TRUMAN COUNCIL

107 N. Jefferson
Neosho, MO 64850
417-793-2450
www.hstcc.org

RTP Regional Transportation Plan

2025

Will Cline

TRANSPORTATION PLANNER

HARRY S TRUMAN COORDINATING COUNCIL
MISSOURI STATE REGIONAL PLANNING COMMISSION

417-793-2450

wcline@hstcc.org

www.hstcc.org

107 N Jefferson St.
Neosho, MO 64850

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Key Terms

AATF	Airport and Airway Trust Fund
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ALERT	Assistance for Local Emergency Response Training
AMP	Airport Master Plan
AWOS	Automated Weather Observing System
BRO	Off-System Bridge Replacement and Rehabilitation Program
CDBG	Community Development Block Grant Program
CEDS	Comprehensive Economic Development Strategy
CID	Community Improvement District
CRP	Carbon Reduction Program
DDHS	Delta Development Highway System
DRA	Delta Regional Authority
EDA	Economic Development Administration
EPW	Environment and Public Works Committee
FAST Act	Fixing America's Surface Transportation Act
FC	Functional Classification
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FMS	Financial Management System
FTA	Federal Transit Administration
GAO	Government Accountability Office
GARVEE	Grant Anticipation Revenue Vehicle Bonds
HSPIR	High-Speed Passenger Rail Investment Program
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
JARC	Job Access and Reverse Commute Program
LOS	Level of Service
LPA	Local Public Agency
LRTP	Long-Range Transportation Plan
MACOG	Missouri Association of Councils of Governments
MEGA Projects	National Infrastructure Project Assistance Grants
MHTC	Missouri Highways and Transportation Commission
MoDOT	Missouri Department of Transportation
MPO	Metropolitan Planning Organization
MEGA Projects	National Infrastructure Project Assistance Grants
MHTC	Missouri Highways and Transportation Commission
MoDOT	Missouri Department of Transportation
MPO	Metropolitan Planning Organization
MSHP	Missouri State Highway Patrol
MTFC	Missouri Transportation Finance Corporation
NBI	National Bridge Inventory
NI	Natural Increase
NID	Neighborhood Improvement District
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program
RAISE	Rebuilding American Infrastructure with Sustainability and Equity Grants
RTP	Regional Transportation Plan / Recreational Trails Program
SS4A	Safe Streets and Roads for All Program
STAR	Statewide Transportation Assistance Revolving Fund
STIP	State Transportation Improvement Program
TAC	Transportation Advisory Committee
TAP	Transportation Alternatives Program
TDM	Transportation Demand Management
TE	Transportation Enhancement
TEAP	Traffic Engineering Assistance Program
TIP	Transportation Improvement Program

Introduction

Collaborative Transportation Planning in Rural Missouri

In an effort to enhance public engagement and create a more inclusive transportation planning process, the Missouri Department of Transportation (MoDOT) adopted a new planning framework in 2003. This framework was developed to promote clarity, strengthen local input, and establish a long-range vision that reflects the transportation needs of Missouri's communities—particularly those in rural areas.

To implement this approach, MoDOT partners with Regional Planning Commissions (RPCs) and Metropolitan Planning Organizations (MPOs), which serve as regional liaisons between state agencies and local governments. In rural Missouri, RPCs like the Harry S Truman Coordinating Council (HSTCC) function as the primary organizational structure through which counties and municipalities work together to address transportation concerns that cross jurisdictional boundaries.

Each RPC is formed under Missouri law and is governed by a board of directors composed of local officials or their appointed representatives. Within this structure, Transportation Advisory Committees (TACs) offer a grassroots perspective. These committees—made up of community leaders, stakeholders, and other citizen representatives—play a vital role in surfacing local priorities and ensuring regional transportation strategies align with the needs of residents.

This model of planning, rooted in collaboration and transparency, ensures that the voices of rural Missourians are part of the decision-making process. By coordinating closely with RPCs and TACs, MoDOT not only meets but surpasses the legal requirements for public involvement—strengthening regional advocacy and shaping investments that better reflect community goals.

Alignment with the Missouri Long Range Transportation Plan (LRTP)

The 2025 Regional Transportation Plan (RTP) developed by the Harry S Truman Coordinating Council (HSTCC) serves as a forward-looking blueprint for enhancing mobility, safety, and accessibility across Newton, Jasper, Barton, and McDonald counties. Grounded in data on population trends, employment shifts, and land use changes, this plan establishes a foundation for forecasting transportation needs and setting regional priorities. Covering the full spectrum of transportation modes—such as highways, local roads, public transit, active transportation infrastructure, air travel, freight movement, and specialized mobility services—the RTP reflects a comprehensive, multimodal approach to regional planning. Beyond infrastructure, it also considers broader system strategies including transportation demand management, safety initiatives, infrastructure preservation, and efforts to ensure equitable access across all communities.

As the state-designated Regional Planning Commission (RPC) for southwest Missouri's four-county area, HSTCC is responsible for capturing local and regional transportation needs and forwarding those priorities to the Missouri Department of Transportation (MoDOT). This plan supports MoDOT's broader statewide goals and feeds directly into both the State Transportation Improvement Program (STIP)—which outlines short-term,

implementable projects—and the Long Range Transportation Plan (LRTP), which guides long-term transportation investment over a 10–20 year horizon.

The HSTCC RTP not only aligns with the goals of the LRTP but also helps ensure that rural voices are reflected in Missouri's future transportation system. Through this plan, the region's unique mobility challenges and opportunities are brought to the table in shaping the next generation of statewide improvements.

Regional Planning

The Harry S Truman Coordinating Council (HSTCC) serves as the officially designated Regional Planning Commission (RPC) for a four-county region in southwest Missouri, encompassing Newton, Jasper, Barton, and McDonald counties. Established under Missouri state statutes, HSTCC plays a central role in coordinating regional development efforts, facilitating intergovernmental cooperation, and guiding infrastructure planning across this largely rural and economically diverse area.

HSTCC's jurisdiction includes a wide range of municipalities—from small rural towns to urban centers like Joplin and Neosho—representing a mix of transportation needs and land use contexts. As one of Missouri's 19 active regional planning commissions, HSTCC brings local governments together to address shared priorities, streamline public service delivery, and advocate for resources at the state and federal levels.

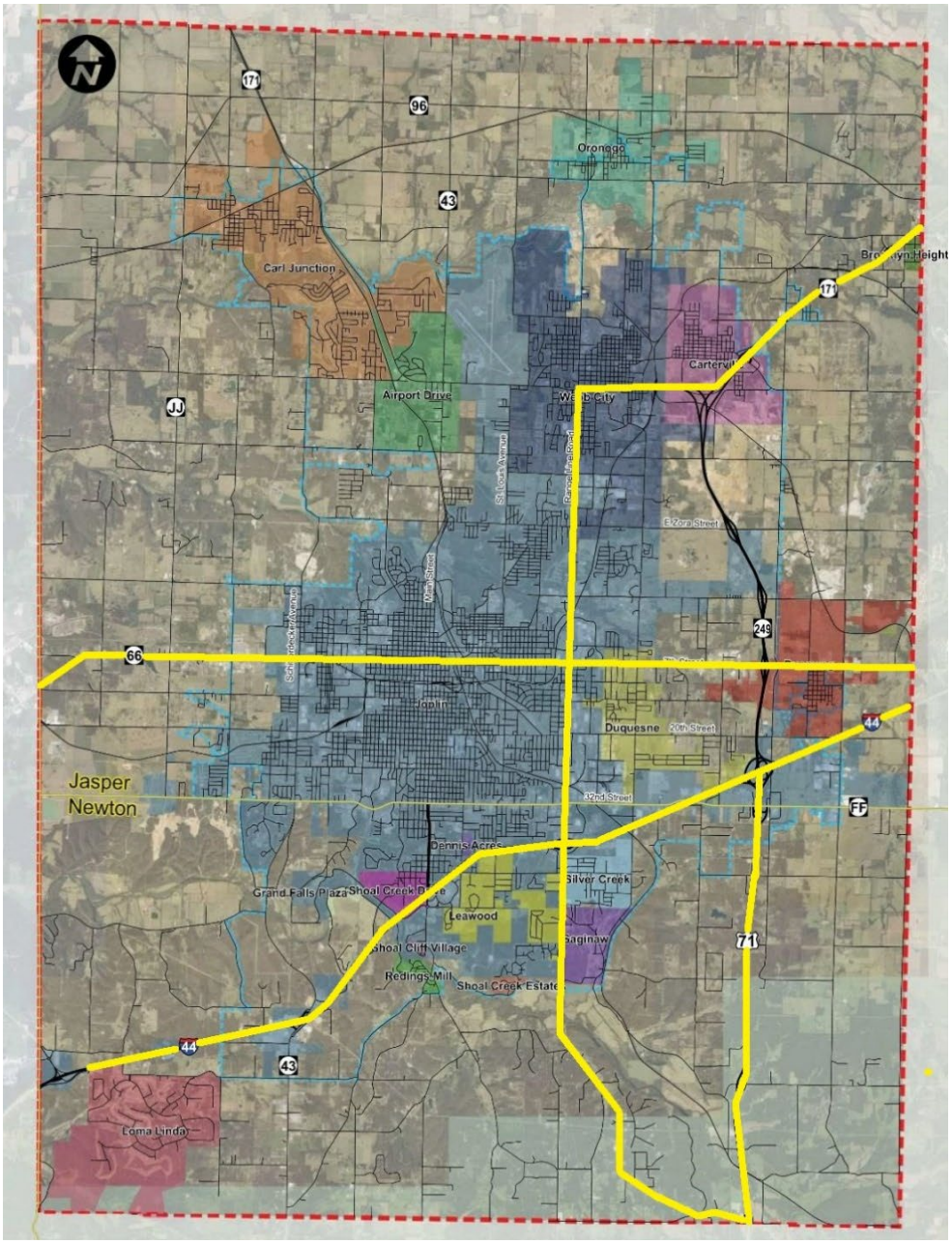
Transportation planning is a cornerstone of HSTCC's mission. The organization provides direct support to local jurisdictions through the preparation of regional plans, coordination with stakeholder groups, and administration of the Transportation Advisory Committee (TAC). Through this committee, local leaders and community stakeholders collaborate to identify, prioritize, and promote transportation projects that reflect regional needs.

In partnership with the Missouri Department of Transportation (MoDOT), HSTCC plays a vital role in shaping Missouri's statewide transportation goals by contributing regional input into the Statewide Transportation Improvement Program (STIP) and Long Range Transportation Plan (LRTP). This coordinated planning process ensures that local voices help shape investments that impact safety, access, economic vitality, and quality of life across southwest Missouri.

Joplin Area Transportation Study Organization (JATSO)

Within the HSTCC region, the Joplin Area Transportation Study Organization (JATSO) serves as the designated Metropolitan Planning Organization (MPO) for the City of Joplin and surrounding urbanized areas in Jasper and Newton counties. As an MPO, JATSO is responsible for fulfilling federal transportation planning requirements for metropolitan areas, including the development of a long-range Metropolitan Transportation Plan (MTP) and a short-range Transportation Improvement Program (TIP). These documents guide the selection and funding of transportation projects within the urbanized boundary.

Although this Regional Transportation Plan (RTP) primarily focuses on the rural and small-town communities within Newton, Jasper, Barton, and McDonald counties, many of the region's most critical transportation corridors and infrastructure assets pass through or connect directly to the JATSO planning area. Given the overlap in jurisdiction and shared use of facilities, coordination between HSTCC and JATSO is essential to support seamless mobility across urban and rural areas.



To maintain consistency and ensure that regional priorities are reflected in metropolitan planning efforts, HSTCC engages regularly with JATSO through joint technical committees, data sharing, and collaborative project planning. This partnership helps ensure that transportation investments address the full range of mobility needs—from freight and commuter access to pedestrian safety and multimodal connectivity.

By recognizing the unique role of JATSO and aligning regional strategies with its planning framework, this RTP reinforces a unified approach to transportation planning that supports both rural communities and the broader Joplin metropolitan area.

Planning Process

The development of Missouri's transportation network has steadily evolved through a series of planning phases, with the Missouri Department of Transportation (MoDOT) placing increasing emphasis on collaboration with local officials and regional planning organizations like the Harry S Truman Coordinating Council (HSTCC). This inclusive approach ensures that transportation priorities reflect both community needs and statewide goals. MoDOT's initial effort to engage regional partners led to the creation of Transportation Advisory Committees (TACs) in each Regional Planning Commission. These committees were tasked with assisting MoDOT in gathering public input, identifying local transportation concerns, and promoting consideration of all transportation modes. Over time, as MoDOT expanded its vision, RPCs were integrated more fully into the transportation planning process, including project prioritization, needs assessments, and public outreach.

HSTCC has been an active participant in this expanded planning framework since the late 1990s, following MoDOT's restructuring of regional roles and funding in Phase 2 of the planning model. With professional staff support and deeper community engagement, HSTCC has helped shape a more responsive and data-informed planning process across its four-county region.

The development of this 2025 Regional Transportation Plan followed a multi-phase process:

- Phase 1 focuses on state-maintained roads, including interstates, U.S. highways, state routes, and lettered county roads, identifying condition, usage, and improvement needs.
- Phase 2 incorporates county-maintained routes and municipally owned roads where sufficient data exists, expanding the plan's scope to reflect local system conditions.
- Phase 3 addresses gaps in data by leveraging community feedback, site visits, and localized assessments to provide a comprehensive picture of regional mobility needs.

Planning Phases

Phase 1=State-maintained roads (interstates, U.S. highways, state and lettered routes)

Phase 2-County and city roads with available data

Phase 3-Filling data gaps on local roads through field visits and community input

Community Involvement Highlights

Transportation Advisory Committee Regular meetings with local elected officials, stakeholders, and planning staff across all four counties (Newton, Jasper, Barton, McDonald).

One-on-One Outreach
HSTCC planners met directly with city administrators, county road officials, and public works departments to capture local insights and infrastructure needs.

Survey Tools
Online surveys were distributed region-wide, collecting input on safety, maintenance priorities, walkability, and rural connectivity.

Open Access Portal
Public access to draft plans, maps, and meeting materials was maintained through the HSTCC website, allowing residents to stay informed and submit feedback.

Public involvement has been a foundational element throughout this process. HSTCC relies on its Transportation Advisory Committee, composed of local officials, stakeholders, and subject matter experts, to provide feedback at regular meetings and through subcommittees focused on specific issues. In addition to formal TAC input, HSTCC staff proactively engage member communities through on-site visits, technical assistance, and informal interviews with city and county representatives.

To enhance transparency and participation, HSTCC also provides accessible resources through its website, where draft documents, meeting materials, and project updates are posted. Public surveys and online comment tools offer further opportunities for residents to share their views on current transportation challenges and priorities for the future. This inclusive, phased approach ensures that the Regional Transportation Plan is not only grounded in data but also shaped by the voices of those who live, work, and travel throughout southwest Missouri.

Goals and Objectives

The overarching aim of the Harry S Truman Coordinating Council (HSTCC) in crafting the 2025 Regional Transportation Plan is to establish a clear, actionable vision for future transportation development in Newton, Jasper, Barton, and McDonald counties. Grounded in current data on population, employment, and land use—and shaped by meaningful public input—this plan is designed to support a transportation system that is safe, resilient, equitable, and environmentally responsible.

To guide decision-making and prioritize investments, HSTCC has adopted the following five regional goals, each accompanied by measurable objectives. These reflect both local transportation priorities and statewide planning standards in coordination with the Missouri Department of Transportation (MoDOT).

Goal 1: System Preservation and Safety

A well-maintained and resilient transportation network that protects past investments and enhances safety for all users.

Objectives:

- Ensure ongoing maintenance and rehabilitation of roadways, bridges, and multimodal infrastructure.
- Promote transportation system resilience to better withstand natural disasters, weather events, and emergencies.
- Identify and address safety concerns for motorists, pedestrians, cyclists, and freight operators.
- Create and maintain an inventory of critical infrastructure assets.
- Integrate resilience strategies into project development and regional planning.
- Design facilities that meet high safety and durability standards under varying and extreme conditions.

Goal 2: Access and Mobility

A transportation system that connects people, places, and goods—supporting regional growth and accessibility for all.

Objectives:

- Maintain consistent and efficient performance across all modes and facility types.
- Provide equitable access to employment, education, health care, retail, and recreation.
- Support the regional economy by ensuring freight movement is reliable, efficient, and well-connected to intermodal hubs.
- Expand multimodal options for residents, particularly underserved and rural populations.
- Address mobility needs of seniors, people with disabilities, and non-drivers.
- Plan for emergency accessibility through temporary pedestrian facilities and evacuation routes.

Goal 3: Environmental Stewardship

Transportation planning that protects environmental resources and supports sustainable regional development.

Objectives:

- Implement mitigation measures to reduce visual, noise, and traffic-related impacts in neighborhoods.
- Support land use patterns that minimize unnecessary vehicle trips and promote compact, efficient development.
- Ensure compliance with air and water quality standards and consider ecological preservation in all transportation decisions.

Goal 4: Regional Partnerships

Collaborative planning that aligns local priorities with statewide goals through coordinated relationships.

Objectives:

- Advocate for the development of statewide and regional corridors that benefit the HSTCC region.
- Foster cooperation among city, county, and state stakeholders to align funding strategies, prioritize projects, and share resources.

Goal 5: Public Involvement and Outreach

Inclusive and transparent planning that encourages informed public participation at every stage.

Objectives:

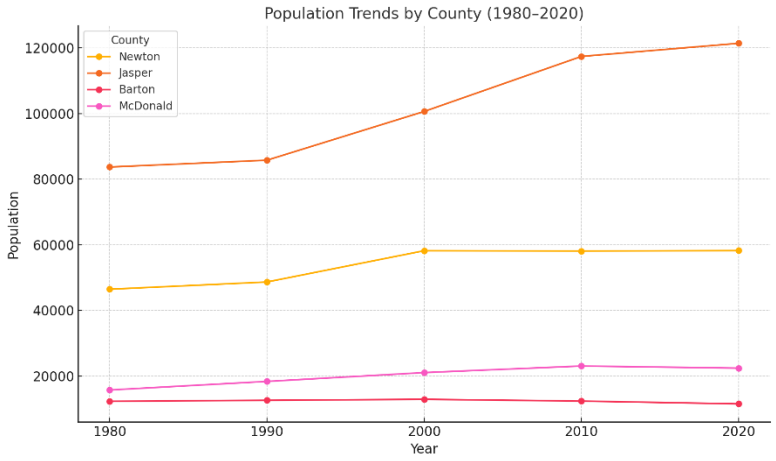
- Monitor and respond to transportation-related legislation and regulations.
- Educate community members on regional transportation challenges and opportunities.
- Strengthen communication channels with transportation users and stakeholders.
- Promote intersectoral collaboration in long-range planning, integrating input from public agencies, nonprofits, businesses, and the public.

Demographics and Trends

Population Growth Trends

Understanding how population has changed over time is essential to planning for the region's future transportation needs. The Harry S Truman Coordinating Council (HSTCC) region—comprised of Newton, Jasper, Barton, and McDonald counties—reflects a blend of growing urban centers and rural communities with stable or fluctuating populations.

According to the 2020 U.S. Census, Missouri's total population reached 6,154,913, a 2.77% increase from 2010. Within the HSTCC region, growth trends vary by county and highlight distinct demographic patterns:



Population data derived from the U.S. Census Bureau, Decennial Census (1990, 2000, 2010, and 2020), analyzed by the Harry S Truman Coordinating Council (HSTCC) Regional Transportation Planning Team, 2025.

- Jasper County, home to the Joplin metropolitan area, continues to experience steady population growth driven by regional employment opportunities, healthcare access, and connectivity to I-44.
- Newton County also posted moderate gains due to expansion in Neosho and suburban development near Joplin.
- Barton County, in contrast, has shown minimal growth, reflecting broader challenges common to rural counties, such as aging populations and out-migration.
- McDonald County has experienced population shifts influenced by agricultural industry dynamics, housing availability, and proximity to the northwest Arkansas metro area.

Population growth across the region slowed from the previous decade, in part due to economic stagnation in the early 2010s and the demographic impacts of the COVID-19 pandemic between 2019 and 2020. While Missouri's urban areas—particularly those with large MPOs—saw notable increases, smaller rural counties in southwest Missouri saw more modest or negative changes during the same period.

County	1980	1990	2000	2010	2020	Change 2010-2020	% Change 2010-2020
Newton	46479	48685	58214	58114	58248	134	0.23
Jasper	83710	85786	100642	117404	121401	3997	3.4
Barton	12343	12641	12941	12402	11553	-849	-6.85
McDonald	15784	18397	21081	23083	22441	-642	-2.78

Population data derived from the U.S. Census Bureau, Decennial Census (1990, 2000, 2010, and 2020), analyzed by the Harry S Truman Coordinating Council (HSTCC) Regional Transportation Planning Team, 2025.

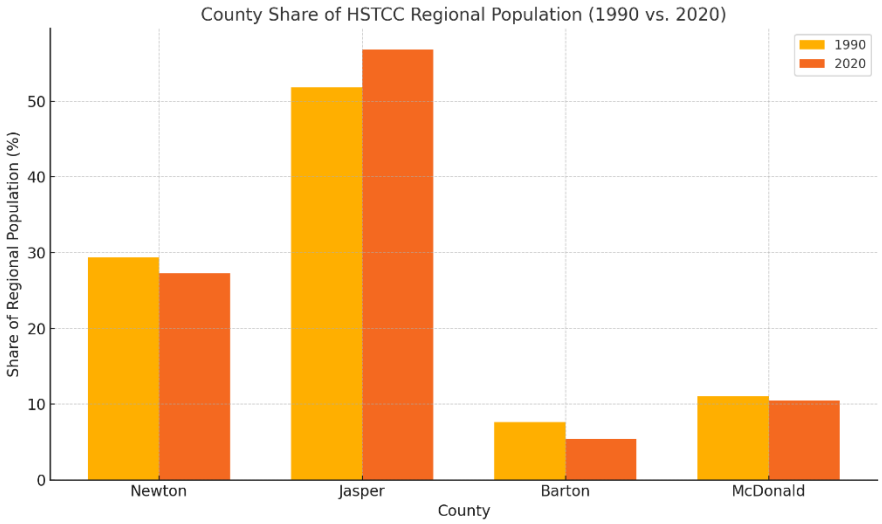
These population patterns are essential for identifying where transportation investment is most needed, whether to support growth in suburban corridors, improve access in aging rural communities, or address equity issues for populations with limited mobility.

Demographic analysis will inform the next sections of this plan, including:

- Employment and commuting trends,
- Land use and housing patterns,
- Environmental justice mapping,
- Infrastructure needs in growing versus declining areas.

Population Distribution

A closer look at the population distribution across the Harry S Truman Coordinating Council (HSTCC) region reveals subtle but meaningful shifts in how residents are geographically dispersed. Using decennial Census data from 1990 to 2020, changes in each county's share of the total regional population illustrate evolving demographic patterns within southwest Missouri.



Population data derived from the U.S. Census Bureau, Decennial Census (1990, 2000, 2010, and 2020), analyzed by the Harry S Truman Coordinating Council (HSTCC) Regional Transportation Planning Team, 2025.

In 1990, Jasper County accounted for the largest share of the region's population, driven largely by the concentration of jobs, services, and infrastructure in the City of Joplin and its surrounding areas. Jasper's central location, proximity to major highways, and urban development continue to position it as the regional hub for commerce, healthcare, and education.

Over the past three decades, Newton County has maintained a stable share of the regional population, with modest growth attributed to suburban development around Neosho and the influence of neighboring Jasper County. While McDonald County experienced steady growth through the early 2000s, its share has recently plateaued, reflecting broader economic and housing constraints in rural border communities. Meanwhile, Barton County has seen a gradual decline in its regional share, a trend aligned with population loss in many rural areas across the state and nation.

These population shifts signal a slight decentralization of growth, with smaller cities and rural communities adapting to regional development pressures in different ways. Tracking these patterns is critical for forecasting transportation needs, especially in areas experiencing relative population loss or increased demand on local infrastructure.

Drivers of Demographic Change

Understanding how population changes occur—whether through births, deaths, or migration—is essential to identifying long-term transportation and infrastructure needs. Population growth is typically driven by two primary factors: Natural Increase (NI) and Net Migration.

- Natural Increase refers to the difference between the number of births and the number of deaths over a given period.
- Net Migration captures the inflow of new residents minus those who move out.

Across the HSTCC region, recent trends suggest that natural increase is no longer the dominant driver of population growth, particularly in rural counties. Instead, population change is increasingly shaped by migration patterns, both from other parts of Missouri and from nearby states like Arkansas and Oklahoma.

- Jasper and Newton counties maintain moderate rates of natural increase, thanks to their relatively younger populations and access to healthcare and services in urbanized areas like Joplin and Neosho.
- Barton County and McDonald County, on the other hand, reflect aging demographics, where deaths have begun to offset births, leading to near-zero or negative natural population change.
- The region's growth hotspots are generally areas where in-migration compensates for stagnating natural increase, especially where employment opportunities, affordable housing, or cross-border commuting play a role.

County	Births (2010-2020)	Deaths (2010-2020)	Natural Increase	Estimated Net Migration
Newton	6100	5700	400	-266
Jasper	12100	10500	1600	2397
Barton	1100	1500	-400	-449
McDonald	2400	2600	-200	-442

Source: Missouri Department of Health – Births and Deaths MICA, Missouri Census Data Center – Single-County IRS Migration Profile

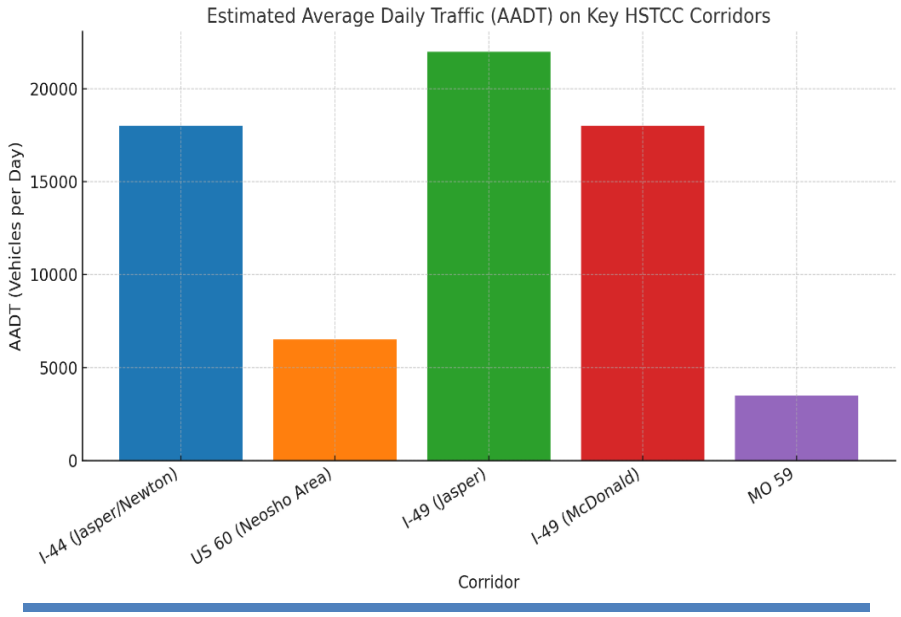
These demographic realities have a direct impact on the planning and prioritization of transportation investments. Areas with declining natural increase may face future service reductions, while those gaining population through migration will require expanded capacity, multimodal options, and connectivity to jobs and housing.

From 2010 to 2020, most counties in the HSTCC region experienced modest natural increase (NI), with Jasper and Newton counties maintaining a positive birth-to-death ratio. While Barton and McDonald counties experienced negative NI—indicating more deaths than births—these patterns align with broader rural trends associated with aging populations and smaller household sizes.

When examining net migration (NM), the results were more varied. Jasper County led the region with strong in-migration, contributing significantly to its overall population growth. Meanwhile, Newton County experienced a slight net loss due to out-migration, and Barton and McDonald counties also saw declines in migration-based growth.

Overall, the region’s population change during this period was driven by a combination of slow but positive NI in urban-adjacent counties and moderate NM in areas experiencing job growth or spillover from nearby metro regions. These dual dynamics underscore the need for a transportation system that can adapt to slow growth in aging rural areas while supporting the mobility demands of more dynamic, growing communities.

Existing Transportation Facilities



Estimated Average Daily Traffic (AADT) on Major Corridors in the HSTCC Region (I-44, US 60, I-49, and MO 59). Source: Missouri Department of Transportation, 2020 Traffic Data.

State and Federal Highway Network

The transportation system across the HSTCC region is anchored by several major state and federal highways that serve as critical corridors for passenger travel, freight movement, and regional connectivity. These roadways form the backbone of the area's multimodal network and link urban centers, rural communities, and neighboring states.

East-West Corridors

Interstate 44 (I-44)

Interstate 44 is the most significant east-west highway in the region, providing a direct route between Joplin and Springfield, and continuing beyond the HSTCC region toward Oklahoma City to the west and St. Louis to the east. It is a limited-access, multilane freeway that accommodates heavy commercial and passenger traffic volumes.

Within Jasper and Newton counties, I-44 connects several communities and serves as a key route for long-distance freight and daily commuting. MoDOT traffic data from 2020 indicates Annual Average Daily Traffic (AADT) levels ranging between 15,000 and 20,000 vehicles per day, with significant truck volumes supporting cross-state commerce.

U.S. Route 60 (US 60)

US 60 runs through Newton and adjacent counties, serving as an essential corridor connecting Missouri to Tulsa, OK and eastern Kentucky. Within the HSTCC area, it functions as both a rural connector and urban bypass, supporting freight and agricultural transportation.

Sections of US 60 near Neosho have seen infrastructure upgrades, including passing lanes and shoulder improvements, to accommodate increasing vehicle volumes. In rural stretches, the highway remains a two-lane undivided road with moderate traffic levels.

North-South Corridors

U.S. Route 71 / Interstate 49 (US 71 / I-49)

The I-49 corridor—previously known as US 71—travels through McDonald, Newton, and Jasper counties, offering a continuous north-south connection from Kansas City to the northwest Arkansas metropolitan region. This route is a multilane divided highway and forms one of the most heavily traveled freight corridors in the HSTCC area.

Its designation as part of the national freight network highlights its importance in supporting logistics, warehousing, and industrial development. AADT levels are consistently high, especially near Carthage, Neosho, and Pineville, where the corridor serves commuter, commercial, and regional travel needs.

Missouri Route 59 (MO 59)

Running parallel to I-49 through portions of McDonald and Newton counties, MO 59 acts as a secondary route for local access. It connects smaller towns and rural areas to larger highway facilities and is frequently used by local freight and agricultural traffic.

Though MO 59 experiences lower traffic volumes compared to I-49, it plays a vital role in providing redundancy, local access, and alternative routes during high congestion or road closures.

Statewide Connectivity and Regional Impacts

The highways described above are vital not only for intra-regional mobility but also for ensuring access to:

- Major employment hubs in Joplin, Neosho, and Arkansas border towns
- Interstate and national trade routes
- Rural and urban freight transfer points
- Tourism destinations and recreational areas near the Ozarks

These corridors form the structural spine of the regional transportation system and are critical to economic competitiveness, emergency response, and multimodal coordination across southwest Missouri.

Transportation Management System (TMS)

The Missouri Department of Transportation's Transportation Management System (TMS) is a centralized platform designed to support comprehensive planning and asset management across Missouri's transportation network. Originally launched in 1998, TMS was developed to focus on four core areas: Safety, Traffic, Bridge, and Pavement.

Since its inception, TMS has evolved significantly, now encompassing a broader range of applications and tools that support data-driven decision making for MoDOT and its planning partners. These tools are essential for evaluating infrastructure condition, prioritizing projects, and forecasting long-term maintenance needs.

TMS applications and interactive maps are accessible via the TMS Homepage (internal access required), and most Regional Planning Commissions (RPCs) and Metropolitan Planning Organizations (MPOs) use secure virtual access to integrate this data into their planning workflows.

As a Regional Planning Commission, HSTCC uses TMS data to assess regional transportation infrastructure, develop investment priorities, and support coordination with MoDOT through the Statewide Transportation Improvement Program (STIP) and the Long Range Transportation Plan (LRTP).

Here is a refined and planner-ready version of your text, streamlined for clarity and readability in your 2025 HSTCC Regional Transportation Plan, while preserving the technical accuracy of MoDOT's Bridge Management System and its condition rating structure:

Bridge Management System

MoDOT's Bridge Management System (BMS) is a component of the broader Transportation Management System (TMS) and serves as the central repository for all state-maintained and most locally owned bridge and culvert data across Missouri. The BMS includes tools for:

- Inventory Management
- Media Loader (e.g., photographs, plans, inspection reports, and correspondence)

TMS is the official source for bridge condition data, incorporating information from the National Bridge Inventory (NBI), regular inspections, and supplemental reports.

Inspection Protocol

MoDOT is responsible for inspecting all state-maintained structures and the majority of non-state (locally owned) bridges and culverts. A smaller portion of non-state structures are inspected by local agency staff or consultants. All structures in the NBI must undergo general inspections every two years, with additional inspections (e.g., fracture-critical, underwater, or special evaluations) scheduled as needed based on structure type and condition.

Bridges and culverts in "poor" or "serious" condition may be inspected more frequently to monitor deterioration and ensure safety.

Bridge Components and Condition Ratings

Each bridge is evaluated across three core structural elements:

- Deck – The driving surface of the bridge.
- Superstructure – Girders and supporting elements beneath the deck.
- Substructure – Columns, footings, and supports that hold up the superstructure.

For culverts, a single overall condition rating is assigned based on the function of all structural components. These ratings inform prioritization in regional planning and are used to identify structures needing repair or replacement.

The lowest of the three component ratings (deck, superstructure, substructure) typically determines the overall condition of a bridge.

MoDOT Bridge and Culvert Condition Rating Scale

Rating	Condition Description
9	Excellent – no issues present
8	Very Good – structurally sound, no significant concerns
7	Good – minor deterioration
6	Satisfactory – early signs of wear or degradation
5	Fair – structurally sound, may show section loss or minor defects
4	Poor – advanced deterioration, possible safety concerns
3	Serious – structural issues may affect function, local failures possible
2	Critical – structure at risk of collapse, immediate monitoring or closure needed
1	Imminent Failure – significant movement or loss of support, closed to traffic
0	Failed – beyond repair, permanently out of service
N	Not Applicable – used for non-rated structures or elements

Bridge condition data provided by MoDOT helps HSTCC and other RPCs identify critical structures and prioritize infrastructure investments that enhance safety, reliability, and long-term regional mobility.

Inventory of Poor-Condition Bridges in the HSTCC Region

Based on MoDOT's most recent inspection data, there are 52 bridges in Jasper, Newton, Barton, and McDonald counties that have been classified as being in poor or worse condition (rated 4 or below). These structures present significant concerns for public safety, mobility, freight logistics, and local connectivity.

The table on the following page lists these deficient structures, each of which either:

- Serves high volumes of daily traffic,
- Is located along a key state or federal route, or
- Provides critical rural access between towns, farms, and schools.

Bridge ID	County	Route	Condition	ADT
A407	Barton	US 160	3	4382
P0343	Barton	RT V	4	400
A407	Barton	US 160	3	4382
A407	Barton	US 160	3	4382
P0343	Barton	RT V	4	400
P0343	Barton	RT V	4	400
L0832	Jasper	LP 49 S	4	26814
K0415	Jasper	MO 43	4	11631
H0592	Jasper	MO 66	4	5747
A4928	Jasper	IS 49 S	4	10316
A101	Jasper	I-44	3	15432
A4928	Jasper	IS 49 S	4	10316
A101	Jasper	I-44	3	15432
K0415	Jasper	MO 43	4	11631
L0832	Jasper	LP 49 S	4	26814
L0832	Jasper	LP 49 S	4	26814
K0415	Jasper	MO 43	4	11631
H0592	Jasper	MO 66	4	5747
A4928	Jasper	IS 49 S	4	10316
H0592	Jasper	MO 66	4	5747
A101	Jasper	I-44	3	15432
T1002	McDonald	T1002	4	20
S0874	McDonald	RT B	3	1234
S0121	McDonald	RT E	4	1638
R0305	McDonald	RT H	4	1183
P0973	McDonald	MO 90	3	909
J0243	McDonald	MO 90	4	4157
A309	McDonald	RT O	2	2150
J0243	McDonald	MO 90	4	4157
R0305	McDonald	RT H	4	1183
A309	McDonald	RT O	2	2150
T1002	McDonald	T1002	4	20
S0874	McDonald	RT B	3	1234
S0121	McDonald	RT E	4	1638
A309	McDonald	RT O	2	2150
P0973	McDonald	MO 90	3	909
J0243	McDonald	MO 90	4	4157
A205	Newton	MO 59	4	7921
J0621	Newton	MO 86	4	8017
K0765	Newton	LP 49 S	4	4671
J0621	Newton	MO 86	4	8017
A205	Newton	MO 59	4	7921

Notable Bridge Examples:

- Bridge A101 on I-44 in Jasper County, rated 3, carries over 15,000 vehicles per day and is a primary freight route across southern Missouri.
- Bridge L0832 on Loop 49 South (Jasper County) is one of the busiest poor-condition bridges in the region, with over 26,000 vehicles per day, amplifying the urgency for rehabilitation or replacement.
- Bridge A309 on RT O in McDonald County, rated 2 (Critical), highlights structural concerns in more rural settings with limited alternate routing.
- Bridge J0621 on MO 86 in Newton County and Bridge J0243 on MO 90 in McDonald County both serve growing areas and are rated 4, signaling potential deterioration risks without near-term intervention.

Missouri Department of Transportation. Statewide List of Poor Condition Bridges, 2024 Inspection Data. Compiled by Harry S Truman Coordinating Council (HSTCC), 2025.

These structures span a range of urban arterial roadways, rural state highways, and business loops, many of which are critical for:

- Emergency response routing,
- Regional freight and agricultural transport,
- School and commuter travel.

MoDOT's inspection system assigns a condition rating based on the lowest score of a bridge's deck, superstructure, or substructure. Bridges with ratings of **4 or below** are prioritized for inspection cycles and potential funding through programs such as Missouri's STIP (Statewide Transportation Improvement Program), Federal Bridge Formula Grants under IIJA, and bridge bundling and design-build partnerships at the regional level.

The Harry S Truman Coordinating Council (HSTCC) remains committed to addressing structurally deficient and weight-restricted bridges throughout Newton, Jasper, Barton, and McDonald counties. In partnership with MoDOT, local jurisdictions, and transportation stakeholders, HSTCC will take the following steps to ensure these infrastructure needs are prioritized:

- Advocate for funding and policy support at the state and federal levels to advance the rehabilitation or replacement of high-priority bridges, particularly those with high traffic volumes, limited detour routes, or critical access roles for freight, school transportation, or emergency response.
- Explore cost-efficient project delivery models, such as bundling low-volume, rural bridges into unified design and construction packages that can reduce overhead and accelerate delivery timelines—an approach successfully deployed in other regions.
- Leverage bridge condition data in regional decision-making, incorporating MoDOT's inspection ratings and detour impacts directly into HSTCC's investment prioritization process. This data will guide the development of both near-term programming (e.g., STIP submissions) and long-range transportation strategies, ensuring limited resources are focused on the most vulnerable infrastructure.
- Coordinate with county road departments and city engineers to ensure local insights are captured and to prepare supporting documentation (e.g., inspection photos, cost estimates, risk assessments) needed for funding applications, grant readiness, and emergency planning.
  - Monitor inspection updates and changes in condition status, maintaining a dynamic bridge inventory that is responsive to rapid deterioration, new load restrictions, or updated regulatory thresholds.

Traffic Data Acquisition and Monitoring

The Missouri Department of Transportation (MoDOT) uses the **Traffic Management System (TMS)**—supported by the **Traffic Data Acquisition System (TRADAS)**—to uniformly collect and process traffic data across the state. This system replaces older, disconnected methods of traffic monitoring by centralizing and standardizing how data is reported and analyzed.

TRADAS captures key information such as:

- Traffic volumes, including both total vehicular flow and truck-specific counts
- Vehicle classifications
- Congestion conditions, often referred to as Level of Service (LOS)

This data informs regional planning by identifying traffic trends, evaluating roadway performance, and pinpointing areas that may require capacity upgrades or operational improvements.

TMS Inventories and Capabilities

MoDOT's Traffic Management System also supports several specialized inventories that aid in transportation planning and system performance evaluation:

- Flasher, Lighting, and Signal Inventories
- Highway Capacity Interface
- Traffic Information and Segment Maintenance
- Hourly Volume Data by Segment
- District-defined asset types

Congestion Management

Traffic congestion—whether in urban peak hours or during rural travel surges—remains a key challenge in regional transportation. It not only delays travel but also increases fuel consumption, degrades air quality, and impacts freight efficiency.

In urban areas, congestion is typically concentrated during **morning and evening peak hours** and occurs at major intersections, freeway ramps, or corridors experiencing high travel demand. In rural areas, congestion can arise from limited passing opportunities on two-lane roads, slow-moving vehicles, holiday travel surges, or road closures.

Addressing congestion is not solely a matter of adding roadway capacity. MoDOT and its partners apply a range of strategies to improve system efficiency and reduce delays, including:

- Intersection and signal upgrades
- Access management
- Multimodal travel options
- Land use coordination and demand management

Measuring Congestion

Congestion is typically measured using two approaches:

1. Facility-based measures – focus on traffic volumes and roadway capacity
2. Travel-time measures – assess delays experienced by individual travelers

Key Congestion Indicators

1. Facility-Based Measures:
- Average vehicle speed during peak hours
- Volume-to-capacity (V/C) ratio
- Total vehicle-hours of delay
- Traffic per freeway lane
- Duration and frequency of incidents

2. Personal Travel Effects:
- Delay per person by time of day or purpose of trip
- Transit vehicle delays
- Congestion-related crash frequency

3. Economic Effects:
- Truck travel delay and speed ratios
- Delivery scheduling impacts due to traffic uncertainty
- Economic development limitations tied to congestion

4. Environmental Impacts:
- Increased emissions from stop-and-go conditions
- Higher fuel consumption due to traffic delays

Level of Service (LOS) Framework

MoDOT uses Level of Service (LOS) to assess traffic flow conditions, with ratings from A (free-flow) to F (highly congested). These designations are based on travel speed, vehicle delay, and volume-to-capacity ratios, as defined in the Highway Capacity Manual:

LOS	Description	Speed Range (% of Free-Flow)	Volume/Capacity
A	Free-flow travel; minimal delay	>80%	≤ 1.0
B	Slight restrictions on maneuverability	67–80%	≤ 1.0
C	Stable flow; some lane-change restrictions	50–67%	> 1.0
D	Unstable flow; delays sensitive to changes	40–50%	≤ 1.0
E	Significant delay; poor progression	30–40%	≤ 1.0
F	Breakdown conditions; stop-and-go flow	≤30%	> 1.0

LOS ratings are a valuable tool for identifying locations where operational improvements or infrastructure enhancements are necessary. MoDOT's **Traffic Segment Browser** allows planners and engineers to evaluate LOS at a granular level for both urban and rural facilities.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) refers to a strategic set of solutions aimed at reducing the demand for roadway capacity without relying solely on the construction of new roadways. While infrastructure expansion may be necessary in certain corridors, TDM initiatives seek to improve overall efficiency, manage congestion, and offer viable alternatives to single-occupancy vehicle (SOV) travel.

TDM strategies reduce vehicle trips or shift demand by improving the availability, attractiveness, and convenience of alternative travel modes. Common approaches include:

- Ridesharing programs (carpool and vanpool services)
- Transportation management associations (TMAs) that provide incentives for shared mobility, often coordinated with employers
- Parking cash-out programs that convert employer-paid parking into transit or cash subsidies
- Increased parking costs or restricted availability for single-occupancy vehicles
- Mixed-use development that supports walking, cycling, and access to public transit
- Infrastructure enhancements such as bike paths, sidewalks, and pedestrian crossings
- Flexible or staggered work hours to reduce peak-hour congestion
- Telecommuting and support for home-based businesses
- Electronic commerce solutions that reduce the need for in-person transactions and travel

Together, these actions reduce overall vehicle demand, extend the life of roadway infrastructure, and contribute to broader regional goals related to air quality, energy efficiency, and community livability.

Signalized Intersection Management

Signalized intersections are critical for managing traffic flow at high-volume or complex roadways. However, they have capacity limits and can become bottlenecks when turning or through-movement demand exceeds their functional thresholds.

Intersection congestion leads to increased delays, reduced travel speeds, and elevated crash risk. To address this, HSTCC and local jurisdictions can consider:

- Intersection optimization and signal retiming
- Dedicated turn lanes or queue jump lanes
- Upgrading signals with adaptive technologies
- Converting intersections to roundabouts, where appropriate, to improve safety and flow—particularly in areas with lower speed limits and more balanced traffic volumes

Roundabouts can often handle movements more efficiently than traditional signalized intersections and have been shown to reduce crash severity and eliminate some types of high-risk collisions.

Safety Management System

Crash data in Missouri is recorded and managed through MoDOT's Transportation Management System (TMS), with fatal crash records entered by the Missouri State Highway Patrol (MSHP) within 10 days of occurrence. The crash database includes records dating back to 1985 and image files starting from 1997.

Key tools and applications within the safety system include:

- Crash Summary
- Crash Browser
- Intersection Crash Analysis (Expected Values)
- Statewide Average Crash Rate comparisons

These tools allow planners to identify high-crash corridors and intersections, understand contributing factors, and recommend design or operational improvements to reduce crash frequency and severity.

Travelway Safety Features Inventory

MoDOT and local jurisdictions maintain a detailed inventory of safety-related roadside features, including:

- Guardcable
- Rumblestrips
- Concrete barriers
- Guardrails
- Soundwalls

- Emergency reference markers
- Curfews and restricted routes
- Points of interest and landmarks
- Controlled access routes

This data supports system-wide safety audits, maintenance planning, and compliance with federal highway safety performance metrics.

Travelways Management System

MoDOT's Travelways Management System includes several modules for managing roadway characteristics and associated data:

- Functional classification
- Speed limits and access categories
- Federal system classifications
- Lane inventory and travelway geometry
- Location referencing for assets and attributes

This information supports the prioritization of projects based on network roles and ensures alignment with federal eligibility requirements.

Functional Classification and Access Management

Functional classification (FC) is the process of organizing roadways into categories based on the type of service they provide within the transportation network. This classification informs decisions about design standards, funding eligibility, maintenance priorities, and planning processes. It distinguishes between roads that provide **mobility** and those that serve **property access**, and defines each road's role in local, regional, and national transportation systems.

The Federal Highway Administration (FHWA) requires functional classification for all public roadways as part of federal-aid eligibility and for inclusion in the Highway Performance Monitoring System (HPMS).

Area Designations

Roadway functional classification differs based on urbanization levels:

- Urbanized Areas – Populations of 50,000 or more
- Small Urban Areas – Populations between 5,000 and 49,999
- Rural Areas – All areas outside urban boundaries

These definitions guide how roads are evaluated for design standards and investment priorities.

Principal Functional Classes

Roadways are grouped into three main functional classes:

1. Arterials

Designed to carry large volumes of traffic over long distances with limited access to adjacent properties.

- **Interstates**: High-capacity, fully controlled facilities (e.g., I-44, I-49)
  - Urban AADT: 35,000–129,000 | Rural AADT: 12,000–34,000
  - Divided, 12-ft lanes, full access control
- **Freeways & Expressways**: Limited-access, high-speed connectors
  - Urban AADT: 13,000–55,000 | Rural AADT: 4,000–18,500
- **Other Principal Arterials**: Connect major urban areas or serve as major rural corridors
  - Urban AADT: 7,000–27,000 | Rural AADT: 2,000–8,500
- **Minor Arterials**: Distribute traffic to/from collectors, serve moderate-length trips
  - Urban AADT: 3,000–14,000 | Rural AADT: 1,500–6,000

2. Collectors

Serve as intermediaries between arterials and local roads. They collect traffic from local roads and funnel it to arterials.

- **Major Collectors**:
  - Urban AADT: 1,100–6,300 | Rural AADT: 300–2,600
  - Often penetrate neighborhoods and serve schools, parks, or business districts
- **Minor Collectors**:
  - Urban AADT: 80–700 | Rural AADT: 150–1,110
  - Typically shorter in length, providing direct access to smaller generators

3. Local Roads

Provide **direct access** to residences, businesses, and adjacent land uses. Not designed for through movement.

- Urban AADT: 15–400 | Rural AADT: similar range
- Typically narrow, undivided, and have no shoulders
- Make up the majority of public road mileage but carry a small proportion of vehicle miles traveled (VMT)

Design and Access Guidelines by Classification

Functional Class	Typical Lane Width	AADT Range (Urban)	Access Type	Divided	Use Case
Interstate	12 ft	35k–129k	Fully Controlled	Yes	Long-distance travel, freight
Minor Arterial	10–12 ft	3k–14k	Uncontrolled	No	Suburban corridors, urban expansion
Major Collector	10–12 ft	1.1k–6.3k	Uncontrolled	No	Local-to-arterial feeders
Local Road	8–10 ft	15–400	Full local access	No	Driveway-level access

Mileage and VMT Distribution (U.S. Averages)

Functional Class	National Mileage (%)	National VMT (%)
Interstates	1–3%	17–38%
Principal Arterials	2–6%	14–31%
Collectors	4–19%	5–24%
Local Roads	62–76%	6–25%

These ratios illustrate that while local roads account for most of the physical network, interstates and arterials carry the majority of vehicle travel. As such, maintaining arterial performance is key to system-wide efficiency, while collector and local roads support access and circulation at the community level.

Access Management

Access management strategies help preserve roadway function by limiting direct driveway access and regulating intersection spacing. Best practices include:

- Using shared access drives in commercial corridors
- Spacing signals and intersections to reduce congestion
- Managing ingress/egress with raised medians and turn lanes
- Supporting land use policies that match road function

Access control is especially important along arterial corridors to ensure safety and throughput are not compromised by frequent stop points or uncoordinated development.

Federal Highway Administration. Highway Functional Classification Concepts, Criteria and Procedures. U.S. Department of Transportation, 2013.

Needs Identification

Local Input and Community Outreach

The Harry S Truman Coordinating Council (HSTCC) conducts an annual transportation needs assessment to gather input from local jurisdictions and residents throughout Newton, Jasper, Barton, and McDonald counties. At the start of each prioritization cycle, a transportation needs letter and survey is distributed to all incorporated municipalities and counties in the region. The survey is available both in print and online to encourage wide participation, and a press release is issued to area media outlets to notify the public and solicit feedback.

Respondents are invited to submit information on transportation challenges such as unsafe intersections, inadequate roadways, bridge concerns, or missing pedestrian or bicycle facilities. In addition to public outreach, the existing regional needs list is posted on HSTCC's website by county, allowing stakeholders to review prior submissions before offering new input.

County-Level Coordination

Once surveys are returned and new needs are compiled, HSTCC staff update each county's comprehensive transportation needs list. Meetings are then scheduled with each of the four county commissions to review and reprioritize transportation needs. These meetings are typically coordinated with local Transportation Advisory Committees (TACs) or held during regular Commission meetings to ensure a broad base of participation. All municipalities within each county are invited to attend and provide feedback or request changes to the prioritization.

MoDOT staff frequently attend these meetings to offer guidance, ensure consistency with statewide planning goals, and provide technical support regarding existing or planned improvements within the State Transportation Improvement Program (STIP).

Prioritization Process

After county-level prioritization meetings are complete, HSTCC staff extract the top three road and bridge priorities and the top two bicycle and pedestrian needs from each county. These submissions are compiled into a draft regional list and pre-scored using quantitative criteria aligned with MoDOT's *Long Range Transportation Plan* and *Blueprint for Safety*. Scoring categories include traffic volume, crash history, freight significance, school zone proximity, economic impact, and equity measures.

These pre-scored needs are then brought before the regional Transportation Advisory Committee (TAC). Each TAC member has the opportunity to provide brief comments on submitted projects, with discussions limited to two minutes per item to maintain process efficiency. Following discussion, the TAC ranks the top regional priorities across the following categories:

- Top 15 Road and Bridge Needs
- Top 10 Bicycle and Pedestrian Needs

Road and Bridge Prioritized Needs 24/25

Project #	County:	Location:	Project Description:
HT001	jasper	HH and Chapel Rd	Intersection improvements
HT002	Jasper	M Hwy (Baseline)	Roadway needs to be widened, shoulders, and rumble strips
HT003	Newton	The bridge on old E highway	Bridge replacement
HT004	Newton	NN Hwy at Iris road	Road repair on section of NN
HT005	McDonald	MO. highway 76 west of Anderson	Road needs widened to accommodate truck traffic increase
HT006	Newton	I44 westbound at Exit 4	Passing lane added, or dedicated exit lane.
HT007	Jasper	St. Hwy 96 and O Hwy. to the north	Road needs raised to prevent flooding
HT008	Barton	highway 160 and SE 30th Lane	Bridge is too narrow for its close proximity to highway 160.
HT009	Newton	Redings Mill Bridge	Redings Mill Bridge is a landmark and in need of repair
HT010	Jasper	Rte 96 from 43 to east of O.	Road widening and/or shoulder install
HT011	Jasper	Exit 18 on I-44.	Extend on-ramp heading East from North I-49. Extend Southbound off-ramp to Hwy 59 at Burr Oak Road
HT012	Newton	Hwy 59 at Cullum St	Introduce traffic calming measures, lights, speed signs
HT013	Jasper	Hwy 59 at RT FF	Intersection improvements
HT014	Jasper	I49 northbound ramp to MO 571	Traffic control measures
HT015	Jasper	HH Hwy and MO 571	Improvements to intersection

Bike and Pedestrian Prioritized Needs 24/25

Project #	County:	Location	Project Description
HT001	Jasper	37 Hwy and 17th (Sarcoxie)	Crosswalk on Hwy 37/High
HT002	Newton	Hwy 60 at Cole and Pennsylvania streets (Granby)	Improve and add crosswalks
HT003	Newton	A Hwy to Fountain (Stella)	Sidewalk connecting school to Fountain
HT004	Jasper	37 Hwy and 14th (Sarcoxie)	Crosswalk on Hwy 37/High
HT005	McDonald	MO 59 at MO 90 (Noel)	Crosswalk
HT006	Newton	Rte. A and Ozark St (Stella)	Flashing light Hwy A and Ozark St
HT007	Newton	Various locations around Westview School	Sidewalks and crossing signs

This ranked list is finalized and submitted to MoDOT for inclusion in the annual *High-Priority Unfunded Needs* report and to inform future updates to the Statewide Transportation Improvement Program (STIP).

2024 High-Priority Unfunded Needs Summary

The most recent round of prioritization informed the *2024 High-Priority Unfunded Needs* list for MoDOT's Southwest District. For the HSTCC region, the following projects emerged as critical but currently unfunded:

- US 71 improvements in Jasper and McDonald counties
- Highway 96 corridor upgrades to improve safety and economic access
- Route 37 and Route 43 enhancements for freight and rural mobility
- Bridge rehabilitation projects throughout Newton County
- Pedestrian safety improvements near schools and residential areas in Joplin, Neosho, and Noel

These unfunded priorities reflect ongoing safety concerns, economic development potential, and the urgent need for system preservation and multimodal access throughout the region.

The culmination of this process is a ranked list of prioritized projects that guides the development of the Regional Transportation Plan (RTP), informs MoDOT's Statewide Transportation Improvement Program (STIP), and shapes funding applications under state and federal programs. This collaborative, data-informed approach helps ensure that future projects reflect both local needs and regional mobility goals.

Finance

Federal and State Transportation Funding Overview

Transportation investments throughout the Harry S Truman Coordinating Council (HSTCC) region are made possible through a carefully coordinated blend of federal, state, and local funding sources. These investments are critical to supporting the development and maintenance of safe, efficient, and sustainable infrastructure that meets the needs of residents, businesses, and visitors across southwest Missouri.

As of 2025, transportation funding continues to be strongly influenced by two landmark federal legislative acts: the Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021, and the Fixing America's Surface Transportation (FAST) Act, the framework of which still informs many ongoing programs. The IIJA, also commonly referred to as the Bipartisan Infrastructure Law (BIL), represents a historic commitment to rebuilding and modernizing the nation's transportation network, providing more than $1.2 trillion in funding nationwide over a five-year period (2022–2026). This investment has significantly expanded the availability of grants, formula funds, and competitive opportunities for a wide range of transportation sectors, including highways, bridges, public transit, rail, active transportation, and broadband infrastructure that supports intelligent transportation systems (ITS).

Under the IIJA, several new programs were introduced and existing programs were enhanced to specifically address rural and underserved communities, ensuring that regions like the HSTCC service area have greater access to much-needed federal resources. Programs such as the Safe Streets and Roads for All (SS4A) grant, the Bridge Investment Program, the PROTECT Program (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation), and the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants are examples of federal initiatives that have been actively leveraged to fund local and regional transportation priorities in Missouri.

Meanwhile, state-level funding continues to play a crucial role in project development and delivery. Missouri's transportation revenues are largely generated through sources such as the state motor fuel tax (which, following incremental increases, will reach 29.5 cents per gallon by July 2025), vehicle registration and licensing fees, and motor vehicle sales and use taxes. The Missouri Department of Transportation (MoDOT) utilizes these revenues to match federal funding, deliver statewide programs, maintain existing infrastructure, and prioritize investments based on regional and local needs identified through planning processes such as the Statewide Transportation Improvement Program (STIP).

Local governments within the HSTCC region also contribute to transportation funding through mechanisms like local sales taxes, transportation development districts (TDDs), and special bond issuances. In many cases, local contributions are essential for leveraging federal grants, which often require matching funds as part of the award criteria.

Looking ahead, 2025 marks a pivotal moment for transportation planning and funding alignment. Agencies are actively preparing for the post-IIJA funding environment while seeking to maximize the opportunities still available under the law's funding timeline. Coordination among federal, state, and local partners

remains key to ensuring that the HSTCC region continues to secure the necessary resources to support infrastructure investments that promote safety, connectivity, economic vitality, and resilience.

Through careful planning, collaboration, and strategic pursuit of available funding streams, the HSTCC region remains committed to advancing transformative transportation projects that enhance quality of life and ensure long-term prosperity for all communities it serves.

Federal Revenue Sources

The majority of federal funding for transportation infrastructure and programs is generated through a system of user-based revenue streams designed to ensure that those who benefit from the nation's transportation systems contribute to their maintenance and improvement. As of 2025, federal transportation revenues continue to be sourced primarily from the following mechanisms:

- **Federal Fuel Taxes**:
  A long-standing foundation of the Highway Trust Fund, federal fuel taxes are levied at **18.4 cents per gallon** for gasoline and **24.4 cents per gallon** for diesel fuel. These rates have remained unchanged since 1993, even as infrastructure needs and construction costs have risen significantly over the past decades. Fuel taxes continue to provide the single largest share of federal highway and transit funding.
- **Taxes on Heavy Vehicles, Tires, and Truck/Trailer Sales**:
  Additional revenue is generated through excise taxes applied to heavy-duty vehicles (those weighing 55,000 pounds or more), sales of truck tractors and trailers, and sales of heavy-duty tires. These taxes ensure that commercial freight carriers, which place significant wear and demand on highway infrastructure, contribute equitably to system upkeep.
- **Airport and Airway Trust Fund Contributions**:
  The aviation sector also supports transportation infrastructure through a variety of user-based fees. These include taxes on airline passenger tickets, cargo shipments transported by air, and aviation fuel sales. Revenue collected feeds into the Airport and Airway Trust Fund, which finances airport improvements, air traffic control modernization, and other aviation-related programs administered by the Federal Aviation Administration (FAA).

Collected revenues are then allocated through federal legislation — primarily surface transportation reauthorization acts such as the **Infrastructure Investment and Jobs Act (IIJA)** and future bills expected beyond 2026. These acts define the structure, programs, and funding levels for transportation investment across multiple modes.

Once appropriated, federal transportation funds are distributed by modal agencies, primarily the:

- **Federal Highway Administration (FHWA)** — overseeing programs related to highways, bridges, and roadway safety,
- **Federal Transit Administration (FTA)** — administering funding for public transit systems,
- **Federal Aviation Administration (FAA)** — managing aviation infrastructure funding,
- **Federal Railroad Administration (FRA)** — providing grants and loans for passenger and freight rail systems,

- **Federal Motor Carrier Safety Administration (FMCSA)** — funding safety programs related to commercial vehicle operations.

Each agency manages its own suite of competitive and formula grant programs, ensuring that funds are directed to projects that meet national priorities while allowing states, regions, and localities — such as those in the Harry S Truman Coordinating Council (HSTCC) region — to address specific transportation needs.

Through this federal-state partnership, Missouri and other states are able to implement critical investments that maintain system performance, improve safety, promote economic development, and enhance mobility for all users.

Key Federal Transportation Programs (2021-2026)

Infrastructure Investment and Jobs Act (IIJA) Highlights:

- Bridge Investment Program: Funds replacement or rehabilitation of deficient bridges.
- Safe Streets and Roads for All (SS4A): Supports local Vision Zero and safety action plans.
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE): Competitive funding for multimodal and community-based transportation projects.
- National Infrastructure Project Assistance (MEGA Projects): Targets large, complex projects of national or regional significance.
- PROTECT Formula and Grant Programs: Focused on climate resilience and emergency preparedness.
- Carbon Reduction Program (CRP): Encourages low-emission transportation options.
- Transportation Alternatives Program (TAP): Funds active transportation infrastructure like trails, sidewalks, and bike lanes.
- Federal Lands Access Program (FLAP): Supports projects that provide access to federal lands, including parks and forests.

Public Transportation and Rail

- Increased funding for rural transit (Section 5311), elderly and disabled transportation (Section 5310), and intercity passenger rail corridors
- Establishes rail safety programs and competitive grants for state-sponsored Amtrak services

Safety and Technology

- Highway Safety Improvement Program (HSIP) enhancements
- Requirements for crash reporting, complete streets, and connected vehicle research

U.S. Department of Transportation. Infrastructure Investment and Jobs Act (IIJA) Implementation: Transportation Funding Programs Overview. Washington, D.C., 2022.

Missouri State Funding Sources

State Fuel Tax

As of April 2025, Missouri's motor fuel tax rate is 27 cents per gallon for both gasoline and diesel. This rate has been incrementally increasing by 2.5 cents annually since October 1, 2021, as mandated by Senate Bill 262. The final scheduled increase of 2.5 cents is set to take effect on July 1, 2025, bringing the total tax rate to 29.5 cents per gallon.

The revenue generated from this tax is distributed as follows: 4.05 cents per gallon to cities, 3.50 cents to counties, and 19.45 cents to the Missouri Department of Transportation (MoDOT).

Missouri offers a refund program for the incremental increases in the motor fuel tax. Eligible individuals—those who own vehicles weighing 26,000 pounds or less—can apply for a refund of the increased tax paid during the fiscal year. For the period from July 1, 2024, to June 30, 2025, the refundable portion is 10 cents per gallon. Claims must be submitted between July 1 and September 30, 2025, using Form 4923-H, accompanied by detailed records of fuel purchases.

Motor Vehicle Sales and Use Tax

In the state of Missouri, the purchase or acquisition of a motor vehicle triggers the requirement to pay both a state sales tax and an applicable local sales tax at the time of titling and registration. This ensures that vehicle transactions contribute fairly to the infrastructure and community services that sustain transportation systems statewide.

The state sales tax rate on motor vehicle purchases is set at 4.225%. This tax applies to the net purchase price of the vehicle, which is defined as the agreed-upon sale price minus any trade-in allowances and manufacturer rebates. By calculating taxes based on the net price, Missouri incentivizes trade-ins and recognizes manufacturer incentives as a legitimate deduction, lowering the buyer's tax burden.

In addition to the state tax, buyers must also pay a local sales tax, determined by their county and city of residence rather than the point of sale. Local tax rates vary significantly across Missouri, reflecting the needs and decisions of local governments. As a result, the total combined tax rate can range from approximately 4.725% to more than 10%, depending on where the vehicle owner resides.

Whether purchasing a new or used vehicle, and regardless of whether the transaction occurs through a dealership or a private sale, buyers are responsible for paying the applicable sales and use taxes. Private sales, which might be incorrectly assumed to be tax-exempt by some buyers, are treated the same: the purchaser must report and pay the tax when titling the vehicle at a Missouri license office.

To comply with Missouri law, vehicle buyers must title and register their vehicles within 30 days of the purchase date. Failure to meet this deadline results in penalties: an initial $25 late fee, increasing by $25 every subsequent 30 days, up to a maximum penalty of $200. Prompt titling is critical not only to avoid these penalties but also to ensure the vehicle is legally registered for use on Missouri roads.

The Missouri Department of Revenue offers resources to help buyers estimate the tax owed before completing a transaction. An easy-to-use Vehicle Sales Tax Calculator allows residents to input basic purchase information to receive an estimate based on their local rates.

Ultimately, Missouri's Motor Vehicle Sales and Use Tax system is structured to be equitable, supporting both state and local investments in roads, public safety, and infrastructure. Understanding the tax responsibilities associated with vehicle ownership ensures that citizens remain compliant while contributing to the continued growth and maintenance of the state's transportation network.

State Bonds

To finance major transportation improvements across Missouri, the Missouri Department of Transportation (MoDOT) has historically utilized several types of bond financing. Bonds have provided MoDOT with the ability to accelerate critical infrastructure projects by borrowing against future revenues rather than relying solely on a pay-as-you-go system. As of 2025, Missouri's state transportation bonds are at various stages of repayment:

- **Senior Bonds**:
  Senior bonds were issued beginning in 2000 as part of a broader funding strategy to expedite highway construction and improvement projects. These bonds had priority over other debt obligations and were secured by state transportation revenues. Missouri successfully retired all outstanding senior bond debt by **2023**, completing a major milestone in financial management and freeing up future revenues for other investment needs.
- **Amendment 3 Bonds**:
  Authorized by Missouri voters in 2004 through the passage of Amendment 3, these bonds redirected motor vehicle sales taxes from the state's general fund directly to transportation purposes. The revenue stream supported a substantial bonding program that allowed MoDOT to significantly enhance the state's highway system. Amendment 3 bonds are scheduled to be fully paid off by 2029, at which point additional revenue capacity will be available for new investments or debt retirement.
- **GARVEE Bonds** (Grant Anticipation Revenue Vehicles):
  GARVEE bonds are a special type of financing tool that allows states to borrow against anticipated future federal transportation revenues. Missouri utilized GARVEE bonds to fund specific major highway and bridge projects more quickly than would otherwise have been possible. These bonds are repaid using future federal reimbursements under existing transportation programs. Missouri's GARVEE bonds are projected to be **fully retired by 2033**.

By leveraging bonding authority responsibly, MoDOT was able to deliver key infrastructure improvements decades earlier than a traditional funding approach would have allowed. Careful management of these bonds — including the timely retirement of debt — remains critical to maintaining Missouri's strong transportation funding foundation and preserving financial flexibility for future infrastructure needs.

Licensing Fees and Local Distributions

In addition to motor fuel taxes and bond financing, **vehicle registration and licensing fees** serve as an important, though smaller, source of state transportation revenue. These fees are collected from vehicle owners at the time of registration and renewal, contributing to the ongoing maintenance and operation of Missouri's transportation infrastructure.

While licensing fees represent a modest portion of MoDOT's total state revenues compared to fuel taxes, they provide critical support for core operational needs, including roadway maintenance, safety programs, and administrative services.

Importantly, Missouri recognizes the role of local governments in maintaining the broader transportation network. Approximately **14% of MoDOT's state transportation revenues** are **distributed directly to cities and counties**. These funds help local jurisdictions maintain local roads and bridges, develop transportation improvement projects, and leverage matching funds for state and federal grants. Through these direct distributions, MoDOT ensures that rural and urban communities alike have the resources needed to support a functional, interconnected system.

Multimodal Operations

Beyond highways and bridges, the Missouri Department of Transportation (MoDOT) plays a vital role in supporting the state's diverse transportation modes through its **Multimodal Operations Division**. Annually, MoDOT administers approximately **$98 million** in funding across several key sectors that extend beyond traditional roadway systems, promoting a fully integrated statewide transportation network.

Multimodal funding is allocated across:

- **Aviation**:
  MoDOT provides financial support for public-use airports across the state, focusing on projects such as runway rehabilitation, lighting improvements, safety upgrades, and facility expansion. Aviation funding enhances connectivity, supports economic development, and ensures that communities of all sizes have access to air transportation infrastructure.
- **Rail and Ports**:
  Investments in rail include safety improvements at railroad crossings, rehabilitation of freight rail lines, and support for public and private sector rail infrastructure improvements. Port facility upgrades ensure Missouri's navigable rivers continue to serve as vital freight corridors, connecting agricultural and industrial products to national and international markets.
- **Transit Operations and Equipment**:
  MoDOT administers funds to public transit providers statewide, assisting with the purchase of buses, vans, and operational support for rural and urban transit systems. These investments help maintain accessible, affordable transportation options for Missourians who rely on transit for work, education, healthcare, and daily needs.
- **Freight and Waterways**:
  Missouri's river systems, including the Mississippi and Missouri Rivers, provide essential freight transportation corridors. MoDOT supports ferry operations and port infrastructure improvements, enhancing the movement of goods and bolstering Missouri's role in the national freight network.

Through these programs, MoDOT promotes a **balanced, multimodal transportation system** that supports mobility, economic competitiveness, environmental stewardship, and quality of life across the state. The sustained investment in multimodal transportation ensures that Missouri's infrastructure continues to meet the diverse needs of its residents and businesses well into the future.

Local and Regional Funding Tools

In addition to federal and state funding, local and regional agencies within Missouri have access to specialized financial tools designed to enhance transportation investment opportunities. By leveraging these programs, communities can accelerate project delivery, address critical infrastructure needs, and strengthen the regional transportation network.

Two key programs administered by the Missouri Department of Transportation (MoDOT) play an essential role in supporting local and regional transportation efforts:

MoDOT Cost Share Program

The **MoDOT Cost Share Program** provides a crucial mechanism for cities, counties, and other local entities to partner with the state on important highway and bridge projects. Under this program, MoDOT matches **local investments** to deliver transportation improvements that enhance safety, mobility, and economic development.

The Cost Share Program is highly competitive, requiring applicants to demonstrate strong local financial commitment, project readiness, and clear benefits to the traveling public. Eligible projects typically focus on enhancing the state highway system but may also address congestion mitigation, freight movement, or access improvements that support job growth and community development.

Through this collaborative approach, local communities are empowered to prioritize their most pressing infrastructure needs while maximizing available state resources.

Statewide Transportation Assistance Revolving Fund (STAR)

The **Statewide Transportation Assistance Revolving (STAR) Fund** offers a flexible financing option for local transportation projects that fall outside the traditional highway system. STAR is a **loan program** designed to assist with financing **non-highway transportation initiatives**, including projects in sectors such as aviation, transit, rail, ports, pedestrian facilities, and bicycle infrastructure.

Communities can apply for low-interest loans through the STAR program to help bridge funding gaps, advance project timelines, or cover local match requirements for federal grants. By repaying loans over time, participating entities contribute back into the revolving fund, ensuring that resources remain available to support future transportation needs across Missouri.

The STAR program enhances local autonomy and supports a **multimodal vision** for Missouri's transportation future, providing critical support for projects that strengthen connectivity, livability, and regional competitiveness.

Together, the MoDOT Cost Share Program and STAR Fund provide Missouri communities with vital tools to advance transportation priorities, leverage additional investment, and deliver meaningful improvements that enhance the quality of life for all residents.

Local Revenue Options

- Capital Improvement and Transportation Sales Taxes (city and county level)
- Community Improvement Districts (CID) and Neighborhood Improvement Districts (NID)
- Tax Increment Financing (TIF): Used for redevelopment that boosts transportation-related revenues

Federal-Local Match Programs

Missouri communities benefit from a variety of federal-local match programs that enable them to pursue essential transportation projects with financial support from federal agencies. These programs are designed to lower the local cost burden, expand infrastructure investment opportunities, and foster safer, more connected communities across rural and urban areas alike.

As of 2025, several key programs continue to serve as important funding mechanisms for local governments within the Harry S Truman Coordinating Council (HSTCC) region and beyond:

BRO — Off-System Bridge Replacement and Rehabilitation Program

The **Off-System Bridge Replacement and Rehabilitation (BRO) Program** provides federal funding assistance for the replacement or rehabilitation of **locally owned bridges** that are not part of the federal-aid highway system. Under this program, the federal share covers up to **80% of eligible project costs**, with the remaining 20% typically provided through local funding sources.

The BRO program addresses critical needs for aging and structurally deficient bridges, many of which are vital links for rural communities, agricultural commerce, and emergency services. By focusing on local bridges, the program ensures that Missouri's transportation network remains safe and accessible across all regions, not just on major highways.

Transportation Alternatives Program (TAP)

The **Transportation Alternatives Program (TAP)** supports a broad range of non-motorized transportation projects by providing federal funding to assist with **bicycle, pedestrian, and trail infrastructure**. Eligible projects include the construction of sidewalks, multi-use trails, pedestrian crossings, bicycle lanes, and safety enhancements.

TAP operates on a matching basis, with the federal share typically covering **80% of project costs**, and the local sponsor providing the remaining 20%. This program empowers communities to enhance mobility, improve safety for non-drivers, promote active living, and strengthen connections between neighborhoods, schools, parks, and employment centers.

Through TAP, communities are able to create more walkable, bike-friendly environments, supporting both transportation choice and public health initiatives.

Traffic Engineering Assistance Program (TEAP)

The Traffic Engineering Assistance Program (TEAP) offers technical studies and engineering assistance to smaller cities, towns, and counties that may lack in-house traffic engineering expertise. Through TEAP, qualified communities can receive help with a range of transportation planning and safety studies, such as:

- Traffic signal analysis and warrant studies
- Traffic calming evaluations
- Intersection safety studies
- Signage and roadway striping recommendations
- School traffic safety assessments

TEAP projects are funded primarily through state and federal support, allowing small communities to access professional transportation expertise with minimal local cost. These studies often serve as a foundation for implementing low-cost improvements or for pursuing larger capital projects through other funding programs.

Through these federal-local match programs, Missouri communities — particularly rural and underserved areas — are able to pursue critical transportation improvements that otherwise might not be feasible. The programs ensure that safety, accessibility, and mobility enhancements can be realized across the entire transportation network, supporting regional and statewide goals for transportation equity and sustainability.

Other Federal Opportunities

- Economic Development Administration (EDA) grants
- USDA Rural Development programs for public infrastructure
- Community Development Block Grants (CDBG) for transportation and utility projects
- Delta Regional Authority (DRA) grants for economic and infrastructure development in southeast Missouri

Challenges and Funding Gaps

While the passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021 significantly expanded transportation funding opportunities nationwide, Missouri — like many states — continues to face considerable challenges in fully meeting its infrastructure needs. Despite the increase in available federal resources, transportation funding in Missouri remains constrained relative to the scope and scale of the system that must be maintained.

Missouri consistently ranks among the lowest states in the nation in terms of revenue per mile of state roadway. With one of the largest highway systems in the country — over 33,000 miles of state-maintained roads — the available funding is often stretched thin, particularly when accounting for rising construction costs, aging infrastructure, and evolving transportation demands.

Critical gaps persist across key sectors, including:

- Bridge rehabilitation and replacement — Missouri has one of the highest numbers of structurally deficient bridges in the nation, many of which are essential for rural mobility and freight movement.
- Public transit needs — Smaller urban areas and rural communities often lack adequate public transit services, limiting mobility for non-drivers and those without reliable access to personal vehicles.
- Multimodal infrastructure development — Investments in pedestrian, bicycle, rail, port, and freight systems are still insufficient to fully support economic competitiveness, safety, and active transportation options, especially in underserved areas.

The Harry S Truman Coordinating Council (HSTCC) region, covering Barton, Jasper, Newton, and McDonald counties, faces similar challenges. Aging bridges, limited rural transit access, and gaps in bicycle and pedestrian connectivity all highlight the ongoing need for expanded investment.

To address these issues, the HSTCC region will continue to actively pursue a diverse blend of funding sources, including:

- Federal formula and discretionary grant programs under IIJA and future infrastructure bills
- State funding through MoDOT partnerships and Cost Share programs
- Local funding mechanisms such as transportation sales taxes, community development programs, and public-private partnerships

The region's strategic funding priorities are centered on:

- Maintaining critical infrastructure to preserve roadway and bridge functionality
- Improving transportation safety and system resilience against hazards and extreme weather
- Expanding multimodal and active transportation networks to support community health, economic growth, and accessibility

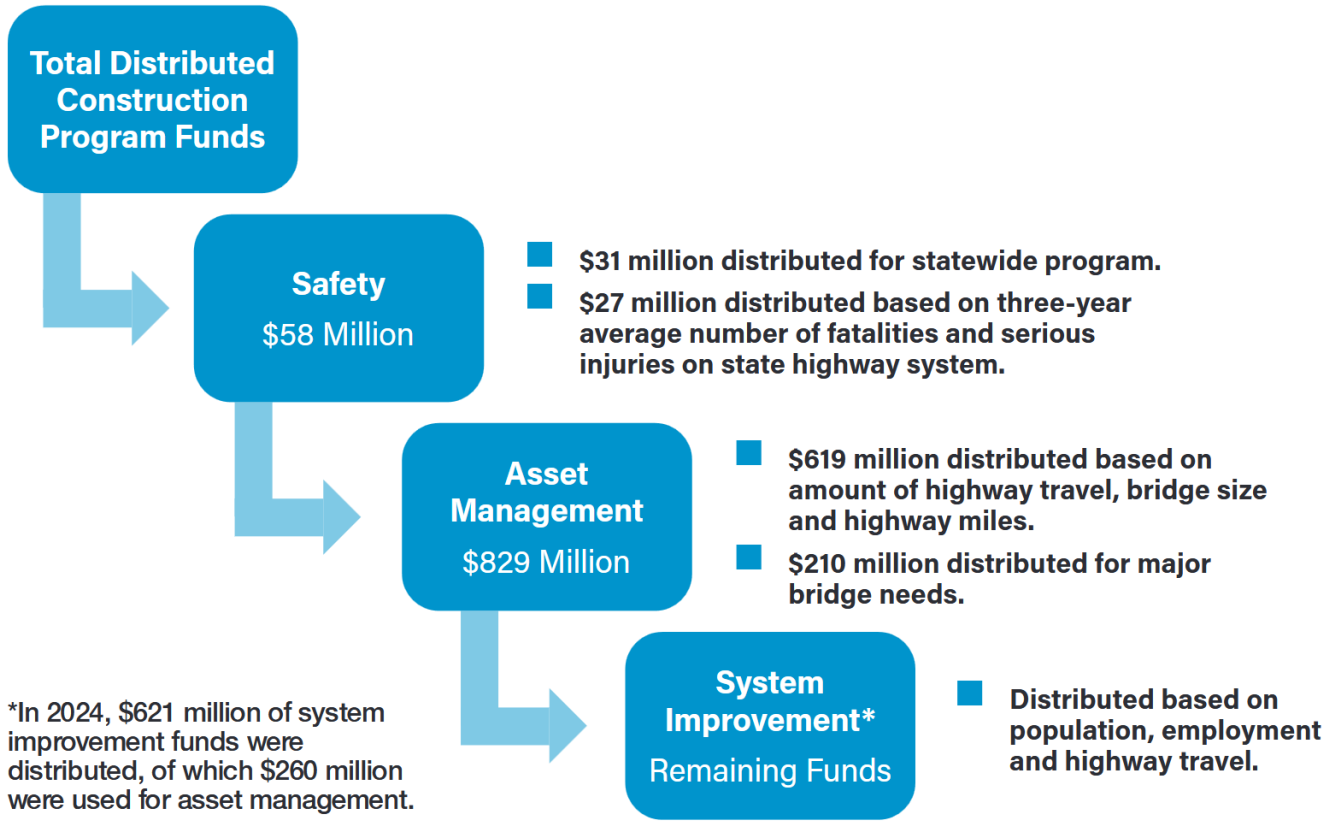
Achieving these goals requires ongoing coordination with local partners, including cities, counties, school districts, businesses, and advocacy organizations. Furthermore, continued proactive engagement with state and federal agencies — through grant applications, planning collaborations, and regional project prioritization efforts — will be essential for closing funding gaps and meeting the HSTCC region's long-range transportation vision.

While funding limitations remain a reality, the HSTCC is committed to leveraging every available opportunity to deliver infrastructure improvements that sustain and enhance the region's economic vitality, safety, and quality of life for all residents.

Funding Distribution

On Jan. 10, 2003, the Missouri Highways and Transportation Commission adopted an objective method to distribute transportation funds using factors reflecting system size and usage and where people live and work. The distribution of funds has been the subject of debate for over a decade. The method for determining where and on what to spend limited transportation dollars has changed several times. Changes have been a result of both long-term project plans and political pressure centered on dividing funds between the urban and rural areas of the state. This method goes beyond the narrow discussions of geography and allows for allocation of funding based on objective, transportation-related factors that are representative indicators of physical system needs.

Since 2003, the Missouri Highways and Transportation Commission has used a formula to distribute construction program funds for road and bridge improvements to each of its districts (seven since 2011). This is the largest area of MoDOT's budget that provides funding for safety improvements, taking care of the system and flexible funds that districts can use to take care of the system or invest in major projects that relieve congestion and spur economic growth. In many districts, taking care of the system funds are not sufficient to maintain current system conditions. Districts use flexible funds to make up the difference, but often times still fall short.



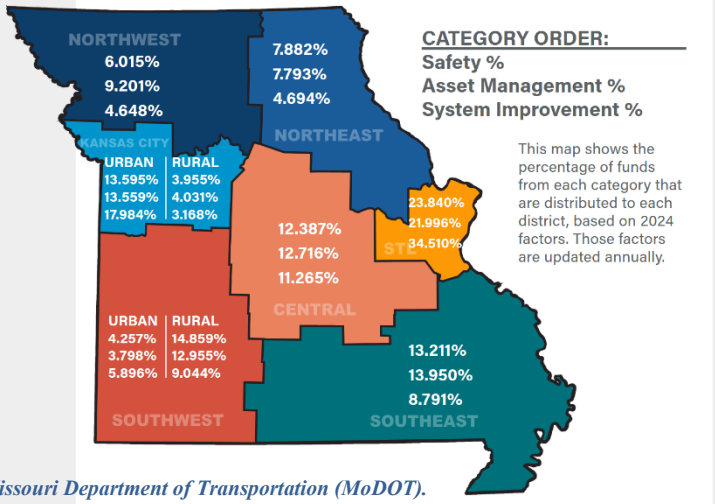
Missouri Department of Transportation (MoDOT).
Funding Distribution Methodology: MoDOT District Construction Allocations. 2024.

Funding Distribution Overview

After transportation construction program funds are distributed among MoDOT's districts, a collaborative and strategic planning process ensures that investments align with local and regional priorities across the state.

The distribution of funds is based on annually updated factors related to safety, asset management, and system improvement needs. As illustrated in the accompanying map, each district receives a specific percentage of available funds from each of these categories. These percentages reflect an assessment of infrastructure conditions, safety performance, and growth trends as of 2024, ensuring that allocations remain responsive to changing needs across Missouri's diverse regions.

Following the distribution of funds, MoDOT partners closely with regional planning commissions (RPCs), metropolitan planning organizations (MPOs), and local governments to identify and prioritize transportation projects. Through this cooperative process, regional planning groups develop Regional Transportation Improvement Plans (RTIPs) that represent the collective input of local communities, balancing immediate needs with long-term transportation goals.



Missouri Department of Transportation (MoDOT).
Funding Distribution Methodology: MoDOT District Construction Allocations. 2024.

These regional plans are then integrated to form MoDOT's Statewide Transportation Improvement Program (STIP) — a comprehensive, fiscally constrained document that outlines a five-year program of transportation improvements. Projects included in the STIP range from roadway resurfacing and bridge replacements to transit investments, multimodal enhancements, and safety upgrades.

The STIP operates as a dynamic, rolling plan:

- Each year, as scheduled projects are completed and funded projects move through various stages of design and construction,
- A new program year is added to the plan, maintaining a forward-looking five-year horizon at all times.

This continuous update cycle ensures that transportation investments remain aligned with available funding, emerging priorities, and community needs. It also provides transparency and predictability, allowing stakeholders across the HSTCC region and the broader state to track progress, plan complementary projects, and prepare for future opportunities.

When adding the construction program, operations, administration and highway safety programs together, the following amounts were spent in districts for fiscal year 2024:

($ Millions)

District	Construction Program	Operations*	Admin**	HWY Safety Programs	Subtotal	Legislatively Designated Projects	Total
Northwest	$132	$86	$2	$0	$220	$6	$226
Northeast	$115	$63	$2	$0	$180	$13	$193
Kansas City	$296	$73	$3	$6	$378	$5	$383
Central	$194	$83	$2	$2	$281	$56	$337
St. Louis	$488	$82	$3	$4	$577	$3	$580
Southwest	$229	$103	$2	$1	$335	$17	$352
Southeast	$260	$103	$2	$0	$365	$7	$372
Central Office***	$54	$97	$44	$13	$208	$0	$208
Total	$1,768	$690	$60	$26	$2,544	$107	$2,651

*Includes $569 million of maintenance expenditures and $121 million of fleet, facilities and information system expenditures.
**According to the Reason Foundation, MoDOT's administrative costs are 14th lowest in the nation for state departments of transportation.
***Statewide administrative costs include $18 million for medical insurance costs for MoDOT retirees.

Since spending can fluctuate from year to year, the table below provides the amounts based on the five-year average from fiscal years 2020 through 2024:

District	Construction Program	Operations*	Admin**	HWY Safety Programs	Subtotal	Legislatively Designated Projects	Total
Northwest	$111	$71	$2	$0	$184	$15	$199
Northeast	$90	$60	$2	$0	$152	$8	$160
Kansas City	$225	$63	$3	$4	$295	$4	$299
Central	$166	$73	$2	$1	$242	$14	$256
St. Louis	$323	$70	$3	$4	$400	$2	$402
Southwest	$197	$87	$2	$1	$287	$6	$293
Southeast	$160	$87	$2	$0	$249	$4	$253
Central Office***	$43	$85	$37	$12	$177	$0	$177
Total	$1,315	$596	$53	$22	$1,986	$53	$2,039

Missouri Department of Transportation. Missouri Roads and Bridges: Statewide Transportation Improvement Program (STIP) Summary, Fiscal Years 2020–2024. Jefferson City, 2024.

$0 denotes less than $1 million

Plan Implementation

Framework for Regional Transportation Planning

The Harry S Truman Coordinating Council (HSTCC) Regional Transportation Plan follows the Missouri Department of Transportation's (MoDOT) statewide planning framework, ensuring consistency with state goals while addressing the specific needs of Newton, Jasper, Barton, and McDonald counties.

The development of the prioritized project lists is a collaborative, inclusive process, engaging local government officials, community leaders, transportation stakeholders, and the public at large. Through the use of annual surveys, public meetings, outreach through the HSTCC website, and Transportation Advisory Committee (TAC) participation, the regional prioritization process ensures that transportation needs reflect both community-driven input and statewide investment priorities.

The prioritization of transportation needs is guided by MoDOT's Framework for Transportation Planning and Decision-Making, emphasizing the following investment goals:

- Safety
- System Preservation (Taking Care of the System)
- Congestion Management
- Access to Opportunity
- Efficient Movement of Goods
- Economic Competitiveness
- Environmental Protection
- Enhancement of Community Quality

These guiding principles ensure that project selection supports a safe, resilient, and economically vibrant transportation network that meets both local and regional demands.

Environmental Justice Considerations

The HSTCC Regional Transportation Plan intentionally includes projects that support disadvantaged and traditionally underserved populations. Across the four-county region, demographic data reveal notable challenges:

- Rural elderly populations (age 65+) average approximately **14%**, with some communities much higher.
- **Disability rates** range from **16% to 59%** depending on the locality.
- The proportion of **zero-vehicle households** varies between **4% and 7.5%**, emphasizing the need for accessible mobility options.

As the population is projected to grow over the next decade, expanding public transportation access into rural and underserved areas remains a critical priority. Addressing these disparities ensures that transportation investments promote equity, accessibility, and social inclusion throughout southwest Missouri.

Social and Economic Impacts of Transportation Investments

Many of the needs identified in this plan directly support safety, economic development, and quality of life in the region. Critical improvements such as adding shoulders, enhancing striping, installing guard cable barriers, upgrading at-grade crossings, and improving sight distances are expected to reduce roadway fatalities and serious injuries.

Infrastructure upgrades to major regional corridors will enhance not only safety but also mobility and freight efficiency—strengthening the competitiveness of local businesses and industries. Land use coordination will also play a role, as HSTCC continues to work with local communities and zoning authorities to guide higher-density residential and commercial development near key arterials. Careful planning and infrastructure enhancements such as redesigned intersections, new merge lanes, and expanded multimodal options will support safe and efficient regional growth.

Furthermore, HSTCC continues to advocate for increased investment in public transit services, recognizing the growing demand from aging, low-income, and mobility-challenged residents.

Living Document and Ongoing Collaboration

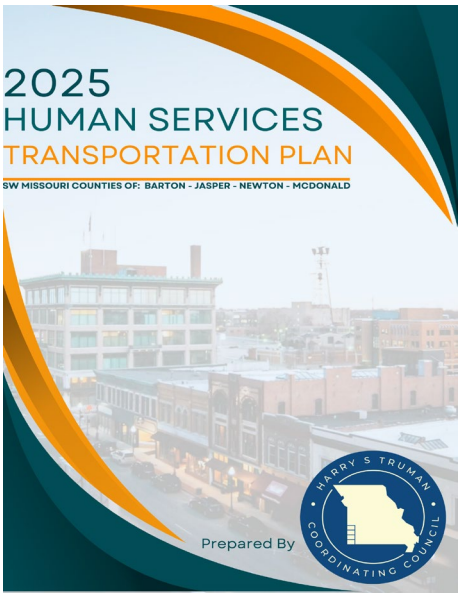
The Regional Transportation Plan is a dynamic document intended to evolve alongside changing conditions in land use, development, transportation technology, and community needs. Continuous coordination with local governments, zoning and planning commissions, MoDOT, and the Transportation Advisory Committee ensures that this plan remains a relevant, responsive, and strategic tool for guiding regional transportation investments.

As new priorities emerge and funding opportunities evolve, HSTCC will update this plan regularly to reflect new realities and maintain alignment with state and federal transportation goals. Through active collaboration, community engagement, and data-driven analysis, HSTCC is committed to delivering a safe, efficient, equitable, and economically vibrant transportation future for southwest Missouri.

Companion Planning Efforts

In addition to the Regional Transportation Plan (RTP), the Harry S Truman Coordinating Council (HSTCC) has undertaken complementary planning efforts that further support and enhance transportation initiatives across Barton, Jasper, Newton, and McDonald counties. These companion plans address critical elements of regional mobility, equity, and safety, ensuring a holistic, coordinated approach to transportation planning.

Human Services Coordinated Transit Plan (2025–2027)



Recognizing the essential role that public and specialized transit plays in promoting mobility, particularly for seniors, individuals with disabilities, and low-income residents, HSTCC prepared the **2025 Human Services Coordinated Transit Plan**. This comprehensive plan builds upon the previous 2017 plan and reflects the evolving demographics, emerging challenges, and new opportunities across the region.

The Human Services Coordinated Transit Plan:

- **Identifies Service Gaps and Unmet Needs**: Extensive surveys, focus groups, and town hall meetings revealed persistent barriers to transportation access, particularly in rural areas. Challenges include limited service availability, affordability, accessibility gaps, and coordination inefficiencies among service providers.
- **Prioritizes Expansion of Rural Transit**: Strategies focus on improving transportation access in underserved rural and low-income communities, emphasizing demand-response services, expanded routes, and enhanced ADA-compliant infrastructure.
- **Guides Funding and Program Alignment**: The plan supports funding applications under federal programs such as FTA Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) and Section 5311 (Formula Grants for Rural Areas), and informs grant pursuits under new initiatives tied to the Bipartisan Infrastructure Law.
- **Fosters Regional Collaboration**: HSTCC emphasizes formal partnerships among public transit operators (e.g., OATS Transit, MAPS, the Sunshine Lamp Trolley), healthcare providers, non-profit agencies, and local governments to streamline services and share resources.
- **Leverages Technology**: Recommendations include the development of centralized scheduling platforms, real-time ride tracking, mobile apps for trip booking, and expanded use of text message alerts to improve service reliability and rider experience.
- **Focuses on Equity and Accessibility**: The plan directly addresses transportation disparities by prioritizing projects and strategies that enhance access for individuals who face geographic, economic, or physical barriers to mobility.

Through this coordinated approach, HSTCC ensures that transit services are equitable, efficient, sustainable, and responsive to community needs, laying a solid foundation for future mobility improvements across Southwest Missouri.

Vision Zero Southwest Missouri Traffic Safety Plan (2025)

In alignment with national efforts to eliminate serious injuries and fatalities on roadways, HSTCC has also developed the **Vision Zero Southwest Missouri Traffic Safety Plan**. This action-oriented plan addresses traffic safety with a systemic, data-driven framework tailored to local conditions and priorities.

The Vision Zero Plan:

- **Commits to Zero Fatalities and Serious Injuries**: Guided by the belief that all traffic deaths are preventable, the plan adopts a "Safe System Approach" focused on creating safer streets, safer vehicles, safer people, and better post-crash care.
- **Analyzes Regional Crash Data**: HSTCC utilized five years of crash data to identify high-crash corridors and intersections across Jasper, Newton, Barton, and McDonald counties. Particular attention was paid to pedestrian, bicyclist, and vulnerable road user incidents.
- **Prioritizes Safety Projects**: Recommendations include infrastructure improvements such as adding shoulders, guard cables, enhanced crosswalks, better lighting, improved signal timing, intersection redesigns, and the deployment of traffic calming measures.
- **Promotes Multimodal Safety**: The plan integrates safety strategies not only for vehicles but also for pedestrians, cyclists, and transit users, encouraging complete streets principles and safe active transportation options.
- **Engages the Community**: Public outreach, surveys, and collaboration with local governments, law enforcement, public health agencies, and school districts are core elements to building community buy-in and sustaining momentum.
- **Aligns with Federal Programs**: The plan supports eligibility for competitive funding programs such as the Safe Streets and Roads for All (SS4A) Grant Program, enabling localities within the HSTCC region to pursue additional funding for safety improvements.

By embedding the Vision Zero philosophy into the Regional Transportation Plan and supporting local initiatives, HSTCC demonstrates a clear commitment to advancing transportation safety, health, and equity across Southwest Missouri.

Summary

The development and integration of the Human Services Coordinated Transit Plan and the Vision Zero Southwest Missouri Traffic Safety Plan demonstrate HSTCC's commitment to advancing a comprehensive, equitable, and forward-looking transportation network. These companion plans ensure that the Regional Transportation Plan is not a standalone document but part of a larger coordinated effort to improve mobility, enhance public safety, and expand transportation access for all residents. Through strategic partnerships, data-driven analysis, and ongoing community engagement, HSTCC continues to build a regional transportation system that supports economic vitality, public health, environmental stewardship, and social equity across Southwest Missouri.