

**Missouri Department of Transportation
Recovery Act Transportation-Related Grants**

Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service

Description: There are two major types of rail grant programs under the Recovery Act: (a) \$8 billion for capital grants for high-speed rail corridors and intercity passenger rail service, and (b) \$1.3 billion for capital grants to Amtrak, of which \$450 million is for security improvements including life safety improvements. Under (a), there are three specific rail grant programs: 1) High-speed rail corridor development grants, 2) Intercity passenger rail service corridor capital assistance grants and 3) Congestion grants

Federal Grant Administrators: Federal Railroad Administration (FRA)

Eligible applicants/recipients 1) High-speed rail corridor development grants – States (including the District of Columbia), groups of States, Interstate Compacts, public high-speed passenger rail agencies established by one or more States, and Amtrak 2) Intercity passenger rail service corridor capital assistance grants – States (including the District of Columbia), groups of States, Interstate Compacts, and public intercity passenger rail agencies established by one or more 3) Congestion grants – States and Amtrak (in cooperation with States) are eligible to apply

MoDOT participation: Currently, MoDOT is working with Union Pacific, which owns the rails between St. Louis and Kansas City, and with Amtrak, which currently runs passenger service between the two cities to submit \$50 million in projects that are ‘shovel ready’. The state has until October 2nd to submit another \$100 million in corridor projects.

Capital Grants to the National Railroad Passenger Corporation:

Description: Capital Grants to the National Railroad Passenger Corporation (Amtrak) – Funding provided directly to Amtrak for capital expenses on the national rail passenger system.

Federal Grant Administrators: Federal Railroad Administration (FRA)

MoDOT participation: These grants go directly to the national Amtrak system and the Missouri Department of Transportation is not a grant recipient.

Capital Investment Grants

Description: This Recovery Act grant program is intended to support the capital needs of public transportation systems in both urbanized and rural areas and to make investments that reduces the overall energy use and greenhouse gas emissions of transit systems. The funds will be used to support the construction of new systems or extensions to existing fixed guideway transit systems including bus rapid transit, commuter rail, heavy rail, light rail, streetcars, and ferries, as well as certain corridor-based bus systems.

Federal Grant Administrators: Federal Transit Administration (FTA)

MoDOT participation: MoDOT is not participating in this grant opportunity. There are no appropriate, shovel ready projects in the state of Missouri eligible for these monies that MoDOT would administer. The KCATA in Kansas City may apply as a direct-recipient to FTA.

Supplemental Funding for Facilities and Equipment

Description: The Federal Aviation Administration facilities and equipment program finances major capital investments related to modernizing and improving air traffic control and airway facilities, equipment, and systems. This program provides funds to establish, replace, relocate, or improve air navigation facilities and equipment and aviation safety systems based on their operational uses.

Federal Grant Administrators: Federal Aviation Administration (FAA)

MoDOT participation: The funding for facilities and equipment is for the repair or replacement of FAA owned facilities or equipment on airports. Historically, MoDOT does not have or has minimal involvement with this equipment.

Fixed Guideway Infrastructure Investment

Description: Provide capital assistance for the modernization of existing fixed guideway systems such as heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, and that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes.

Federal Grant Administrators: Federal Transit Administration (FTA)

MoDOT participation: In Missouri, the only fixed guideway system is in the St. Louis Metropolitan area. Any application for this grant program would come directly from METRO.

Grants-in-Aid for Airports

Description: Grants-in-Aid for Airports funds the planning and development of a safe and efficient national airport system to satisfy the needs of U.S. aviation interests. This includes (but is not limited to) airport improvement grants for development projects that enhance safety, capacity and security. These projects include construction or rehabilitation of new airports, runways, runway safety areas, taxiways, aprons, terminal buildings, and aircraft rescue and fire fighting buildings.

Federal Grant Administrators: Federal Aviation Administration (FAA)

Eligible applicants/recipients: State and local governments

MoDOT participation: As of June 2009, MoDOT has received and awarded \$5,228,983 in projects to four Missouri airports.

Highway Infrastructure Investment

Description: These Recovery Act formula funds are administered under the existing Federal Aid Highway Program goals and regulations. Funds may be used for restoration, repair, construction and other activities eligible under the Surface Transportation Program (STP) as defined within 23 U.S.C. 133(b), and for passenger and freight rail transportation and port infrastructure projects eligible for assistance under subsection 23 U.S.C. 601(a)(8). Priority will be given to projects with a completion time prior to February, 2012 and to projects located in Economically Distressed Areas (EDA) as defined by section 301 of the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. 3161).

Federal Grant Administrators: US DOT\ Federal Highway Administration (FHWA)

Eligible applicants/recipients: State Departments of Transportation receive the funds and states, regions, MPOs, districts and local governments make project determinations.

MoDOT participation: Through this Recovery Act program, MoDOT has been allocated \$524,593,435 for highway and bridge projects to be administered by MHTC, \$19,113,660 for transportation enhancement projects administered by local public agencies and MHTC, \$93,414,889 in sub allocated funds for local projects, \$365,000 administered through the Federal Lands program and \$1,145,500 in Ferry Boat Grants.

Supplemental Discretionary Grants for a National Surface Transportation System (TIGER Grants)

Description: These are Recovery Act competitive grants for projects involving all modes of surface transportation that have a "significant impact" on the nation, a metropolitan area or a region. Eligible activities include, for example, projects relating to highways, bridges, public transportation, passenger and freight rail transportation and port infrastructure investments.

Federal Grant Administrators: US Department of Transportation (USDOT)

Eligible applicants/recipients: States, local governments and transit agencies

MoDOT participation: MoDOT is preparing to submit an application for a project to reconstruct approximately 30 miles of Interstate 70 using the dedicated truck-lane concept in Saline and Cooper Counties. The project is estimated to cost \$240 million dollars.

Supplemental Grants for Assistance to Small Shipyards

This program is administered by the Maritime Administration and is not applicable to the Missouri Department of Transportation.

Transit Capital Assistance

Description: These funds are made available to the Transit Capital Assistance Program for urbanized areas and are distributed based on the Section 5307 program formula and available for non-urbanized areas and are distributed based on the Section 5311 program formula.

Federal Grant Administrators: Federal Transit Administration (FTA)

Eligible applicants/recipients: States, local governments and transit agencies

MoDOT participation: MoDOT is currently administering \$20,698,281 in transit non-urbanized formula funds. These funds are distributed to local transit agencies that include rural municipalities as well as non-profit rural regional transit agencies, such as OATS and SMTS.
