

Section 2 – Introduction, Public Involvement, and Reference Information

Missouri Statewide Transportation Improvement Program

Missouri's transportation system faces a long-term insufficient funding challenge. Though recent events have provided the resources to maintain the system in its current condition or slightly below, the current condition is not acceptable to many Missourians. Simply put, the current condition costs Missourians money, lost time and productivity and limits economic development relative to neighboring states. The ability to deliver the types of transportation improvements Missourians have said they desire is still compromised.

A year ago, the Missouri Department of Transportation's (MoDOT) annual financial forecast predicted that by fiscal year 2017 MoDOT would be unable to fully match federal transportation dollars and its construction budget would fall to \$325 million annually. That prediction prompted the Missouri Highways and Transportation Commission (MHTC) to adopt Missouri's 325 System which would have prioritized MoDOT's capital investment on just 8,000 miles of the state's primary highways.

A combination of fortuitous events, however, allowed the MHTC to rescind the 325 system in early 2016. First, an uptick in the economy allowed MoDOT's state revenues to exceed expectations by \$47 million in Fiscal Year 2015. With lower fuel prices, people drove more and bought more gasoline. Plus, motor vehicles sales were up as people bought more cars and the cars they purchased were more expensive. We have adjusted our financial forecast upward to reflect this trend. An external event driving up the price of fuel may require a downward adjustment.

Second, the U.S. Congress passed the FAST Act (Fixing America's Surface Transportation) in December 2015, which provides a fully funded, five-year federal transportation program that provides MoDOT with a degree of certainty that federal funds will not be interrupted. That certainty will allow MoDOT to pay down its cash balance from \$758 million at the beginning of fiscal year 2017 to approximately \$215 million by the end of fiscal year 2021 toward its federal match. Deficit spending comes with its own risks and is unsustainable.

Finally, MoDOT is now receiving federal reimbursement for some of its preventive maintenance activities – striping, asphalt pavement repair and chip seals – to the tune of \$40 million per year. These expenses had previously been paid by the state, and limit amounts available for contract awards, but matching federal funds is a priority.

As a result, MoDOT's contractor awards for the 2017-2021 Statewide Transportation Improvement Program (STIP) cycle are going to average approximately \$800 million per year.

In some areas of the state, it's enough to be able to take care of the system in the condition it is in today, and do a little more -- like safety projects and congestion relief projects at spot locations. In other areas, every dollar will be needed to take care of the system, and we will still lose ground in asset condition over the long haul. Also, it won't enable the reconstruction and expansion of Interstate 70 – a long overdue need – or the major needs of any of Missouri's other aging interstates and major river crossings.

This level of funding won't allow for a reduction in the number of critical-condition bridges in the state, which stands today at about 640. Instead, this Statewide Transportation Improvement Program (STIP) will hold steady. Each year, about 100 bridges fall into the critical category – one or two steps away from being closed. And each year, about 100 bridges are repaired or replaced. The overall number will remain relatively constant; only the locations will change. Also, there are about 1,345 bridges that have weight restrictions, and some bridges are both in critical condition and weight restricted.

And this STIP won't allow for the types of expansion projects that typically spur economic development and create jobs.

In February 2016, the MHTC took actions to enable progress toward delivering systematic safety improvements intended to drive down growing fatality numbers, maximize distribution of funds to the districts to give them the greatest opportunity to meet their system condition goals, and make more progress toward meeting MoDOT's federally required Americans with Disabilities Act (ADA) transition plan.

With contractor awards in the 2017-2021 STIP averaging \$800 million per year, MoDOT will be able to dedicate funds to safety, and through asset management planning, address system condition according to performance and utility.

The MHTC voted to increase funding for the STIP's safety category from \$25 million per year to \$35 million per year, with \$3 million per year for statewide initiatives and \$32 million per year to the districts. The MHTC also voted to release Fiscal Year 2018 cost-share funds for distribution to the districts using "taking care of the system" factors, and eliminated the "Major Projects & Emerging Needs" funding category to allow all remaining funds to be distributed in the "Flexible" funding category. [NOTE: This does not change distribution of funds as both categories had identical formulas and criteria.] Revising federal Transportation Alternatives funding (previously known as enhancement funds) from 75 percent allocated for local programs and 25 percent allocated for MoDOT statewide usage to a 50-50 split will free funds that can be dedicated to completing the federally required ADA transition plan.

This STIP includes the proposed discontinuation of three local programs, which will no longer be managed through the sub allocation process. In 1992, MHTC authorized continuation of these three programs even though they were no longer required by active transportation bills. MoDOT's funding for the three programs were approved each year in the STIP. The Small Urban Surface Transportation Program-Small Cities (STP-SU) and On-System Bridge Replacement and Rehabilitation Program-Large and Small Cities (BRM) have not been included in a federal transportation bill since 1991 (ISTEA), and are being discontinued. The last allocation to cities for these programs will be made in State Fiscal Year (SFY) 2016.

Existing balances will remain available for use until September 30, 2019. See Section 6 for additional information about these programs. Comments about these changes, or any other comments about the draft STIP, will be accepted during the 30-day public comment period provided from May 11, 2016 through June 10, 2016.

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 2017 through 2021 (July 1, 2016, through June 30, 2021). The STIP is prepared annually and includes projects proposed for funding under the Fixing America's Surface Transportation (FAST) Act of 2015, FAA Modernization and Reform Act of 2012, and state revenue. FAST was signed into law on December 4, 2015. It funds highways, highway safety, transit, and rail improvements for the five-year period from 2016 through 2020. 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, all 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. At present levels of funding, MoDOT is focused on the public's top priority: taking care of the existing system.

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. Each region develops a program that first addresses its asset management goals of maintaining the current condition. If a region has funds remaining after programming the work needed to keep its system at its current condition, then other regional needs may be considered and programmed. 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 in MoDOT's Engineering Policy Guide at http://epg.modot.org/index.php?title=121.2_The_Planning_Process. 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.

Each region must first develop a program to reach its asset management goals. After a region demonstrates it can reach those goals, it may prioritize and fund other regional needs. The project prioritization processes include the following.

- Safety
- Taking care of the system
- Interstates and major bridges
- Flexible and other regional needs

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. Smaller projects and those intended to take care of the existing system are compared with one another. And, once a region demonstrates it can meet its asset management goals, similar size regional projects may be prioritized against 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

After the STIP has been approved, which typically occurs in July, project changes may occur. Projects may need to be added or revised because of unforeseen circumstances. These changes are referred to as amendments. 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.

Anticipated Fed Cat – Anticipated Federal Funding Categories include C.M.A.Q., Earmark, NHFP, NHPP, S.T.P., and Safety. An anticipated federal funding category of “State” indicates no federal funds are anticipated to be used on the project. The anticipated federal category identifies the likely type of federal funding that will be used on the project.

Asset Management – A strategic practice focused on using limited resources for the preservation, operation and management of the state’s transportation infrastructure.

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.

C.M.A.Q. – Congestion Mitigation and Air Quality Improvement Program – Federal funds allocated to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.

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.

Earmark – Federal funds dedicated to a specific project.

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

Expansion Project – A transportation improvement that increases the capacity of the transportation system, such as new lanes, interchanges or bridges.

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

FAST Act – On December 4, 2015, President Obama signed into law the Fixing America’s Surface Transportation Act, which authorizes the federal surface transportation programs for highways, highway safety, transit and rail for the five-year period from 2016 through 2020.

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 the 12-month period to which the annual STIP budget applies. 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.

Flexible and Other – A STIP funding category which may be used for any type of system improvement, including safety, condition, or operational improvements. This funding category may also be used for capacity and expansion projects if a district has sufficient other funds to meet their asset management goals.

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, which authorized the federal surface transportation programs for highways, highway safety, and transit for the two-year period from 2013 through 2014. MAP-21 was extended through most of 2015.

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. There are 209 major bridges in Missouri, located mainly over larger lakes, rivers, and interchanges.

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.

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.

NHFP – National Highway Freight Program – This program was created with the FAST Act, and provides funding for projects included in the State Freight Plan.

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 reauthorized the National Railroad Passenger Corporation, better known as Amtrak, and strengthened 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. PRIIA was extended through 2015.

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.

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 authorized the federal surface transportation programs for highways, highway safety, and transit for the five-year period from 2005 through 2009. SAFETEA-LU was extended through mid-2012.

Safety Funds – A federal and STIP funding category for eligible safety related activities, with a goal of reducing traffic crashes.

State Funds – State revenue generated through Missouri taxes, licenses, permits, and fees.

Statewide Interstate and Major Bridge Funds – A STIP funding category focused on improving the condition of interstates and bridges longer than 1000 feet.

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

STP – Surface Transportation Block Grant Program – This is one of several categories of federal transportation funds and can be used for road, bridge or other improvements. Prior to the FAST Act, this program was known as the Surface Transportation Program.

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.

Taking Care of The System – A STIP funding category focused on maintenance or preservation-type improvements that preserve the existing transportation 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.