

## **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 has regulatory responsibility over railroads.

This section begins with an estimated financial summary for the next five state fiscal years. Financial information for fiscal year 2016 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 are included within the appropriate modal area of responsibility. Current Multimodal Operations anticipated projects are provided at [http://modot.org/plansandprojects/construction\\_program/STIP2016-2020/index.htm](http://modot.org/plansandprojects/construction_program/STIP2016-2020/index.htm) . The programs identified in this section are based on the best information available at the time of printing.

# Multimodal Operations

## Estimated Financial Summary – FY 2016-2020

Table 7-1 Multimodal Estimated Financial Summary

		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
<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	23,615,000	24,751,000	23,738,000	22,896,000	22,965,000
	State Cost	7,566,287	6,221,500	6,952,000	6,756,300	6,760,750
	<b>Total</b>	<b>31,181,287</b>	<b>30,972,500</b>	<b>30,690,000</b>	<b>29,652,300</b>	<b>29,725,750</b>
<b>Railroad Program 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 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 Rail Crossing Safety Program</b>	Federal Cost	9,465,400	7,290,000	5,630,000	2,655,000	0
	State Cost	1,995,600	1,760,000	870,000	205,000	0
	<b>Total</b>	<b>11,461,000</b>	<b>9,050,000</b>	<b>6,500,000</b>	<b>2,860,000</b>	<b>0</b>
<b>Transit Program – FTA Section 5303 and 5305</b>	Federal Cost	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000
	<b>Total</b>	<b>1,700,000</b>	<b>1,700,000</b>	<b>1,700,000</b>	<b>1,700,000</b>	<b>1,700,000</b>
<b>Transit Program – FTA Section 5304</b>	Federal Cost	325,000	325,000	325,000	325,000	325,000
	<b>Total</b>	<b>325,000</b>	<b>325,000</b>	<b>325,000</b>	<b>325,000</b>	<b>325,000</b>
<b>Transit Program – FTA Section 5307</b>	Federal Cost	61,141,000	48,524,000	48,524,000	48,524,000	48,524,000
	State Cost	420,709	420,655	420,655	420,655	420,655
	<b>Total</b>	<b>61,561,709</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 Section 5309</b>	Federal Cost	1,800,000	1,400,000	0	0	0
	<b>Total</b>	<b>1,800,000</b>	<b>1,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Transit Program – FTA Section 5310</b>	Federal Cost	8,000,000	3,400,000	3,400,000	3,400,000	3,400,000
	<b>Total</b>	<b>8,000,000</b>	<b>3,400,000</b>	<b>3,400,000</b>	<b>3,400,000</b>	<b>3,400,000</b>

Table 7-1 Multimodal Estimated Financial Summary

		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
<b>Transit Program – FTA 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 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 Section 5316</b>	Federal Cost	700,000	100,000	0	0	0
	<b>Total</b>	<b>700,000</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Transit Program – FTA Section 5317</b>	Federal Cost	1,500,000	1,000,000	500,000	0	0
	<b>Total</b>	<b>1,500,000</b>	<b>1,000,000</b>	<b>500,000</b>	<b>0</b>	<b>0</b>
<b>Transit Program – FTA 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 Section 5337</b>	Federal Cost	14,953,441	14,953,441	14,953,441	14,953,441	14,953,441
	<b>Total</b>	<b>14,953,441</b>	<b>14,953,441</b>	<b>14,953,441</b>	<b>14,953,441</b>	<b>14,953,441</b>
<b>Transit Program – FTA Section 5339</b>	Federal Cost	5,900,000	1,950,000	1,950,000	1,950,000	1,950,000
	<b>Total</b>	<b>5,900,000</b>	<b>1,950,000</b>	<b>1,950,000</b>	<b>1,950,000</b>	<b>1,950,000</b>
<b>Transit Program MEHTAP</b>	State Cost	2,468,607	2,468,607	2,468,607	2,468,607	2,468,607
	<b>Total</b>	<b>2,468,607</b>	<b>2,468,607</b>	<b>2,468,607</b>	<b>2,468,607</b>	<b>2,468,607</b>
<b>Waterways Program Administrative Port</b>	State Cost	400,000	400,000	400,000	400,000	400,000
	<b>Total</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>
<b>Waterways Program 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 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	850,000	850,000	850,000	850,000	850,000
	<b>Total</b>	<b>850,000</b>	<b>850,000</b>	<b>850,000</b>	<b>850,000</b>	<b>850,000</b>
<b>TOTAL</b>	<b>Federal Total</b>	<b>147,499,841</b>	<b>120,183,441</b>	<b>115,440,441</b>	<b>111,123,441</b>	<b>108,537,441</b>
	<b>State Total</b>	<b>14,717,422</b>	<b>13,101,981</b>	<b>12,942,481</b>	<b>12,081,781</b>	<b>11,881,231</b>
	<b>Total</b>	<b>162,217,263</b>	<b>133,285,422</b>	<b>128,382,922</b>	<b>123,205,222</b>	<b>120,418,672</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 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 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 Federal Aviation Administration programs and administers federal funding to the 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, 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 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. There are also opportunities for additional federal funding through discretionary grants. MoDOT staff aggressively pursues this additional funding whenever possible. Current federal authorization legislation for the Federal Aviation Administration and for the Airport Improvement Program, which includes all federal aviation funding, expires on September 30, 2015.

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 and the MoDOT State Airport System Plan. 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.

**MISSOURI STATEWIDE TRANSPORTATION PROGRAM FY 2016-2020**  
**AVIATION PROGRAM**

Table 7-2 Aviation Funding

<b>District</b>		<b>7/2015- 6/2016</b>	<b>7/2016- 6/2017</b>	<b>7/2017- 6/2018</b>	<b>7/2018- 6/2019</b>	<b>7/2019- 6/2020</b>
<b>Northwest</b>	Federal Cost	1,050,000	1,050,000	5,565,000	1,692,000	2,160,000
	State Cost	513,000	562,500	0	0	0
	Local Cost	173,667	179,167	618,333	188,000	240,000
	<b>Total</b>	<b>1,736,667</b>	<b>1,791,667</b>	<b>6,183,333</b>	<b>1,880,000</b>	<b>2,400,000</b>
<b>Northeast</b>	Federal Cost	1,050,000	3,085,000	1,050,000	1,050,000	4,020,000
	State Cost	0	810,000	1,044,000	0	0
	Local Cost	116,667	305,000	232,667	116,667	280,000
	<b>Total</b>	<b>1,166,667</b>	<b>4,200,000</b>	<b>2,326,667</b>	<b>1,166,667</b>	<b>4,300,000</b>
<b>Kansas City</b>	Federal Cost	10,822,500	8,640,000	1,890,000	2,763,000	900,000
	State Cost	1,293,750	520,000	720,000	410,000	0
	Local Cost	733,750	540,000	290,000	297,000	100,000
	<b>Total</b>	<b>12,850,000</b>	<b>9,700,000</b>	<b>2,900,000</b>	<b>3,470,000</b>	<b>1,000,000</b>
<b>Central</b>	Federal Cost	2,100,000	4,855,000	8,790,000	6,610,000	5,407,000
	State Cost	881,000	464,000	815,000	50,000	218,750
	Local Cost	375,667	614,333	978,333	640,000	608,417
	<b>Total</b>	<b>3,356,667</b>	<b>5,933,333</b>	<b>10,583,333</b>	<b>7,300,000</b>	<b>6,234,167</b>
<b>St. Louis</b>	Federal Cost	4,279,500	1,650,000	1,650,000	2,100,000	2,700,000
	State Cost	706,537	765,000	0	0	4,500,000
	Local Cost	789,870	268,333	183,333	233,333	800,000
	<b>Total</b>	<b>5,775,907</b>	<b>2,683,333</b>	<b>1,833,333</b>	<b>2,333,333</b>	<b>8,000,000</b>
<b>Southwest</b>	Federal Cost	1,500,000	1,500,000	1,500,000	3,600,000	1,500,000
	State Cost	1,055,000	681,500	848,000	4,025,000	380,000
	Local Cost	301,667	260,167	278,667	765,000	226,667
	<b>Total</b>	<b>2,856,667</b>	<b>2,441,667</b>	<b>2,626,667</b>	<b>8,390,000</b>	<b>2,106,667</b>
<b>Southeast</b>	Federal Cost	2,400,000	3,108,000	2,880,000	4,668,000	5,865,000
	State Cost	167,000	1,143,500	2,300,000	1,046,300	437,000
	Local Cost	266,667	453,833	557,000	616,367	681,667
	<b>Total</b>	<b>2,833,667</b>	<b>4,705,333</b>	<b>5,737,000</b>	<b>6,330,667</b>	<b>6,983,667</b>

**MISSOURI STATEWIDE TRANSPORTATION PROGRAM FY 2016-2020  
AVIATION PROGRAM**

Table 7-2 Aviation Funding

<b>District</b>		<b>7/2015- 6/2016</b>	<b>7/2016- 6/2017</b>	<b>7/2017- 6/2018</b>	<b>7/2018- 6/2019</b>	<b>7/2019- 6/2020</b>
<b>State Wide</b>	Federal Cost	413,000	863,000	413,000	413,000	413,000
	State Cost	2,950,000	1,275,000	1,225,000	1,225,000	1,225,000
	Local Cost	312,222	120,556	120,556	120,556	120,556
	<b>Total</b>	<b>3,675,222</b>	<b>2,258,556</b>	<b>1,758,556</b>	<b>1,758,556</b>	<b>1,758,556</b>
<b>TOTAL</b>	<b>Federal Cost</b>	<b>23,615,000</b>	<b>24,751,000</b>	<b>23,738,000</b>	<b>22,896,000</b>	<b>22,965,000</b>
	<b>State Cost</b>	<b>7,566,287</b>	<b>6,221,500</b>	<b>6,952,000</b>	<b>6,756,300</b>	<b>6,760,750</b>
	<b>Local Cost</b>	<b>3,070,176</b>	<b>2,741,389</b>	<b>3,258,889</b>	<b>2,976,922</b>	<b>3,057,306</b>
	<b>Total</b>	<b>34,251,463</b>	<b>33,713,889</b>	<b>33,948,889</b>	<b>32,629,222</b>	<b>32,783,056</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. Missouri is the fourth-most rail intensive state by tonnage carried and 10<sup>th</sup> in total size. 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 14, service was provided to more than 189,000 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 and two terminal railroads. 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 the upgrade of 15 crossings. Projects are located along the state sponsored passenger rail line from St. Louis to Kansas City.

## Railroads

Table 7-3 Passenger Rail Funding

Program		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
<b>Railroad Program 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 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>

**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 \$300,000 - \$350,000, resulting in improvement to approximately 20 to 25 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.

# **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
CP	Canadian Pacific
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 2016-2020 HIGHWAY/RAIL CROSSING SAFETY PROGRAM

Table 7-4 Highway/Rail Crossing Safety Program Funding

District		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2018- 6/2019
Northwest	Federal Cost	2,800,000	480,000	0	810,000	0
	State Cost	400,000	120,000	0	0	0
	Local Cost	500,000	0	0	0	0
	<b>Total</b>	<b>3,700,000</b>	<b>600,000</b>	<b>0</b>	<b>810,000</b>	<b>0</b>
Northeast	Federal Cost	340,000	360,000	480,000	0	0
	State Cost	60,000	90,000	120,000	0	0
	Local Cost	0	0	0	0	0
	<b>Total</b>	<b>400,000</b>	<b>450,000</b>	<b>600,000</b>	<b>0</b>	<b>0</b>
Kansas City	Federal Cost	1,098,000	1,360,000	720,000	1,080,000	0
	State Cost	122,000	340,000	80,000	120,000	0
	Local Cost	0	0	0	0	0
	<b>Total</b>	<b>1,220,000</b>	<b>1,700,000</b>	<b>800,000</b>	<b>1,200,000</b>	<b>0</b>
Central	Federal Cost	320,000	0	240,000	0	0
	State Cost	80,000	0	60,000	0	0
	Local Cost	0	0	0	0	0
	<b>Total</b>	<b>400,000</b>	<b>0</b>	<b>300,000</b>	<b>0</b>	<b>0</b>
St. Louis	Federal Cost	160,000	960,000	0	0	0
	State Cost	40,000	240,000	0	0	0
	Local Cost	0	0	0	0	0
	<b>Total</b>	<b>200,000</b>	<b>1,200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
Southwest	Federal Cost	3,337,400	3,040,000	3,180,000	540,000	0
	State Cost	1,003,600	760,000	420,000	60,000	0
	Local Cost	2,000,000	5,916,000	0	0	0
	<b>Total</b>	<b>6,336,000</b>	<b>9,716,000</b>	<b>3,600,000</b>	<b>600,000</b>	<b>0</b>
Southeast	Federal Cost	960,000	640,000	560,000	0	0
	State Cost	240,000	160,000	140,000	0	0
	Local Cost	0	0	0	0	0
	<b>Total</b>	<b>1,200,000</b>	<b>800,000</b>	<b>700,000</b>	<b>0</b>	<b>0</b>

# MISSOURI STATEWIDE TRANSPORTATION PROGRAM FY 2016-2020 HIGHWAY/RAIL CROSSING SAFETY PROGRAM

Table 7-4 Highway/Rail Crossing Safety Program Funding

District		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
Statewide	Federal Cost	450,000	450,000	450,000	225,000	0
	State Cost	50,000	50,000	50,000	25,000	0
	Local Cost					0
	Total	500,000	500,000	500,000	250,000	0
TOTAL	Federal Cost	9,465,400	7,290,000	5,630,000	2,655,000	0
	State Cost	1,995,600	1,760,000	870,000	205,000	0
	Local Cost	2,500,000	5,916,000	0	0	0
	Total	13,961,000	14,966,000	6,500,000	2,860,000	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 (FTA) 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				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
Table 7-5 Section 5303 and 5305 Funding						
<b>Section 5303 and 5305</b>	Federal Asst	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000
	Local Match	406,250	406,250	406,250	406,250	406,250
	<b>TOTAL</b>	<b>2,131,250</b>	<b>2,131,250</b>	<b>2,131,250</b>	<b>2,131,250</b>	<b>2,131,250</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.

		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
Table 7-6 Section 5304 Funding						
<b>Section 5304</b>	Federal Asst Non-Federal Match	325,000 81,250	325,000 81,250	325,000 81,250	325,000 81,250	325,000 81,250
	<b>TOTAL</b>	<b>406,250</b>	<b>406,250</b>	<b>406,250</b>	<b>406,250</b>	<b>406,250</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

		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
<b>Section 5307</b> <b>St. Louis</b>	Federal Cost	34,700,000	27,584,000	27,584,000	27,584,000	27,584,000
	State Cost	243,334	248,334	248,334	248,334	248,334
	Local Cost	168,100,000	152,800,000	152,800,000	152,800,000	152,800,000
	<b>Total</b>	<b>203,043,271</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> <b>Kansas City</b>	Federal Cost	16,631,000	13,130,000	13,130,000	13,130,000	13,130,000
	State Cost	116,439	121,793	121,793	121,793	121,793
	Local Cost	52,300,000	55,300,000	55,300,000	55,300,000	55,300,000
	<b>Total</b>	<b>69,047,439</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> <b>Springfield</b>	Federal Cost	2,490,000	1,985,000	1,985,000	1,985,000	1,985,000
	State Cost	15,968	16,014	16,014	16,014	16,014
	Local Cost	4,775,300	5,530,000	5,530,000	5,530,000	5,530,000
	<b>Total</b>	<b>7,281,268</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> <b>Small Urbanized</b>	Federal Cost	7,320,000	5,825,000	5,825,000	5,825,000	5,825,000
	State Cost	44,968	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>16,264,968</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> <b>TOTAL</b>	Federal Cost	61,141,000	48,524,000	48,524,000	48,524,000	48,524,000
	State Cost	420,709	420,655	420,655	420,655	420,655
	Local Cost	234,075,300	222,530,000	222,530,000	222,530,000	222,530,000
	<b>Total</b>	<b>295,637,009</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**

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 TIPs which are incorporated by reference into the Missouri STIP.

## 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				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
Table 7-8 Section 5309 Funding						
<b>Section 5309</b>	Federal Asst	1,800,000	1,400,000	0	0	0
	Local Match	450,000	350,000	0	0	0
	<b>TOTAL</b>	<b>2,250,000</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 2016 includes funding from the previous federal fiscal years 2013 through 2015. Beginning this year, states have received MAP-21 guidance allowing the administration of these funds.

Table 7-9 Section 5310 Funding		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
<b>Section 5310</b>	MoDOT Administered Federal Funds	8,000,000	3,400,000	3,400,000	3,400,000	3,400,000
	Local Match	2,000,000	850,000	850,000	850,000	850,000
	<b>TOTAL</b>	<b>10,000,000</b>	<b>4,250,000</b>	<b>4,250,000</b>	<b>4,250,000</b>	<b>4,250,000</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 program's 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				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
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 2015 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	302,000	1,728	303,728
City of Bloomfield	SE	38,000	278	38,278
City of Carthage	SW	28,000	559	28,559
City of Clinton	SW	61,000	683	61,683
City of El Dorado Springs	SW	63,000	456	63,456
City of Excelsior Springs	KC	80,000	630	80,630
City of Houston	SW	66,000	437	66,437
City of Lamar	SW	47,000	612	47,612
City of Mt. Vernon	SW	70,000	476	70,476
City of Nevada	SW	37,000	677	37,677
City of New Madrid	SE	35,000	302	35,302
City of West Plains	SE	78,000	651	78,651
Dunklin County Transit Service, Inc.	SE	252,000	1,483	253,483
Franklin County Transportation Council, Inc.	SL	185,000	1,767	186,767
Licking Bridge Builders, Inc.	SE	40,000	191	40,191
Macon Area Chamber of Commerce	NE	31,000	297	31,297
Mississippi County Transit System	SE	155,000	864	155,864
OATS, Inc.	All	7,515,000	105,639	7,620,639
Ray County Transportation, Inc.	KC	303,000	2,232	305,232
Ripley County Transit, Inc.	SE	150,000	926	150,926
Scott County Transportation System	SE	137,000	812	137,812
SERVE, Inc.	CD	238,000	1,765	239,765
Southeast Missouri Transportation Service, Inc.	CD, SE	2,393,000	15,668	2,408,668
Stoddard County Transit Services, Inc.	SE	150,000	1,086	151,086
<b>Section 5311(f) Grantees</b>	<b>MoDOT Dist</b>	<b>Federal (\$)</b>	<b>State (\$)</b>	<b>Total (\$)</b>
Burlington Trailways	NE, SL	120,000	0	120,000
Greyhound	KC, CD, NE, SW, SE, SL	863,035	0	863,035
Jefferson Lines	NW, KC, SW	82,800	0	82,800
Southeast Missouri Transportation Service, Inc.	SE, SL	45,000	0	45,000
<b>Totals</b>		<b>13,564,835</b>	<b>140,219</b>	<b>13,705,054</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.

		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
Table 7-12 Section 5311 (b) Funding	Section 5311 (b)	Federal Assistance	350,000	350,000	280,000	280,000
		<b>TOTAL</b>	<b>350,000</b>	<b>350,000</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. This program will be removed from the STIP after the remaining fund balance is expended.

		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
Table 7-13 Section 5316 Funding	Section 5316					
	Federal Asst	700,000	100,000	0	0	0
	Local Match	700,000	100,000	0	0	0
	<b>TOTAL</b>	<b>1,400,000</b>	<b>200,000</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. This program will be removed from the STIP after the remaining fund balance is expended.

		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
Table 7-14 Section 5317 Funding						
<b>Section 5317</b>	Federal Asst	1,500,000	1,000,000	500,000	0	0
	Local Match	1,500,000	1,000,000	500,000	0	0
	<b>TOTAL</b>	<b>3,000,000</b>	<b>2,000,000</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				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
<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>

# State of Good Repair Federal Transit Administration Section 5337

**Section 5337 of Chapter 53, Title 49, U.S.C. Federal Transit Administration** – This is a new program in MAP-21. These funds come to Missouri on the basis of a national formula for state and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least seven years. Eligible activities include capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software. Amounts of Sec. 5337 funds for St. Louis include some formula funding for their Illinois population and funding for Kansas City for their Kansas population. The Federal Transit Administration allocates funds directly to the St. Louis and Kansas City urbanized areas.

Table 7-16 Section 5337 Funding		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
<b>Section 5337 St. Louis</b>	Federal Cost	14,040,216	14,040,216	14,040,216	14,040,216	14,040,216
	Local Cost	3,510,054	3,510,054	3,510,054	3,510,054	3,510,054
	<b>Total</b>	<b>17,550,270</b>	<b>17,550,270</b>	<b>17,550,270</b>	<b>17,550,270</b>	<b>17,550,270</b>
<b>Section 5337 Kansas City</b>	Federal Cost	913,225	913,225	913,225	913,225	913,225
	Local Cost	228,306	228,306	228,306	228,306	228,306
	<b>Total</b>	<b>1,141,531</b>	<b>1,141,531</b>	<b>1,141,531</b>	<b>1,141,531</b>	<b>1,141,531</b>
<b>Section 5337 TOTAL</b>	Federal Cost	14,953,441	14,953,441	14,953,441	14,953,441	14,953,441
	Local Cost	3,738,360	3,738,360	3,738,360	3,738,360	3,738,360
		<b>18,691,801</b>	<b>18,691,801</b>	<b>18,691,801</b>	<b>18,691,801</b>	<b>18,691,801</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 2016, apportionments from previous federal fiscal years 2013 through 2015 are included.

		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
Table 7-17 Section 5339 Funding	<b>Section 5339</b>	MoDOT Administered Federal Funds	5,900,000	1,950,000	1,950,000	1,950,000
		Local Match	1,475,000	487,500	400,000	400,000
		<b>TOTAL</b>	<b>7,375,000</b>	<b>2,437,500</b>	<b>2,350,000</b>	<b>2,350,000</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. These programs 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-based distribution of funds.

The preliminary formula-based distribution 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 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				
		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
Table 7-18 Section MEHTAP Funding						
<b>MEHTAP</b>	State Funds	2,468,607	2,468,607	2,468,607	2,468,607	2,468,607
	Non-State (other) funds	35,700,000	35,700,000	35,700,000	35,700,000	35,700,000
	<b>TOTAL</b>	<b>38,168,607</b>	<b>38,168,607</b>	<b>38,168,607</b>	<b>38,168,607</b>	<b>38,168,607</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 2014, approximately 4 million tons of material was handled through Missouri's public port authorities. 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/or the State Transportation Fund. Waterway projects are identified on the Multimodal Anticipated Program list. Projects on this list will be implemented when funds are appropriated through the legislative and gubernatorial budget processes.

**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 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 implementation language was added to allow funds to be used for either administrative expenses or capital projects. This program has received an appropriation for FY 2013 and 2014 of \$375,000, and \$400,000 was appropriated in FY 2015. The program currently provides assistance to the following port authorities:

Howard/Cooper County Regional	Jefferson County	Kansas City
Lewis County	Mid-America Port Commission	Mississippi County
New Bourbon Regional	New Madrid County	Pemiscot County
Pike/Lincoln Regional	St. Joseph Regional	St. Louis County
St. Louis City	Southeast Missouri Regional	

Table 7-19 Port Authority Administrative Grants

Program		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
<b>Waterways Program</b>	State Cost	400,000	400,000	400,000	400,000	400,000
<b>Administrative Port</b>	<b>Total</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>

## Waterways

**Ferry Boat Operating Assistance** - The State of Missouri currently subsidizes 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 area. Each ferry charges a toll that was supplemented annually by \$88,000 to support each ferryboat operation from FY 2010 through FY 2015. During this same time the ferry services transported on average 54,000 passengers and 23,000 vehicles per year. The State of Kentucky matches dollar for dollar support for the Mississippi County ferry service.

Table 7-20 Ferry Boat Operating Funding

<b>Program</b>		<b>7/2015- 6/2016</b>	<b>7/2016- 6/2017</b>	<b>7/2017- 6/2018</b>	<b>7/2018- 6/2019</b>	<b>7/2019- 6/2020</b>
<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 funds assist ports with capital expenditures, such as dock construction, mooring dolphins, access improvements, utility extensions, and general site development. Funds require a 20 percent local match and are subject to audit. The amount of funds available for the Capital Improvement Program (CIP) can vary greatly from year to year, and it is difficult to predict funding in future years. The legislature did not appropriate Capital Improvement Funds for the ports in FY 2010-2012. In FY 2013 the program received \$250,000 from General Revenue, and in FY 2014, the program received \$3 million. The governor withheld the appropriated funds in each of those years until later in the fiscal year. In FY 2015, \$3 million was appropriated by the legislature but was again withheld by the governor until April 2015. In FY 2016, the legislature appropriated \$6 million for the CIP. If not withheld by the governor, these funds will be amended into the STIP after July 1, 2015. The Missouri Port Authority Association and MoDOT cooperatively complete an annual assessment and prioritization of port infrastructure needs, most recently detailing more than \$175 million in critical/immediate port capital improvement needs. Should additional capital funds be appropriated, funds will be awarded based on this collaboratively developed list.

Table 7-21 Port Capital Improvement  
Funding

<b>Program</b>		<b>7/2015- 6/2016</b>	<b>7/2016- 6/2017</b>	<b>7/2017- 6/2018</b>	<b>7/2018- 6/2019</b>	<b>7/2019- 6/2020</b>
<b>Waterways Program</b>	State Cost	0	0	0	0	0
<b>Port Capital Improvement</b>	Non-state (other) funds					
	<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, and \$650,000 in FY 2015. After an annual application solicitation, review, and selection process the projects are identified on the Multimodal Operations Anticipated Project List.

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% of all US households is a natural advantage to attract freight industry. 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.

Table 7-22 Freight Enhancement Funding

Program		7/2015- 6/2016	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020
<b>Freight Enhancement Program</b>	State Cos	850,000	850,000	850,000	850,000	850,000
	Non-State (other) funds	212,500	212,500	212,500	212,500	212,500
	<b>Total</b>	<b>1,062,500</b>	<b>1,062,500</b>	<b>1,062,500</b>	<b>1,062,500</b>	<b>1,062,500</b>