



View from the Chair

Missouri Highways and Transportation Commission

MoDOT to Unveil Plan to Address Insufficient Funding

January 13, 2015



Dear «GreetingLine»

Tomorrow the Missouri Highways and Transportation Commission will receive a report with recommendations on how we can maintain our roads and bridges when MoDOT's construction budget falls to \$325 million in 2017 – far below the \$485 million required to keep the system in today's condition. It will describe what a \$325 million system will look like. A \$325 million system will look much different than the system we enjoy today – not in its size, but in the level of service MoDOT will provide.

MoDOT has responsibility for almost 34,000 miles of roads and 10,400 bridges. We cannot simply abandon them but we cannot continue to care for all of them as we have in the past – and as we would like to. Planning for a 325 System involves transportation triage – deciding what parts of our system will receive first priority and those parts of the system that must wait or do without. These are tough choices.

As those most interested in transportation, I want to share with you a very summary preview of the proposal the Commission expects to receive from MoDOT. The 325 System will focus our limited funding on taking care of the roads most critical to our state's needs. Priority will be given to our primary routes consisting of approximately 8,000 miles that form an interconnected system, providing direct service to most cities with a population of 1,000 or more. MoDOT will do its best to maintain this transportation backbone as we have done in the past. The other approximately 26,000 miles which supplement the primary system and which provide mostly local service – in both our urban and rural areas – will receive a reduced level of services.

This primary system focuses not on traffic volumes but on interconnectivity. Therefore, high-volume roads in urban areas which were once highways but are now city streets serving primarily local traffic will be designated as supplementary roads along with lesser traveled rural roads which also serve local traffic. In this manner, the 325 System seeks to strike a fair balance between urban and rural.

Every county and major urban area will be impacted. These are the tough choices the Commission will be asked to consider. This will be a critically important meeting. Whether you attend personally or follow events through the media or web, we invite you to be a part of the historic decisions ahead.

Sincerely,

Stephen R. Miller
Chairman

If you would like to communicate with the Commission, you can always reach us at MHTC@modot.mo.gov.

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