



2022

Regional Bridge Program Application Guide

MISSOURI DEPARTMENT OF TRANSPORTATION

*Our mission is to provide a world-class transportation system that is safe, innovative, reliable
and dedicated to a prosperous Missouri.*

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A. PROGRAM OVERVIEW

The off-system local bridge replacement program (BRO) has changed to a distribution of money based on the area of poor condition bridge deck, rather than a distribution based upon bridges being deficient. Additional money was made available for the BRO program with the passage of the Infrastructure Investment and Jobs Act (IIJA) in late 2021. Under IIJA, the minimum allocation percentage for the BRO program was increased from 15% to 20%, which is estimated to add approximately \$7 million to the annual BRO allocation.

BRO Program Amounts per MoDOT Region

2021 Program Distribution			2022 Program Distribution		
Distribution Method:		Deficient Area	Distribution Method:		Poor Area
Federal Fiscal Year:		2021	Federal Fiscal Year:		2022
Total BRO Funding:		\$20,793,627	Total BRO Funding:		\$27,724,836
Inspection Program:		-\$1,000,000	Inspection Program:		-\$1,000,000
Available for Projects:		\$19,793,627	Available for Projects:		\$26,724,836

District	Distribution %	FFY 2021	District	Distribution %	FFY 2022
NW	24.08%	\$4,765,634	NW	35.16%	\$9,395,975
NE	12.73%	\$2,519,760	NE	10.89%	\$2,911,186
KC	13.04%	\$2,580,293	KC	12.57%	\$3,358,376
CD	10.84%	\$2,145,076	CD	11.05%	\$2,952,353
SL	9.24%	\$1,829,833	SL	6.54%	\$1,746,475
SW	15.85%	\$3,137,320	SW	16.01%	\$4,279,426
SE	14.23%	\$2,815,711	SE	7.79%	\$2,081,045

IIJA also allocates new funding for the bridge replacement, rehabilitation, preservation, protection, and construction program (hereafter, Bridge Formula Program (BFP)). The BFP requires that 15% of available funds be spent on off-system bridges with no local match requirement (funded at 100%). FHWA has recommended that funding be allocated based on the percentage of poor deck area, which would be 20.35% on the off-system. For federal fiscal year 2022-2024, \$15.7 million has been allocated for the off-system BFP. For federal Bridge Formula Program Off-System fiscal year 2025 and 2026, \$29.7 million will be allocated for the off-system BFP, which brings the total allocation for the 5 year program to 20.35% for local bridges. The funds for the BFP program will be distributed in the same manner as the BRO program. It is anticipated that the amounts available for 2023 thru 2026 will be allocated in a similar manner, making the total amount available for the off-system BFP approximately \$106.5 million.

Off-System Bridge Formula Program

Funding Available:	\$15,700,000	\$29,700,000
District	FFY 22, 23, and 24	FFY 25 and 26
NW	\$5,519,839	\$10,441,989
NE	\$1,710,230	\$3,235,276
KC	\$1,972,940	\$3,732,250
CD	\$1,734,415	\$3,281,026
SL	\$1,025,999	\$1,940,902
SW	\$2,514,028	\$4,755,837
SE	\$1,222,548	\$2,312,719
Totals:	\$15,700,000	\$29,700,000

Distribution by county has resulted in the accumulation of large unspent balances for the BRO program and will continue even with the increase in BRO funds from the passage of IJA. Moving forward, the BRO program will be modernized to distribute the funding on a regional (per MoDOT District) basis using the total deck area of poor bridges in the region. Federal fiscal year 2022 (current year) will be used as a transition year in which all existing negative county balances will be cleared before the statewide funds are distributed to a region. Counties will be allowed to carry existing positive balances forward into the regional program. Regions will be required to honor all existing project commitments within the region prior to distributing any regional funds to new projects.

2022 BRO Transition Year

Statewide Values		District	2022 Regional Allocation	Honor Existing Comittments	Regional Balance Available for Projects	Existing County Balances Available for Projects
Distribution Method:	Poor Area	NW	\$6,494,969	-\$2,655,458	\$3,839,511	\$2,921,131
Federal Fiscal Year:	2022	NE	\$2,012,357	-\$1,161,045	\$851,312	\$1,473,889
Total BRO Funding:	\$27,724,836	KC	\$2,321,478	-\$3,653,413	-\$1,331,935	\$1,318,414
Inspection Program:	-\$1,000,000	CD	\$2,040,815	-\$1,095,549	\$945,266	\$855,155
Negative Balance Payback:	-\$8,251,290	SL	\$1,207,251	-\$756,999	\$450,252	\$647,845
Available for Projects:	\$18,473,546	SW	\$2,958,154	-\$882,159	\$2,075,995	\$2,701,689
		SE	\$1,438,523	-\$428,461	\$1,010,062	\$1,210,432
		Totals:	\$18,473,546	-\$10,633,084	\$7,840,462	\$11,128,555

BRO Allocations 2023 and Beyond

Distribution Method:	Poor Area	District	FFY 2023
Federal Fiscal Year:	2023	NW	\$7,813,855
Total BRO Funding:	\$27,724,836	NE	\$2,420,992
Inspection Program:	-\$1,000,000	KC	\$2,792,884
*FHWA Mandated Load Rating Project:	-\$2,500,000	CD	\$2,455,228
**Statewide Large Bridge and Emerging Needs Pot:	-\$2,000,000	SL	\$1,452,399
Available for Projects:	\$22,224,836	SW	\$3,558,845
		SE	\$1,730,633
		Totals:	\$22,224,836

*Subject to the outcome of timeline negotiations with FHWA
 **Subject to rules created for the use of this funds in this pot

Initially, applications for three years of funding will be requested from the local entities. Regional committees will be established to make the final determination of bridges selected for the initial three year schedule. The bridge schedule will then be updated and added to on a yearly basis. The soft match credit program will continue to be available. The net result of the funding increases in IJA means that around \$214 million will be available over the next five years for bridge projects on the off-system.

Summary of Funds Available for Projects

District	2022 Federal Fiscal Year			2023 and 2024 Federal Fiscal Year			2025 and 2026 Federal Fiscal Year		
	BRO	BFP	Total	BRO	BFP	Total	BRO	BFP	Total
NW	\$6,494,969	\$5,519,839	\$12,014,808	\$7,813,855	\$5,519,839	\$13,333,695	\$7,813,855	\$10,441,989	\$18,255,844
NE	\$2,012,357	\$1,710,230	\$3,722,587	\$2,420,992	\$1,710,230	\$4,131,222	\$2,420,992	\$3,235,276	\$5,656,268
KC	\$2,321,478	\$1,972,940	\$4,294,418	\$2,792,884	\$1,972,940	\$4,765,824	\$2,792,884	\$3,732,250	\$6,525,134
CD	\$2,040,815	\$1,734,415	\$3,775,229	\$2,455,228	\$1,734,415	\$4,189,643	\$2,455,228	\$3,281,026	\$5,736,255
SL	\$1,207,251	\$1,025,999	\$2,233,250	\$1,452,399	\$1,025,999	\$2,478,397	\$1,452,399	\$1,940,902	\$3,393,301
SW	\$2,958,154	\$2,514,028	\$5,472,182	\$3,558,845	\$2,514,028	\$6,072,873	\$3,558,845	\$4,755,837	\$8,314,682
SE	\$1,438,523	\$1,222,548	\$2,661,071	\$1,730,633	\$1,222,548	\$2,953,181	\$1,730,633	\$2,312,719	\$4,043,352
Totals:	\$18,473,546	\$15,700,000	\$34,173,546	\$22,224,836	\$15,700,000	\$37,924,836	\$22,224,836	\$29,700,000	\$51,924,836

B. Basic Regional Bridge Program Information

The following list identifies the most basic facts in conjunction with the rules for Missouri's call for Bridge projects. This list is not all inclusive. Interested project sponsors must review all sections of this guide and applicable rules found in the [Engineering Policy Guide \(EPG\)](#). MoDOT District staff is available to discuss Bridge program information and the project application process.

1. BRO/BFP projects shall be selected through a competitive process administered by the MoDOT Districts.
2. Project Funding Agreements, and reimbursement of eligible costs. Federal BRO and BFP funds are provided through the Federal Highway Administration (FHWA). Projects undertaken with BRO funds are eligible for reimbursement of up to 80% of the allowable costs. Projects undertaken with BFP funds are eligible for reimbursement of 100% of the allowable costs. To ensure that all local agencies benefit from the no-match requirement for BFP funds, the Statewide Bridge Committee recommends that regions fund projects with both funds. The split between BRO and BFP funds on a project could be determined based on each funds percentage of total funds allocated to a region for each fiscal year.
 - a. Compensation for expenditures will be authorized on a cost reimbursement basis. The project must have a fully executed Program Agreement between the project sponsor and the Missouri Highways and Transportation Commission (MHTC). **Expenditures incurred prior to receiving a project award and formal notice to proceed will not be eligible for reimbursement.**
 - b. Acquisition of property for a Bridge project must be in accordance with all applicable federal and state statutes and regulations, including the Uniform Relocation Act, even when the cost is not reimbursable through the program.
3. Reasonable Progress
 - a. All Regional Bridge project sponsors must execute a Program Agreement with the MHTC and comply with all federal and state procedures and requirements applicable to development of federal-aid transportation projects. The Agreement must be executed by the project sponsor within three months from the date the MoDOT Region Representative authorizes the project sponsor to commence or risk loss of federal funding.
 - b. Regional Bridge projects must advance to construction within 23 months from the date of authorization to proceed with project implementation or risk loss of federal funding.
 - c. In accordance with EPG 136.8.8.1 and to ensure LPA projects continue to make reasonable progress, the LPA is expected to initiate condemnation proceedings as outlined in the Right of Way Acquisition Schedule. Should the LPA choose not to initiate condemnation proceedings, the LPA will be expected to cancel the project and reimburse MoDOT for all previous expenses.
 - d. Project sponsors may not be eligible for Regional Bridge funds if the reasonable progress policy has not been met on previous local program awards administered by MoDOT.
4. Local Match
 - a. The local funding match is a minimum 20% of the eligible BRO costs of the project.

- b. No local match is required for the portion of the project funded with BFP funds.
 - c. Funds from other federal programs may be used as a local funding match only when specifically authorized by federal law or regulation. A list of eligible federal match is found in EPG 136.3.11.
 - d. Private cash donations may be acceptable if authorized by law.
5. All applicants are required by law to comply with the Americans with Disabilities Act (ADA) of 1990 and Title VI of the Civil Rights Act of 1964.
6. The funded activity must be maintained and provide public access for at least 25 years and be accessible to the general public.
7. A project sponsor may submit up to three Regional Bridge project applications. The project sponsor must indicate the order of preference on the respective application forms.

C. ELIGIBLE REGIONAL BRIDGE PROJECTS

For bridges eligible for regional bridge funds, please see the [2022 Bridge Eligibility Listing](#) on MoDOT's LPA website. This list was created using Federal Highway Administration guidance for eligible off-system poor bridges. Off-system bridges are those located on roadways with a functional classification of Rural Local, Urban Local, and Rural Minor Collector. Poor bridges are those where the National Bridge Inventory (NBI) minimum condition rating has a numerical rating of 4 or below for the deck, superstructure, substructure, or culvert related items. Low Water Crossing replacement projects are eligible, but will require a determination by the State Bridge Committee as meeting the definition as such.

D. ELIGIBLE PROJECT SPONSORS

An eligible entity that may receive Regional Bridge funds is discussed in EPG 136.1.2.2. Federal funds are provided to local public agencies for public transportation improvements. Project sponsors must be a county, town, township, city, special road district, municipality, or other local agency, or federally-recognized Tribe to be eligible to administer a regional bridge project.

Local Public Agencies (LPA) must successfully complete the LPA on-line training course prior to application submission. Visit MoDOT's website at www.modot.org for instructions on how to register for and complete the LPA Basic Training course. Recipients of Regional Bridge Program funds shall enter into a program agreement with the MHTC and follow all guidelines found in the EPG.

The project sponsor must exercise jurisdiction over the geographic area in which that project is located, be willing to enter into a local agreement with the MHTC and commit to the project's development, implementation, construction, maintenance, management and financing.

E. REGIONAL BRIDGE PROGRAM TIMELINE AND SUBMISSION REQUIREMENTS

Announcement

MoDOT's call for regional bridge projects begins on Monday, June 13, 2022. Downloadable information, including the 2022 Regional Bridge Program Guide and Regional Bridge Program Application are available on MoDOT's website at: www.modot.org.

Application Submission to MoDOT

Project applications must be submitted in the prescribed Application Form and be received by MoDOT no later than 4:00 p.m., CDT, on **Friday, July 22, 2022**.

Eligibility Determination, Evaluation and Selection Process

MoDOT will review regional bridge project applications for eligibility. MoDOT will review each application package to ensure all of the requested information and documentation has been included. MoDOT District selection committees will assess and score eligible projects through a competitive process. MoDOT will notify Regional Bridge Project sponsors regarding project selection by September 16, 2022.

Important Dates:

- **June 13, 2022**
MoDOT's Regional Bridge Program Call for Projects is issued. The 2022 Regional Bridge Program Guide and Regional Bridge Program Application are available for download from MoDOT's website at: www.modot.org
- **July 22, 2022 (4:00 p.m. CDT)**
Submission deadline for the Regional Bridge Program application(s). A Regional Bridge Program Application must be submitted to the appropriate MoDOT LPA Region representative on or before **July 22, 2022**.
- **July 25-September 2, 2022**
Regional Bridge application evaluation
- **September 16, 2022**
Project awards announced. LPA sponsors will be notified of award.

F. PROJECT SELECTION CRITERIA AND EVALUATION

MoDOT seeks to prioritize investments in projects that represent the best use of available funds. Project sponsors are encouraged to document project details and benefits using verifiable means, which may include the use of US Census data and maps, published crash data, final research papers, and other published information as applicable. Photographs, location map and exhibits are good tools to convey information and are required as part of the project application.

Evaluation

The Regional Bridge Committee will provide project selection recommendations and supporting documentation for projects to be considered for funding in each Region to the Statewide Bridge Committee.

Components of the Regional Bridge Program Application

Item 1 - General Application Information

Provide the basic project sponsor information. Please note that a representative from the applying entity that will serve as the Person in Responsible Charge must have successfully completed the LPA Basic Training course prior to application submission. Instructions on how to complete this course can be found at [MoDOT LPA Training Opportunities](#). If the design has begun or is complete for the proposed project, provide the contact information for the consulting firm that performed the engineering.

Item 2 - Project Location and Description

Much of the information requested in this section is available in either the bridge eligibility listing or the regional bridge score sheets published by MoDOT. At the bottom of this item, indicate the status of plans completion on the proposed project. Points will be awarded based on the level of plans completion. Projects for which the design is complete will receive the maximum points allowed.

Item 2a - Project Scope and Justification

- Proposed Project Scope
Provide a detailed description of the proposed project. This is the applicant's opportunity to explain for the selection committee what the project is and why it is important to the surrounding area.
- Economic Development/Impact
Explain how this project will help facilitate new economic development opportunities or currently impacts the area economy. Provide details on if the bridge is essential to existing area economic generators, such as agriculture or other industry.
- Safety
Highlight the degree to which the proposed project will address any existing safety needs or concerns. Address factors such as flooding frequency, if the bridge is vital to emergency response for the surrounding area, crashes, etc.
- Connectivity/Roadway Network
Describe the impact this bridge location has to the surrounding area with consideration to factors such as detour length, population centers, busing, emergency response, etc.

Item 3 – Acquisition of Right of Way

Indicate if any right of way activities are anticipated for the proposed project. Check any of the boxes applicable to the expected level of acquisition. Further explain any of the checked acquisition types and detail their necessity to the completion of the project.

Item 4 – Project Cost Estimate

First, indicate the desired year in which you would like to begin implementing the project. The availability of funding in relation to the funding requests will be a determining factor in the programming of projects. If the desired year is unable to be accommodated, the Region Representative will coordinate an alternative.

Next, indicate the phases of the project for which funding is being requested. Only indicate the phases that will be undertaken with federal funding. For instance, if design is already complete on the proposed bridge, do not check the PE box.

Applicants have the option to utilize the estimated total project cost stated on the [2022 Bridge Eligibility Listing](#) for the purposes of the application. If choosing this option, you may skip populating the individual phases with cost estimates and simply enter the cost in the Total Estimated Project Cost cell on the application. If a more detailed project cost estimate is available, or if the applicant chooses to prepare a detailed cost estimate, those cost estimates can be entered on the application as well. For local match indicate how much Soft Match Credit or cash, if any, will be applied to the project. For any match other than Soft Match Credit or cash, indicate those funding sources in the appropriate lines beneath the Project Cost Estimate.

Please note that any individual County BRO balances remaining at the time of regional bridge funding awards will be applied to the awarded project.

Item 5 - Coordination

State if the applying entity has any BRO bridge projects currently programmed or under construction. Provide details such as project number, project location, and current status of the other project(s).

The second and third questions will not be applicable to this initial call for projects.

For all recent projects undertaken by the applying entity, thoroughly explain the nature of the project implementation. Detail any problems that arose, successes, and whether reasonable progress was met or not.

Item 6 - Attachments

A location map and photographs of the existing bridge are requirements of the application submittal. Attach these and any other documents that are relevant to the proposed project for consideration in the application evaluation.

G. REGIONAL BRIDGE PROGRAM APPLICATION SUBMITTAL

Application Submissions to MoDOT

Completed Regional Bridge Program application forms must be submitted by email to the MoDOT Region representative and be received by 4:00 p.m., CDT on **Friday, July 22, 2022**. MoDOT reserves the right to deem a Regional Bridge Program application package ineligible for funding if not received by the prescribed deadline.

A Regional Bridge Program Application Packet must include the following:

1. Emailed electronic PDF complete application to the appropriate MoDOT Region representative by 4:00 p.m., CDT, on **Friday, July 22, 2022**.
2. Attachments must be labeled in the upper right-hand corner and be numbered chronologically, where applicable. A complete application, with attachments, is required for each Regional Bridge project submitted.
3. In the event an LPA is unable to provide an emailed PDF copy of the application; the LPA shall coordinate with the MoDOT Region representative and deliver the completed project application by the prescribed deadline outlined in this guide.

H. MoDOT Region Representatives and Contact information

Refer to the following MoDOT contact list and map to submit application forms:

<p>Northwest Region Dave Earls 816-387-2596 David.Earls@modot.mo.gov</p> <p>3602 N Belt Highway Saint Joseph, MO 64506</p>	<p>Northeast Region Lori Smith 573-248-2634 Lori.Smith@modot.mo.gov</p> <p>1711 S Highway 61 Hannibal, MO 63401</p>
<p>Kansas City Region Marisela Ward 816-607-2252 Marisela.Ward@modot.mo.gov</p> <p>600 NE Colbern Road Lee’s Summit, MO 64086</p>	<p>Central Region Joanie Prenger 573-751-7399 Joanie.Prenger@modot.mo.gov</p> <p>1511 Missouri Blvd. Jefferson City, MO 65102</p>
<p>Southwest Region Garrett Evans 417-872-2224 Garrett.Evans@modot.mo.gov</p> <p>3025 E Kearney Street Springfield, MO 65803</p>	<p>Southeast Region Chris Crocker 573-472-9053 Christopher.Crocker@modot.mo.gov</p> <p>105 Industrial Drive Park Hills, MO 63601</p>
<p>St Louis Region Call for Projects will be administered by East West Gateway Coordinating Council</p>	<p>Statewide Bridge Committee BRO_SBC@modot.mo.gov</p>

I. Missouri Department of Transportation Region Map

