

**Section 7 – Multimodal Programs**

## Multimodal Operations

The Multimodal Operations Division performs statewide planning, grant administration, and technical assistance in the areas of aviation, railroads, transit, freight development, and waterways. In addition, MoDOT has regulatory responsibility over railroads.

The Infrastructure Investment and Jobs Act (IIJA) of 2021, Fixing America's Surface Transportation (FAST) Act of 2015, Federal Aviation Administration (FAA) Reauthorization Act of 2018, and state revenue provide the proposed funding for this section. Coronavirus relief funding is detailed in Section 6 of the Statewide Transportation Improvement Program. Changes in any fiscal year may occur depending on the availability of state, federal or local funds; federal or state laws and regulations; local goals and objectives; or unforeseen changes in planning variables. This section begins with an estimated financial summary for the next five state fiscal years.

Program descriptions are included within the appropriate modal area of responsibility. The 2025-2029 Multimodal Anticipated Project List contains projects that will be funded by the programs listed in this section. The programs listed support projects that are locally owned and operated. These projects are impacted by community priorities and budgets.

Therefore, the Multimodal Anticipated Project List will change as the dynamics around the community priorities change. At a minimum, it will be updated quarterly.

Some Multimodal Operations programs require investments from State General Revenue funds; however, these are subject to the legislative appropriations process and gubernatorial release of funds. An estimate is included in this section of the STIP for these programs and associated projects based on the best available information at the time.

MoDOT's active listing of awarded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

## Multimodal Estimated Financial Summary – FY 2025-2029

Table 7-1 Multimodal Estimated Financial Summary	STATE FISCAL YEAR PROJECT BUDGETING						
		7/2024 - 6/2025	7/2025 - 6/2026	7/2026 - 6/2027	7/2027 - 6/2028	7/2028 - 6/2029	Total
<b>STAR Fund</b>	State Cost	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
	Total	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
<b>Aviation Program</b>	Federal Cost	\$107,000,000	\$90,632,000	\$45,787,000	\$40,736,000	\$32,160,000	\$316,315,000
	State Cost	\$24,100,000	\$12,400,000	\$5,643,000	\$5,672,000	\$3,668,000	\$51,483,000
	Total	\$131,100,000	\$103,032,000	\$51,430,000	\$46,408,000	\$35,828,000	\$367,798,000
<b>Railroad Program State Supported Passenger Rail Service *</b>	State Cost	\$14,500,000	\$14,500,000	\$14,500,000	\$14,500,000	\$14,500,000	\$72,500,000
	Total	\$14,500,000	\$14,500,000	\$14,500,000	\$14,500,000	\$14,500,000	\$72,500,000
<b>Railroad Program Station Improvements</b>	State Cost	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
	Total	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
<b>Railroad Program Rail Crossing Safety Program</b>	Federal Cost	\$11,600,000	\$15,000,000	\$11,000,000	\$10,000,000	\$6,000,000	\$53,600,000
	State Cost	\$9,500,000	\$13,500,000	\$16,500,000	\$16,500,000	\$1,500,000	\$57,500,000
	Total	\$21,100,000	\$28,500,000	\$27,500,000	\$26,500,000	\$7,500,000	\$111,100,000
<b>Transit Program – FTA Section 5304</b>	Federal Cost	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,500,000
	Total	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,500,000
<b>Transit Program – FTA Section 5310</b>	Federal Cost	\$14,300,000	\$6,001,767	\$6,001,767	\$6,001,767	\$6,001,767	\$38,307,068
	Total	\$14,300,000	\$6,001,767	\$6,001,767	\$6,001,767	\$6,001,767	\$38,307,068
<b>Transit Program – FTA Section 5311</b>	Federal Cost	\$61,903,690	\$48,605,100	\$39,605,100	\$39,605,100	\$39,605,100	\$229,324,090
	Total	\$61,903,690	\$48,605,100	\$39,605,100	\$39,605,100	\$39,605,100	\$229,324,090
<b>Transit Program – FTA Section 5311 (b)</b>	Federal Cost	\$813,081	\$410,022	\$410,022	\$410,022	\$410,022	\$2,453,169
	Total	\$813,081	\$410,022	\$410,022	\$410,022	\$410,022	\$2,453,169
<b>Transit Program – FTA Section 5329</b>	Federal Cost	\$560,000	\$560,000	\$560,000	\$560,000	\$560,000	\$2,800,000
	State Cost	\$140,000	\$140,000	\$140,000	\$140,000	\$140,000	\$700,000
	Total	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$3,500,000
<b>Transit Program – FTA Section 5339</b>	Federal Cost	\$16,582,000	\$13,900,000	\$13,900,000	\$13,900,000	\$13,900,000	\$72,182,000
	Total	\$16,582,000	\$13,900,000	\$13,900,000	\$13,900,000	\$13,900,000	\$72,182,000

Table 7-1 Multimodal Estimated Financial Summary		STATE FISCAL YEAR PROJECT BUDGETING					
		7/2024 - 6/2025	7/2025 - 6/2026	7/2026 - 6/2027	7/2027 - 6/2028	7/2028 - 6/2029	Total
<b>Transit Program MEHTAP</b>	State Cost	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,000,000
	Total	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,000,000
<b>Transit Program Missouri State Transit Assistance</b>	State Cost	\$11,710,875	\$11,710,875	\$11,710,875	\$11,710,875	\$11,710,875	\$58,554,375
	Total	\$11,710,875	\$11,710,875	\$11,710,875	\$11,710,875	\$11,710,875	\$58,554,375
<b>Waterways Program Port Administration</b>	State Cost	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,000,000
	Total	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,000,000
<b>Waterways Program Ferryboat Operating Assistance**</b>	State Cost	\$176,000	\$176,000	\$176,000	\$176,000	\$176,000	\$880,000
	FFOS	\$144,000	\$144,000	\$144,000	\$144,000	\$144,000	\$720,000
	Total	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$1,600,000
<b>Waterways Program Port Capital Improvement</b>	State Cost	\$11,620,577	\$11,620,577	\$11,620,577	\$11,620,577	\$11,620,577	\$58,102,885
	Total	\$11,620,577	\$11,620,577	\$11,620,577	\$11,620,577	\$11,620,577	\$58,102,885
<b>Freight Enhancement Program</b>	State Cost	\$3,250,000	\$3,250,000	\$3,250,000	\$3,250,000	\$3,250,000	\$16,250,000
	Total	\$3,250,000	\$3,250,000	\$3,250,000	\$3,250,000	\$3,250,000	\$16,250,000
<b>TOTAL</b>	Federal Cost	\$214,258,771	\$176,608,889	\$118,763,889	\$112,712,889	\$100,136,889	\$722,481,327
	State Cost	\$81,822,452	\$74,122,452	\$70,365,452	\$70,394,452	\$53,390,452	\$350,095,260
	FFOS	\$144,000	\$144,000	\$144,000	\$144,000	\$144,000	\$720,000
	Total	\$296,225,223	\$250,875,341	\$189,273,341	\$183,251,341	\$153,671,341	\$1,073,296,587
<p>* Funding for Passenger Rail and Port Capital Improvements are annually appropriated by the Missouri legislature.  **Funding From Other Sources are funds from Kentucky to support the Dorena-Hickman Ferry operations between Mississippi County and Kentucky.</p>							

## State Transportation Assistance Revolving Fund

In 1996, Senate Bill 780 established the State Transportation Assistance Revolving (STAR) Fund, and an initial appropriation of \$2.5 million was made in 1997. Provisions are contained in the Revised Statutes of Missouri (RSMo) 226.191. The Missouri Highways and Transportation Commission administers the fund, which assists political subdivisions or not-for-profit organizations in the development of non-highway transportation facilities. This includes aviation, rail, water, freight or transit facilities. Funds cannot be used for operating expenses or for the construction or maintenance of state highways. The following are the specific eligibility requirements:

- the planning, acquisition, development and construction of facilities for transportation by air, water, rail, freight or transit;
- the purchase of vehicles for the transportation of elderly or disabled persons; or
- the purchase of rolling stock for transit purposes.

Applications are received and reviewed throughout the fiscal year. Loans are awarded based on the type of project, the benefit to the public, the financial viability and the local sponsor’s willingness and ability to complete the project. Loan repayments and any interest earned go back into the fund for additional transportation projects. Since its inception, this program has been primarily used to help local public airports finance improvements not eligible for federal or state grant programs. This includes hangar, terminal building, and fuel facility projects. The program also assisted in financing a multimodal facility in St. Louis to bring together passenger rail, light rail, and public transit modes.

<b>Table 7-2 State Transportation Assistance Revolving (STAR) Fund</b>		<b>STATE FISCAL YEAR PROJECT BUDGETING</b>				
		<b>7/2024 - 6/2025</b>	<b>7/2025 - 6/2026</b>	<b>7/2026 - 6/2027</b>	<b>7/2027 - 6/2028</b>	<b>7/2028 - 6/2029</b>
<b>STAR Funding</b>	State Funds	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	Total	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

## Aviation

**Grant Program Funding** - Aviation grant programs assist in the planning, purchase, construction, maintenance and improvement of airports.

Federal funding appropriated by the U.S. Congress through the federal Airport Improvement Program (AIP) and the IIJA, referred to as the Bipartisan Infrastructure Law (BIL), typically provides 90 to 100 percent of eligible project cost. Missouri is one of ten states currently participating in the State Block Grant Program, under which MoDOT administers federal aviation funding to general aviation airports. The FAA programs and administers federal funding to the airports with commercial passenger service over 10,000 annual passenger enplanements, including St. Louis Lambert International, Kansas City International, Springfield-Branson National, Columbia Regional, Joplin Regional, Cape Girardeau Regional, and Branson.

There is uncertainty associated with federal aviation funding. Notification of the amount to be received and the actual transfer of funds often do not occur until several months into the federal fiscal year. Also, the non-primary airport entitlement program can significantly impact funding available for MoDOT programming, but it is only implemented if Congress appropriates funding above a threshold level. There are currently 68 airports participating in this program. Eligible airports may receive federal funding of up to \$150,000 annually, with an exception for airports with more than 8,000 but less than 10,000 passenger enplanements. Those airports may receive up to \$600,000 per year. In addition to the AIP funding, eligible airports accrue BIL Airport Infrastructure Grants (AIG) allocated funds ranging from \$100,000 to \$850,000 depending on size, traffic, based aircraft and passenger count. MoDOT is a pass-through agency for the non-primary airport entitlement program and BIL allocated programs AIG. There are also opportunities for additional federal funding through AIP Supplemental, Congressionally Directed Supplemental Discretionary, Apportionment, Discretionary, BIL Airport Terminal Program (ATP), and BIL Federal Control Tower (FCT) grants. MoDOT staff pursues this additional funding whenever possible.

Current federal authorization legislation for the FAA, AIP, and FAA Reauthorization Act of 2018, which includes all federal aviation funding, expired September 30, 2023. On December 19, 2023, the funding was extended to March 8, 2024. The FAA Reauthorization Act of 2018 continues AIP funding at the same level that it has been since 2012, as established in the FAA Modernization and Reform Act of 2012.

State funding comes from the State Aviation Trust Fund, which derives its revenue from a portion of the state sales tax on jet fuel and a nine-cent per gallon tax on aviation gasoline. On state/local projects, the state can provide up to 90 percent of eligible project costs. The state can also provide up to 50 percent of the local share on federally funded projects. Safety-related equipment and services do not require cost sharing.

**Project Priorities** - The primary sources for prioritizing airport projects are the FAA National Plan of Integrated Airport Systems (NPIAS), the MoDOT State Airport System Plan, and the Capital Improvement Plans (CIPs) submitted by airports. The NPIAS establishes basic criteria for

airports to be eligible for federal aviation funds. The State Airport System Plan is a working document updated regularly to reflect current activity levels and changes to airport facilities and air navigation aids. All federally-obligated airports are required to annually submit an updated CIP, and non-NPIAS airports are encouraged, but not required, to submit similar documentation. These plans document an airport’s upcoming project needs.

Project applications are reviewed, and funds are distributed based on an established priority system that considers items such as the number of based aircraft, activity levels and the type of project requested. To program AIP funds, FAA requires MoDOT Aviation to use the project prioritization formula in FAA Order 5090.5. This formula determines how projects compete for federal funding. MoDOT Aviation uses the same prioritization formula to program Aviation Trust Fund projects but also considers additional factors, such as the political subdivision’s willingness and ability to complete the project commitment of local matching funds, prior maintenance and support of the airport, and aviation staff knowledge of airport needs. Project needs always exceed the funds available, so throughout the project prioritization process, MoDOT Aviation works closely with airport sponsors to discuss project needs, to ensure they are aware of what can and cannot be funded, and to package projects together that will best compete for federal funding. These detailed discussions with airport sponsors ensure that airports are already aware of which projects will be programmed prior to the release of the STIP.

MoDOT’s active listing of awarded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

<b>Table 7-3 MISSOURI STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM</b>		<b>STATE FISCAL YEAR PROJECT BUDGETING</b>				
		<b>7/2024 - 6/2025</b>	<b>7/2025 - 6/2026</b>	<b>7/2026 - 6/2027</b>	<b>7/2027 - 6/2028</b>	<b>7/2028 - 6/2029</b>
<b>Total</b>	Federal Cost	\$107,000,000	\$90,632,000	\$45,787,000	\$40,736,000	\$32,160,000
	State Cost	\$24,100,000	\$12,400,000	\$5,643,000	\$5,672,000	\$3,668,000
	Local Cost	\$13,110,000	\$10,303,200	\$5,143,000	\$4,640,800	\$3,582,800
	Total	\$144,210,000	\$113,335,200	\$56,573,000	\$51,048,800	\$39,410,800

## Railroads

Missouri is located in the central corridors of the nation's railroad transportation system, with St. Louis and Kansas City being the second and sixth largest rail hubs in the nation, behind only Chicago. Missouri rail system carries more freight than any other mode. Missouri has the fifth-most railroad employment and is the eleventh largest in total size. The rail system is also critical to the nation's passenger rail transportation and Missouri's passenger rail service between St. Louis and Kansas City, the Missouri River Runner.

The Multimodal Operations Division administers the state's railroad program. This program includes freight rail safety regulation, passenger rail, light rail safety oversight, rail construction, highway/rail construction coordination, and highway/rail crossing safety and outreach.

**Passenger Rail** – State supported passenger rail service is provided between St. Louis and Kansas City, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. In State Fiscal Year (SFY) 2023, this service carried more than 145,000 passengers. Amtrak operates the service and provides some of the passenger rail equipment. The Midwest Fleet Board; which is comprised of Missouri, Illinois, Wisconsin, and Michigan; owns locomotives and passenger rail coaches for use on the state supported midwest passenger rail routes.

The rail line on which the Missouri River Runner operates is owned and maintained by Union Pacific Railroad and two terminal railroads. MoDOT, Union Pacific Railroad, and Amtrak focus on reliable on-time performance through coordination, efficient dispatching, bottleneck removal and capacity enhancements.

There is no dedicated funding in Missouri for the state supported passenger rail. Funding is subject to legislative general revenue appropriation and gubernatorial approval each year.

To help control costs, MoDOT has consistently increased passenger fares for the Missouri River Runner. The following are the latest fare increases: SFY 2012 - 2%, SFY 2013 - 3%, SFY 2014 - 2%, SFY 2017 – 2020 - 5% each year, SFY 2023 - 2%. Fares were not increased in SFY 2021 – 2022 due to the impacts of COVID.

State funding for FY 2025 will be determined by the Missouri General Assembly and as approved by the Governor. Funding for Missouri's passenger rail service is used to pay Amtrak's contract, improvements to passenger rail service and expenses to maintain the Midwest Fleet.

Prior to the end of 2014, Missouri received nearly \$50 million in Federal Railroad Administration (FRA) funding to improve passenger rail services. These funds leveraged nearly \$20 million in private investment. Projects targeted improvements in on-time performance and travel time reduction. Notable completed projects include a new Osage River bridge, a universal crossover near Kirkwood, a third main line in St. Louis on the



Terminal Railroad, a new approach to Merchant's Bridge, and the upgrade of 15 crossings. Projects are located along the state supported passenger rail line from St. Louis to Kansas City. The federal funding required a state commitment to continue operation of the Missouri River Runner passenger rail service. Missouri also introduced new locomotives in SFY 2018 to increase reliability of equipment as part of the Midwest Fleet. The new locomotives are Tier IV compliant and have reduced emissions by 90 percent over previous equipment. The new locomotives were obtained through a 100 percent federally funded grant to the states of Missouri, Wisconsin, Illinois, Michigan, Washington and California. In SFY 2022, new passenger coaches were placed into service on the Missouri River Runner through another 100 percent federally funded grant. These passenger coaches will be operated as part of the Midwest Fleet and will feature spacious interiors focused on passenger comfort and convenience, with Wi-Fi, seats with convenient power outlets and USB ports, large windows, overhead luggage storage, work tables, state-of-the-art restrooms with touchless controls and full ADA accessibility, and modern information and route map displays. Bicycle racks will also be built into the coach cars.

**Highway/Rail Crossing Safety Program** - Missouri's Highway/Rail Crossing Safety Program goal is to systematically improve the safety of crossings across the state, maximizing the use of available funding sources. Two primary sources of federal funding are Federal Highway Administration (FHWA) Surface Transportation Program Safety Funds and federal discretionary grant programs available primarily through the FRA. FHWA funds are distributed to states based on a formula with Missouri's share being approximately \$6 million per year. The discretionary grant program provides the opportunity for states, counties and cities to compete for additional federal funding. These discretionary grant programs typically require a non-federal match. The goal for the discretionary grant funds is to ensure that MoDOT and planning partners are aware of the opportunities and have projects that are in a position to compete for the grant funding.

Missouri also has a 25-cent state motor vehicle licensing fee that is deposited into the Grade Crossing Safety account and generates approximately \$1.5 million a year. This money is required to be spent on grade crossing safety improvements and is generally used to provide the required match to federal funds.

For SFY 2024, \$50 million was approved by the state to improve safety at highway/rail crossings. This was a one-time appropriation and will require a re-appropriation to be used in subsequent fiscal years. Table 7-4 assumes funding will be re-appropriated until expended.

The railroad crossing improvement program is approved as a whole per 23 CFR 450.216(h) and 450.326(h) and are, therefore, not approved on the individual project level as is done in other sections of the STIP. However, projects will be reported on the department's website.

MoDOT's active listing of awarded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

<b>Table 7-4 Railroad Programs</b>		<b>STATE FISCAL YEAR PROJECT BUDGETING</b>				
		<b>7/2024 - 6/2025</b>	<b>7/2025 - 6/2026</b>	<b>7/2026 - 6/2027</b>	<b>7/2027 - 6/2028</b>	<b>7/2028 - 6/2029</b>
<b>Rail Crossing Safety Program</b>	Federal Funds	\$11,600,000	\$15,000,000	\$11,000,000	\$10,000,000	\$6,000,000
	State Cost	\$9,500,000	\$13,500,000	\$16,500,000	\$16,500,000	\$1,500,000
	Total	\$21,100,000	\$28,500,000	\$27,500,000	\$26,500,000	\$7,500,000
<b>Railroad Station Improvements</b>	Federal Funds					
	State Cost	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
	Total	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
<b>State Supported Passenger Rail Service</b>	Federal Funds					
	State Cost	\$14,500,000	\$14,500,000	\$14,500,000	\$14,500,000	\$14,500,000
	Total	\$14,500,000	\$14,500,000	\$14,500,000	\$14,500,000	\$14,500,000

# Transit

Missouri public transit provides mobility to individuals of all ages, incomes and circumstances throughout the state of Missouri. Missouri's public transit agencies provide over 32.2 million one-way passenger trips each year. MoDOT offers financial and technical assistance to 32 public transit providers and 183 specialized transportation providers. Some form of public transit or specialized transit is available in all of the 114 counties of Missouri and the City of St. Louis.

The Multimodal Operations Division administers state and Federal Transit Administration (FTA) funds to Missouri transit providers to support planning, maintenance, safety, operating and capital assistance activities.

MoDOT is committed to transit asset management to try to maintain a State of Good Repair (SGR) for Missouri's public transportation assets. Transit Asset Management (TAM) is a business model that uses transit asset condition to guide the optimal prioritization of funding.

Transit asset performance is measured by asset class, a subgroup of capital assets within an asset category. MoDOT coordinated with transit agencies and Metropolitan Planning Organizations (MPOs) to develop the MoDOT state sponsored group TAM plan, including the state TAM targets.

MoDOT is committed to transit safety. MoDOT coordinated with affected transit agencies to develop a comprehensive Public Transportation Agency Safety Plan (PTASP). Each transit agency developed their own PTASP and received funds directly from the FTA.

PTASP requirements include a comprehensive safety program that identifies (1) measurable performance targets that minimize exposure of the public, personnel, and property to hazards and unsafe conditions: are consistent with guidelines of the Centers for Disease Control and Prevention or a state health authority; and minimize exposure to infectious diseases; (2) risk reductions of injuries, assaults on transit workers, and vehicular/pedestrian accidents.

In the 2025 - 2029 STIP, MoDOT has programmed projects to move towards the federal TAM targets. These funds are distributed to transit providers based on annual applications. Transit agencies request funding to replace equipment and rolling stock and to make facility improvements. Annual applications exceed funding availability, and awards are evaluated based on transit needs. No transit safety projects are included in the STIP since transit agencies receive funds directly from FTA. MoDOT supports the transit safety targets included in PTASP plans.

## Statewide Transit Planning Grants Section 5304

**Section 5304 of Chapter 53, Title 49, U.S.C. Federal Transit Administration** - MoDOT administers FTA statewide transit planning and other technical assistance activities grants that can be used for planning support, research, development and demonstration projects, fellowships for training in the public transportation field, university research and human resource development.

FTA distributes funds to Missouri based on the latest census information. However, a state must receive at least 0.5 percent of the amount annually apportioned. For these planning and technical assistance activities, the federal share is 80 percent, and the local non-federal share is 20 percent. This funding is used for statewide transit planning with an amount allocated to the state transit association for transit related technical assistance activities.

MoDOT provides funding to each of the Regional Planning Commissions (RPCs) and MPOs for updates to the Coordinated Public Transit – Human Services Transportation Plans. These plans are updated every five years to allow subrecipients to apply for FTA Section 5310 funding within each planning area.

MoDOT’s active listing of awarded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

Table 7-5 Section 5304 Funding		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2024 - 6/2025	7/2025 - 6/2026	7/2026 - 6/2027	7/2027 - 6/2028	7/2028 - 6/2029
Section 5304	Federal Assistance	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
	Non-Federal Match	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000
	Total	\$1,875,000	\$1,875,000	\$1,875,000	\$1,875,000	\$1,875,000

## **Enhanced Mobility of Seniors and Individuals with Disabilities Program Federal Transit Administration – Section 5310**

**Section 5310 of Chapter 53, Title 49, U.S.C. Federal Transit Administration** - Section 5310 funds provide capital assistance and operating assistance for non-profit organizations, as well as governmental entities that provide service to senior citizens and persons with disabilities. These funds are annually apportioned to each of the large urbanized areas (St. Louis, Kansas City and Springfield), apportioned separately on an aggregate basis to the small urbanized areas (between 50,000 and 199,999 population) and annually apportioned separately in aggregate to the rural areas of the state. Part of the Section 5310 funds apportioned in the St. Louis and Springfield urbanized areas are administered by MoDOT once MPOs for these areas have allocated apportioned funds. Section 5310 funds apportioned to rural and small urban and urbanized portions of Missouri are administered by MoDOT. Projects to be funded by Section 5310 must be derived from a locally developed Coordinated Public Transit – Human Services Transportation Plan.

Rural fund priorities are selected and programmed directly by MoDOT on the basis of received applications. Eligible applications for what FTA defines as “traditional projects” are first reviewed and prioritized by MoDOT to attain the Section 5310 program’s 55 percent funding floor. For projects proposed in small urbanized areas, any prioritization of projects provided to MoDOT from the MPOs will be accepted as long as those projects are Section 5310 eligible activities proposed by eligible applicants. Otherwise, within this category of “traditional projects”, the rural prioritization and small urbanized prioritization of projects in descending order is as follows:

- (a) replacement of accessible vehicles that have reached the end of their useful life,
- (b) replacement of non-accessible vehicles that have reached the end of their useful life,
- (c) accessible vehicles to be used in eligible expanded mobility services,
- (d) non-accessible vehicles to be used in eligible expanded mobility services,
- (e) support for mobility management and coordination programs, and
- (f) all other “traditional” Section 5310 eligible project types.

In selecting “traditional” projects for funding, consideration will be given to a geographic distribution to deter concentrations of projects and funds in a few areas of the state. Also, based on applicant responses to Title VI Civil Rights questions about clients served, consideration will be given to ensure low-income individuals and minorities are not excluded from accessing funds for eligible Section 5310 activities.

MoDOT’s active listing of awarded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

## Enhanced Mobility of Seniors and Individuals with Disabilities Program Federal Transit Administration – Section 5310

Table 7-6 Section 5310 Funding		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2024 - 6/2025	7/2025 - 6/2026	7/2026 - 6/2027	7/2027 - 6/2028	7/2028 - 6/2029
<b>Section 5310</b>	MoDOT Administered Federal Funds	14,300,000	\$6,001,767	\$6,001,767	\$6,001,767	\$6,001,767
	Local Match	\$4,075,500	\$1,710,504	\$1,710,504	\$1,710,504	\$1,710,504
	Total	\$18,375,500	\$7,712,271	\$7,712,271	\$7,712,271	\$7,712,271

## **Rural Transit Assistance Program Federal Transit Administration Section 5311**

**Section 5311 of Chapter 53, Title 49, U.S.C. Federal Transit Administration** - Section 5311 provides capital and operating assistance to public transportation systems in rural areas. A rural area is outside an urbanized area of 50,000 or greater population. Section 5311 projects include planning and technical studies, system design, capital assistance, and assistance in defraying operating losses. Intercity over-the-road bus services are also eligible for funding.

Eligible recipients of Section 5311 assistance include public bodies, private not-for-profit corporations and operators that provide general public transportation services. Private for-profit providers of service are eligible through purchase of service agreements with a local public body for the provision of public transportation services. For-profit intercity carriers are also eligible.

Section 5311 project selection is performed by MoDOT based upon annual applications. Requests for operating assistance are given priority over capital project requests. Once operating assistance is awarded, capital requests are reviewed for award if funding is available. Operating assistance awards are based upon the project's budget for the coming year compared to previous year expenditures. Priority is given to local public bodies because they meet the program's primary objective of offering general public service. Not-for-profit organizations are also eligible to participate in the program if they meet program criteria and have available local matching funds. Generally, capital projects are funded 80 percent federal and 20 percent local. Operating assistance projects may be used to support up to 50 percent of a project's net operating loss. Net operating loss is the total expense incurred minus any fares collected. As federally required, 15 percent of the Section 5311 funds are reserved to support intercity bus service. In the event eligible applicants do not express an interest in supporting intercity bus service or if the requests received are less than the reserved amount, the funding reserved for intercity bus will be transferred to the rural public transit service. The grant allows for up to 10 percent of Section 5311 apportionment for program administration, planning and technical assistance, with no state match required.

MoDOT's active listing of awarded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

## Rural Transit Assistance Program Federal Transit Administration Section 5311

Table 7-7 Section 5311 Funding		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2024 - 6/2025	7/2025 - 6/2026	7/2026 - 6/2027	7/2027 - 6/2028	7/2028 - 6/2029
<b>Section 5311</b>	Federal Assistance	\$61,903,690	\$48,605,100	\$39,605,100	\$39,605,100	\$39,605,100
	Local Match	\$61,903,690	\$48,605,100	\$39,605,100	\$39,605,100	\$39,605,100
	Total	\$123,807,380	\$97,210,200	\$79,210,200	\$79,210,200	\$79,210,200



## Rural Transit Assistance Program Section 5311 (b)

**Section 5311 (b) of Chapter 53, Title 49, U.S.C. Federal Transit Administration** - MoDOT administers the FTA Section 5311 (b) Rural Transit Assistance Program for the development and implementation of training, technical assistance and other support services for use by local transit providers in rural areas. No matching funds are required.

FTA allocates Rural Transit Assistance Program funds to each state based on an administrative formula. FTA first allocates \$65,000 to each state and then distributes the balance of the annual funding according to the rural population of each state.

Through a competitive selection process, MoDOT currently contracts these services with the Missouri University of Science and Technology.

MoDOT's active listing of awarded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

<b>Table 7-8 Section 5311 (b) Funding</b>		<b>STATE FISCAL YEAR PROJECT BUDGETING</b>				
		<b>7/2024 - 6/2025</b>	<b>7/2025 - 6/2026</b>	<b>7/2026 - 6/2027</b>	<b>7/2027 - 6/2028</b>	<b>7/2028 - 6/2029</b>
<b>Section 5311 (b)</b>	Federal Assistance	\$813,081	\$410,022	\$410,022	\$410,022	\$410,022
	Total	\$813,081	\$410,022	\$410,022	\$410,022	\$410,022

## State Safety Oversight Formula Grants Federal Transit Administration – Section 5329

**Section 5329 of Chapter 53, Title 49, U.S.C. Federal Transit Administration** - Each state with transit rail systems not regulated by the FTA is required to establish a State Safety Oversight (SSO) program with the responsibility to enforce federal law and oversee fixed guide way public transportation safety. MoDOT administers FTA Section 5329 SSO grants. These grants fund up to 80 percent of the cost to administer and operate the SSO program. Grant matching funds may not be derived from the transit systems subject to the SSO and are funded through the State Transportation Fund. Systems subject to MoDOT oversight from this program are St. Louis MetroLink, the Delmar Loop Trolley and the Kansas City Street Car.

MoDOT’s SSO program uses a combination of internal staff and contracts expertise to help ensure the systems in Missouri are as safe as possible. MoDOT elected to competitively procure expertise when new requirements were passed by the U.S. Congress in MAP-21. This allowed MoDOT to quickly get up to speed with the new, more stringent requirements and to develop and implement ways of improving the safety of these systems much quicker than hiring and training internal staff. Each of the systems regulated have reduced incidents and improved efficiencies because of this approach.

MoDOT’s active listing of awarded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

<b>Table 7-9 Section 5329 Funding</b>		<b>STATE FISCAL YEAR PROJECT BUDGETING</b>				
		<b>7/2024 - 6/2025</b>	<b>7/2025 - 6/2026</b>	<b>7/2026 - 6/2027</b>	<b>7/2027 - 6/2028</b>	<b>7/2028 - 6/2029</b>
<b>Section 5329</b>	MoDOT Administered Federal Funds	\$560,000	\$560,000	\$560,000	\$560,000	\$560,000
	State Match	\$140,000	\$140,000	\$140,000	\$140,000	\$140,000
	Total	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000

## Bus and Bus Facilities Program Formula Grants Federal Transit Administration – Section 5339

**Section 5339 of Chapter 53, Title 49, U.S.C. Federal Transit Administration** - MoDOT administers FTA Section 5339 Bus and Bus Facilities program formula grants. This grant category funds up to 80 percent of the cost to replace, rehabilitate and purchase buses and related equipment, as well as construction of bus-related facilities. These funds are annually apportioned to each of the large, urbanized areas (St. Louis, Kansas City and Springfield), apportioned separately on an aggregate basis to the small urbanized areas (between 50,000 and 199,999 population) and annually apportioned separately in aggregate to the non-urbanized/rural areas of the state. MoDOT administers the funds apportioned to the non-urbanized/rural areas of Missouri.

MoDOT worked with the Missouri Public Transit Association (MPTA) to develop consensus on a formula funding arrangement for the allocation of the FTA Section 5339 Bus and Bus Facilities Program funds to Missouri’s large urbanized areas, small urbanized areas, and rural transportation providers.

MoDOT only administers the Section 5339 rural apportionment for rural transportation providers. Rural transportation providers submit an annual application requesting vehicle replacement or expansion. Awards are based upon the useful life criteria identified in the Transit State Management Plan. Useful life criteria identifies the expected lifetime of vehicles based upon years and/or mileage. Vehicles must meet or exceed the useful life criteria to be eligible for replacement.

The small urbanized apportionment and large urban apportionment is transferred to the 5307 program for ease of grant management. By transferring to the 5307 program, the large and small urban providers apply directly to FTA to receive funds for eligible projects in the Section 5339 Bus and Bus Facilities Program. In addition, MoDOT administers Section 5339 discretionary funding to rural projects throughout Missouri.

MoDOT’s active listing of awarded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

Table 7-10 Section 5339 Funding		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2024 - 6/2025	7/2025 - 6/2026	7/2026 - 6/2027	7/2027 - 6/2028	7/2028 - 6/2029
Section 5339	MoDOT Administered Federal Funds	\$16,582,000	13,900,000	\$13,900,000	\$13,900,000	\$13,900,000
	Local Match	\$4,145,500	3,475,000	\$3,475,000	\$3,475,000	\$3,475,000
	Total	\$20,727,500	17,375,000	\$17,375,000	\$17,375,000	\$17,375,000

# Missouri Elderly and Handicapped Transportation Assistance Program

The Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) is a state funded program that provides funding to the Area Agencies on Aging (AAA), non-profit organizations, and other eligible applicants statewide that offer transportation services to senior citizens and persons with disabilities at below-cost rates.

MEHTAP funding is allocated by the department in accordance with RSMo Sections 208.250 – 208.265 and CSR 7 CSR 10-7.010 based on the following criteria: need for service, trip purpose, cost effectiveness, and cost and availability of alternative service.

Fifty percent of the MEHTAP appropriation is reserved for AAA. Reserved funds supplement state and federal funds available to the area agencies for transportation. Area agencies may use MEHTAP funds in combination with other transportation funds to provide transportation services or to contract with existing providers for service. Each year, project funding is contingent upon receipt of applications from eligible providers and an appropriation from the state legislature. Federal, local and private matching funds do not flow through MoDOT.

MoDOT’s active listing of awarded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

Table 7-11 MEHTAP Funding		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2024 - 6/2025	7/2025 - 6/2026	7/2026 - 6/2027	7/2027 - 6/2028	7/2028 - 6/2029
<b>MEHTAP</b>	MoDOT Administered State Funds	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
	Local Match	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
	<b>Total</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>

## Missouri State Transit Assistance Program

The Missouri State Transit Assistance (STA) Program is a state funded program that provides state funds to public transportation service providers to defray the operating and capital cost incurred by public transportation service providers. STA funding is allocated by MoDOT in accordance with RSMo Section 226.195 and CSR 7 CSR 10-7.030. The distribution of funds to public transportation service providers is made on the basis of population, ridership, cost and efficiency of the public mass transportation service provider’s program, availability of alternative public transportation in the service area, and local effort or tax support.

Each year, project funding is contingent upon the total number of grant applications received from eligible providers. The STA Program is funded with state transportation funds and general revenue funds and is subject to the Missouri General Assembly legislative appropriation process and any subsequent directives mandated by the Governor regarding withholdings.

MoDOT’s active listing of awarded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

<b>Table 7-12 STA Funding</b>		<b>STATE FISCAL YEAR PROJECT BUDGETING</b>				
		<b>7/2024 - 6/2025</b>	<b>7/2025 - 6/2026</b>	<b>7/2026 - 6/2027</b>	<b>7/2027 - 6/2028</b>	<b>7/2028 - 6/2029</b>
<b>STA</b>	MoDOT Administered State Funds	\$11,710,875	\$11,710,875	\$11,710,875	\$11,710,875	\$11,710,875
	Local Match	\$11,710,875	\$11,710,875	\$11,710,875	\$11,710,875	\$11,710,875
	Total	\$23,421,750	\$23,421,750	\$23,421,750	\$23,421,750	\$23,421,750

# Waterways

Missouri is fortunate to have over 1,000 miles of navigable waterways on the Mississippi and Missouri rivers, which provide opportunities for waterborne commerce. Barge transport provides a safe and environmentally friendly way to transport large amounts of material at a lower cost compared to other modes. One barge can hold the equivalent of 13 railcars or 58 trucks. The Missouri General Assembly appropriates funding for waterway programs from General Revenue and the State Transportation Fund. Projects are implemented when funds are appropriated through the legislative and gubernatorial budget processes.

**Port Authority Administrative Grants** - The administrative grants are used to reimburse public port authorities for administrative costs, such as salaries, benefits, travel, office expenses and utilities authorized in Section 68.035.1, RSMo. These grants do not require a match and are funded from the State Transportation Fund. The administrative grants were created to assist public port authorities as they establish their economic base (i.e., “keep the lights on”). The port authority must demonstrate tangible efforts to mature the port to be eligible for administrative grants. The majority of administrative funds are allocated by formula based on two components: a base amount and a performance amount. The formula allocates one percent of available funds as the minimum level of support. The performance amount is focused on assisting the ports as they establish their economic base with the level of assistance decreasing as the port becomes more self-sustaining. Objective criteria used to evaluate performance includes ownership of capital assets, movement of freight or passengers during the prior year, whether tonnage was over or less than one million tons in the last four years, development of a work plan for purchasing capital assets or moving freight/passengers within the next three years, and lastly, a penalty for ports that allowed funding to lapse within the previous five years.

The remaining \$200,000 is allocated to port authorities to prepare plans for upcoming capital improvement projects and/or multi-port supported planning efforts. When the proposed project priority list is developed for the Port Capital Improvement Program (CIP), port authorities request funding for preliminary engineering to prepare these plans for construction to begin in one year. This funding stream allows the public port authorities to be ready for construction at the beginning of the budget year (July 1) if the General Revenue funds are received.

This program has received an appropriation for FY 2024 of \$800,000. Eight hundred thousand dollars was requested for FY 2025. The program currently offers assistance to the following port authorities:

Heartland Port Authority of Central Missouri	Howard/Cooper County Regional Port Authority	Jefferson County Port Authority
Port of Kansas City	Lewis County Regional Port Authority	Mid-America Port Commission
Mississippi County Port Authority	New Bourbon Regional Port Authority	New Madrid County Port Authority
Pemiscot County Port Authority	Pike/Lincoln County Port Authority	St. Charles County Port Authority
St. Joseph Regional Port Authority	St. Louis County Port Authority	City of St. Louis Port Authority
Southeast Missouri Regional Port Authority	Marion-Ralls County Port Authority	Greater Montgomery County Port Authority
Northeast Missouri Regional Port Authority of Clark County		

MoDOT’s active listing of funded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

<b>Table 7-13 Port Authority Administrative Grants</b>		<b>STATE FISCAL YEAR PROJECT BUDGETING</b>				
		<b>7/2024 - 6/2025</b>	<b>7/2025 - 6/2026</b>	<b>7/2026 - 6/2027</b>	<b>7/2027 - 6/2028</b>	<b>7/2028 - 6/2029</b>
<b>Waterways Program Port Administration</b>	State Funds	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000
	Total	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000

## Waterways

**Ferry Boat Operating Assistance** - The State of Missouri currently provides funding for two public ferry boat operations in Ste. Genevieve and Mississippi counties. These ferry services provide a link for passengers and freight moving from Missouri to Illinois or Kentucky, respectively, at substantially less expense than constructing a Mississippi River bridge crossing in the areas. Each ferry charges a toll that is supplemented annually by \$88,000 to support each ferry boat operation. During FY 2023, the ferry services transported 11,900 passengers and 6,016 vehicles. The State of Kentucky matches dollar for dollar support for the Mississippi County ferry service. Illinois does not provide operating assistance to the Ste. Genevieve County ferry.

MoDOT's active listing of funded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

<b>Table 7-14 Ferry Boat Operating Funding</b>		<b>STATE FISCAL YEAR PROJECT BUDGETING</b>				
		<b>7/2024 - 6/2025</b>	<b>7/2025 - 6/2026</b>	<b>7/2026 - 6/2027</b>	<b>7/2027 - 6/2028</b>	<b>7/2028 - 6/2029</b>
<b>Waterways Program Ferry Boat Operating Assistance</b>	State Funds	\$176,000	\$176,000	\$176,000	\$176,000	\$176,000
	FFOS	\$144,000	\$144,000	\$144,000	\$144,000	\$144,000
	Total	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000



**Port Capital Improvement Program** - Capital improvement funds assist ports with capital expenditures, such as dock construction, mooring dolphins, access improvements, utility extensions, and general site development as authorized in Section 68.035.2, RSMo. MoDOT requests \$11.6 million annually from the State of Missouri General Revenue budget for Port CIP. Funding requires an annual appropriation by the general assembly and budget approval by the Governor, and State of Missouri projections continue to demonstrate sufficient incoming revenue to allow release of all or a portion of the approved funds. Fluctuations in Missouri revenue can result in restrictions on General Revenue funded programs, including the Port CIP funds. When appropriated, the CIP requires a 20 percent local match. The amount of funds available for the CIP can vary greatly from year to year, and it is difficult to predict funding in future years. In SFY 2020, \$9.4 million was appropriated for the CIP; in SFY 2021, that amount was \$6.1 million; and in SFYs 2022-2024, \$11.6 million per year was appropriated.

Each summer, the public ports present priority projects to be considered for the next state fiscal year. The Missouri Port Authority Association members evaluate and prioritize each of these projects, based on economic development benefit to the state, increased freight capacity and tonnage at the port, environmental impacts of the project, and safety improvements. As the legislature discusses General Revenue appropriations, the prioritized list is used to match the highest priority projects with the appropriated funding. The ports have detailed more than \$400 million in current port capital improvement needs.

The funding for this program is appropriated annually and available only during the current state fiscal year. To ensure all funds are used, they are reallocated at fiscal year end if a project is experiencing delays. High water levels are the most frequent cause of delays for the construction of port capital improvement projects. When this occurs, unfunded projects are accelerated to construction, and the delayed project is moved to high priority for the next available funding.

MoDOT’s active listing of funded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#)

<b>Table 7-15 Port Capital Improvement Program</b>		<b>STATE FISCAL YEAR PROJECT BUDGETING</b>				
		<b>7/2024 - 6/2025</b>	<b>7/2025 - 6/2026</b>	<b>7/2026 - 6/2027</b>	<b>7/2027 - 6/2028</b>	<b>7/2028 - 6/2029</b>
<b>Port Capital Improvement Program</b>	State Cost	\$11,620,577	\$11,620,577	\$11,620,577	\$11,620,577	\$11,620,577
	Local Funds	\$2,817,990	\$2,817,990	\$2,817,990	\$2,817,990	\$2,817,990
	Total	\$14,438,567	\$14,438,567	\$14,438,567	\$14,438,567	\$14,438,567

## Freight

**Freight Enhancement Program** - The objective of the Freight Enhancement Program is to focus on improving and maintaining the high priority freight assets and corridors that are critical to the movement of freight into, out of, within, and through the state. This process is based on partnerships with freight stakeholders and public officials to identify the greatest freight movement needs and remove barriers to efficient movement of goods through capital improvements to the system. MoDOT was appropriated \$3.25 million from the Missouri legislature for FY 2024 from the State Transportation Fund. In SFY 2025, MoDOT is also requesting \$3.25 million. A minimum 20 percent local match is required. MoDOT solicits project applications each spring. Staff evaluates and selects projects based on correlation to the [2022 Missouri State Freight and Rail Plan](#) strategies, objectives, goals and recommended actions and whether the capital improvement is needed to support a new committed business or expansion of existing business strategies. Because program funding comes from the State Transportation Fund, projects are limited to non--roadway locations. Project selections are announced by July 1 to allow project sponsors the full fiscal year to implement the project.

Freight is the economy in motion. As freight efficiency increases in a state, the total economy of the state increases. Businesses receive raw materials at less cost, and therefore, their finished products are more competitive on the domestic and global market. Lower freight transportation costs decrease prices at the store, providing financial savings for Missouri consumers. Lower transportation cost attracts new businesses and allows reinvestment and expansion of current businesses.

Freight movement depends upon the connectivity, safety, reliability, and condition of the transportation system. Missouri’s central location within 600 miles of 50 percent of all U.S. households is a natural advantage to attract the freight industry. Missouri’s transportation assets in rail, water, interstate highways, and airports, combined with Missouri’s strategic location, provide great opportunity to become the freight center of the nation.

MoDOT’s active listing of funded projects can be found at [Statewide Transportation Improvement Program \(STIP\) | Missouri Department of Transportation \(modot.org\)](#).

<b>Table 7-16 Freight Enhancement Program</b>		<b>STATE FISCAL YEAR PROJECT BUDGETING</b>				
		<b>7/2024 - 6/2025</b>	<b>7/2025 - 6/2026</b>	<b>7/2026 - 6/2027</b>	<b>7/2027 - 6/2028</b>	<b>7/2028 - 6/2029</b>
<b>Freight Enhancement Program</b>	State Cost	\$3,250,000	\$3,250,000	\$3,250,000	\$3,250,000	\$3,250,000
	Local Funds	\$812,500	\$812,500	\$812,500	\$812,500	\$812,500
	Total	\$4,062,500	\$4,062,500	\$4,062,500	\$4,062,500	\$4,062,500