

2012

Moving  
Missouri  
**FORWARD**

Report to the Joint Committee  
on Transportation Oversight

Executive Summary

## In This Report . . .

The 2012 Report to the Joint Committee on Transportation Oversight provides a comprehensive account of MoDOT's projects and finances from July 1, 2011 to June 30, 2012 and demonstrates our commitment to fiscal responsibility and wise use of taxpayer dollars. In addition to explaining our project planning process, the report lists the projects included in the 2013-2017 Statewide Transportation Improvement Program, our five-year transportation project schedule. Other information in the report includes:

### Financial Management in Good Shape

A team of independent auditors determined that our finances meet generally accepted accounting principles – which shows we're being accountable with the resources we're given. It is the 13th consecutive year that MoDOT has received an unqualified opinion.

## Progress in 2012

- We are proud of the work we have been able to accomplish this year despite a significantly decreased budget.
- We have a huge system – more than 33,000 miles of highways and 10,400 bridges.
- Our roads are in better condition – 88 percent of major roads are in good condition.
- Fatalities in Missouri are the lowest since 1947.
- We continue to bring projects in on time and under budget.
- 85 percent of Missourians are satisfied with us, and 88 percent trust us to keep our commitments.
- We were recognized for having two of the most innovative projects in the country – the kcICON project, which improved 4.7 miles of Interstate 29/35 in

Kansas City including an iconic cable-stay bridge, and the I-270 Dorsett-Page project in St. Louis, which won top honors in the Mid America Regional "America's Transportation Awards." kcICON won in the "ahead of schedule" category and the I-270 Dorsett-Page project won in the "under budget" category.

## Bold Moves

### Bolder Five-Year Direction Update

To address a severe decline in funding for transportation, in June 2011 the Missouri Highways and Transportation Commission adopted a plan that would reduce the size of our staff by 1,200, close 131 facilities and dispose of more than 750 pieces of equipment. By 2015, these decisions will save \$512 million for vital transportation improvements, and add about \$100 million to the annual construc-



tion budget. As of Oct. 31, we had eliminated 1,369 staff positions, disposed of 56 facilities and vacated another 121 and disposed of 477 pieces of equipment. Those moves have allowed us to save \$354 million. More than \$64 million of that money has been used to improve the state's rural roads.

### Safe & Sound Bridge Improvement Program

To address a mounting inventory of deficient bridges, in September 2008 the Missouri Highways and Transportation Commission directed MoDOT to launch the Safe & Sound Bridge Improvement Program. It was an ambitious effort to replace or repair more than 800 of Missouri's poorest bridges in five years through a combination of a design-build contract and small packages of bridges grouped by type, size or location through MoDOT's monthly letting.

In early November, the final bridge was completed – two years ahead of schedule and under the program's \$685 million budget. Every county in the state had at least one bridge on the program.

Close coordination with local officials and flexibility in bridge closure dates minimized impacts to motorists and local residents. The average bridge closure was 42 days – or about half the duration of the typical bridge replacement project.

### Surface Transportation Reauthorization 2012

On June 29, 2012 Congress passed a new two-year, \$105 billion, federal transportation reauthorization act: *Moving Ahead for Progress in the 21st Century Act (MAP-21)*.

MAP-21 replaces the 2005 reauthorization bill Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which expired Sept. 30, 2009. SAFETEA-LU remained in effect through a series of extensions passed by Congress until MAP-21 was signed into law by President Obama on July 6, 2012.

MAP-21 reauthorizes federal highway, transit and other surface transportation programs through Sept. 30, 2014, extends the federal motor fuel taxes through Sept. 30,

2016, and the truck excise taxes through Sept. 30, 2017. MAP-21 contains program reforms including:

- consolidation and reduction of 60 of the 110 different federal transportation programs, which will allow state departments of transportation to have more discretion on where to spend scarce federal transportation dollars;
- implementation of national performance measures that will transform the federal-aid highway program and provide a means to the most efficient investment of federal funds; and
- acceleration of program delivery with greater state control.

Other noteworthy items contained in MAP-21 include:

- continuation of the 80/20 highway-transit funding split.
- guaranteed 95 percent return to the states on Highway Trust Fund contributions; and
- no earmarks.

Unfortunately, MAP-21 did not address the need for increasing revenues for transportation purposes. Indeed, even to fund the bill at the \$105 billion level requires an \$18.8 billion transfer from the general fund and \$2.4 billion from the Leaking Underground Storage Tank Trust Fund.

Instead, the bill provides additional financing options such as allowing tolls on new capacity on interstates and increasing the program funding levels for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. Under MAP-21, Missouri's allocation of federal funds will actually decrease by about \$70 million per year.

### MHTC Approves Diminished STIP

After years of making great progress on state roadways, the Missouri Department of Transportation must now deal with the stark reality of funding levels that will barely take care of the existing transportation system. We are committed to doing everything we can with the budget we have but it's getting increasingly difficult.



On July 11, the Missouri Highways and Transportation Commission approved the 2013-2017 Statewide Transportation Improvement Program, which shows a transportation construction program that has dropped from an average of \$1.2 billion in recent years to about \$700 million.



The program includes all transportation projects planned by state and regional planning agencies for fiscal years 2013 through 2017 (July 1, 2012 through June 30, 2017). A \$700 million program allows for some resurfacing projects and general maintenance of the existing transportation system, but very few of the

types of construction projects that create jobs, increase safety, ease congestion or foster economic development.

Last year, MoDOT implemented the Bolder Five-Year Direction, which is reducing the number of employees, equipment and facilities in order to save the department \$512 million by 2015. In fact, without the savings generated from the Bolder Five-Year Direction, this year's transportation program would have been less than \$600 million. Prioritization of where we spend our resources is now more important than ever. We cannot cut our way to an improved transportation system.

MoDOT understands that there's a tremendous amount of transportation needs across this great state. Today, we're faced with a tough reality that our transportation system will get worse and we won't be able to address these needs. We'll be focusing on maintaining what we have.

### **MHTC Recognizes Value of Cost-Share Program to Meet Local Needs**

In March, the Missouri Highways and Transportation Commission increased the baseline money available for MoDOT's cost-share program by \$10 million – to \$45 million. The cost-share/economic development program has been very popular since it began in 1998. Since that time, \$379 million in MoDOT investment has been leveraged against local funds that have resulted in \$988 million in transportation improvements. The cost-share program pays up to 50 percent of a project's cost, or up to 100 percent if the project creates a significant number of jobs as determined by the Missouri Department of Economic Development.

### **Tolling Discussions Spur Renewed Interest in Transportation Investment**

A proposal in the Missouri Legislature to rebuild and

expand Interstate 70 through a public-private partnership that would operate I-70 as a tolled facility spurred a robust six-week discussion of transportation needs in Missouri. A consensus emerged that Missouri has a multitude of transportation needs, including major improvements to I-70, but that there is no agreement on how those needs could be funded. Consequently then-Speaker of the House Steven Tilley appointed a Blue Ribbon Citizens Committee on Missouri's Transportation Needs that held seven public forums across the state through the summer months. The committee's report is due to be presented to the House Speaker by the end of the year.

## **Safety Moves**

### **Highway Deaths Down, But Many Still Not Buckling Up**

Traffic fatalities on Missouri roads continued a six-year decline.

2005	1,257
2006	1,096
2007	992
2008	960
2009	878
2010	821
2011	786

Focusing on fatality reduction, the Missouri Coalition for Roadway Safety in October boldly rolled out a new goal of 700 or fewer fatalities by 2016. In addition to the aggressive new goal, the group pledged to work toward an eventual goal of zero roadway deaths.

Missouri is one of nine states able to boast six straight years of declining fatality totals. It is one of ten states that experienced more than a 35 percent reduction in fatalities between 2005 and 2011, and one of three states with more than 2,000 fewer traffic fatalities since 2005. Missouri is also the only state in the nation to have achieved all three of these accomplishments.



Despite the decline in traffic fatalities, this year's seat belt surveys revealed for the second consecutive year that 21 percent of the general public and one-third of teens still do not use seat belts. Missouri's 79 percent overall rate is five percent under the national average of compliance. This is a concern because during the past three years, 68



percent of individuals killed in crashes in Missouri were unrestrained. And the number of unbelted teens killed in crashes during the last three years is even higher – 75.4 percent.

It is unlikely seat belt use in our state will improve significantly without a primary safety belt law.

### **Fatality Numbers Added to Roadside Message Boards**

A new type of message began appearing on MoDOT’s electronic highway message boards in August: reporting the number of people who had died this year on Missouri roads and what percentage of those people were unbelted. The messages are updated weekly and shown on the 66 rural message boards, as well as those in the metro areas.

### **Renewed Safety Culture for All MoDOT Employees**

MoDOT placed a renewed emphasis on employee safety in 2012 in order to provide and promote a healthy and safe work environment for all MoDOT employees and transportation partners. MoDOT has a “zero injury philosophy:”

- All injuries are preventable.
- No injury is acceptable.
- Everyone goes home safely every day.

### **National Work Zone Safety Event Held in St. Louis**

Federal Highway Administrator Victor Mendez and MoDOT kicked off the national observance of Work Zone Safety Awareness Week with an April event on the Route 141 reconstruction project in Chesterfield. The event was held to remind motorists to pay attention to highway construction and to drive with caution in work zones for both their own safety and that of highway construction workers.

### **Fallen Worker Memorial Dedicated**

In July, the anxiously awaited Fallen Worker Memorial was erected on the Capitol grounds, near the MoDOT Central Office or headquarters building. Family and friends of the fallen were present for the ceremony to dedicate the memorial that honors the 129 MoDOT employees who have been killed in the line of duty since 1946. The memorial project was spearheaded by the



Transportation Employee Association and was completely paid for by private donations.

### **‘Move Over’ Law Now Includes MoDOT**

Governor Jay Nixon signed Senate Bill 611 into law in July, making it safer for the 2,400 MoDOT employees who work on Missouri highways every day. The change expanded the “Move Over” law, which previously required that motorists change lanes or slow down when approaching law enforcement and emergency response vehicles parked on the side of the road. Now, it also includes MoDOT vehicles parked with amber and white lights flashing.

### **Tragedy Strikes in Kansas City**

MoDOT Kansas City District Motorist Assist Operator Clifton J. Scott, 50, was killed in the line of duty on September 21. Scott, who had just celebrated 15 years of service with the department, was providing traffic control assistance at an Interstate 70/470 crash site when he was struck by a motorist who ignored traffic control devices and plowed into the scene.

Scott began his career with MoDOT June 1, 1997 as a maintenance crew worker. He was promoted to an intermediate, then senior crew worker before joining Motorist Assist on Aug. 1, 2002. His survivors include a fiancé, brother, sister, and a 14-year-old son.

## **Moving On Important Projects**

### **USDOT Awards \$20 Million Tiger III Grant for “Park over the Highway”**

In December of 2011, MoDOT received a \$20 million TIGER Discretionary Grant from the U.S. Department of Transportation for the “Park Over the Highway” project in St. Louis. In cooperation with the CityArchRiver 2015 effort, this project is intended to improve the flow of pedestrian, bicycle and vehicle traffic between the Jefferson National Expansion Memorial (the Arch and associated parklands) and downtown St. Louis. The \$57 million project (private, state and federal funds) is scheduled to be completed in time for the Arch’s 50th anniversary in 2015.

### **Final Road Closed by the Flood of 2011 Opens**

Holt County Route 111 reopened to traffic in October, bringing to an end some \$17 million of road repairs that were necessitated by the Flood of 2011. Beginning in June of 2011, more than 70 miles of Missouri highways closed when they were inundated with water and debris from emergency water releases on the Missouri River far to our north. It devastated farmland, towns, and highways,

sweeping away large sections of roadway that could not be evaluated, designed and rebuilt until floodwaters fully receded.

### **Rehabilitation of the I-70 Blanchette Bridge in St. Charles is Under Way**



A \$63 million rehabilitation of the westbound Interstate 70 Missouri River Bridge (Blanchette Bridge) will keep the bridge closed from November 2012 until fall 2013. The bridge was built in the

late 1950s and was in serious need of major repairs. To keep traffic moving, the eastbound bridge is carrying three lanes in each direction, rather than the normal five eastbound lanes. Intensive communication efforts with the local community in advance of the project prepared residents, commuters and merchants for the project impacts, and encouraged drivers to use alternate routes like Routes 370, 94 and 40/61, each of which features a Missouri River crossing.

### **Conversion of U.S. 71 to Interstate 49 Completed in December**

Work that was approved by the Missouri Highways and Transportation Commission in 2010 to convert 180 miles of U.S. Route 71 from Kansas City to Joplin to interstate standards was completed in December. The project removed all remaining at-grade intersections by constructing interchanges, overpasses and outer roads. The new Interstate 49 designation will enhance economic opportunities for the state, benefit Kansas City's development as an "inland port" for the flow of freight throughout the country and serve the traditional trucking hub in Joplin.

### **New U.S. 60/65 Interchange Completed in Springfield**

The construction of the U.S. 60/65 interchange in southeast Springfield, begun in May 2009, was completed in October. The complex, \$57 million-plus project included replacing two cloverleaf loop ramps with directional "flyover" ramps. Bridges were built on U.S. 60 over the railroad tracks just west of U.S. 65. Other bridges on U.S. 65 over U.S. 60 and on U.S. 60 over Lake Springfield were replaced or rebuilt.

## **Innovations On the Move**

### **First Statewide Snow Drill**

MoDOT held its first statewide winter operations drill on Oct. 31 to prepare for the upcoming winter weather season. During the drill, MoDOT activated its emergency operations centers, and trucks with snowplows and spreaders deployed across state routes in response to a simulated snowfall event. The six-hour exercise provided an opportunity to measure the snowplow circuit and better anticipate snow response times. It also supported MoDOT's annual winter skills training that serves as a refresher course for plowing snow. The training assures that proper equipment operation, plowing techniques and safety measures are fresh on employees' minds as winter approaches. The annual cost to keep roads clear in the winter is about \$42 million.

### **Improved App Puts MoDOT Traveler Information Map at Your Fingertips**

Because travelers today expect current road condition information from the convenience of their smartphone, MoDOT has upgraded its free iPhone and Android Traveler Information Map app so motorists can get road condition information faster and easier. The upgrade addressed feedback from users on the original Traveler Information Map app that was launched last year and made the tool even more useful. "My Routes" lets users add the routes they travel most to a text report. That way, they can view these roads and highways with a single tap on the screen rather than having to navigate to a frequently traveled region.

## **Other Ways to Move**

### **Missouri River Runner Ridership Rises for Five Straight Years**

The number of people traveling by Amtrak's Missouri River Runner trains grew by 74 percent between fiscal years 2007 and 2012. In the past year, just more than 192,000 people took to the rails. The increase is attributed



to higher gas prices that make traveling by train more economical, and by increases in on-time performance. The Missouri River Runner makes two round trips per day and serves Kansas City, St. Louis and eight points in between – Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee’s Summit and Independence.

### State Rail Plan

Missouri is in the final approval stages of a new State Rail Plan that will serve as the strategic framework for development of freight and passenger rail in Missouri for the next 20 years.

### First Rail ARRA Project

Construction continues on Missouri’s first rail infrastructure project funded by the American Recovery and Reinvestment Act. The \$28.3 million project consists of the construction of a second rail bridge over the Osage River that will eliminate the last single-track portion between Jefferson City and St. Louis. It will also remove the last single-track bottleneck to cause delays for freight and Amtrak trains on the eastern segment of the St. Louis to Kansas City corridor.

## Bold Moves Ahead

### We Are Committed to:

- Keeping our roads and bridges in good condition for as long as we can with the resources we have;
- Keeping our citizens safe; and
- Delivering outstanding customer service.

### But . . .

The fact is that our construction budget has fallen by nearly 50 percent, and we have a problem with how transportation is funded in this country. The fuel tax model that we have used for many, many years no longer works. Cars are getting more and more fuel efficient and people are driving fewer miles. Consequently, it’s unlikely that the fuel tax will ever be a growing revenue stream again.

Gas taxes at the state level haven’t changed since 1992, and at the federal level since 1993. Now, fuel tax collection is down – two percent this year and four years in a row. About 70 percent of every dollar MoDOT receives comes from fuel taxes and it only buys 65 percent of what it bought 20 years ago. Essentially that means that we are trying to fund today’s needs with 1992 dollars.

Without help, our system will deteriorate in time. We’ve tried to devote more resources to our minor road system – which is 80 percent of our mileage. These farm-to-market roads are critical to the rural economy. We’ve actually

seen our minor roads improve by about 11 percent – but still, only 71 percent are in good condition.

Our bridges will always be a challenge. Even though the Safe & Sound program has allowed us to make significant progress, we still have 2,200 deficient bridges in the state. On average, our bridges are 46 years old.

Our interstate highways cry out for improvement. I-70 is one of the nation’s oldest interstates and is more than 35 years past its design life. We’ve known for some time that it needs to be reconstructed and needs added capacity. But we do not have the resources to undertake such a massive project.

We need to chart the future of our transportation system, protecting the investments we’ve made in our infrastructure, creating jobs and allowing the U.S. to compete in a global economy. We must work together to get our citizens to recognize that investments in infrastructure are not part of the problem, they are a big part of the solution.

### Long-Range Transportation Plan

Throughout 2013 we are going to update the 2007-08 document, “A Conversation for Moving Missouri Forward.” It will serve as our federally required Long Range Transportation Plan, but more importantly it will reflect the projects that Missourians are passionate about – the projects they want and need over the next 20 years to be safer, more mobile, and economically successful. The effort will include extensive public involvement with Missouri citizens and MoDOT’s planning partners, in addition to the technical examination of Missouri’s total transportation system. It will also outline strategies that address the growing needs to keep Missouri competitive and strong. Together we will find solutions to meet all the transportation requirements so we can keep a safe and reliable transportation system, while creating economic prosperity for Missouri.





**Missouri Department of  
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