

The Missouri Department of Transportation is soliciting projects for the State Fiscal Year 2024 (July 1, 2023 – June 30, 2024) Freight Enhancement Program.

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| <p>Eligible Applicants:</p> <ul style="list-style-type: none"> Public, private, and not-for-profit entities are eligible for Freight Enhancement funds. | | | |
| <p>Project Eligibility: NOTE: Any application that fails to meet these criteria will be disqualified and is ineligible for funding.</p> <ul style="list-style-type: none"> In accordance with RSMo 226.225, Freight Enhancement funds must be used for transportation purposes other than roads. Freight Enhancement funds are limited to capital projects such as the construction of improvements or purchase of equipment that support the 2022 State Freight and Rail Plan's identified goals, objectives, strategies, actions or needs (see Tables 1, 2, and 3 of this notice for additional information). Operating costs are not eligible. A minimum of 20% of the project's cost must come from sources other than FRE funding. A total of \$3,250,000 is anticipated to be available for this program. The maximum available for any one project is \$1,000,000. Funds will be paid on a reimbursable basis and will not be lump sum grants. A list of previously selected projects can be found on the MoDOT Freight website. | | | |
| <p>Location:</p> <ul style="list-style-type: none"> Freight Enhancement funds must be used on projects located within the State of Missouri. | | | |
| <p>Project Duration:</p> <ul style="list-style-type: none"> Projects should be ready to begin July 15, 2023 and must be completed and billed to MoDOT by June 15, 2024. NOTE: All eligible costs must occur after July 15, be preapproved by MoDOT staff, and be procured following Missouri State Statutes. | | | |
| <p>Contact information for questions:</p> <ul style="list-style-type: none"> Cheryl Ball 573-526-5578; MoFreight@modot.mo.gov Stacey Fowler 573-526-4045; MoFreight@modot.mo.gov | | | |
| <p>Application Procedure:</p> <ul style="list-style-type: none"> Project applications must be submitted electronically in Adobe .pdf format to MoFreight@modot.mo.gov and received no later than 5:00 pm Central Time May 19, 2023. We recommend applicants check the return receipt option in their email. The proposal must be limited to seven (7) pages and must contain the following: <ul style="list-style-type: none"> Name, address, telephone number and email address of the applicant. Address and/or physical description of the project location including a map or aerial photo of the location. A narrative description of the construction project or equipment to be purchased that includes a justification for the project and how it links to the 2022 State Freight and Rail Plan through Tables 1, 2 and 3 of this notice. Identify how the project meets the Evaluation Criteria (see page 2). This must be clearly explained in the applicant's response. Project budget. This must include the following table | | | |
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| Total Project Cost for SFY 2024 | Freight Enhancement Funds Requested \$ | Matching Funds Amount \$ | % Local Match for this SFY 2024 |
| | | | |

| Evaluation Criteria: The following criteria will be considered when making relative project rankings. Final selection will be made by MoDOT staff from among the projects. The evaluation rubric is located here . | Points Possible <i>36 total</i> |
|--|---|
| 1. Which 2022 Missouri State Freight and Rail Plan goals, objectives, needs, strategies or actions (see Tables 1, 2, and 3 of this notice for additional information) does this project directly address? <i>The narrative must provide the reader with a clear <u>understanding of how this project links to the needs, actions, strategies, objectives, and goals from the SFRP. Specificity encouraged. This category is linked to the public benefit derived from the project if funded.</u></i> | 15 |
| 2. Amount of additional annual freight (tonnage) this project will directly allow the facility to shift to a non-highway transportation mode. Include a brief statement on how that amount was calculated and how this project directly contributes to that modal shift. | 3 |
| 3. Amount of additional annual freight (value) this project will directly allow the facility to shift to a non-highway transportation mode. Include a brief statement on how that amount was calculated and how this project directly contributes to that modal shift. | 3 |
| 4. Is the need for this project based on an existing customer/market, a committed prospective customer, or speculative? Include information on industries that will be served by this improvement. | 7 |
| 5. Percent matching funds above 20 percent can result in a higher relative project ranking. <i>a. Total Project Cost = Match Dollars + State Freight Enhancement Dollars.</i> <i>b. Match Percent = Match Dollars/Total Project Cost.</i> | 8 |

Table 1. Summary of [Missouri 2022 State Freight and Rail Plan](#) Applicable Goals and Objectives

| | Goal | Objective |
|-------------------------------------|---|---|
| SAFETY | Improve SAFETY and SECURITY of the multimodal freight system by supporting efforts to decrease the number and severity of freight vehicle crashes, increase truck parking options and improve safety throughout the multimodal freight system | |
| SAFETY | | Decrease the number and severity of crashes involving commercial motor vehicles. |
| SAFETY | | Improve grade crossing surfaces, utilize warning devices and pursue road closures and grade separations where appropriate. |
| SAFETY | | Support the safe movement of maritime and aviation freight. |
| SAFETY | | Promote the safe transportation of hazardous materials. |
| SAFETY | | Support cooperative efforts with Amtrak and freight railroads to enhance the security of passenger and freight operations. |
| SAFETY | | Support the maintenance and development of safe and secure truck parking facilities for commercial vehicle drivers. |
| CONNECTIVITY AND MOBILITY | Improve the CONNECTIVITY and MOBILITY of the multimodal freight system by supporting improved efficiency of rails, waterways and airports and improving connections between freight modes. | |
| CONNECTIVITY AND MOBILITY | | Support the development of intermodal freight facilities to increase connectivity between air, rail, truck and water modes to increase access to domestic and global markets. |
| CONNECTIVITY AND MOBILITY | | Reduce congestion and increase reliability on roadways and freight intermodal connectors, including connections to freight generators. |
| CONNECTIVITY AND MOBILITY | | Support and encourage improved efficiency of railroads, waterways and airports. |
| EQUITY AND ENVIRONMENTAL RESILIENCY | Support EQUITY and ENVIRONMENTAL RESILIENCY of the multimodal freight system | |

| | Goal | Objective |
|-------------------------------------|---|---|
| EQUITY AND ENVIRONMENTAL RESILIENCY | | Support opportunities for alternative fueling infrastructure. |
| EQUITY AND ENVIRONMENTAL RESILIENCY | | Support expanded multimodal freight service as a part of an overall state energy conservation policy to protect Missouri travelers and shippers from the adverse mobility and economic impacts of expected increases in future transportation energy costs. |
| EQUITY AND ENVIRONMENTAL RESILIENCY | | Support expanded multimodal freight service as a means of reducing carbon emissions and fuel consumed and support increasing the resiliency and redundancy of the system against extreme weather events. |
| MAINTENANCE | MAINTAIN the multimodal freight system in good condition by supporting the maintenance of railways, waterways, airports and multimodal connections. | |
| ECONOMY | Support ECONOMIC GROWTH and COMPETITIVENESS in Missouri through strategic improvements to the multimodal freight network | |
| ECONOMY | | Enhance and support opportunities for economic development, business expansion and attraction and job growth through improvements to the multimodal freight system. |
| ECONOMY | | Promote multimodal freight service, infrastructure improvements and intermodal connectivity to increase the efficiency of multimodal freight modes, lower transportation costs for Missouri businesses and provide increased access to global markets. |
| ECONOMY | | Enhance resiliency and develop redundancy for the multimodal freight system |
| PROCESS AND INNOVATION | Institute policies and practices that support the multimodal freight systems, encourage INNOVATION and promote an efficient use of resources | |
| PROCESS AND INNOVATION | | Support the efficient use of resources in multimodal freight planning efforts. |
| PROCESS AND INNOVATION | | Encourage the use of technology to improve the safety, efficiency and accuracy of multimodal freight planning efforts. |

Table 2. Summary of [Missouri 2022 State Freight and Rail Plan](#) Applicable Needs

| Mode | Need |
|-------------|--|
| RAIL | Signalization and signing at-grade rail-highway crossings |
| RAIL | Spurs serving local businesses |
| RAIL | Improving intermodal network, facilities and connectivity through port improvements, transload facilities and rail infrastructure serving hubs |
| RAIL | Addressing bottlenecks and constraints to help ensure businesses can rely on the rail network for shipping needs |
| RAIL | Maintaining and expanding shortline and local railroads to avoid removal or reduced operations |
| RAIL | Aging structures and clearance restrictions |
| AIR | Seamless access to air cargo facilities |
| AIR | Improve runway and taxiway expansions, cargo aprons and more space for commercial vehicle storage. |
| AIR | Industrial development around airports to increase the value of air cargo services |
| PORTS | Lock and dam expansion on Mississippi River |
| PORTS | Investments for intermodal connectivity at port sites including rail, container on barge and container on vessel service |
| PORTS | Investments for emerging port development |

Table 3. Summary of [Missouri 2022 State Freight and Rail Plan](#) Applicable Strategies and Actions

| Strategy | Purpose | Actions |
|----------------------------------|--|---|
| Expand the "AG Coast of America" | To support increased shipments of agriculture products – including grain, fertilizer and processed food products – on Mississippi and Missouri rivers, continuing the success of the Ag Coast of America and providing additional opportunities for agribusinesses to leverage Missouri's efficient and robust inland waterways network. | |
| Expand the "AG Coast of America" | | Improve efficient road and rail access to inland port site |
| Expand the "AG Coast of America" | | Support increased bulk and container cargo capacity and handling capabilities |
| Expand the "AG Coast of America" | | Continue support for COV/COB ventures led by private sector partners |
| Missouri Manufactures | To enable the state to support the evolving freight transportation needs for goods movement and its supporting workforce. | |
| Missouri Manufactures | | Improved road and rail access to air cargo facilities |
| Missouri Manufactures | | Improved road and rail access to new and repurposed industrial sites |

| Strategy | Purpose | Actions |
|--|--|--|
| Missouri Manufactures | | Identify and invest in potential infrastructure needed to support new and emerging industries expected in new areas of the state |
| Efficient and Intelligent Multimodal Freight Corridors | To leverage technology solutions and operational changes to improve the efficiency of freight movement across all modes. | |
| Efficient and Intelligent Multimodal Freight Corridors | | Support implementation of freight-based technology solutions and foster emerging transportation technologies across all modes |
| Expand Freight Rail Market Opportunities | To expand the rail freight market to make Missouri more competitive for shippers | |
| Expand Freight Rail Market Opportunities | | Reduce number of at-grade highway/rail crossings to improve the efficient movement of freight and increase the quality of life through reduce congestion and improved safety |
| Expand Freight Rail Market Opportunities | | Invest in grade separations for high-use/risk at-grade crossings to improve safety |
| Expand Freight Rail Market Opportunities | | Improve access and connectivity to multimodal freight rail facilities |
| Expand Freight Rail Market Opportunities | | Continue work with private-sector rail industry to expand rail capacity, improve rail fluidity and ease traffic congestion to accommodate projected growth |
| Expand Freight Rail Market Opportunities | | Increase truck to rail freight conversions by working with shippers and carriers to improve access to rail freight |