

Section 2 – Introduction, Public Involvement, and Reference Information

Missouri Statewide Transportation Improvement Program

The state transportation system is a tremendous asset owned by the citizens of Missouri. A significant component of the state system is the 33,832 miles of roads and 10,397 bridges, both of which rank among the largest for any state in the nation. On average, Missouri drivers pay \$30 per month in fuel taxes and fees to fund the maintenance and improvements to this asset. Over the last 10 years, Missourians have invested in 4,333 projects totaling \$10.9 billion to maintain and improve the system. Looking forward, \$5.5 billion is estimated to be available for projects over the next five years for additional improvements.

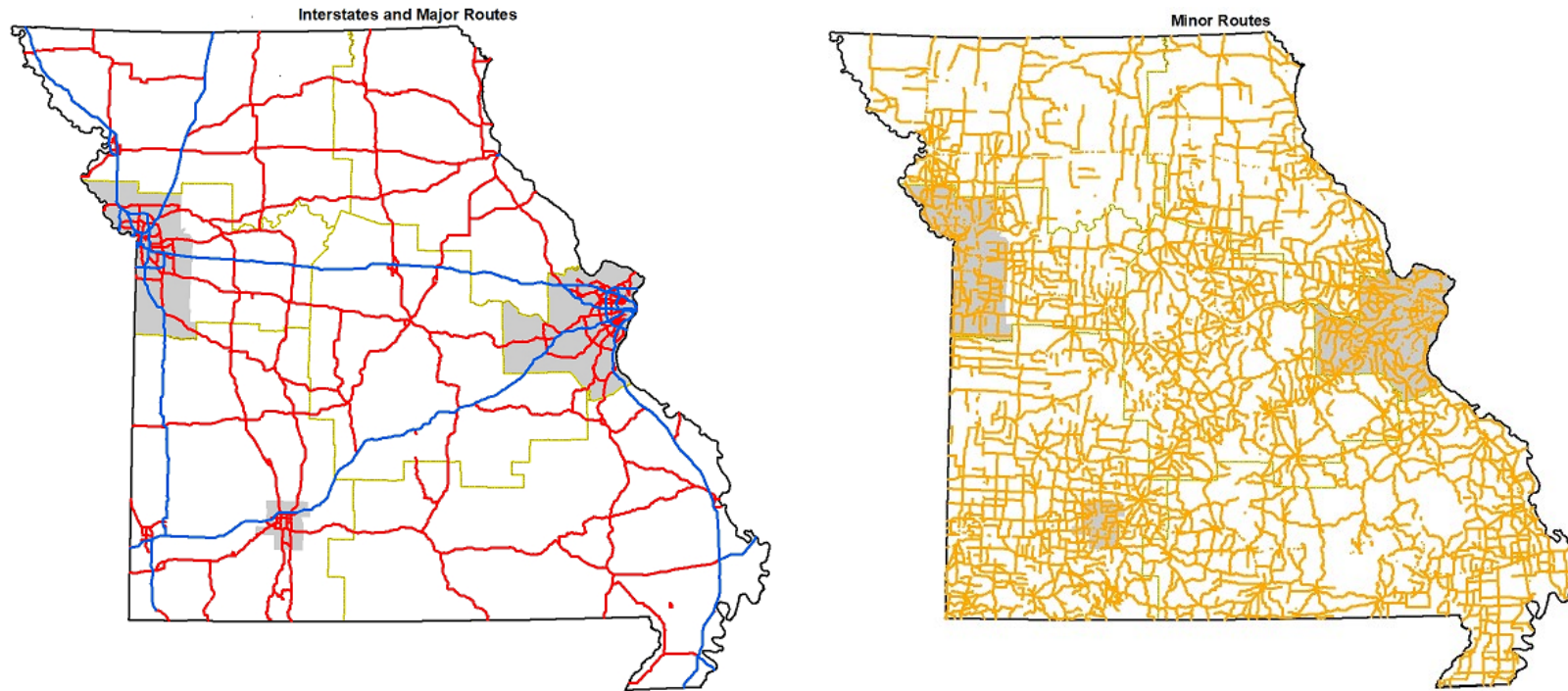
Since transportation needs greatly outweigh funding available, the challenge is determining the optimal projects to fund that provide the greatest return on investment to taxpayers. Across every region of the state, feedback from Missourians has consistently prioritized maintaining the existing system as the highest priority. Other priorities include projects that improve safety and reliability, spur economic growth and provide more transportation choices.

With the priority of maintaining the existing system, MoDOT has developed asset management plans for each district with the goal to maintain current pavement and bridge conditions. The asset management plans focus on preventive maintenance improvements to keep good roads and bridges in good condition. Research shows preventive maintenance solutions, such as cyclical overlays on roads in good condition, are the most cost-effective approach to taking care of road and bridge assets. If preventive maintenance investments were not made, the cost of improving the asset in poor condition can cost four to ten times more.

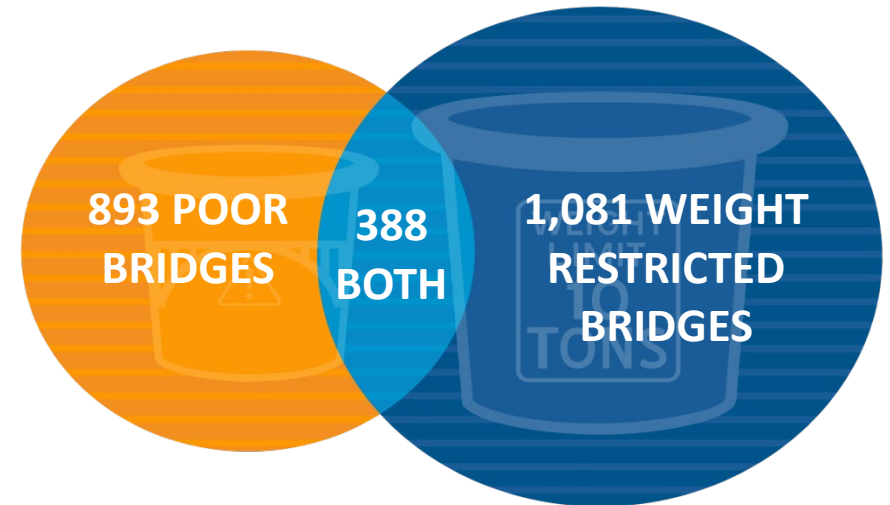
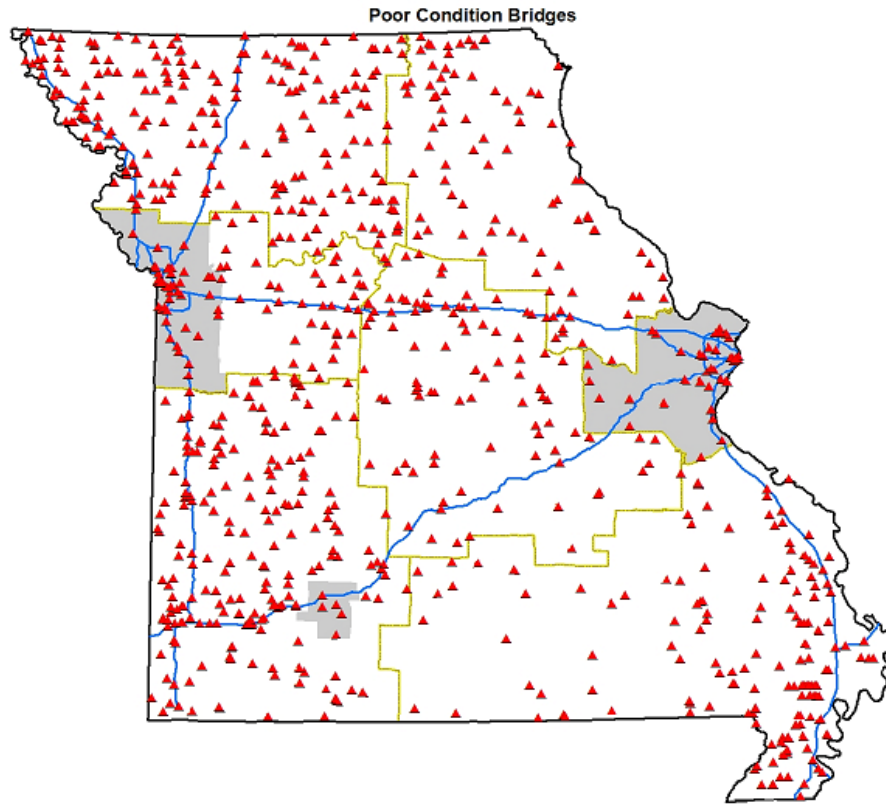
MoDOT continues to invest taxpayer money wisely. Over the last 10 years, MoDOT has delivered 4,333 projects worth \$10.9 billion. These projects were completed 7.5 percent under budget and 94 percent on time.

The projects in the 2022-2026 Statewide Transportation Improvement Program (STIP) deliver what taxpayers have asked for – take care of the existing system. While \$5.5 billion of available funding represents a significant investment, many regions will only have adequate funding to maintain current pavement and bridge conditions. While maintaining the status quo is not what Missourians desire, it is not prudent for the state to expand the transportation system in regions that struggle to take care of the existing system.

The first three years of available STIP funds are programmed to specific projects. The last two years are programmed at a level of one-half of forecasted available funds – thereby creating systemic fiscal constraint on a rolling five year basis. This approach provides MoDOT the ability to deliver programmed projects during the STIP horizon despite future uncertainty. From 2022 through 2024, the highway and bridge projects identified in Section 4 of this document are projected to provide adequate investments to ensure current conditions are maintained in each district. Specifically, planned projects include work on 2,112 lane miles of interstate pavements, 4,162 miles of major route pavements and 8,200 miles of minor route pavements during this timeframe of the STIP.



Of the 10,397 bridges in the state, 893 are currently in poor condition and an additional 1,081 are weight restricted. As bridges age, approximately 110 fall into poor condition each year. From 2022-2024, the STIP provides investments in approximately 685 bridges (over 17 million square feet) with the goal of keeping the state's number of poor condition bridges below 900.



In 2019, the Missouri General Assembly passed Gov. Mike Parson’s FOCUS ON BRIDGES program in two phases. The first authorized \$50 million in general revenue to expedite the repair and replacement of 45 bridges that had already been identified as some of the state’s top bridge priorities by local planning organizations. The second authorized \$301 million in bonding – to be repaid over seven years from general revenue – to repair or replace another 215 bridges that had been previously prioritized, contingent on Missouri receiving a federal INFRA Grant to replace the I-70 Missouri River Bridge at Rocheport. Missouri received an \$81.2 million INFRA Grant in July 2019, which triggered the first of two bond sales which occurred in November 2019.

During 2020, 101 Focus on Bridges projects were completed and many more will be completed in 2021.

Additionally, in 2019, the General Assembly passed a transportation cost-share program, also a priority of Gov. Parson, which made \$50 million available for local community transportation priorities. In January 2020, the Missouri Highways and Transportation Commission approved the award of 19 projects totaling \$47.9 million under the program. In April 2020, the MHTC approved one additional project and the remaining \$2.1 million in available funds. Due to the funding uncertainty associated with the COVID-19 pandemic, notice to proceed on approximately \$46

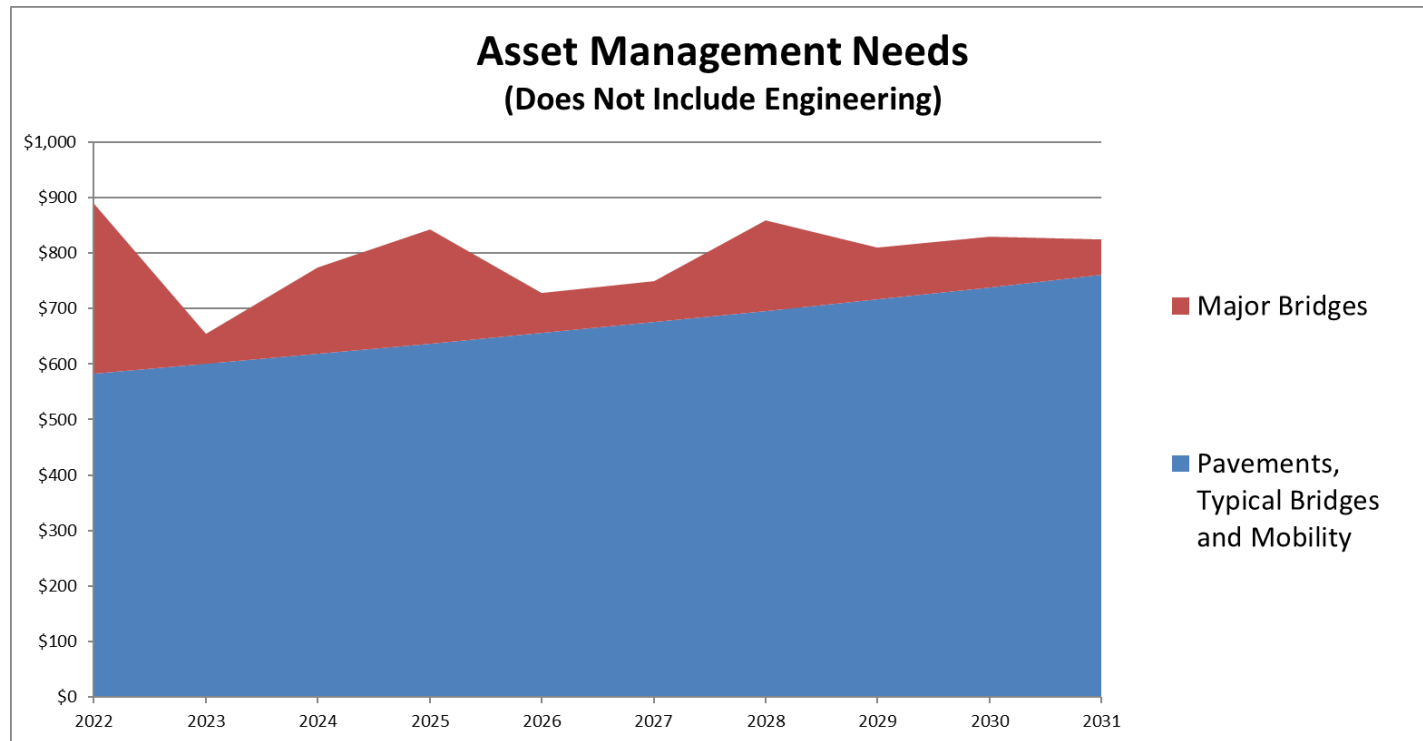
million of the initial \$50 million had been deferred until after July 1, 2020. Funding for those projects was restored in January 2021 as a result of redirected federal CARES Act monies.

Missouri also received a federal Competitive Highway Bridge Program grant in 2019 for the Fixing Access to Rural Missouri (FARM) Bridge Program totaling \$20.8 million. This program will help fund the replacement of bridges in the northern half of the state that are currently in poor condition, weight restricted, supported by timber pile and are one lane but carry two-way traffic. A design-build team to deliver the project is expected to be selected by the Commission in May 2021.

In addition to the STIP investments, MoDOT spends approximately \$550 million annually for system operations which includes Maintenance, Fleet, Facilities and Information Systems. The majority of those expenditures, approximately \$470 million, are for maintenance services performed by MoDOT employees, like plowing snow and mowing. But it also includes maintaining pavements on the state's lower-volume routes, many of which are not eligible for federal reimbursement. There is a large disparity in the lower-volume route conditions around the state and in order to close the gap, we are targeting funding to the worst conditions on minor and low-volume routes. The Asset Management Deficit program continues \$10 million per year in STIP allocation instituted by the Commission in 2017 to assist those districts that are unable to meet MoDOT's asset management goals. In addition, the Maintenance Asset Management Deficit program will address low-volume routes in poor condition maintained by our Department's operating budget. The allocation is \$15 million in FY2022 and FY2023 and \$12.5 million in 2024 and this allocation is for districts with low-volume route conditions less than the statewide average (see Section 10). The goal of both the Asset Management Deficit program and the Maintenance Asset Management Deficit program is to improve the pavement conditions of minor and low-volume routes so Missourians have similar driving experiences around the state. Approximately \$220 million is spent each year on pavements for various activities such as asphalt pavement repair, chip sealing, pot-hole patching, full-depth concrete pavement replacement and striping (see Section 10).

Each MoDOT district receives funding to invest in Missouri's transportation system. Since 2003, the Missouri Highways and Transportation Commission has used a formula (see Section 5) to distribute construction program funds for road and bridge improvements to each of its districts. The formula provides funding for safety improvements, asset management needs and system improvements.

MoDOT has adopted a statewide transportation asset management approach to make the best decisions with transportation investments. MoDOT's Asset Management Plan (AMP) is a crucial element in achieving MoDOT's strategic goal of keeping roads and bridges in good condition. The following link provides the asset management plan summary http://epg.modot.org/files/e/e6/121.5.1.1.1_asset.pdf. The AMP is a rolling 10-year strategic framework for making cost-effective decisions about allocating resources and managing road and bridge system infrastructure. It is based on a process of monitoring the physical condition of assets and predicting deterioration over time and providing information on how to invest in order to meet asset management goals. The following chart demonstrates the asset management needs over the next ten years:



The AMP objective is to keep the state’s transportation assets in good condition over the life cycle of those assets at the most practical cost. Based on current funding constraints, the goal of the AMP is to maintain existing pavement and bridge conditions. In the 2022-2026 STIP, MoDOT has programmed approximately \$3.0 billion in the first three years to move MoDOT towards the federal bridge and pavement performance targets.

MoDOT is committed to providing a safe transportation system by incorporating safety improvements through the STIP in order to reduce the number of fatalities and serious injuries on Missouri roadways. From 2016-2020, Missouri averaged 934 fatalities and 4,716 serious injuries each year from traffic crashes. In 2020, there were 991 traffic fatalities in Missouri, the most in Missouri since 2007. MoDOT, in conjunction with the Missouri Coalition for Roadway Safety, has developed a strategic highway safety plan that identifies emphasis areas and corresponding strategies for reducing fatalities and serious injuries. [Show-Me Zero](#), takes a holistic approach to address safety by considering efforts across multiple disciplines, including education, public policy, enforcement, engineering, and emergency services. The plan identifies four key emphasis areas for improving safety on Missouri’s roadways: occupant protection, distracted driving, speed and aggressive driving, and impaired driving. While the plan is comprehensive and includes strategies, all Missourians can help implement, the STIP is particularly effective in implementing key engineering strategies identified in the plan. In the 2022-2026 STIP, MoDOT has programmed approximately \$152.8 million in the first three years to help move MoDOT towards the federal safety performance targets. To achieve the ultimate goal of 0 fatalities on Missouri roadways, this collective effort of roadway improvements and improved driver behaviors must remain a priority.

Missourians expect to get to their destinations on time, without delay regardless of their choice of travel mode. We coordinate and collaborate with our transportation partners throughout the state to keep people and goods moving freely and efficiently. We also maintain and operate the transportation system in a manner to minimize the impact to our customers and partners.

System performance on the Interstate and non-Interstate National Highway System (NHS) is measured and assessed using a combination of Federal Highway Administration's (FHWA) National Performance Management Research Data Set (NPMRDS) and other traffic data made available to the department. These data sets allow MoDOT to assess congestion, travel time reliability, and freight movement along the state's most heavily traveled roadways. Unreliable roadways are generally the result of variable events that adversely impact travel. Specifically, a high frequency of crashes or ongoing construction that block travel lanes can have significant impacts on the reliability of a roadway. Likewise, adverse weather and spikes in traffic volumes and for large events (concerts, sporting events, festivals) can also lead to unreliable conditions.

An overwhelming majority of STIP projects are designated for preserving the condition of the state's road and bridge conditions. However, where funding allows, MoDOT programs projects aimed at improving reliability throughout the state and reducing congestion on the busiest corridors. In some cases, this can mean individual construction projects aimed at improving the safety, capacity, and efficiency of a roadway. In addition, MoDOT funds system management and operations functions to help improve reliability. These functions include services such as Transportation Management Centers in St. Louis, Kansas City and Springfield, emergency response crews on the state's major highways, and intelligent transportation systems to provide customers with real-time information to increase the likelihood of a reliable trip. In the 2022-2026 STIP, MoDOT has programmed projects and services to move MoDOT towards the federal system reliability and congestion performance targets.

MoDOT has also developed a statewide freight plan to help the department make smarter decisions and investments to optimize Missouri's ability to move products throughout the state. The freight plan, updated in 2017, will help the state better prepare for necessary improvements to facilitate a reliable movement of goods well into the future. This plan is being updated again in 2021. In the 2022-2026 STIP, MoDOT has programmed projects to move MoDOT towards the federal freight performance target.

MoDOT is committed to improving air quality through modifying its operations, providing information to the public and employees, leading air quality improvements, managing congestion to reduce emissions, providing alternative choices for commuters and promoting the use of environmentally friendly fuels and vehicles. A Congestion Mitigation and Air Quality (CMAQ) Performance Plan, created by the East-West Gateway Council of Governments, helps direct the department and its partners to make more informed decisions regarding the use of federal, state, and local transportation air quality funding. In the 2022-2026 STIP, MoDOT has programmed approximately \$8.2 million in the first three years to move MoDOT towards the CMAQ performance targets.

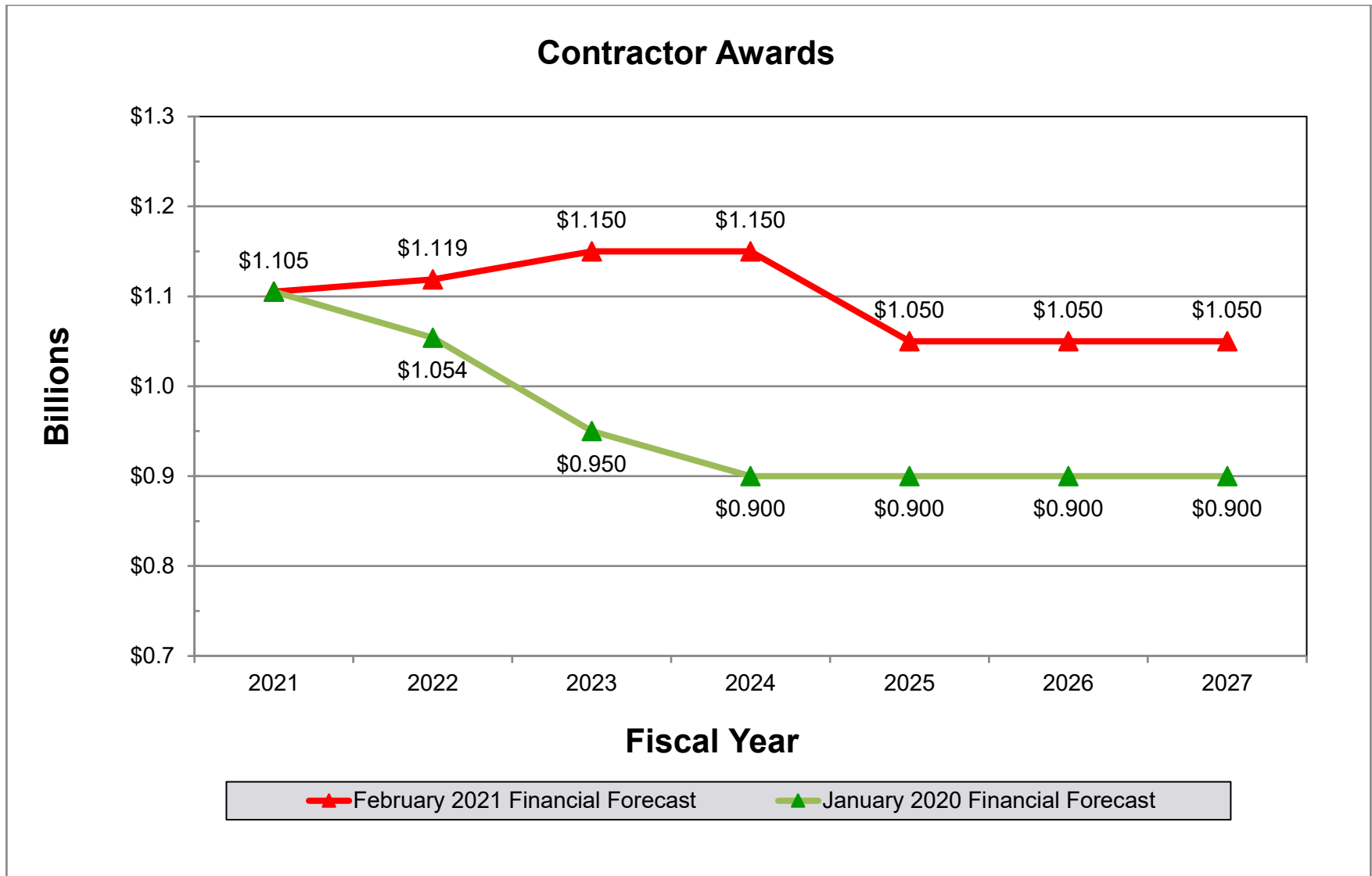
MoDOT continues to maximize available funds for transportation. The Missouri Highways and Transportation Commission's cost share program provides MoDOT and external partners the ability to pool resources and better leverage investment efforts to deliver transportation

improvements. The local funds leveraged for cost share projects increase available funds for transportation. The Commission allocated cost share funds of \$35 million for 2022, \$40 million for 2023 and \$45 million for 2024, and annually thereafter.

For the 2022-2026 period, the financial forecast relies heavily on deficit spending with the exceptions of 2023 and 2026 when Amendment 3 bond proceeds are received. Deficit spending will reduce the combined balance of the State Road Fund, State Road Bond Fund and State Highways and Transportation Department Fund from an estimated \$998.7 million on July 1, 2020 (the beginning of state fiscal year 2021) to \$350.9 million on June 30, 2027 (the end of state fiscal year 2027). Of the \$350.9 million projected to be in the state treasury at that time, \$295.9 million is the projected State Road Fund balance. Debt covenants and the Missouri Constitution require MoDOT to maintain one year of senior lien debt service in the State Road Fund. The debt service requirement for state fiscal year 2023, the final year of the senior lien debt service, is \$18.5 million. Additional cash is necessary in the State Road Fund for cash flow purposes.

This STIP was developed assuming a federal funding level consistent with the last year of the FAST Act and includes the federal surface transportation funding provided by the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which was enacted on December 27, 2020. Other funding assumptions include redirected CARES Act monies and bond issuances in 2023 and 2026 to be repaid with dedicated motor vehicle sales tax revenue which is deposited in the State Road Bond Fund per the Amendment 3 legislation.

The following table demonstrates MoDOT's anticipated contractor awards:



In summary, Missourians enjoy access to a large transportation system that keeps us connected. Maintaining and improving the transportation system is expensive, but a most worthwhile investment. Through accountability, innovation and efficiency, MoDOT will do the best we can with what we have for as long as we can, keeping our commitment to preserve the \$57 billion Missourian's have invested in their transportation assets that have a replacement value of approximately \$125 billion.

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 (SFY) 2022 through 2026 (July 1, 2021, through June 30, 2026). The STIP is prepared annually and includes projects proposed for funding under the Fixing America's Surface Transportation (FAST) Act of 2015, FAA Reauthorization Act of 2018, and state revenue. Congress enacted the five-year FAST Act (P.L. 114-94) on December 4, 2015, which authorizes federal surface transportation funding for highways, highway safety, transit, freight, port and rail. In the 116th Congress, the FAST Act was extended by the Continuing Appropriations Act, 2021, and other Extensions Act (P.L. 116-159) for an additional year, while Congress works on a new federal surface transportation bill. The SFY 2022-2026 STIP 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. The following link provides information on the public involvement process http://epg.modot.org/files/f/fe/121_Planning_Framework_2018.docx.

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.

The Missouri Highways and Transportation Commission approved MoDOT's long-range transportation plan at the June 2018 Commission Meeting. The federally required plan, called "Missouri's 2018 Long-Range Transportation Plan," is designed to guide transportation decision-making throughout the state. It was developed after a one-month public engagement period that resulted in 7,716 participants and 5,377 comments. The survey was used to gather input about priorities for the future of Missouri's transportation system.

Based on the input received, five current goal areas should be a focus in the future: 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; 4) give Missourians better transportation choices (more viable urban and rural transit, friendlier bike and pedestrian accommodations, improvements in rail, ports and airport operations); and 5) improve reliability and reduce congestions on Missouri's transportation system.

The vision is Missouri's ideal transportation system, but without additional resources, MoDOT will not be able to deliver this vision.

The plan, including what Missourians said should be priorities over the next 20 years, can be found at www.modot.org/LRTP.

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-crash location, such as an intersection; another need might be a location improvement that helps a new business move product more efficiently. There are two levels of needs identification, regional and statewide.

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 – throughout the year to identify regional transportation needs.

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 prioritized.

Develop Solutions and Establish Scope

When the highest 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 crashes 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.

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 / Asset Management
- Interstates and major bridges / Major Bridge
- Other regional needs / System Improvement

Projects are typically 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 (MPOs) 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 - NWARPC), 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 metropolitan transportation plan (MTP) 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 MTP'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.

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

STIP is available on MoDOT's web site at <https://www.modot.org/statewide-transportation-improvement-program-stip>. 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 an 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 follow the public involvement processes and policies defined in MoDOT's planning framework.

The MHTC-approved STIP, and all STIP changes, are made available for viewing on the MoDOT website at <https://www.modot.org/statewide-transportation-improvement-program-stip>.

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/urgent projects, major scope changes less than \$1 million and less than 25 percent, 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, 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 (FHWA) / Federal Transit Administration (FTA) approval. However, administrative modifications are provided to FHWA and FTA for informational purposes. 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.

Allocation – An administrative distribution of funds for federal-aid highway programs that are not distributed to states by a statutory formula.

Amendment – Amendments are project revisions involving the addition of new projects, deletion of existing projects, or a budget change exceeding \$1 million and greater than 25 percent 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.

Anticipated Fed Cat – Anticipated Federal Funding Categories include CMAQ, Earmark, NHFP, NHPP, STBG, 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.

Apportionment – The distribution of funds for federal-aid highways that are distributed to states by a statutory formula.

Appropriations Act – Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the federal-aid highway program

operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

Asset Management – A rolling 10-year strategic framework for making cost-effective decisions about allocating resources and managing road and bridge system infrastructure. It is based on a process of monitoring the physical condition of assets, predicting deterioration over time and providing information on how to invest in order to meet asset management goals.

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.

Authorization Act – Substantive legislation that establishes or continues federal-aid programs or agencies and establishes an upper limit on the amount of funds for the programs.

BUILD - Better Utilizing Investments to Leverage Development Grant Program - The BUILD program provides dedicated, discretionary federal funding to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.9 billion for eleven rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

CMAQ – 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.

Competitive Highway Bridge Program - These funds go toward highway bridge replacement or rehabilitation projects on public roads that demonstrate cost savings by bundling at least two highway bridge projects into a single contract.

Coronavirus Aid, Relief, and Economic Security (CARES) Act - The act provides economic stimulus to Americans in response to the economic fallout of the Coronavirus (COVID-19) pandemic.

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) – The act was signed into law on December 27, 2020, to help mitigate the financial impact of the COVID-19 pandemic.

COVID-19 – The Coronavirus disease (COVID-19) is an infectious disease caused by a new virus.

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.

EDC – Every Day Counts – A federal program administered by FHWA.

Emergency Relief – Emergency Relief Program – This program provides funding to federal, state, and local highway agencies for repairs to damaged federal-aid highways and roads on federal lands resulting from natural disasters or catastrophic failures from an external cause.

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, Congress enacted the five-year Fixing America’s Surface Transportation Act, which authorizes federal surface transportation funding for highways, highway safety, transit freight port and rail. In the 116th Congress, the FAST Act was extended by the Continuing Appropriations Act, 2021 and other Extensions Act (P.L. 116-159) for an additional year until September 30, 2021.

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.

FARM – Fixing Access to Rural Missouri Bridge Program – Missouri’s program to utilize the Competitive Highway Bridge Program grant awarded in 2019 by the Federal Highway Administration.

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. FHWA implements a risk-based stewardship and oversight process that includes the identification of specific Projects of Division Interest (PoDI).

Flexible and Other / System Improvements – This is 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.

Focus on Bridges - A program to repair or replace several of the state’s worst bridges. Projects are noted in Section 4 with a “FOCUS ON BRIDGES” watermark.

Freeway – This is a multilane, divided highway where access is provided only at grade-separated interchanges.

FTA – Federal Transit Administration – This is the federal agency that provides financial and technical assistance to local public transit systems.

Geometric Improvement – This is a roadway improvement other than a surface treatment, such as adding turn lanes or widening an intersection.

Governor’s Transportation Cost Share Program – A program to build partnerships with local communities to pool efforts and resources to deliver road and bridge projects. This program is funded with a \$25 million general revenue appropriation from the General Assembly and redirected federal CARES Act monies.

HIP – Highway Infrastructure Program – This program allocated funding for road, bridge and other transportation improvements during the FAST Act.

Highway Trust Fund (HTF) – An account established by law to hold federal highway user taxes levied on motor fuels and various highway-related products such as tires and heavy trucks. The HTF has two accounts: the Highway Account and the Mass Transit Account.

INFRA – Infrastructure for Rebuilding America Grant Program – This program provides dedicated, discretionary federal funding for projects that address critical issues facing our nation’s highways and bridges.

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).

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.

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.

Major Bridge – A major bridge is any bridge with a total length of at least 1,000 feet. There are about 200 major bridges in Missouri, located mainly over larger lakes, rivers and interchanges.

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

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.

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.

Metropolitan Transportation Plan (MTP) – This is a multimodal transportation plan covering a period of at least 20 years developed through the MPO transportation planning process.

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.

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 (Southeast Metropolitan Planning Organization), Columbia (Columbia Area Transportation Study Organization), Fayetteville-Springdale-Rogers AR and a small part of McDonald County, MO (Northwest Arkansas Regional Planning Commission), Jefferson City (Capital Area Metropolitan Planning Organization), Joplin (Joplin Area Transportation Study Organization), Kansas City (Mid-America Regional Council), St. Joseph (St. Joseph Area Transportation Study Organization), St. Louis (East-West Gateway Council of Governments) and Springfield (Ozarks Transportation Organization) metropolitan areas. Also see TMA.

National Highway System (NHS) – 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.

NEPA – National Environmental Policy Act.

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.

Obligation – The federal government’s legal commitment (promise) to pay or reimburse a state or other entity for the federal share of a project’s eligible costs.

Obligation Limitation – A restriction or “ceiling” on the amount of federal assistance that may be promised (obligated) during a specified time period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which the funds may be used.

ONEDOT – The Federal Highway Administration and Federal Transit Administration are referred to collectively as ONEDOT.

Outlays – Actual cash (or electronic transfer) payments made to the state or other entity to pay the entity for eligible costs incurred. Outlays generally are provided as work progresses for the federal share for approved highway program activities.

Passenger Rail Investment and Improvement Act (PRIIA) – On Oct. 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 and is currently included within the FAST Act.

Payment – This means a project will not be let. Projects are noted in Section 4 with a “Payment” watermark.

Performance-Based Planning and Programming (PBPP) - Refers to the application of performance management within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. This includes a range of activities and products undertaken by a transportation agency together with other agencies, stakeholders and the public as part of a 3C (cooperative, continuing and comprehensive) process.

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.

Primary Funding Category – Primary Funding Categories include Taking Care of the System, Statewide Interstate & Major Bridge, Safety, Statewide Safety and Flexible & Other. These are MoDOT categories, not federal categories, and indicate the type of MoDOT funds that are used for the project.

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.

Projects of Division Interest (PoDI) – Individual projects for which project-specific risks are identified and reviewed as part of FHWA’s stewardship and oversight process. A listing of the programmed PoDI projects can be viewed in the Engineering Policy Guide in 123.1.1 [http://epg.modot.org/index.php/Category:123 Federal-Aid Highway Program#123.1.1 FHWA Oversight - National Highway System](http://epg.modot.org/index.php/Category:123_Federal-Aid_Highway_Program#123.1.1_FHWA_Oversight_-_National_Highway_System)

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.

Resurfacing – This type of improvement installs a new layer of material over an existing pavement.

Right of Way – This is land or property used specifically for transportation purposes.

RPC – Regional Planning Commission – A local body of governments that provide coordinated planning efforts in developing various regional and local transportation plans.

Safe and Sound Bridge Improvement Program – This was an initiative to improve 802 bridges throughout the state by Dec. 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 were rehabilitated using a modified design-bid-build approach.



SAFETEA-LU – On Aug. 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.

Scoping and Design – The early stages of a potential construction project. See Section 3 of the STIP for more information, and for scoping and design project lists.

Secondary Funding Category – Secondary Funding Categories include Enhancements, Low-Type Resurfacing, ADA Transition Plan, Preventive Maintenance, Regional, Rehabilitation and Reconstruction, Routine Maintenance, Safety, Thin Lift Overlay and Urban Safety. The Secondary Funding Category indicates the type of work to be accomplished with the project.

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.

STBG – 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.

STIP – Statewide Transportation Improvement Program – The STIP is MoDOT's fiscally-constrained short-term capital programming document that is used to implement MoDOT's statewide transportation plan. It translates the policies, strategies and directions of the plan into specific decisions on transportation project scoping, preliminary design, construction contract awards and investments in special federal programs during the STIP five-year horizon period. Projects in Section 4 of the STIP are commitments.

STSFA – Surface Transportation System Funding Alternatives – A federal program administered by FHWA.

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 / Asset Management – 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.

TIGER – Transportation Investment Generating Economic Recovery – A federal discretionary program administered by FHWA from 2009-2017.

TIP – Transportation Improvement Program – The TIP is the MPO's fiscally-constrained short-term capital programming document that is used to implement the MPO's metropolitan transportation plan. It translates the policies, strategies and directions of the plan for the metropolitan planning area into specific decisions on transportation projects and investments during the TIP four-year horizon period.

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 (Mid-America Regional Council), St. Louis (East-West Gateway Council of Governments), Springfield (Ozarks Transportation Organization) and Fayetteville-Springdale-Rogers, Arkansas metropolitan areas, which include a small part of McDonald County in southwest Missouri (Northwest Arkansas Regional Planning Commission).

Work Zone – This is a designated area where highway construction or maintenance is taking place.

Section 5 – Estimated Financial Summary

Estimated Financial Summary for the 2022-2026 Highway and Bridge Construction Schedule

Overview

Section 5 of the Statewide Transportation Improvement Program explains the sources and projected levels of Missouri's transportation revenues, while also sharing the planned expenditures for the next five years.

The department is proud to build and maintain a safe and reliable transportation system that connects people with jobs and services, connects businesses with suppliers and customers, moves students to and from school and allows visitors to explore the state's many destinations. Given the current funding resources, most of the revenue will address maintaining and preserving the existing system in the current condition; however, many high-priority unfunded needs still exist.

About 67 percent of every dollar MoDOT receives comes from fuel taxes. But the fuel tax rate at the state level hasn't changed since 1996, and the federal level hasn't changed since 1993. In addition, while more miles are being traveled, cars are becoming more fuel efficient. With the cost of concrete tripled, steel prices doubled, and asphalt costing more than twice what it did 20 years ago, this means Missouri is trying to fund its current transportation needs with a budget that is almost two decades out of date. What was 17 cents of purchasing power in 1996 is now about 6 cents today. It should come as no surprise that under these circumstances, MoDOT faces challenges in maintaining and preserving the current system.

Other sources of state revenue for transportation include motor vehicle sales tax, vehicle and driver licensing fees, interest earned on invested funds and other miscellaneous collections, and general revenue funds. Revenue collected through these avenues has remained relatively flat in recent years with the exception of sales taxes which are projected to grow 2.0 percent annually through 2023 and 3.0 percent thereafter.

Additional transportation funds have recently been made available via general revenue for the Governor's Focus on Bridges and Transportation Cost Share Programs. The Governor's Focus on Bridges Program authorized \$50 million from the General Revenue Fund to expedite bridge repairs in fiscal year 2020 and the borrowing of \$301 million to fund the costs to plan, design, construct, reconstruct, rehabilitate and make significant repairs to 215 bridges on the state highway system. General Revenue Fund allocations of \$45.5 million for debt service payments will be made available annually for seven years. An allocation from the General Revenue Fund of \$25 million has been made available for the Governor's Transportation Cost Share Program.

On December 4, 2015, Congress enacted the five-year Fixing America's Surface Transportation (FAST) Act, which authorizes federal surface transportation funding for highways, highway safety, transit, freight, ports and rail. Prior to the FAST Act, Congress had not passed a long-term highway authorization act since 2005. The FAST Act is funded with receipts into the Highway Trust Fund, transfers from the General Fund and additional funding offsets. The bill expired on September 30, 2020. In the 116th Congress, the

FAST Act was extended by the Continuing Appropriations Act, 2021, and other Extensions Act (P.L. 116-159) for an additional year, while Congress works on a new federal surface transportation bill. Congress needs to identify a long-term source of transportation revenue to support the nation's infrastructure needs.

MoDOT continues to operate efficiently. The department's operating expenses remain relatively flat, with the exception of minimal increases. In the past ten years, MoDOT has completed 4,333 projects worth \$10.9 billion, at 7.5 percent under budget. **Since 2011, MoDOT has reduced its workforce by 19 percent, disposed of more than 750 pieces of equipment and sold 124 facilities. Those efforts have saved more than \$1.2 billion and bolstered the construction program to enable critical roadway improvements. But the department cannot cut its way to an improved transportation system and solve its funding constraints.**

Even with these savings, Missouri has some challenges ahead. Missouri's 2022-2026 STIP is primarily maintenance-focused. In previous years, the annual contractor awards in the STIP were as high as \$1.2 billion, with about 50 percent used for meeting asset management goals. In this STIP, the annual contractor awards average \$1.1 billion, and nearly 84 percent is aimed at meeting asset management goals. The opportunities to expand the system – widening a busy two-lane road to four lanes to reduce congestion and make systematic safety improvements, or building a new roadway or interchange to help promote business development and bring jobs to the state – are minimal. The financial capacity to reconstruct and modernize our interstate system is also minimal.

Missourians rely on a modern and safe transportation system to get to work, school and everywhere in between. A healthy transportation infrastructure ensures businesses can operate and grow. Essentially, transportation is what keeps Missouri moving. Missourians must work together and recognize that investments in transportation are part of the solution for the state's growth and prosperity.

Revenue

Federal

The largest source of transportation revenue is from the **federal government** including the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. The last time either tax was increased was in 1993. Other sources include various taxes on tires, truck and trailer sales, and heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulas prescribed by federal law through transportation funding acts. Also, included are COVID-19 Relief Fund allocations to help mitigate the financial impact of the pandemic. This revenue source also includes multimodal and highway safety grants (see Section 7 for a summary of all multimodal operations). Approximately 41 percent of Missouri's transportation revenue comes from the federal government.

State

The next largest source of transportation revenue is from the **state fuel tax**. Fuel taxes represent the state share (approximately 27 percent is distributed to cities and counties) of revenue received from the state's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon tax on aviation fuel which must be spent on airport projects (see Section 7). These tax revenues provide approximately 24 percent of transportation revenues. The state motor fuel tax is not indexed to keep pace with inflation, and no rate increase has occurred since 1996.

MoDOT receives a portion of the **state sales tax** paid on the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel which is dedicated to airport projects (see Section 7). These tax revenues provide approximately 16 percent of transportation revenues. In November 2004, voters passed constitutional Amendment 3, which set in motion a four-year phase in, redirecting motor vehicle sales taxes previously deposited in the state's general revenue fund to a newly created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in, and the rate of growth in this revenue source slowed dramatically. Starting July 2013, state legislation eliminated the state motor vehicle use tax. The state motor vehicle use tax was replaced with the state motor vehicle sales tax which directs more of the tax to local government agencies.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multimodal programs (see Section 7). These fees provide approximately 12 percent of transportation revenues. Similar to motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation, and most have not increased since the 1980's.

The **interest earned on invested funds and other miscellaneous collections** provides approximately 5 percent of transportation revenues. Cash balances for roads and bridges are declining. As referenced in Table 1 in Section 5-12, the cash balance of all funds for roads and bridges is expected to decline from \$833 million at the beginning of fiscal year 2022 to approximately \$584 million by the end of fiscal year 2026. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property and fees associated with the Missouri logo-signing program.

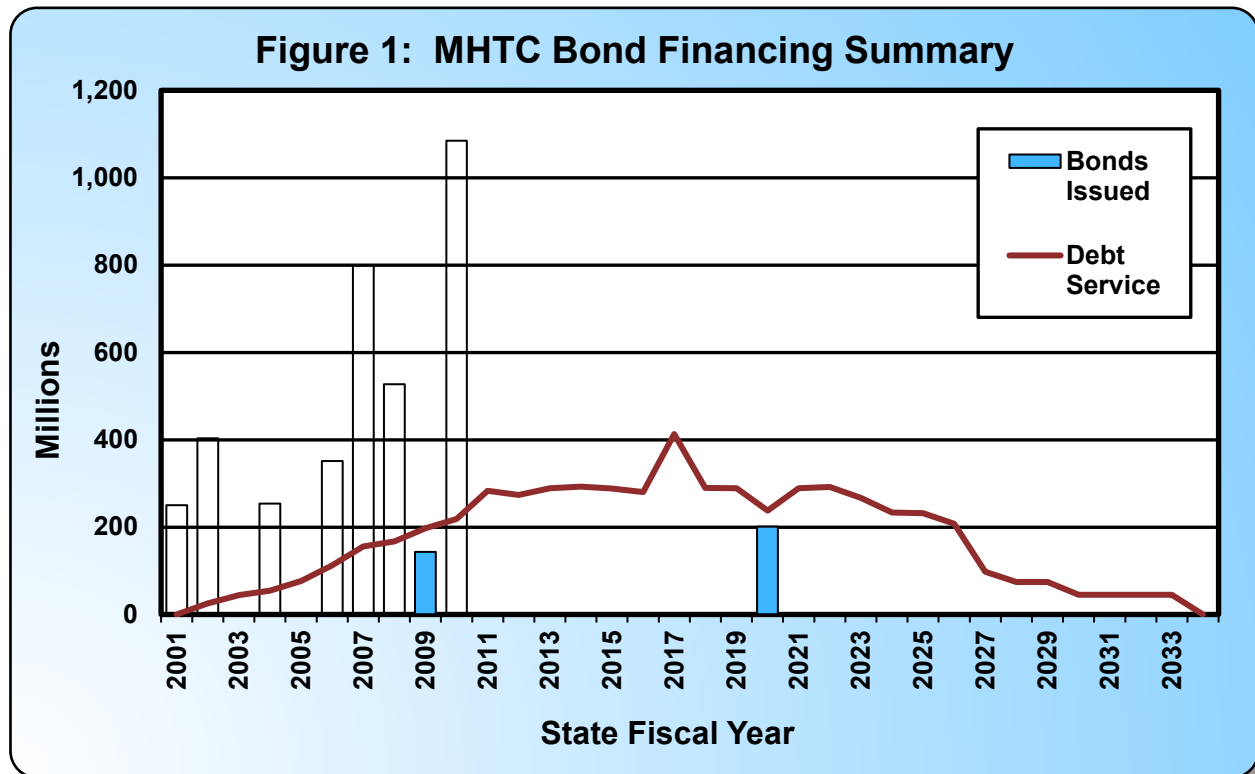
The state **General Revenue Fund** for the Governor's Transportation Cost Share Program, Governor's Focus on Bridges' debt service payments and multimodal programs provide 2 percent of transportation revenue (see Section 7).

Bonding

While not a true revenue, **bonding** is a method of financing used by the Missouri Highways and Transportation Commission (MHTC) to deliver needed transportation improvements. Statutory authority was established in May 2000 for the MHTC to begin borrowing money, now called senior lien bonds. The **senior lien** bonds were limited to a total issuance of not more than \$2.25 billion. The lien

was closed after \$907 million was issued from 2001 to 2004. The MHTC will issue no additional bonds under this lien. Bonding is not a source of funding; it is a method of financing. It is debt that must be repaid along with interest payments.

In November 2004, Constitutional **Amendment 3** was approved by Missouri voters. Amendment 3 redirects motor vehicle sales taxes to transportation. In accordance with this constitutional change, MoDOT borrowed money and dedicated the funds to the *Smoother, Safer, Sooner* program. The Amendment 3 revenues are used for principal and interest payments on Amendment 3 debt. MoDOT borrowed \$2 billion authorized by Amendment 3 in fiscal years 2006 to 2010.



In fiscal year 2009, MoDOT borrowed \$143 million for a portion of the new Interstate 64, a design-build project in the St. Louis region. For the first time, MoDOT secured bonds primarily with federal funds, rather than state funds. These bonds are called Federal Reimbursement or **Grant Anticipation Revenue Vehicle (GARVEE)** bonds. In fiscal year 2010, MoDOT borrowed \$100 million additional GARVEE bonds for the new Mississippi River Bridge project and \$685 million for the Safe and Sound Bridge Improvement Program. The GARVEE principal and interest is scheduled to be repaid through state fiscal year 2033. MoDOT sold \$928 million of GARVEE bonds.

In 2020, MoDOT borrowed \$201 million and plans to borrow an additional \$100 million in 2022 for the Governor's Focus on Bridges Program. The bond proceeds will be used to fund the costs to plan, design, construct, reconstruct, rehabilitate and make significant repairs to 215 bridges on the state highway system. General Revenue Fund allocations of \$45.5 million will be made available for seven years for debt service payments.

In 2023 and 2026, MoDOT plans to borrow \$500 million in each year. The bond proceeds will be used to fund the costs to plan, design, construct and reconstruct roads and bridges on the state highway system. Amendment 3 revenues will be used for debt service payments.

See Figure 1 for a summary of the MHTC bond financing program. The summary includes calling \$118 million of bonds in 2017, which provides interest savings of \$29 million. The summary does not include future bond issuances.

Other

In 2020, MoDOT borrowed \$62.5 million from the Missouri Transportation Finance Corporation (MTFC)/State Infrastructure Bank (SIB) to help fund the Rocheport Bridge/Mineola Hill INFRA Grant project. Along with federal and state revenue, **existing cash balances** are used each year to remain fiscally constrained. The existing cash balances are made up of federal and state revenue in the State Road Fund, State Highways and Transportation Department Fund, and the State Road Bond Fund. These funds are considered available for funding highway and bridge construction projects.

Expenditures

Missouri's Constitution dictates a portion of state transportation revenues can be appropriated by the General Assembly to **other state agencies**. Appropriations are limited to (1) the Missouri State Highway Patrol (MSHP) to administer and enforce motor vehicle laws and (2) the Missouri Department of Revenue (DOR) to cover the cost of collection. DOR is entitled to the actual cost of collection not to exceed 3 percent of revenues collected. Approximately 93 percent of these expenditures are appropriated to the MSHP, and the remaining 7 percent is appropriated to the DOR. These costs are approximately 10 percent of transportation expenditures.

The state constitution also dictates that **debt service**, which is principal and interest payments on any outstanding state road bonds, must be paid prior to funding MoDOT operations and STIP costs. MoDOT borrowed \$3.8 billion during state fiscal years 2001 to 2010. In state fiscal year 2020, MoDOT borrowed \$201 million and plans to borrow an additional \$100 million in state fiscal year 2022 for the Governor's Focus on Bridges Program. The bond proceeds will be used to fund the costs to plan, design, construct, reconstruct, rehabilitate and make significant repairs to 215 bridges on the state highway system. Debt service for the Focus on Bridges Program will be \$45.5 million annually for seven years. Funding for the debt service payments will be provided by the General Revenue Fund. In state fiscal years 2023 and 2026, MoDOT plans to borrow \$500 million in each year. The bond proceeds will be used to fund the costs to plan, design, construct and reconstruct roads and bridges on the state highway system. Amendment 3 revenues will be used for debt service payments. Also included in the total debt service are annual payments of \$9.2 million starting in state fiscal year 2024 for the Missouri Transportation Finance Corporation (MTFC)/State Infrastructure Bank (SIB) loan to help fund the Rocheport Bridge/Mineola Hill INFRA Grant project. These costs are approximately 11 percent of transportation expenditures. See Figure 1, Section 5-4 for a summary of the MHTC bond financing program.

Administration includes activities such as audits and investigations, financial services, human resources, communications, governmental relations and legal services. The dollars associated with administering self-insurance plans and contributions to retiree medical plans are included in this disbursement category. Administration is approximately 2 percent of transportation expenditures.

Safety and Operations includes maintenance, traffic, highway safety and motor carrier services. Maintenance and traffic costs, approximately 93 percent of safety and operations costs, include funding for activities such as snow removal, signing, striping, litter control, mowing, maintaining roadsides and rest areas, completing routine road and bridge repairs, repairing guardrail and median guard cable, and traffic signal operations. The Highway Safety and Traffic Division, approximately 6 percent of safety and operations costs, implements programs addressing behavioral traffic safety issues. Emphasis areas include high-risk drivers, serious crash types and vulnerable roadway users. Safety strategies include enforcement (manpower, training and equipment), education (promotional materials, campaigns and educational/awareness programs) and engineering (data collection/evaluation and high accident location assessments). Division staff works with safety advocates statewide to implement the Motor Carrier Safety Assistance Plan and Missouri's Strategic Highway Safety Plan to reduce traffic crashes, prevent serious injuries and save lives. This category includes the Highway Safety Program, Motor Carrier Safety Assistance Program, and Motorcycle Safety Trust Fund. The Motor Carrier Services Division, approximately 1 percent of safety and operations costs, is the one-stop shop for commercial vehicle licensing and permits, and works with commercial vehicle safety and compliance. Commercial vehicles include trucks, tractor-trailers, buses, limousines and other vehicles that transport property, passengers or hazardous materials. Safety and operations costs are approximately 19 percent of transportation expenditures.

MoDOT's continued investment in the **fleet, facilities and information systems** infrastructure is necessary to support the safety and operations and program delivery. Annual costs to maintain MoDOT's fleet, facilities and information systems are included in this disbursement category. These costs are approximately 3 percent of transportation expenditures.

The **Multimodal** Division works with cities, counties and regional authorities to plan improvements for public transit, railroad, aviation, waterway facilities and freight development in Missouri. These costs are approximately 3 percent of transportation expenditures. See Section 7 for further information on Multimodal Operations.

The **program delivery operating costs** are costs associated with implementing MoDOT's construction program which primarily includes in-house preliminary engineering, construction engineering and right of way incidentals as identified in Sections 3 and 4. These costs are approximately 5 percent of the transportation expenditures. All remaining revenues are made available for the **highway and bridge construction program**. This category encompasses payments to contractors for construction projects, right of way purchases, consultant engineering, utility relocations and federal funding for local governments that passes through MoDOT's budget. Contractor payments encompass the majority of construction program expenditures. Contractor payments, right of way purchases, consultant engineering, utility relocations and federal pass through payments are approximately 47 percent of the transportation expenditures.

Sections 5-1 through 5-6 describe the overview of all revenue and expenditures for the Missouri Department of Transportation, which includes the Highway and Bridge Construction Program, Multimodal and Highway Safety. The remaining Sections contain only projections of future revenue and expenditures for the Highway and Bridge Construction Program. Highway Safety programs not intended for road improvements are included in Section 6. Multimodal programs are included in Section 7.

Projections of future revenues and expenditures for the Highway and Bridge Construction Program as determined by cash flow analysis.

The following provides a description of each revenue and expenditure category and how they are projected.

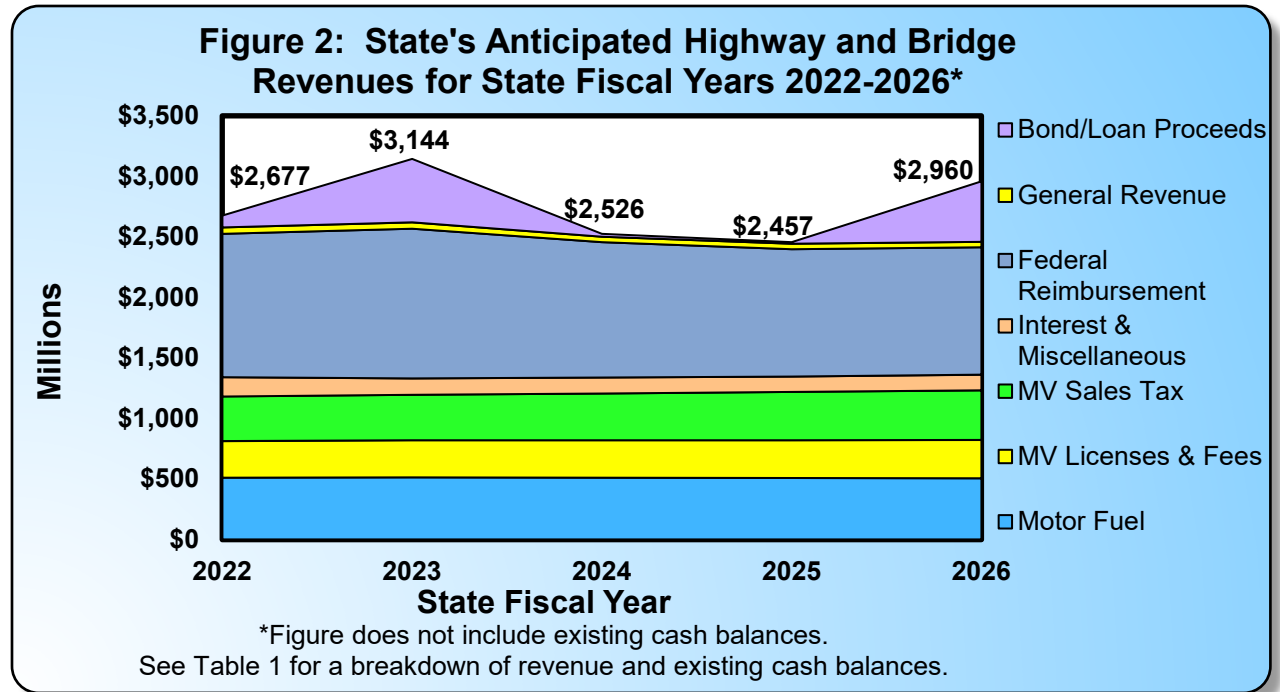
Revenue

- Federal reimbursements
 - Annual obligation limitation is \$1,029 million in 2022 and remains the same through 2026. Obligation limitation is estimated to be 99 percent of apportionments. Obligation limitation is a restriction or “ceiling” on the amount of federal assistance that can be programmed to projects (obligated) during a specific time period. It is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which the funds may be used.
 - The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) allocated \$234.8 million to Missouri in state fiscal year 2021.
 - MoDOT estimates an average of \$1,128 million of federal reimbursements in fiscal year 2022 to fiscal year 2026.
 - Additional detail regarding federal funding starts on Section 5-17.
- Motor fuel taxes
 - Projections are based on historical data and gasoline and diesel consumption projections from the U.S. Energy Information Administration’s Annual Energy Outlook 2020 (AEO 2020) for the region (region includes: ND, SD, NE, KS, MO, IA, and MN).
 - In fiscal year 2022, MoDOT estimates \$511 million of motor fuel tax receipts, growing to \$514 million in 2023, and then declining, as we expect Missourians will turn to more fuel-efficient vehicles due to Corporate Average Fuel Economy (CAFE) standards that reduce energy consumption by increasing the fuel economy of vehicles. While good for the environment, these actions erode motor fuel tax revenues. The greater fuel economy of vehicles will off-set increases in vehicle miles traveled.

- Motor vehicle & driver licensing fees
 - Projections are based on historical data and drivers' licensing renewal data from the Department of Revenue.
 - In fiscal year 2022, MoDOT estimates \$304 million of motor vehicle and driver licensing fee receipts, growing to \$316 million in fiscal year 2026, an annual growth rate of 1.00 percent.
- Motor vehicle sales tax
 - Projections are based on historical data, real disposable income estimates from the AEO 2020.
 - In fiscal year 2022, MoDOT estimates \$368 million of motor vehicle sales tax receipts, growing to \$410 million in fiscal year 2026, an annual growth rate of 2.0 percent through 2023 and 3.0 percent thereafter.
- Interest and Miscellaneous Revenue
 - Projections are based on 0.73 percent earnings rate for interest revenue and historic receipts for miscellaneous revenue.
 - MoDOT estimates \$158 million of interest earned on invested funds and other miscellaneous receipts in fiscal year 2022 will decrease to \$129 million in fiscal year 2026. This category includes construction project cost reimbursements from local governments and other states.
- Bond/Loan proceeds
 - Bond proceeds to fund the costs to plan, design, construct, reconstruct, rehabilitate and make significant repairs to 215 bridges on the state highway system for the Governor's Focus on Bridges Program. In fiscal year 2020, MoDOT borrowed \$201 million and plans to borrow an additional \$100 million in fiscal year 2022. General Revenue Fund allocations of \$45.5 million will be made available for debt service payments.
 - In fiscal years 2023 and 2026, MoDOT plans to borrow \$500 million in each year. The bond proceeds will be used to fund the costs to plan, design, construct and reconstruct roads and bridges on the state highway system. Amendment 3 revenues will be used for debt service payments.
 - MTFC/SIB loan proceeds of \$62.5 million to fund the Rocheport Bridge/ Mineola Hill INFRA Grant project.

Total Revenue

The stability and predictability of future transportation revenues is subject to many variables; however, using the U.S. Energy Information Administration's projections, Figure 2, Section 5-9 provides an estimate of Missouri's transportation revenues which includes bond and loan proceeds for state fiscal years 2022 through 2026. As shown in Figure 2, estimated revenue increases from \$2.7 billion in 2022 to \$3.1 billion in 2023, and then decreases to \$3.0 billion in 2026. See Table 1, Section 5-12 for a breakdown of revenue.



Expenditures

- Other State Agencies
 - Projections are based on historical amounts with an annual growth rate assumption of 1.5 percent.
 - In fiscal year 2022, MoDOT estimates \$293 million of other state agency expenditures, growing to \$311 million in fiscal year 2026.
- Debt Service
 - Projections are based on the repayment of outstanding state road bonds and MTFC/SIB loan to help fund the Rocheport Bridge/Mineola Hill INFRA Grant project.
 - Amounts include the planned borrowing of \$100 million in state fiscal year 2022 for the Focus on Bridges Program and \$500 million in state fiscal years 2023 and 2026 for Amendment 3.
 - Amounts do not include capital or operating lease payments which are included in operating costs.
 - In fiscal year 2022, MoDOT estimates \$294 million of debt service expenditures, increasing to \$299 million in fiscal year 2026.

- Operating Costs (includes Administration; Safety and Operations; Fleet, Facilities and Information Systems; Multimodal; and Program Delivery Operating costs)
 - Projections are based on the fiscal year 2021 budget and fiscal year 2022 appropriations request; the personal service and fringe benefits growth rate assumption is based on the fiscal year 2022 Department Requested Pay Strategies, 2.0 percent cost of living adjustments starting in 2024 for every other year and 2.0 percent staff increase in 2023; an additional \$15.0 million in 2022 and 2023 and \$12.5 million in 2024 for the maintenance asset management deficit program; and an additional \$5.0 million for expense and equipment each year, not cumulative, starting in 2023.
 - In fiscal year 2022, MoDOT estimates \$801 million of operating expenditures, growing to \$838 million in fiscal year 2026, an average annual growth rate of 1.1 percent.
- Construction Program expenditures
 - Projections are based on a cash flow model that calculates payment schedules of MoDOT's active and future construction projects as provided in Section 4 of the STIP.
 - Contractor payments, right of way purchases, consultant engineering, accelerated program payments, suballocated federal funding for local governments and utility relocation costs are included.
 - In fiscal year 2022, MoDOT estimates \$1,337 million of construction program disbursements that grow to \$1,476 million in fiscal year 2023, and then gradually decrease to \$1,307 million in 2026. See Table 1, Section 5-12 for further details on the Construction program expenditures.

Total Expenditures

Consistent with future transportation revenues, future transportation expenditures are also subject to many variables; however, using historical trends and various economic indicators, Figure 3, Section 5-11 provides an estimate of Missouri's transportation expenditures for state fiscal years 2022 through 2026. As shown in Figure 3, estimated transportation expenditures (including costs associated with state advance construction projects, see Section 5-18 through 5-20 for further discussion on state advance construction projects), will grow from \$2.7 billion in fiscal year 2022 to \$2.9 billion in fiscal year 2023, and then decrease to \$2.8 billion by 2026.

From fiscal years 2022-2026, total expenditures exceed total revenue by \$250 million, which is offset by projected cash balances totaling approximately \$833 million available at the beginning of fiscal year 2022. The construction expenditures are derived from the cash flow analysis on the 2022-2026 Highway and Bridge Construction Schedule (Section 4). Assumptions for the construction program expenditures are in the next subsection. The remaining expenditures are expected to have inflationary growth as outlined above. See Table 1 in Section 5-12 below for a breakdown of expenditures by each budget category.

Missouri's Statewide Transportation Improvement Program (STIP) includes a five-year plan of highway and bridge construction projects, which is financially constrained for each fiscal year. Table 1 provides the cash flow analysis summary for the fiscal year 2022-2026 STIP. An adequate cash flow balance is maintained as determined by projected monthly cash balances in any given year. MoDOT maintains at least a \$250 million cash balance based on debt covenants and cash reserve to manage revenue and expenditure fluctuations. The amounts only include revenues and disbursements dedicated to highways and bridges since Multimodal and a portion of Highway Safety funding cannot be included in the minimum cash balance.

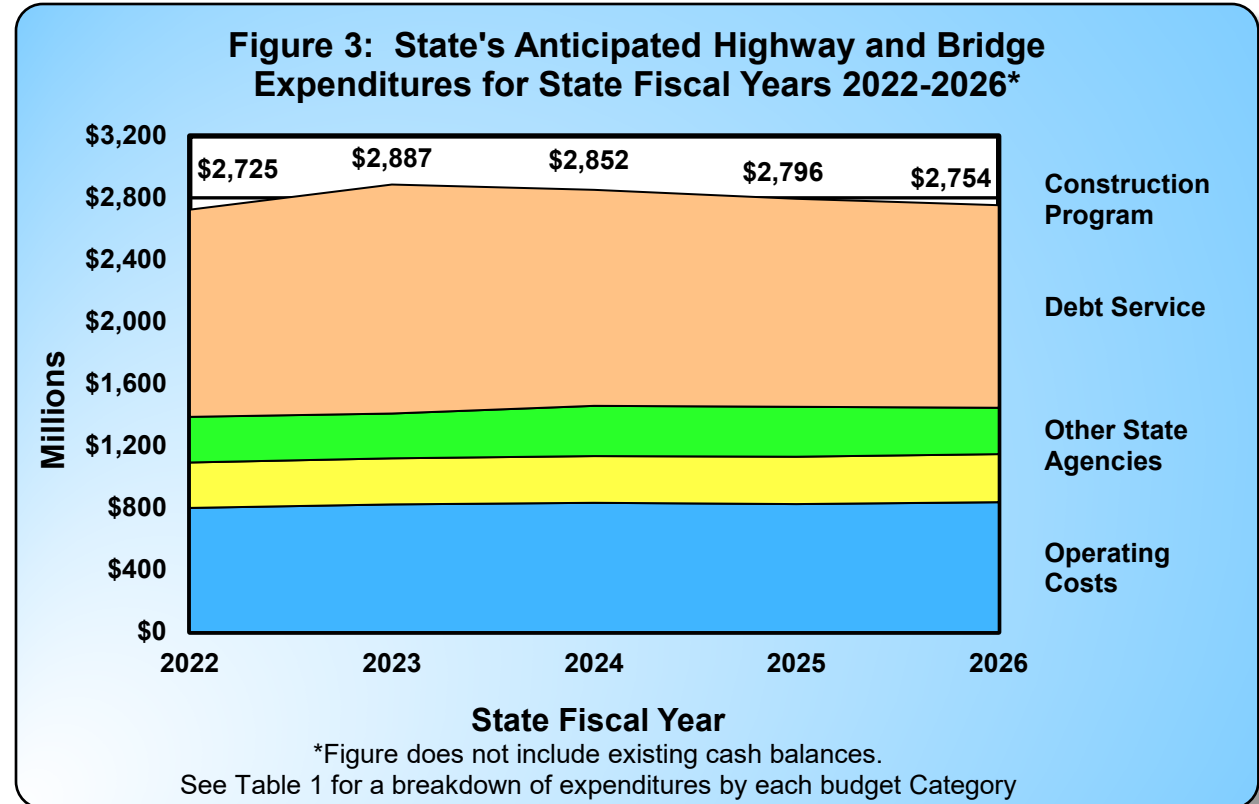


Table 1: MoDOT Construction Cash Flow Projections for Roads and Bridges for Fiscal Years 2022-2026

Dollars in Millions															
Additions to Cash Balance								Subtractions from Cash Balance							
Fiscal Year	Beginning Cash Balance	Federal Reimbursement*	Motor Fuel Tax Revenue	Motor Vehicle & Drivers Licensing Revenue	Motor Vehicle Sales Tax Revenue	Interest and Misc. Revenue	Bond & Loan Proceeds	General Revenue	Other State Agencies	Debt Service	Administration	Safety and Operations	Fleet, Facilities and Information Systems	Total Construction Disbursements**	Ending Cash Balance
2022	\$832.9	\$1,184.8	\$510.6	\$303.6	\$367.7	\$158.4	\$100.0	\$52.1	\$292.9	\$294.2	\$56.1	\$515.9	\$90.9	\$1,475.4	\$784.7
2023	\$784.7	\$1,236.6	\$514.5	\$306.6	\$375.0	\$135.5	\$524.4	\$51.6	\$297.3	\$288.8	\$57.9	\$523.6	\$91.5	\$1,627.6	\$1,042.2
2024	\$1,042.2	\$1,117.7	\$511.9	\$309.7	\$386.3	\$130.2	\$24.8	\$45.5	\$301.8	\$323.8	\$59.7	\$527.7	\$92.0	\$1,546.8	\$716.5
2025	\$716.5	\$1,050.7	\$509.3	\$312.7	\$397.9	\$127.8	\$13.3	\$45.5	\$306.3	\$322.5	\$60.9	\$516.9	\$92.2	\$1,496.9	\$378.0
2026	\$378.0	\$1,052.8	\$506.8	\$315.8	\$409.8	\$129.3	\$500.0	\$45.5	\$310.9	\$298.7	\$62.8	\$523.8	\$92.7	\$1,465.1	\$584.0

*Includes regular federal funds, federal advance construction conversions and sub-allocated pass-through funds to local governments.

** Includes engineering, payments (see Section 4) and sub-allocated funds to local governments. See Table 2, Section 5-13 (blue line) for further analysis.

Construction Program

The anticipated expenditures for active construction projects awarded in prior fiscal years and the future construction projects programmed in the STIP, as provided in Section 4, are summarized in the following discussion. For example, a construction contract awarded today can result in contractor payments over multiple years as the project is completed. The future award amount assumptions and the contractor payments assumptions resulting from the cash flow analysis are summarized in Table 2. Other expenditures are included in the Highway and Bridge Construction Program in addition to awards. These other expenditures include utility relocation payments, right of way payments, MoDOT and consultant engineering, and accelerated program payments, as well as suballocated federal dollars that pass through MoDOT to local governments. The Total Construction Disbursements in Table 2 in Section 5-13 below (blue line) match the Construction Disbursements from Table 1 in Section 5-12 (blue column).

Table 2: STIP construction awards versus contractor payments

How we budget for STIP projects (dollars in millions)							
	Award	FY22	FY23	FY24	FY25	FY26	Future FY
Prior FY Remaining Balance	\$1,117.0	\$685.8	\$431.2	-	-	-	-
FY22	\$1,118.9	\$391.6	\$391.6	\$335.7	-	-	-
FY23	\$1,150.0	-	\$402.5	\$402.5	\$345.0	-	-
FY24	\$1,150.0	-	-	\$402.5	\$402.5	\$345.0	-
FY25	\$1,050.0	-	-	-	\$367.5	\$367.5	\$315.0
FY26	\$1,050.0	-	-	-	-	\$367.5	\$682.5
Contractor Payments:		\$1,077.4	\$1,225.3	\$1,140.7	\$1,115.0	\$1,080.0	
Utility Relocation Payments		\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	
Right of Way Payments		\$20.0	\$20.0	\$20.0	\$20.0	\$20.0	
MoDOT and Consultant Engineering		\$198.5	\$211.6	\$214.6	\$215.1	\$218.3	
Transportation Cost Share – Local Pass Through		\$9.5	-	-	-	-	
Federal Pass Through *		\$150.8	\$150.8	\$150.8	\$126.1	\$126.1	
Payments**		\$15.5	\$16.2	\$17.0	\$17.0	\$17.0	
Total Construction Disbursements		\$1,475.4	\$1,627.6	\$1,546.8	\$1,496.9	\$1,465.1	

* Federal transportation dollars paid directly to local public agencies.

** Payments include dollars to be paid back for accelerating a project or payments to others. Payments do not include GARVEE debt service payments.

Table 3 summarizes the total available funding for the highway and bridge construction program for state fiscal years 2022-2026 based on cash flow projections. These amounts do not include sub-allocated federal funds since they are administered by local governments.

Table 3: Highway and Bridge Construction Funding Summary

Dollars in Millions

State Fiscal Year	2022	2023	2024	2025	2026	Total
Available for Construction	\$1,118.9	\$1,150.0	\$1,150.0	\$1,050.0	\$1,050.0	\$5,518.9
Available for Right of Way & Utilities	\$23.7	\$23.7	\$23.7	\$23.7	\$23.7	\$118.5
Available for Payments	\$78.6	\$79.3	\$80.1	\$80.1	\$61.8	\$379.9
Available for Engineering	\$203.4	\$209.3	\$212.4	\$213.3	\$216.6	\$1,055.0
Total Available	\$1,424.6	\$1,462.3	\$1,466.2	\$1,367.1	\$1,352.1	\$7,072.3

Table 4 summarizes the programmed levels for state fiscal years 2022-2026. State Fiscal Years 2025 and 2026 are purposefully under programmed compared to the available amounts to accommodate unforeseen changes.

Table 4: Highway and Bridge Construction Program Summary

Dollars in Millions

State Fiscal Year	2022	2023	2024	2025	2026	Total
Programmed for Construction	\$1,252.5	\$952.8	\$1,100.2	\$363.7	\$250.0	\$3,919.2
Programmed for Right of Way & Utilities	\$48.4	\$32.1	\$15.3	\$7.9	\$1.7	\$105.4
Programmed for Payments	\$96.6	\$88.3	\$97.7	\$86.4	\$63.0	\$432.0
Programmed for Engineering	\$171.4	\$130.3	\$98.8	\$32.9	\$24.6	\$458.0
Total Programmed	\$1,568.9	\$1,203.5	\$1,312.0	\$490.9	\$339.3	\$4,914.6
* If the cumulative construction amount is in excess of the cumulative amount programmed after the last letting of SFY 2022, MoDOT will delay SFY 2022 projects to outer years of the STIP and/or utilize the MoDOT available cash balance (demonstrated on Table 1, Section 5-12) funding to ensure fiscal constraint.						

Funding Distribution

The Missouri Highways and Transportation Commission approved a funding distribution method in January 2003. It was developed with extensive public involvement and is consistent with MoDOT's Mission, Values and Tangible Results. Various modifications were approved in 2004, 2006, 2011 and 2012.

A modification in February 2016 resulted in several changes:

- Increased the Safety Program from \$25 million to \$35 million, of which \$3 million is set aside for a Statewide Safety Program.
- Eliminated the Major Projects and Emerging Needs category. All remaining funds now flow to the Flexible category.
- Allocated half of the Transportation Alternatives funds for MoDOT use for ADA transition plan compliance.
- Revised Multimodal funding to include federal funds.
- Released unallocated SFY 2018 Cost Share funds for district use.

A modification in January 2017 resulted in a couple changes:

- Reactivated the suspended Cost Share program, at \$10 million in 2018, \$15 million in 2019 and \$25 million in each year, thereafter.
- Created the Asset Management Deficit Program, at \$10 million per year, starting in 2018. The Asset Management Deficit Program allocates funds to districts to help meet MoDOT's asset management goals.

A modification in January 2018 resulted in a couple changes:

- Increased funding for the Cost Share Program to \$30 million in fiscal year 2021, \$35 million in 2022, \$40 million in 2023, \$45 million in 2024 and annually thereafter.
- Beginning in fiscal year 2021, distribute the current \$32 million of district-distributed safety funds based on a three-year average of the number of fatalities and serious injuries on the state highway system.

A modification in February 2019 resulted in several changes:

- Create the Asset Management category that will replace the TCOS category in fiscal year 2022. The allocation will be based on needs identified in MoDOT's Asset Management Plan.
- Create the Major Bridge category that will replace the Statewide Interstate and Major Bridge Program in fiscal year 2022.
- Create the System Improvement category that will replace the Flexible Funds category in fiscal year 2022.
- Create a deduction for engineering; eliminate the Asset Management Deficit Program.

A modification in March 2021 resulted in a change:

- Removed the sunset on the asset management deficit program.

The following steps outline the distribution of funds for the Highway and Bridge Construction Program.

Of the total funds available for awards, right of way, utilities, payments, and engineering, including federally earmarked funds:

Step 1: Deduct federally sub-allocated pass-through funds designated for specific purposes (amount varies). This includes the following: the Off-System Bridge Replacement and Rehabilitation Program for county bridges, the Urban Surface Transportation Program for large city transportation improvements, the Congestion Mitigation and Air Quality Program for air quality improvements in the St. Louis and Kansas City regions, the Transportation Alternatives Program for regional improvements, the Recreational Trails program, the Rail/Highway Crossing Program, the Highway Planning & Research Program, and the Metropolitan Planning Program. Additional information about these programs may be found in Section 6.

Step 2: Deduct state and federal funding for other transportation modes (aviation, railways, transit and waterways) (amount varies). This funding cannot be used for roads and bridges.

Step 3: Deduct the repayment of borrowed funds for projects accelerated through bond financing (amount varies). Excludes GARVEE bonds.

Step 4: Beginning in Fiscal Year 2022, deduct engineering budget.

Step 5: Deduct funding for specific funding sources (amount varies). This includes categories such as Statewide Transportation Alternatives funds, Open Container safety funds, and other uniquely distributed funds.

Step 6: Deduct funding for the Cost Share Program (amount varies). Deduct \$35 million in 2022, \$40 million in 2023, \$45 million in 2024 and \$45 million in each year thereafter.

Step 7: Deduct funding contributed by Partnering Agencies (amount varies). These are funds dedicated to specific projects such as a city's portion of a cost share or cost participation project.

Step 8: Deduct funding for project savings and adjustments (amount varies). Savings or over-runs are credited or debited to specific districts or programs. Adjustments for certain types of planning studies are debited from specific districts.

Of the remaining funds available for road and bridge improvements:

Step 1: Beginning in Fiscal Year 2022 and every year thereafter, allocate \$29 million for Safety Projects. Distribute \$27 million based on a three-year average of the number of fatalities and serious injuries on the state highway system. Allocate \$2 million for statewide safety initiatives.

Step 2: Beginning in fiscal year 2022 and every year thereafter, establish an Asset Management funding category. The category allocation amount is based on needs identified in MoDOT's Asset Management Plan and will be reviewed and updated, if necessary, annually. These amounts will include inflation consistent with MoDOT's Asset Management Plan. The allocation is distributed as follows:

- Major Bridges (bridges 1000 feet or greater in length)
- Asset Management – Remaining asset management total distributed based on formulas that average:
 - Percent of total Vehicles Miles Traveled (VMT) on the National Highway System and remaining arterials.
 - Percent of square feet of typical state bridge deck (bridges less than 1000 feet in length) on the total state system.
 - Percent of total lane miles of National Highway System and remaining arterials.

Step 3: Beginning in Fiscal Year 2022 and every year thereafter, allocate remaining funds to System Improvements. Funds must be first used to meet asset management goals, and then remaining funds may be used for other priorities.

Distribution based on the average of:

- Percent of total population.
- Percent of total employment.
- Percent of total VMT on the National Highway System and remaining arterials.

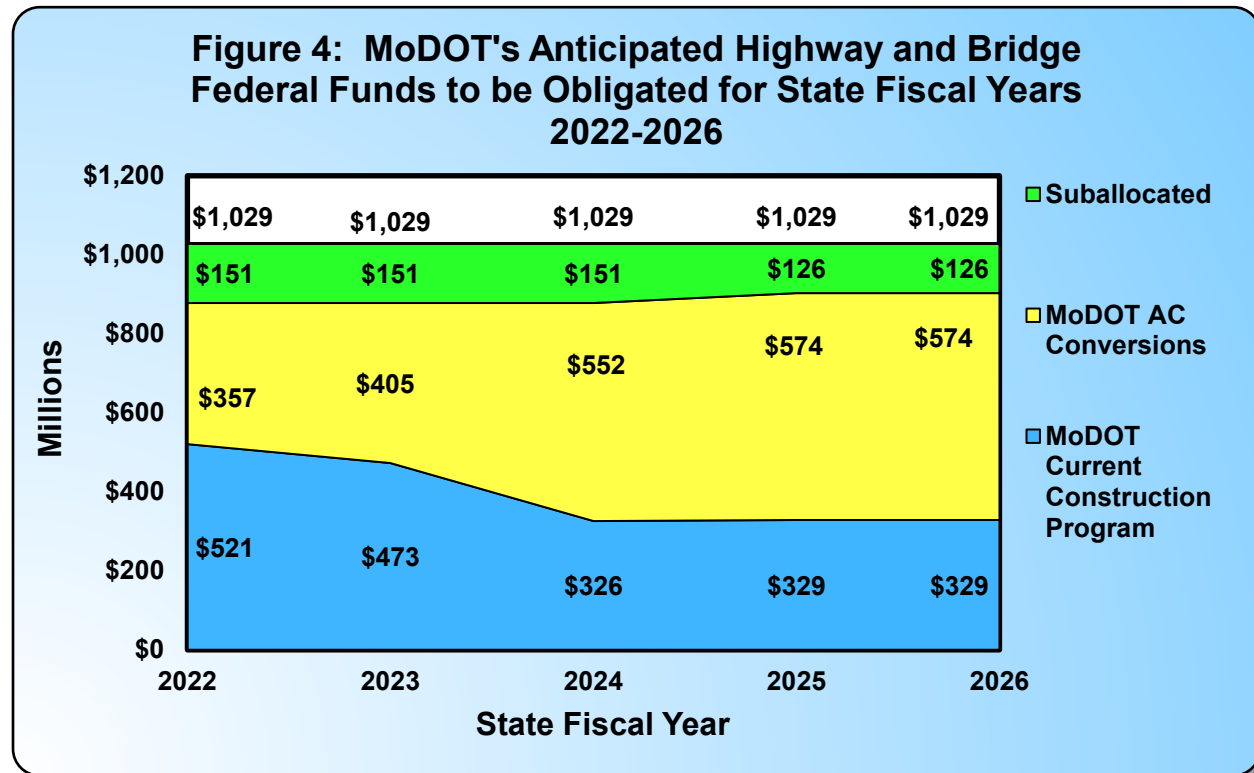
Federal Funding

The Fixing America's Surface Transportation (FAST) Act is five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network. The bill reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, and maintains a strong commitment to safety.

The FAST Act expired on September 30, 2020, but was extended with the Continuing Appropriations Act, 2021, and other Extensions Act (P.L. 116-159) for an additional year, while Congress works on a new federal surface transportation bill.

From Fiscal Year 2016 to Fiscal Year 2020, Missouri received an average of about \$1 billion in federal transportation dollars per year, which represents an increase of 9.8 percent over the previous federal bill – MAP 21.

Our forecasted federal revenue is based on our anticipated annual obligation limitation, which is the annual funding made available through the appropriations bill rather than the funding authorized in the surface transportation act. Federal funding for the 2022-2026 STIP will be obligated for the following (1) suballocated funding that flows through MoDOT to local governments, (2) converting advance construction projects and (3) current construction program. First, suballocated federal funds will pass through MoDOT to local governments. Second, MoDOT will convert advance construction projects to regular federal funds (see Sections 5-18 through 5-20 for further information on advance construction). Lastly, any remaining federal funding will be available for the current construction program. See Figure 4, Section 5-18 for federal obligation authority assumptions used for the 2022-2026 STIP.



Advance Construction (AC)

MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal aid categories to individual projects. Advance Construction (AC) is an innovative financing technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal aid. Eligibility means the Federal Highway Administration (FHWA) has determined the project qualifies for federal aid; however, no present or future federal aid is committed to the project. States may convert the project to regular federal aid provided federal aid is available for the project. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and seek federal aid reimbursement in the future.

MoDOT began using AC in 1992 and will continue to use it in future years. MoDOT generally utilizes AC for National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) projects or when sufficient obligation limitation is not available.

MoDOT anticipates sufficient revenue exists to cover new AC projects, as shown in Table 1, Section 5-12. Funding sources include existing cash balances, state motor fuel, motor vehicle sales tax and motor vehicle licensing and fees revenue, federal reimbursement (includes conversion of AC), interest and miscellaneous revenue as shown in Figure 2, Section 5-9.

Table 5, Section 5-20, provides MoDOT's AC forecast, which shows the projected balance at the end of each fiscal year. Generally, state funds pay for new AC project expenditures until federal aid is available. Once federal aid is available, the projects are converted to federal funds and previous state expenditures are reimbursed. The oldest projects are converted first, if possible, to maximize federal aid reimbursement. Which projects are converted also depends on what federal funds are made available. The AC balance is driven by the relationship between available federal funds and the construction program. For example, if available federal funds are more than the size of the construction program, the AC balance will decrease. The amounts in Table 5 are based on MoDOT's AC forecast. Also included in Table 5 are AC conversions of projects from prior STIPs. The amounts are subject to change based on future federal apportionment amounts and categories.

Table 5: MoDOT's Advance Construction Forecast Estimates

Dollars in Millions

State Fiscal Year	2022	2023	2024	2025	2026
Beginning AC Balance*	\$357	\$405	\$602	\$856	\$1,005
Plus: New AC Projects (incl. Unprogrammed)**	\$405	\$602	\$806	\$723	\$723
AC Subtotal	\$762	\$1,007	\$1,408	\$1,579	\$1,728
Less: AC Conversions (prior STIP projects)	\$357	\$0	\$0	\$0	\$0
Less: AC Conversions (incl. Unprogrammed)**	\$0	\$405	\$552	\$574	\$574
Estimated Ending AC Balance	\$405	\$602	\$856	\$1,005	\$1,154
The timing on the distribution of obligation limitation and August Redistribution and the availability of federal funding categories may impact projects programmed as AC-State and Federal Program funds at the time of federal authorization. MoDOT anticipates sufficient revenues exist to cover these differences at the time of federal authorization, as shown in Table 1, Section 5-12. Funding sources include existing cash balances, state motor fuel, motor vehicle sales tax and motor vehicle licensing and fees revenue, federal reimbursement (includes conversion of AC), interest and miscellaneous revenue as shown in Figure 2, Section 5-9.					

*Estimated Beginning AC Balance

**Additional projects will be programmed in outer years of the STIP

This STIP does not contain a listing of partial AC projects, as previous STIPs have. Projects will be wholly federal funded, AC, or state funded.

The chart below is the Federal Funds Supplement. The Federal Funds Supplement compares the projected available federal funds, by category, with the proposed programmed use of federal funds.

Federal Funds Supplement
(dollars in millions)

Table 6
Federal Funding Categories - Apportionment Levels³

	June 2021 Balances	Est. 2022 Apportionment	2022 ¹	2023 ²	2024 ²	2025 ²	2026 ²
NHPP	598.6	567.4	1166.1	1013.3	1060.2	989.3	1383.8
STBG	141.9	196.4	338.3	510.3	701.0	891.0	1084.1
HSIP	22.5	58.8	81.3	103.6	97.8	128.6	186.4
NHFP	38.1	34.9	73.0	29.6	43.0	39.9	62.6
Total	801.1	857.5	1658.6	1656.9	1902.0	2048.8	2716.9

Table 7
Federal Funding Categories - Program Levels³

	2022	2023	2024	2025	2026
NHPP	720.2	520.6	638.4	172.9	132.7
STBG	24.3	5.7	6.3	3.3	14.5
HSIP	36.5	64.6	28.0	1.0	0.1
NHFP	78.3	21.6	38.0	12.2	6.5
Total	859.2	612.5	710.7	189.4	153.8

¹Includes federal category balances as of June 30, 2021.

²Includes previous years available balances (apportionment less program) plus current year estimated apportionment (Assumes apportionment amount remains flat for years subsequent to 2020).

³Apportionments are subject to annual obligation limitation. Obligation limitations (authority) is estimated to be 98 percent of apportionments. Obligation limitation is the annual funding made available through the appropriations bill. Section 5-6 of the STIP provides the additional information regarding the obligation limitation available for programming. Table 1 and Table 2 reflect only MoDOT's share of apportionments and obligation limitation, Local Program funding has been removed. Table 1 reflects apportionment funds available to be applied to the projects programmed in the STIP. Table 2 provides a summary of the projects programmed in the STIP by federal category and is representative of the available obligation limitation.

Figure 4 in STIP does not include August Redistribution

Section 6 – Federal Programs

Introduction

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

On October 1, 2020, the President signed into law a one-year extension to the Fixing America's Surface Transportation (FAST) Act, which authorizes the federal surface transportation programs for highway, highway safety, transit and rail for 2021.

The "Special Programs" portion of this section includes some of the more unique federal programs.

The "Sub-Allocated Programs" portion of this section includes programs which provide federal transportation funds for cities and counties. Funding for some of these programs are subject to future Commission action.

Special Programs

The following special programs were established, replaced, or continued in FAST:

Disadvantaged Business Enterprise Program

FAST provides funding for Disadvantaged Business Enterprise programs. Missouri receives approximately \$300,000 annually for this program.

On the Job Training Program

FAST provides funding for On The Job Training activities. Missouri receives approximately \$200,000 annually for this program.

Non-State System Bridge Inspection Program

Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately \$1.0 million of Surface Transportation Block Grant funds annually for non-state system bridge inspections.

State System Bridge Inspection Program

Federal law mandates that bridges must be inspected on a periodic basis. Missouri uses approximately \$2.0 million in performance of these inspections on the state system.

Narrative Cost Allocation Plan - Local Program Oversight and Administration

Federal regulations require state departments of transportation to provide the necessary oversight and administration for sub-allocated programs. The Missouri Department of Transportation (MoDOT) administers the local public agency (LPA) program for cities and counties. A considerable amount of state resources are used to administer the LPA program. MoDOT estimates it costs \$4.9 million annually to administer the LPA program and approximately \$1.0 million annually to perform environmental oversight for LPA projects. Recent guidance provides recipients of federal funds the ability to use a Narrative Cost Allocation Methodology to seek reimbursement for indirect costs associated with administering the federal-aid program. MoDOT will establish a federal project for costs to monitor and oversee the local program and projects administered by local public agencies.

Narrative Cost Allocation Plan – State Program – General Design Activities

Federal regulations require state departments of transportation provide the necessary oversight and administration on delivering projects programmed in its Statewide Transportation Improvement Program (STIP.) A considerable amount of state resources are used by the Design Division in administering projects as they move through the various project phases. MoDOT estimates it costs \$3.3 million to administer the delivery of the STIP on an annual basis. Recent guidance provides recipients of federal funds the ability to use a Narrative Cost Allocation Methodology to seek reimbursement for indirect costs associated with administering the federal-aid program. MoDOT will establish a federal project for design-related costs to monitor and oversee the delivery of the STIP.

Preventive Maintenance Program

Missouri continues to work with the Federal Highway Administration (FHWA) to expand federal funding of our preventive maintenance efforts for qualifying work. These efforts will include both contract and in-house efforts which are deemed preventive maintenance or have other specific approval by FHWA. Missouri typically spends between \$100 to \$150 million per year on preventive maintenance activities. Activities we currently pursue include: striping, Intelligent Transportation Systems (ITS) maintenance, pavement repair or overlays, pavement surface treatments or surface seals, crack sealing, bridge maintenance, and drainage maintenance. We are also working on future activities to include: sign maintenance, signal maintenance, and highway lighting.

Eligible Operating Costs Program

Missouri is working with FHWA to expand federal reimbursement to eligible operating expenses of the state's transportation system. Certain components of the system require ongoing operating costs to provide continuous operation. Missouri typically spends between \$5 and \$10 million per year on operating costs related to traffic signals, highway lighting, and ITS. Operating costs include utilities, labor, administrative costs, and system maintenance costs.

Prioritization of Projects to Improve Freight Movement Program

Efficient movement of freight is critical to the economy, jobs and quality of life in Missouri. Freight movement is completely dependent on the reliability, condition, and safety of the transportation system. FAST created a new federal funding category, the National Highway Freight Program, for projects that improve the efficient movement of freight. These projects implement the strategies identified in the Missouri Freight Plan. Activities include replacement of load-posted bridges, technology to improve the flow of freight, truck parking facilities, and geometric improvements to interchanges and ramps. The projects are included in the STIP and also identified in the Missouri Freight Plan Appendix G (see <http://www.modot.org/othertransportation/freight/FreightPlan.htm>).

Open Container Penalty Transfer

Section 154 (Open Container) penalty transfer funds are used to address system-wide safety initiatives. Funding from this program has allowed Missouri to implement systemic safety treatments, such as median guard cable which significantly reduced cross-median fatalities. This funding source, approximately \$17 million, will continue to be focused on reducing severe crashes by deploying strategies identified in Missouri's Strategic Highway Safety Plan (<https://www.modot.org/sites/default/files/documents/Show-Me Zero Plan.pdf>).

Transportation Investment Generating Economic Recover (TIGER) Program

FAST provides funding through a competitive application process to support projects, including multimodal and multijurisdictional projects which are difficult to fund through traditional federal programs. Successful TIGER projects leverage resources, encourage partnership, catalyze investment and growth, fill a critical void in the transportation system or provide substantial benefit to the nation, region or metropolitan area in which the project is located. <https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/index.htm>

Infrastructure for Rebuilding America (INFRA) Grant Program

The INFRA program provides dedicated, discretionary federal funding for projects that address critical issues facing our nation's highways and bridges. INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. Additionally, the program promotes innovative safety solutions that will improve our transportation system. Grants are awarded by the USDOT through a competitive application process. <https://www.transportation.gov/buildamerica/infragrants>

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

The BUILD program provides dedicated, discretionary federal funding to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. In 2020, Missouri received \$22.8 million and \$20.8 million jointly with Illinois in BUILD grants. <https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/index.htm>

Competitive Highway Bridge Grant Program

These funds go toward highway bridge replacement or rehabilitation projects on public roads that demonstrate cost savings by bundling at least two highway bridge projects into a single contract. <https://www.fhwa.dot.gov/bridge/chbp/2019grantawards/>

Transportation Infrastructure Finance and Innovations Act (TIFIA) Loan Program

The TIFIA program provides federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit and rail. <https://www.transportation.gov/buildamerica/programs-services/tifia>

Surface Transportation System Funding Alternatives (STSFA) Program

The STSFA provides grant opportunities to states to demonstrate user based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Federal Highway Trust Fund. The FAST Act provides that \$15 million in FY 2016 and \$20 million annually from FY 2017 through FY 2020 be made available for this program. <https://www.fhwa.dot.gov/fastact/factsheets/surftransfundaltfs.cfm> <https://www.fhwa.dot.gov/pressroom/fhwa1902.cfm>

Accelerated Innovation Deployment (AID) Program

The AID Demonstration program provides funding as an incentive for eligible entities to accelerate the implementation and adoption of innovation in highway transportation projects. FHWA expects approximately \$10 million to be made available for AID grants in each of fiscal years 2016 through 2020. Missouri has received approximately \$3,600,000 in AID program funds. <https://www.fhwa.dot.gov/innovation/grants/projects/>

State Transportation Innovation Council (STIC) Incentive Program

The STIC Incentive program provides funding for initiatives that support or offset some of the costs of standardizing innovative practices in a state transportation agency. STIC Incentive funds may be used to develop guidance, standards and specifications; implement process changes; organize peer exchange; or offset implementation costs. STIC Incentive program provides up to \$100,000 annually per state. https://www.fhwa.dot.gov/innovation/stic/incentive_project/

Repurposed Earmarks

Section 125 of the 2016, Section 422 of the 2017, Section 126 of the 2018 and Section 125 of the 2019 U.S. Department of Transportation Appropriations Acts authorized states to repurpose unobligated balances of certain eligible earmarks. MoDOT identified 49 earmarks totaling \$72.6 million in 2016, 8 earmarks totaling \$9.7 million in 2017 and 9 earmarks totaling \$1.2 million in 2019. MoDOT repurposed the eligible earmarks on Statewide Transportation Improvement Program (STIP) projects either already underway or included in the STIP and local projects. The list of eligible earmarks and corresponding projects can be found on MoDOT's web page at <https://www.modot.org/media/19860> and at <https://www.modot.org/media/15375> and at <https://www.modot.org/media/26200>.

Highway Infrastructure Program (HIP)

The HIP program provides funding for activities eligible under section 133(b) of title 23, United States Code (U.S.C.). The Department of Transportation Appropriations Acts of 2018, 2019, 2020 and 2021 has set aside funds for this program, including suballocation to urbanized areas. In 2019, 2020 and 2021, the appropriation also included funding specifically for the Bridge Replacement and Rehabilitation Program. These specific funds were apportioned to the States based on total deck area of bridges classified as in poor condition in each qualifying State.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which includes \$900 billion in supplemental appropriations for COVID-19 relief, was signed into law. This funding includes \$50 million nationally for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 formula grants). In Missouri, MoDOT will fully administer the Federal Transit Administration (FTA) Section 5310 program in rural areas (populations less than 50,000) and in small urbanized areas (Columbia, St. Joseph, Joplin, Jefferson City, Cape Girardeau, and Lee's Summit). CRRSAA Section 5310 funding is available for operating assistance at 100% federal share for agencies serving older adults and persons with disabilities. The CRRSAA Section 5310 apportionment for Missouri small urbanized areas is \$141,054 and for Missouri rural areas is \$307,545. St. Louis and Springfield FTA Section 5310 funds are \$352,003 and \$50,792 respectively. The Kansas City Section 5310 allocation of \$231,773 will not be administered by MoDOT.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (HIP-CRRSAA funds)

On December 27, 2020, the CRRSAA was enacted into law. These funds are eligible to be used for activities eligible under 23 U.S.C. 133(b) (Surface Transportation Block Grant Program (STBG)) and costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses. The distribution for Missouri is \$234.8 million with \$206.3 million for any area of the state and \$28.5 million for urbanized areas with a population over 200,000.

American Rescue Plan Act of 2021

The \$1.9 trillion American Rescue Plan Act of 2021 was signed into law on March 11, 2021. The bill includes \$30.5 billion for the transit industry. This bill delivers an estimated \$250 million to Missouri transit providers. MoDOT administered transit estimated funding for the following Rescue Plan Act programs:

Section 5311 Rural Transit Program	\$9,058,625
Section 5310 Small Urbanized Area Program	\$141,054
Section 5310 Rural Program	\$307,545
Section 5310 St. Louis Urbanized Area	\$352,003
Section 5310 Springfield Urbanized Area	\$50,792

FTA Public Transportation COVID-19 Research Demonstration Competitive (Section 5312) Grant

MoDOT was selected for an FTA Public Transportation COVID-19 Research Demonstration Competitive Section 5312 grant to support a Statewide Vanpool Pilot program. The grant provides \$450,000 to develop a statewide pilot vanpool program in partnership with Commute with Enterprise.

Sub-Allocated Programs

Sub-allocated programs utilize transportation funds provided under the Fixing America's Surface Transportation (FAST) Act. These programs include the Off-System Bridge, Congestion Mitigation and Air Quality, Surface Transportation Block Grant Programs and Transportation Alternatives. The Missouri Department of Transportation administers these programs through its planning and programming functions in the Jefferson City Central Office and seven district offices around the state. Projects under these programs are typically funded on an 80 percent federal / 20 percent local match basis.

A Reasonable Progress Policy was implemented on January 1, 2005 for all of the sub-allocated programs and updated on October 5, 2010. This policy ensures Missouri receives the maximum benefit for its federal transportation funds. The policy has two objectives: (1) ensure federal funds will be programmed for a project within three months of the funds being allocated by MoDOT, and (2) ensure 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.

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 [http://epg.modot.org/index.php/LPA:136_Local_Public_Agency_\(LPA\)_Policy](http://epg.modot.org/index.php/LPA:136_Local_Public_Agency_(LPA)_Policy)

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. \$20.8 million of the state's Surface Transportation Block Grant Program (STBG) apportionment are used on off-system bridges and off-system bridge inspections. The Missouri Highways and Transportation Commission allocates STBG funds to the counties and St. Louis City for this program.

The estimated annual allocation for the Off-System Bridge Replacement and Rehabilitation Program in Missouri is \$20.8 million. These funds are 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.

Northwest District	\$4,800,000	Northeast District	\$2,500,000
Kansas City District	\$2,600,000	Central District	\$2,100,000
St. Louis District	\$1,800,000	Southwest District	\$3,200,000
Southeast District	\$2,800,000	Statewide Inspections	\$1,000,000

Surface Transportation Block Grant Program

Large Urban Program

This program funds projects such as pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, transit, and pedestrian facilities. FAST 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). There are four Metropolitan Planning Organizations (MPO) that are responsible for carrying out metropolitan transportation planning in the four Missouri Transportation Management Areas – Mid-America Regional Council in the Kansas City area, East-West Gateway Council of Governments in the St. Louis area, Ozarks Transportation Organization in the Springfield area, and Northwest Arkansas Regional Planning Commission in the Fayetteville-Springdale-Rogers, Arkansas-Missouri area, a small part of which extends into McDonald County in southwest Missouri. Their allocations are distributed based on their population relative to the state.

The Surface Transportation Block Grant 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 MPO's identify regional transportation needs. The MPO's work in coordination with the state and local agencies to address the regional needs, to define the scope of projects, and to identify appropriate project sponsors. Any agency, state or local, who wants to sponsor a project submits an application to the MPO. Projects that MoDOT sponsors compete with all other applications for Large Urban Funding using MPO's defined prioritization and project selection process.

The annual allocation for the Large Urban Program in Missouri is approximately \$73.3 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 the Kansas City, St. Louis and Southwest district boundaries.

Transportation Alternatives Program

Project examples include facilities for bicycle and pedestrian activities, construction of overlooks for scenic views, control and removal of outdoor advertising, and wildlife crossings. Projects are selected through a selection process. The annual allocation for the Transportation Alternatives Program in Missouri is approximately \$18.6 million, with half provided to the sub-allocated program and half retained for MoDOT use. The half retained by MoDOT will be used for Americans with Disabilities Act (ADA) Transition Plan activities to improve access at crosswalks.

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. FAST mandates federal funds for this program be spent on projects that improve air quality in affected areas. Affected areas are defined as areas required by the Clean Air Act to address air quality issues. MoDOT distributes funding to eligible areas for project selection. The Environmental Protection Agency (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 (CMAQ) guidance booklet is available at:

www.fhwa.dot.gov/environment/air_quality/cmaq

Missouri receives approximately \$25 million annually. The Missouri Highways and Transportation Commission approved a funding distribution such that the estimated minimum guarantee of CMAQ funds to Missouri is distributed to East-West Gateway Council of Governments (EWG) in the St. Louis area and Mid-America Regional Council (MARC) in the Kansas City area. The remaining

CMAQ funds (the total Missouri CMAQ funds less the estimated minimum guarantee) will be distributed to the areas not meeting federal air quality requirements. EWG (St. Louis area) - \$22 million, MARC (Kansas City area) - \$3 million.

Recreational Trails Program – Department of Natural Resources

The Recreational Trails Program (RTP) is a federally-funded assistance program authorized by the U.S. Congress under the Fixing America's Surface Transportation (FAST) Act. Its purpose is to help states provide and maintain recreational trails and trail-related facilities for both motorized and non-motorized recreational use. Examples of recreational trail uses include hiking, bicycling, in-line skating, equestrian use, boating, off-road motorcycling, all-terrain vehicle riding, four-wheel driving or using other off-road motorized vehicles.

The U.S. Department of Transportation, Federal Highway Administration (FHWA), oversees the RTP and has delegated the administration of the program to each state. In Missouri, the Governor has designated the Department of Natural Resources (DNR) as the agency responsible for administering the RTP.

The Department of Natural Resources has a call for projects each year and distributes the funding in response to recreational trail needs within the state. The Recreational Trails Program grants are scored and ranked by an eight member Missouri Trail Advisory Board which represents diverse trail interest groups. The Recreational Trails Program encourages trail enthusiasts to work together to provide a wide variety of recreational trail opportunities.

The fiscal year 2020 Missouri grantees are shown in the tables on the following pages. The fiscal year 2020 projects were amended to the STIP in March 2021.

For a grant application or to address questions regarding the Recreational Trails Program, call Missouri Department of Natural Resources' Missouri State Parks' Grants Management Section at (573) 751-0848.

Recreational Trails Program - FY2020 Grant Recipients

Grant #	Project Sponsor and Scope of Work	Grant Award	Project Cost
2020-02	<p>Perche Creek Trail, MKT to Gillespie Bridge Road Phase I - Non-Motorized Trail Project</p> <p>To plan and construct a multi-use concrete trail approximately 1.1 miles with a bridge over Perche Creek.</p> <p><i>Columbia Parks & Recreation</i></p>	\$250,000	\$1,200,000
2020-03	<p>Piedmont Walk Trail Extension Phase 2 – Non-Motorized Trail Project</p> <p>To construct a 1,550 ft long, six-foot-wide, and 4" thick asphalt extension of the City's pedestrian trail to tie Handy Park to existing trail in Ash Park.</p> <p><i>City of Piedmont</i></p>	\$89,469	\$127,666
2020-05	<p>Lions Club Park Recreation Trail – Non-Motorized Trail Project</p> <p>To construct two trails, one 0.34 mile and one 0.30 mile separated by creek running through existing park including two bridges on either end of trail, 2 ADA picnic areas, 4 ADA park benches, 6 solar powered lights and ADA bathroom renovation.</p> <p><i>City of Winona</i></p>	\$129,621	\$205,056
2020-06	<p>Duquesne Memorial Park – Non-Motorized Trail Project</p> <p>To construct an 8' wide and 0.22 mile concrete loop trail and amenities to include benches, trash cans, and landscaping.</p> <p><i>City of Duquesne</i></p>	\$96,886	\$121,107
2020-07	<p>Cassville South Park Trail Improvements – Non-Motorized Trail Project</p>	\$53,101	\$70,432

To renovate 0.55 mile of gravel trail with asphalt paving and installation of 64' of 12" corrugated metal pipe.

City of Cassville

2020-08	<p>The James-Maramec Iron Works Bike Path Restroom Facility – Non-Motorized Trail Project</p> <p>To install a precast all concrete constructed ADA restroom, fencing and landscaping at the trail head of the St. James-Maramec Iron Works Bike Path.</p> <p><i>City of St. James</i></p>	\$25,000	\$31,500
2020-11	<p>Finger Lakes ORV Trail Upgrade and Trail Amenities – Non-Motorized Trail Project</p> <p>To renovate 9 miles of 8 to 12-foot-wide gravel and dirt trail using gravel and dirt. Install culverts to move water away from the trail surface. Accommodate future expansion by constructing a widened trail for machines greater than 50 inches. Install trail makers on the main ORV trail, including directional signs, maps and points of interest with GPS coordinates. Install an air pump station at motocross track trailhead, under the overhang at the scoring tower (a central location), that will allow riders to serve their machines within the park.</p> <p><i>MSP - Finger Lakes</i></p>	\$49,200	\$61,500
2020-12	<p>Black River Trail – Motorized Trail Project</p> <p>To pave approximately 3,867 linear feet of existing rock trail.</p> <p><i>MSP - Johnson's Shut Ins SP</i></p>	\$125,465	\$156,83
2020-13	<p>Weston Bend SP Paved Trail Rehabilitation Phase 1 – Non-Motorized Trail Project</p> <p>This project will rehabilitate 0.84 mile of the 2.75 miles of paved trails. The park intends to renovate 116,160 square feet of 8-foot-wild asphalt trail using asphalt.</p> <p><i>MSP - Weston Bend</i></p>	\$144,000	\$180,000

2020-14	Rocky Hollow Park Trail Development Project Phase 1 - Non-Motorized Trail Project To construct three 0.25 mile trail segments, trailhead amenities, signage and trash receptacles. <i>Clay County Parks</i>	\$197,500	\$399,725
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Access and Mobility Partnership Grant

The Federal Transit Administration FTA-ICAM (Innovative Coordinated Access and Mobility) Discretionary Grant is authorized under Section 3006 (b) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94, Dec. 4, 2015). FTA's [Access and Mobility Partnership Grants](#) focus on transportation and technology solutions to reach medical appointments, access healthy food and improve paratransit services. The program emphasizes better coordination between health care providers and transit agencies, as well as technology improvements such as mobility-on-demand shared transportation services and smart phone apps for booking services. The FTA selected the Missouri Rural Health Care Association (MRHA) \$830,243 project proposal to receive \$592,358 in federal funds for the project. MRHA will provide the \$237,885 local match. This grant will be administered directly by the FTA.

Federal Lands Access Program

The Federal Lands Access Program (FLAP) is a subcomponent of the Federal Lands Highway Program, as authorized in FAST. The FLAP provides funds for projects on Federal lands to access transportation facilities located adjacent to or provide access to Federal lands. Eligible activities include:

- Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction and reconstruction of Federal lands access transportation and –
 - adjacent vehicular parking areas;
 - acquisition of necessary scenic easements and scenic or historic sites;
 - provisions for pedestrians and bicycles;
 - environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
 - construction and reconstruction of roadside rest areas, including sanitary and water facilities; and
 - other appropriate public road facilities.
- Operations and maintenance of transit facilities
- Any transportation project eligible for assistance under Title 23 of the United States Code that is within or adjacent to, or provides access to, Federal land.

Federal lands access transportation facilities include public highway, road, bridge, trail, or transit systems located on, adjacent to, or provide access to Federal lands for which title or maintenance responsibility belongs to a state, county, town, township, tribal, municipal or local government.

The Eastern Federal Lands Highways Division of the Federal Highway Administration administers the program in Missouri. The estimated annual allocation for Missouri is \$1.5 million.

The Fiscal Years 2017-2020 projects have been selected. The project lists for Fiscal Years 2017-2020, 2015-2018 and 2013-2014 are available at: <http://flh.fhwa.dot.gov/programs/flap/mo/>

Additional information about the Federal Lands Access Program may be found at:

<http://flh.fhwa.dot.gov/programs/flap/>.

Ferry Boat Federal Program

FAST provides capital funds to the public ferry services of Mississippi County Port Authority, Ozark National Park Service and Ste. Genevieve-Modoc which operate in lieu of constructing a bridge or tunnel. Funds are distributed by a formula based on the number of passengers, vehicles and total route miles. Funds can be used by the designated operator for activities such as construction of terminal facilities, ferry boat upgrades and docks. These funds cannot be used for routine maintenance, operating costs, other transportation purposes, nor by any other entity. Missouri receives approximately \$100,000 annually for this program.

<https://www.fhwa.dot.gov/specialfunding/fbp/>