

**PROGRAM DESCRIPTION**

**Department of Transportation**

**HB Section(s): 4.505**

**Program Name: Bus and Bus Facility Transit Grants**

**Program is found in the following core budget(s): Bus and Bus Facility Transit Grants**

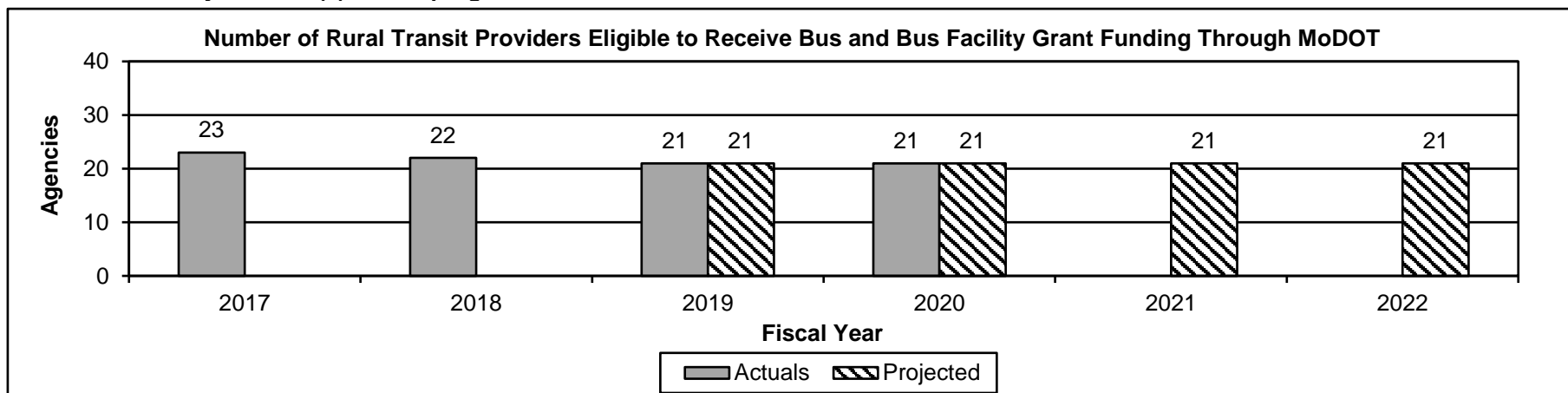
**1a. What strategic priority does this program address?**

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

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

The Fixing America's Surface Transportation (FAST) Act contains a bus and bus facility transit grant program. This appropriation provides funding for public transit providers to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. These funds are annually apportioned to each of the large urban areas (St. Louis, Kansas City and Springfield), apportioned separately on an aggregate basis to the small urban areas (between 50,000 - 199,999 population) and annually apportioned separately in aggregate to the non-urbanized / rural areas of the state. Large urban and small urban public transit providers receive their apportionments directly from the Federal Transit Administration. MoDOT only administers the rural apportionment for rural public transit providers. Awards for transit vehicle replacement are based upon the useful life criteria. Useful life criteria identifies the expected lifetime of vehicles based upon years and/or mileage. Vehicles must meet or exceed the useful life criteria to be eligible for replacement.

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



The 2021 and 2022 projections are based on the number of agencies currently eligible to receive funding.

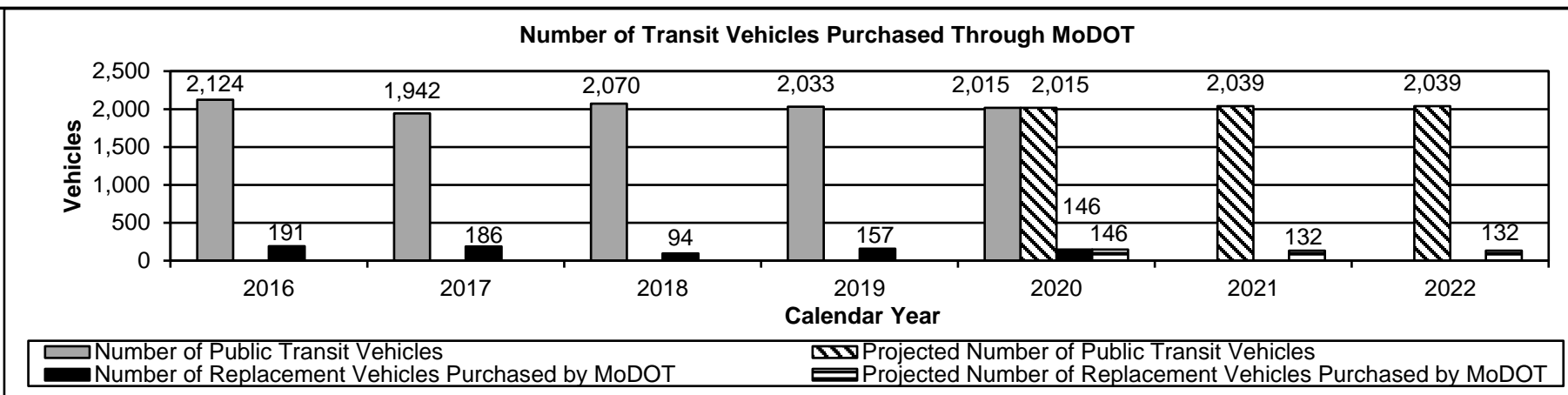
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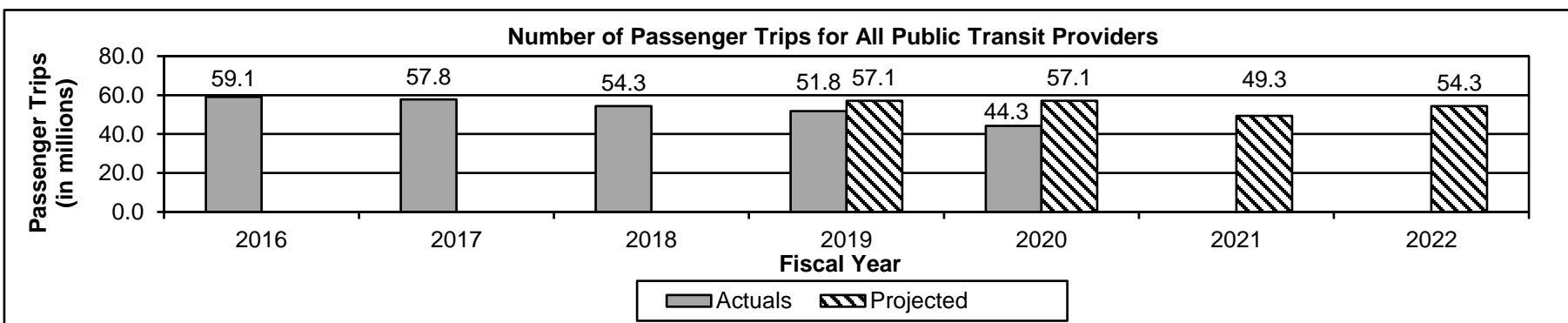
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This measure shows the transit vehicle inventory and the number of vehicles purchased each year. Vehicles included in the inventory were purchased by MoDOT on behalf of public and specialized transit service providers throughout Missouri. Vehicles purchased replace vehicles that have met or exceeded their useful life. MoDOT utilizes the FTA useful life criteria to determine eligibility for replacement. The 2021 and 2022 projections are based on the average of the past three years of actuals.



This graph includes 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, and in 2020, ridership declined due to the COVID-19 pandemic. The 2021 and 2022 projections are based on ridership returning to the number of passenger trips in 2018.

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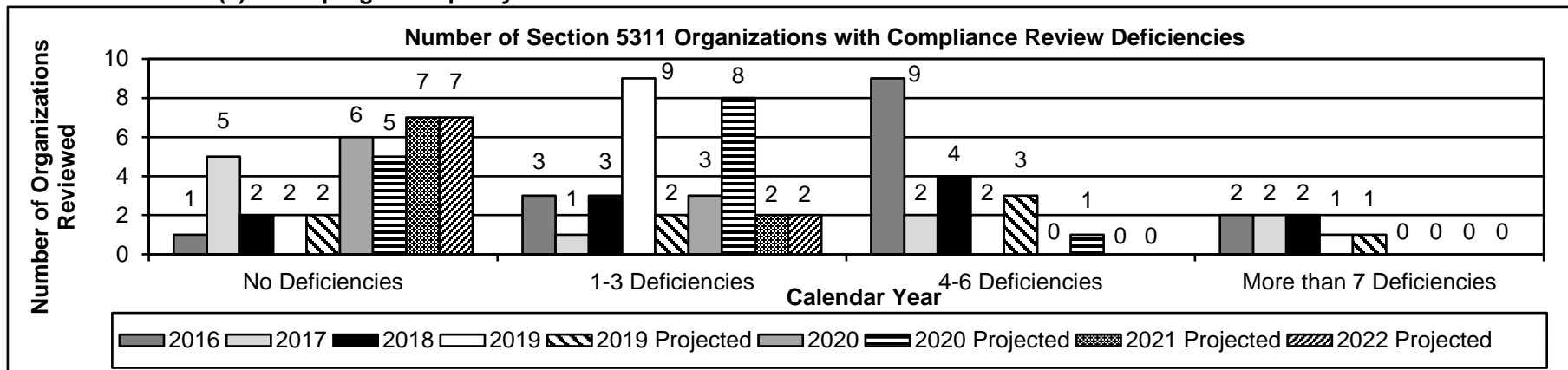
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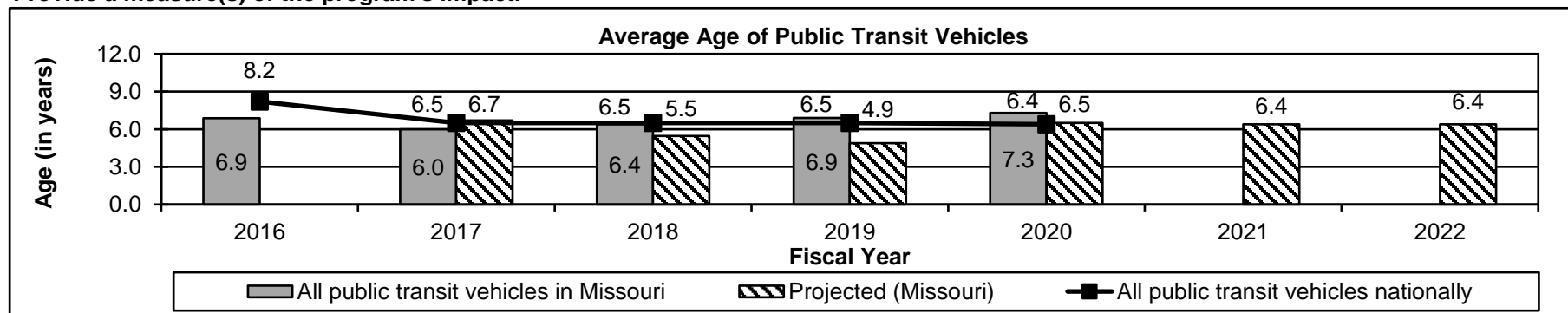
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**2b. Provide a measure(s) of the program's quality.**



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 2021 and 2022 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

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



This data is from the National Transit Database administered by the Federal Transit Administration. The fiscal year 2021 and 2022 projections are based on the 2020 national average.

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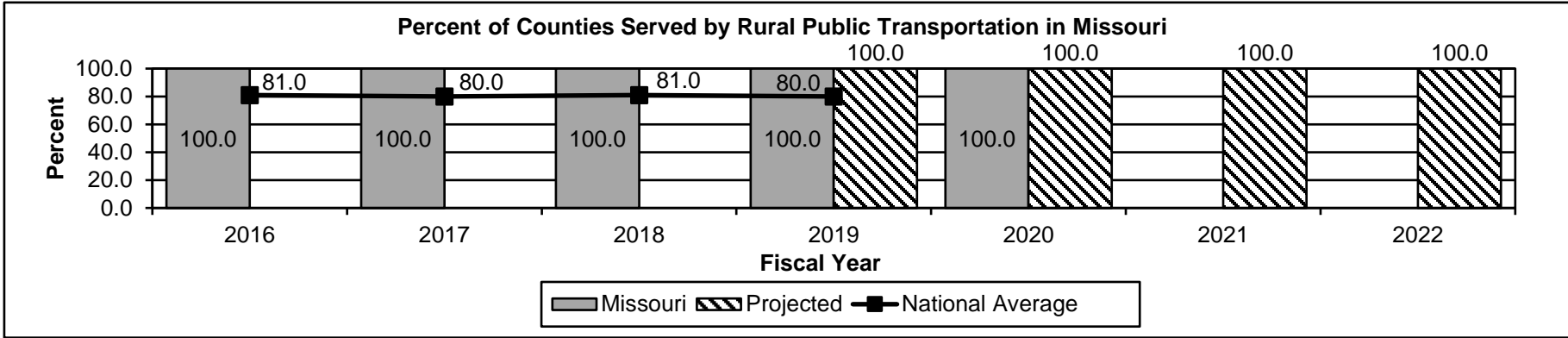
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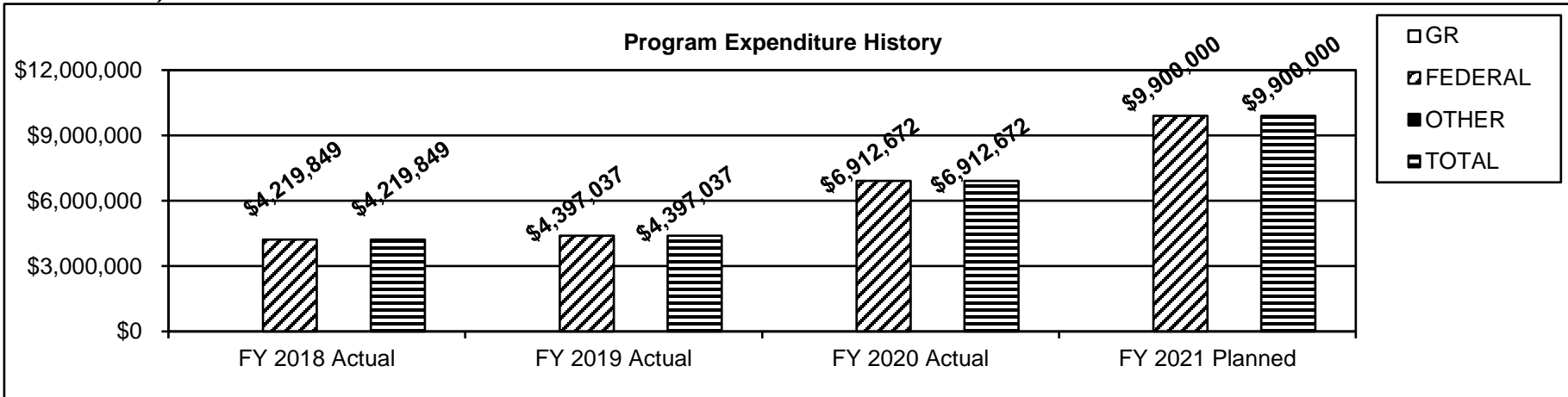
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2d. Provide a measure(s) of the program's efficiency.



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 2020 national average data was not available at the time of publication and will be released in late fall of 2021.

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.)



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**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 U.S.C. 5339 and 33.546, RSMo.

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

Yes, 20 percent cash matching funds from local/regional transit project sponsors. Funds allocated in the State Transit Assistance appropriation (226.195, RSMo) allocated to local/regional transit agencies may be used by the local/regional transit agency to match these federal funds.

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

No