

Planning Update

SWPP Meeting

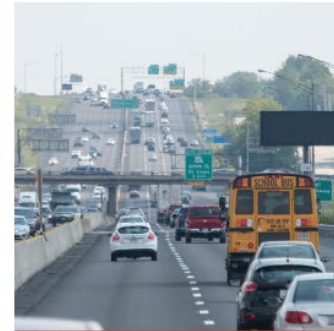
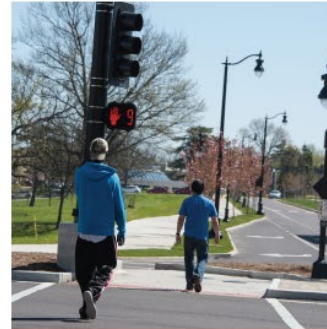
Eric Curtit, Transportation Planning Director

February 16, 2022

UNFUNDED NEEDS

Missouri

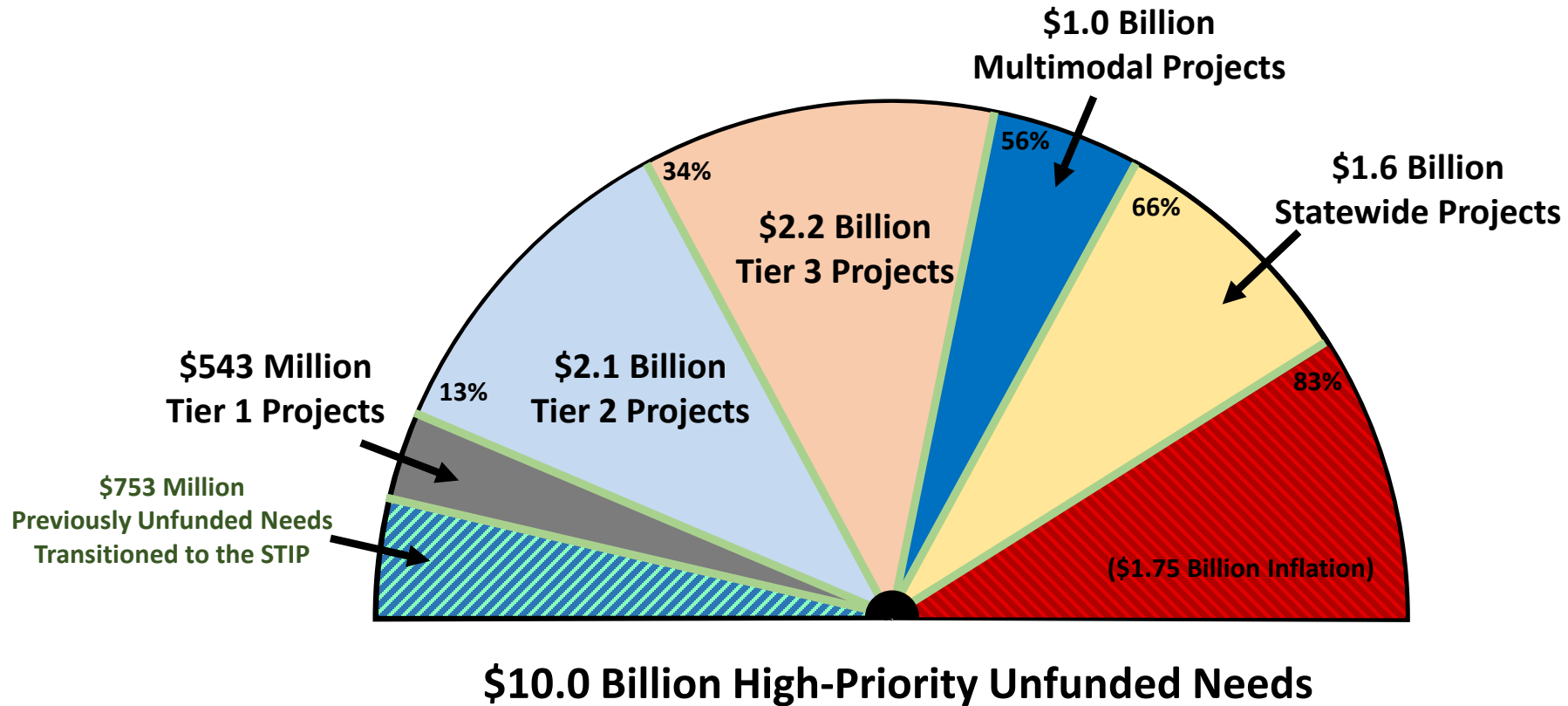
HIGH-PRIORITY UNFUNDED NEEDS



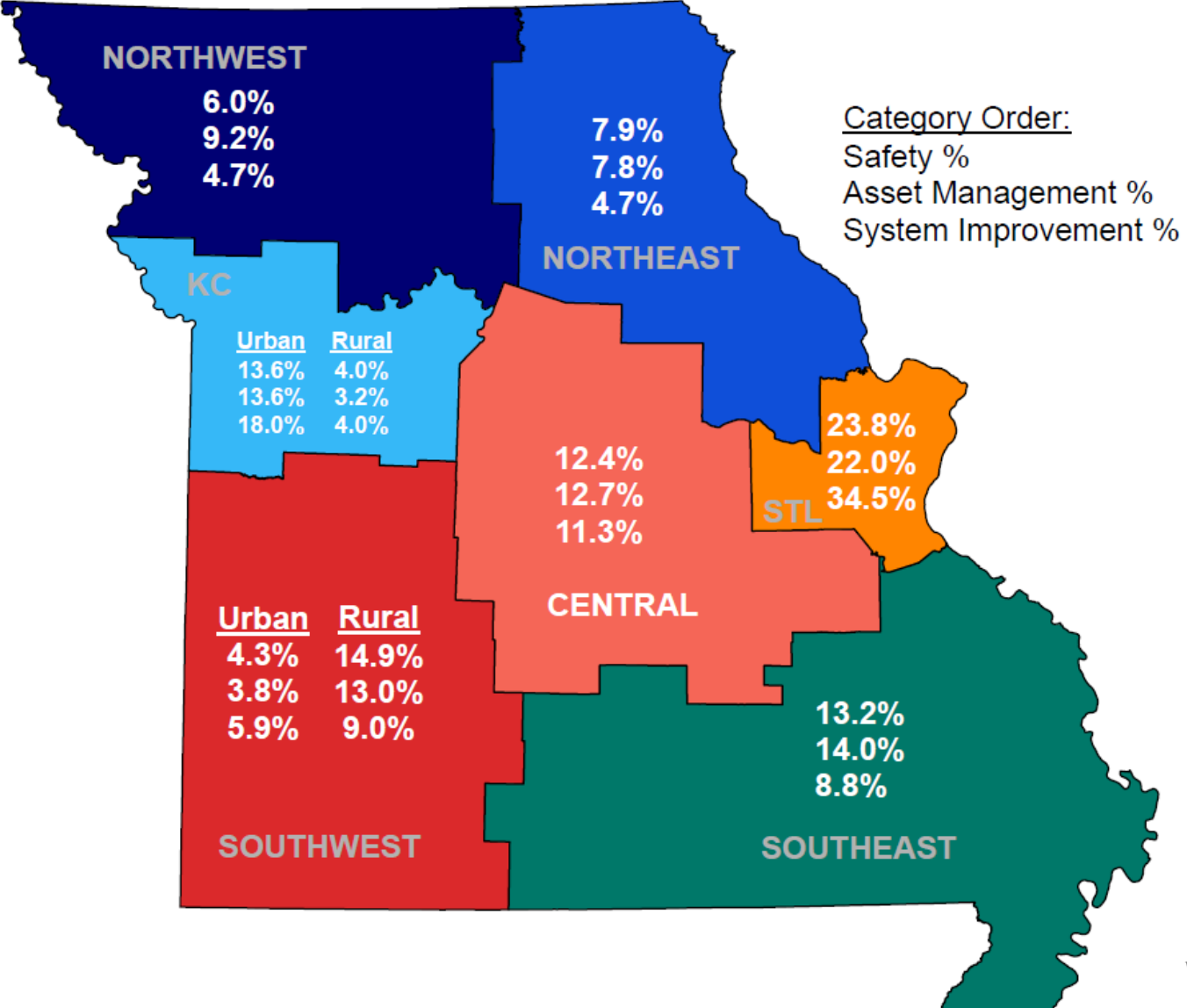
Jan. 2022



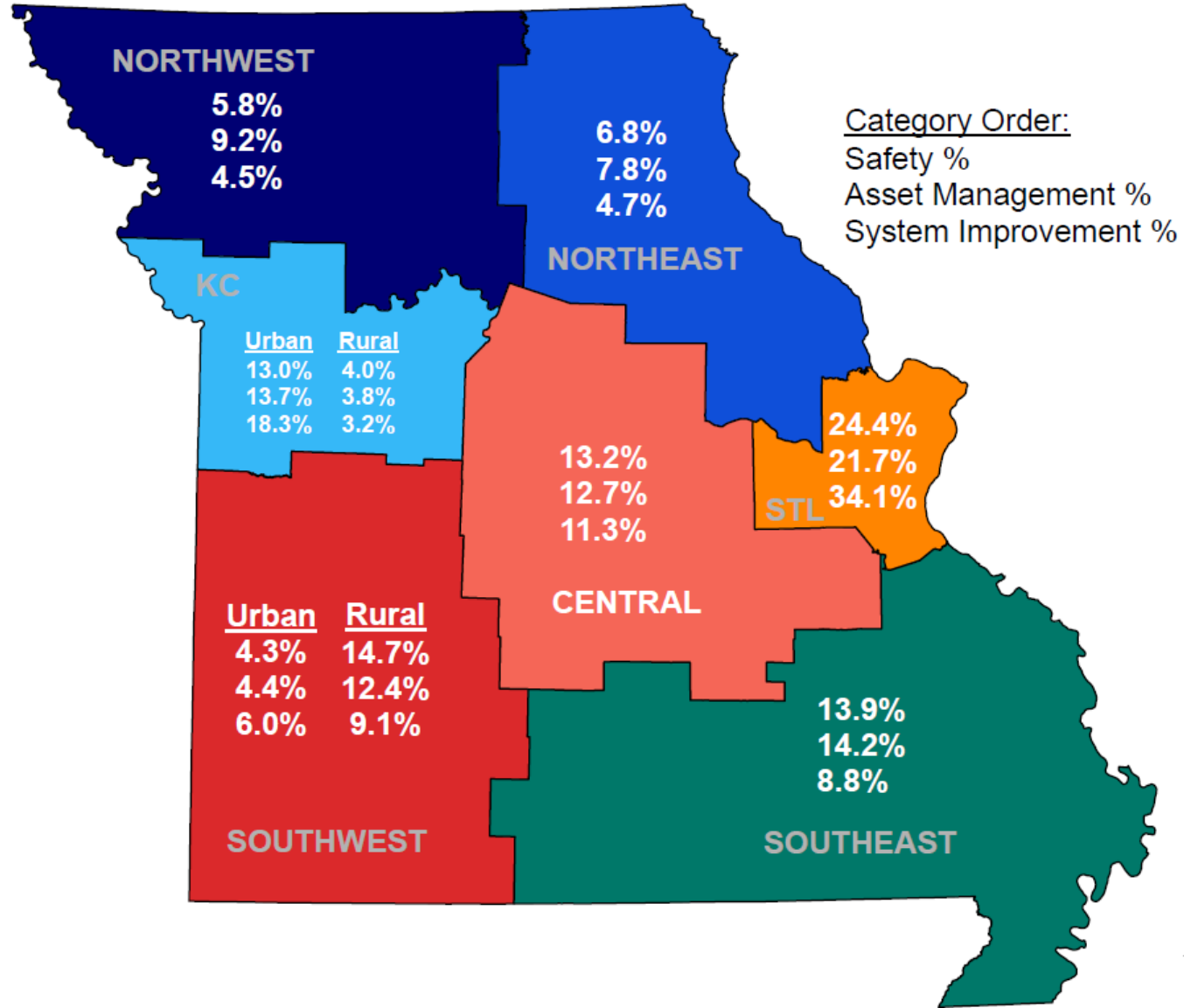
10-Year Unfunded Needs Remaining after Tier 1, 2, 3, Multimodal and Statewide



SFY 2022-26 STIP funding distribution (SFY2024-26)



Potential SFY 2023-27 STIP distribution (SFY2025)

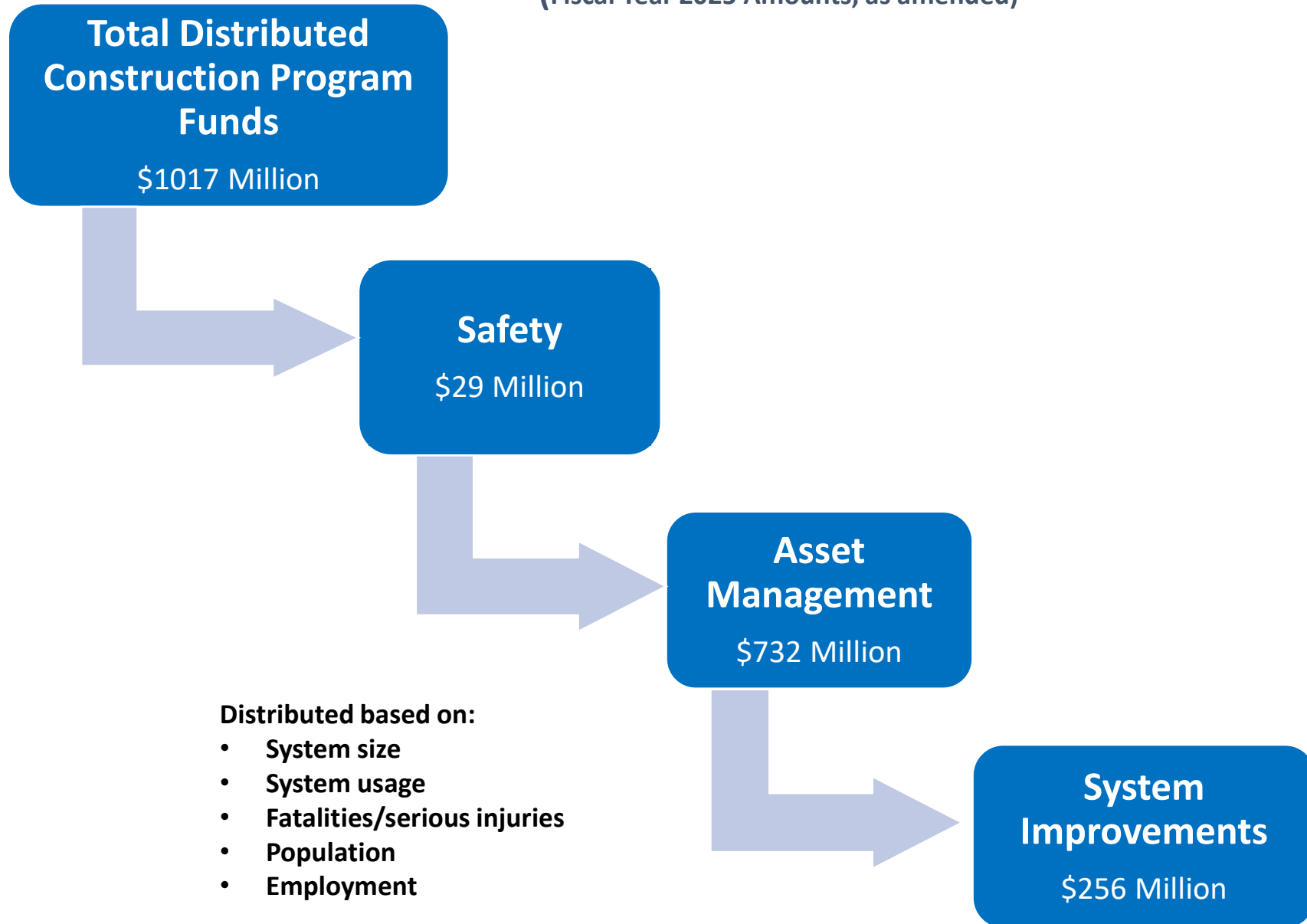


Subject to MHTC approval



Final SFY2022-2026 STIP

(Fiscal Year 2025 Amounts, as amended)

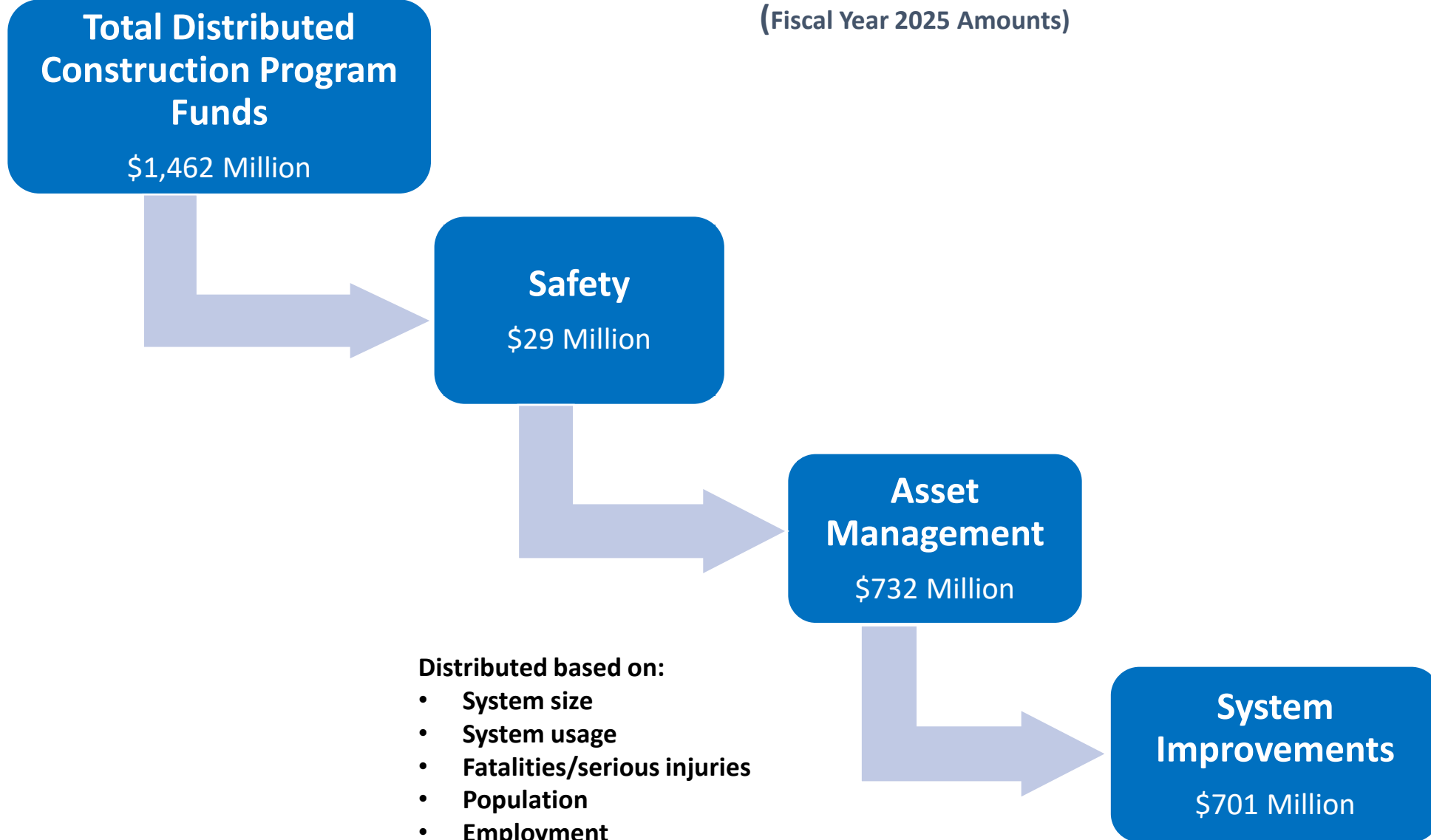


Distributed based on:

- System size
- System usage
- Fatalities/serious injuries
- Population
- Employment

Potential 2023-2027 STIP SB262 & BIL

(Fiscal Year 2025 Amounts)



Distributed based on:

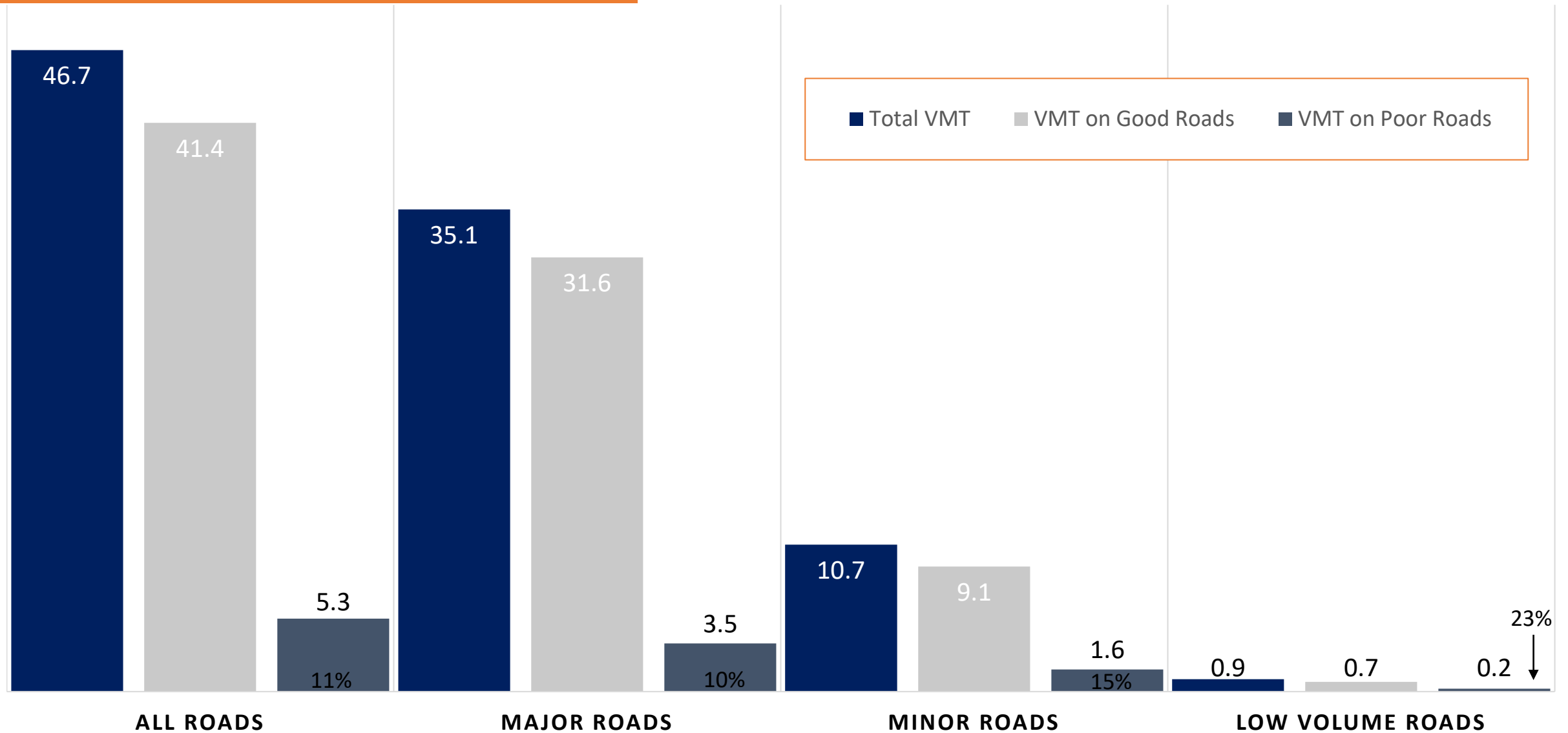
- System size
- System usage
- Fatalities/serious injuries
- Population
- Employment

Subject to MHTC approval

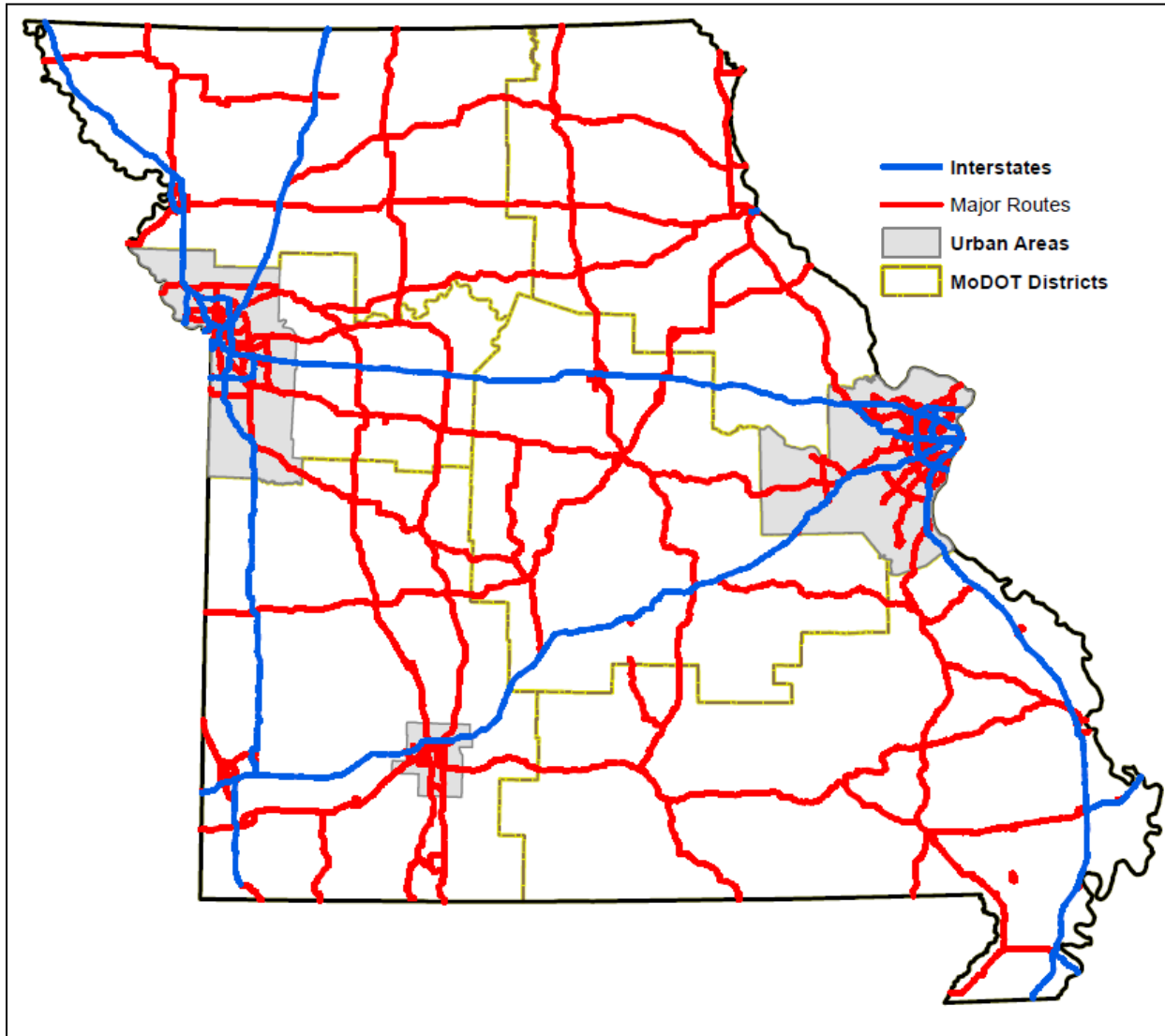
Asset Management



VMT BY ROUTE TYPE AND CONDITION

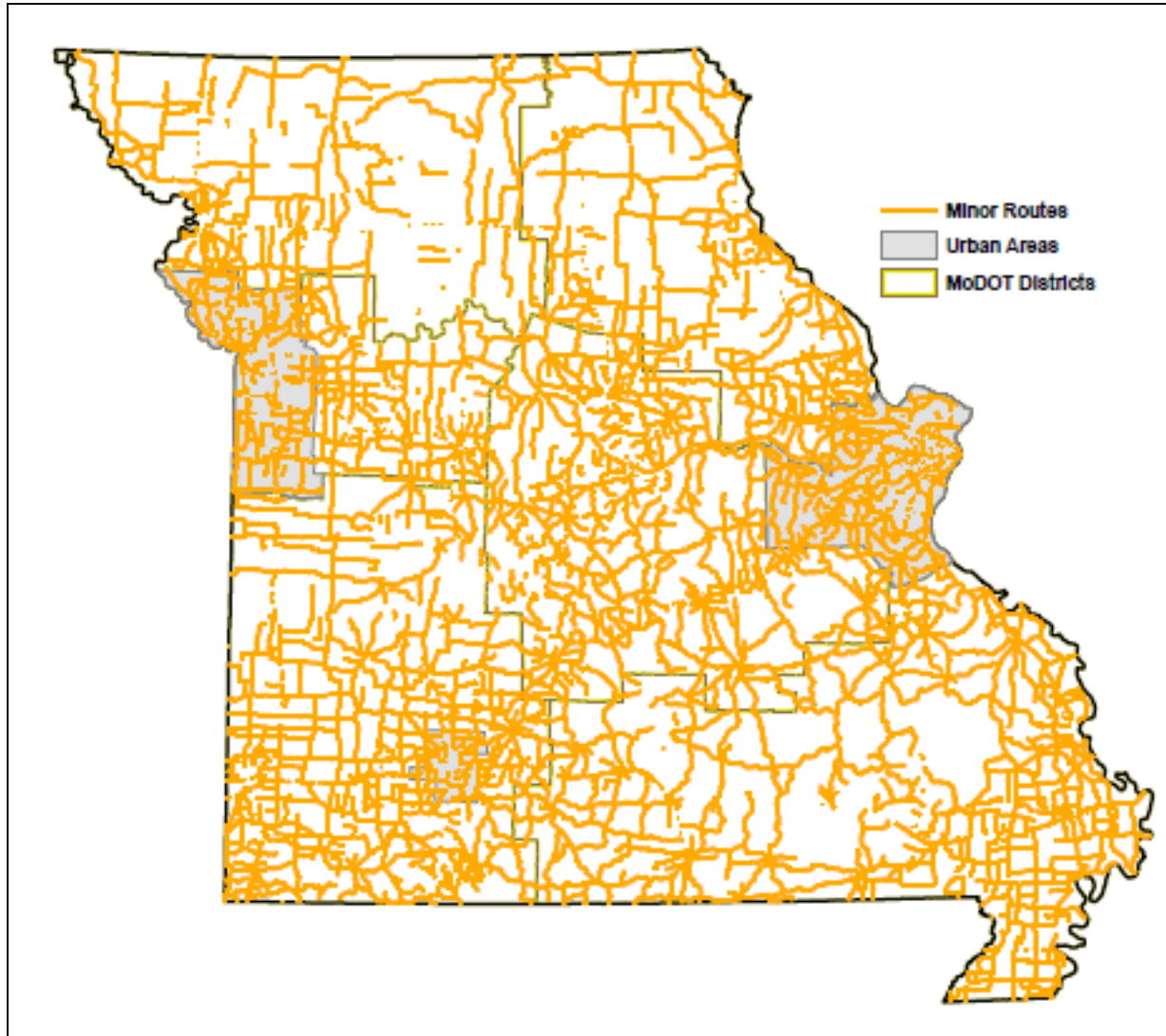


Major Roads



- 5,542 Miles = 16% of System
- Travel Total = 76%
- Pavement Goal = 90%
 - *Currently = 91%*
 - *Range 86 to 97%*
- Cost \$120,500/lane mile
- Treatment Type =
85-95% Preventive MT

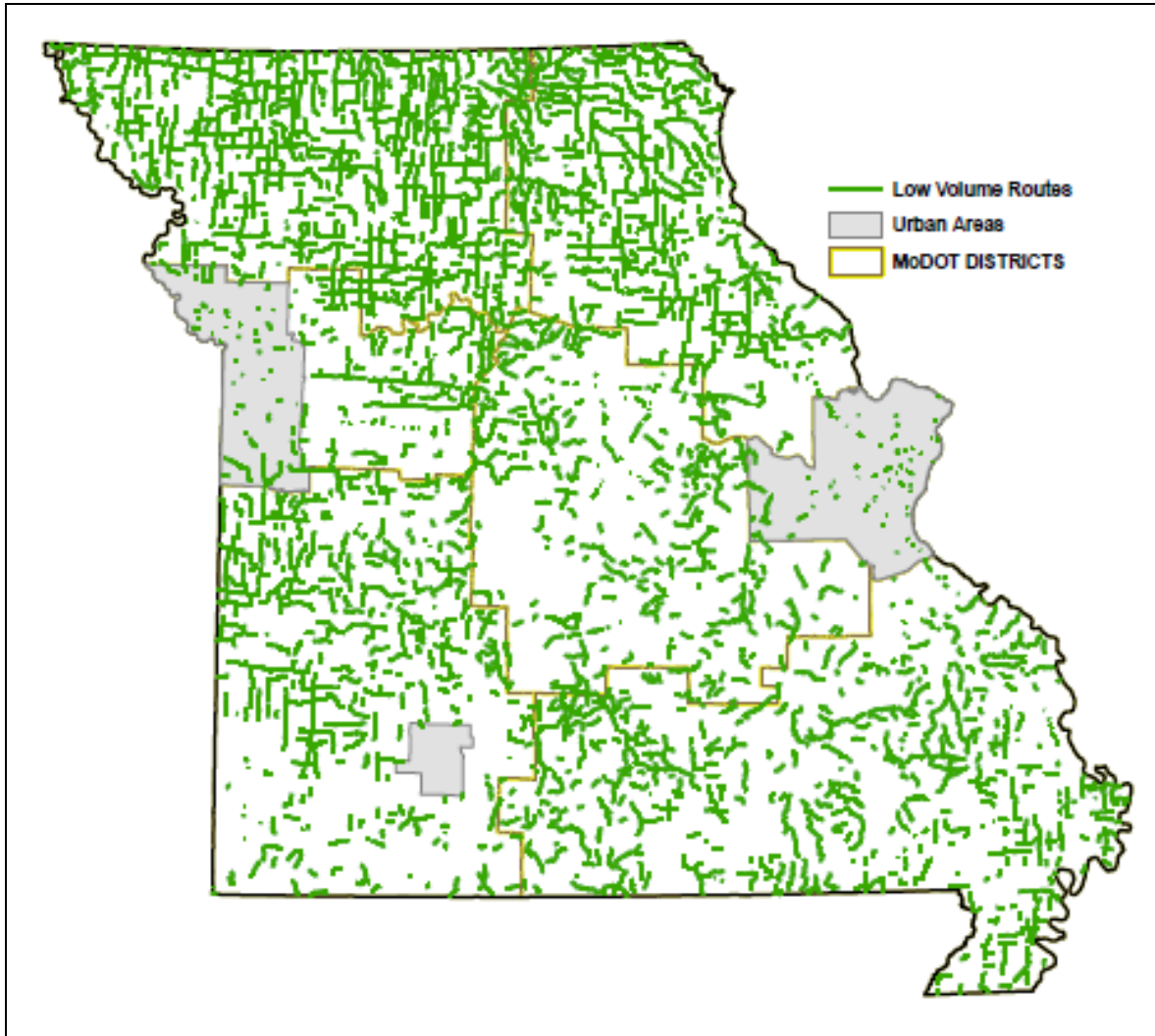
Minor Roads



- 17,334 Miles = 51% of System
- Travel Total = 22%
- Pavement Goal = 80%*
 - *Currently = 80%*
 - *Range 73 to 92%*
- Cost = \$37,700/lane mile
- Treatment Type =
100% Preventive MT

* *Based on current funding level*

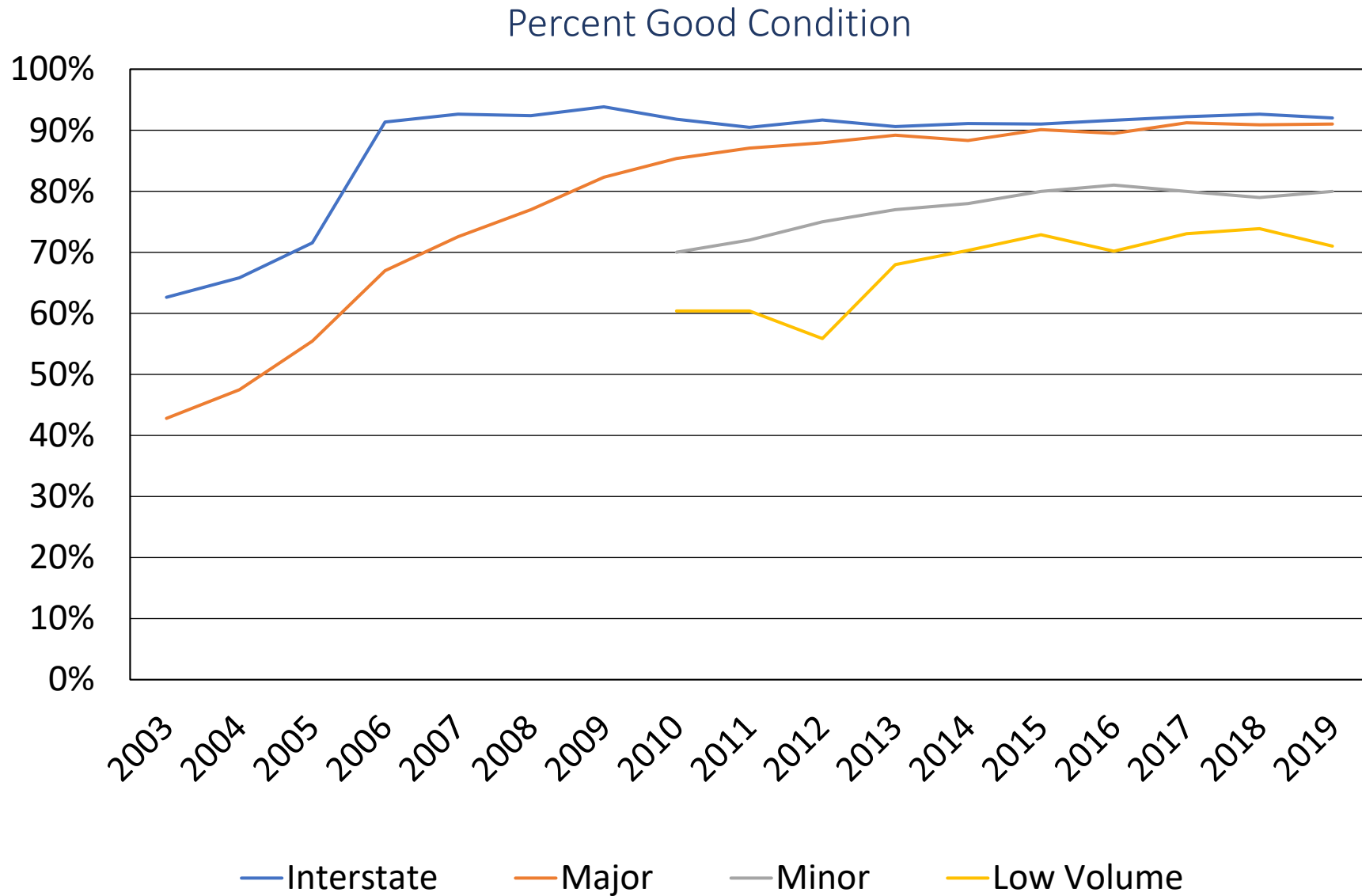
Low Volume Roads



- 10,957 Miles = 33% of System
- Travel Total = 2%
- Pavement Goal = 70%*
 - *Currently = 71%*
 - *Range 53 to 84%*
- Maintained by MoDOT Maintenance

* *Based on current funding level*

Road Condition Trends



Projected Condition

Lane Miles Quintiled by District VMT

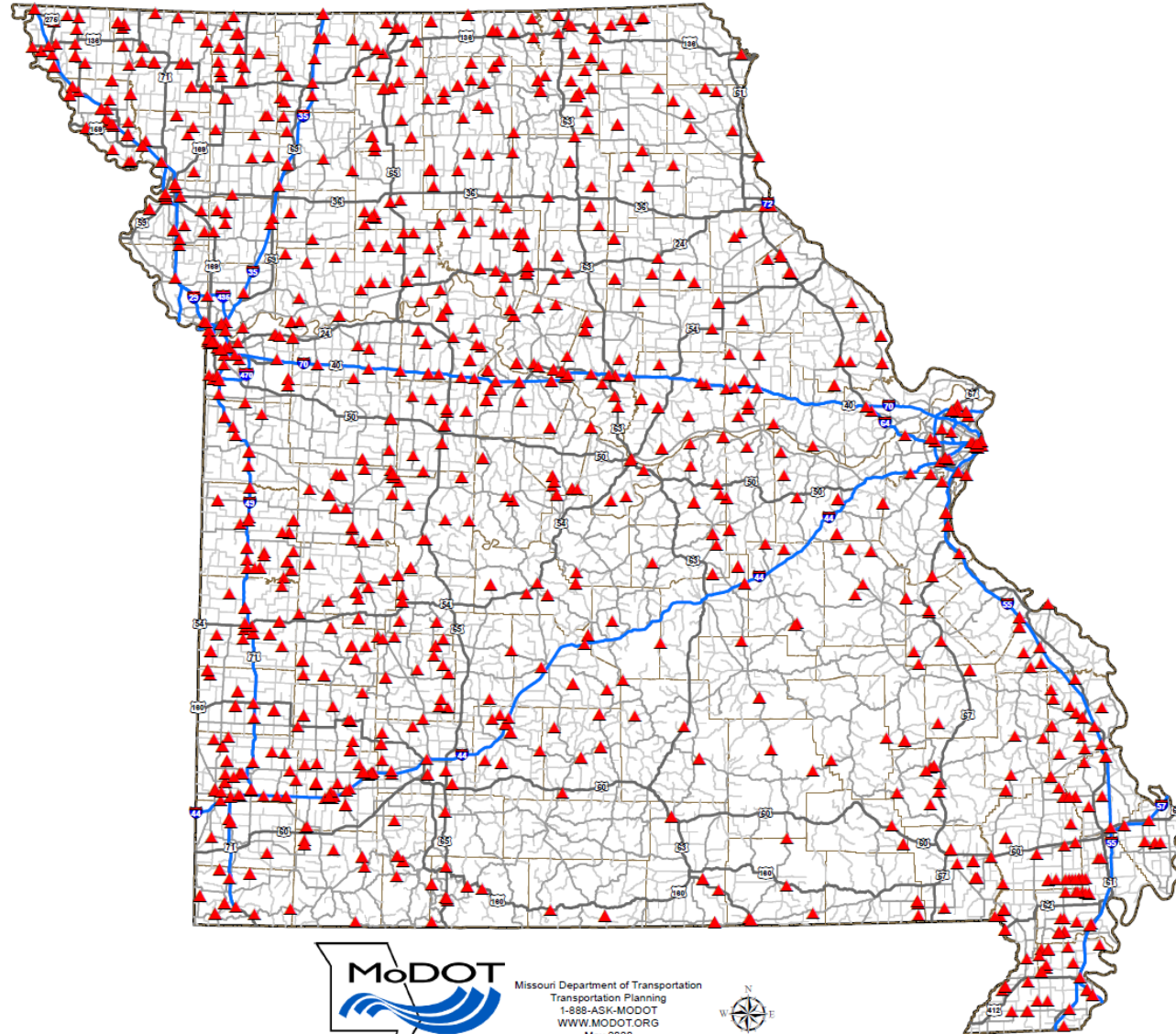
	Quintiles	Major Routes					Minor Routes					Low Volume Routes					
		Total Miles	2020 Good		Proj Good	90%	Total Miles	2019 Good		Proj Good	80%	Miles	%Fed	%Good		Proj Good	70%
NW	0-20%	900	81%	✗	87.0%	✗	1,595	69%	✗	66.2%	✗	2,662	38.9%	41.0%	✗	37.2%	✗
	20-40%	460	85%	✗	88.2%	✗	713	81%	✓	72.2%	✗	1,316	68.4%	54.0%	✗	51.0%	✗
	40-60%	384	94%	✓	90.7%	✓	455	86%	✓	74.7%	✗	895	80.3%	66.0%	✗	63.8%	✗
	60-80%	268	89%	✗	89.3%	✗	249	85%	✓	74.2%	✗	694	73.7%	68.0%	✗	65.9%	✗
	80-100%	202	88%	✗	89.0%	✗	144	90%	✓	76.7%	✗	441	96.8%	78.0%	✓	76.6%	✓
	Subtotal	2,215	85.6%	✗	88.3%	✗	3,157	76.2%	✗	69.7%	✗	6,008	59.8%	53.3%	✗	50.3%	✗
NE	0-20%	713	95%	✓	89.8%	✗	2,170	64%	✗	73.8%	✗	1,716	43.5%	57.0%	✗	51.7%	✗
	20-40%	495	98%	✓	90.9%	✓	873	82%	✓	82.8%	✓	836	50.4%	75.0%	✓	71.9%	✓
	40-60%	354	94%	✓	89.4%	✗	473	85%	✓	84.3%	✓	643	65.6%	73.0%	✓	69.7%	✗
	60-80%	198	97%	✓	90.6%	✓	259	85%	✓	84.3%	✓	490	67.4%	76.0%	✓	73.0%	✓
	80-100%	121	99%	✓	91.3%	✓	135	85%	✓	84.3%	✓	329	89.7%	82.0%	✓	79.8%	✓
	Subtotal	1,882	96.2%	✓	90.4%	✓	3,910	72.5%	✗	77.9%	✗	4,014	55.2%	67.6%	✗	63.6%	✗
KCU	0-20%	970	87%	✗	86.9%	✗	831	72%	✗	71.4%	✗	96	24.6%	47.0%	✗	48.7%	✗
	20-40%	494	95%	✓	90.9%	✓	249	89%	✓	81.4%	✓	26	-	63.0%	✗	64.2%	✗
	40-60%	327	96%	✓	91.4%	✓	153	76%	✗	73.8%	✗	38	97.5%	99.0%	✓	99.0%	✓
	60-80%	274	98%	✓	92.4%	✓	131	74%	✗	72.6%	✗	21	-	86.0%	✓	86.5%	✓
	80-100%	249	99%	✓	92.9%	✓	114	77%	✗	74.4%	✗	34	40.5%	92.0%	✓	92.3%	✓
	Subtotal	2,314	93.0%	✓	90.1%	✓	1,477	75.9%	✗	73.7%	✗	215	34.5%	69.0%	✗	70.0%	✗
KCR	0-20%	393	90%	✓	88.1%	✗	963	62%	✗	68.6%	✗	443	28.3%	78.0%	✓	76.7%	✓
	20-40%	230	90%	✓	88.1%	✗	424	82%	✓	80.3%	✓	241	51.3%	92.0%	✓	91.5%	✓
	40-60%	141	86%	✗	86.1%	✗	248	96%	✓	88.5%	✓	178	38.0%	81.0%	✓	79.9%	✓
	60-80%	91	83%	✗	84.6%	✗	157	94%	✓	87.3%	✓	135	37.8%	83.0%	✓	82.0%	✓
	80-100%	108	75%	✗	80.6%	✗	88	93%	✓	86.7%	✓	81	52.8%	94.0%	✓	93.6%	✓
	Subtotal	962	86.9%	✗	86.5%	✗	1,879	75.5%	✗	76.7%	✗	1,078	38.1%	83.3%	✓	82.3%	✓
CD	0-20%	1,010	87%	✗	89.2%	✗	3,640	67%	✗	73.9%	✗	979	33.0%	64.0%	✗	60.2%	✗
	20-40%	501	92%	✓	91.4%	✓	1,398	90%	✓	84.1%	✓	524	56.5%	75.0%	✓	72.4%	✓
	40-60%	402	96%	✓	93.2%	✓	776	88%	✓	83.3%	✓	397	42.9%	75.0%	✓	72.4%	✓
	60-80%	337	96%	✓	93.2%	✓	471	92%	✓	85.0%	✓	329	60.1%	74.0%	✓	71.3%	✓
	80-100%	253	91%	✓	91.0%	✓	296	87%	✓	82.8%	✓	253	75.9%	81.0%	✓	79.0%	✓
	Subtotal	2,503	91.3%	✓	91.3%	✓	6,581	77.3%	✗	78.7%	✗	2,482	47.5%	71.2%	✓	68.2%	✗

Projected Condition

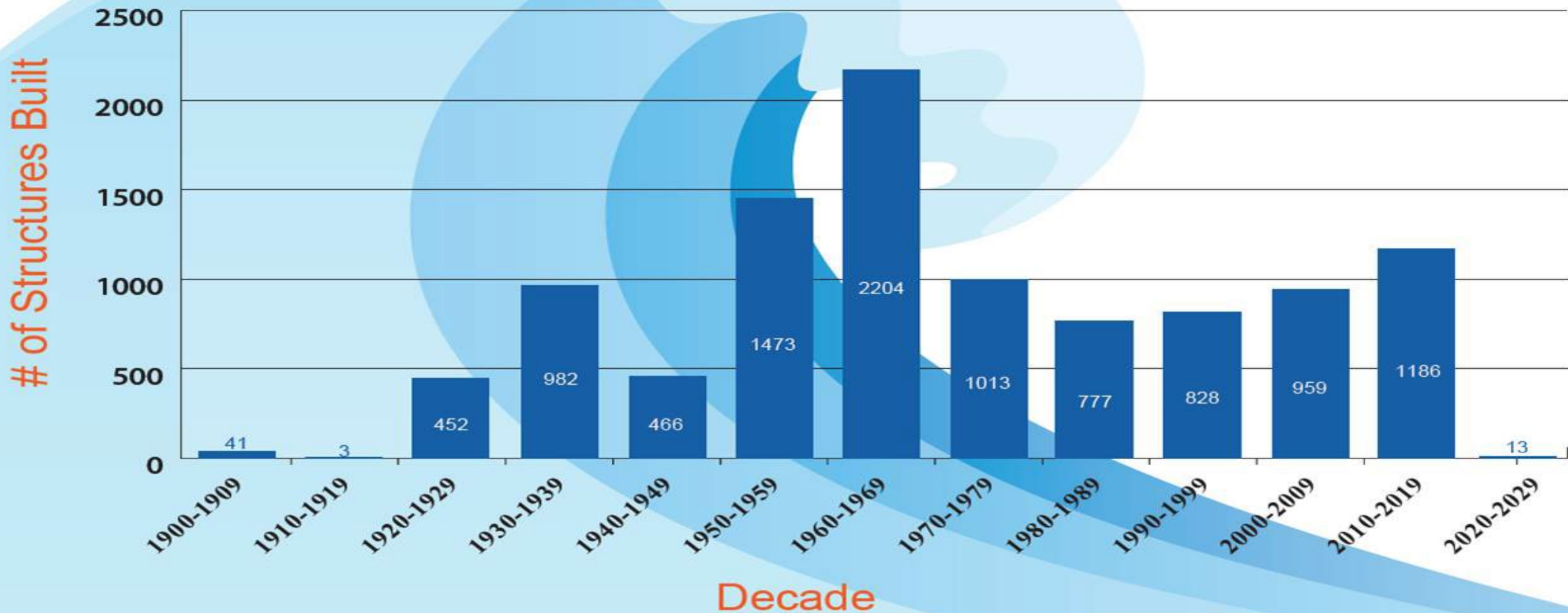
Lane Miles Quintiled by District VMT

	Quintiles	Major Routes				Minor Routes				Low Volume Routes							
		Total Miles	2020 Good	Proj Good	90%	Total Miles	2019 Good	Proj Good	80%	Miles	%Fed	%Good	Proj Good	70%			
SL	0-20%	1,447	88%	✗	86.3%	✗	1,183	72%	✗	71.8%	✗	59	0%	52.0%	✗	52.0%	✗
	20-40%	770	85%	✗	84.8%	✗	410	72%	✗	71.8%	✗	36	0%	86.0%	✓	86.0%	✓
	40-60%	571	83%	✗	83.8%	✗	245	73%	✗	72.3%	✗	22	14%	47.0%	✗	47.0%	✗
	60-80%	459	82%	✗	83.3%	✗	186	73%	✗	72.3%	✗	14	10%	80.0%	✓	80.0%	✓
	80-100%	381	88%	✗	86.3%	✗	154	79%	✗	75.3%	✗	8	2%	85.0%	✓	85.0%	✓
	Subtotal	3,629	85.7%	✗	85.1%	✗	2,177	72.9%	✗	72.4%	✗	139	3%	65.5%	✗	65.5%	✗
SWU	0-20%	234	95%	✓	91.8%	✓	216	86%	✓	82.0%	✓	9	8%	55.0%	✗	55.0%	✗
	20-40%	154	97%	✓	92.6%	✓	75	94%	✓	86.7%	✓	2	0%	-	-	-	-
	40-60%	116	98%	✓	93.0%	✓	46	95%	✓	87.3%	✓	-	0%	-	-	-	-
	60-80%	88	98%	✓	93.0%	✓	42	94%	✓	86.7%	✓	7	5%	73.0%	✓	73.0%	✓
	80-100%	75	98%	✓	93.0%	✓	28	93%	✓	86.1%	✓	1	0%	100.0%	✓	100.0%	✓
	Subtotal	667	96.7%	✓	92.4%	✓	408	89.7%	✓	84.2%	✓	19	5%	58.3%	✗	58.3%	✗
SWR	0-20%	1,020	98%	✓	92.3%	✓	4,061	75%	✗	76.1%	✗	1,259	36%	74.0%	✓	69.7%	✗
	20-40%	717	96%	✓	91.4%	✓	1,602	94%	✓	86.4%	✓	710	54%	84.0%	✓	81.4%	✓
	40-60%	538	100%	✓	93.2%	✓	899	98%	✓	88.6%	✓	532	56%	83.0%	✓	80.2%	✓
	60-80%	338	98%	✓	92.3%	✓	584	98%	✓	88.6%	✓	411	55%	91.0%	✓	89.5%	✓
	80-100%	302	95%	✓	90.9%	✓	319	95%	✓	87.0%	✓	311	80%	91.0%	✓	89.5%	✓
	Subtotal	2,914	97.4%	✓	91.9%	✓	7,465	84.7%	✓	81.5%	✓	3,223	50%	81.6%	✓	78.6%	✓
SE	0-20%	1,123	85%	✗	91.5%	✓	4,527	80%	✓	86.0%	✓	1,999	36%	78.0%	✓	78.0%	✓
	20-40%	720	91%	✓	94.7%	✓	1,839	96%	✓	94.8%	✓	1,002	44%	85.0%	✓	85.0%	✓
	40-60%	497	96%	✓	97.3%	✓	1,068	96%	✓	94.8%	✓	730	62%	90.0%	✓	90.0%	✓
	60-80%	407	95%	✓	96.7%	✓	610	97%	✓	95.3%	✓	570	70%	93.0%	✓	93.0%	✓
	80-100%	318	95%	✓	96.7%	✓	426	91%	✓	92.0%	✓	368	86%	96.0%	✓	96.0%	✓
	Subtotal	3,065	92.3%	✓	96.2%	✓	8,470	87.2%	✓	89.9%	✓	4,670	50%	84.4%	✓	84.4%	✓
All	0-20%	7,811	89%	✗	89.0%	✗	19,186	72.1%	✗	76.2%	✗	9,222	37.2%	60.8%	✗	57.8%	✗
	20-40%	4,540	91%	✓	90.2%	✓	7,582	89.3%	✓	85.0%	✓	4,694	54.8%	73.3%	✓	71.4%	✓
	40-60%	3,331	93%	✓	91.0%	✓	4,363	91.0%	✓	85.8%	✓	3,434	63.1%	77.0%	✓	75.1%	✓
	60-80%	2,460	92%	✓	90.8%	✓	2,690	91.2%	✓	85.7%	✓	2,670	64.4%	79.9%	✓	78.4%	✓
	80-100%	2,009	91%	✓	90.6%	✓	1,703	88.9%	✓	84.5%	✓	1,828	84.0%	86.1%	✓	84.7%	✓
	Total	20,150	90.6%	✓	90.3%	✓	35,524	80.4%	✓	80.4%	✓	21,849	52.3%	70.5%	✓	68.1%	✗
<p>The above mileages have been rounded and therefore may not match the official reported miles (+/- 1). Assumes typical deterioration from last data collection (2019)</p>																	

837 Poor Bridges



Distribution by Decade

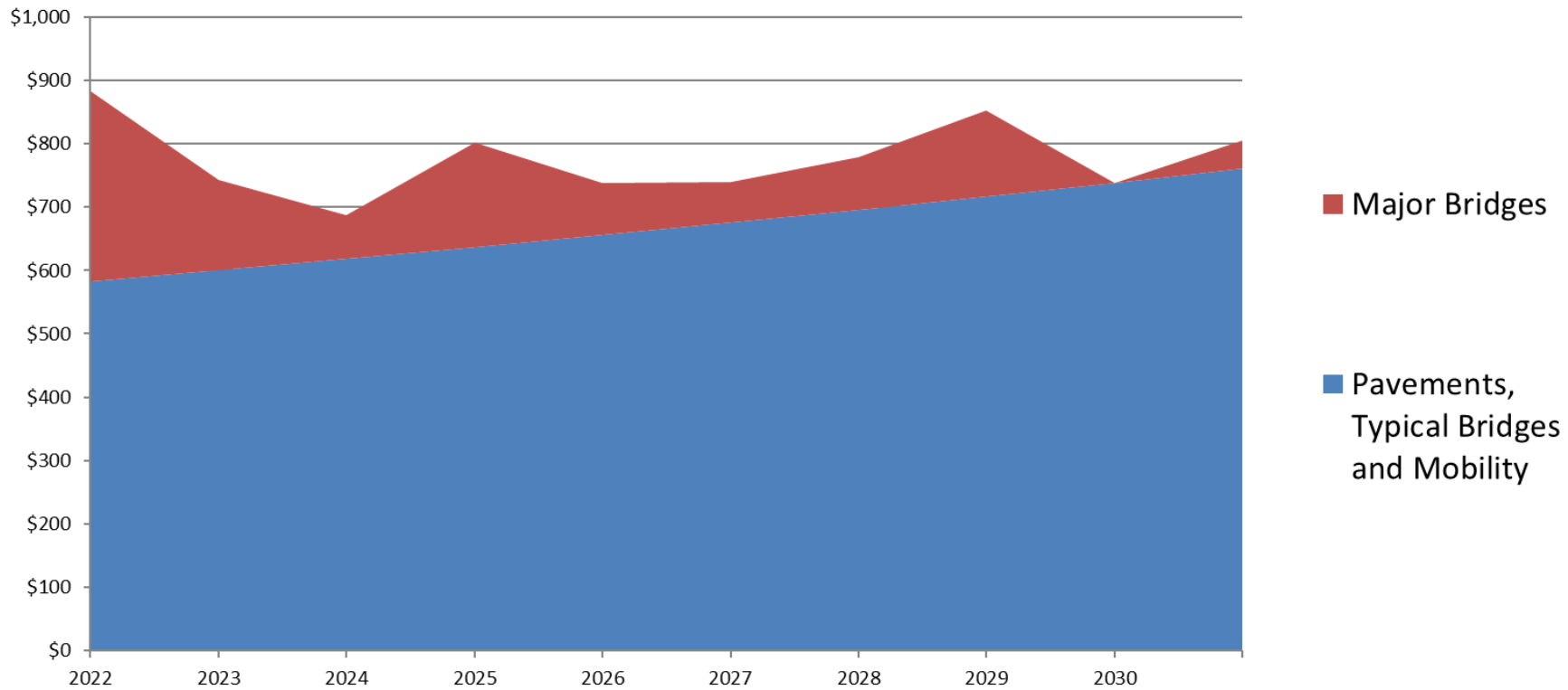


About 60% of our bridges are older than their intended useful life of 50 years (those built prior to 1970).

Asset Management Needs

Fiscal Year 2022

Asset Management Needs
(Does Not Include Engineering)



- Maintain System Conditions = \$583m

- Major Bridges = \$300.9m

- **Total = \$884m**