

Sub-Allocated Programs

Sub-allocated programs utilize transportation funds provided under the continued resolution of the Transportation Equity Act of 21st Century (TEA-21). These programs include the Off-System Bridge, On-System Bridge, Congestion Mitigation and Air Quality, Surface Transportation Programs and Transportation Enhancement. The Missouri Department of Transportation administers the respective programs through its planning and programming functions in the Jefferson City Central Office and 10 district offices around the state. Projects under these programs are typically funded on an 80 percent federal match / 20 percent local match basis. These funds are only provided through this act. As more information is known about the funding of the new federal reauthorization act, recommendations will be made to the Missouri Highways and Transportation Commission regarding the annual allocations for these programs.

A Reasonable Progress Policy will be implemented for all of the sub-allocated programs. This policy ensures that Missouri will get the maximum benefit for its federal transportation funds. The policy will have two objectives: (1) ensure that federal funds will be programmed for a project within one year of the funds being allocated by MoDOT, and (2) ensure that once a project is programmed it will reach the point of construction within an appropriate timeframe. Metropolitan planning organizations with a reasonable progress policy in place will be exempt from MoDOT's Reasonable Progress Policy. However, their federal fiscal year ending balance will not be allowed to exceed a total of three years' of allocation for that metropolitan planning organization.

Information on these programs and MoDOT's Reasonable Progress Policy can be found in the Local Public Agency Manual on MoDOT's web site at <http://www.modot.mo.gov>.

Off-System Bridge Replacement and Rehabilitation Program

This program funds bridge replacement and rehabilitation projects on deficient bridges that are functionally classified as a local road and rural minor collectors. The transportation bill mandates that at least 15 percent and no more than 35 percent of the state's total bridge appropriation be allocated to the counties for use on off-system bridges. The Missouri Highways and Transportation Commission approved 15 percent of the bridge funds for this program. MoDOT administers this program and distributes funding to Missouri counties for project selection.

The following figures are estimates of the federal allocations of the Off-System Replacement and Rehabilitation Program for the current federal transportation act. The Off-System Bridge Replacement and Rehabilitation Program allocation is \$22 million

annually. This is distributed to the counties based on the ratio of the replacement cost of the square footage of deficient bridge deck in the county to the replacement cost of the square footage of deficient bridge deck in all counties of the state.

District 1	\$3,825,000	District 2	\$3,540,000
District 3	\$2,726,000	District 4	\$2,036,000
District 5	\$1,733,000	District 6	\$ 987,000
District 7	\$1,894,000	District 8	\$1,260,000
District 9	\$ 899,000	District 10	\$2,600,000
Statewide Inspections	\$ 500,000		

The funding distribution and program requirements for this program may change due to the reauthorization of the next federal transportation act. Following the federal reauthorization, the Missouri Highways and Transportation Commission will determine this program's funding distribution.

On-System Bridge Replacement and Rehabilitation Program

This program funds bridge replacement and rehabilitation projects on deficient bridges that are functionally classified as urban collectors, rural major collectors and arterials. The Missouri Highways and Transportation Commission approved allocating \$6.3 million annually of bridge funds to the Kansas City and St. Louis metropolitan planning organizations and \$500,000 for cities with a population between 5,000 and 200,000. With the authorization of the next federal transportation bill, Springfield will be included in the distribution of the \$6.3 million allocation to the metropolitan planning organizations. A competitive process will be used to select projects for small cities. Kansas City, St. Louis and Springfield will determine projects for their areas.

Surface Transportation Program

Large Urban Program

This program funds projects such as pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, and transit and pedestrian facilities. TEA-21 mandated a portion of the Federal Surface Transportation Program funds be spent in the transportation management areas. Transportation management areas are metropolitan planning organizations consisting of

a population greater than 200,000. Missouri has three transportation management areas – St. Louis, Kansas City and Springfield. Their allocations are distributed based on their population relative to the state.

The Surface Transportation Program has the most flexible funding allocation among the sub-allocated programs. Projects for roads functionally classified as local or rural minor collectors are not eligible for these funds. However, all bridges are eligible, regardless of their functional classification.

The transportation management area identifies needs that will address regional transportation issues. Additionally, local and state agencies identify transportation needs within the transportation management area boundary. The transportation management area works in coordination with the state and local agencies to define the scope of projects, to address the regional needs and to identify appropriate project sponsors. Any agency, state or local, that wants to sponsor a project submits an application to the transportation management area. Projects that MoDOT sponsors compete with all other applications for Large Urban Funding using the transportation management area-defined prioritization process.

The estimated Surface Transportation Program allocation for the transportation management areas in Missouri is \$41 million annually. This figure includes the small-urbanized areas (populations between 5,000 to 200,000) within District 4 (Kansas City area), District 6 (St. Louis area) and District 8 (Springfield area) boundaries. The funding distribution and program requirements for this program may change due to the reauthorization of the next federal transportation act.

Small Urban Program

The Missouri Highways and Transportation Commission allocated a \$3.5 million annual apportionment of Missouri's Surface Transportation Program funds for distribution to cities with populations between 5,000 and 200,000. Project examples include pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, and transit and pedestrian facilities.

The 2000 Census will adjust the distribution of the funds among the small cities.

Enhancement Program

Project examples may include facilities for bicycle and pedestrian activities; construction of overlooks for scenic views and visitor or welcome centers; landscaping; control and removal of outdoor advertising; river clean-ups; and wildlife crossings. This program was federally mandated in TEA-21. The program requires each state reserve 10 percent of its Federal Surface Transportation Program for

designated transportation enhancement activities. Projects are selected through a competitive process and approved by the Missouri Highways and Transportation Commission.

A new Transportation Enhancement Guide is being developed to assist local agencies in the application and project selection process. This new guideline and process will be presented to the Commission this fall or early winter.

Missouri received an annual allocation of \$13.8 million in TEA-21. The funding distribution and program requirements for this program may change due to the reauthorization of the next federal transportation act.

Congestion Mitigation and Air Quality

Project examples include alternative fuel vehicle research, signal coordination, transit services, intelligent transportation systems, bike/pedestrian facilities, rideshare programs, programs to educate the public about air quality ozone issues, construction of high occupancy vehicle lanes and congestion management systems. This program is federally mandated by TEA-21. The federal transportation bill reserves funding for projects that improve air quality in affected areas. Under TEA-21, St. Louis and Kansas City are eligible for funding. MoDOT distributed the funds to these two transportation management areas for project selection. The Environmental Protection Agency determines the boundaries for this program.

The Federal Highway Administration and the Environmental Protection Agency establish Congestion Mitigation and Air Quality funding levels and eligible work types. The basic premise behind these funds is to reduce transportation-related emissions. Any project using this type of funding must be either located within the non-attainment or maintenance area boundary, or be in close proximity with emissions benefits realized mainly within the boundary. Highway capacity expansion projects are not eligible for these funds. A Congestion Mitigation and Air Quality guidance booklet is available at <http://www.fhwa.dot.gov>.

The estimated Congestion Mitigation and Air Quality allocation in the current federal transportation bill is \$19.2 million annually. The funding distribution and program requirements for this program may change due to the reauthorization of the next federal transportation act.