



Tools to Increase Biking and Walking

Advocacy Advance



Missouri Federal Funding Profile

Navigating the funding transportation funding process, especially the federal funding process can be difficult, for both agency staff and advocates. Each state and jurisdiction has particular rules, practices, personnel and contexts, which determine how decisions get made. To understand the system, it is helpful learn the **who, what, where and when** of each funding source. The following is an attempt to answer these questions for Missouri. This profile template can be used as a guide to gather this information in any community.

The focus of this profile is on un- or under-utilized programs like the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Highway Safety Improvement Program (HSIP) and the State and Community Highway Safety Grants (Section 402).

In Missouri, The Missouri Department of Transportation (MoDOT) has established the Local Public Agency (LPA) Program to administer all funds apportioned and allocated to the state under the transportation bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Specific impacts of the recently passed MAP-21 transportation legislation are unknown at this time, but changes to this program will occur once the new legislation is interpreted and guidance is received from the Federal Highway Administration (FHWA).

MoDOT has created the Local Public Agency (LPA) Policy, which is intended to be used as a guide for cities and counties that sponsor projects utilizing federal transportation funds provided under the current transportation bill. It can be found inside MoDOT's Engineering Policy Guide at: [http://epg.modot.mo.gov/index.php?title=Category:136_Local_Public_Agency_\(LPA\)_Policy](http://epg.modot.mo.gov/index.php?title=Category:136_Local_Public_Agency_(LPA)_Policy)

[Title 23](#), as amended by SAFETEA-LU requires MoDOT to administer all funds apportioned and allocated to the state under this transportation act. SAFETA-LU directs that certain percentages of funding categories within the state's apportionment must be sub-allocated towards the Off-System Bridge Replacement and Rehabilitation Program (BRO), the STP Urban Attributable Program, the STP - Enhancement Program, the Congestion Mitigation and Air Quality Program and Safe Routes to School.

For projects administered by local officials, the state will furnish information concerning the necessary federal requirements and will act as coordinator. The necessary design, acquisition, environmental, historical and archaeological clearances and approvals, construction and maintenance of improvements will be the responsibility of the local agency. A MoDOT district representative will be the primary contact, furnish the necessary guidelines and coordinate the necessary reviews and approvals. MoDOT personnel will advise and assist the local agency in meeting the requirements of the program. Additional information regarding federal requirements is available through the MoDOT district representative.

Surface Transportation Program (STP)

The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on roads, bridges and transit. STP funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.

Is funding distributed among funding categories? Are funding categories tied to federal categories or another system? If another system, what is it?

MoDOT administers the STP program across the state via three different programs: **Surface Transportation Program (STP) Large Urban – Attributable Program, Surface Transportation Program (STP) Small Urban – Non-Attributable Program and Surface Transportation Program (STP) – Enhancement Program.**

The **STP-Urban Program** has been authorized for all cities with a population of over 5,000 beginning with Fiscal Year 1974. Legislation authorizes the expenditure of federal funds for highway related construction and improvements on federal-aid routes and bridges that are on or off the federal aid system within the approved urban and urbanized boundaries.

In MPOs designated as Transportation Management Areas (TMAs), the funds may be used for projects anywhere within the metropolitan planning area. The term "urbanized area" means an area so designated by the Bureau of Census having an urban cluster population of 50,000 or more with boundaries to be fixed by responsible state and local officials in cooperation with each other and subject to approval of the Federal Highway Administration (FHWA). Such boundaries shall at a minimum encompass the entire corporate limits of the urban area.

Funds are normally apportioned on or about October 1 each year. Funds are available for three years after the close of the fiscal year for which they were authorized. Unused funds may be withdrawn by MoDOT to make other arrangements for their expenditure. This is necessary in order to prevent loss of the funds through statutory lapse.

Funds are usually authorized by Congress for several years under a single transportation bill, but are apportioned annually for a single year to the state. In Kansas City, Springfield and St. Louis, the distribution of funds will be determined by the TMA through coordination with the LPAs within the TMA boundary.

Federal funds are available to finance up to 80% of eligible project costs. It will be necessary for the LPA to provide the necessary matching funds. Federal funds from other federal agencies cannot be used to match STP-Urban funds, except as defined [EPG 136.3.11 Other Federal Funding Used as Match](#).

The funds will be administered according to the following policies:

- **Surface Transportation Program (STP) Large Urban – Attributable** - The current transportation bill specifically designates federal funds for use within the Kansas City, Springfield and St. Louis Metropolitan Areas. These funds are referred to as "attributable funds" and are allocated by MoDOT to the respective TMAs.

Surface Transportation Program (STP) Large Urban – Attributable fund balances in excess of three years of annual allocations for Transportation Management Areas (TMAs) will lapse on September 30, 2009, and on September 30th of each year thereafter. Transportation improvements within the TMA will use the lapsed funds.

In TMAs, request for applications from eligible applicants are announced, applications are reviewed, scored and projects selected by technical committees and/or Board of Directors. This application process, along with scoring criteria is established by TMA staff and committee members. In urban areas, most applications are handled through an on-line tool. Scoring criteria is established based on the TMA's Metropolitan Transportation Plan (MTP), which has components supporting livability, so bicycle and pedestrian projects do score well, either as a part of an overall larger transportation project or as a stand-alone project.

- **Surface Transportation Program (STP) Small Urban – Non-Attributable** - A share of the STP-Urban funding is allocated to cities with an urban cluster population between 5,000 and 200,000. These funds are referred to as "non-attributable funds". The Missouri Highway and Transportation Commission approves the amount of STP-Urban funds allocated to this program. These funds will be available to the various recipients on a first-ready, first-served basis with the amount available to any city being up to the total amount estimated to receive during the current Transportation bill, provided statewide balances permit.

Surface Transportation Program (STP) Small Urban – Non-Attributable fund balances in excess of six years of annual allocations for cities with an urban cluster population between 5,000 and 200,000 will lapse on September 30, 2009, and on September 30th of each year thereafter. Transportation improvements throughout the state will use the lapsed funds.

Because this funding is directly allocated to a city, the city leadership determines the project to utilize funding towards. Prior to incurring costs for any survey, design or other work against any federal-aid project, the project must first be programmed and approved. Programming of all projects will be initiated by the LPA by submitting the location (with sketch), Programming Data Form and a scope of engineering services (if available) to MoDOT.

Traditionally, cities use these projects for roadway improvements, with the bicycle/pedestrian facilities incorporated into the overall project. It is rare to see a bicycle/pedestrian stand-alone project submitted for use with these limited dollars.

- **Surface Transportation Program – Enhancements** – A share of the Enhancements program is allocated directly to MoDOT projects, while a larger share is distributed statewide in Missouri for a competitive selection process for local agencies. Twenty-five percent of the annual allocation will be provided to the statewide process. This process will focus funding on eligible projects needed on the state highway system.

The remaining 75 percent of the funds are distributed to the Transportation Management Areas (TMA) and MoDOT districts based on relative population, for local competition.

TMAs are metropolitan planning organizations for areas with a population greater than 200,000. Each TMA has developed its own process for project selection. Currently, Missouri has three TMAs (EWGCOG – St. Louis area, MARC – Kansas City area, and OTO – Springfield area). TMAs create their own application and scoring processes. Applications vary, but are based on the eligible criteria for the program and scored based on how well the projects align with the TMA's MTP.

Outside the TMAs, each MoDOT district will identify a local selection committee. The local and statewide selection committees will be able to set aside funds for emerging needs. The committees have the authority to decide the amount withheld for emerging needs. The committees also have the authority to determine the maximum project size and others factors.

Bicycle/pedestrian projects score well and are the predominantly funded project type with STP – Enhancements in Missouri. Over the years, the selection processes have improved to encourage projects that connect to land uses that promote biking and walking.

STP Resources:**MoDOT:**

<http://www.modot.mo.gov/business/manuals/documents/Final%20Enhancement%20Guide.pdf>

http://epg.modot.mo.gov/index.php?title=136.3_Federal_Aid_Basics#136.3.8.2_Surface_Transportation_Program_.28STP.29_Large_Urban_.E2.80.93_Attributable

Kansas City TMA – Mid-America Regional Council

<http://www.marc.org/transportation/>

St. Louis TMA – East West Gateway Coordinating Council

<http://www.ewgateway.org/trans/transportation.htm>

Springfield TMA - Ozarks Transportation Organization

<http://www.ozarkstransportation.org/>

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program funds transportation projects that improve air quality and reduce traffic congestion.

See our Advocacy Advance report on CMAQ: http://www.advocacyadvance.org/docs/lab_cmaq.pdf

FHWA recently confirmed that bike/ped projects are eligible for CMAQ funds:

<http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm>

Where are Missouri's non-attainment areas? Currently, CMAQ funding is available only in the Kansas City and St. Louis areas of Missouri. Kansas City is currently in attainment status, but due to the previous non-attainment/maintenance status and the questionable status of the federal ozone standard, MoDOT made the decision to continue CMAQ allocations to this area through SAFETEA-LU.

Who sets project selection policy? Project selection policies are established by both TMAs. Each TMA has a technical committee and, with the help of TMA staff, establish selection and scoring policies based on the direction of the TMAs MTP.

What is the project selection process? The technical committee at the TMA level solicits scores and recommends projects for funding through the CMAQ program.

Within the Kansas City TMA, MARC typically anticipates allocating CMAQ funding among six project categories according to the following target percentages:

- Transit 34%
- Traffic Flow 24%
- Alternative Fuels 14%
- Bicycle-Pedestrian 14%
- Outreach and Other 9%
- Diesel Retrofit/Conventional Fuel Strategies 5%

In addition, points are allocated on the following basis:

Total Emissions Reduction: The total amount of VOC+NO_x expected to be removed as a result of implementing the project. This is calculated from the Project-specific emissions information (Section IV.B.3.b) and other supporting information, such as area of impact – 35 points.

Cost Effectiveness: The amount of VOC+NO_x reduced per CMAQ dollar spent – 35 points

Vehicle Miles Traveled Reduction: The total vehicle miles expected to be removed as a result of implementing the project. This is calculated from the project-specific emissions information (Section IV.B.3.b) and other supporting information, such as area of impact – 15 points

Land Use/Category-Specific Criteria: The extent to which a project supports redevelopment, infill development, and mixed-use development in existing town centers, activity centers, established neighborhoods and/or a ¼-mile area around transit stations currently served by

public facilities by constructing new or improving existing transportation facilities within these areas. Category-specific criteria generally consider connectivity, safety, and integration with or support of other CMAQ or air quality beneficial projects – 15 points

Who makes the project-selection decisions? TMA staff members evaluate and score the applications submitted. Technical committee members review and revise the scoring based on group discussion and make recommendations to the TMA governing body.

When are programming decisions made? Funds are made available per allocations from the federal bill, but TMAs usually prefer to program funding in advance to ensure projects have enough time to be implemented.

Can good bike/ped projects compete for funds? Absolutely. This program has funded various types of bike/ped projects; including trails, sidewalks, bike lanes, intersection improvements, bridge crossings and amenities (bike racks, lockers, etc.).

CMAQ Resources:

MoDOT

http://epg.modot.mo.gov/index.php?title=136.3_Federal_Aid_Basics#136.3.8.5_Congestion_Mitigation_and_Air_Quality_.28CMAQ.29

Kansas City TMA – Mid-America Regional Council

<http://www.marc.org/transportation/>

St. Louis TMA – East West Gateway Coordinating Council

<http://www.ewgateway.org/trans/transportation.htm>

Springfield TMA - Ozarks Transportation Organization

<http://www.ozarkstransportation.org/>

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including state, borough and local roads – are eligible for HSIP funding. Examples of eligible projects include bike lanes, roadway shoulders, crosswalks, other intersection improvements and signage. See the Advocacy Advance report on HSIP case studies:

http://www.advocacyadvance.org/site_images/content/hsip_casestudies_shsp_emphasis.pdf

Are bicycle and pedestrian safety identified as emphasis areas in Missouri’s Strategic Highway Safety Plan? MoDOT and statewide partners have developed Missouri’s Blueprint to Arrive Alive and identified both pedestrians and bicyclists as vulnerable road users on our system.

The Blueprint document acknowledges that walking has experienced resurgence as an alternative mode of transportation due, in no small part, to the positive health benefits. Communities are looking at ways to develop walkable environments that are appealing to residents. Fortunately, crashes involving pedestrians do not occur in large numbers in Missouri. In the 3-year period addressed herein, they comprised less than one percent of all crashes. When a pedestrian is involved in a crash with a motor vehicle, however, the potential for harm is extremely high. When evaluating pedestrian crashes in Missouri, it is important to know how a “pedestrian” is identified. The general perception of a pedestrian is an individual who has chosen walking as their preferred mode of transportation. However, anyone who intentionally exits their vehicle and then gets hit by another vehicle would be classified as a pedestrian.

Bicyclists are involved in a relatively small portion of Missouri crashes. In fact, for the 3-year period identified, only 0.4 percent of crashes involved bicycles. Of main concern, however, is that 21 percent of the bicycle fatalities were children under 15. The majority of the crashes occur during the months that are conducive to riding – April through September. It is also important to note, when developing strategies, that 83 percent of the bicyclists involved in crashes were male.

Education, Enforcement, Engineering and Other Public Policy strategies have been identified for these emphasis areas.

Have state HSIP funds been allocated to bicycle and pedestrian safety at a “fair share” in proportion to fatalities? By federal rule, federal highway safety funds can only be used on safety-focused engineering projects and all safety projects must have a “relationship” to [Missouri's Strategic Highway Safety Plan](#). All projects utilizing federal safety funding (on or off the state system) must meet one of the following criteria:

1. Proactive Measure: Systemwide Solutions. Missouri’s current Strategic Highway Safety Plan (SHSP – [“Missouri’s Blueprint to Arrive Alive”](#)) designates systemic strategies vital to the reduction of fatalities and disabling injuries in highway crashes. In addition, other systemic strategies may be identified in the future that can be used systemwide to reduce fatalities and disabling injuries. Some examples of engineering strategies include new paved shoulders,

[rumble strips](#) and systematic sign upgrades. These proactive solutions must be chosen by the district in a systematic approach to improve safety in their region.

2. Reactive Measure: Severe Crash Experience. Projects meeting this criterion must provide a corrective improvement to a location with disabling injury &/or fatal crash experience (severe crash experience). This severe crash experience may be demonstrated in the High Severity Crash Location lists or discovered through emerging safety needs with fatal and/or disabling injury crash experiences. Countermeasures using federal safety funding must specifically address the severe crash issue.

3. Safety Assessment / Safety Needs Identification. Safety needs can be identified as a result of a [Road Safety Assessment](#), which focuses on specific locations or corridors to identify potential safety issues and countermeasures. A Road Safety Assessment can be completed from the analysis of one or two people or can involve a larger team of safety experts. Innovative and creative safety countermeasures can be implemented to remove or minimize the safety concern (these may or may not have an identified crash reduction factor).

Most projects in Missouri that are funded with this program focus on resolving motorized vehicular safety issues, but have benefits for bikes and peds. This includes the addition of shoulders, rumble stripes and lighting.

What are the project selection criteria? For each state fiscal year, federal highway safety funds are distributed to MoDOT's ten districts. All engineering projects utilizing federal safety funding must be included in the STIP.

Who sets the project selection criteria? Selection policy is governed by internal MoDOT policy, mentioned above. This is developed on a statewide level by staff and approved by organizational management.

Who makes the project selections? Projects are selected by staff in each MoDOT district and coordinated with the district's Statewide Transportation Improvement Plan.

When are the proposals and decisions made? Funding is allocated on an annual basis as a part of the development of the STIP.

HSIP Resources:

MoDOT

<http://www.savemolives.com/documents/FINALBlueprintdocument.pdf>

http://epg.modot.mo.gov/index.php?title=907.1_Safety_Program_Guidelines#Safety_Program_Funding

Section 402 – State and Community Highway Safety Grants

Section 402, the State and Community Highway Safety Grant Program, is a federal program that provides funds for education, enforcement and research programs designed to reduce traffic crashes, deaths, injuries, and property damage. Under Section 402, bike and pedestrian safety programs are eligible to receive funding for projects such as these:

- *Comprehensive school-based pedestrian and bike safety education programs*
- *Helmet distribution programs*
- *Pedestrian safety programs for older adults*
- *Training in use of pedestrian and bicycle design guidelines*
- *Community information and education programs*
- *Public information in May, such as “Bike Safety Month”, and in September, “Back to School Safety Month.”*
- *Public information for school zone and crosswalk safety*
- *Public information about older adults and impaired pedestrian*

Which agency administers 402 grants? The program is administered by MoDOT, through the Traffic and Highway Safety Division.

What is the selection process?/ Who makes the selection decisions? The Highway Safety Office hosts grant application workshops each spring for potential grantees. These workshops are held in five strategic regional locations (Cape Girardeau, Chesterfield, Jefferson City, Springfield, and Lee’s Summit) so that no participant has to travel terribly far in order to attend. They are usually scheduled during March.

Workshop participants are provided a packet explaining the highway safety grant program, the types of projects eligible for award, and an overview of statewide statistical traffic crash data. Potential grantees are given instruction on how to retrieve traffic crash data for analysis through the Missouri State Highway Patrol’s web site.

The purpose of the highway safety program and the statewide goal are explained to help the potential grantees understand how their efforts are required in order to impact the goal. Program areas are identified and the Highway Safety Grant Management System and on-line reporting systems are detailed for them. These seminars are used as an opportunity to share any new contract conditions, application process changes, or legislative changes that may impact the grant programs. The grant application deadline for the 2012 fiscal year was May 2.

The highway safety program staff reviews the applications relative to their specific areas of expertise. During this preliminary review, they assess the applications to determine their relevancy toward meeting the highway safety goals. Applicants are contacted if clarification is needed. In essence, a case

is prepared to present to management and the remaining program staff members to support whether the application should be funded in full, in part, or denied.

Fatal and disabling injury crash rankings are performed for all cities, counties, and the unincorporated areas in the state. These rankings are conducted for the problem areas of alcohol, speed, young drinking drivers, and older drivers. The rankings are also used in determining the overall severity of the problem for each respective location.

Law enforcement applications are assessed to determine where they fit within the rankings by the type of project they are choosing to conduct. While the highest-ranking locales are most often given priority because of the potential impact of their project, other considerations are taken into account. For instance, a lower-ranking city may be given a project because the county in which they reside ranks high or they may fall within a dangerous corridor. Some communities may be given a project in order that they can become an active participant in the national mobilizations while others are given consideration because the Highway Safety Office has determined a need exists to garner traffic safety minded agencies within a particular geographic location.

An internal team of highway safety program staff review all grant applications. Several days are set aside to review the applications and hear both supporting arguments and issues of concern. The reviewers take many factors into consideration when assessing the applications:

- Does the project fall within the national priority program areas (alcohol and other drug countermeasures; police traffic services; occupant protection; traffic records; emergency medical services; speed; motorcycle, pedestrian or bicycle safety)?
- Does the project address the key emphasis areas identified within the *Blueprint* and does it have the ability to impact statewide traffic crash fatalities and disabling injuries?
- Does the problem identification sufficiently document problem locations, crash statistics, targeted population, demonstrated need, and the impact this project would have on traffic safety problems in their community?
- Have —best practices countermeasures been proposed in order to make a positive impact on the identified problem?
- Will this project provide continuity of effort in a particular geographic region (such as multijurisdiction enforcement) or in a particular program area (occupant protection)?
- Will the activity serve as a —foundational project that satisfies criteria for additional federal funding (e.g., sobriety checkpoints, server training, underage drinking prevention)?
- Does the project alleviate, eliminate or correct a problem that was identified in a federally conducted assessment of a highway safety priority program area?
- Will the project satisfy or help satisfy federal goals for regional highway safety issues?
- Are innovative countermeasures proposed and, if so, is there an effective evaluation component included?
- Are any local in-kind resources proposed to match the federal grant efforts?
- Does the applicant propose developing partnerships (e.g., working with service organizations, health agencies, and/or insurance companies; conducting multi-jurisdiction enforcement efforts) in order to expand their resources and enhance their outcomes?
- Has past experience working with this grantee been positive or negative (have they performed according to expectations; have there been monitoring or audit findings)?

- Is the local government or administration supportive of this proposed activity?
- If equipment is requested, will the equipment support a project or enforcement activity; does the agency have the ability to provide a local match for part of the equipment purchase?
- Is there sufficient funding in the budget to support all or part of this application?

The applications are discussed at length to determine whether they should be funded, the level of funding, which grant funding source should support the project, and whether the activity is a state or local benefit (40 percent of funds must be expended toward local benefit). A key reference document is countermeasures that work to assure we support research-based strategies.

When equipment is required, the grantee agency is requested to provide a local match. If the local match is unavailable, those applications are reviewed on a case-by-case basis to determine whether this agency can provide full support.

During the meeting, this information is continually updated into the Highway Safety Office's grant management system so that real-time information is immediately available. By the end of the meeting, there is a complete listing of the approved projects that will best support the mission and work toward reaching the *Blueprint* goal.

What else do we need to know? The link to the document below includes a list of projects funded in SFY2012.

402 Resources:

MoDOT

<http://www.modot.mo.gov/safety/documents/HSP2012.pdf>

http://epg.modot.mo.gov/index.php?title=132.4_Highway_Safety_Plan_and_Performance_Plan

Other Relevant Funding Sources

Traffic Engineering Assistance Program (TEAP)

The safe and efficient flow of traffic and the safety of pedestrians and bicyclists are major concerns to the local public agencies of Missouri. These public agencies need to conduct accurate and timely traffic studies to determine effective countermeasures for these concerns. Many of these local agencies and their political subdivisions have neither the funds nor the engineering expertise necessary to conduct expert traffic engineering studies.

As a result, the Missouri Highway and Transportation Commission developed TEAP to provide Missouri local public agencies with assistance to proficiently study traffic engineering problems.

The services of this program are to be used for locations on public roads under the jurisdiction of local public agencies that are located off of the state system. TEAP services are not intended to duplicate services already available to local agencies through MoDOT's districts or Central Office. The consultant services provided under this program are intended to maximize the availability of professional advice or services to local public agencies and minimize technician and drafting time.

The services of the program are generally provided at a 20% cost to requesting, eligible local public agencies in Missouri. Federal Highway Safety Funds (HSP) and Local Technology Assistance Program Funds (LTAP) will be used for the remaining 80% of expenditures. MoDOT administers these funds. It is the responsibility of the consultant to invoice and secure payment of the political subdivision's portion of their project costs.

If a project is approved, the consultant selected by the local agency will be reimbursed in accordance with the hourly rates and actual direct non-salary costs as set forth in the Agreement. The consultant's actual costs incurred in performing each project will be reimbursed to the extent authorized in the contract. Authorized actual costs include the consultant's direct personnel salary costs plus fringe benefits, travel and other expenditure costs if directly related to this project and a pro-rated portion of the consultant's indirect or administrative overhead. In addition, the consultant will be compensated for a pre-specified percentage profit for performing the services of this program. For the convenience of the consultant and the department, an agreed hourly rate will be used in the contract that reflects actual costs.

Each project must receive prior approval from the district and Traffic. This requires the consultant submit a Project Tracking Form and a TEAP Project Estimate Form to the district outlining the work to be performed. The TEAP Project Estimate Form shall outline project hours anticipated by personnel classification and by task (field or office review, report preparations, travel time, etc.). Development of these forms should be done based on the consultant's initial contact with the local agency or district. If a project is approved, costs for travel expenses and personnel time required for one site inspection during the course of the project are normally eligible for reimbursement.

The consultant shall invoice Traffic for their services. Traffic personnel will, upon verification of the eligible charges, authorize the payment be made to the consultant.

General questions

Who owns the majority of the roads?

Missouri's 32,000-mile state highway system is the seventh largest highway system in the nation. This is a system of farm-to-market roads, U.S. highways and interstates. Approximately 5,600 miles of the 32,000-mile system consists of major highways that provide for interstate, statewide or regionally significant movement of traffic. These roads carry nearly 80 percent of the traffic in Missouri even though they comprise less than 20 percent of the state highway system. Approximately 95 percent of Missourians live within 10 miles of these roads, which include highways like U.S. Route 50 and Interstate 70.

MoDOT owns and maintains the majority of roadways in the state that offer connectivity through towns and across the state, but cities and counties own and maintain many local routes that can provide better connections to local destinations for bike/peds.

How are the non-federal matching funds paid for?

The workhorse of Missouri's state transportation revenue is the motor fuel tax. Assessed at a rate of 17-cents per gallon, it produces 45 percent of state transportation revenues. However, it is not indexed to keep pace with inflation, and there has been no rate increase since 1996. History shows that even when fuel prices rise dramatically, Missourians are generally unwilling or unable to turn to other modes of transportation, continuing to drive their personal vehicles and to purchase fuel to do so. Trends show motor fuel tax revenues increase about 1 percent annually. However, if fuel prices rise and stay at higher rates, more Missourians may turn to more fuel-efficient vehicles, make fewer trips or seek other transportation options they had previously avoided.

Motor vehicle sales and use taxes provide approximately 25 percent of state transportation revenues. This is the one source of state revenue that has recently provided substantial additional resources for transportation. In November 2004, Missouri voters passed Amendment 3. This 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 accordance with this constitutional change, MoDOT began selling bonds to fund road improvements. MoDOT estimated the bonding capacity provided by the new revenues at \$1.7 to \$1.9 billion.

Motor vehicle and driver's licensing fees also provide approximately 25 percent of Missouri's state transportation revenue. Similar to motor fuel tax, these fees are not indexed to keep pace with inflation, and there have been no annual registration fee increases since 1984. This revenue source increases at a rate of about 2.5 percent annually.

The remaining 5 percent of state transportation revenues comes from interest earned on invested funds and other miscellaneous collections.

Contacts

State Bicycle & Pedestrian Coordinator – Ron Effland (417-895-7649)

Transportation Improvement Program (TIP) – Transportation Planning and Policy Group:

Mike Henderson (573-522-6214)

Eric Bernskoetter (573-526-2816)

Eva Voss (573-751-3705)

Angie Hoecker (573-526-4142)

Statewide TIP (STIP) – Renate Wilkinson (573-526-3955)

Surface Transportation Program – Kenny Voss (573-751-2876)

Congestion Mitigation and Air Quality - – Kenny Voss (573-751-2876)

Highway Safety Improvement Program - MoDOT, Traffic and Highway Safety Division (800-800-2358)

Section 402 safety grants - MoDOT, Traffic and Highway Safety Division (800-800-2358)

Safe Routes to Schools – Kenny Voss (573-751-2876)

Transportation Enhancements – Kenny Voss (573-751-2876)