



TOUGH CHOICES AHEAD



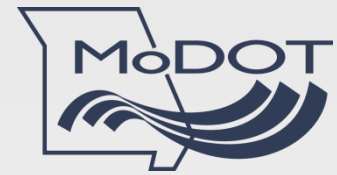
*What **Really** Matters*

7th Largest

46th Lowest

While Missouri has the 7th largest highway system in the nation, we rank 46th in revenue spent per mile





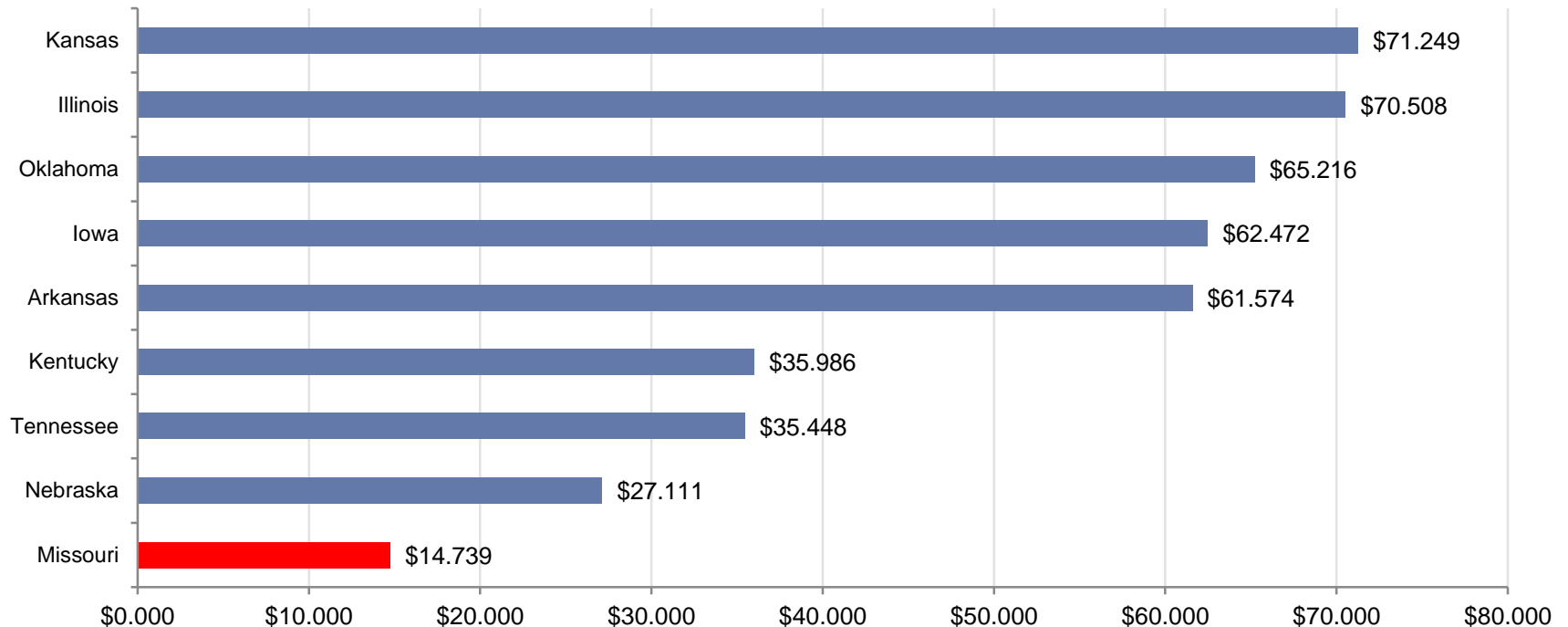
Insufficient Transportation Funding

- At \$325 million we will be unable to keep our roads and bridges in good condition.
- An additional \$160 million is needed to just maintain the system in the condition it is in today.
- Missouri will also not have enough state money to match federal funds, which provide a \$4 to \$1 investment.
- **Unmatched federal funds:**
 - 2017 - \$167 million
 - 2018 - \$400 million
 - 2019 - \$400 million

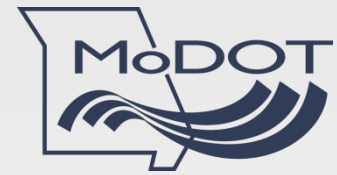
Surrounding States Invest More



Highway and Bridge Construction Investment Per Mile (\$ in thousands)



Missouri data ranges 2014-2019. Other states range from 2014-2020.
Data compiled via state transportation agencies' planning divisions.



Missouri's 325 System

Primary and **Supplementary** Roads

- Primary includes approximately 8,000 miles of Missouri's 34,000 mile system and are the roads that connect cities across the state.
- Supplementary includes the remaining miles used for local travel.

Big Impacts

Due to deteriorating conditions on **Supplementary** roads:

- Roads will become a patchwork of repairs, resulting in a rough ride for motorists.
- Bridges will be weight-restricted and/or they will be closed.



What *Really* Matters

Feedback Received



“...additional funding should be appropriated and funded by an increase in revenues as the ‘325 Plan’ is not in the best interest of the residents and traveling public of the state...”

“This is a terrible but necessary plan to deal with the shortage in funding. Without being noticeably impacted, Missourians won’t increase funding.”

“I realize tough choices must be made when budgets are decreased, but supplementary roads are very important to the citizens of Missouri.”

“The 325 Plan may be the best that can be done with the current funding, but it will be detrimental to safety and economic development.”



What Really Matters

Additional Feedback

1. Suggestions to decrease the size of our system.
2. Confusion regarding MoDOT's funding and budgets.
3. Want details on road and bridge deterioration.
4. Concerns about unmatched Federal Funds.
5. Internal questions regarding future staff reductions.

Deterioration of a Road



Roads on the Supplementary System



Northeast District

Macon County



St. Louis District

St. Louis County



Central District

Laclede County



Kansas City District

Jackson County



Current Bridge Closures



U.S. Route 40 Blue River Bridge

Kansas City: Jackson County



Route H Wyaconda River Bridge

North of Arbela: Scotland County



Route 53 Bridge

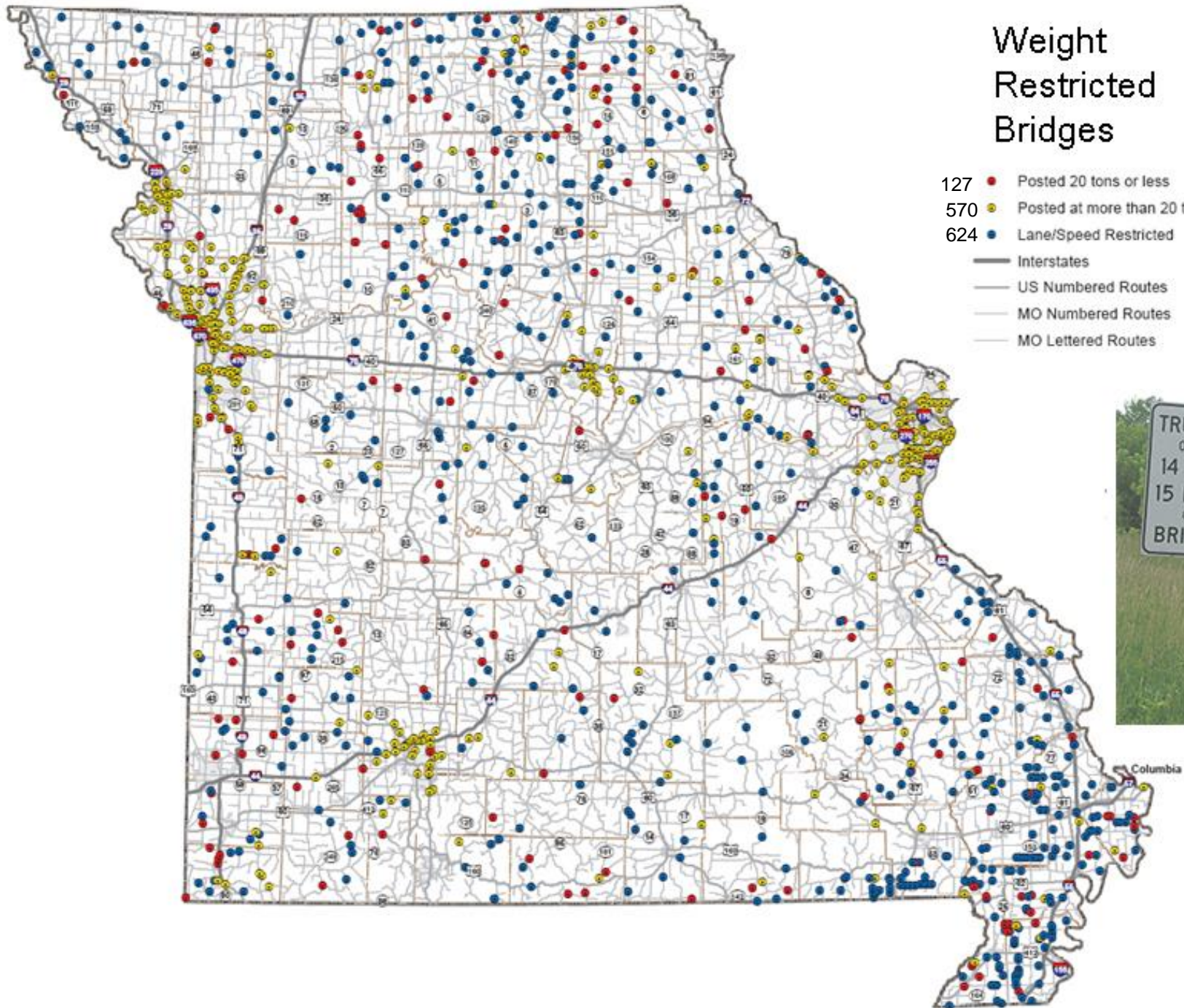
Over Union Pacific Railroad: Dunklin County



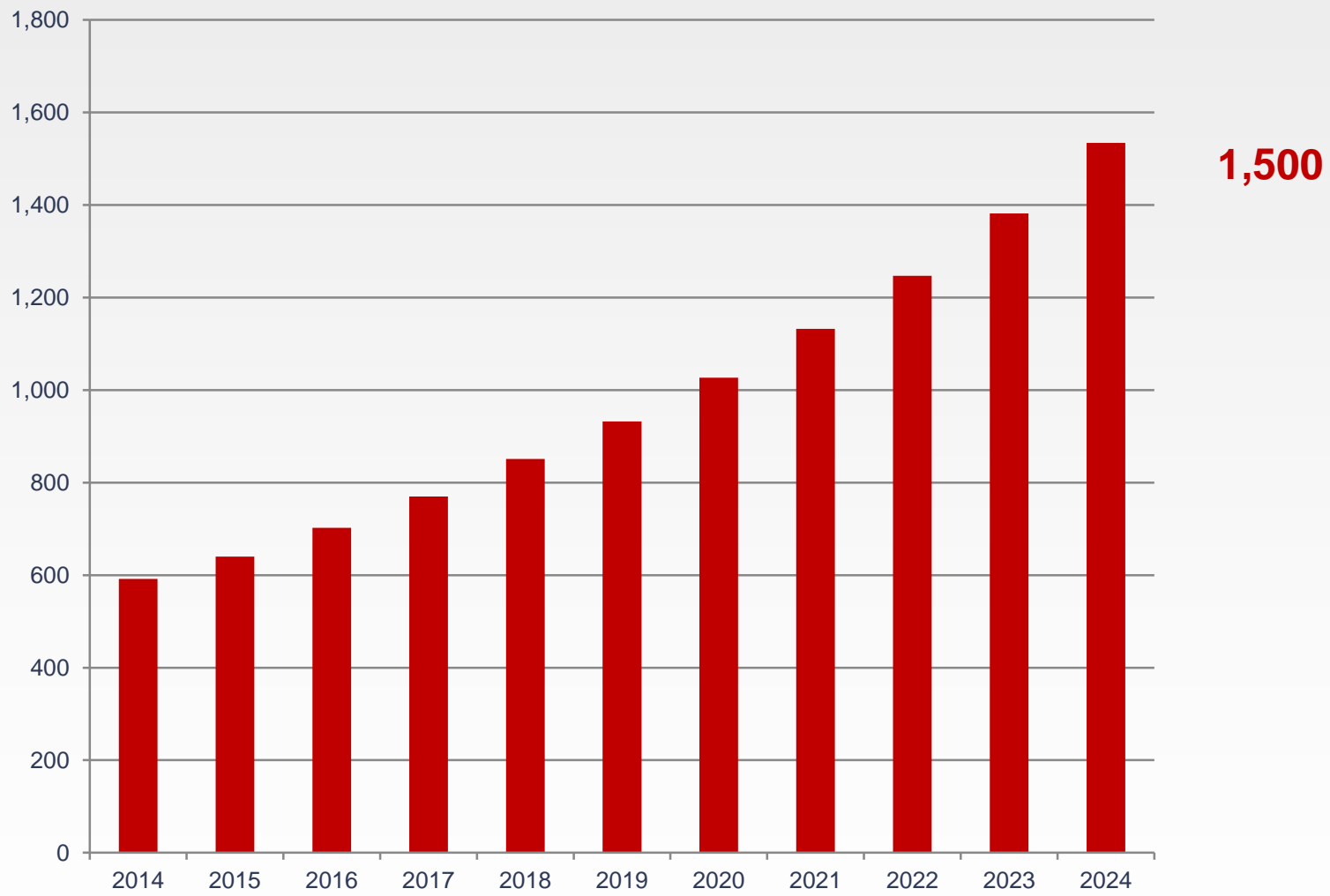
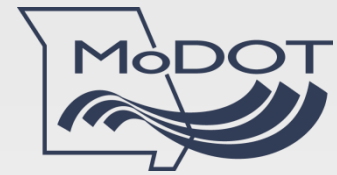
I-44 Outer Road Gasconade Bridge

Gasconade River Bridge: Laclede County

Weight Restricted Bridges



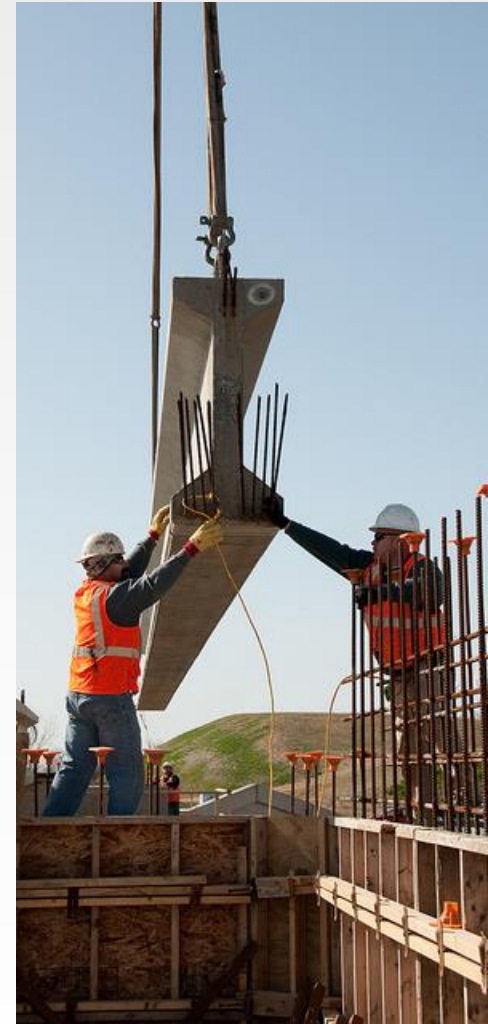
Total Critical Condition Bridges



What Is Needed?

\$160 million in *New State Funds* allows MoDOT to:

- Match **ALL** Federal funds
- Take care of the **ENTIRE** state system in its current condition
- Reinstate the Cost-Share Program.



Ways To Fill The Gap



Fuel Tax – 2-cents per gallon each year for the next three years
(total of 6-cents over three years)

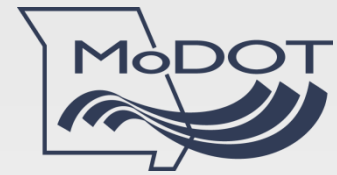
- Index the fuel tax

OR



Wholesale tax – eliminate the per gallon fuel tax and replace it with a sales tax; a % of the wholesale price of gas

New Major Projects



- **I-70** (tolling)
- **Major Projects** (i.e. interchanges, additional four-laning, etc.)
- **Planning Studies** for future projects

