

## **Sub-Allocated Programs**

Sub-allocated programs utilize transportation funds provided under the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU). 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.

A Reasonable Progress Policy was implemented on January 1, 2005 for all of the sub-allocated programs, and updated on January 1, 2006. This policy ensures that Missouri receives the maximum benefit for its federal transportation funds. The policy has 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 be constructed. Transportation Management Areas with a reasonable progress policy in place are 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 worth of allocation.

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 [www.modot.mo.gov/business/manuals/localpublicagency.htm](http://www.modot.mo.gov/business/manuals/localpublicagency.htm).

### **Off-System Bridge Replacement and Rehabilitation Program**

This program funds the replacement or rehabilitation of deficient bridges located on roads functionally classified as local or rural minor collectors. SAFETEA-LU mandates that at least 15 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 allocated 15 percent of the bridge funds to this program. MoDOT administers this program and makes funding available to Missouri counties for project selection.

The estimated annual allocation for the Off-System Bridge Replacement and Rehabilitation Program in Missouri is \$23 million. This is distributed to the counties based on the ratio of the replacement cost of the square footage of deficient bridge deck per county compared to the replacement cost of the square footage of deficient bridge deck in all counties of the state.

District 1	\$3,893,000	District 2	\$3,605,000
District 3	\$2,683,000	District 4	\$2,120,000
District 5	\$1,886,000	District 6	\$1,097,000
District 7	\$2,030,000	District 8	\$1,406,000
District 9	\$ 970,000	District 10	\$2,769,000
Statewide Inspections	\$ 500,000		

## **On-System Bridge Replacement and Rehabilitation Program**

### **Large Urban Program**

This program funds the replacement or rehabilitation of deficient bridges located on roads functionally classified as urban collectors, rural major collectors and arterials. The Missouri Highways and Transportation Commission allocated \$6.3 million of bridge funds annually to the Transportation Management Areas (TMAs) of Kansas City, Springfield, and St. Louis. TMAs will determine projects for their areas. The funds for the TMAs are distributed based on the ratio of the replacement cost of the square footage of deficient bridge deck in the TMA to the replacement cost of the square footage of deficient bridge deck in all TMAs of the state.

### **Small Urban Program**

This program funds the replacement or rehabilitation of deficient bridges located on roads functionally classified as urban collectors, rural major collectors and arterials. The Missouri Highways and Transportation Commission allocated \$500,000 of bridge funds annually for urban clusters (small cities) with a population between 5,000 and 200,000. A statewide competitive process will be used to select projects located in small cities.

## **Surface Transportation Program**

### **Large Urban Program**

This program funds projects such as pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, transit, and pedestrian facilities. SAFETEA-LU mandates that a portion of the Federal Surface Transportation Program funds be spent in the Transportation Management Areas. Transportation Management Areas are urbanized areas with populations greater than 200,000 (large cities). 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 on roads functionally classified as local or rural minor collectors are not eligible for these funds. However, all bridge projects 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 annual allocation for the Large Urban Program in Missouri is approximately \$46 million. This figure includes the urban clusters (populations between 5,000 to 50,000) and small urbanized areas (population between 50,000 to 200,000) within District 4 (Kansas City area), District 6 (St. Louis area) and District 8 (Springfield area) boundaries.

### **Small Urban Program**

The Missouri Highways and Transportation Commission allocated \$3.5 million of Missouri's Surface Transportation Program funds annually for use in cities with an urban cluster population between 5,000 and 50,000 or an urbanized area population between 50,000

and 200,000. Project examples include pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, and transit and pedestrian facilities.

## **Enhancement Program**

Project examples 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 is federally mandated in SAFETEA-LU. The program requires that each state reserve 10 percent of its Federal Surface Transportation Program funds for transportation enhancement activities. Projects are selected through a competitive process and approved by the Missouri Highways and Transportation Commission. Funding distribution for the Enhancement Program is based on relative population. Funds are distributed to the MoDOT districts and TMA areas. Statewide funds are dedicated to the development of MoDOT’s welcome centers.

The new Transportation Enhancement Guide has been approved by the Commission and was developed to assist local agencies in the application and project selection process. The new Transportation Enhancement Guide is available on the Internet at <http://www.modot.mo.gov/business/manuals/localpublicagency.htm>.

The annual allocation for the Transportation Enhancement Program in Missouri is approximately \$17 million.

District 1	\$460,000	District 2	\$404,000	District 3	\$458,000
District 4	\$469,000	District 5	\$1,032,000	District 7	\$750,000
District 8	\$593,000	District 9	\$588,000	District 10	\$900,000
Statewide	\$4,250,000				
St. Louis (EWGCOG)	\$4,421,000	Kansas City (MARC)	\$2,086,000	Springfield (OTO)	\$589,000

## **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 was federally mandated in SAFETEA-LU. The federal transportation bill reserves funding for projects that improve air quality in affected areas. Affected areas are defined as areas that are required by the Clean Air Act to address air quality issues. MoDOT distributes funding to eligible areas for project selection. The EPA determines the geographical boundaries for this program.

The Federal Highway Administration and the EPA establish the Congestion Mitigation and Air Quality Improvement Program funding levels and eligible work types. The purpose of these funds is to reduce transportation-related emissions and improve air quality. A Congestion Mitigation and Air Quality guidance booklet is available at <http://www.fhwa.dot.gov>.

Missouri receives approximately \$24.3 million annually during SAFETEA-LU. The Missouri Highways and Transportation Commission approved a funding distribution during SAFETEA-LU of \$2.7 million to Kansas City (MARC), and \$21.6 million to St. Louis (EWGCG).