

## **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.

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 \$1.5 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 \$3 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 \$3.5 million annually to administer the LPA program. 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 \$3.0 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 reduce cross-median fatalities on many of the interstates with the installation of median guard cable and other safety improvements. This funding source, approximately \$17 million, will continue to be used on safety initiatives that are focused on reducing problem crash types that are identified in Missouri's Blueprint for Safety.

### **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 \$7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. In 2018, Missouri received \$65 million in BUILD grants.

<https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/index.htm>

## **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. In 2018, Missouri received \$1,782,500 in a STSFA grant. <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. In 2018, Missouri received four AID grants totaling \$3,220,268.

<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. Missouri has received approximately \$500,000 in STIC program funds since FY 2014.

[https://www.fhwa.dot.gov/innovation/stic/incentive\\_project/](https://www.fhwa.dot.gov/innovation/stic/incentive_project/)

## **High-Priority and Transportation Improvement Projects**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) included 5,091 high-priority projects and 466 transportation improvement projects nationwide specified by the U.S. Congress. Funding for these projects totaled \$14.8 billion and \$2.6 billion respectively over the five years of the federal transportation act with a specified percentage of the project funds made available each year. Funds for SAFETEA-LU projects are subject to the federally imposed guidelines for budgetary limitations, called obligation limitation. However, the obligation limitation associated with the projects does not expire. The following tables list the remaining balances for Missouri's High-Priority and Transportation Improvement projects included in SAFETEA-LU and Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) projects. Section 125 of the 2016, Section 422 of the 2017 and Section 126 of the 2018 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 and 8 earmarks totaling \$9.7 million in 2017. MoDOT repurposed the eligible earmarks on Statewide Transportation Improvement Program (STIP) projects either already underway or included in the STIP. The list of eligible earmarks and corresponding STIP projects can be found on MoDOT's web page at <https://www.modot.org/media/19860> and at <https://www.modot.org/media/15375>.

**Demonstration Projects  
Missouri Department of Transportation  
Financial Services  
As of February 28, 2019**

<u>PROJECT DESCRIPTION</u>	<u>FUND CODE</u>	<u>TOTAL AUTHORIZED</u>	<u>TOTAL ALLOCATION TO DATE</u>	<u>OBLIGATED TO DATE</u>	<u>UNOBLIGATED BALANCE</u>
<b><u>SAFETEA-LU: Sec. 1702 - High Priority Projects Program</u></b>					
Study of Highway 160 & Kansas Expressway Corridor	HY1ILY1	1,600,000.00	1,602,360.00	-1,439,840.00	162,520.00
Renovations/Enhancements on the Bicycle Pedestrian Facility on the Old Chain of Rocks Bridge	HY1ILY1	640,000.00	640,944.00	-575,935.00	65,009.00
Confluence Greenway Land Acquisition for Riverfront Trail development in St. Louis	HY1ILY1	560,000.00	560,826.00	-136,338.32	424,487.68
<b>Total Section 1702</b>		<b>2,800,000.00</b>	<b>2,804,130.00</b>	<b>-2,152,113.32</b>	<b>652,016.68</b>
<b><u>SAFETEA-LU: Sec. 1807 - Nonmotorized Transportation Pilot Program</u></b>					
Columbia	LN2	28,185,385.68	28,185,385.68	-27,349,043.84	836,341.84
<b>Total Section 1807</b>		<b>28,185,385.68</b>	<b>28,185,385.68</b>	<b>-27,349,043.84</b>	<b>836,341.84</b>
<b><u>SAFETEA-LU: Sec. 1934 - Transportation Improvements</u></b>					
Ramsey Creek Bridge, Scott Co	LY3	5,000,000.00	5,011,707.00	-5,011,706.84	0.16
Construction of riverfront trails in City of Warsaw	LY3	500,000.00	501,170.00	-453,068.85	48,101.15
<b>Total Section 1934</b>		<b>5,500,000.00</b>	<b>5,512,877.00</b>	<b>-5,464,775.69</b>	<b>48,101.31</b>
<b><u>TEA-21</u></b>					
Construct the Missouri Center for Advanced Highway Safety (MOCAHS), Missouri - #576	Q92 / Q93	692,750.00	710,137.00	-710,136.00	1.00
<b>Total TEA-21</b>		<b>692,750.00</b>	<b>710,137.00</b>	<b>-710,136.00</b>	<b>1.00</b>

## 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 that Missouri receives the maximum benefit for its federal transportation funds. The policy has two objectives: (1) ensure that federal funds will be programmed for a project within three months of the funds being allocated by MoDOT, and (2) ensure that 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	\$4,645,000	Northeast District	\$2,456,000
Kansas City District	\$2,515,000	Central District	\$2,091,000
St. Louis District	\$1,784,000	Southwest District	\$3,058,000
Southeast District	\$2,745,000	Statewide Inspections	\$1,500,000



## **On-System Bridge Replacement and Rehabilitation Program**

### **Large Urban Program**

This program funds the replacement or rehabilitation of deficient bridges located on roads functionally classified as urban collectors, rural major collectors and arterials. The Transportation Management Areas (TMAs) determined the projects for their areas. The funds for the TMAs were distributed based on the ratio of the replacement cost of the square footage of deficient bridge deck in the TMA to the replacement cost of the square footage of deficient bridge deck in all TMAs of the state. This program has been discontinued by MoDOT, beginning in state fiscal year (SFY) 2017. The last allocation was made in SFY 2016. Existing balances will remain available for use until September 30, 2019. This program has not been included in a federal transportation bill since 1991.

### **Small Urban Program**

This program funds the replacement or rehabilitation of deficient bridges located on roads functionally classified as urban collectors, rural major collectors and arterials. A statewide competitive process was used to select projects located in small cities. This program has been discontinued by MoDOT, beginning in SFY 2017. The last allocation was made in SFY 2016. Existing balances will remain available for use until September 30, 2019. This program has not been included in a federal transportation bill since 1991.

## **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, that 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 \$69.7 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.

### **Small Urban Program**

This program funds pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, and transit and pedestrian facilities in cities with an urban cluster population between 5,000 and 50,000, or an urbanized area population between 50,000 and 200,000. This program has been discontinued by MoDOT, beginning in SFY 2017. The last allocation was made in SFY 2016. Existing balances will remain available for use until September 30, 2019. This program has not been included in a federal transportation bill since 1991.

### **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 competitive 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 that federal funds for this program be spent on projects that improve air quality in affected areas. Affected areas are defined as areas that are 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](http://www.fhwa.dot.gov/environment/air_quality/cmaq) .

Missouri receives approximately \$24 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) - \$21 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 holds a competitive grant round each year and distributes the funding in response to recreational trail needs within the state. The Recreational Trails Program competitive 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 2018 Missouri grantees (approved fall 2018) are shown in the tables on the following pages. The fiscal year 2019 projects will be amended to the STIP after the projects have been approved, in late summer or fall of 2019.

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 - FY2018 Grant Recipients

Grant #	Project Sponsor and Scope of Work	Grant Award	Project Cost
2018-02	<p><b>Chadwick Flyer Trail and Recreational Park - Non-Motorized Trails Project</b></p> <p>The Chadwick Flyer Trail and Recreational Park will provide outdoor recreation in the form of a walking/jogging and bicycling trail traversing along 1.5 miles of the original Chadwick Flyer railroad corridor.</p> <p><i>Chadwick R-1 School District</i></p>	\$149,412	\$234,412
2018-03	<p><b>Katy Trail Sedalia Connection Project -Non- Motorized Trail Project</b></p> <p>Trail improvements to two segments of the Katy Trail (Boonville to Clinton segment).</p> <p><i>City of Sedalia</i></p>	\$1,000,000	\$2,546,870
2018-04	<p><b>Little Blue Trace Trail Improvements at M-78 Highway – Non-Motorized Trail Project</b></p> <p>This project will eliminate an at-grade crossing and provide a 0.25 mile connection that joins two interrupted segments of the trails.</p> <p><i>Jackson County</i></p>	\$232,921	\$333,530
2018-06	<p><b>Finley River Trail Expansion Phase 1 – Non-Motorized Trails Project</b></p> <p>This extension of Finley River Trail Phase 1 adds 1,300' of new trail connecting to existing trails.</p> <p><i>City of Ozark</i></p>	\$79,000	\$131,800
2018-07	<p><b>Binder Bike Park Phase 1 – Non-Motorized Trails Project</b></p> <p>Phase 1 of the Binder Bike Park plan includes construction of 1.3 miles of additional natural surface, single-track trail; and the development and construction of a 0.4 mile easily navigable "kids" loop trail.</p> <p><i>Osage Region Trail Association</i></p>	\$28,362	\$49,282

<b>Grant #</b>	<b>Project Sponsor and Scope of Work</b>	<b>Grant Award</b>	<b>Project Cost</b>
2018-08	<p><b>Jordon Creek Greenway Trail- West Meadows Phase 1</b> – Non-Motorized Trails Project</p> <p>This project includes 2,900 linear feet of hard surface trail being constructed through open space being developed as woodland, prairie and wetland from Fort Avenue east to west of the Missouri and Northern Arkansas Railroad tracks.</p> <p><i>City of Springfield</i></p>	\$250,000	\$416,486
2018-09	<p><b>Trail Head Facility at Roubidoux Park</b> - Non-Motorized Trails Project</p> <p>To establish a northern trailhead for the Trail of Tears Memorial site, to include parking with handicap accessible spaces, an ADA compliant bathroom and a 1,050 linear feet connecting trail to the historic downtown Waynesville area.</p> <p><i>City of Waynesville</i></p>	\$88,000	\$168,197
2018-10	<p><b>Potts Memorial Park Trail Expansion Project</b> - Non-Motorized Trails Project</p> <p>The scope of this project is to construct a connecting trail from the existing Potts Memorial Park trail to the 3rd shelter house at Potts Memorial Park.</p> <p><i>City of Salisbury Park Board</i></p>	\$46,250	\$88,698
2018-11	<p><b>City Park Trail Phase 2</b> - Non-Motorized Trails Project</p> <p>Phase 2 of the New Haven City Park Trail project is the construction of 0.78 mile trail for bicycling, walking, running and hiking.</p> <p><i>City of New Haven Park Board</i></p>	\$70,571	\$117,213
<b>Total</b>		<b>\$1,944,516</b>	<b>\$4,086,488</b>

## **Federal Lands Access Program**

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

- Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction and reconstruction of Federal lands access transportation facilities located on or adjacent to, or that provide access to, Federal land, 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 that provides access to, Federal land.

Federal lands access transportation facilities include public highway, road, bridge, trail, or transit systems that are 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 \$1.4 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/>