

## **Section 7 – Multimodal Operations**

# **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 does have regulatory responsibility over railroads.

This section begins with an estimated financial summary for the next five state fiscal years. Financial information for fiscal year 2015 is based on the best available information. 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.

Program descriptions, funding priorities and associated projects are described within the appropriate modal area of responsibility. The programs and projects identified in this section are based on the best information available at the time of printing.

# Multimodal Operations

## Estimated Financial Summary – FY 2015-2019

Table 7-1 Multimodal Estimated Financial Summary

|                                                                    |              | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |
|--------------------------------------------------------------------|--------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                                                    |              | 7/2014-<br>6/2015                   | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
| <b>STAR Fund</b>                                                   | State Cost   | 500,000                             | 500,000           | 500,000           | 500,000           | 500,000           |
|                                                                    | <b>Total</b> | <b>500,000</b>                      | <b>500,000</b>    | <b>500,000</b>    | <b>500,000</b>    | <b>500,000</b>    |
| <b>Aviation Program</b>                                            | Federal Cost | 24,930,500                          | 27,508,000        | 26,933,000        | 25,478,000        | 24,623,000        |
|                                                                    | State Cost   | 6,690,250                           | 4,807,000         | 5,937,000         | 5,716,300         | 5,540,750         |
|                                                                    | <b>Total</b> | <b>31,620,750</b>                   | <b>32,315,000</b> | <b>32,870,000</b> | <b>31,194,300</b> | <b>30,163,750</b> |
| <b>Railroad Program<br/>State Supported Passenger Rail Service</b> | State Cost   | 0                                   | 0                 | 0                 | 0                 | 0                 |
|                                                                    | <b>Total</b> | <b>0</b>                            | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |
| <b>Railroad Program<br/>Station Improvements</b>                   | State Cost   | 25,000                              | 25,000            | 25,000            | 25,000            | 25,000            |
|                                                                    | <b>Total</b> | <b>25,000</b>                       | <b>25,000</b>     | <b>25,000</b>     | <b>25,000</b>     | <b>25,000</b>     |
| <b>Railroad Program<br/>Rail Crossing Safety Program</b>           | Federal Cost | 7,925,400                           | 7,570,000         | 7,000,000         | 2,250,000         | 0                 |
|                                                                    | State Cost   | 2,885,600                           | 2,080,000         | 1,750,000         | 250,000           | 0                 |
|                                                                    | <b>Total</b> | <b>10,811,000</b>                   | <b>9,650,000</b>  | <b>8,750,000</b>  | <b>2,500,000</b>  | <b>0</b>          |
| <b>Transit Program – FTA<br/>Section 5303 and 5305</b>             | Federal Cost | 1,625,000                           | 1,300,000         | 1,300,000         | 1,300,000         | 1,300,000         |
|                                                                    | <b>Total</b> | <b>1,625,000</b>                    | <b>1,300,000</b>  | <b>1,300,000</b>  | <b>1,300,000</b>  | <b>1,300,000</b>  |
| <b>Transit Program – FTA<br/>Section 5304</b>                      | Federal Cost | 325,000                             | 260,000           | 260,000           | 260,000           | 260,000           |
|                                                                    | <b>Total</b> | <b>325,000</b>                      | <b>260,000</b>    | <b>260,000</b>    | <b>260,000</b>    | <b>260,000</b>    |
| <b>Transit Program – FTA<br/>Section 5307</b>                      | Federal Cost | 60,653,000                          | 48,524,000        | 48,524,000        | 48,524,000        | 48,524,000        |
|                                                                    | State Cost   | 420,655                             | 420,655           | 420,655           | 420,655           | 420,655           |
|                                                                    | <b>Total</b> | <b>61,073,655</b>                   | <b>48,944,655</b> | <b>48,944,655</b> | <b>48,944,655</b> | <b>48,944,655</b> |
| <b>Transit Program – FTA<br/>Section 5309</b>                      | Federal Cost | 2,400,000                           | 1,400,000         | 0                 | 0                 | 0                 |
|                                                                    | <b>Total</b> | <b>2,400,000</b>                    | <b>1,400,000</b>  | <b>0</b>          | <b>0</b>          | <b>0</b>          |
| <b>Transit Program – FTA<br/>Section 5310</b>                      | Federal Cost | 8,000,000                           | 3,200,000         | 3,200,000         | 3,200,000         | 3,200,000         |
|                                                                    | <b>Total</b> | <b>8,000,000</b>                    | <b>3,200,000</b>  | <b>3,200,000</b>  | <b>3,200,000</b>  | <b>3,200,000</b>  |

Table 7-1 Multimodal Estimated Financial Summary

|                                                             |                      | STATE FISCAL YEAR PROJECT BUDGETING |                    |                    |                    |                    |
|-------------------------------------------------------------|----------------------|-------------------------------------|--------------------|--------------------|--------------------|--------------------|
|                                                             |                      | 7/2014-<br>6/2015                   | 7/2015-<br>6/2016  | 7/2016-<br>6/2017  | 7/2017-<br>6/2018  | 7/2018-<br>6/2019  |
| <b>Transit Program – FTA<br/>Section 5311</b>               | Federal Cost         | 17,350,000                          | 13,880,000         | 13,880,000         | 13,880,000         | 13,880,000         |
|                                                             | State Cost           | 140,219                             | 140,219            | 140,219            | 140,219            | 140,219            |
|                                                             | <b>Total</b>         | <b>17,490,219</b>                   | <b>14,020,219</b>  | <b>14,020,219</b>  | <b>14,020,219</b>  | <b>14,020,219</b>  |
| <b>Transit Program – FTA<br/>Section 5311 (b)</b>           | Federal Cost         | 350,000                             | 350,000            | 280,000            | 280,000            | 280,000            |
|                                                             | <b>Total</b>         | <b>350,000</b>                      | <b>350,000</b>     | <b>280,000</b>     | <b>280,000</b>     | <b>280,000</b>     |
| <b>Transit Program – FTA<br/>Section 5316</b>               | Federal Cost         | 1,000,000                           | 1,000,000          | 0                  | 0                  | 0                  |
|                                                             | <b>Total</b>         | <b>1,000,000</b>                    | <b>1,000,000</b>   | <b>0</b>           | <b>0</b>           | <b>0</b>           |
| <b>Transit Program – FTA<br/>Section 5317</b>               | Federal Cost         | 1,000,000                           | 1,500,000          | 500,000            | 0                  | 0                  |
|                                                             | <b>Total</b>         | <b>1,000,000</b>                    | <b>1,500,000</b>   | <b>500,000</b>     | <b>0</b>           | <b>0</b>           |
| <b>Transit Program – FTA<br/>Section 5329</b>               | Federal Cost         | 700,000                             | 560,000            | 560,000            | 560,000            | 560,000            |
|                                                             | State Cost           | 175,000                             | 140,000            | 140,000            | 140,000            | 140,000            |
|                                                             | <b>Total</b>         | <b>875,000</b>                      | <b>700,000</b>     | <b>700,000</b>     | <b>700,000</b>     | <b>700,000</b>     |
| <b>Transit Program – FTA<br/>Section 5339</b>               | Federal Cost         | 4,000,000                           | 1,600,000          | 1,600,000          | 1,600,000          | 1,600,000          |
|                                                             | <b>Total</b>         | <b>4,000,000</b>                    | <b>1,600,000</b>   | <b>1,600,000</b>   | <b>1,600,000</b>   | <b>1,600,000</b>   |
| <b>Transit Program<br/>MEHTAP</b>                           | State Cost           | 1,274,478                           | 1,274,478          | 1,274,478          | 1,274,478          | 1,274,478          |
|                                                             | <b>Total</b>         | <b>1,274,478</b>                    | <b>1,274,478</b>   | <b>1,274,478</b>   | <b>1,274,478</b>   | <b>1,274,478</b>   |
| <b>Waterways Program<br/>Administrative Port</b>            | State Cost           | 375,000                             | 375,000            | 375,000            | 375,000            | 375,000            |
|                                                             | <b>Total</b>         | <b>375,000</b>                      | <b>375,000</b>     | <b>375,000</b>     | <b>375,000</b>     | <b>375,000</b>     |
| <b>Waterways Program<br/>Capital Improvement Port</b>       | State Cost           | 0                                   | 0                  | 0                  | 0                  | 0                  |
|                                                             | <b>Total</b>         | <b>0</b>                            | <b>0</b>           | <b>0</b>           | <b>0</b>           | <b>0</b>           |
| <b>Waterways Program<br/>Ferryboat Operating Assistance</b> | State Cost           | 176,000                             | 176,000            | 176,000            | 176,000            | 176,000            |
|                                                             | <b>Total</b>         | <b>176,000</b>                      | <b>176,000</b>     | <b>176,000</b>     | <b>176,000</b>     | <b>176,000</b>     |
| <b>Freight Enhancement Program</b>                          | State Cost           | 0                                   | 0                  | 0                  | 0                  | 0                  |
|                                                             | <b>Total</b>         | <b>0</b>                            | <b>0</b>           | <b>0</b>           | <b>0</b>           | <b>0</b>           |
| <b>TOTAL</b>                                                | <b>Federal Total</b> | <b>130,258,900</b>                  | <b>108,652,000</b> | <b>104,037,000</b> | <b>97,332,000</b>  | <b>94,227,000</b>  |
|                                                             | <b>State Total</b>   | <b>12,662,202</b>                   | <b>9,938,352</b>   | <b>10,738,352</b>  | <b>9,017,652</b>   | <b>8,592,102</b>   |
|                                                             | <b>Total</b>         | <b>142,921,102</b>                  | <b>118,590,352</b> | <b>114,775,352</b> | <b>106,349,652</b> | <b>102,819,102</b> |

## **State Transportation Assistance Revolving Fund**

In 1996, Senate Bill 780 established the State Transportation Assistance Revolving Fund, and an initial appropriation of \$2.5 million was made in 1997. Provisions are contained in state statute 226.191. The Missouri Highways and Transportation Commission administer the fund, which assists political subdivisions or not-for-profit organizations in the development of non-highway related transportation facilities. This includes aviation, rail, water, freight or mass 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 mass transit;
- The purchase of vehicles for the transportation of elderly or handicapped persons; or
- The purchase of rolling stock for transit purposes.

Applications are received at any time; however, they are reviewed twice a year on March 1 and September 1. 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 a number of T-hangar, terminal building and fuel facility projects. The program also assisted in financing a multimodal facility in St. Louis to bring together passenger rail, Metro Link and public transit modes.

# Aviation

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

Federal funding is appropriated by the U.S. Congress through the Federal Airport Improvement Program and provides up to 90 percent of eligible project costs. 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 larger airports with commercial passenger service over 10,000 annual passenger enplanements.

There is a significant amount of 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, programs such as 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 70 airports participating in this entitlement program. Eligible airports may receive federal funding of up to \$150,000 annually. MoDOT is basically a pass-through agency for the non-primary airport entitlement program. Current federal legislation for the extension of the non-primary entitlement program expires in 2016. There are also opportunities for additional federal funding through discretionary grants. MoDOT staff will continue to aggressively pursue this additional funding whenever possible.

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 9-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, MoDOT State Airport System Plan, and coordination with East-West Gateway Council of Governments and Mid-America Regional Council. The National Plan of Integrated Airport Systems 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.

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. Other factors considered are 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. While this part is subjective, it is based upon facts and experience.

**MISSOURI STATEWIDE TRANSPORTATION PROGRAM FY 2015-2019**  
**AVIATION PROGRAM**

Table 7-2 Aviation Funding

| <b>District</b>    |              | <b>7/2014-<br/>6/2015</b> | <b>7/2015-<br/>6/2016</b> | <b>7/2016-<br/>6/2017</b> | <b>7/2017-<br/>6/2018</b> | <b>7/2018-<br/>6/2019</b> |
|--------------------|--------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| <b>Northwest</b>   | Federal Cost | 1,050,000                 | 4,575,000                 | 1,050,000                 | 1,050,000                 | 2,952,000                 |
|                    | State Cost   | 360,000                   | 0                         | 157,500                   | 0                         | 0                         |
|                    | Local Cost   | 156,667                   | 508,333                   | 134,167                   | 116,667                   | 328,000                   |
|                    | <b>Total</b> | <b>1,566,667</b>          | <b>5,083,333</b>          | <b>1,341,667</b>          | <b>1,166,667</b>          | <b>3,280,000</b>          |
| <b>Northeast</b>   | Federal Cost | 1,320,000                 | 3,140,000                 | 1,200,000                 | 3,900,000                 | 2,580,000                 |
|                    | State Cost   | 148,500                   | 0                         | 1,044,000                 | 0                         | 0                         |
|                    | Local Cost   | 163,167                   | 226,667                   | 249,333                   | 266,667                   | 286,667                   |
|                    | <b>Total</b> | <b>1,631,667</b>          | <b>3,366,667</b>          | <b>2,493,333</b>          | <b>4,166,667</b>          | <b>2,866,667</b>          |
| <b>Kansas City</b> | Federal Cost | 4,792,500                 | 6,840,000                 | 9,480,000                 | 2,430,000                 | 1,713,000                 |
|                    | State Cost   | 513,250                   | 802,500                   | 430,000                   | 50,000                    | 0                         |
|                    | Local Cost   | 349,250                   | 482,500                   | 623,333                   | 220,000                   | 190,333                   |
|                    | <b>Total</b> | <b>5,655,000</b>          | <b>8,125,000</b>          | <b>10,533,333</b>         | <b>2,700,000</b>          | <b>1,903,333</b>          |
| <b>Central</b>     | Federal Cost | 9,930,000                 | 1,950,000                 | 9,330,000                 | 7,308,000                 | 4,560,000                 |
|                    | State Cost   | 1,397,500                 | 815,000                   | 374,000                   | 50,000                    | 218,750                   |
|                    | Local Cost   | 1,230,833                 | 351,667                   | 1,122,667                 | 862,000                   | 575,417                   |
|                    | <b>Total</b> | <b>12,558,333</b>         | <b>3,116,667</b>          | <b>10,826,667</b>         | <b>8,220,000</b>          | <b>5,354,167</b>          |
| <b>St. Louis</b>   | Federal Cost | 1,500,000                 | 5,640,000                 | 750,000                   | 2,394,000                 | 2,400,000                 |
|                    | State Cost   | 0                         | 225,000                   | 2,430,000                 | 0                         | 4,500,000                 |
|                    | Local Cost   | 166,667                   | 651,667                   | 353,333                   | 266,000                   | 766,667                   |
|                    | <b>Total</b> | <b>1,666,667</b>          | <b>6,516,667</b>          | <b>3,533,333</b>          | <b>2,660,000</b>          | <b>7,666,667</b>          |
| <b>Southwest</b>   | Federal Cost | 2,700,000                 | 2,700,000                 | 2,700,000                 | 3,495,000                 | 4,170,000                 |
|                    | State Cost   | 1,469,000                 | 402,500                   | 524,000                   | 4,814,300                 | 20,000                    |
|                    | Local Cost   | 481,000                   | 362,500                   | 376,000                   | 941,033                   | 483,333                   |
|                    | <b>Total</b> | <b>4,650,000</b>          | <b>3,465,000</b>          | <b>3,600,000</b>          | <b>9,250,333</b>          | <b>4,673,333</b>          |
| <b>Southeast</b>   | Federal Cost | 3,225,000                 | 1,800,000                 | 2,010,000                 | 4,488,000                 | 5,835,000                 |
|                    | State Cost   | 167,000                   | 1,877,000                 | 342,500                   | 167,000                   | 167,000                   |
|                    | Local Cost   | 358,333                   | 390,000                   | 242,833                   | 498,667                   | 648,333                   |
|                    | <b>Total</b> | <b>3,750,333</b>          | <b>4,067,000</b>          | <b>2,595,333</b>          | <b>5,153,667</b>          | <b>6,650,333</b>          |

**MISSOURI STATEWIDE TRANSPORTATION PROGRAM FY 2014-2018  
AVIATION PROGRAM**

Table 7-2 Aviation Funding

| <b>District</b>   |                     | <b>7/2014-<br/>6/2015</b> | <b>7/2015-<br/>6/2016</b> | <b>7/2016-<br/>6/2017</b> | <b>7/2017-<br/>6/2018</b> | <b>7/2018-<br/>6/2019</b> |
|-------------------|---------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| <b>State Wide</b> | Federal Cost        | 413,000                   | 863,000                   | 413,000                   | 413,000                   | 413,000                   |
|                   | State Cost          | 2,635,000                 | 685,000                   | 635,000                   | 635,000                   | 635,000                   |
|                   | Local Cost          | 277,222                   | 55,000                    | 55,000                    | 55,000                    | 55,000                    |
|                   | <b>Total</b>        | <b>3,325,222</b>          | <b>1,603,000</b>          | <b>1,103,000</b>          | <b>1,103,000</b>          | <b>1,103,000</b>          |
| <b>TOTAL</b>      | <b>Federal Cost</b> | <b>24,930,500</b>         | <b>27,508,000</b>         | <b>26,933,000</b>         | <b>25,478,000</b>         | <b>24,623,000</b>         |
|                   | <b>State Cost</b>   | <b>6,690,250</b>          | <b>4,807,000</b>          | <b>5,937,000</b>          | <b>5,716,300</b>          | <b>5,540,750</b>          |
|                   | <b>Local Cost</b>   | <b>3,183,139</b>          | <b>3,028,334</b>          | <b>3,156,666</b>          | <b>3,226,034</b>          | <b>3,333,750</b>          |
|                   | <b>Total</b>        | <b>34,803,889</b>         | <b>35,343,334</b>         | <b>36,026,666</b>         | <b>34,420,334</b>         | <b>33,497,500</b>         |

# 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 third largest rail hubs in the nation, behind only Chicago, IL. Approximately 60 percent of the freight products entering Missouri, both raw materials and finished products, are moved into Missouri on the rail system. The rail system is also critical to the nation's passenger rail transportation and Missouri's passenger service between St. Louis and Kansas City.

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

**Passenger Rail** - Two round-trips per day are currently provided between St. Louis and Kansas City (*Missouri River Runner*), with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. In FY 12, service was provided to more than 192,000 passengers. There is not a dedicated funding source for passenger rail. Passenger rail is subject to legislative general revenue appropriation each year.

The passenger rail route is owned and maintained by Union Pacific Railroad. MoDOT, Union Pacific Railroad, and Amtrak have focused recent attention on improving passenger train on-time performance through improved coordination, efficient dispatching, bottleneck removal and capacity enhancements.

Prior to the end of 2014 Missouri secured nearly \$50 million in Federal Railroad Administration funding to improve passenger rail services. These funds have leveraged nearly \$20 million in private investment. Projects funded target improvements in on-time performance and travel time reduction. Notable projects are a new Osage River Bridge, a universal crossover near Kirkwood, a third main line in St. Louis Terminal Railroad, a new approach to Merchant's Bridge, and upgrade 15 crossings. Projects are located along the state sponsored passenger rail line from St. Louis to Kansas City.

Also before the end of 2014, Missouri secured funding from the Federal Railroad Administration to purchase new train sets. Missouri was part of a multi-state competitive grant application to procure new train sets for Midwest passenger rail services. The four states will share the awarded \$268 million to buy new passenger cars and locomotives.

| Table 7-3 Passenger Rail Funding                           |            | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
|------------------------------------------------------------|------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Program                                                    |            |                   |                   |                   |                   |                   |
| Railroad Program<br>State Supported Passenger Rail Service | State Cost | 0                 | 0                 | 0                 | 0                 | 0                 |
|                                                            | Total      | 0                 | 0                 | 0                 | 0                 | 0                 |
| Railroad Program<br>Station Improvements                   | State Cost | 25,000            | 25,000            | 25,000            | 25,000            | 25,000            |
|                                                            | Total      | 25,000            | 25,000            | 25,000            | 25,000            | 25,000            |

## Railroads

**Highway/Rail Crossing Safety Program** - There are approximately 3,800 public highway/rail crossings in Missouri. These crossings are evaluated and ranked annually according to a hazard exposure index which considers train traffic and speed, vehicle traffic and speed, crossing accident history, and sight distance. Each year, there are approximately \$6 million of FHWA Surface Transportation Program Safety Funds, and approximately \$1.2 million state funds from the state Grade Crossing Safety Account available to address safety issues at these crossings. The Grade Crossing Safety Account funds are created from a state motor vehicle licensing fee. On the average, highway/rail crossing projects cost \$200,000 - \$250,000, resulting in improvement to approximately 30 to 35 crossings per year. Project improvements typically include the installation of railroad crossing signal devices, and may vary in scope and completion dates depending on funding availability and programming restrictions each fiscal year. Project completion typically takes one year. Since 1976, this program has resulted in an 81 percent decrease in crashes; a 76 percent decrease in fatalities; and an 83 percent decrease in injuries.

# Railroads

## Railroad Acronyms

|      |                                                  |
|------|--------------------------------------------------|
| AM   | Arkansas and Missouri Railroad Company           |
| BGKX | Belton-Grandview Railway                         |
| BJN  | Burlington Junction Switching Railroad           |
| BSR  | Branson Scenic Railway                           |
| BNSF | BNSF Railway Company                             |
| CMR  | Central Midland Railway Company                  |
| COLT | Columbia Terminal Railroad Company               |
| DM&E | Dakota, Minnesota & Eastern Railroad Corporation |
| KAW  | Kaw River Railroad                               |
| KCS  | Kansas City Southern Railway Company             |
| KCT  | Kansas City Terminal Railway Company             |
| MRS  | Manufacturers' Railway Company                   |
| MNA  | Missouri & Northern Arkansas Railroad Company    |
| NS   | Norfolk Southern Railway Company                 |
| OVA  | Ozark Valley Railroad                            |
| SLIM | St. Louis Iron Mountain Railroad                 |
| SE   | SEMO Port Railroad, Inc.                         |
| TRRA | Terminal Railroad Association of St. Louis       |
| UP   | Union Pacific Railroad Company                   |

# MISSOURI STATEWIDE TRANSPORTATION PROGRAM FY 2015-2019 HIGHWAY/RAIL CROSSING SAFETY PROGRAM

Table 7-4 Highway/Rail Crossing Safety Program Funding

| District    |              | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
|-------------|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Northwest   | Federal Cost | 1,900,000         | 640,000           | 480,000           | 0                 | 0                 |
|             | State Cost   | 1,100,000         | 160,000           | 120,000           | 0                 | 0                 |
|             | Local Cost   | 500,000           | 0                 | 0                 | 0                 | 0                 |
|             | <b>Total</b> | <b>3,500,000</b>  | <b>800,000</b>    | <b>600,000</b>    | <b>0</b>          | <b>0</b>          |
| Northeast   | Federal Cost | 945,000           | 320,000           | 360,000           | 0                 | 0                 |
|             | State Cost   | 105,000           | 80,000            | 90,000            | 0                 | 0                 |
|             | Local Cost   | 0                 | 0                 | 0                 | 0                 | 0                 |
|             | <b>Total</b> | <b>1,050,000</b>  | <b>400,000</b>    | <b>450,000</b>    | <b>0</b>          | <b>0</b>          |
| Kansas City | Federal Cost | 1,683,000         | 760,000           | 1,360,000         | 0                 | 0                 |
|             | State Cost   | 192,000           | 190,000           | 340,000           | 0                 | 0                 |
|             | Local Cost   | 0                 | 0                 | 0                 | 0                 | 0                 |
|             | <b>Total</b> | <b>1,875,000</b>  | <b>950,000</b>    | <b>1,700,000</b>  | <b>0</b>          | <b>0</b>          |
| Central     | Federal Cost | 180,000           | 320,000           | 0                 | 0                 | 0                 |
|             | State Cost   | 20,000            | 80,000            | 0                 | 0                 | 0                 |
|             | Local Cost   | 0                 | 0                 | 0                 | 0                 | 0                 |
|             | <b>Total</b> | <b>200,000</b>    | <b>400,000</b>    | <b>0</b>          | <b>0</b>          | <b>0</b>          |
| St. Louis   | Federal Cost | 0                 | 480,000           | 960,000           | 0                 | 0                 |
|             | State Cost   | 0                 | 120,000           | 240,000           | 0                 | 0                 |
|             | Local Cost   | 0                 | 0                 | 0                 | 0                 | 0                 |
|             | <b>Total</b> | <b>0</b>          | <b>600,000</b>    | <b>1,200,000</b>  | <b>0</b>          | <b>0</b>          |
| Southwest   | Federal Cost | 1,912,400         | 4,090,000         | 3,040,000         | 2,250,000         | 0                 |
|             | State Cost   | 1,323,600         | 1,210,000         | 760,000           | 250,000           | 0                 |
|             | Local Cost   | 0                 | 2,000,000         | 5,916,000         | 0                 | 0                 |
|             | <b>Total</b> | <b>3,236,000</b>  | <b>7,300,000</b>  | <b>9,716,000</b>  | <b>2,500,000</b>  | <b>0</b>          |
| Southeast   | Federal Cost | 1,305,000         | 960,000           | 800,000           | 0                 | 0                 |
|             | State Cost   | 145,000           | 240,000           | 200,000           | 0                 | 0                 |
|             | Local Cost   | 0                 | 0                 | 0                 | 0                 | 0                 |
|             | <b>Total</b> | <b>1,450,000</b>  | <b>1,200,000</b>  | <b>1,000,000</b>  | <b>0</b>          | <b>0</b>          |

# MISSOURI STATEWIDE TRANSPORTATION PROGRAM FY 2015-2019 HIGHWAY/RAIL CROSSING SAFETY PROGRAM

Table 7-4 Highway/Rail Crossing Safety Program Funding

| District |              | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
|----------|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| TOTAL    | Federal Cost | 7,925,400         | 7,570,000         | 7,000,000         | 2,250,000         | 0                 |
|          | State Cost   | 2,885,600         | 2,080,000         | 1,750,000         | 250,000           | 0                 |
|          | Local Cost   | 500,000           | 2,000,000         | 5,916,000         | 0                 | 0                 |
|          | Total        | 11,311,000        | 11,650,000        | 14,666,000        | 2,500,000         | 0                 |

# Transit

Missouri public transit helps people of all ages, incomes and circumstances get around. Missouri's public transit agencies provide approximately 63 million one-way passenger trips each year. MoDOT offers financial and technical assistance to 35 public transit providers and more than 200 specialized transportation providers. Some form of public transit is available in all of the 114 counties of Missouri.

MoDOT Multimodal section administers State and Federal Transit Administration funds to Missouri transit providers supporting them with planning, maintenance, operational and capital assistance. When facility projects are selected, MoDOT's Transit section processes STIP amendments and submits them to the FTA and FHWA for review and approval.

## Transit Metropolitan Planning Grants Section 5303 and Section 5305

**Section 5303 and Section 5305 of Chapter 53, Title 49, U.S.C. Federal Transit Administration** - The department administers Federal Transit Administration Section 5303 and Section 5305 planning grants for transit planning activities of the eight metropolitan planning areas of St. Louis, Kansas City, Springfield, Joplin, St. Joseph, Columbia, Cape Girardeau and Jefferson City.

Funds are distributed to metropolitan planning organizations based on a federal census population formula. There is no discretion in the initial distribution of funds, although funds must address identified transit planning activities in a Metropolitan Planning Organization's Unified Planning Work Program. Unused funds can be reallocated to any urbanized area as the department determines.

MoDOT combines their funds in a consolidated planning grant to MPO's with Federal Highway Administration planning funds to simplify grant administration. Only the Section 5303 and 5305 metropolitan transit planning funds are shown on this page.

|                                         |              | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |
|-----------------------------------------|--------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                         |              | 7/2014-<br>6/2015                   | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
| Table 7-5 Section 5303 and 5305 Funding |              |                                     |                   |                   |                   |                   |
|                                         | Federal Asst | 1,625,000                           | 1,300,000         | 1,300,000         | 1,300,000         | 1,300,000         |
|                                         | Local Match  | 406,250                             | 325,000           | 325,000           | 325,000           | 325,000           |
|                                         | <b>TOTAL</b> | <b>2,131,250</b>                    | <b>1,625,000</b>  | <b>1,625,000</b>  | <b>1,625,000</b>  | <b>1,625,000</b>  |

# Statewide Transit Planning Grants

## Section 5304

**Section 5304 of Chapter 53, Title 49, U.S.C. Federal Transit Administration** - The department administers Federal Transit Administration 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.

Federal Transit Administration distributes funds to the department based on the latest census information and the state's urbanized area as compared to the urbanized area of all states. 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 by the Department for statewide transit planning with an amount allocated to the state transit association for transit related technical assistance activities.

| Table 7-6 Section 5304 Funding |                   | STATE FISCAL YEAR PROJECT BUDGETING |                |                |                |                |
|--------------------------------|-------------------|-------------------------------------|----------------|----------------|----------------|----------------|
|                                |                   | 7/2014-6/2015                       | 7/2015-6/2016  | 7/2016-6/2017  | 7/2017-6/2018  | 7/2018-6/2019  |
| <b>Section 5304</b>            | Federal Asst      | 325,000                             | 260,000        | 260,000        | 260,000        | 260,000        |
|                                | Non-Federal Match | 81,250                              | 65,000         | 65,000         | 65,000         | 65,000         |
|                                | <b>TOTAL</b>      | <b>406,250</b>                      | <b>325,000</b> | <b>325,000</b> | <b>325,000</b> | <b>325,000</b> |

# Urbanized Transit Systems Formula Grants

## Federal Transit Administration

### Section 5307 and State Financial Assistance

**Section 5307 of Chapter 53, Title 49, U.S.C. Federal Transit Administration** - Funds come to Missouri on the basis of a national formula that provides capital assistance and limited operating assistance to transit systems in urban areas over 200,000 population and both capital assistance and operating assistance to transit systems in small urbanized areas with populations between 50,000 – 200,000. The department allocates funds on behalf of the Governor for the small-urbanized areas of Columbia, Joplin, St. Joseph, Jefferson City, Cape Girardeau and Lee’s Summit based on the same formula. The Federal Transit Administration allocates funds directly to the St. Louis, Kansas City, and Springfield urbanized areas.

| Table 7-7 Section 5307 Funding                |              | 7/2014-<br>6/2015  | 7/2015-<br>6/2016   | 7/2016-<br>6/2017   | 7/2017-<br>6/2018   | 7/2018-<br>6/2019   |
|-----------------------------------------------|--------------|--------------------|---------------------|---------------------|---------------------|---------------------|
| <b>Section 5307</b><br><b>St. Louis</b>       | Federal Cost | 34,480,000         | 27,584,000          | 27,584,000          | 27,584,000          | 27,584,000          |
|                                               | State Cost   | 248,334            | 248,334             | 248,334             | 248,334             | 248,334             |
|                                               | Local Cost   | 152,800,000        | 152,800,000         | 152,800,000         | 152,800,000         | 152,800,000         |
|                                               | <b>Total</b> | <b>187,739,000</b> | <b>180,843,000</b>  | <b>180,843,000</b>  | <b>180,843,000</b>  | <b>180,843,000</b>  |
| <b>Section 5307</b><br><b>Kansas City</b>     | Federal Cost | 16,412,000         | 13,130,000          | 13,130,000          | 13,130,000          | 13,130,000          |
|                                               | State Cost   | 121,793            | 121,793             | 121,793             | 121,793             | 121,793             |
|                                               | Local Cost   | 55,300,000         | 55,300,000          | 55,300,000          | 55,300,000          | 55,300,000          |
|                                               | <b>Total</b> | <b>71,937,100</b>  | <b>68,655,100</b>   | <b>68,655,100</b>   | <b>68,655,100</b>   | <b>68,655,100</b>   |
| <b>Section 5307</b><br><b>Springfield</b>     | Federal Cost | 2,481,000          | 1,985,000           | 1,985,000           | 1,985,000           | 1,985,000           |
|                                               | State Cost   | 16,014             | 16,014              | 16,014              | 16,014              | 16,014              |
|                                               | Local Cost   | 5,530,000          | 5,530,000           | 5,530,000           | 5,530,000           | 5,530,000           |
|                                               | <b>Total</b> | <b>8,040,575</b>   | <b>7,544,575</b>    | <b>7,544,575</b>    | <b>7,544,575</b>    | <b>7,544,575</b>    |
| <b>Section 5307</b><br><b>Small Urbanized</b> | Federal Cost | 7,280,000          | 5,825,000           | 5,825,000           | 5,825,000           | 5,825,000           |
|                                               | State Cost   | 34,514             | 34,514              | 34,514              | 34,514              | 34,514              |
|                                               | Local Cost   | 8,900,000          | 8,900,000           | 8,900,000           | 8,900,000           | 8,900,000           |
|                                               | <b>Total</b> | <b>16,243,770</b>  | <b>14,788,770</b>   | <b>14,788,770</b>   | <b>14,788,770</b>   | <b>14,788,770</b>   |
| <b>Section 5307</b><br><b>TOTAL</b>           | Federal Cost | 60,653,000         | 48,524,000          | 48,524,000          | 48,524,000          | 48,524,000          |
|                                               | State Cost   | 420,655            | 420,655             | 420,655             | 420,655             | 420,655             |
|                                               | Local Cost   | 222,530,000        | 222,530,000         | 222,530,000         | 222,530,000         | 222,530,000         |
|                                               | <b>Total</b> | <b>283,603,655</b> | <b>271, 474,655</b> | <b>271, 474,655</b> | <b>271, 474,655</b> | <b>271, 474,655</b> |

## **Urbanized Transit Systems Formula Grants Federal Transit Administration Section 5307 and State Financial Assistance**

This federal assistance does not flow through MoDOT. Federal regulations on the use of capital funds for maintenance have been relaxed. Many traditional operating expenses such as major preventative maintenance are now eligible for capital funding. Amounts of Sec. 5307 funds for St. Louis and Cape Girardeau may include some formula funding for Illinois population and funding for Kansas City and St. Joseph for their Kansas populations.

Section 5316 Jobs Access and Reverse Commute (JARC) program was not reauthorized by Congress in MAP-21, however, these JARC activities are eligible for funding in either the Section 5307 or Section 5311 programs starting with FFY 2013 funds. This grant category funds up to 50 percent of the net cost to provide mobility services designed for new employees and low-income workers. This program will also fund up to 80 percent of capital costs for vehicles, equipment and facilities that support transit services providing mobility to new employees and low-income workers. Urbanized areas that participate in this activity list their respective transit projects in their MPO generated TIP's which are incorporated by reference into the Missouri STIP.

Prior to FFY 2006, Job Access and Reverse Commute grants were awarded by both a Congressional discretionary process as well as by a nationwide competitive process. Starting in FFY 2006, Job Access and Reverse Commute funds were appropriated to each state by formula with formula sub-allocations to direct recipient large urbanized areas (St. Louis, Kansas City and Springfield), as well as formula allocation in aggregate for a state's small urbanized areas and formula allocation for the rural area of each state. Projects in both small urbanized areas and projects in rural areas must be competitively selected on a statewide basis and be derived from locally developed, coordinated public transit – human services transportation plans. The two focuses of these grants are either the transport of low-income or formerly jobless persons to employment and/or the transport of low-income city dwellers to job sites located in suburban areas (reverse commute), such as industrial parks.

## Discretionary Transit Capital Grants

### Section 5309 – Bus and Bus Facilities

**Section 5309 of Chapter 53, Title 49, U.S.C. Federal Transit Administration** - Section 5309 through federal fiscal year 2012 was a national discretionary capital grant program funded from the Mass Transit Account of the Highway Trust Fund. It restricts funds to capital assistance for general public transportation systems and/or systems that provide community-wide assistance to all persons with disabilities. These funds are applicable statewide. Eligible recipients of Section 5309 assistance are public entities and not-for-profit organizations that provide general public transit services. Section 5309 assistance was a major source of funding transit capital projects throughout the state. Capital purchases are funded with 80 percent federal and 20 percent local funds.

|              |              | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |
|--------------|--------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|
|              |              | 7/2014-<br>6/2015                   | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
| Section 5309 | Federal Asst | 2,400,000                           | 1,400,000         | 0                 | 0                 | 0                 |
|              | Local Match  | 600,000                             | 350,000           | 0                 | 0                 | 0                 |
|              | <b>TOTAL</b> | <b>3,000,000</b>                    | <b>1,750,000</b>  | <b>0</b>          | <b>0</b>          | <b>0</b>          |

From 1993 - 2010 (with the exceptions of 2002, 2006 and 2007), Missouri's Congressional delegation had been able to earmark appropriations of Section 5309 funds on a statewide basis to Missouri for buses and bus facilities. MoDOT administers funding from the statewide appropriation as well as funding specifically designated for rural transit providers. In 2007 and from 2011 through 2012, Congress relinquished this designation of project funding function to the USDOT and these discretionary projects have more recently been selected through a nationwide proposal submission process. The themes or initiatives that USDOT has undertaken with these funds include: Livability Grants, Sustainability Grants, the Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Initiative, State of Good Repair Grants as well as Transportation Investment Generating Economic Recovery (TIGER) Grants.

Availability of local matching funds and sufficient funds to operate vehicles over their useful life must be demonstrated prior to award.

## 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. Beginning in federal fiscal year 2013, Congress consolidated into Section 5310 the activities of the former Section 5317 New Freedom Program through passage of the transportation authorization legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). Section 5317, New Freedom projects are now eligible activities under Section 5310. Starting with federal fiscal year 2013, 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 – 199,999 population) and annually apportioned separately in aggregate to the non-urbanized / rural areas of the state. The department administers the funds apportioned to the non-urbanized /rural as well as small urbanized portions of Missouri. The department is also a co-recipient administrator of these funds in the St. Louis and Springfield urbanized areas. Projects to be funded by Section 5310 must be derived from a locally developed, coordinated public transit – human services transportation plan. The project budgeting for state fiscal year 2015 assumes the application both federal fiscal year 2013 and federal fiscal year 2014 funds.

| Table 7-9 Section 5310 Funding |                                  | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |
|--------------------------------|----------------------------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                |                                  | 7/2014-<br>6/2015                   | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
| <b>Section 5310</b>            | MoDOT Administered Federal Funds | 8,000,000                           | 3,200,000         | 3,200,000         | 3,200,000         | 3,200,000         |
|                                | Local Match                      | 2,000,000                           | 800,000           | 800,000           | 800,000           | 800,000           |
|                                | <b>TOTAL</b>                     | <b>10,000,000</b>                   | <b>4,000,000</b>  | <b>4,000,000</b>  | <b>4,000,000</b>  | <b>4,000,000</b>  |

Non-urbanized funds are programmed directly by the department on the basis of trips provided by the recipient organizations with extra weight given to medical, nutritional and other necessary trips. Replacement vehicles are given a priority over expansion vehicles. Financial capability to provide the local match and operate the vehicles and/or to deploy service based projects must be demonstrated.

# Non-Urbanized Area Public Transportation Formula Grants Federal Transit Administration Section 5311 and State Funds

**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 non-urbanized areas. A non-urbanized area is an area outside a city of 50,000 or more inhabitants and its densely settled fringe areas. Section 5311 projects include planning and technical studies, system design, capital acquisition, 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 of service 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, priority is given to local public bodies because they meet the programs primary objective of offering general public service. Not-for-profit organizations are also allowed to participate in the program if they meet program criteria and have available local matching funds. Capital projects are funded 80 percent federal and 20 percent local. Operating assistance projects may receive up to 50 percent of their net loss from this program. As federally required, 15% of the Section 5311 funds are reserved to support intercity bus service. In the event that eligible applicants do not express an interest in supporting intercity bus service or, if the requests received are less than the reserved amount, then the funding reserved for intercity bus will be transferred to the rural public transit service. The Department may use up to 10% of its Section 5311 apportionment for program administration, planning and technical assistance, with no state match required. Ten percent of Section 5311 funds will be reserved at the discretion of the department to allow funding for emerging services. Forty percent of the remaining funds are allocated to non-urbanized city systems, with 60 percent going to county and regional operations. Changes in federal funds will be allocated proportionately to the 40% / 60% categories, then by population served by the applicant transit service organization within each category.

|              |                    | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |
|--------------|--------------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|
|              |                    | 7/2014-<br>6/2015                   | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
| Section 5311 | Federal Asst       | 17,350,000                          | 13,880,000        | 13,880,000        | 13,880,000        | 13,880,000        |
|              | State Asst         | 140,219                             | 140,219           | 140,219           | 140,219           | 140,219           |
|              | Passenger Revenue  | 262,000                             | 262,000           | 262,000           | 262,000           | 262,000           |
|              | Local Govt Revenue | 5,000,000                           | 5,000,000         | 5,000,000         | 5,000,000         | 5,000,000         |
|              | <b>TOTAL</b>       | <b>22,752,219</b>                   | <b>19,282,219</b> | <b>19,282,219</b> | <b>19,282,219</b> | <b>19,282,219</b> |

MoDOT administers these Sec. 5311 federal funds for eligible transit program costs. State funds are 100 percent of the appropriation with 3 percent held in the governor's reserve. MoDOT does not receive local matching funds. Changes in individual contract amounts up to 10 percent may be made as circumstances warrant. In FFY 2013, Congress eliminated the former Section 5316 Job Access and Reverse Commute program, but made those activities in non-urbanized areas eligible for funding in the Section 5311 program.

Table 7-11 Section 5311 Grantees

| <b>Fiscal Year 2014 Grantees - Operating Assistance</b> |                        |                     |                   |                   |
|---------------------------------------------------------|------------------------|---------------------|-------------------|-------------------|
| <b>Section 5311 Grantees</b>                            | <b>MoDOT Dist</b>      | <b>Federal (\$)</b> | <b>State (\$)</b> | <b>Total (\$)</b> |
| Cape Girardeau County Transit Authority                 | SE                     | 214,000             | 3,016             | 217,016           |
| City of Bloomfield                                      | SE                     | 37,000              | 495               | 37,495            |
| City of Carthage                                        | SW                     | 25,000              | 1,005             | 26,005            |
| City of Clinton                                         | SW                     | 61,000              | 1,257             | 62,257            |
| City of El Dorado Springs                               | SW                     | 48,500              | 824               | 49,324            |
| City of Excelsior Springs                               | KC                     | 64,500              | 1,111             | 65,611            |
| City of Houston                                         | SW                     | 61,000              | 796               | 61,796            |
| City of Lamar                                           | SW                     | 45,000              | 1,109             | 46,109            |
| City of Marshfield                                      | SW                     | 59,000              | 814               | 59,814            |
| City of Nevada                                          | SW                     | 58,000              | 1,317             | 59,317            |
| City of New Madrid                                      | SE                     | 35,000              | 515               | 35,515            |
| City of West Plains                                     | SE                     | 76,000              | 1,215             | 77,215            |
| Dunklin County Transit Service, Inc.                    | SE                     | 220,000             | 2,650             | 222,650           |
| Franklin County Transportation Council, Inc.            | SL                     | 180,000             | 6,300             | 186,300           |
| Licking Bridge Builders, Inc.                           | SE                     | 30,000              | 379               | 30,379            |
| Macon Area Chamber of Commerce                          | NE                     | 26,000              | 517               | 26,517            |
| Mississippi County Transit System                       | SE                     | 135,000             | 1,533             | 136,533           |
| OATS, Inc.                                              | All                    | 7,027,000           | 193,619           | 7,220,619         |
| Ray County Transportation, Inc.                         | KC                     | 197,000             | 5,566             | 202,566           |
| Ripley County Transit, Inc.                             | SE                     | 130,000             | 1,701             | 131,701           |
| Scott County Transportation System                      | SE                     | 130,000             | 1,431             | 131,431           |
| SERVE, Inc.                                             | CD                     | 180,000             | 3,188             | 183,188           |
| Southeast Missouri Transportation Service, Inc.         | CD, SE                 | 2,195,000           | 28,368            | 2,223,368         |
| Stoddard County Transit Services, Inc.                  | SE                     | 151,000             | 2,033             | 153,033           |
| <b>Section 5311(f) Grantees</b>                         | <b>MoDOT Dist</b>      | <b>Federal (\$)</b> | <b>State (\$)</b> | <b>Total (\$)</b> |
| Burlington Trailways                                    | NE, SL                 | 82,500              | 0                 | 82,500            |
| Greyhound                                               | KC, CD, NE, SW, SE, SL | 761,032             | 0                 | 761,032           |
| Jefferson Lines                                         | NW, KC, SW             | 117,553             | 0                 | 117,553           |
| Southeast Missouri Transportation Service, Inc.         | SE, SL                 | 44,000              | 0                 | 44,000            |
| <b>Totals</b>                                           |                        | <b>12,390,085</b>   | <b>260,759</b>    | <b>12,650,844</b> |

## Rural Transit Assistance Program Section 5311 (b)

**Section 5311 (b) of Chapter 53, Title 49, U.S.C. Federal Transit Administration** - The department administers the Federal Transit Administration 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 non-urbanized areas. No matching funds are required.

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

| Table 7-12 Section 5311 (b) Funding |                    | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |
|-------------------------------------|--------------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                     |                    | 7/2014-<br>6/2015                   | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
| <b>Section 5311 (b)</b>             | Federal Assistance | 350,000                             | 350,000           | 280,000           | 280,000           | 280,000           |
|                                     | <b>TOTAL</b>       | <b>350,000</b>                      | <b>350,000</b>    | <b>280,000</b>    | <b>280,000</b>    | <b>280,000</b>    |

# Transit Jobs Access and Reverse Commute Grant Program

## Section 5316

**Section 5316 of Chapter 53, Title 49, U.S.C. - Federal Transit Administration** - This program was not reauthorized by Congress in MAP-21, however, Section 5316 Jobs Access and Reverse Commute (JARC) activities are eligible for funding in either the Section 5307 or Section 5311 programs starting with FFY 2013 funds. The department administers Federal Transit Administration Section 5316 JARC program grants either earmarked to the state or designated to rural and small urban recipients prior to 2006 or appropriated to rural and small urbanized areas by formula in FFY 2006 through FFY 2012. This grant category funds up to 50 percent of the net cost to provide mobility services designed for new employees and low-income workers. This program will also fund up to 80 percent of capital costs for vehicles, equipment and facilities that support transit services providing mobility to new employees and low-income workers.

Prior to FFY 2006, Job Access and Reverse Commute grants were awarded by both a Congressional discretionary process as well as by a nationwide competitive process. Starting in FFY 2006, Job Access and Reverse Commute funds were appropriated to each state by formula with formula sub-allocations to direct recipient large urbanized areas (St. Louis, Kansas City and Springfield), as well as formula allocation in aggregate for a state's small urbanized areas and formula allocation for the rural area of each state. Projects in both small urbanized areas and projects in rural areas must be competitively selected on a statewide basis and be derived from locally developed, coordinated public transit – human services transportation plans. The two focuses of these grants are either the transport of low-income or formerly jobless persons to employment and/or the transport of low-income city dwellers to job sites located in suburban areas (reverse commute), such as industrial parks.

|                                 |              | STATE FISCAL YEAR PROJECT BUDGETING |                  |               |               |               |
|---------------------------------|--------------|-------------------------------------|------------------|---------------|---------------|---------------|
|                                 |              | 7/2014-6/2015                       | 7/2015-6/2016    | 7/2016-6/2017 | 7/2017-6/2018 | 7/2018-6/2019 |
| Table 7-13 Section 5316 Funding | Section 5316 |                                     |                  |               |               |               |
|                                 | Federal Asst | 1,000,000                           | 1,000,000        | 0             | 0             | 0             |
|                                 | Local Match  | 1,000,000                           | 1,000,000        | 0             | 0             | 0             |
|                                 | <b>TOTAL</b> | <b>2,000,000</b>                    | <b>2,000,000</b> | <b>0</b>      | <b>0</b>      | <b>0</b>      |

## New Freedom Transit Grant Program Section 5317

**Section 5317 of Chapter 53, Title 49, U.S.C. - Federal Transit Administration** - This program was not reauthorized by Congress in MAP-21; however, New Freedom activities are eligible for funding in the Section 5310 program starting with FFY 2013 funds. The department administers Federal Transit Administration Section 5317 New Freedom formula program grants in a program created by Congress in the federal transportation reauthorization legislation, SAFETEA-LU as appropriated for rural and small urbanized areas by formula. This grant category funds up to 50 percent of the net cost to provide new mobility services, primarily for persons with disabilities when those mobility services are beyond the requirements of the Americans with Disabilities Act (ADA). This program will also fund up to 80 percent of capital costs for vehicles, equipment and facilities that support new transit services, primarily for persons with disabilities, for services beyond the requirements of ADA, or facility accessibility improvements beyond the requirements of the ADA not otherwise incorporated in an existing or planned project.

Starting in FFY 2006, New Freedom funds are appropriated to each state by formula with formula sub-allocations to direct recipient large urbanized areas, as well as formula allocations for a state's small urbanized areas and formula allocations for the rural area of each state. New Freedom projects in small urbanized areas and projects in rural areas must be competitively selected on a statewide basis and be derived from locally developed, coordinated public transit – human services transportation plans.

|                                 |              | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |
|---------------------------------|--------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                 |              | 7/2014-<br>6/2015                   | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
| Table 7-14 Section 5317 Funding |              |                                     |                   |                   |                   |                   |
| <b>Section 5317</b>             | Federal Asst | 1,000,000                           | 1,500,000         | 500,000           | 0                 | 0                 |
|                                 | Local Match  | 800,000                             | 1,500,000         | 500,000           | 0                 | 0                 |
|                                 | <b>TOTAL</b> | <b>1,800,000</b>                    | <b>3,000,000</b>  | <b>1,000,000</b>  | <b>0</b>          | <b>0</b>          |

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

**Section 5329 of Chapter 53, Title 49, U.S.C. - Federal Transit Administration** - The department administers Federal Transit Administration Section 5329 State Safety Oversight formula program grants created by Congress in the federal transportation authorization legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). Each state with transit rail systems not regulated by the Federal Railroad Administration is eligible to establish a state safety oversight (SSO) program with the responsibility to oversee fixed guide way public transportation safety and enforce federal law for rail fixed guide way public transportation safety. These Section 5329 grants fund up to 80% of the cost to administer and operate the state safety oversight program. Grant matching funds may not be derived from the transit systems subject to the state safety oversight.

| Table 7-15 Section 5329 Funding |              | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |
|---------------------------------|--------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                 |              | 7/2014-<br>6/2015                   | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
| <b>Section 5329</b>             | Federal Asst | 700,000                             | 560,000           | 560,000           | 560,000           | 560,000           |
|                                 | State Match  | 175,000                             | 140,000           | 140,000           | 140,000           | 140,000           |
|                                 | <b>TOTAL</b> | <b>875,000</b>                      | <b>700,000</b>    | <b>700,000</b>    | <b>700,000</b>    | <b>700,000</b>    |

## 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** - The department administers Federal Transit Administration Section 5339 Bus and Bus Facilities formula program grants created by Congress in the federal transportation authorization legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). This formula program replaces the discretionary Section 5309 program with respect to transit bus and transit bus related facility project funding. This grant category funds up to 80% 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 – 199,999 population) and annually apportioned separately in aggregate to the non-urbanized / rural areas of the state. The department administers the funds apportioned to the non-urbanized /rural as well as small urbanized portions of Missouri. For state fiscal year 2015, apportionments from federal fiscal years 2013 and 2014 are applied.

| Table 7-16 Section 5339 Funding |              | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |
|---------------------------------|--------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                 |              | 7/2014-<br>6/2015                   | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
| <b>Section 5339</b>             | Federal Asst | 4,000,000                           | 1,600,000         | 1,600,000         | 1,600,000         | 1,600,000         |
|                                 | Local Match  | 1,000,000                           | 400,000           | 400,000           | 400,000           | 400,000           |
|                                 | <b>TOTAL</b> | <b>5,000,000</b>                    | <b>2,000,000</b>  | <b>2,000,000</b>  | <b>2,000,000</b>  | <b>2,000,000</b>  |

# Missouri Elderly and Handicapped Transportation Assistance Program

The Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) is a state funded program and provides these state funds to approximately 200 non-profit organizations statewide who offer transportation services to the senior citizens and persons with disabilities at below-cost rates. State general revenue funds are divided among grantees taking into account ridership, costs and alternative services available (208.250 RSMo). Trips weighted by type (medical, essential services, recreation) determine total ridership. Costs are estimated by total vehicle miles operated by each recipient. Weighted trips and vehicle miles are given equal weights in computing a preliminary formula division of funds.

The preliminary formula division is adjusted for alternative services available, local resources and special client needs. Some discretion is exercised to adjust for inequities stemming from longevity in the program. MEHTAP funding is allocated by the Department in accordance with 208.250 – 208.265 RSMo and its state regulation 7 CSR 10-7.010 based on the following criteria: need for service, trip purpose, cost effectiveness, and cost and availability of alternative 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 of over \$35,000,000 do not flow through MoDOT.

|                                   |                         | STATE FISCAL YEAR PROJECT BUDGETING |                   |                   |                   |                   |
|-----------------------------------|-------------------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                   |                         | 7/2014-<br>6/2015                   | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
| Table 7-17 Section MEHTAP Funding | State Funds             | 1,274,478                           | 1,274,478         | 1,274,478         | 1,274,478         | 1,274,478         |
|                                   | Non-State (other) funds | 35,700,000                          | 35,700,000        | 35,700,000        | 35,700,000        | 35,700,000        |
|                                   | <b>TOTAL</b>            | <b>36,974,478</b>                   | <b>36,974,478</b> | <b>36,974,478</b> | <b>36,974,478</b> | <b>36,974,478</b> |

## Waterways

Missouri is fortunate to have over 1,000 miles of navigable waterways on the Mississippi and Missouri rivers, which provide tremendous opportunities for waterborne commerce. In 2013, approximately 5 million tons of material, was handled through Missouri’s public port authorities. Barge transport provides an 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/or the State Transportation Fund. Projects will be added to the MoDOT STIP if funds are appropriated by the General Assembly.

**Port Authority Administrative Grants** - Ports apply for the administrative grants annually. The administrative grants are used to reimburse public port authorities for administrative costs, such as salaries, benefits, travel, office expenses and utilities. These grants are subject to an annual audit and do not require a match. The administrative grants were established to assist public port authorities as they establish their economic base (i.e. “keep the lights on”). New language was added to allow funds to be used for either administrative expenses or capital projects. This program has received an appropriation for FY 2011 of \$359,747. In FY 2012 it received \$374,747, and \$375,000 was appropriated in both FY 2013 and FY 2014. The program currently provides assistance to the following port authorities:

Howard/Cooper County Regional  
Lewis County/Canton  
Mississippi County  
Pemiscot County  
St. Louis County

Jefferson County  
Marion County  
New Bourbon Regional  
Pike/Lincoln Regional  
St. Louis City

Kansas City  
Mid-America Port Commission  
New Madrid County  
St. Joseph Regional  
Southeast Missouri Regional

Table 7-18 Port Authority Administrative Grants

| Program                    |              | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
|----------------------------|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>Waterways Program</b>   | State Cost   | 375,000           | 375,000           | 375,000           | 375,000           | 375,000           |
| <b>Administrative Port</b> | <b>Total</b> | <b>375,000</b>    | <b>375,000</b>    | <b>375,000</b>    | <b>375,000</b>    | <b>375,000</b>    |

## Waterways

**Ferry Boat Operating Assistance** - The State of Missouri currently subsidizes two public ferry boat operations in St. Genevieve and Mississippi Counties. Annually \$88,000 was appropriated to support each ferryboat operation from FY 2010 through FY 2014. During this same time the ferry services transported on average 54,000 passengers and 23,000 vehicles per year. The State of Kentucky also matches dollar for dollar support for the Mississippi County ferry boat.

Table 7-19 Ferry Boat Operating Funding

| Program                               |              | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
|---------------------------------------|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>Waterways Program</b>              | State Cost   | 176,000           | 176,000           | 176,000           | 176,000           | 176,000           |
| <b>Ferryboat Operating Assistance</b> | <b>Total</b> | <b>176,000</b>    | <b>176,000</b>    | <b>176,000</b>    | <b>176,000</b>    | <b>176,000</b>    |

**Port Capital Improvement Program** - Capital improvement grants assist ports with capital expenditures, such as dock construction, mooring dolphins, access improvements, utility extensions, and general site development. Grants require a 20 percent local match and are subject to audit. There was little state funding support for port capital projects until FY 2007 when \$1,500,000 was appropriated from the State Transportation Fund. In FY 2008 there was no funding for the program but in FY 2009 the program received \$6,650,000 from General Revenue and the MHTC allocated \$4,500,000 from America Recovery and Reinvestment Act discretionary funds for port capital improvements. In FY 2014, the program received \$3 million from General Revenue. It is difficult to predict funding in future years. The Missouri Port Authority Association and MoDOT have cooperatively completed an assessment and prioritization of port infrastructure needs detailing more than \$65 million in critical/immediate port capital improvement needs. Should additional capital funds be appropriated, grants will be awarded based on this collaboratively developed list.

Table 7-20 Port Capital Improvement Funding

| Program                         |              | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
|---------------------------------|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>Waterways Program</b>        | State Cost   | 0                 | 0                 | 0                 | 0                 | 0                 |
| <b>Capital Improvement Port</b> | <b>Total</b> | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          |

# Freight

**Freight Enhancement Program** - The objective of the newly developed 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. In FY 2014, this program received \$850,000 from the State Transportation Fund. Projects will be added to the MoDOT STIP if funds are appropriated by the General Assembly.

Missouri's transportation assets in rail, water, interstate highways, and airports combined with Missouri's strategic location provides great opportunity to become the freight center of the nation. As reported in Missouri's 2011 Final Report of the Strategic Initiative for Economic Growth, freight haulers and logistics were identified as one of seven target clusters for potential economic growth in the future.

Missouri's strategic location is within 500 miles of:

- 43 percent of the U.S. population.
- 41 percent of total U.S. buying power.
- 44 percent of total U.S. wholesale trade.
- 44 percent of all U.S. manufacturing plants.
- 7 of the 25 top international cargo hubs in the U.S

Table 7-21 Freight Enhancement Funding

| Program                     |            | 7/2014-<br>6/2015 | 7/2015-<br>6/2016 | 7/2016-<br>6/2017 | 7/2017-<br>6/2018 | 7/2018-<br>6/2019 |
|-----------------------------|------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Freight Enhancement Program | State Cost | 0                 | 0                 | 0                 | 0                 | 0                 |
|                             | Total      | 0                 | 0                 | 0                 | 0                 | 0                 |