

Sub-allocated Funds

Federal funds for Off-System Bridge, On-System Bridge, Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Program (STP), and Transportation Enhancement projects come through the Federal Highway Administration (FHWA) under Title 23 United States Code (U.S.C.). The Missouri Department of Transportation through its ten district offices and the business units of Resource Management and Transportation Program Management actually administer the respective programs. Projects under these programs are usually funded on an 80 percent federal and a 20 percent local match basis.

Off-System Bridge Replacement and Rehabilitation Program

MoDOT administers the Off-system Bridge Replacement and Rehabilitation Program (BRO) program to the counties of Missouri and St. Louis City. The funding for this program is administered according to the following policies:

The TEA - 21 Act requires that at least 15 percent and no more than 35 percent of the state's total bridge appropriation be allocated to the counties and the City of St. Louis for use on off-system bridges (BRO). The Missouri Highways and Transportation Commission approves the amount of bridge funds allocated to this program. Off-system bridges are bridges that are on roads that are functionally classified as a local road or street and rural minor collectors.

Off-System funds allocated to the counties will be based on the ratio of the replacement cost of the square footage of deficient bridge deck in the county to the replacement cost of the square footage of deficient bridge deck in all counties of the state.

Bridge funds for off-system projects may be programmed by counties for future projects not more than three years for preliminary engineering and one year for construction costs of the estimated annual allocation for that county.

Definition of Work Included in Category

Off-System Bridge Replacement and Rehabilitation Program funds may be used for the following types of work:

The total replacement of a structurally deficient or functionally obsolete highway bridge on any public road with a new facility constructed in the same general traffic corridor. The rehabilitation that is required to restore the structural integrity of a bridge on any public road, as well as the rehabilitation work necessary to correct major safety (functional) defects.

The replacement of ferryboat operations in existence on January 1, 1984, the replacement of bridges destroyed before 1965, low-water crossings, and bridges made obsolete by Corps of Engineers (COE) flood control or channelization projects and not rebuilt with COE funds, and bridge painting, seismic retrofitting, calcium magnesium acetate applications, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions or installing scour countermeasures.

Deficient highway bridges eligible for replacement or rehabilitation must be over waterways, other topographical barriers, other highways, or railroads. They must be significantly important and unsafe because of structural deficiencies, physical deterioration, or functional obsolescence, as determined by the State and the Secretary of Transportation.

This program is intended for bridge rehabilitation and replacement and a minimum amount of approach roadway construction will be allowed.

How Needs Are Identified

Any bridge to be replaced or rehabilitated within this category must be on MoDOT's eligible list for funding. MoDOT's eligible list will indicate whether the bridge is considered eligible for replacement (full funding) or only rehabilitation (partial funding), based on the existing inventory and inspection data. The proposed rehabilitation work must eliminate the items that caused the bridge to be identified as deficient. Ratings for bridges within the local agency will be furnished by the state, indicating whether the bridge is eligible for replacement or rehabilitation.

Project Identification and Prioritization

MoDOT develops a list of eligible projects that is shared with the districts. Districts are advised to work with the local agency to share this information. Project selection must be made from this list of eligible projects and is the responsibility of the local agency. MoDOT personnel will be available to advise and assist in project estimating and selection, if desired. Local agencies that are part of the MPO are required to submit their project selection to the MPO for review and approval.

Programming Projects

Once a bridge has been selected for programming, the local agency should contact the MoDOT Representative to initiate project programming by completing a Programming Data Form. Local agencies that are in the St. Louis MPO may submit their TIP application in place of the Programming Data Form. This form, with a letter signed by the local agency's officials requesting the project to be programmed, will initiate a series of checks by MoDOT to review eligibility. The programming data form requires an estimate of costs for which federal participation is desired. The estimated cost of the project should include a breakdown into categories of preliminary engineering, right-of-way, utility adjustments, roadway, bridges, or inspection. Average daily traffic for both the current year and design year (20-year) must be included. The number and width of existing and proposed traffic lanes must be indicated along with present and proposed parking conditions. A scope of engineering services (if available) and for projects involving more than 2 lanes, a traffic flow diagram should be submitted along with the Programming Data Form. Local agencies that are in a MPO must include the TIP Number.

After the project has been reviewed for eligibility, the local agency will be notified when they can begin preliminary engineering. MoDOT will also provide the local agency with a project number and the design criteria to be used for the project.

On-System Bridge Replacement and Rehabilitation Program

This program is administered by MoDOT to the Kansas City and St. Louis Metropolitan Planning Organizations (MPOs), and cities with a population between 5,000 and 200,000, according to the last census. The funding for this program is administered according to the following policy:

The Missouri Highways and Transportation Commission approves the amount of bridge funds allocated to the Kansas City and St. Louis MPOs and other cities with a population of greater than 5,000 for use on on-system bridges (BRM). On-system bridges are bridges that are on roads that are functionally classified as urban collectors, rural major collectors, and arterials. Bridge funds for cities with a population between 5,000 to 200,000 are distributed on a selection process that has been conducted annually. However, for TEA-21 funding, the projects for the BRM program will be selected only one time (Summer 2000).

Definition of Work Included in Category

On-System Bridge Replacement and Rehabilitation Program funds may be used for the following types of work:

The total replacement of a structurally deficient or functionally obsolete highway bridge on any public road with a new facility constructed in the same general traffic corridor.

The rehabilitation that is required to restore the structural integrity of a bridge on any public road, as well as the rehabilitation work necessary to correct major safety (functional) defects.

The replacement of ferryboat operations in existence on January 1, 1984, the replacement of bridges destroyed before 1965, low-water crossings, and bridges made obsolete by Corps of Engineers (COE) flood control or channelization projects and not rebuilt with COE funds, and bridge painting, seismic retrofitting, calcium magnesium acetate applications, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions or installing scour countermeasures.

Deficient highway bridges eligible for replacement or rehabilitation must be over waterways, other topographical barriers, other highways, or railroads. They must, however, as determined by the State and the Secretary of Transportation, be significantly important and unsafe because of structural deficiencies, physical deterioration or functional obsolescence.

This program is intended for bridge rehabilitation and replacement and a minimum amount of approach roadway construction will be allowed.

How Needs Are Identified

Any bridge to be replaced or rehabilitated within this category must be on MoDOT's eligible list for funding. MoDOT's eligible list will indicate whether the bridge is considered eligible for replacement (full funding) or only rehabilitation (partial funding), based on the existing inventory and inspection data. The proposed rehabilitation work must eliminate the items that caused the bridge to be identified as deficient. Ratings for bridges within the local agency will be furnished by the state indicating whether the bridge is eligible for replacement or rehabilitation.

Project Identification and Prioritization

MoDOT develops a list of eligible projects that is shared with cities with a population between 5,000 and 200,000; and the Kansas City and St. Louis MPO's.

The Kansas City and St. Louis MPO's are responsible for prioritizing projects within their boundaries. All selected projects must meet the federal eligibility criteria.

The cities with a population between 5,000 and 200,000 are responsible for submitting projects to MoDOT for prioritization. The candidate bridges will be reviewed by MoDOT to ensure project eligibility. MoDOT using a cost/benefit ratio will also rate them. This prioritization process has been set-up to evaluate projects due to limited funding in the BRM program. The cost factor will be determined by dividing the estimated cost of the improvement by 50 percent of the current structure length. The following items will determine the benefit factor: Level of daily traffic (ADT); Level of improvement to safety items; and Level of improvement to vehicular capacities.

Programming Projects

Projects selected in this category within the Kansas City and St. Louis MPO areas must be programmed using the existing Transportation Improvement Program (TIP) process.

Once MoDOT has selected the projects in cities with a population between 5,000 and 200,000 to receive funding, the city will be notified of the project's selection. In addition, the city will be notified when preliminary engineering may begin.

MoDOT will also provide the local agency with a project number and the design criteria to be used for the project.

Surface Transportation Program to Transportation Management Areas

Definition of Work Included in Category

The Surface Transportation Program (STP) is the most flexible funding allocation. Any type of transportation project included in 42 U.S.C. Sec. 133, including pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, transit and pedestrian facilities is eligible for STP funds. Projects for roads functionally classified as local or rural minor collectors are not eligible for these funds. However, all bridges are eligible regardless of their functional classification.

The Transportation Efficiency Act for the 21st Century (TEA 21) mandates that a portion of Missouri's STP funds be used inside the Transportation Management Area (TMA) boundaries. TMAs are metropolitan planning organizations for communities with a population greater than 200,000. These funds are commonly known as STP-attributable funds.

Identifying and Prioritizing Projects

As the metropolitan planning agency, the TMA identifies needs that will address regional transportation issues. Additionally, local and state agencies identify transportation needs within the TMA boundary.

The TMA works in coordination with the state and local agencies to define the scope of projects to address the regional need and to identify the appropriate project sponsor. Projects to address the needs identified by local or state agencies are generally developed by the individual agency.

Any agency, state or local, that wants to sponsor a project submits an application to the TMA. Projects that MoDOT sponsors compete with all other applications for STP-attributable funding using the TMA-defined prioritization process.

If any of the selected projects are MoDOT sponsored, a Project Amendment Tracking System (PATS) form must be submitted to Transportation Program Management for inclusion in the program.

After the TMA Board has approved the selected project list, it is submitted to Transportation Program Management for inclusion in the Statewide Transportation Improvement Plan.

Programming Projects

Once a project has been selected for programming, the local agency should contact the MoDOT Representative to initiate project programming by completing a Programming Data Form. Local agencies that are in the St. Louis MPO may submit their TIP application in place of the Programming Data Form. This form, with a letter signed by the local agency's officials requesting the project to be programmed, will initiate a series of checks by MoDOT to review eligibility. The programming data form requires an estimate of costs for which federal participation is desired. The estimated cost of the project should include a breakdown into categories of preliminary engineering, right-of-way, utility adjustments, roadway, bridges, or inspection. Average daily traffic for both the current year and design year (20-year) must be included. The number and width of existing and proposed traffic lanes must be indicated along with present and proposed parking conditions. A scope of engineering services (if available) and for projects involving more than 2 lanes, a traffic flow diagram should be submitted along with the Programming Data Form. Local agencies that are in a MPO must include the TIP Number.

After the project has been reviewed for eligibility, the local agency will be notified when they can begin preliminary engineering. MoDOT will also provide the local agency with a project number and the design criteria to be used for the project.

Surface Transportation Program to Small Urbanized Areas (Populations 50,000 to 200,000).

Definition of Work Included in Category

The Surface Transportation Program (STP) is the most flexible funding allocation. Any type of transportation project included in 42 U.S.C. Sec. 133 including pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, transit and pedestrian facilities is eligible for STP funds. Projects for roads functionally classified as local or rural minor collectors are not eligible for these funds. However, all bridges are eligible regardless of their functional classification.

The Missouri Highways and Transportation Commission annually allocates a portion of Missouri's STP funds for distribution to cities with population between 5,000 and 200,000 that are located outside the urban boundary. These funds, commonly known as STP-nonattributable, are distributed based on population.

Identifying and Prioritizing Projects

The city identifies transportation needs and the projects to address those needs. These projects are then prioritized by the city. A city can choose to use STP-nonattributable funds to partner with another agency to construct an eligible project.

After the prioritization process is complete, the city must contact the district office to initiate the federal funding process for the selected projects. This process includes adding the project to the STIP.

Programming Projects

Once a project has been selected for programming, the local agency should contact the MoDOT Representative to initiate project programming by completing a Programming Data Form. This form, with a letter signed by the local agency's officials requesting the project to be programmed, will initiate a series of checks by MoDOT to review eligibility. The programming data form requires an estimate of costs for which federal participation is desired. The estimated cost of the project should include a breakdown into categories of preliminary engineering, right-of-way, utility adjustments, roadway, bridges, or inspection. Average daily traffic for both the current year and design year (20-year) must be included. The number and width of existing and proposed traffic lanes must be indicated along with present and proposed parking conditions. A scope of engineering services (if available) and for projects involving more than 2 lanes, a traffic flow diagram should be submitted along with the Programming Data Form.

After the project has been reviewed for eligibility, the local agency will be notified when they can begin preliminary engineering. MoDOT will also provide the local agency with a project number and the design criteria to be used for the project.

Congestion Mitigation and Air Quality (CMAQ)

Definition of Work Included in Category

CMAQ funding levels and eligible work types are established by FHWA and the Environmental Protection Agency. The basic premise behind these funds is to reduce transportation-related emissions. Any project using this type of funding must be either located within the non-attainment or maintenance area boundary, or be in close proximity with emissions benefits realized mainly within the boundary. Examples of projects eligible for CMAQ funding are signal coordination, transit services, intelligent transportation systems, alternative fuel programs, bike/pedestrian facilities, rideshare programs, programs to educate the public about ozone issues, construction of high occupancy vehicle lanes and congestion management systems. Additional examples of eligible projects are listed in 42 U.S.C. Sec. 7408(f)(1). Highway capacity expansion projects are not eligible for these funds. A full CMAQ Guidance booklet is available at www.fhwa.dot.gov.

Identifying and Prioritizing Projects

The State Implementation Plan (SIP) is created for each region of the state to identify specific measures the region will use to comply with the Clean Air Act. These measures are considered CMAQ projects for the region. Additional suggestions for measures to reduce transportation-related emissions can be made by local and state agencies.

The Transportation Management Areas (TMAs) are designated as the local air planning agencies. Therefore, MoDOT has delegated the CMAQ project selection to the TMA in the non-attainment or maintenance region.

Any agency, state or local, that wants to sponsor a project submits an application to the TMA. Projects that MoDOT sponsors compete with all other applications for CMAQ funding using the TMA prioritization process.

The two TMAs use similar, but not identical, processes to select CMAQ-funded projects. Their selection criteria include emissions reductions, inclusion in the SIP and cost-effectiveness.

Programming Projects

After the TMA Board has approved the selected project list, it is submitted to Transportation Program Management for inclusion in the Statewide Transportation Improvement Plan.

If MoDOT sponsors the selected project, the District must submit a Project Amendment Tracking System (PATs) form for the project to be programmed. Transportation Program Management (TPM) reviews the form to ensure all necessary information is provided (including a secured funding source.) TPM then prepares the project for Commission Approval in order to be included in the STIP.

Surface Transportation Program - Enhancement

The Federal Transportation Enhancement Program offers extensive opportunities to take unique and creative actions to integrate transportation into our communities and the natural environment. Transportation enhancement activities can be stand-alone projects or implemented as part of an on-going transportation project. In either case, *the project must relate to the intermodal transportation system in terms of function, proximity, or impact.* For example, an independent bike path is a *functional* component of the intermodal transportation system. Removal of outdoor advertising within an individual's view of a highway is justified in light of its *proximity*. Retrofitting an existing highway by creating a wetland to filter runoff from the highway would qualify based on the *impact* of the highway in terms of water pollution.

Enhancement projects must be projects that are *over and above* what is considered routine construction or maintenance. By effectively using the Transportation Enhancement Program, transportation enhancement activities will increase the value or worth of a project and/or make it more aesthetically pleasing.

Definition of Work Included in Category

The Enhancement sub-category is part of the Transportation Enhancement (TE) program funded through the Transportation Equity Act for the 21st Century (TEA-21). It was signed into law in June 1998 and continues from the Intermodal Surface Transportation and Efficiency Act (ISTEA), which was signed in 1991. TEA-21 continues the requirement that 10 percent of a state's Surface Transportation Program (STP) funds be set aside for TE activities. Part 133 - Surface Transportation Program, of title 23 United States Code, details the specifics for the TE program. It outlines the responsibilities of administering and utilizing the program. The

TE program allows for up to 80 percent of a project's financing being reimbursable through the federal government; the match (20 percent or greater) can come from any source, other than federal highway dollars.

Projects must also meet specific eligibility requirements, and comply with standards set up by the Americans with Disabilities Act, the Federal Highway Administration, AASHTO, and the Secretary of the Interior's Standards for rehabilitation of historic sites. Projects specifically eligible for funding include: bicycle and pedestrian facilities, landscaping, and historic preservation and rehabilitation of historic structures. A transportation enhancement project is required to relate to surface transportation.

Program Funding Distribution

1. Funds will be allocated to each district based on population. This share is based on the 1990 census and is not subject to change unless ordered by the Commission. Funds will also be allocated between the Metropolitan Planning Organizations (MPO) and non-MPO areas, and also in District 4 and District 6 based on population within the MPO boundary.
2. The actual dollar amounts will be a percentage of that amount available in each particular fiscal year. That percentage is based on the number in guideline 1 above.
3. Projects will be evaluated and scored by the selection committee regardless of their location in the state. In the MPO areas in Districts 4 and 6, all projects will be evaluated for eligibility and cost issues by the selection committee. The MPO in Districts 4 and 6 must provide a project priority listing that requests funding beyond the available allocation for that district in order to be eligible for extra funding. This project priority listing must be provided to MoDOT before the selection committee meeting. MoDOT staff in Districts 4 and 6 will also be involved in the selection of their MPO projects.
4. In order for a project to be eligible for funding, it must involve at least one of the eleven eligible enhancement activities. All projects must receive at least one half of the total possible points available plus one to be eligible, except the projects in the MPO areas in Districts 4 and 6. MPO and MoDOT staff in the MPO areas in Districts 4 and 6 will select their projects, which will be funded in order of the MPO project priority listing if the projects involve eligible activities.
5. The selection committee will rank all projects within the district, including the projects within the MPO boundaries. Projects will be fully funded in each district, except for Districts 4 and 6, beginning with the highest scoring project and then the next highest scoring project and so on until all available funds for that district have been applied to projects which meet guideline 4 above. The following exceptions apply to this rule:

- a. The amount of funds obligated to one particular project should not exceed 50% of the total transportation enhancement funds available for the district. Exception to this may be made if there are a small number of eligible projects in the district and fully funding all may cause one to receive more than half of the available funds. Before a project can receive more than half of available funds, all other eligible projects in that district must be fully funded.
 - b. The projects in the MPO areas in Districts 4 and 6 will be funded based on MPO and district priority.
6. Districts 4 and 6:
 - a. Projects within the MPO boundary will be prioritized by the MPO and district.
 - b. The selection committee will rank projects not within the MPO boundary.
 - c. Only the selection committee will rank the priority projects beyond the available funding for the MPO. This allows the MPO the possibility to compete for extra funding on a statewide basis.
 - d. Projects within the MPO boundary will be funded in order of their MPO ranking as long as guideline 4 is met.
7. If all eligible projects in a particular district have been fully funded and funds remain, the balance will be disbursed as follows:
 - a. First, the funds will be applied to the next highest scoring partially funded eligible project in the state, regardless of district, until it is fully funded.
 - b. Second, the funds will be applied to the next highest scoring, eligible project in the state that did not get funded, regardless of district.
8. If after all funding has been disbursed as outlined above, a particular project, for some reason no longer wishes to be considered for funding, then those funds will be distributed to the next highest scoring, eligible project in that district that did not get funded unless that district has enough projects to satisfy the funding allocation to that district without that project, in which case those funds will be disbursed as outlined above.
9. If a project involves all districts in the state, and the project meets all eligibility requirements, including the minimum score requirement, that project will be considered for funding before other projects. Funding for a project that involves all districts would be allocated based on the population in each district as indicated in guideline 2 above.
10. If a project has multi-district relevance, but less than statewide, and also meets all requirements, then that project should be considered for funding before other projects within the affected districts. Funding for this situation will be based on the population, but only among the districts being affected. The actual dollar amounts will be a percentage of that amount

available in a particular fiscal year, or round, and is based on the number in guideline 1 above. Districts that are not affected by the project will not have a reduction in total allocation toward their district. When a sponsor applies through one district, the other districts affected in the application, must be notified of possible participation with funds, if project is selected.

11. The Missouri Highway and Transportation Commission (MHTC) will determine the disposition of all enhancement funds returned from a project that has been removed from the program. Any funds resulting from projects that have been removed from a particular district/MPO will be returned to that district/MPO to allow them the opportunity to spend those funds. These funds will NOT be redistributed to the agency from which they were obtained. Three options are available to that district:
 - a. If the district has a project or projects that have not received full funding in past allocations, then the district should first apply the funding toward that project or projects.
 - b. If the district is not able to utilize the funding in Option a above, then the funding can be combined with the next fiscal year allocation for that district.
 - c. If the district is not able to apply the funding toward a project in either Option a or does not wish to use Option b, then the district will be allowed to utilize these funds on state jobs according to the funding guidelines presented at the November 6, 1998 Commission meeting.

MoDOT Enhancement Funds

Project Identification and Selection

The enhancement projects funded through MoDOT districts are determined and selected at the district office. These funds can be used for stand-alone projects, or on a state construction project where sidewalks, and/or landscaping construction items are being included. The districts are responsible for the project prioritization and selection within their respective areas. When programming, these projects must meet the required funding match from the district's operating budget or Statewide Transportation Improvement Program STIP budget. Or, they can enter into partnership with a local agency who also desires to have the transportation enhancement project in their area. In these scenarios, the local agency can provide the 20 percent match of funding.

Programming Projects

If the district uses this funding category on a state construction project or a stand-alone project that goes through the state letting process, the district must program the project for inclusion in the Statewide Transportation Improvement Program (STIP). The district must fill out a Project Amendment Tracking System (PATS) for the project and submitted to TPM. TPM reviews the form to ensure all necessary information is provided (including a secured funding source.) TPM then prepares the project for Commission approval in order to be included in the STIP.

If the district uses this funding category for work performed by its own forces or enters into a partnership with a local agency, the project does not have to be programmed in the STIP.

Regional Enhancement Funds

Project Identification and Selection

Application forms and selection criteria are located within the transportation enhancement project brochure and are also available at all MoDOT district offices and General Headquarters in Jefferson City. Completed applications must be sent to your respective MoDOT district office on or before the close of business on the designated date. If your project is located within any of the six Missouri Metropolitan Planning Organization (MPO) boundaries, the applicant must send a duplicate application to the MPO as well. Each MPO will then review all applications received and forward their recommendations to the Transportation Enhancement Selection Committee chairman. The project must be included on the MPOs' Transportation Improvement Program (TIP) before it can be constructed. After the Missouri Highways and Transportation Commission approves a project that falls within the MPO boundary, the MPO will be notified by MoDOT staff to add the project to their TIP.

The project application process is as follows:

1. Submit application to appropriate authorities by due date.
2. Application reviewed by the district for right-of-way, landscaping, and future development conflicts as well as project eligibility.
3. Review of application by a Metropolitan Planning Organization (MPO) when project is within the MPO boundary.
4. Evaluate project applications and score by the multi-agency selection committee regardless of their location in the state if the project is eligible. In the MPO areas in Districts 4 and 6, all projects will be evaluated for eligibility and cost issues by the selection committee.
5. If the funding is available and the project scores above the required minimum, the project will be recommended for approval by the Missouri Highways and Transportation Commission (MHTC).
6. The MHTC will approve/deny the request for project funding.
7. The project sponsor is notified of project status (approved/denied).

If an application qualifies, it will be rated by the multi-agency Selection Committee. If the project is selected, it will be presented to the Missouri Highways and Transportation Commission for approval. All applications will be acknowledged and applicants will be advised of their application's status. The following criteria must be satisfied for the application to receive consideration:

- Meets at least one of the 11 enhancement categories
- Has a direct relationship to the intermodal transportation system in terms of function, proximity, or impact
- Open for public access in perpetuity, publicly owned land/property or permanent lease
- Local match of at least 20 percent of the total project cost
- Submitted by a local government or public agency
- Project is over and above normal transportation practice
- Project must meet a minimum score that is assigned by the selection committee
- Minimum project size of \$25,000 in federal funds
- Photographs are required when making application for funds. These photos will assist the selection committee in gaining a better perspective on the prospective project
- Binders and cover sheets of any kind are not acceptable. The application, and necessary attachments must be submitted in an 8-1/2" X 11" stapled format only

Projects, which meet the above criteria, will be forwarded to the selection committee for evaluation. Submitted projects will be evaluated by the following criteria, not listed in any particular order:

- **Detailed, complete and realistic** project cost estimates
- Number of federal enhancement categories
- Clear and adequate project description
- Benefits resulting from the project (population benefiting)
- Linking more than one mode of transportation or beautifying the system
- Ability of sponsor to maintain project
- Matching funds in excess of minimum required
- Conservation and preservation of the environment and/or cultural resources
- Benefits to the area in terms of air quality, safety and reduction and maintenance of current traffic volumes and congestion
- How the project benefits the area in terms of tourism and/or economic development
- Past experience in implementation of similar projects
- Project is part of an adopted existing plan
- Project shows new and innovative approaches to enhancing the transportation system
- Project has local support and/or creates new partnerships

Programming Projects

Once a project has been selected, the local agency should contact the MoDOT Representative to initiate the project for programming. MoDOT will provide the local agency with a project number and the design criteria to be used for the project.

Estimated Annual Available Federal Amounts For SFY 2002 - 2006 Highway Projects

<u>Area</u>	<u>Bridge: Off-System</u>	<u>Bridge On-System</u>	<u>STP: Urban</u>	<u>CMAQ</u>
District 1	\$3,720,235		\$367,059	
District 2	\$3,473,063		\$252,922	
District 3	\$2,525,247		\$117,222	
District 4	\$1,974,893	**\$2,900,000	*\$13,209,228	*\$5,521,753
District 5	\$1,502,636		\$ 593,283	
District 6	\$744,948	\$3,400,000	*\$26,642,034	*\$16,609,522
District 7	\$1,792,916		\$407,334	
District 8	\$988,946		\$729,107	
District 9	\$678,300		\$92,048	
District 10	\$2,287,440		\$563,518	
Statewide Inspections	\$700,000			
Statewide Projects	_____	<u>***\$500,000</u>	_____	_____
Total	\$20,388,624	\$6,800,000	\$ 42,973,755	\$22,131,275

Estimated Annual Federal Transportation Enhancement Funds Allocated For SFY 2002 - 2006

<u>Area</u>	<u>Funds Available</u>
Rural (Outstate)	\$3,500,000
MARC MPO	*\$2,200,000
EWGCC MPO	*\$5,100,000
<u>MoDOT</u>	<u>\$6,000,000</u>
Total	\$16,800,000

Estimated Annual Non-Attributable Federal STP-Urban Funds Allocated For SFY 2002 - 2006

DISTRICT - 1		DISTRICT - 4		DISTRICT - 7		DISTRICT - 10	
CAMERON	27,138.54	CLINTON	34,825.53	AURORA	25,846.04	CAPE GIRARDEAU	137,805.54
MARYVILLE	42,668.58	EXCELSIOR SPRINGS	41,432.10	CARTHAGE	43,004.71	CARUTHERSVILLE	29,567.49
ST. JOSEPH	297,251.50	HARRISONVILLE	30,743.95	JOPLIN	240,925.61	CHARLESTON	20,347.91
		RICHMOND	22,960.92	MONETT	26,126.15	DEXTER	30,247.75
DISTRICT - 2		WARRENSBURG	60,999.70	NEOSHO	37,030.39	FARMINGTON	46,410.03
CHILLICOTHE	35,229.69			NEVADA	34,401.37	JACKSON	37,038.39
KIRKSVILLE	68,634.67	DISTRICT - 5				KENNETT	43,781.01
MACON	22,292.66	BOONVILLE	28,391.03	DISTRICT - 8		MALDEN	20,499.97
MARSHALL	50,863.76	COLUMBIA	303,533.94	BOLIVAR	27,390.64	PARK HILLS	31,476.23
MOBERLY	51,375.96	FULTON	40,147.60	LEBANON	39,947.52	PERRYVILLE	27,742.78
TRENTON	24,525.53	JEFFERSON CITY	141,979.17	REPUBLIC	25,177.78	POPLAR BLUFF	68,010.43
		SEDALIA	79,230.79	SPRINGFIELD MPO	636,591.35	SIKESTON	70,591.43
DISTRICT - 3							
HANNIBAL	72,043.99	DISTRICT - 6		DISTRICT - 9			
MEXICO	45,177.55	DESOTO	23,981.32	ROLLA	56,381.91		
		FESTUS	32,432.60	WEST PLAINS	35,665.86		
		SULLIVAN	22,652.80				
		UNION	23,645.19				
		WASHINGTON	42,832.64				

Note: * Includes the funds sub-allocated to the Kansas City and St. Louis Metropolitan Areas. Refer to the respective TIP for project specifics.

** BRM Funds for MARC Area only of District 4.

*** BRM Funds distributed to areas outside of the EWGCC and MARC boundaries.