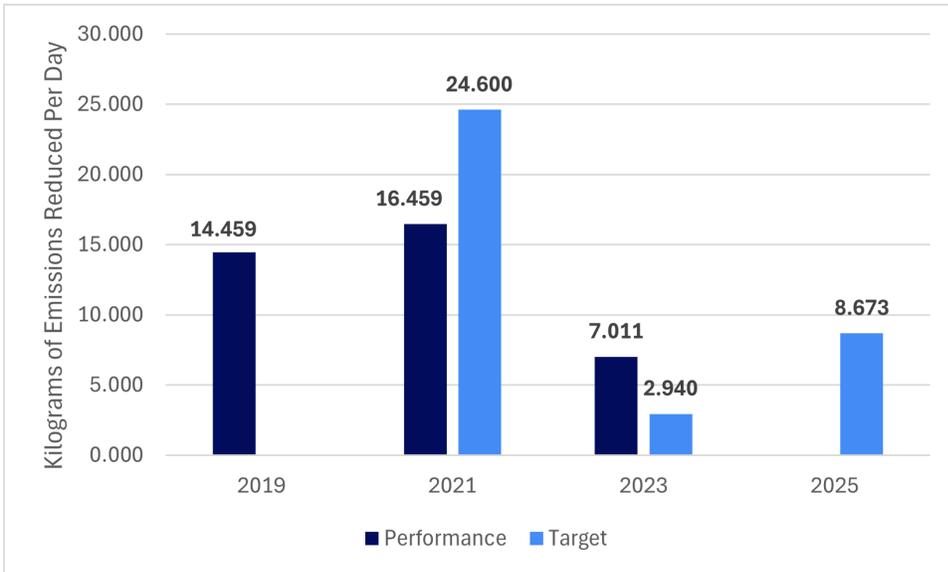
Figure 16 - Mode Share (Non-SOV) Performance vs. Target



Source: [St. Louis, MO--IL Urbanized Area Congestion Report - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

Emissions Reduction

Figure 17 - 2019-2025 CMAQ Emissions Reduction Performance for VOCs



Source: [State On-Road Mobile Source Emissions Reductions Report - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

Figure 18 - 2019-2025 CMAQ Emissions Reduction Performance for Nox



Source: [State On-Road Mobile Source Emissions Reductions Report - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration.](#)

Transit Asset Management Performance

The Federal Transit Administration (FTA) requires all recipients of federal transit funding to develop and implement a Transit Asset Management (TAM) Plan. Established under 49 U.S.C. § 5326 and codified in 49 CFR Part 625, this requirement ensures that transit agencies maintain their capital assets, such as vehicles, facilities, and infrastructure, in a State of Good Repair (SGR). The overarching goal is to enhance safety, reliability, and cost-effectiveness across the nation's transit systems through strategic, data-driven asset management practices.

A TAM Plan must include four core elements:

1. **An inventory of capital assets**
2. **Condition assessments for those assets**
3. **Decision-support tools** to analyze and prioritize investments
4. **A prioritized list of projects** based on asset needs

These components enable agencies to understand the current condition of their assets and make informed decisions about maintenance, replacement, and upgrades. By institutionalizing asset management, the FTA aims to extend asset life, minimize service disruptions, and optimize the use of public funds.



MoDOT Sponsored Group TAM Plan

The following agencies participated in MoDOT's group sponsored TAM Plan:

- Cape Girardeau County Transit Authority
- City of Columbia
- City of Jefferson
- City Utilities – Springfield
- City of Bloomfield
- City of Carthage
- City of Clinton
- City of El Dorado Springs
- City of Excelsior Springs
- City of Houston
- City of Lamar
- City of Mt. Vernon
- City of Nevada
- City of New Madrid
- City of West Plains
- Dunklin County Transit Service, Inc.
- Licking Bridge Builders, Inc.
- Macon Area Chamber of Commerce
- Mississippi County Transit System
- New Bourbon Port Authority
- OATS, Inc.
- Ray County Transportation, Inc.
- Ripley County Transit, Inc.
- Scott County Transit System, Inc.
- SERVE, Inc.
- Southeast Missouri Transportation Service, Inc. (SMTS)
- Southeast Missouri State University

Referring to **Table 1** below, buses have an FTA established useful life benchmark of 14 years, the target is that no more than 45% of the fleet is beyond the useful life benchmark (ULB) established by the FTA. Referring to the table below, the actual result is 42% of the fleet beyond the ULB, meaning the target has been met. Group TAM participants achieved ULB targets for all fleet vehicle types except for minivans/vans. Buy America requirements and supply issues have made vehicle acquisition in this area difficult.

Table 1 - Rolling Stock Inventory and Performance Targets – Group TAM Plan

Vehicle Type	Number of Vehicles	% of Vehicles at or Past ULB	Performance Measure Target
Automobiles	21	44%	45%
Minivans/ Vans	380	44%	45
Cutaways	699	39%	45%
Buses	69	42%	45%
Ferry Boats	1	0%	30%

Source: MoDOT Sponsored Group TAM Plan, October 2022.

All facilities operated by the transit providers in the group sponsored TAM plan are rated at the target of 3.0 or better, meaning all facilities meet and exceed the established targets as shown in **Table 2**.

Table 2 - Facility Inventory and Performance Targets – Group TAM Plan

Asset Type	Units	Facilities Rated Below 3	Target
Admin/Passenger Building	19	0%	30%
Maintenance Facilities	12	0%	25%
Parking/Passenger Facilities	7	0%	30%

Source: MoDOT Sponsored Group TAM Plan, October 2022.

Individual TAM Plans

There are six transit providers that prepare individual TAM Plans. These are:

- Kansas City Area Transportation Authority (KCATA), including City of Lee's Summit
- Metro Bi State – (St. Louis area)
- City of Joplin
- City of St. Joseph.
- Kansas City Streetcar
- Loop Trolley Transportation Development Authority (St. Louis)

The fleets for these six agencies and associated performance targets are shown in **Table 3**. There are two vehicle types that do not meet ULB average performance targets. These are cutaways and light rail vehicles.

Table 3 – 2024 Vehicle Inventory and Performance Targets – Individual TAM Plans

Vehicle Type	Fleet Vehicles	% of Vehicles at or Past ULB	Performance Measure Target
Kansas City Area Transportation Authority			
Bus	394	27.03%	29.00%
Cutaway	36	13.33%	13.00%
Minivan	153	0.00%	0
Van	31	0.00%	0
Bi-State Development Agency			
Articulated Bus	14	0.00%	0
Bus	389	0.00%	19.44%
Cutaway	138	37.46%	34.15%
Light Rail Vehicles	84	35.14%	29.30%
City of Joplin			
Bus	1	0.00%	0.00%
Cutaway	15	0.00%	10.00%
City of St. Joseph			
Bus	26	0.00%	8.00%
Cutaway	1	0.00%	0.00%
Loop Trolley Transportation Development District			
Vintage Trolley	2	0.00%	0.00%
Kansas City Streetcar			
Light Rail Vehicles	6	0.00%	0.00%

Source: Federal Transit Administration, National Transit Database, 2024 Revenue Vehicle Inventory, 2024 Performance Measure Targets and A-90 Forms.

As shown in **Table 4**, most transit facilities in the state meet performance targets except passenger/parking facilities and administrative/maintenance facilities.

Table 4 – 2024 Facility Inventory and Performance Targets – Individual TAM Plans

Facility Type	Number of Facilities	Facility Rating Below 3	Performance Measure Target
Kansas City Area Transportation Authority			
Passenger/Parking Facilities	4	0.00%	0.00%
Administrative/ Maintenance Facilities	2	0.00%	0.00%
Bi-State Development Agency			
Passenger/Parking Facilities	92	11.24%	2.90%
Administrative/ Maintenance Facilities	10	8.33%	0.00%
City of Joplin			
General Purpose Maintenance Facility/Depot	2	0.00%	0.00%
City of St. Joseph			
Passenger/Parking Facilities	1	0.00%	0.00%
Administrative/ Maintenance Facilities	1	0.00%	0.00%
General Purpose Maintenance Facility/Depot	1	0.00%	0.00%
Loop Trolley Transportation Development District			
Administrative/ Maintenance Facilities	1	0.00%	0.00%
Simple At-Grade Platform Station	13	0.00%	0.00%
Kansas City Streetcar			
General Purpose Maintenance Facility/Depot	2	0.00%	0.00%
Other, Administrative & Maintenance	2	0.00%	0.00%

Source: Federal Transit Administration, National Transit Database, 2024 Facility Inventory, 2024 Performance Measure Targets and A-90 Forms.

As shown in **Table 5**, the Bi-State Development Agency does not meet the performance target for light rail facilities.

Table 5 – 2024 Transit Way Mileage Condition – Individual TAM Plans

Mode	Miles of Revenue Track with Capital Responsibility	% of Track Miles Under Performance Restriction	Performance Measure Target
Bi-State Development Agency			
Light Rail	96.39	12.00%	4.15%
Loop Trolley Transportation Development District			
Streetcar	3.1	0.00%	0.00%
Kansas City Streetcar			
Streetcar	4.4	0.00%	0.00%

Source: Federal Transit Administration, National Transit Database, 2024 Transit Way Mileage, Performance Measure Targets and A-90 Forms.

Transit Safety

The FTA requires urban transit providers to implement Public Transportation Agency Safety Plans (PTASPs) incorporating Safety Management System (SMS) principles and setting performance targets in key areas:

- **Fatalities** (total and per 100,000 Vehicle Revenue Miles [VRM])
- **Injuries** (total and per 100,000 VRM)
- **Safety Events** (total and per 100,000 VRM)
- **System Reliability** (mean distance between major mechanical failures)

Data for these measures comes from the FTA’s National Transit Database (NTD). Targets are reviewed and updated annually as part of ongoing safety planning and continuous improvement.

PTASP Performance Versus Targets Summary

Here are the Missouri transit agencies that develop PTASPs and report safety, security, and vehicle maintenance information to the FTA as full reporters:

- Bi-State Development
- Kansas City Area Transportation Authority
- GoComo Transit (Columbia)
- City Utilities Transit

- Kansas City Streetcar

In addition, here are the Missouri small urban and rural transit agencies that do not submit Full Reporter data to the FTA:

- Cape Girardeau County Transit Authority
- JeffTran (Jefferson City)
- MAPS Transit & Sunshine Lamp Trolley (City of Joplin)
- St. Joseph Transit

Table 6 shows the 2024 safety and reliability targets by mode set in the agency PTASPs as well as the 2024 reported fatalities, injuries, and safety events. Also shown is the PTASP target for reliability along with the 2024 reported vehicle failure rate.

Bi-State's MetroLink and MetroBus exceed the target values for fatalities. The target for fatalities is always zero and any incidence of fatality will exceed the target. In addition, the safety events on Bi-State's MetroLink and Call-A-Ride both exceed the target rates. Vehicle reliability for both MetroBus and MetroLink did not meet target rates.

The Kansas City Area Transportation Authority service meets all the safety, security and vehicle requirements identified in the agency's PTASP. GO COMO meets all PTASP targets except for demand response reliability.

Springfield's City Utilities Transit set PTASP targets for fatalities, injuries, and safety in terms of the rate per 250,000 vehicle revenue miles rather than the typical rate per 100,000 vehicle revenue miles. The agency meets all targets except for bus service reliability.

Kansas City Streetcar sets PTASP targets in terms of rates per 1,000 vehicle revenue miles rather than the typical rate per 100,000 vehicle revenue miles. The agency achieved the zero-fatality target but did not meet targets in terms of injuries, safety events, or vehicle failures.

Table 6 - Safety and Reliability PTASP Targets and Reporting

		Fatality		Injury		Safety Event		Reliability
Agency/ Service Type		Number	Rate (per 100k VRM)	Number	Rate (per 100k VRM)	Number	Rate (per 100k VRM)	Distance between Failures (miles)*
	Bi-State Development	MetroLink						
Target		0	0.00	34	1.53	7	0.25	29,781
Actual		1	0.02	13	0.26	16	0.31	20,655
MetroBus								
Target		0	0.00	145	1.25	55	0.53	23,537
Actual		4	0.03	57	0.45	31	0.24	20,108
Call-A-Ride								
Target		0	0.00	8	0.23	4	0.11	24,239
Actual		0	0.00	11	0.19	11	0.19	8,713
Kansas City Area Transportation Authority	Demand Response							
	Target	0	0.00	4	1.38	1	0.35	1,186
	Actual	0	0.00	1	0.02	1	0.02	63,654
	Bus							
	Target	0	0.00	31	8.64	13	3.62	1,962
	Actual	0	0.00	19	0.31	13	0.21	11,872

		Fatality		Injury		Safety Event		Reliability
Agency/Service Type		Number	Rate (per 100k VRM)	Number	Rate (per 100k VRM)	Number	Rate (per 100k VRM)	Distance between Failures (miles)*
GoComo Transit (Columbia)	Demand Response							
	Target	0	0.00	1	0.38	0	0.00	9,373
	Actual	0	0.00	0	0.00	2	0.67	6,984
	Bus							
	Target	0	0.00	1	0.31	0	0.00	6,151
	Actual	0	0.00	5	2.20	3	1.32	5,162
City Utilities Transit	Demand Response							
	Target	0	0.00	5	0.10	5	0.10	16,233
	Actual	0	0.00	0	0.00	0	0.0	17,413
	Bus							
	Target	0	0.00	20	4.61	20	4.61	7,229
	Actual	0	0.00	8	1.86	6	1.39	2,940
Kansas City Streetcar	Streetcar							
	Target	0	0.00	2	0.015	6	0.045	11,220
	Actual	0	0.00	4	0.038	9	0.080	8,885

Source: 2024 Target Information from Public Transportation Agency Safety Plans (PTASPs) and actual data from 2024 NTD Safety & Security data set and 2023 Vehicle Maintenance data set.

*2024 target reliability shown with 2024 actual reliability data.

Table 7 presents the PTASP performance targets for systems that are not required to submit a full FTA NTD report with corresponding actual performance data.



Table 7 - Safety and Reliability PTASP Targets

	Fatality		Injury		Safety Event		Reliability
Agency/ Service Type	Number	Rate (per 100k VRM)	Number	Rate (per 100k VRM)	Number	Rate (per 100k VRM)	Distance between Failures (miles)*
Cape Girardeau County Transit Authority							
Demand Response	0	0.00	2	0.20	2	0.50	80,000
JeffTran (Jefferson City)							
Demand Response	0	0.00	3	0.30	38	1.60	Not Available
Bus	0	0.00	2	0.15	32	0.74	Not Available
MAPS Transit & Sunshine Lamp Trolley (City of Joplin)							
Data Not Available							
St Joseph Transit							
Deviated Fixed Route	0	0.00	1	0.12	6	0.75	28,500

Source: 2024 Public Transportation Agency Safety Plans (PTASPs).

Appendix H – Revenue and Needs Forecast Assumptions

Revenue Forecast Assumptions

Inflation: An inflation rate of 2.5% was selected and used for all inflation calculations, based on Federal Reserve Economic Data (FRED), specific to the state of Missouri.¹⁰

Federal Funds: Federal funds are projected to grow 2.5%, based on historical trends. The past 13 years show an average growth of 4.5%, with 12.46% average growth from 2021 to 2024 following the passage of IIJA. However, the growth rate used in the forecast was reduced to 2.5% per year to reflect that IIJA funding is not expected to continue, and no new major sources of federal funding are anticipated.

General Funds: One-time General Fund appropriations to multimodal programs are removed from the baseline and are not carried forward in future year estimates. Forecasted General Fund transfers are held constant at the baseline level, with no growth or escalation assumed.

Needs Forecast Assumptions

All revenues considered in this forecast represent state-specific income and do not include taxes or funds allocated to counties or local municipalities. The revenue projections are based on rates established under existing legislation. No additional motor fuel tax rate increases are forecasted after FY 2026.¹¹ No motor fuel tax repeals are forecasted.¹² Similarly, no further increases in the Special Fuel Decal fee rates are assumed after FY 2026.¹³

¹⁰ U.S. Bureau of Labor Statistics, *Consumer Price Index for All Urban Consumers: Midwest* [series CUUR0200SA0], retrieved from FRED, Federal Reserve Bank of St. Louis, <https://fred.stlouisfed.org/series/CUUR0200SA0>

¹¹ Missouri Department of Revenue, “Motor Fuel Tax,” accessed September 2, 2025, <https://dor.mo.gov/taxation/business/tax-types/motor-fuel/>.

¹² Missouri Department of Revenue, “Motor Fuel Tax,” accessed September 2, 2025, <https://dor.mo.gov/taxation/business/tax-types/motor-fuel/>.

¹³ Missouri Department of Revenue, *Special Fuel Decals*, accessed September 2, 2025, <https://dor.mo.gov/motor-vehicle/fuel-decals.html>.

Appendix I – Revenue and Needs Forecast

Detailed Findings

Revenue Forecast

Table B.1 – Roads and Bridges Forecasted Revenues (\$ in Millions)

	2025 (Actuals)	2030	2035	2040	2045	2050
Federal Funds	\$1,490	\$1,680	\$1,910	\$2,160	\$2,440	\$2,760
State Motor Fuel Tax	\$790	\$850	\$830	\$800	\$760	\$710
Motor Vehicle Sales and Lease Tax	\$480	\$540	\$610	\$670	\$730	\$790
Vehicle/Driver's Licensing Fees	\$320	\$330	\$330	\$340	\$340	\$340
Interest and Miscellaneous	\$210	\$130	\$130	\$160	\$190	\$240
Total	\$3,290	\$3,530	\$3,810	\$4,130	\$4,460	\$4,840

Note: Numbers rounded to the nearest \$10 million. Forecasted totals do not include discretionary funds.

Table B.2 – Multimodal Forecasted Revenues (\$ in Millions)

	2025 (Actuals)	2030	2035	2040	2045	2050
Federal Funds	\$90	\$110	\$120	\$140	\$160	\$180
General Fund	\$40	\$40	\$40	\$40	\$40	\$40
Multimodal Taxes and Fees	\$20	\$20	\$20	\$20	\$30	\$30
Interest and Miscellaneous	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$150	\$170	\$180	\$200	\$230	\$250

Note: Numbers rounded to the nearest \$10 million. Interest and miscellaneous totals are not actually \$0, but round down to \$0. Forecasted totals do not include discretionary funds.



Needs Forecast

Table B.3 – Roads and Bridges Forecasted Needs (\$ in Millions)

Year	2025-Funded Needs	2025-Funded + Unfunded Needs	2025-Funded + Unfunded Needs (+/-10%)
2025	\$3,280	\$4,440	\$3,990 to \$4,880
2030	\$3,530	\$4,710	\$4,240 to \$5,180
2035	\$3,880	\$5,090	\$4,580 to \$5,600
2040	\$4,330	\$5,570	\$5,010 to \$6,120
2045	\$4,840	\$6,110	\$5,500 to \$6,720
2050	\$5,410	\$6,720	\$6,050 to \$7,390

Note: Numbers rounded to the nearest \$10 million.

Table B.4 – Multimodal Forecasted Needs (\$ in Millions)

Year	2025-Funded Needs	2025-Funded + Unfunded Needs	2025-Funded + Unfunded Needs (+/-10%)
2025	\$150	\$250	\$230 to \$280
2030	\$170	\$290	\$260 to \$310
2035	\$190	\$320	\$290 to \$360
2040	\$220	\$370	\$330 to \$400
2045	\$240	\$410	\$370 to \$450
2050	\$280	\$470	\$420 to \$510

Note: Numbers rounded to the nearest \$10 million.