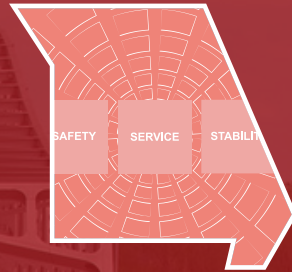


2024



# MoDOT RESULTS

Safety. Service. Stability.

Missouri Department of Transportation



[www.modot.org](http://www.modot.org)

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## MoDOT RESULTS

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“We work hard to deliver quality transportation projects every day.”

## SAFETY

Be Safe

Be Accountable

## SERVICE

Be Respectful  
Be Inclusive

Be Bold  
Be Better

## STABILITY

Be One Team  
So we can be a  
great organization

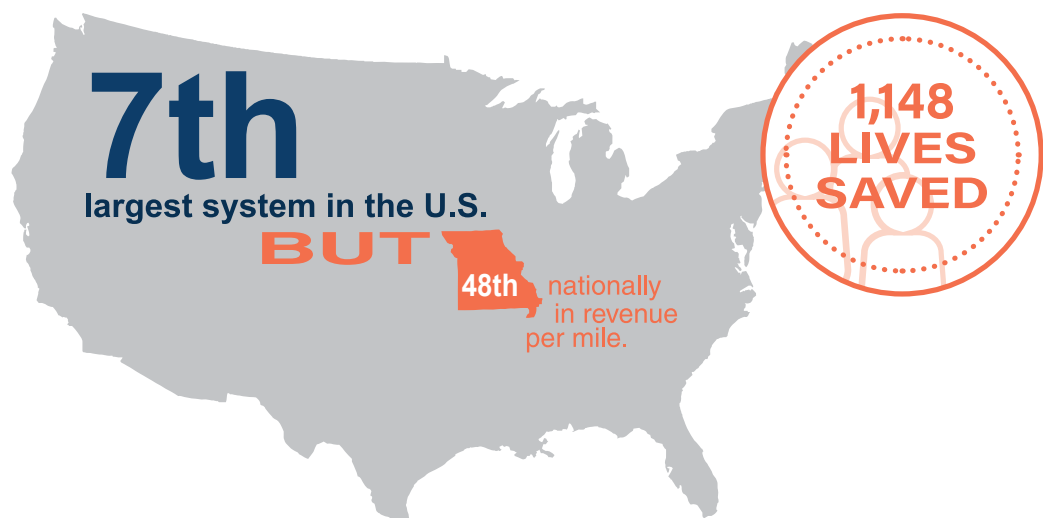
# MoDOT Delivers Results

The Missouri Department of Transportation is focused on providing transparent measures of our progress. MoDOT delivers results through accountability, innovation and efficiency. We have developed a system of performance metrics to deliver these results while being good stewards of the state's transportation dollars.

Since 2007, MoDOT has documented more than **\$6.1 billion** in one-time or ongoing savings. This includes redirection of \$82 million in savings in 2024 to roads and bridges and \$695 million in savings to our customers. In the last 17 years, reinvestment in safety enhancements resulted in an estimated 1,148 lives saved. MoDOT is not afraid to make tough decisions. In 2011, we responded to Missouri's critical infrastructure needs by enacting the Bolder Five-Year direction, a plan that reduced 124 facilities, 750 pieces of equipment and 1,200 employees. Over a decade later, these actions have saved \$1.2 billion.

During FY2023, reinforced by an increased 2.5-cent per gallon fuel tax which allowed us to match Federal funds, MoDOT met with our partners and the general public to target \$11 billion in unfunded transportation needs across the state.

MoDOT continues to re-examine all its activities from the delivery of projects for roads and bridges to daily operations. We move some of these savings into our daily operations and internal budgets to have the necessary resources and skilled, experienced employees available to meet more customer expectations. MoDOT's core values of safety, service and stability serve as our foundational pillars. MoDOT is committed to providing a safe, innovative and reliable transportation system, which is essential to Missouri's economic growth.

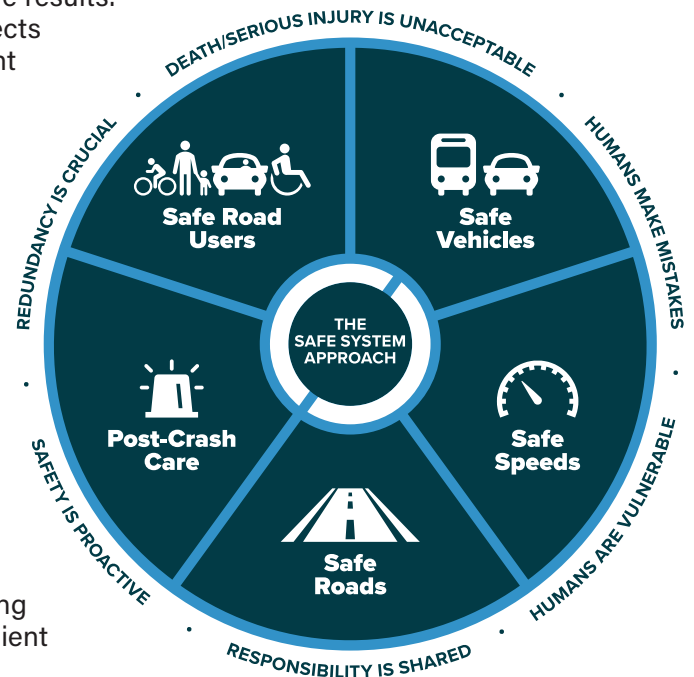


# SAFETY

## Building a Culture of Safety

Increasing safety of the transportation system is a key and challenging component of MoDOT's mission. In 2023, 991 people were killed in Missouri traffic crashes, and over the last 5 years, there have been 4,932 traffic fatalities in the state. Through a combination of engineering improvements and education, MoDOT has worked diligently with safety partners throughout the state to have a positive impact on highway safety. While there remains much work to do, the state is seeing progress. Missouri experienced a 6% decrease in traffic fatalities in 2023, and the state passed a comprehensive distracted driving law, a key recommendation of MoDOT's legislative priorities. Furthermore, in an effort to implement safety improvements on all construction projects, MoDOT developed the Safety Assessment For Every Roadway (SAFER) tool. Created to help project teams facilitate discussions and view projects through the lens of safety, the tool is designed to be simple and is intended for use by all. SAFER makes sure that project teams are **asking the right questions** and taking into account important factors such as crash history, vulnerable roadway users (VRUs), roadway visibility, intersection/interchange design, areas of concern from roadway users, risky driving behaviors, and other considerations. The SAFER tool promotes a "Safe System Approach" and seeks to build redundancy in the system by which infrastructure countermeasures can help mitigate the consequences of risky driving behaviors.

The impacts of SAFER are already showing positive results. Before the implementation of SAFER, 28% of projects in MoDOT's Statewide Transportation Improvement Program (STIP) incorporated the kind of safety-specific improvements to minimize the impacts of crashes, an investment of about \$200 million. In the most recent STIP since adopting SAFER, approximately 50% of the total projects include specific safety improvements with an overall investment in safety of approximately \$648 million. With these safety improvements, it is estimated that more than 200 lives will be saved and more than 950 serious injuries will be reduced over the lifespan of the safety improvements implemented in these projects. The SAFER tool helps ensure that the right investments are being made to keep all roadway users and roadway workers safe. While there are many other factors that can influence highway safety (driver behavior, public policy), using the SAFER program to design and build more resilient roadways is a positive step forward.



# RESULTS



## KEEPING ALL TRAVELERS SAFE

**\$1.9 Billion in Safety Benefits, 160 Lives Saved**

The Smooth Roads Initiative and Better Roads, Brighter Future programs were back-to-back efforts that improved 5,600 miles of highways. Completed earlier than scheduled, the efforts delivered smoother pavement, brighter striping, rumble stripes and other safety improvements to the highways that carry 76% of Missouri's traffic. These improvements have resulted in more than **\$1.9 billion** of safety benefits to customers since 2007.



## SAFETY COMMITMENT

**\$8.0 Billion in Total Customer Savings, 746 Lives Saved**

To improve roadway safety, MoDOT has provided treatments on roadways to address "run-off-the-road" crashes. By installing thousands of miles of shoulders and rumble strips on rural highways, MoDOT has reduced severe crashes by 30%. Guard cable is used on portions of interstates and other major routes, drastically reducing the number of median crossover crashes, which are often fatal. Also, high-grip surface treatments have achieved a 20% reduction in run-off-the-road crashes and help hold vehicles in the driving lanes. Electronic truck screening allows prequalified trucks to safely bypass weigh stations.



## STATE-OF-THE-ART DESIGN

**\$701 Million in Total MoDOT Savings, 101 Lives Saved**

The Diverging Diamond Interchange (DDI), first used in Springfield, Mo., in 2009, solves major traffic and safety issues at a much lower cost than traditional interchange designs. Missouri now has 25 DDIs. Many other states have followed suit, with at least one DDI of their own. J-Turns are a cost-effective alternative to an overpass on four-lane highways and reduce the number and severity of crashes. At locations where J-Turns are installed, crashes are down 25% and there are **88% fewer fatalities**. Missouri also uses shared four-lane highways that feature alternating passing lanes to give motorists periodic opportunities to pass without pulling into the opposing lane.



## WORK ZONE SAFETY

The Missouri Department of Transportation owns more than 500 truck- or trailer-mounted attenuators (TMA) used to help save lives by absorbing the impact of a crash in a work zone. The TMAs also serve as a warning to traffic approaching a work zone and include a message board and lights. These protective vehicles are often the only thing between road workers making repairs and the traveling public. The department continues to add lights and reflectivity to the back of the TMA to increase visibility, and recent results show a decrease in the number of times these vehicles are hit. In fiscal year 2024, these vehicles were struck by motorists 42 times in work zones. This is a decrease from the previous fiscal year, which saw 53 TMA crashes.

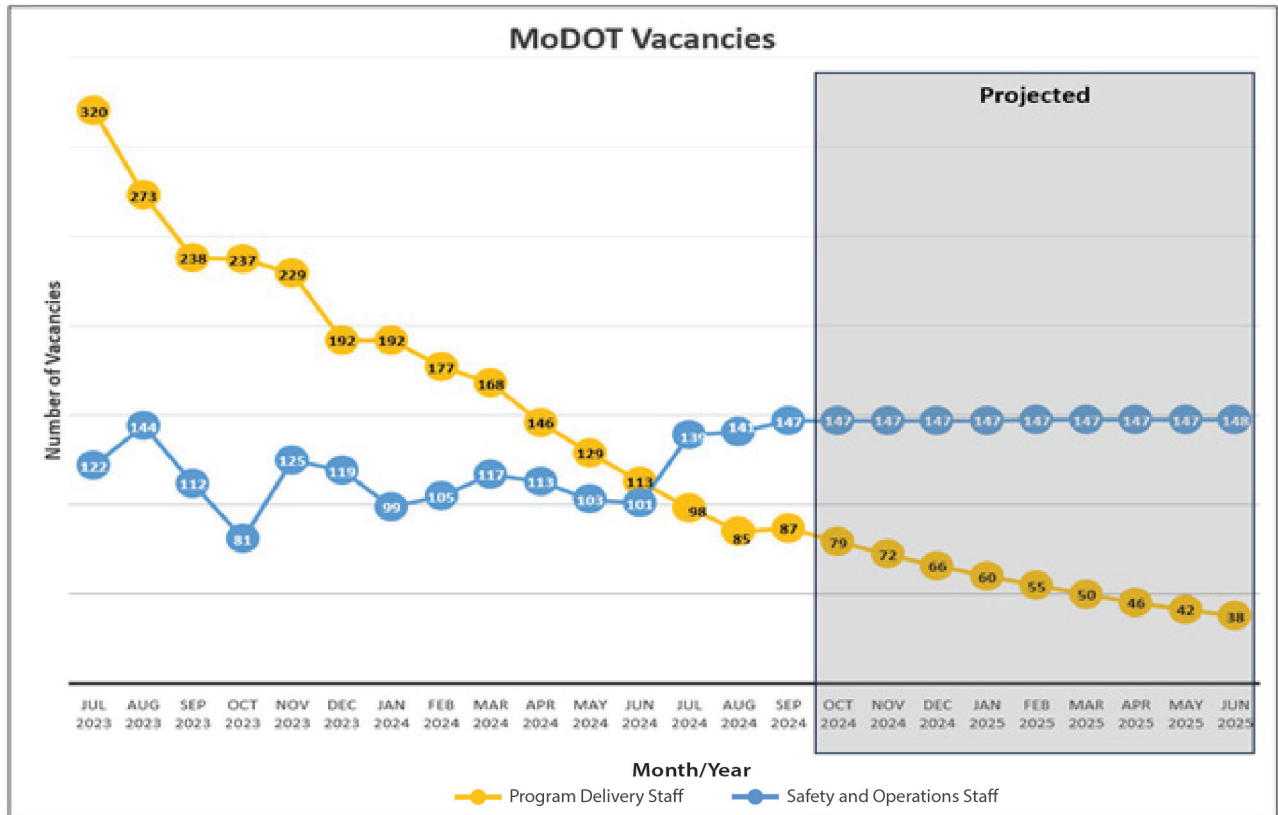


# SERVICE

## Efforts and success with vacancies

After several years of dramatic turnover directly impacting the department's productivity, this past year marked one of progress. The Missouri Highways and Transportation Commission continues to make efforts to improve employee pay where possible, in addition to those that have already taken place, such as the market adjustments made in July 2022. Multiple cost-of-living increases signed into law by the governor have also occurred in fiscal years 2022, 2023 and 2025.

These efforts have helped the department turn the corner: since May of 2023, MoDOT's hires have outpaced its separations.



# RESULTS



## CUSTOMER PRIORITIES

### \$778 Million in Total MoDOT Savings

MoDOT has saved \$582 million since 2007 by adjusting mowing and striping schedules, using innovative materials and equipment to fight ice and snow, re-evaluating our snow route priorities and using incarcerated crews. These savings have been redirected back into improving the conditions of Missouri's roads and bridges.



## WEB BASED MOTOR CARRIER CREDENTIALING

### \$141 Million in Total Customer Savings

Electronic credentialing saves customers money by the elimination of postage, other fees and time it takes to send the physical documents to MCS. It allows Motor Carriers to increase fleet utilization by quicker, electronic registrations. There is also a reduction in time spent on phone calls by real time, 24/7 access to their registration data.



## INNOVATIVE PROCUREMENT

### \$750 Million Redirected to Roads and Bridges

MoDOT uses Alternative Technical Concepts (ATC) to provide solutions that are equal or better than the original bid requirement. ATCs have been used on multiple projects since 2007. Looking to copy private-sector success, legislators authorized Design-Build project delivery. Concentrating on project goals, innovation, schedule and budget, construction is completed more efficiently, with less impact on travelers. Since 2010, Design-Build has saved \$431 million and saved 103 lives. Before design plans and construction projects are completed, they are reviewed for money-saving methods and procedures. In 2024, these engineering reviews saved **\$20.4 million**.



## GENERAL REVENUE HELPS FUND RURAL ROUTE IMPROVEMENTS

In 2024, for the third year in a row, the Missouri General Assembly invested \$100 million of General Revenue into MoDOT for the improvement of more than 1,900 lane miles of low volume and minor routes across the state. The fiscal year 2025 investment comes after an initial total investment of **\$200 million** in fiscal years 2023 and 2024 through Gov. Mike Parson's Rural Routes Program improved more than 3,500 miles of low-volume rural routes. Many of these routes were in poor condition and ineligible for federal funds, impacting investment levels.

# STABILITY

## Addressing Unfunded Needs

The projects made possible by these additional investments were once identified as high-priority unfunded needs. The list of unfunded needs – developed with planning partners across the state – prioritizes \$4.4 billion in road and bridge needs into three tiers, with tier one including those that could be accomplished within the current five-year STIP as funding is made available.

This year, MoDOT, in conjunction with the Metropolitan Planning Organizations and Regional Planning Commissions, moved 35 needs worth \$441 million from the unfunded list to the FY2025-2029 STIP. Two statewide needs, totaling \$322 million, were also partially moved to the STIP from the unfunded needs list – bringing the total to \$763 million.

This list provides direction for future years' STIP development. The collaboration across the state is critical to get future needs in the right tier of prioritization so MoDOT is ready to respond as federal and state transportation funding becomes available.

## Governor, General Assembly Invest in Infrastructure

During the 2024 legislative session, with Gov. Mike Parson's support, the Missouri General Assembly continued to make significant investments in Missouri's transportation infrastructure. For the second consecutive year, historic investments were made using General Revenue and bonding to fund projects on Missouri's interstate system.

The legislature approved \$577.5 million for the costs to plan, design, construct, reconstruct, rehabilitate and repair designated segments of Interstate 44. Substantial investments were also made by the General Assembly using General Revenue and Budget Stabilization Funds to make improvements to Interstate 70 and various other routes, including U.S. 65 and U.S. 67; conduct environmental studies on future corridor enhancements; and to improve pavement conditions. Non-highway modes of transportation also received legislatively designated funds, with investments made in passenger rail crossing improvements, airports and waterways.

The Fiscal Year 2025 budget also included an additional \$100 million for investment in Missouri's low-volume rural roads. This investment, the third of its kind in as many years, will improve conditions on more than 1,900 lane miles of rural roads at 149 locations. These roads from across the state were bundled into 19 projects, scheduled for completion in November 2025.





# RESULTS



## MANAGING ASSETS

### TAKING CARE OF OUR SYSTEM

#### \$57 Million in Total MoDOT Savings

With 33,811 miles of state highway to manage, taking care of our signs and signals is a big challenge. By reassessing our road sign needs, modifying sign design and installations, converting signal and roadway lighting to LED, merging multiple software contracts into one and scrutinizing every aspect of traffic signal design and operation, **\$57 million** is sent back over time to take care of our system.



## FINANCIAL SUCCESS

### COMPETITIVE FEDERAL DISCRETIONARY GRANTS FUND

Federal discretionary grants have infused much-needed funding into Missouri's transportation system several times over the last decade. These competitive grants are awarded to states who show a project has national or regional significance in the improvement of safety, efficiency, and the movement of freight and people in and across rural and urban areas. Since 2009, MoDOT has been awarded **\$189 million** in Competitive Federal Discretionary Grants. MoDOT's largest such grant was the **\$92.9 million** INFRA Grant award in 2024 for the Improve I-70 Program, a project vital to both Missouri and the nation.



## FINANCIAL STABILITY

### FINANCIAL RESPONSIBILITY

#### \$2.5 Billion in Funding from Partners and State Property Leasing and Sales

Communities contribute to state highway projects to receive needed upgrades faster. If custom, decorative work is desired, those costs are also contributed. In the last 15 years, locals shared **\$2.5 billion** in additional local or federal funding to MoDOT projects and, by managing our right-of-way, put **\$64 million** to roads and bridges.



## EMBRACING TECHNOLOGY

### USING TECHNOLOGY TO DELIVER PROJECTS

#### \$26.2 Million in Total MoDOT Savings

Using Light Detection and Ranging (LiDAR) technology to streamline survey costs, LiDAR instruments are used to deliver needed topographical data to highway designers to create roadway plans. This method allows for safer, faster and more accurate collection of data on a large scale and is shown to be 56% less expensive than traditional aerial and land survey. Since implementing in 2007, this technology has saved taxpayers **\$26.2 million**. MoDOT has been a pioneer in embracing this technology and expanding the program each year. MoDOT won the 2018 and 2019 ACEC Engineering Excellence Grand award in partnership with their consultant.

# RESULTS



## DELIVERING RESULTS

We continue to complete projects on budget and on time.

The cost to deliver the State Fiscal Year 2024 completed projects was \$783 million (305 projects).	2.3% over budget 94% completed on time.
Over the last 10 years 4,099 projects worth \$9.7 billion completed.	3.8% (\$385 million) under budget 93% completed on time.

DBE Contracts for Federal Fiscal Years 2021-2023: \$375 million of \$3.47 billion total construction payments. The percent of DBE workforce on projects increased in FFY 2023. Contractors' minority workforce increased to 13.7%, and contractors' female workforce increased to 5.04%.



## Building the future: major project highlights

The year 2024 saw the Missouri Department of Transportation make headway on several major projects, including the completion of multiple design-build projects.

- MoDOT's Statewide Improve I-70 Program made significant progress throughout the year. In 2023, \$2.8 billion in General Revenue funds were allocated for the costs to add an additional lane in each direction on nearly 200 miles of Interstate 70 from Blue Springs to Wentzville. During 2024, the first two contracts in a series of contracts for I-70 were awarded.
  - The first project of this historic investment in infrastructure, from Columbia to Kingdom City, was awarded in February 2024 and began construction in July. This design-build contract is a \$405 million fixed-cost contract and includes \$123 million previously programmed for the I-70 interchanges at U.S. routes 63 and 54.
- In Kansas City, construction of the new U.S. Route 169 Buck O'Neil Bridge neared completion, with the new bridge officially opening to traffic in October. The project broke ground on June 23, 2021, with construction beginning in July of that year.
  - The \$220 million project connects downtown Kansas City and interstate routes with the communities north of the river and sees upwards of 50,000 vehicles per day.
- Also opened to traffic in 2024 was the Lance Corporal Leon Deraps I-70 Missouri River Bridge at Rocheport. This milestone was met after a year of construction on the new eastbound bridge following demolition of the former bridge in late 2023. The approximately \$240 million project provides twice the width of the old bridge and will have a lifespan of 100 years.
- In southeastern Missouri, construction on the former Chester Bridge over the Mississippi River - now known as the Don Welge Memorial Bridge - continued this year after breaking ground in September 2023. The bridge spans the Mississippi River between Perryville, Missouri and Chester, Illinois via Missouri Route 51/Illinois Route 150.
  - The new bridge will be a three-tower, cable-stayed bridge and will cost approximately \$284 million to complete. This past year, crews excavated the Mississippi riverbank on the Missouri side of the river to prepare for the construction of an embankment for the new roadway. The project has a completion date of December 2026.



## For More Information

### ADDITIONAL INFORMATION

Citizens Guide to Transportation Funding in Missouri  
[www.modot.org/guidetotransportation/](http://www.modot.org/guidetotransportation/)

*TRACKER*: Measures of Performance  
[www.modot.org/about/Tracker.htm](http://www.modot.org/about/Tracker.htm)

Appendices and Additional Documents  
[www.modot.org/Results/Documents.html](http://www.modot.org/Results/Documents.html)

“Innovation is woven into  
MoDOT’s culture and is  
embraced by our partners.”



[www.modot.org](http://www.modot.org)  
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