

Benefits of Highway Improvements on Rural Communities in Missouri

Prepared by Organizational Results Missouri Department of Transportation

For non-urbanized counties in Missouri, the highest rates of economic and community growth tend to occur in counties with more miles of four-lane highway.

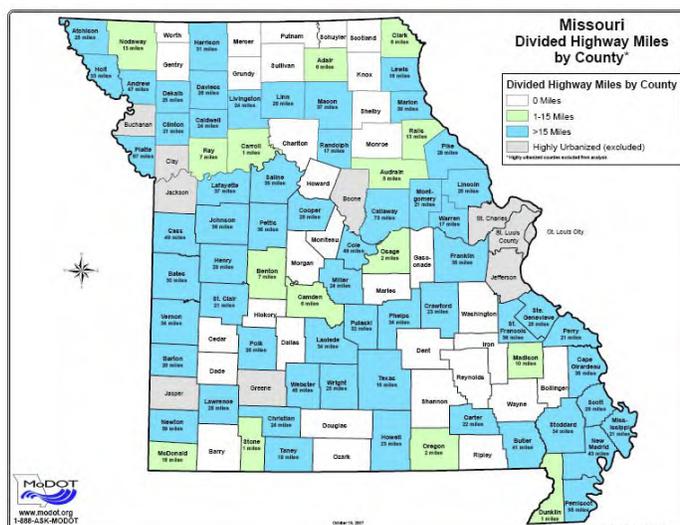
Comparison of Economic Development Indicators for Rural Missouri Counties Based on Four-Lane Highway Mileage

Economic Development Indicator*	46 Counties with LESS THAN 15 miles of Four-lane highway	59 Counties with MORE THAN 15 miles of Four-lane Highway **	Difference between county groups	Percent difference between county groups	Percent change from original 2003 report
2005 Population	13,766	30,843	17,077	124.06 percent	7.06 percent
2006 Annual Wage	\$23,431	\$26,034	2,603	11.11 percent	1.11 percent
2004 Household Income	\$31,425	\$35,822	4,397	13.99 percent	0.99 percent
2006 Number of Firms	329	717	388	118.07 percent	12.93 percent
2006 Gross Sales Tax (thousands)	\$2,631	\$7,445	4,814	182.98 percent	3.02 percent
2006 Real Estate Valuations	\$163,517,015	\$368,293,113	204,776,098	125.23 percent	-5.77 percent
2005 Per Capita Income	\$22,597	\$24,741	2,144	9.49 percent	N/A

*Average per county

** Excludes MPO and highly urbanized counties

In order to assess this relationship, the economic and community development status of counties with more miles of four-lane highway systems were compared to those counties with fewer miles of four-lane highway.



MoDOT Staff Findings

In 2007, an analysis of Missouri counties found that counties with more than 15 miles of four-lane highway scored higher on all seven economic indicators included in the study. The counties with 15 or more miles of four-lane highway scored from 9 to 183 percent higher on these measures than did counties with less than 15 miles. Five of these measures also show continued increase over the original data analysis completed in 2003. (See Table above)

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