

Section 2 – Introduction, Public Involvement, and Reference Information

Missouri Statewide Transportation Improvement Program

Missouri faces a transportation funding crisis. Despite the progress of the last ten years, 2017 will bring the funding shortfall MoDOT has anticipated for years. The ramifications of that shortfall will extend to every region of the state and the impact, ultimately, will be significant.

It's hard to picture that reality now. MoDOT's most recent customer satisfaction survey (2013) showed 85 percent of Missourians are satisfied with the department, including a record 32 percent who said they are highly satisfied. Eighty-nine percent of major roads are in good condition. Because of a concentrated effort over the last few years, 80 percent of Missouri's bridges are in fair or good condition. MoDOT can still bring construction projects in on time and under budget, but now there are limited new projects being added to the Statewide Transportation Improvement Program and the popular cost-share program has been suspended.

Last summer, Missourians decided that an increased sales tax was not the right solution for resolving Missouri's insufficient transportation funding. But the insufficient funding situation still exists. MoDOT's financial forecast projects that in 2017, the department's construction budget will drop to \$325 million annually. That's not enough to keep our roads and bridges in the condition they're in today. That budget almost eliminates the opportunity for new construction projects that improve safety, ease congestion, create jobs and enhance economic development. That means we have to make some tough choices.

The funding situation becomes even more startling when Missouri is compared to other states. Missouri has the seventh largest highway system in the nation, and ranks 46th in revenue spent per mile. The state-maintained highway system is larger than Kansas, Iowa and Nebraska combined. Missouri's construction investment per mile is about \$14,000. That's far lower than any of our surrounding states – Nebraska is the next lowest, at about \$27,000, all the way up to Kansas, at \$71,000 per mile.

How did Missouri get here? Fuel taxes provide the bulk of Missouri's transportation revenue. As cars become more efficient, that revenue shrinks. Missouri's fuel tax hasn't increased in almost 20 years. At the same time, the costs of business continue to rise. What was 17 cents (state fuel tax per gallon) of purchasing power in 1992 is now about eight cents and decreasing each year. Add to that:

- The cost of asphalt, concrete and steel – the staples of the industry – are as much as 200 percent more than they were in 1992.
- In 2004, Missourians approved Constitutional Amendment 3, which directed MoDOT to sell bonds to make Missouri roads and bridges smoother and safer, sooner. Now the department is paying back that bond debt.
- In 2017, Missouri will not have enough money to match federal funds. Federal funds provide a \$4 to \$1 investment that Missouri could lose. That means those unmatched federal funds could be directed to other states.

- There's a constitutional mandate that the road fund can only be spent on roads and bridges – fuel tax plus licensing fees and sales tax on motor vehicles.
- Other modes are dependent on annual appropriations from general revenue by the Legislature, which makes planning very difficult and very short-term.

Right now, most of Missouri's major roads are smooth. Most people don't realize that a road or bridge can have surface improvements that keep them in decent shape, but the real concerns lie beneath the surface. By the time problems become apparent, the structures need major and costly repairs. Interstate 70 is a prime example.

MoDOT has taken actions to prepare for a future with limited resources. Several years ago, as part of the department's preparations for this funding scenario, MoDOT's staff was reduced by 20 percent. MoDOT also disposed of 124 facilities and 750 pieces of equipment. The department has also cut costs through innovation and technology – the design-build process is a prime example. And MoDOT has worked diligently with transportation partners to deliver projects on time and under budget, as well as prioritizing projects and using limited funding to make critical safety improvements.

The condition of Missouri's system will deteriorate.

Just five years ago, at the height of Amendment 3 and ARRA work, the construction budget was at \$1.3 billion and now is about \$600 million, and will continue to plummet over the life of the five-year STIP. It's going to drop to \$325 million in 2017-18-19-20. And as a point of reference, that's the lowest construction budget for MoDOT since 1992, coincidentally the last time that fuel taxes were raised.

MoDOT's Plan for 2016: Missouri's 325 System

With only \$325 million, MoDOT has to adjust how it takes care of Missouri's highway system. In February 2015, the commission approved "Missouri's 325 System," which will help focus the limited resources in an equitable way. The state-maintained highway system is now divided into primary and supplementary routes. Primary routes include approximately 8,000 miles of the 34,000 mile system and are the roads that connect cities across the state. Supplementary routes are the remaining miles used mostly for local travel.

Nearly all of Missouri's "major" roadways are part of the primary system. Only those major routes that function as business routes or loops or more like local roadways are excluded. MoDOT has decided to focus its limited resources on the primary system because it offers equity across the state between urban and rural areas. Every county in the state has at least one highway on the primary system.

The primary system differs from MoDOT's current focus on major and minor roads because the major roads, which make up 20 percent of the system and carry 80 percent of the traffic, are confined to limited areas of the state. It will take all \$325 million to keep the primary routes in their current condition. MoDOT will only do limited routine maintenance on supplementary roads, which means their condition will deteriorate.

Safety on these supplementary routes will be compromised as well. Already, nearly half of the fatalities on state highways occur on supplementary roads. Moving forward, MoDOT won't have the resources to maintain these roads, much less add safety features, such as shoulders and rumble strips.

There are 483 bridges in poor or serious condition on the state's supplementary roads, and these are bridges Missouri can't afford to repair or replace. The number of bridges will grow to over 1,400 in 10 years. MoDOT anticipates 90 of those bridges will be closed during that time.

The time to ensure a modern and safe transportation system is now.

MoDOT has the vision – based on what Missourians have told us they want and need. The long range planning process, which concluded last year, outlined the goals Missourians defined as what they want from their transportation system. With adequate resources, MoDOT can produce and get it done, as it has in the past. But, at the end of the day, without additional revenue, the system will decline and Missourians' safety will be comprised. Without some new funding source, Missouri faces many tough choices ahead.

Introduction

The Missouri Department of Transportation (MoDOT), in accordance with state and federal law, has prepared this Statewide Transportation Improvement Program (STIP), for state fiscal years 2016 through 2020 (July 1, 2015, through June 30, 2020). The STIP is prepared annually and includes projects proposed for funding under the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21), FAA Modernization and Reform Act of 2012, Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and state revenue. MAP-21 was signed into law on July 6, 2012. It funds highways, highway safety and transit improvements for the two-year period from 2013 through 2014. MAP-21 has been extended until July 31, 2015. This document meets all state and federal requirements and is fiscally constrained.

The STIP establishes work for a rolling five-year period of time. As each year is completed, the STIP is updated and a new year is added.

Public Involvement

Public involvement in project development and programming activities is a key element in gaining public acceptance critical to the success of any transportation improvement program. The recent multi-year federal transportation bills have emphasized the necessity of public involvement. In Missouri, the approach is primarily to seek involvement from four groups: metropolitan planning organizations, regional planning commissions, local officials and the general public. Through public involvement, Missourians have a say in how transportation dollars are spent.

Metropolitan planning organizations represent urbanized areas with populations over 50,000. They are responsible for transportation planning within their regions. Regional planning commissions represent multi-county rural regions and are charged with coordinating functions of local governments, including transportation planning. The public is involved in the planning process in two ways: 1) through election of the local officials who comprise the regional planning commission and metropolitan planning organization boards of directors; and 2) through direct contact with MoDOT, metropolitan planning organizations, regional planning commissions or local officials. (See Section 1 for contact information regarding metropolitan planning organizations, regional planning commissions and MoDOT district offices.)

Public involvement for development of transportation improvements begins several years before the projects actually appear in the STIP.

Transportation planning consists of a series of decisions that direct the use of current and future available resources to accomplish Missouri's transportation goals. The current transportation planning process can be summarized in the following steps.

1. Develop Missouri's long range transportation plan
2. Identify and prioritize needs
3. Develop solutions and design projects

4. Prioritize and select projects for the STIP's Highway and Construction Schedule

Develop Missouri's Long Range Transportation Plan

MoDOT's long-range transportation plan identifies the state's transportation vision for the next 20 years. The plan also identifies what the public expects of the state transportation system.

MoDOT's current long range transportation plan was completed in February 2014. The federally required plan, called "A Vision for Missouri's Transportation Future," is designed to guide transportation decision-making throughout the state. It was developed after an intense seven-month public engagement period that resulted in over 12,000 suggestions ranging from big picture ideas to localized projects.

Based on the input received, four goal areas were established: 1) take care of the transportation system and services we enjoy today; 2) keep all travelers safe, no matter the mode of transportation; 3) invest in projects that spur economic growth and create jobs; and 4) give Missourians better transportation choices (more viable urban and rural transit, friendlier bike and pedestrian accommodations, improvements in rail, ports and airport operations).

The vision is Missouri's ideal transportation system, but without additional resources, MoDOT will not be able to deliver this vision.

The plan, including what Missourians said should be priorities over the next 20 years, can be found at www.missourionthemove.org.

Identify and Prioritize Needs

There are many transportation problems, often called needs, on Missouri's transportation system. Identifying these needs is a continuous process and crucial for successful planning. For example, one need might be redesigning a high-accident location, such as an intersection; another need might be a location improvement that helps a new business move products more efficiently. There are two levels of needs identification, regional and statewide, and they are classified in two groups – physical system condition needs and functional needs. Physical system condition needs target the state of repair of road and bridge components. Functional needs target how well the transportation system is operating.

Statewide needs are identified formally through the long-range transportation planning process, and public outreach is done in conjunction with the long-range transportation plan development. These needs typically cross several county lines, and involve interstates and major highways.

MoDOT districts work with planning partners – such as local and regional elected and community officials, and representatives of the metropolitan planning organizations and regional planning commissions – to identify regional transportation needs. Specific methods and timeframes are discussed in the implementation section of MoDOT's planning framework for guiding transportation decisions and investments.

Prioritizing needs is the process of deciding which problems, from the list of identified needs, should be addressed first. This can be a difficult task given a wide variety of needs. Not only do needs have different subject matter – safety, maintenance or economic development – they have varying

time horizons. A structurally deficient bridge might be a more immediate need than a resurfacing project. However, simply being an immediate need does not guarantee a higher priority. These complicated decisions require a coordinated effort from many groups.

Needs prioritization is based on the goals in Missouri's long-range transportation plan. MoDOT districts work with planning partners to prioritize regional needs annually. Statewide needs are prioritized periodically as funds become available; however, emerging needs can be added to the needs priority list between updates. Both regional and statewide needs will be prioritized using the processes established in MoDOT's planning framework, which are based primarily on objective data. Information regarding the planning framework can be found at www.modot.org/plansandprojects/index.htm. Using the results of the prioritization process as a starting point, MoDOT districts work with planning partners to divide needs into three categories.

- High – Resources are focused on addressing these needs first. They are the first to be selected for preliminary engineering.
- Medium – These needs may be addressed as additional resources become available.
- Low – No work is in progress to address these needs at this time.

The high-priority needs list is fiscally constrained to about 10 years of funding and is not a commitment to design or construct projects. Existing needs will be re-evaluated each time needs are prioritized. Some high-priority needs may never be designed or constructed due to prohibitive costs, changing priorities or other reasons. Needs from the high-priority list will be selected for preliminary project design.

Develop Solutions and Design Projects

When the high-priority needs have been identified, they are evaluated to find the best solution to the problem based on engineering expertise, public input and financial considerations. Environmental impact is another factor that influences the development and selection of a solution. There are a variety of environmental reviews that must occur for the proposed solutions. Some solutions may be less desirable or eliminated from consideration due to the extent of the environmental impacts. After a solution is agreed upon, design plans are started.

Determining the cause of a problem is often more complicated than might be expected. For instance, a high incidence of accidents at a given intersection might be due to poor sight distances, weather conditions, signal timing, roadway geometry or even reckless driving. Identifying the primary reason or combination of reasons for the problem is key to developing effective solutions.

When a problem is identified, the natural tendency for any problem-solver is to immediately offer the solution. Effective planning requires developing many possible solutions in order to capture the most efficient and effective solution. MoDOT engineers and planners are experts at generating good solutions to transportation problems. MoDOT staff is even more effective when working with local and regional officials to generate the solutions. This process reveals issues and concerns that may not have previously been evident.

The public's involvement in defining needs and determining the appropriate solutions will take several forms. The public may actually initiate the investigation of needs by contacting MoDOT or its planning partners. The public, through its local officials, has representation in determining the

best solution for the transportation need. As MoDOT develops public involvement plans for specific projects, the public will have further opportunity to review concepts and provide input.

Prioritize and Select Projects for Construction

Deciding which projects to do and when to do them is a complicated and often controversial matter. Gathering and discerning public input is crucial to realizing the full benefit of available funds for Missouri's transportation system. MoDOT relies on local and regional planning agencies for this process.

The project prioritization processes are based primarily on data and serve as a starting place for determining the best candidates for funding. There are separate project prioritization processes for each category in MoDOT's funding distribution method.

MoDOT recognizes the need for a balance between taking care of the current transportation system and expanding the system to accommodate anticipated future demand. As a result, transportation funding is divided accordingly. The nature of this balance is adjusted through the level of funds in each category. The project prioritization processes include the following.

- Safety
- Taking care of the system
- Major projects and emerging needs (regional)
- Major projects and emerging needs (statewide)
- Interstates and major bridges

Projects are divided into three categories - high, medium and low - within each funding category. Each time projects are prioritized, existing projects not yet programmed for construction are re-evaluated.

Projects are prioritized against other projects in the same funding category. Larger projects of statewide significance are compared with one another. Smaller projects and those intended to take care of the existing system are compared with one another. MoDOT works with local and regional officials to determine the priority of the projects in each funding category. Projects on the high-priority project list are candidates for funding. The projects selected for funding are shown in Section 4.

Additionally, each of Missouri's nine metropolitan planning organizations (MPO) located in Cape Girardeau (Southeast Metropolitan Planning Organization - SEMPO), Columbia (Columbia Area Transportation Study Organization - CATSO), Fayetteville-Springdale-Rogers AR (and a small part of McDonald County, -MO) (Northwest Arkansas Regional Planning Commission), Jefferson City (Capital Area Metropolitan Planning Organization - CAMPO), Joplin (Joplin Area Transportation Study Organization - JATSO), Kansas City (Mid-America Regional Council - MARC), St. Joseph (St. Joseph Area Transportation Study Organization - SJATSO), St. Louis (East-West Gateway Council of Governments - EWGCOG) and Springfield (Ozarks Transportation Organization - OTO) prepares a Transportation Improvement Program (TIP) and a long-range

transportation plan (LRTP) for its MPO area. These TIPs are the accumulation of federally funded projects proposed by their local governments and MoDOT. These projects are consistent with the LRTP's goals and objectives. MoDOT uses public input received throughout the year to develop its submittal for the MPO's TIP. Each MPO has an approved public involvement plan for its respective area that allows for review and feedback from individual citizens, organizations, agencies and local area governments. Using public input as one of its decision factors, the MPO determines the projects in its area that will be programmed for construction. Northwest Arkansas Regional Planning Commission, representing the Fayetteville-Springdale-Rogers AR-MO metropolitan area, is Missouri's newest MPO. It is an expansion of Arkansas's MPO into a small part of McDonald County, Missouri, which took effect in June 2014.

These TIPs are incorporated by reference into the five-year STIP without modification. (See Section 9.)

Public Review Period

Comments from the public and the planning partners are considered throughout the year in an effort to maximize Missouri's resources. Based on public and engineering input, a draft of the STIP is published, followed by a 30-day public review period. During this public review period, the program is distributed to MoDOT districts for public access, and the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for review. The STIP is also available on MoDOT's Web site at www.modot.org/plansandprojects/index.htm. Citizens have the opportunity to provide comments by mail, e-mail or telephone (by calling 1-888-ASK-MODOT) to district representatives during this time period. MoDOT responds to the comments received through an acknowledgement or by providing additional information, depending on the nature of the comment. Most answers or acknowledgements are sent within five business days of receiving the comment. Some comments require more time for research before an answer can be provided. Changes are made as appropriate in response to comments before a final STIP is developed and presented to the Missouri Highways and Transportation Commission (MHTC) for approval. Input from this part of the process will be used to measure the effectiveness of the program and to begin making improvements on next year's program. The STIP becomes effective when approved by the MHTC as well as the FHWA and FTA.

Program Amendments

Projects can be amended to the STIP and to a TIP. The public involvement process for STIP amendments occurs prior to incorporating the project in the program. Public involvement for projects inside a MPO area will be coordinated by the MPO according to its approved TIP amendment process.

A seven-day public comment period is provided for all proposed amendments and administrative amendments to the STIP. Administrative modifications do not require a seven-day public comment period. All projects, regardless of proposal time, follow the public involvement processes and policies defined in MoDOT's planning framework.

Reference Information

Administrative Amendment – Administrative amendments are project revisions involving the addition of federally-funded scoping projects, state-funded regionally significant scoping projects, hardship right of way purchases, emergency projects, major scope changes without budget changes, the splitting of general location projects into specific locations or the addition of right of way to construction projects already in the Statewide Transportation Improvement Program (STIP) with no net budget change (uninflated). Administrative amendments require Missouri Highways and Transportation Commission and Federal Highway Administration / Federal Transit Administration approval. The Missouri Highways and Transportation Commission has delegated authority to approve administrative amendments to the Chief Engineer. Administrative amendments occur between annual STIP updates.

Administrative Modification – Administrative modifications are project revisions involving the addition of state-funded non-regionally significant scoping projects, fiscally constrained changes to existing projects such as splitting or incorporating projects or changing fiscal years, minor scope changes without budget changes, adding funding sources to projects, advance construction changes and technical corrections. Administrative modifications require Missouri Highways and Transportation Commission approval but not Federal Highway Administration / Federal Transit Administration approval. The Missouri Highways and Transportation Commission has delegated authority to approve administrative modifications to the Chief Engineer. Administrative modifications occur between the annual updates of the STIP.

Advance Construction – This is a mechanism that allows a project to be funded with state funds now and preserves a project’s eligibility for federal reimbursement in the future.

Amendment – Amendments are project revisions involving the addition of new projects, deletion of existing projects, or a budget change to an existing project. Amendments require Missouri Highways and Transportation Commission and Federal Highway Administration / Federal Transit Administration approval. Amendments occur between the annual STIP updates.

Amendment 3 – This is a bonding referendum passed by voters in November 2004 that provides additional funds for transportation projects. The funding made available resulted in three initiatives: the Smooth Roads Initiative, the Acceleration of Projects and New Major Projects (original and additional).



American Recovery and Reinvestment Act (ARRA) – On February 17, 2009, President Barack Obama signed this federal act to help spur the national economy. ARRA included funding for shovel-ready transportation projects.

At-Grade Intersection – This is an intersection of two or more roadways that provides for vehicular and pedestrian traffic movement on the same level of the riding surface.

Culvert – This is a drainage structure constructed beneath the roadway. Box sections, pipes and arches are examples of various culvert shapes.

Deck – This is the portion of a bridge that provides the riding surface for vehicular and pedestrian traffic. The deck distributes loads to the superstructure elements.

Engineering – This is the work required to develop a project’s scope and detailed design, as well as the inspection of a construction project.

Expressway – This is a multilane, divided highway where access is allowed at public roads via at-grade intersections.

Federal-Aid Highways – Those roads which are eligible for federal funding under Title 23 of the United States Code, except roads classified as local or rural minor collector. Other exceptions apply to this general rule.

Fiscal Constraint – This is the demonstration that sufficient funds are reasonably expected to be available to cover the anticipated project costs within the five-year window of the STIP.

Fiscal Year – This is a 12-month period to which the annual STIP budget applies, and at the end of which a government determines its financial position and the results of its operations. The State of Missouri fiscal year is July 1 through June 30. The STIP fiscal year is July 1 through June 30. The federal fiscal year is October 1 through September 30.

FFOS – Funding From Other Sources – These are funds applied to a project that are from sources other than the funding distribution categories available for district use.

FHWA – Federal Highway Administration – This is the federal agency that provides financial and technical support for the construction, improvement and preservation of the highway system.

Freeway – This is a multilane, divided highway where access is provided only at grade-separated interchanges.

Geometric Improvement – This is a roadway improvement other than a surface treatment, such as adding turn lanes or widening an intersection.

Intersection – This is where two or more roadways meet. An at-grade intersection has two or more roadways that provide for traffic movement on the same level.

Interchange – This is where two or more roadways meet. An interchange has two or more roadways that provide for the movement of traffic on different levels (grade separated).

Lane – This is the travel path of one vehicle on a roadway and usually delineated by a dashed or solid stripe.

Let – This means to advertise projects and take bids from contractors to perform the work.

Long-Range Transportation Plan (LRTP) – This is a multimodal transportation plan covering a period of at least 20 years developed through the statewide transportation planning process.

MAP-21 – On July 6, 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act of 2012. This is the current transportation act, which authorizes the federal surface transportation programs for highways, highway safety, and transit for the two-year period from 2013 through 2014. MAP-21 has been extended until July 31, 2015, by which time Congress will need to take some action by either extending MAP-21 again or passing a new highway authorization act.

MPO – Metropolitan Planning Organization – This is the entity responsible for transportation planning in urbanized areas with populations greater than 50,000. The nine MPO's in Missouri serve the Cape Girardeau, Columbia, Fayetteville-Springdale-Rogers AR (and a small part of McDonald County, MO), Jefferson City, Joplin, Kansas City, St. Joseph, St. Louis and Springfield metropolitan areas. Also see TMA.

Major Highway System – This system includes all of Missouri's most traveled roads. It consists of approximately 5,500 miles that carry nearly 80 percent of the state's traffic. Approximately 95 percent of Missouri residents live within 10 miles of these roads.

Major Bridge – A major bridge is any bridge with a total length of at least 1,000 feet.

Minor Highway System – This system includes any road that is not on the Major Highway System. This system consists of approximately 28,000 miles, which carry nearly 20 percent of the state's traffic. These roads are often referred to as farm-to-market roads in the state's rural areas.

Missouri Primary System – The Missouri Primary System comprises approximately 8,000 miles of the 34,000 miles of state-maintained roadways. The Missouri Primary System routes connect cities across the state.

Missouri Supplementary System – The Missouri Supplementary System comprises approximately 26,000 miles of the 34,000 miles of state-maintained roadways. The Missouri Supplementary System routes are used mostly for local travel.

National Highway System – This is a system of major highway networks established by the federal government that includes interstate routes, most urban and rural principal arterials, the defense strategic highway network and strategic highway connectors.

NHPP – National Highway Performance Program – This is one of several categories of federal transportation funds and can be used for road, bridge, or other improvements. This category was created in MAP-21 and incorporates the former federal categories of National Highway System, Bridge and Interstate Maintenance.

Passenger Rail Investment and Improvement Act (PRIIA) – On October 16, 2008, President George W. Bush signed the Passenger Rail Investment and Improvement Act. PRIIA reauthorizes the National Railroad Passenger Corporation, better known as Amtrak, and strengthens the US passenger rail network by tasking Amtrak, the U.S. Department of Transportation (US DOT), Federal Railroad Administration (FRA), States, and other stakeholders in improving service, operations, and facilities for fiscal years 2009 through 2013.

Planning Framework – Since 2004, this is MoDOT’s process of involving the general public and planning partners, which represent regions of the state, and local areas, in the identification and prioritization of transportation needs and projects.

Primary System – See Missouri Primary System.

Programmed – This means a project has right of way and/or construction funds committed for expenditure within the five state fiscal years of the Statewide Transportation Improvement Program.

Reconstruction – This is a type of improvement designed to replace the existing roadway or bridge when it has reached the end of its useful life. Reconstruction is often accompanied by improvements to the highway’s functional and operational capacity.

Regionally Significant Project - This is a transportation project on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel.

Rehabilitation – This is a type of improvement designed to preserve and extend the service life and enhance the safety of an existing roadway or bridge when total replacement is not warranted.

Right of Way – This is land or property used specifically for transportation purposes.

Safe & Sound Bridge Improvement Program – This is an initiative to improve 802 bridges throughout the state by December 31, 2013. A team of contractors and designers was selected to replace more than 550 bridges as part of a single design-build package. The remaining bridges will be rehabilitated using a modified design-bid-build approach.



SAFETEA-LU – On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety, and transit for the five-year period from 2005 through 2009.

STIP – Statewide Transportation Improvement Program – This is a fiscally constrained five-year listing of transportation projects in Missouri.

STP – Surface Transportation Program – This is one of several categories of federal transportation funds and can be used for road, bridge or other improvements.

Substructure – This is the abutments, piers or other bridge elements built to support the bridge superstructure. The substructure transfers loads from the superstructure to the ground.

Superstructure – This is the portion of a bridge that supports the bridge deck and traffic loads. The superstructure transfers these loads to the bridge substructure. Examples of superstructure types include trusses, concrete I-beams and steel I-beams.

Supplementary System – See Missouri Supplementary System.

TEA-21 – The U.S. Congress passed the Transportation Equity Act for the 21st Century (TEA-21) on June 9, 1998. It provided authorizations for highways, highway safety, and mass transit for six years. TEA-21 expired September 30, 2003.

TIP – Transportation Improvement Program – This is a fiscally constrained four-year listing of transportation projects within metropolitan planning organizations.

TMA – Transportation Management Area – This is the entity responsible for transportation planning in urbanized areas with populations greater than 200,000. Missouri's four TMAs serve the Kansas City, St. Louis, Springfield and Fayetteville-Springdale-Rogers, Arkansas metropolitan areas, which now includes a small part of McDonald County in southwest Missouri.

Work Zone – This is a designated area where highway construction or maintenance is taking place.