

**PROGRAM DESCRIPTION**

Department of Transportation

HB Section(s): 4.505

Program Name: ARPA Formula Transit Grants for Rural Areas

Program is found in the following core budget(s): ARPA Formula Transit Grants for Rural Areas

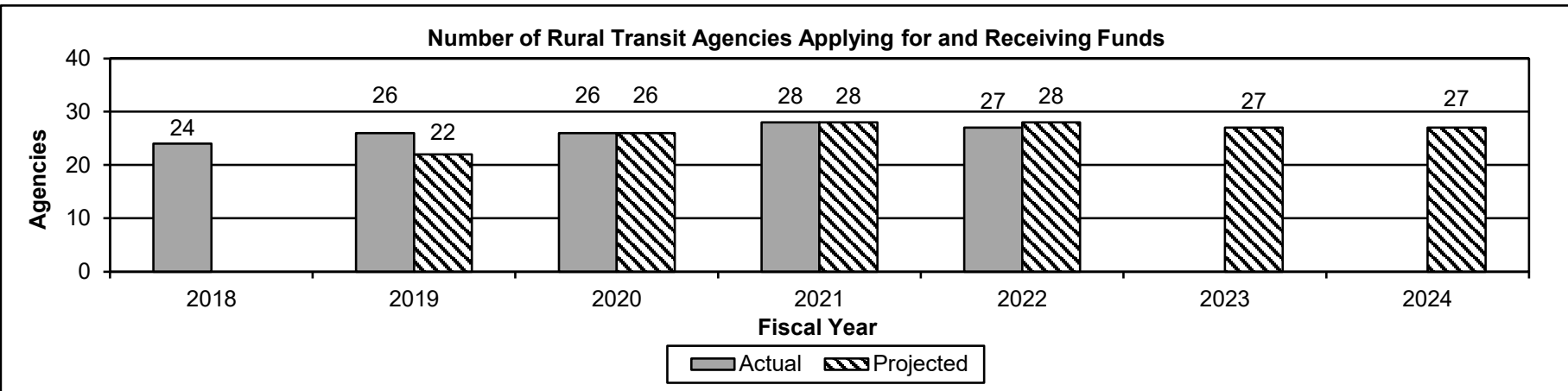
**1a. What strategic priority does this program address?**

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

**1b. What does this program do?**

This appropriation allows for expenditures of ARPA funds to support the nation’s public transportation systems as they continue to respond to the COVID-19 pandemic and support the President’s call to vaccinate the U.S. population. Transit ARPA funding will be administered by MoDOT for rural public transit, Rural Transportation Assistance Program (RTAP) and Intercity Bus. ARPA funding will also be used to enhance the mobility of senior citizens and persons with disabilities that have limited access to their communities (medical, employment, shopping, etc.) where public transportation is unavailable, insufficient or inappropriate. Transit ARPA funds are available until September 30, 2024 at 100 percent federal share funding.

**2a. Provide an activity measure(s) for the program.**



The fiscal year 2019 projection did not include intercity bus carriers as a result of not anticipating requests for funding under this program by those agencies. The fiscal year 2023 and 2024 projections were based upon the current participation of rural transit agencies in 2022.

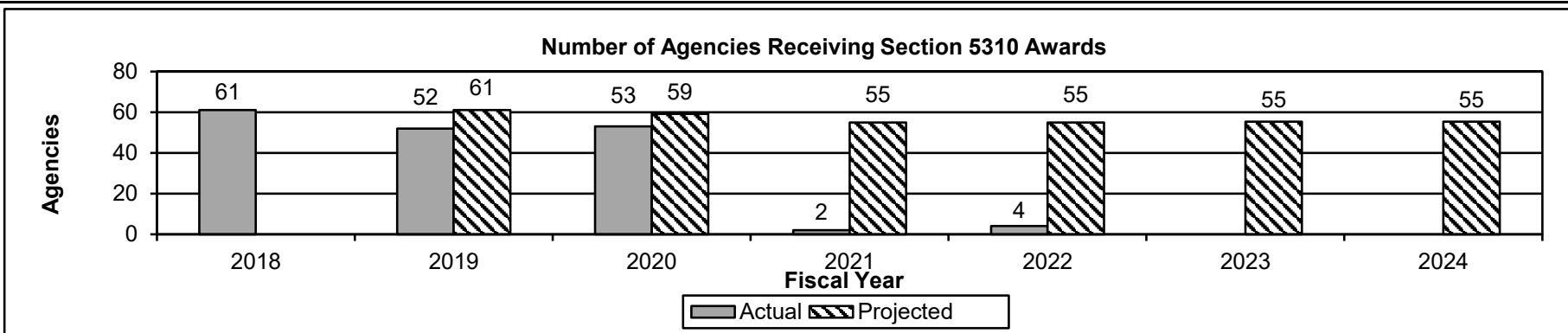
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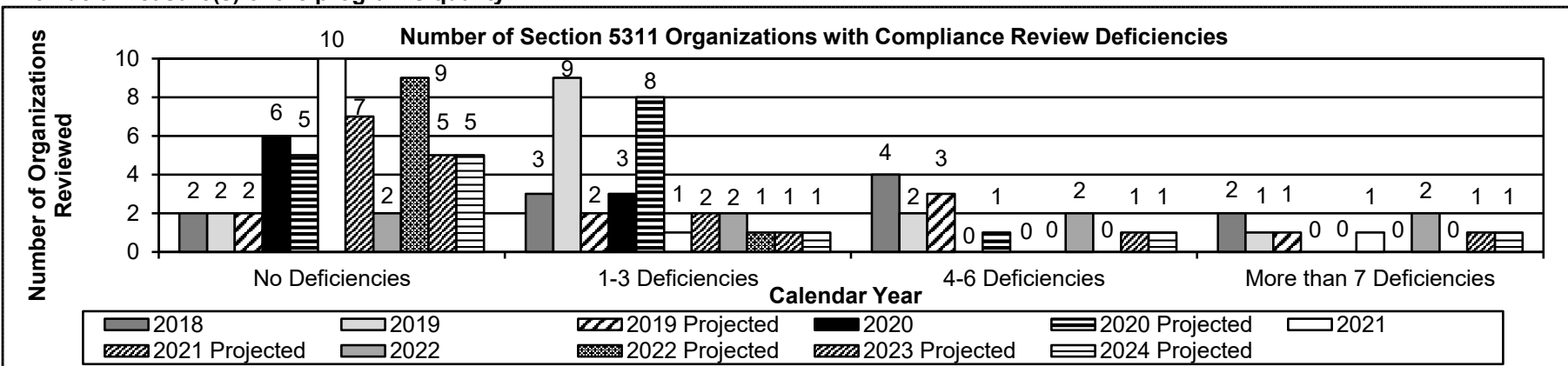
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Fiscal year 2021 and 2022 awards for the Section 5310 program were down significantly due to delays in vehicle procurement and inability to order transit vehicles which was attributed to market volatility. Therefore, 2023 and 2024 projections are based off of the average of fiscal years 2018 through 2020 of agencies receiving awards.

**2b. Provide a measure(s) of the program's quality.**



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

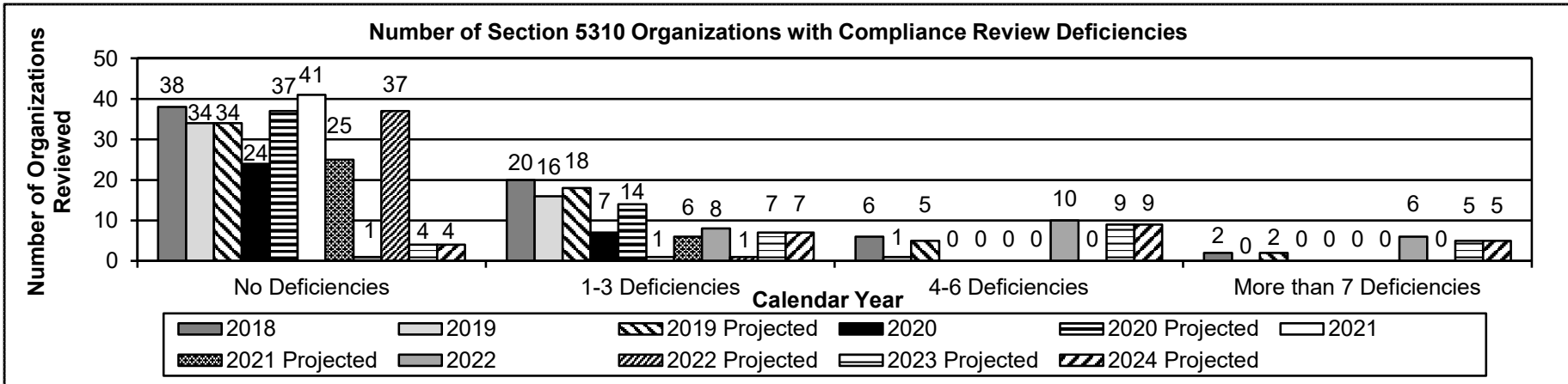
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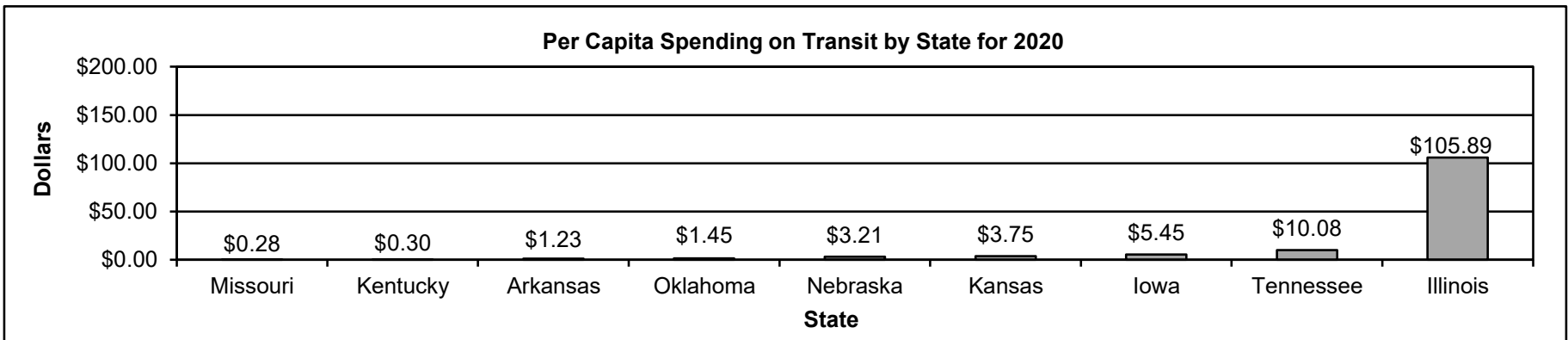
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Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2022.

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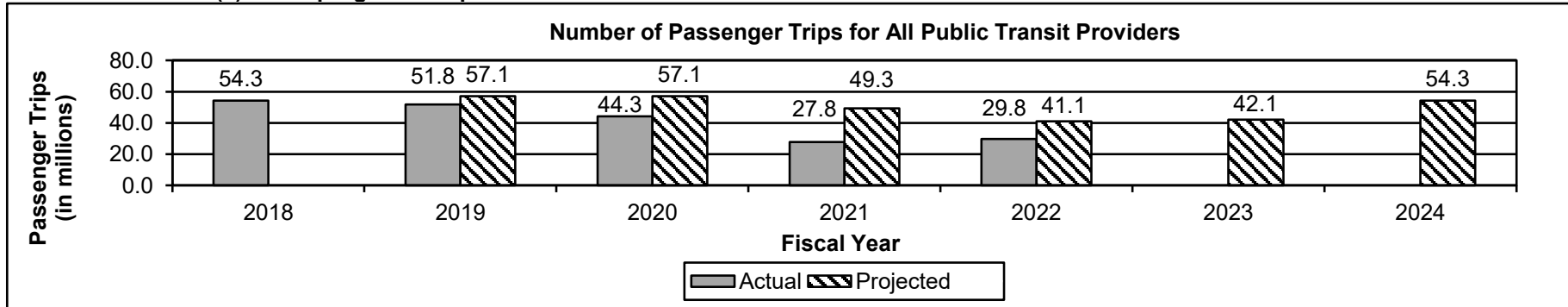
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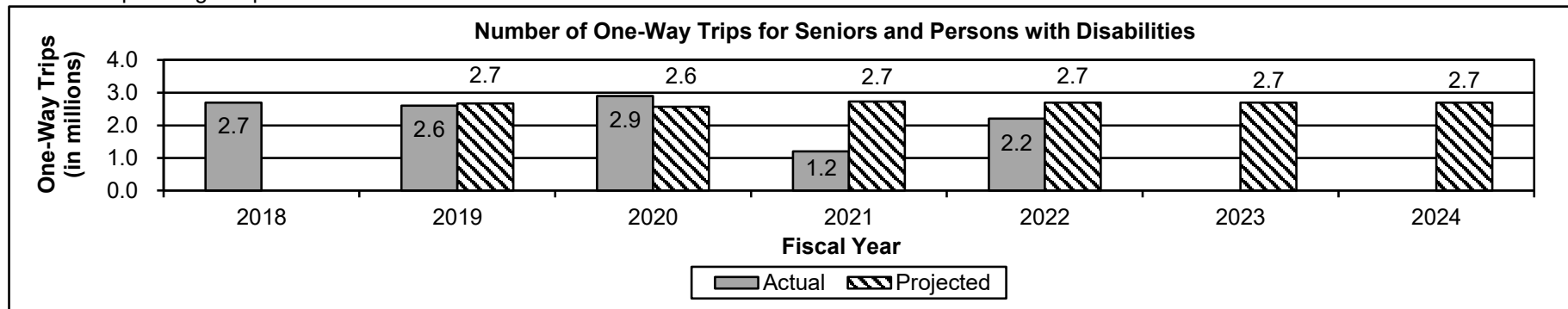
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**2c. Provide a measure(s) of the program's impact.**



This graph includes transit public transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2019, Amtrak ridership declined significantly due to flooding. In 2020 and 2021, ridership declined significantly due to the COVID-19 pandemic. Fiscal year 2022 ridership has not returned to pre-pandemic levels and public transit providers had to reduce service due to driver shortages. The 2023 and 2024 projections are based on ridership returning to the number of passenger trips in 2018.



Agencies participating in the Section 5310 program are required to develop coordinated public transit human services transportation plans. Section 5304 planning funds are used to develop coordinated plans for Section 5310 sub-recipients shown above. A one-way trip occurs every time an individual boards a bus. In 2021, one-way trips declined significantly due to the COVID-19 pandemic. As a result, the 2023 and 2024 projections are based on ridership returning to 2018 ridership levels.

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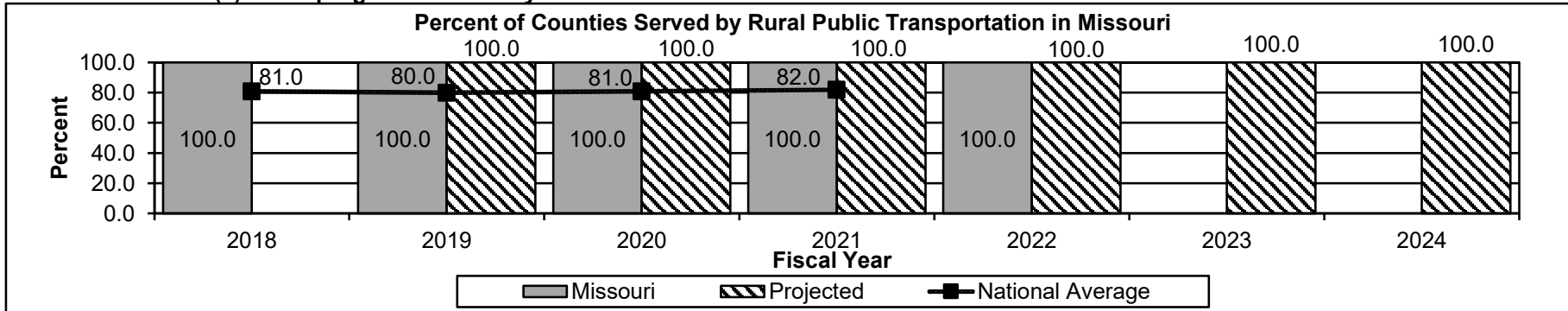
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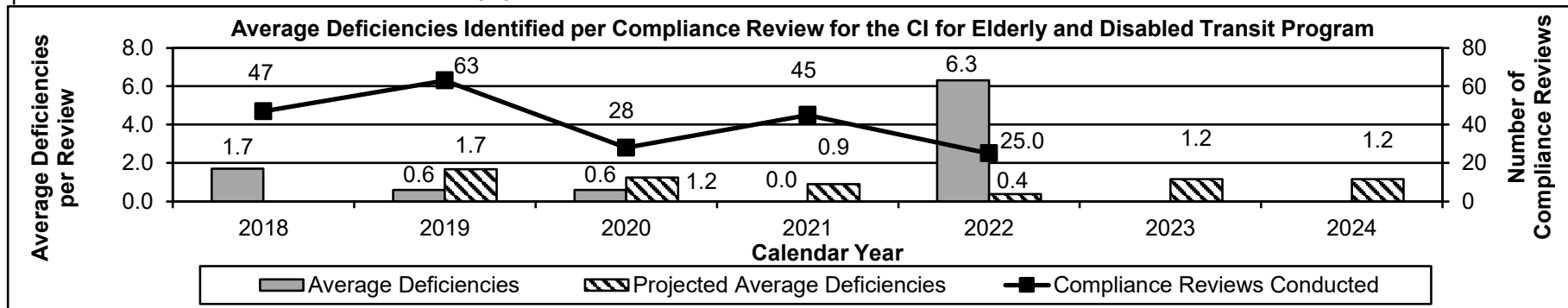
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2d. Provide a measure(s) of the program's efficiency.



This graph includes the counties served by rural public transportation providers that participate in all federal and state transit programs administered by MoDOT. Rural public transportation providers are classified as serving a population of less than 50,000. The 2022 national average data was not available at the time of publication and will be released in late fall of 2023.



Compliance reviews can consist of 20 different review areas. Some of the review areas include: Project Management, Procurement, Asset Management, Equal Employment Opportunity, Americans with Disabilities Act, Drug and Alcohol Compliance, Discrimination, etc. Compliance reviews are conducted by a hired consultant on agencies once every three years. A deficiency is a violation of an FTA or state requirement, which requires corrective action by a pre-determined date. Compliance reviews at a minimum are conducted once every three years and based on risk-based approach. Note that on-site compliance reviews were shifted to virtual reviews in March of 2020, through 2021 due to the pandemic. The high rate of deficiencies in 2022 was the result of on-sight reviews resuming, resulting in finding many deficiencies in organizations across the board. Future deficiencies rates are expected to return to pre COVID-19 levels, so the 2023 and 2024 projections are based on the average of 2018 and 2019 actuals.

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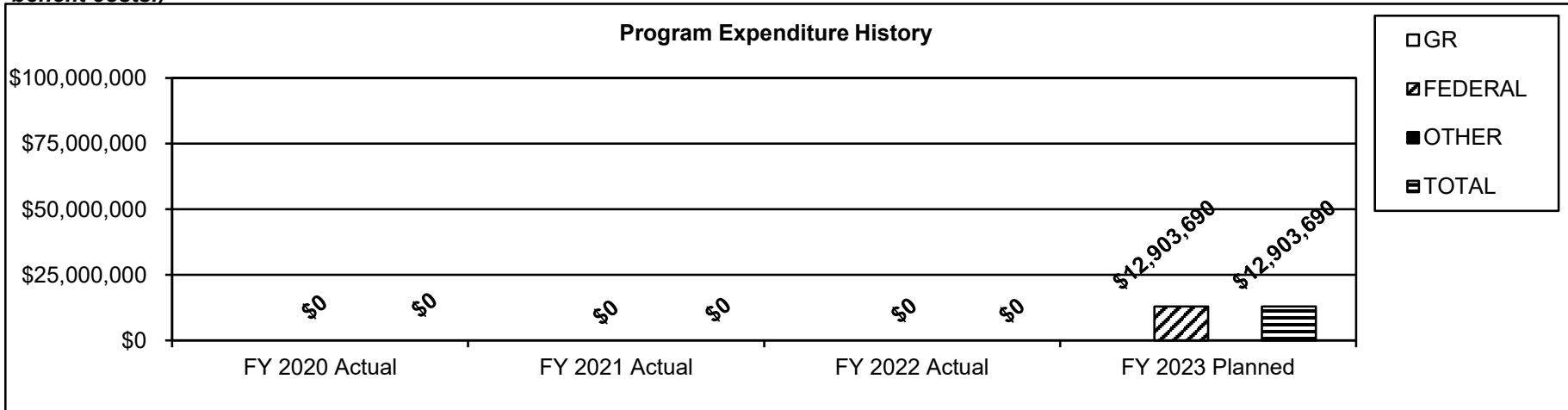
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3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 USC 5311 and Title 49 USC 5310 and 33.546, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No