



# OFF-SYSTEM LOCAL BRIDGE PROGRAM FUNDING

MAY 2023

- 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.
- **Table 1** shows a summary of these changes from 2021 to 2022.

**TABLE 1** BRO Program Amounts per MoDOT District

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 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.
- **Table 2** shows how the first year of funding would be allocated to each MoDOT District.
- 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.

**TABLE 2** Bridge Formula Program Off-System

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
<b>Totals:</b>	<b>\$15,700,000</b>	<b>\$29,700,000</b>

- 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 IIJA.
- 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 was used as a transition year in which all existing negative county balances were cleared before the statewide funds were distributed to a region.
- Counties were allowed to carry existing positive balances forward into the regional program.
- Regions are required to honor all existing project commitments within the region prior to distributing any regional funds to new projects.



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**TABLE 3** 2022 BRO Transition Year

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

**TABLE 4** BRO Allocations 2023 and Beyond

- Table 3 shows how the transition year will look on a regional basis.
- Table 4 shows the anticipated future (FFY 2023 and beyond) BRO funding distribution.

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

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

- 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 five-year period for bridge projects on the off-system.
- Table 5 provides a summary of the total funds available for each federal fiscal year.

**TABLE 5** 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
<b>Totals:</b>	<b>\$18,473,546</b>	<b>\$15,700,000</b>	<b>\$34,173,546</b>	<b>\$22,224,836</b>	<b>\$15,700,000</b>	<b>\$37,924,836</b>	<b>\$22,224,836</b>	<b>\$29,700,000</b>	<b>\$51,924,836</b>