

**2017 – 2021 STIP**  
**Section 6 – Special Programs**  
**January Amendment**

**Add the following three new special programs to Section 6 of the STIP:**

**Narrative Cost Allocation Plan – Pre-Scoping Activities**

Federal regulations require state departments of transportation to prepare and program upcoming projects in a Statewide Transportation Improvement Program (STIP). The STIP is prepared annually and includes projects proposed for funding in the next five years. A considerable amount of state resources are used in preparing projects to be included in the STIP. MoDOT estimates it costs \$7.4 million to prepare projects to be included in the STIP on an annual basis. Recent guidance provides recipients of federal funds the ability to use a Narrative Cost Allocation Methodology to seek reimbursement for indirect costs associated with administering the federal-aid program. MoDOT will establish a federal project for each district to code to as they prepare projects to be included in the STIP.

**Narrative Cost Allocation Plan – State Program – General Design Activities**

Federal regulations require state departments of transportation provide the necessary oversight and administration on delivering projects programmed in its STIP. A considerable amount of state resources are used by the Design Division in administering projects as they move through the various project phases. MoDOT estimates it costs \$3.0 million to administer the delivery of the STIP on an annual basis. Recent guidance provides recipients of federal funds the ability to use a Narrative Cost Allocation Methodology to seek reimbursement for indirect costs associated with administering the federal-aid program. MoDOT will establish a federal project for design-related costs to monitor and oversee the delivery of the STIP.

**Transportation System Funding Alternatives Program**

The FAST Act established the Surface Transportation System Funding Alternatives Program to provide funds to States or groups of States to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the solvency of long-term transportation funding. In 2017, Missouri received \$250,000.