

## Other Transportation Modes RSMo 21.795.3(3)

### Introduction

The information in this section is in accordance with the highlighted portion in the following section of the reporting statute. *“(3) The proposed allocation and expenditure of moneys and the proposed work plan for the current fiscal year, at least the next four years, and for any period of time expressed in any public transportation plan approved by either the general assembly or by the voters of Missouri. This proposed allocation and expenditure of money shall include the amounts of proposed allocation and expenditure of moneys in each of the categories listed in subdivision (1) of this subsection; ...” Section 21.795.3(3), RSMo 2002 (L. 2003 TAFP HB 668) (emphasis added).*

MoDOT is not just about highways and bridges. The 2005-2009 Statewide Transportation Improvement Program also contains information on aviation, rail, water and transit modes to provide a total picture of transportation programs administered by MoDOT. However, unlike highways, MoDOT does not own or operate any non-highway transportation facility. This requires close coordination with local officials, normally a city or county government. The STIP is included in the first part of section 3 to fulfill the requirements of RSMo 21.795.3(3).

During fiscal year 2004, \$46.7 million in capital, maintenance and operating assistance was administered by MoDOT to aviation, rail, water and transit facilities. Funding came from a variety of federal and state government sources. This amount does not include local funding because in most cases it does not pass through MoDOT. Also, the local amount shown on the attached overview sheet only reflects the local match required for federal/state grants and does not reflect the total local amount expended, which is normally significantly more.

All state rail safety functions and improvement programs were combined under MoDOT's Rail Section in 2002. During FY 2004, 60 highway/rail crossings were equipped or upgraded with motorist warning systems and eight crossings were closed. MoDOT has partnered with railroads to complete “corridor projects” in which crossings on 50-75 mile sections of track are evaluated at one time for possible improvements.

Improvements include \$5.910 million for the state's share of Amtrak funding for operations and railroad station improvements. Waterways funding included \$295,500 for operating grants to 12 public port authorities, one port commission, and assistance for two river ferry systems.

Just under \$11.5 million in state and federal aviation funding was provided to improve and maintain Missouri's system of 119 general aviation airports. Commercial passenger airports such as Lambert Airport in St. Louis work directly with and receive funding from the Federal Aviation Administration. MoDOT administered projects included six airfield

expansion and three airfield pavement maintenance projects. Funds were also provided to operate one air traffic control tower.

MoDOT procured only 9 new vehicles for rural and urban public transportation providers due to delays in federal funding. State transit operating assistance, amounting to over \$3 million, supported more than 69 million passenger trips statewide. State aid was provided to 195 public transportation providers and specialized organizations serving the elderly or disabled.

Multimodal Operations is the only area of MoDOT that administers programs funded with state general revenue, which has been cut 37.5% since FY 2002. Transit, waterway, and passenger rail programs have been impacted by these cuts and state revenue for aviation programs, which is funded from dedicated aviation fuel taxes, is down almost 50% due to the downturn in the aviation industry. There has been some increase in federal funding for transit and aviation programs, but significant improvement depends on establishing a more substantial, reliable and consistent source of funding for the other modes.