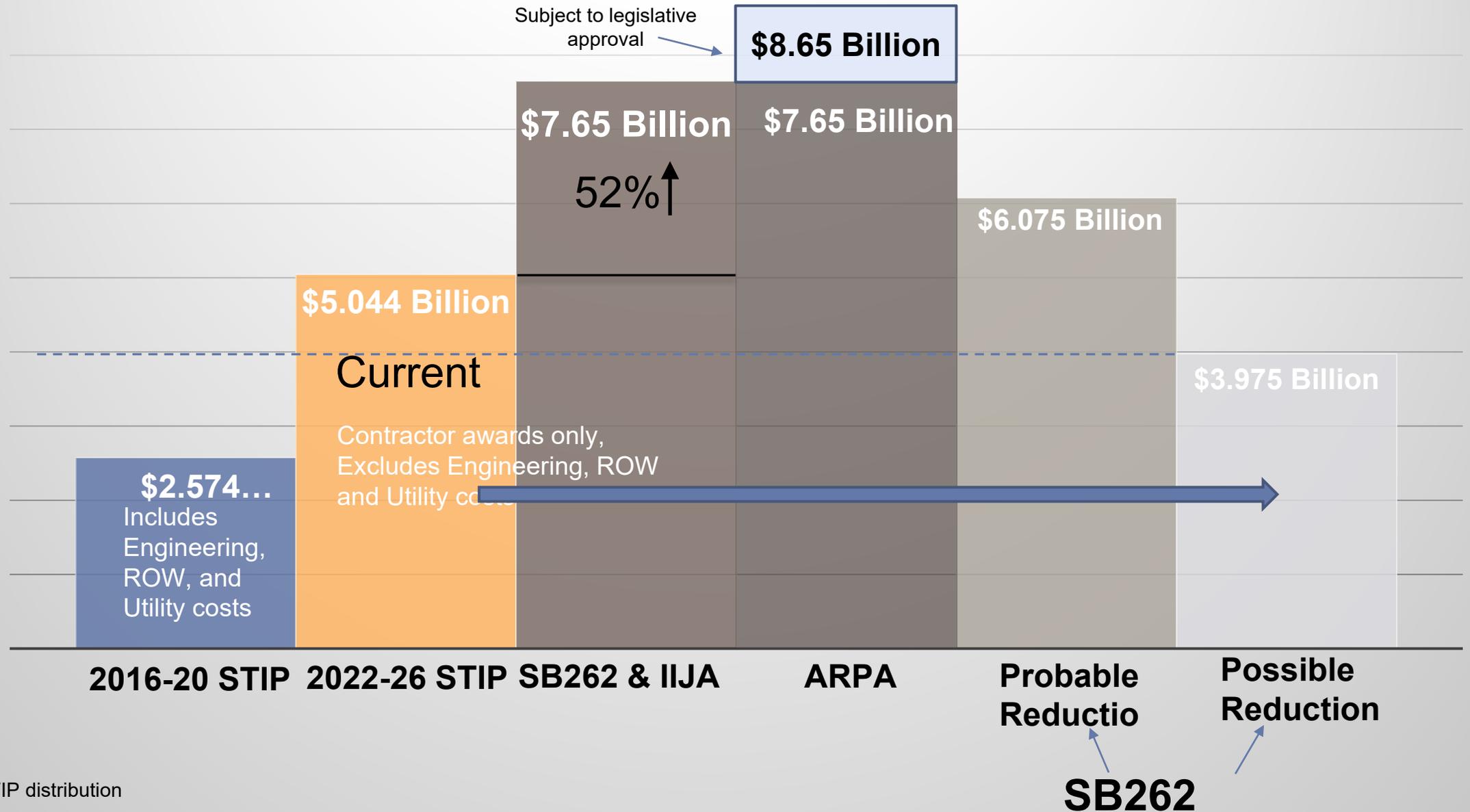


Unfunded Needs Public Meeting 2021 Update



2022-2026 STIP Contractor Awards and Future Funding Strategies



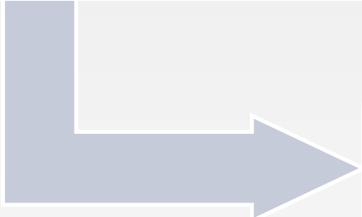
*Estimated STIP distribution

Final SFY2022-2026 STIP

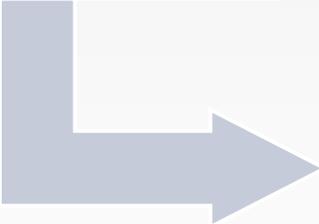
(Fiscal Year 2025 Amounts, as amended)



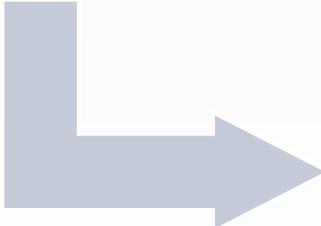
**Total Distributed
Construction
Program Funds**
\$1017 Million



Safety
\$29 Million



**Asset
Management**
\$732 Million

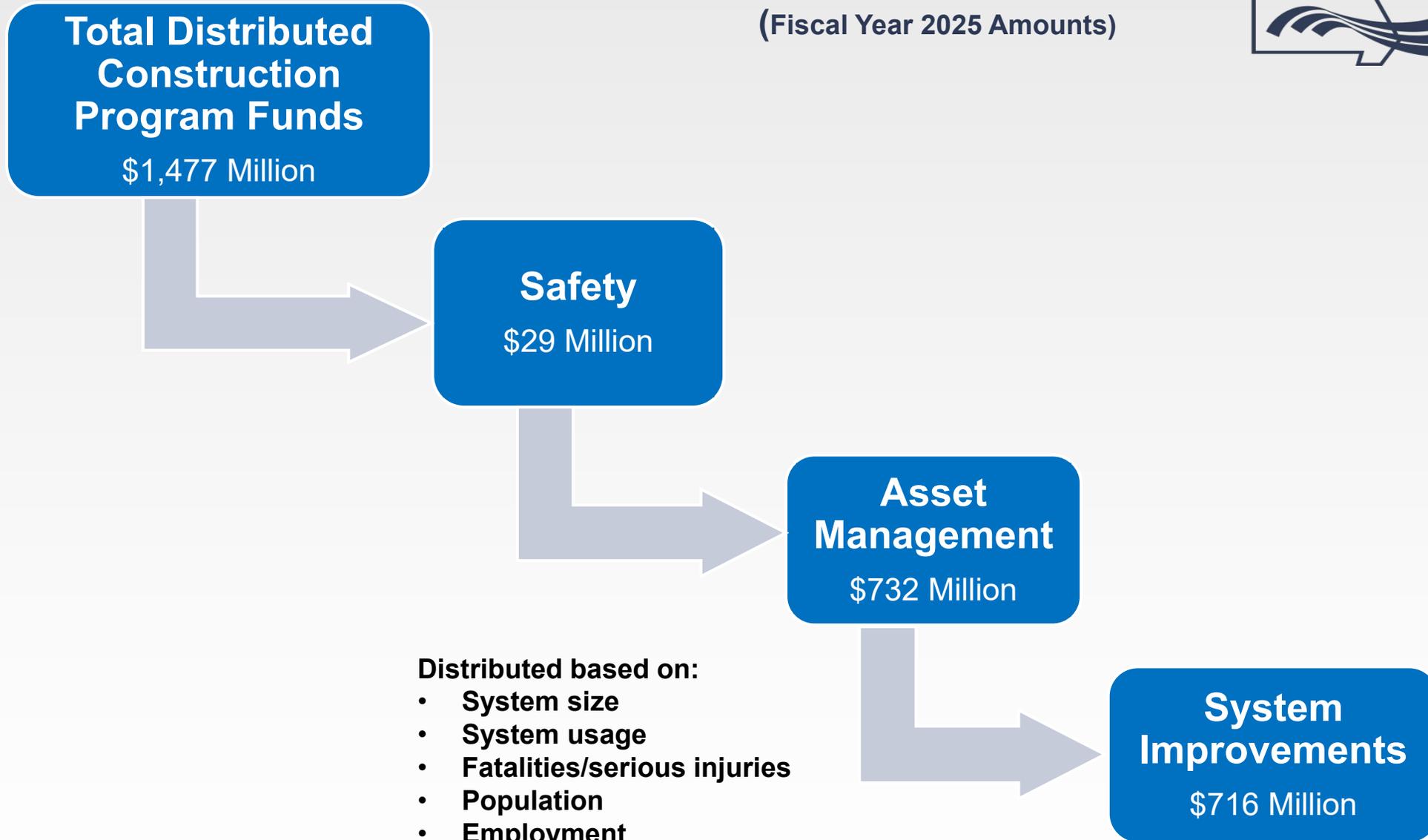


**System
Improvements**
\$256 Million

- Distributed based on:**
- **System size**
 - **System usage**
 - **Fatalities/serious injuries**
 - **Population**
 - **Employment**

Potential 2023-2027 STIP SB262 & IIJA

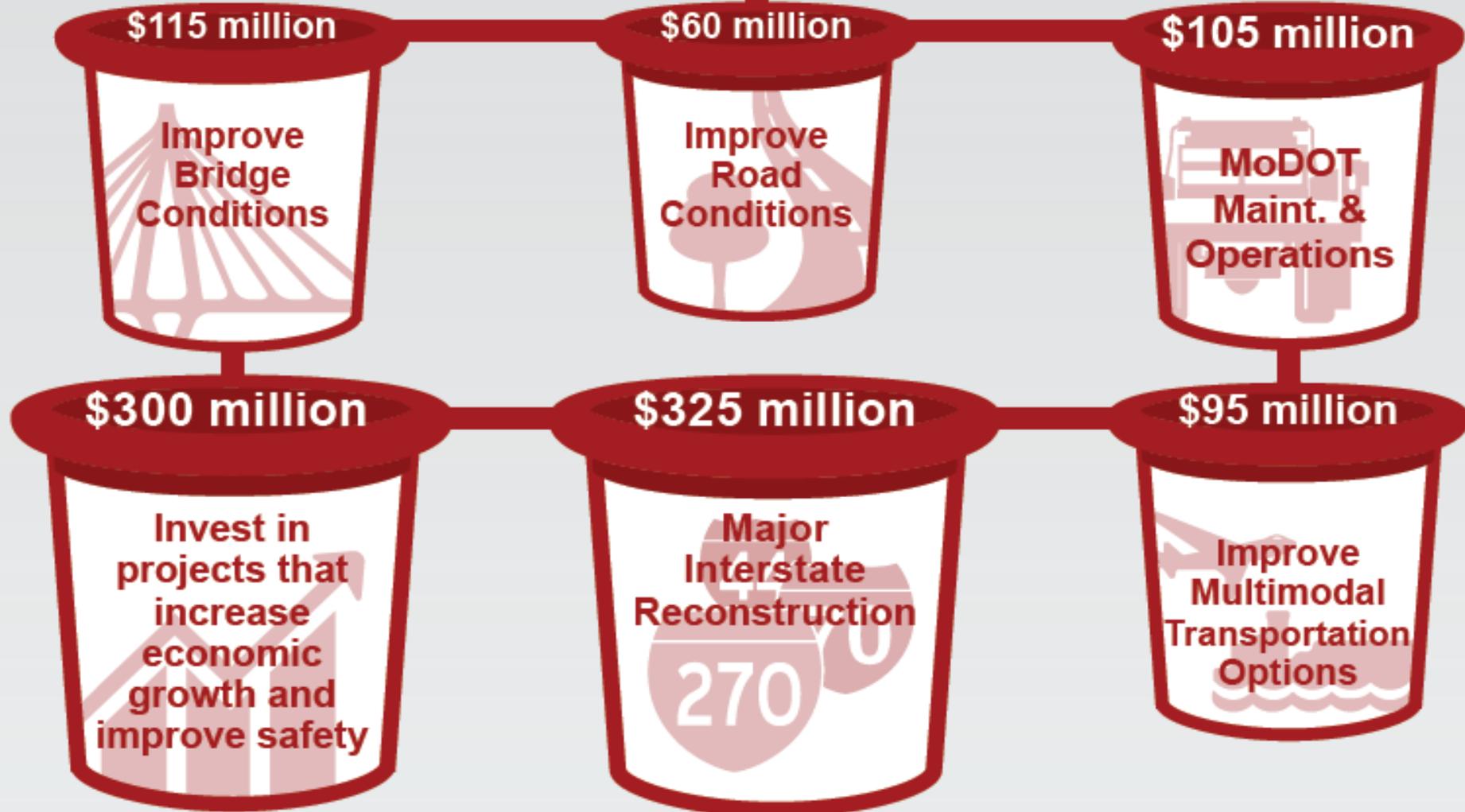
(Fiscal Year 2025 Amounts)



Subject to MHTC approval

HIGH-PRIORITY UNFUNDED ANNUAL TRANSPORTATION NEEDS

\$1 billion



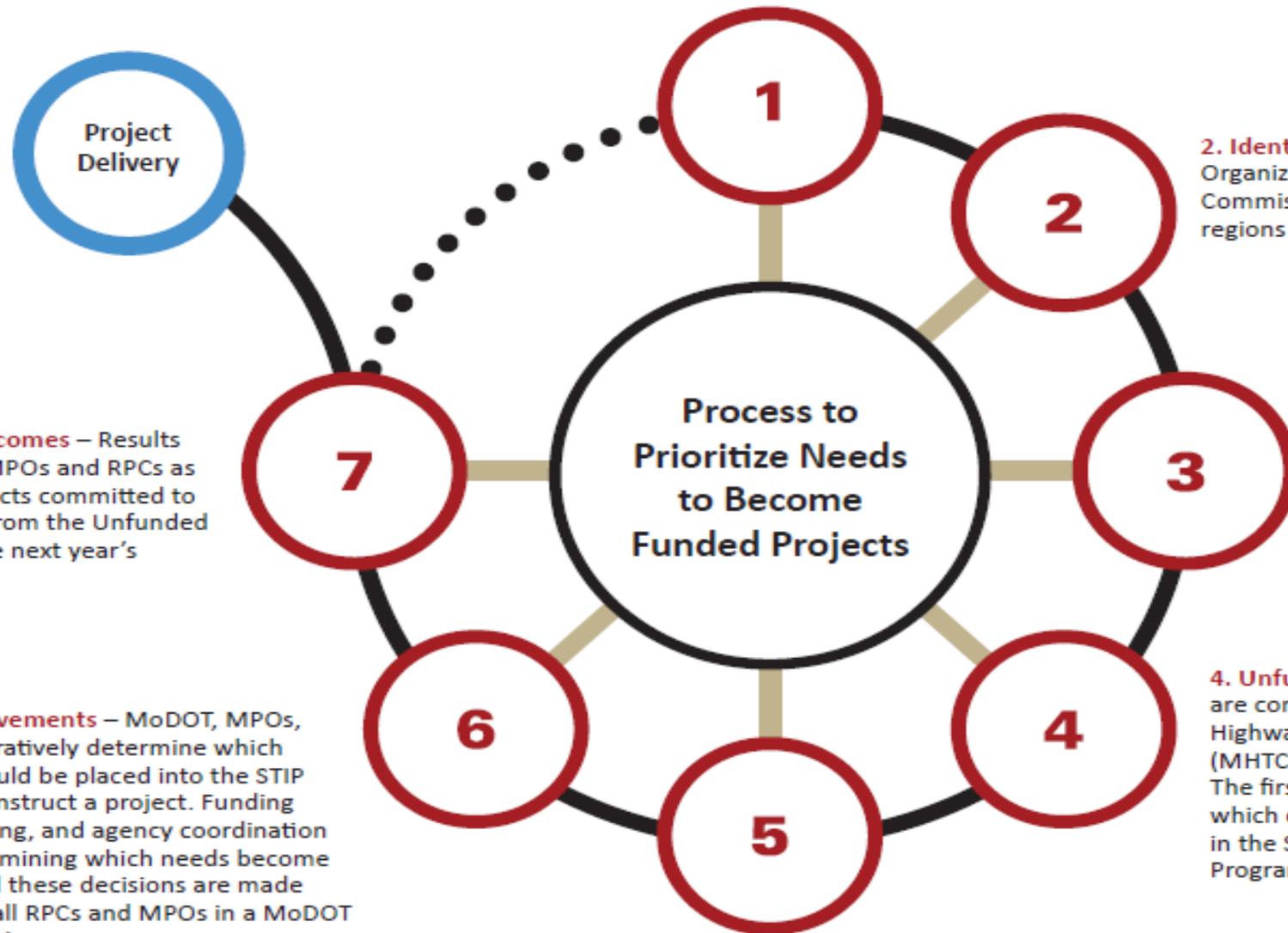
HIGH-PRIORITY UNFUNDED NEEDS



Nov. 2021



1. Establish a vision – MoDOT’s vision for its transportation future is best captured by the five goals established by Missourians in the Long-Range Transportation Plan. In priority order, they are: 1) Take care of the transportation system; 2) Keep all travelers safe; 3) Invest in projects that spur economic growth and create jobs; 4) Give Missourians better transportation choices; and 5) Improve reliability and reduce congestion.



2. Identify Needs – Metropolitan Planning Organizations (MPO) and Regional Planning Commissions (RPC) identify needs in their respective regions through their planning processes.

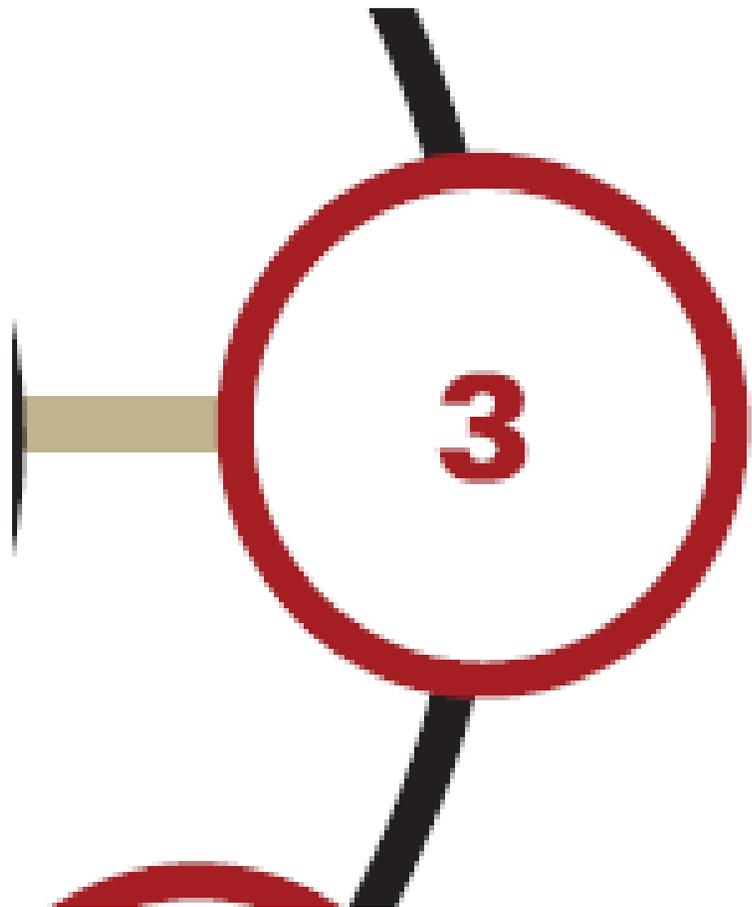
3. Prioritize Needs – MoDOT Districts offices work with MPOs and RPCs to annually prioritize regional needs, collectively. This requires multiple planning entities within a MoDOT district to work collectively to create priorities among all needs identified, regardless of location. Safety, traffic volume, asset condition data are used to help select the highest priorities within a MoDOT district boundary.

4. Unfunded Needs List – The prioritized needs are compiled into a list and taken to the Missouri Highways and Transportation Commission (MHTC). The list includes multiple tiers of needs. The first tier represents the highest priorities which could be delivered with additional funds in the Statewide Transportation Improvement Program horizon (five years).

5. Identify and estimate specific improvements – After prioritization, needs are analyzed to determine the most complete, efficient, and cost-effective transportation improvements. This is also known as scoping.

7. Communicating Outcomes – Results are conveyed back to MPOs and RPCs as progress is made. Projects committed to the STIP are removed from the Unfunded Needs list as part of the next year’s prioritization process.

6. Programming Improvements – MoDOT, MPOs, and RPCs, then collaboratively determine which high priority needs should be placed into the STIP as a commitment to construct a project. Funding availability, project timing, and agency coordination are considered in determining which needs become projects in the STIP and these decisions are made collaboratively among all RPCs and MPOs in a MoDOT District. In MPO areas, these same projects must be included in MPO’s Transportation Improvement Programs by their respective Boards’ of Directors.

A decorative graphic on the left side of the slide features a large, bold red circle containing the number "3". This circle is connected to a horizontal gold bar on its left side. A black line extends from the top of the circle, and a red curved shape is at the bottom left. The number "3" is centered within the circle.

3

3. Prioritize Needs – MoDOT Districts offices work with MPOs and RPCs to annually prioritize regional needs, collectively. This requires multiple planning entities within a MoDOT district to work collectively to create priorities among all needs identified, regardless of location. Safety, traffic volume, asset condition data are used to help select the highest priorities within a MoDOT district boundary.

St. Louis District – Tier 1



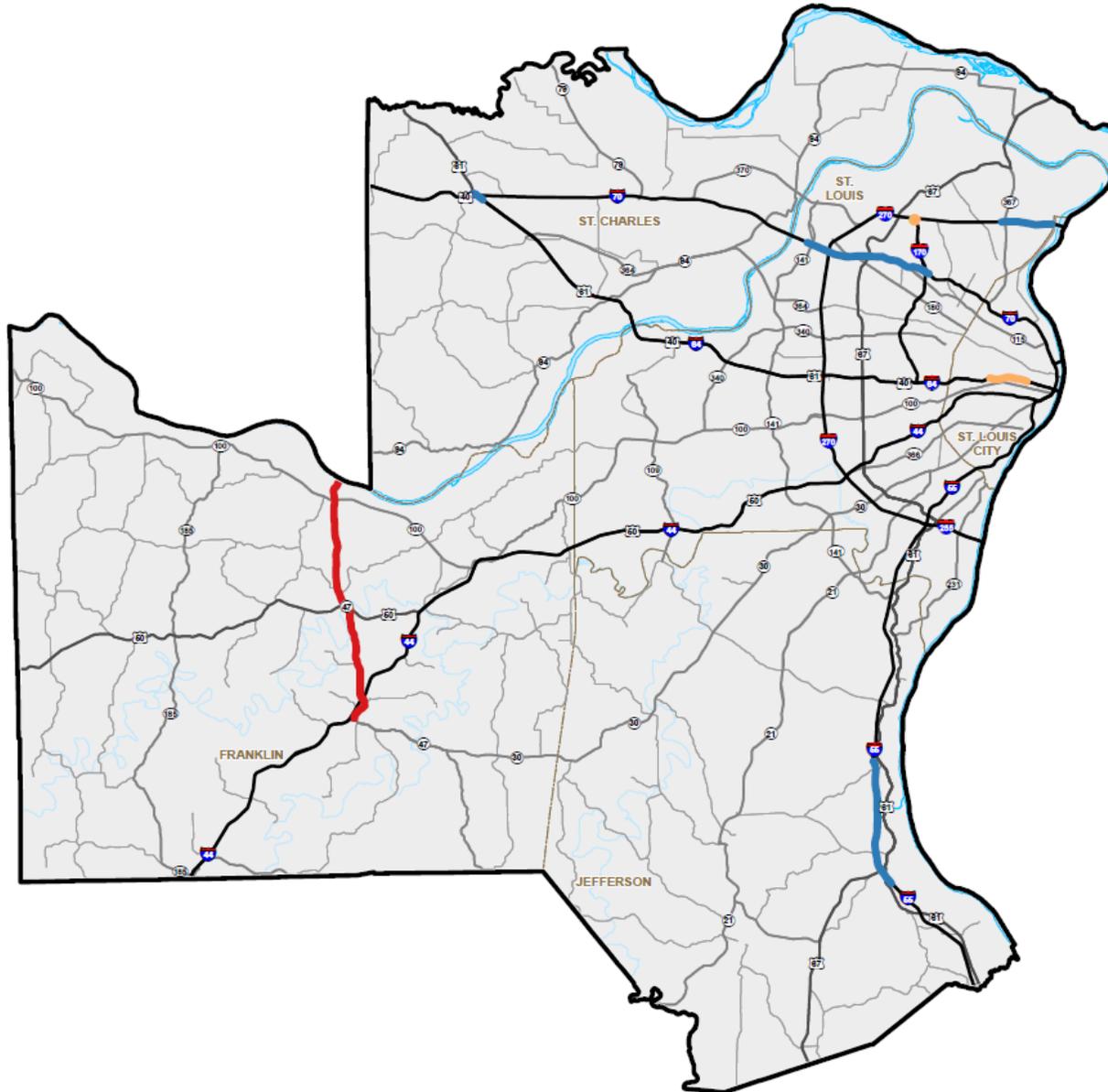
High Priority Unfunded Road and Bridge Needs

ST. LOUIS District

Tier 1 \$196M

DRAFT

- Improve Bridge Conditions
- Improve Road Conditions
- Increase Economic Growth and Improve Safety
- Major Interstate Reconstruction



St. Louis – Tier 2



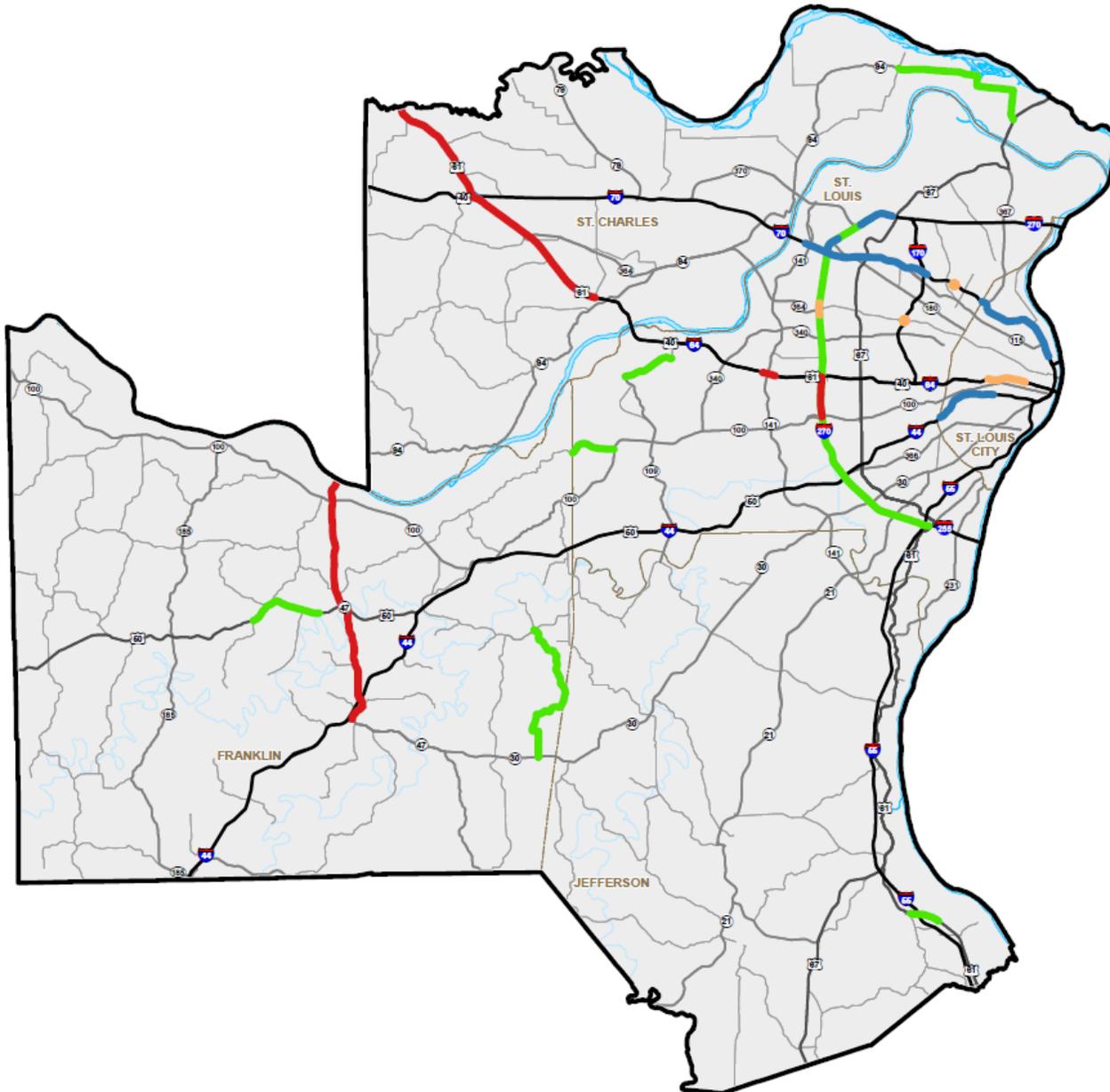
High Priority Unfunded Road and Bridge Needs

ST. LOUIS District

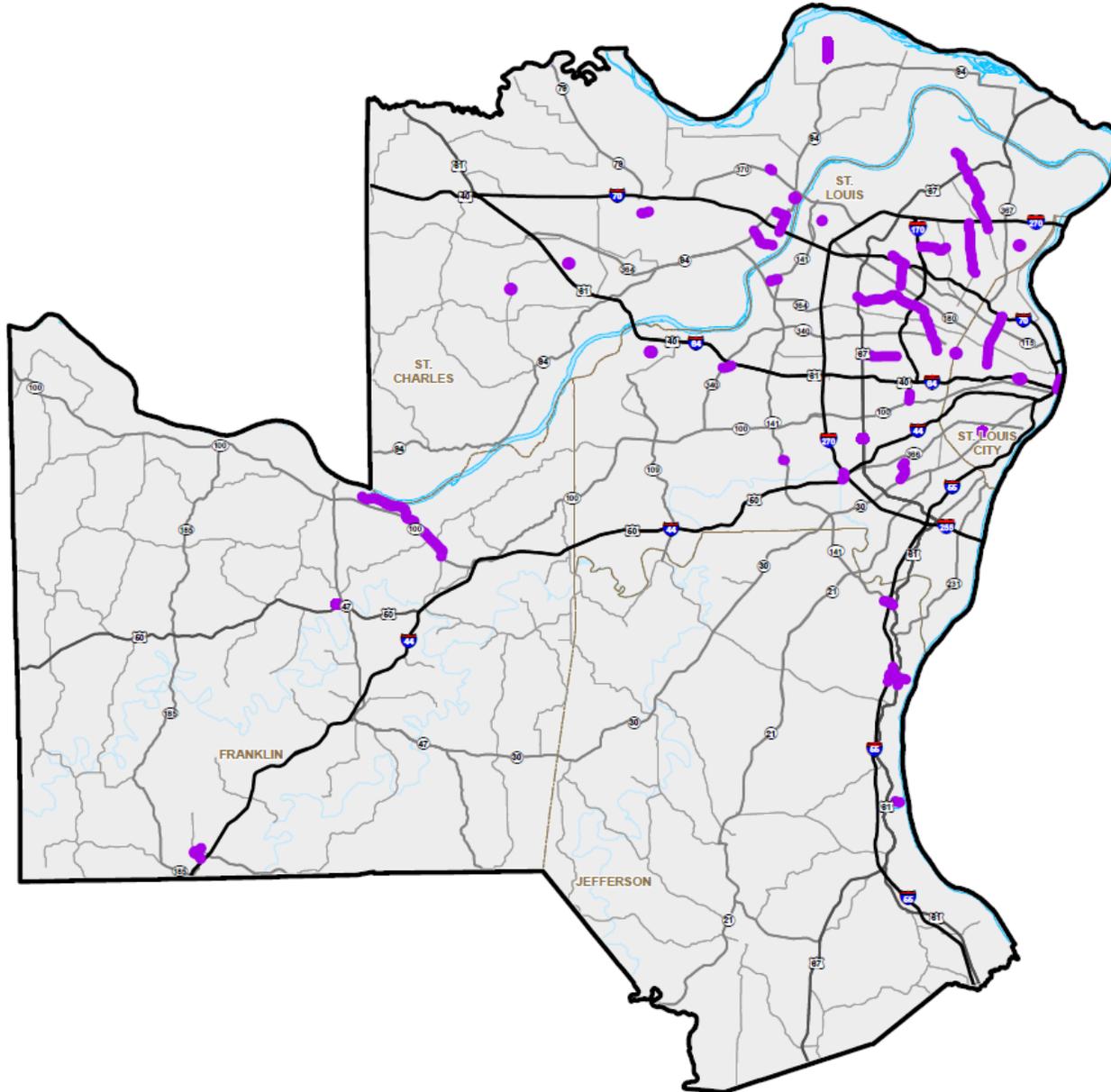
Tier 2 \$780M

DRAFT

- Improve Bridge Conditions
- Improve Road Conditions
- Increase Economic Growth and Improve Safety
- Major Interstate Reconstruction



St. Louis – Multimodal



High Priority Unfunded Multimodal Needs

ST. LOUIS District

\$380M

DRAFT

Improve Multimodal Transportation Options



St. Louis Summary



Tier	Improve Bridge Conditions	Improve Road Condition	Major Interstate Reconstruction	Increase Economic Growth and Improve Safety	Improve Multimodal Transportation Options	Totals
One	40,000		133,300	22,600		\$195,900
Two	100,700	76,500	443,800	158,800		\$779,800
Three	544,500		110,000	218,020		\$872,520
Multimodal					374,321	\$374,321
Total	\$685,200	\$76,500	\$687,100	\$399,420	\$374,321	\$2,222,541

Statewide Summary



TOTALS BY PRIORITY

DISTRICT	TIER 1	TIER 2	TIER 3	MULTIMODAL	MAJOR BRIDGE	STATEWIDE	GRAND TOTAL
NW	\$24,364	\$97,518	\$97,751	\$47,024	\$106,070	-	\$372,727
NE	\$22,803	\$95,295	\$96,258	\$47,136	\$54,000	-	\$315,492
KCR	\$15,400	\$65,979	\$56,270	\$28,186	\$57,060	-	\$222,895
KCU	\$100,970	\$372,300	\$375,792	\$182,000	\$50,160	-	\$1,081,222
CD	\$62,000	\$213,799	\$236,837	\$117,165	-	-	\$629,801
SL	\$195,900	\$779,800	\$872,520	\$374,321	\$91,800	-	\$2,314,341
SWR	\$47,642	\$191,899	\$193,146	\$95,905	-	-	\$528,592
SWU	\$26,758	\$111,592	\$108,167	\$52,959	-	-	\$299,476
SE	\$47,541	\$213,508	\$175,383	\$91,403	\$67,700	-	\$595,535
STATEWIDE	-	-	-	-	-	\$1,635,800	\$1,635,800
REMAINING UNFUNDED NEEDS							\$2,004,120
GRAND TOTAL	\$543,378	\$2,141,690	\$2,212,124	\$1,036,099	\$426,790	\$1,635,800	\$10,000,000

Statewide Summary



TOTALS BY TYPE

DISTRICT	IMPROVE BRIDGE CONDITIONS	IMPROVE ROAD CONDITIONS	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY	MAJOR INTERSTATE RECONSTRUCTION	MULTIMODAL	GRAND TOTAL
NW	\$56,370	\$62,232	\$54,250	\$46,781	\$47,024	\$266,657
NE	\$14,682	\$19,521	\$180,153	-	\$47,136	\$261,492
KCR	\$15,400	\$83,014	\$39,235	-	\$28,186	\$165,835
KCU	-	\$199,300	\$649,762	-	\$182,000	\$1,031,062
CD	-	-	\$454,023	\$58,613	\$117,165	\$629,801
SL	\$685,200	\$76,500	\$399,420	\$687,100	\$374,321	\$2,222,541
SWR	\$1,000	\$47,360	\$333,112	\$51,215	\$95,905	\$528,592
SWU	-	\$49,860	\$169,055	\$27,602	\$52,959	\$299,476
SE	\$6,742	\$2,887	\$426,803	-	\$91,403	\$527,835
STATEWIDE	-	\$25,000	\$90,800	\$1,500,000	\$20,000	\$1,635,800
MAJOR BRIDGE	\$426,790	-	-	-	-	\$426,790
REMAINING UNFUNDED NEEDS						\$2,004,120
GRAND TOTAL	\$1,206,184	\$565,674	\$2,796,613	\$2,371,311	\$1,056,099	\$10,000,000

To view the document and submit a comment:

www.modot.org/unfundedneeds

