

Back of the Bus: How Missouri's Spending on Transportation Penalizes Cities and Suburbs

by the Missouri Coalition for Better Transportation, contactus@mocbt.org

Executive Summary

This is support for a Title VI Civil Rights complaint with the Department of Justice (DOJ) against Missouri Department of Transportation, Missouri Highways and Transportation Commission (collectively MoDOT) and portions of MO Constitution Article IV, Sections 29-34.

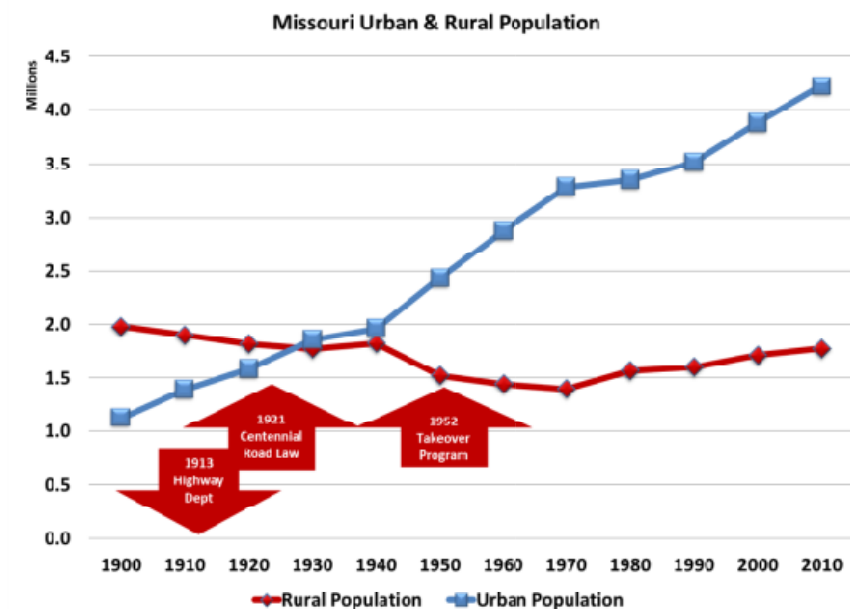
For half a century, long past the civil rights era, transportation in Missouri has discriminated against people living in urban areas – where the overwhelming majority of protected groups live. Missouri state transportation dollars flow to localities on the basis of neither tax paid nor need. The result in Missouri is a spatially skewed pattern of state transportation spending that is essentially anti-city and anti-suburb.

Title VI states: “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Missouri transportation is, has been and will continue to be in breach of federal Title VI without intervention of the Justice Department.

Missouri Transportation Disparate Impacts

Brookings Institution, ‘Urban Donors’: ‘The distribution of the gas tax within [Missouri] appears to penalize cities and urban areas...urban areas act as “donor regions”... These areas contribute significantly more in tax receipts than they receive in allocations from their state’s highway fund or through direct local transfers.’ For decades, Missouri has deprived cities and suburbs of their fair share of transportation funds – unlike other states. This is a disparate impact.

Most Protected Groups live in Urban Areas: In Missouri, the overwhelming majority of groups protected by Title VI live in just 11 of Missouri’s 115 counties – the urban areas. Per U.S. Census estimates of 2013, 81% of individuals who are not White alone (race and color minorities) and 79% of foreign born individuals (national origin) live in these 11 counties.ⁱⁱ Also, 95% of Missouri Disadvantaged Business Enterprises (DBE) are in urban areas.ⁱⁱⁱ



<http://www.icip.iastate.edu/tables/population/urban-pct-states>

Still funding the Farm-to-Market System:

The Missouri Constitution on transportation was created in the 1950's. It was mainly designed to create the farm-to-market system. The population and our needs have changed substantially, but there has been no real change in funding distribution over 60 years.

Ferguson needs Transit:

The DOJ report noted “Ferguson and surrounding communities have called ... public transportation options [substandard].^{iv}” Forward Through Ferguson noted a need for enhancing access to transit. “For many Americans, mobility can make all the difference in their ability to meet basic needs, participate fully in community life, and connect and contribute to our national economy.”

Research by the Brookings Institution notes: “While St. Louis ranks 19th in the country in terms of population, compared to other U.S. cities, it ranks only 68th in terms of transit coverage

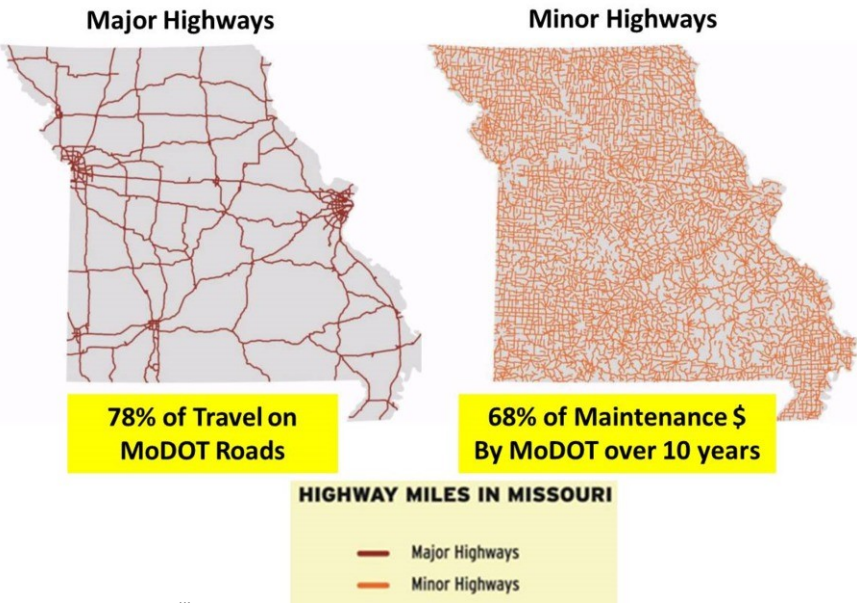
and access to jobs by transit”.^v Thus many minorities cannot reach health care, jobs or education. Unlike many states, the Missouri Constitution is **interpreted** to only permit driver taxes to fund roads and bridges. This is a disparate impact.

Another DOJ report failed address the core issue of underinvestment in urban roads and bridges. The DOJ cited MoDOT’s under-utilization of DBE firms. MoDOT’s 2012 Disparity Study noted, “Most prime contractors reported that while it was often difficult and burdensome, they were able to meet DBE contract goals, although it is more challenging to meet goals outside the Kansas City and St. Louis areas.”^{vi} Underfunding of urban areas by both MoDOT and the MO Constitution harms DBE contracting. This is a disparate impact.

Predatory Urban Taxation: The majority of MO transportation taxes are paid in urban areas. In 2014, 84% of gas and vehicle taxable sales were urban. Note, taxes are excluded on fuel used for rural agricultural purposes.^{vii} Sales taxes are also excluded on the purchase of large trucks.^{viii} Yet, urban areas receive less than a quarter (22%) of MO transportation expenditures. The majority of transportation taxes are spent on local rural roads – unlike most states. Here, urban drivers pay the tax, but urban drivers receive little benefit.^{ix} This is a disparate impact.

Highway Robbery = Economic Injustice: Missouri is unusual in the disproportionate amount of transportation funds spent on rural roads. **Compared to 49 states and nearby states, over 10 years, Missouri underfunded Urban Roads plus Mass Transit by \$2.5-3.2 trillion^x. In Missouri, urban taxpayers receive only 35¢ on their transportation tax dollar. Rural taxpayers received \$4.31.^{xi}** More than half of our drivers (52%) and our motor vehicles (53%) are in the 11 urban counties (10% of 115 total counties in MO)^{xii}. This is a disparate impact.

Disparate Impacts and Harms: For decades, MoDOT has discriminated by significantly underfunding urban areas unlike other states. Excluding Interstates, over 10 years MoDOT spent 80% of funds in rural areas (\$9.9 of \$12.2 trillion) which have only 36% of the traffic.^{xiii} Overall, 70% of the MO population is urban, with 30% rural^{xiv}. This is a disparate impact.



Zero Mass Transit: Unlike many states, the archaic MO Constitution Article IV, Sections 29-34 seem to forbid the use of highway user taxes for uniquely urban needs like mass transit. Thus, Kansas City & Springfield’s transit systems have the smallest ridership for cities of their size in the nation. Illinois funds the St. Louis Bi-State Transit Agency \$116 per person in the counties served^{xv}. Missouri only provided \$0.65 per person from general revenue.^{xvi} On average, states use 11.8% of driver taxes to fund transit.^{xvii} Colorado recognized that transit in fact helped roads by reducing traffic. “Colorado Senate Bill 48, ... allows \$250 million — the share of statewide gas tax revenues that is directed to local communities each year — to be spent on transit, biking, and walking.”^{xviii} Like St. Louis city some cities have very high daytime population increase due to commuting in the state – with inadequate transit^{xix}.

| | Daytime population change due to commuting | Percent daytime population change due to commuting |
|------------------|--|--|
| St. Louis city | 114,969 | 36.1% |
| Cole County | 14,541 | 19.4% |
| Greene County | 33,127 | 12.3% |
| Taney County | 5,684 | 11.5% |
| St. Louis County | 97,112 | 9.7% |
| Jackson County | 62,012 | 9.3% |

St. Louis city and above listed areas also have very high minority populations^{xx}. This is a disparate impact.

INFANT MORTALITY RATES BY ZIP CODE
The shaded areas have rates that exceed the national 2012 average of 6.0 - in some cases by more than twice the average.

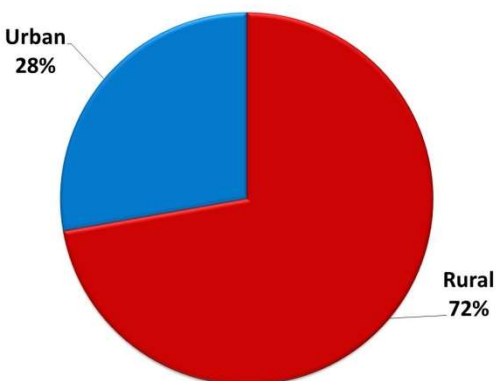


Without Transit, Many More Babies Die: Without Medicaid home prenatal care and adequate transit we have an **unusually high infant mortality** – especially in minority neighborhoods.^{xxi} “In some [St. Louis] neighborhoods, the infant mortality rates exceed that of Third World countries...”^{xxii} The same is true in Kansas City... Poor expectant mothers cannot travel to clinics without good transit. In the economically depressed and largely black north side St. Louis city and county 100 African American babies die each year!^{xxiii} This is a serious disparate impact.

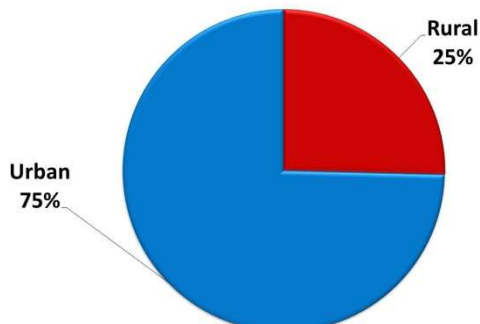
Disproportionate Rural Miles: At 33,892 miles, MoDOT has the 7th largest highway system in the nation.^{xxiv} Yet Missouri is 18th in population, 18th in land area^{xxv}, and MoDOT is 13th in State Highway Agency revenues for state highways^{xxvi}. To be 18th in state highway miles, MoDOT would have only 12,116 miles.^{xxvii} So, why does MoDOT have almost triple the highway miles for state

size and funding? MoDOT is responsible for virtually all (98%) of the lightly traveled rural collectors – DOUBLE the percent of other states. This represents 65% of MoDOT road miles and 45% of bridges. MoDOT only owns 19% of urban collectors. MoDOT also has 6,869 miles (20% of their total) of rural roads which are not Federally Funded.^{xxviii} Expensive! Without Federal Funding it costs FIVE TIMES funded roads. Most states are responsible for less than 200 miles of these very local roads.^{xxix} This is another example of a prejudicial preference for rural over urban areas. MoDOT simply cannot afford almost 3 times the responsibility that they are funded for – especially with the rural miles. This is a disparate impact.

MoDOT Bridges Built or Reconstructed 10 Yrs to 2014



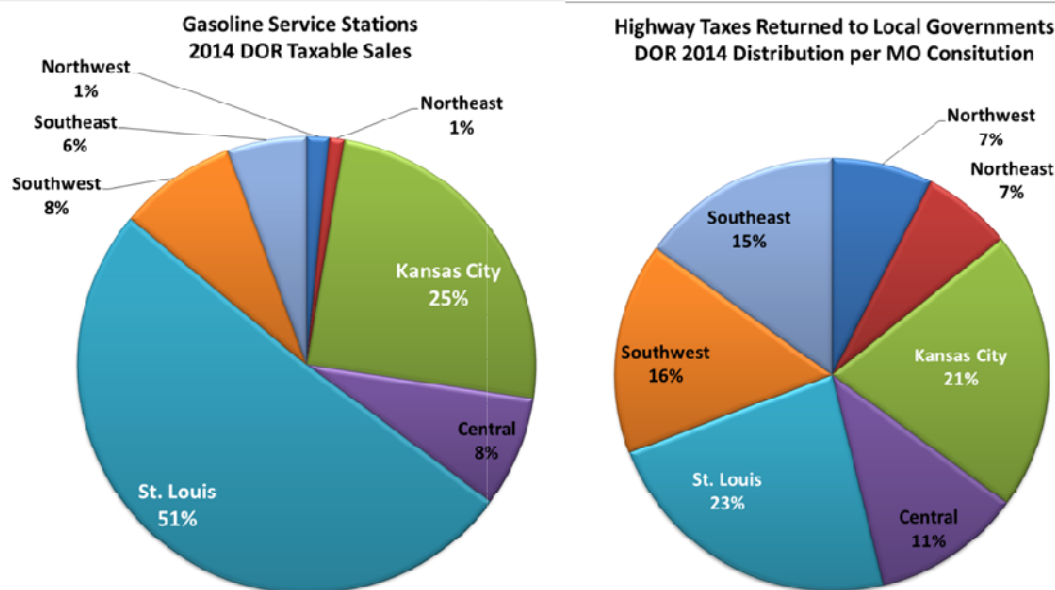
2014 Average Daily Traffic of MoDOT Bridges Still Requiring Substantial Repair or Replacement



MoDOT's Bridge Construction Not Based on Use or Need: In recent years, more than two-thirds (68%) of the Total Project Cost of bridges that MoDOT built or reconstructed were local rural bridges which had only 17% of the traffic. The majority of the travel was on the interstates (76%) which represented only 23% of the costs of bridges which MoDOT built or reconstructed. Urban bridges which MoDOT repaired or reconstructed received only 9% of Total Project Costs. Yet, as of 2014, the Average Daily Traffic on MoDOT bridges still requiring substantial repair or replacement were: 42% urban (the most), 37% interstate, with only 21% rural.^{xxx} MoDOT delayed the building of the Stan Musial Bridge at St. Louis for several years. They wanted to make it a toll bridge. Eventually, IDOT and St. Louis Congressmen prevented this exploitation. Remember: the first Stimulus project in the nation? It was MoDOT's \$9 million bridge to save 38 families in Tuscumbia a 20 minute trip. Attempts to obtain equitable distribution of the American Recovery and Reinvestment Act (ARRA) fell on deaf ears.^{xxxi} This demonstrates the disparate allocation of driver taxes – and jobs.

Disparate Distribution of Funds to Local Governments:

Based on the archaic MO Constitution Article IV, Sections 29-34, the majority of funds are sent to rural areas – even though the primary source and the need is urban. Per the constitution, unincorporated urban areas are not counted in city populations. In the five county St. Louis District, 26% of the population lives in unincorporated areas and are not even counted.^{xxxii} Due to



decades of low tax transfers, the City of St. Louis is responsible for critical bridges which qualify for more federal funding than the rest of the state combined.^{xxxiii} St. Louis city and county have most of the minority population in the state.^{xxxiv} We cannot continue this way. This is a disparate impact.

Economic Harms: Driving on deficient roads costs urban drivers as much as \$1,511 per year in the form of extra vehicle operating costs as a result of driving on roads in need of repair, lost time and fuel due to congestion-related delays, and the cost of traffic crashes in which roadway features likely were a contributing factor. The estimated monthly costs: St. Louis at \$125; Kansas City at \$111; Jefferson City at \$110; Springfield at \$95.^{xxxv} This is a disparate impact.

Environmental Harms: Missouri's ban on mass transit funding from driver taxes harms our environment. Pollution Nonattainment Areas in Missouri which relate to auto and truck use are: the City of St. Louis, St. Louis County, Kansas City, St. Charles County, Jackson County, Jefferson County, and Farmington. These cities are generally non-attainment areas for ozone, sulfur dioxide, lead and particulate matter pollution.^{xxxvi} This is a disparate impact.

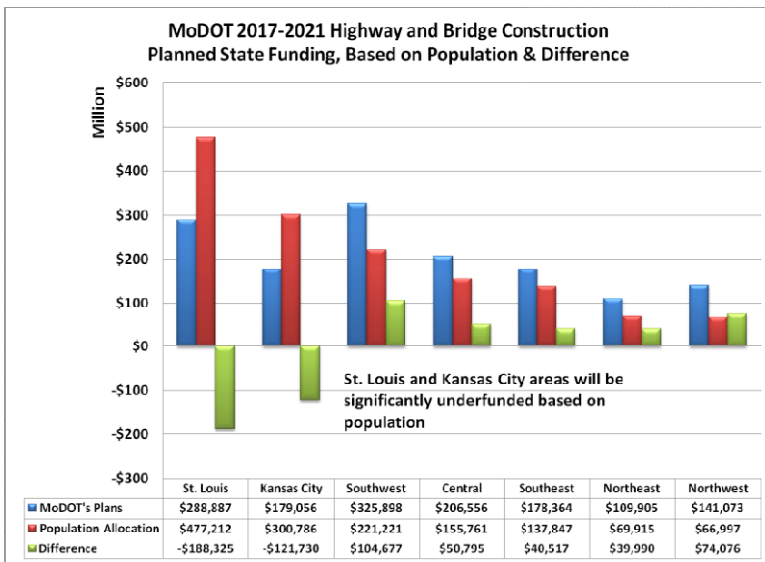
MoDOT's Anti-Urban '325 Plan': No Substantial Legitimate Justification: In breach of Federal MAP-21 legislation^{xxxvii} the most recent blatant form of civil rights discrimination was passed unanimously February 4, 2015 by MoDOT's Commission – the Anti-Urban 325 Plan.^{xxxviii}

Federal MAP-21 funding targets funding in highly traveled areas with distribution based on population. But, MoDOT's 325 Plan diverted funding away from MAP-21 priorities - Anti-Urban. Heavily traveled urban NHS streets and bridges would not receive ANY construction funding. Yet, many lightly traveled rural roads and bridges which were not part of the NHS system would continue to receive construction funding:

MoDOT's Anti-Urban "325 System": With 3 times the rural road miles one would expect for a state of this size; failure of the unfair Amendment 7 general sales tax increase; and fake revenue estimates, MoDOT passed the Anti-Urban "325 System" February 4, 2015. This plan directed construction funding to 8,000 miles of the primary system. "The primary system differs from MoDOT's current focus on major and minor roads because the major roads, which make up 20 percent of the system and carry 80 percent of the traffic, are confined to limited areas of the state [mainly urban and interstate roads]."

Under the "325 System," MoDOT removed 1,000+ National Highway System (NHS) heavily traveled urban bridges from construction funding, while keeping 1,000+ lightly traveled rural bridges not on the NHS.

| MoDOT's Anti-Urban 325 Plan: | # Road Miles | Average Daily Traffic | # Bridges | Bridge Area (Square Meters) |
|--|-----------------|-----------------------|-----------|--------------------------------|
| MoDOT Owned, on NHS WITHOUT Planned Construction Funding | | | | |
| Urban | 1,152 | 17,549,320 | 1,046 | 401,225 |
| Rural | 0 | 0 | 0 | 0 |
| MoDOT Owned, NOT on NHS WITH Planned Construction Funding | | | | |
| Urban | 0 | 0 | 0 | 0 |
| Rural | 3,964 | 2,638,860 | 1,065 | 155,806 |
| Data sources: Federal Highway Administration's (FHWA) 2014 National Bridge Inventory and 2013 Table HM-50 | | | | |



MoDOT's Anti-Urban 325 System reported that they would simply close unsafe heavily traveled urban NHS bridges rather than use construction funding. Yet they will continue to repair lightly traveled non-NHS rural roads and bridges.

While the 325 System was rescinded a year later, MoDOT has stated that low funding may require the return to the plan. This is a disparate impact.

The Discrimination Continues: MoDOT's 2017-2021 highways and bridge construction plan will continue the underfunding of urban areas. Based on the percent of population, MoDOT's St. Louis District will be underfunded by \$188 million over the next five years. The Kansas City District will be underfunded by \$122 million.^{xxxix} This will continue disparate impacts.

DOJ - What We HOPE You'll Do

One, End Disparate Funding: In line with the federal Transportation Equity Act for the 21st Century Minimum Guarantee Program, require an equitable 90.5% guaranteed rate of return of all highway user taxes contributed by each county and municipality - excluding amounts spent on interstates. This would include all funds expended by MoDOT and funds distributed directly to local governments. Ensure that the funds distributed to local governments of St. Louis city, Cole, Greene, Taney, St. Louis and Jackson counties recognize the history of disparate impacts, and the fact that these areas have a substantially higher daytime population from commuters than the resident population or taxes paid might indicate. Permit highway user taxes and fees to be used for all federally funded forms of transportation: mass transit, elderly and handicapped transportation, bicycle and pedestrian improvements, as well as for roads and bridges. After all, the use of other forms of transportation will reduce the use of roads and bridges. DOJ please require local control of all expenditures. MoDOT has not demonstrated any awareness of urban needs. For example, MoDOT does not use updated standards developed by the National Association of City Transportation Officials (NACTO), Urban Street Design Guide. DOJ must end these disparate impacts.

Two, Return excessive rural roads to rural counties: MoDOT's unusually large responsibility for rural roads and bridges is a disservice to both rural and urban drivers. While this clearly has resulted in disparate impacts to protected groups, MoDOT's inability to maintain such a large system harms all citizens – both rural and urban. Under Missouri law, rural roads which would be county roads in other states cannot be returned to the county without additional funding. DOJ, must limit MoDOT's responsibility for rural roads which receive no federal aid to one mile per county – much closer to other states. Also, DOJ must limit MoDOT's responsibility for Rural Other Federal-Aid Highways to 5,000 miles. All of this will bring MoDOT's responsibilities far closer to 18th in the nation as appropriate for a state of this size. It also would bring the distribution of rural and urban miles much more in line with the national average.^{xl}

| Road Miles | 2014 MoDOT | Proposed | 49 States 2014 DOTs | % of Total 2014 MoDOT | % of Total Proposed | % of Total 49 States 2014 DOTs |
|----------------------------------|------------|----------|------------------------|--------------------------|------------------------|-----------------------------------|
| Rural NHS | 3,820 | 3,820 | 123,726 | 11.3% | 31.7% | 16.5% |
| Rural Other Federal-Aid Highways | 20,072 | 5,000 | 282,867 | 59.2% | 41.4% | 37.8% |
| Rural Non-Federal-Aid Highways | 6,869 | 114 | 177,390 | 20.3% | 0.9% | 23.7% |
| Sub-Total Rural | 30,761 | 8,934 | 583,982 | 90.8% | 74.0% | 78.0% |
| Urban NHS | 1,690 | 1,690 | 72,918 | 5.0% | 14.0% | 9.7% |
| Urban Other Federal-Aid Highways | 1,121 | 1,121 | 61,041 | 3.3% | 9.3% | 8.2% |
| Urban Non-Federal-Aid Highways | 321 | 321 | 30,969 | 0.9% | 2.7% | 4.1% |
| Sub-Total Urban | 3,132 | 3,132 | 164,928 | 9.2% | 26.0% | 22.0% |
| Total | 33,892 | 12,066 | 748,911 | 100.0% | 100.0% | 100.0% |

Bringing MoDOT's road miles in line with revenues, will allow MoDOT to properly serve both rural and urban citizens. DOJ must end these disparate impacts.

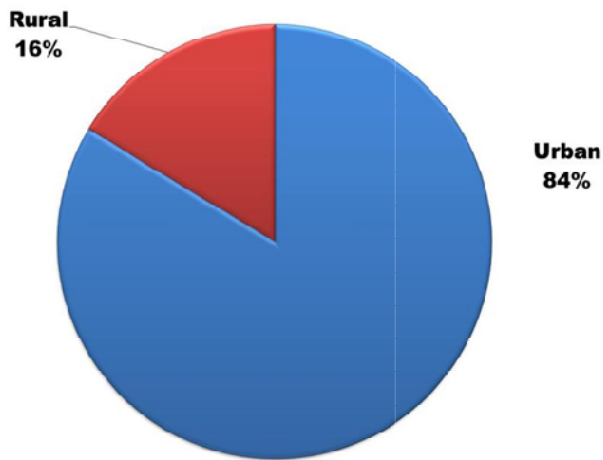
Three, Require Ongoing Performance Audits: Both urban and rural Missourians distrust MoDOT. Rural areas complain of being ignored. Many rural residents fear for their safety as they and their children cross crumbling bridges. We ask the DOJ to require the Missouri Public Service Commission (MPSC) to perform annual performance audits of MoDOT to determine if it is achieving its goals and objectives. These audits must be based on Generally Accepted Government Auditing Standards and Federal Highway Administration (FHWA) guidelines. The MPSC must also hire engineering performance audits of MoDOT projects to verify that both expenditures and actual results are efficient and effective. All MPSC audits to be funded by highway user taxes limited to actual expenditures with a maximum of 3% of taxes. Naturally, DOJ & FHWA must have ongoing hands-on oversight of Missouri transportation. DOJ must end these disparate impacts.

Good stewardship by a reasonable person would expect transportation investments to relate to the population – where people live, pay taxes, and **where people actually travel**. All Missourians need **immediate federal help** to protect our civil rights, correct longstanding injustices and to prevent future ones. Unsound transportation practices hurt our economy, environment, and especially our safety – for everyone.

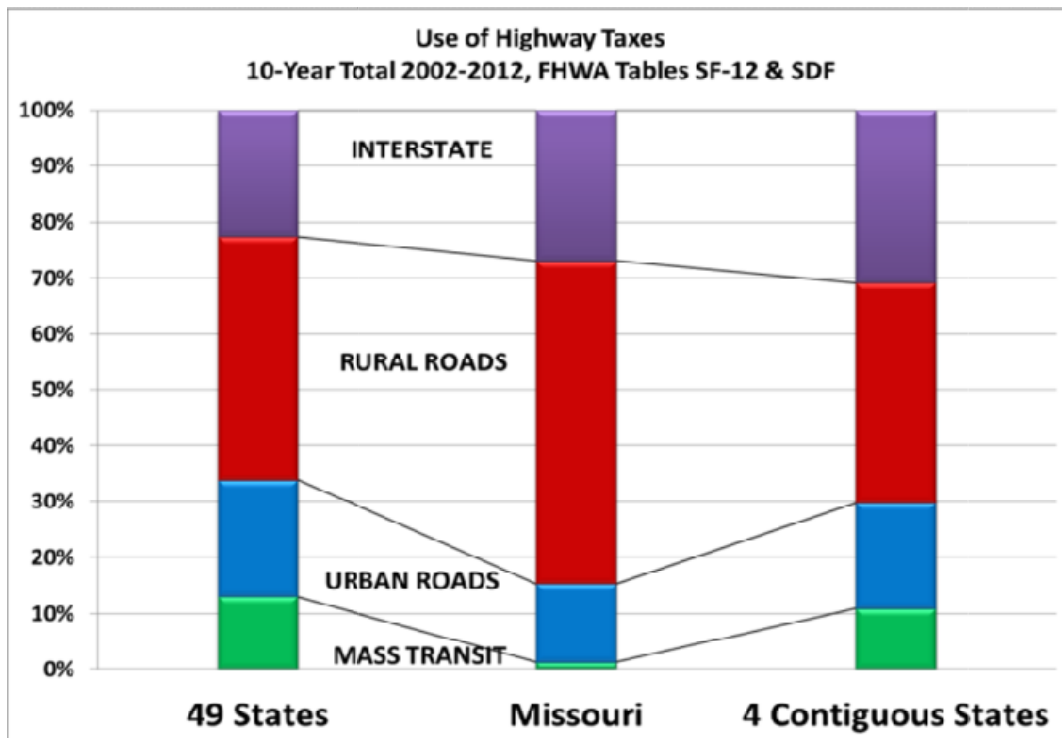
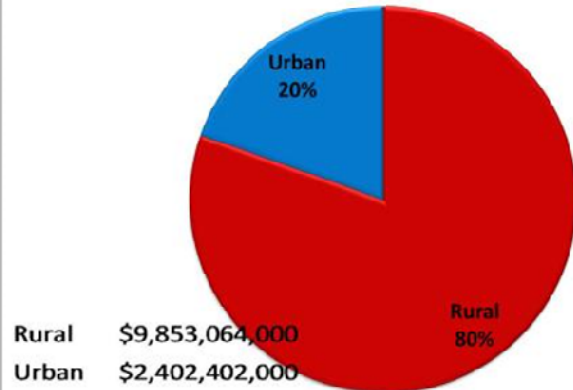
More Missouri Transportation Disparate Impacts

Source of Funds is Urban – Use of Funds is Rural

2014 Taxable Sales of Gas & Vehicles

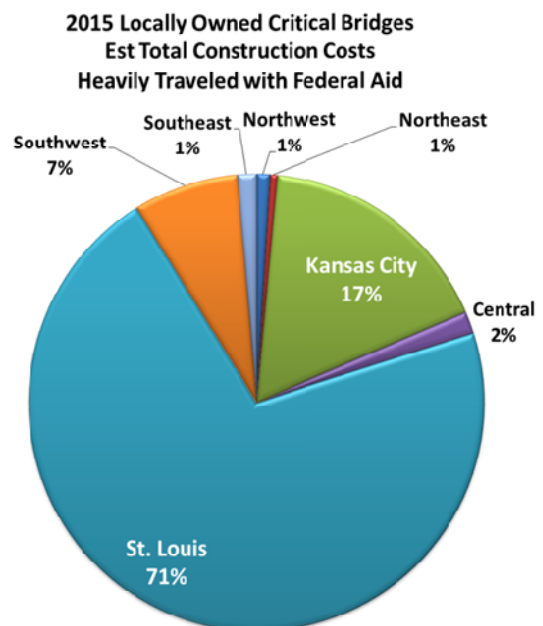
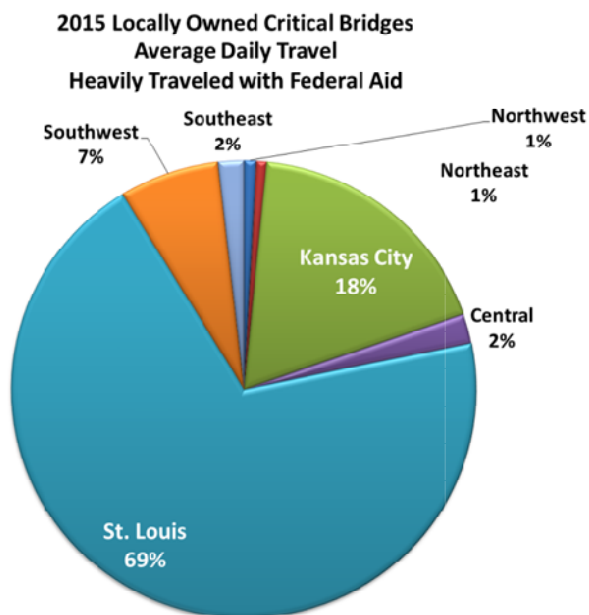


MoDOT Capital & Maintenance Expenditure
Excluding Interstates
10-Year Total 2002-2012, FHWA Table SF-12

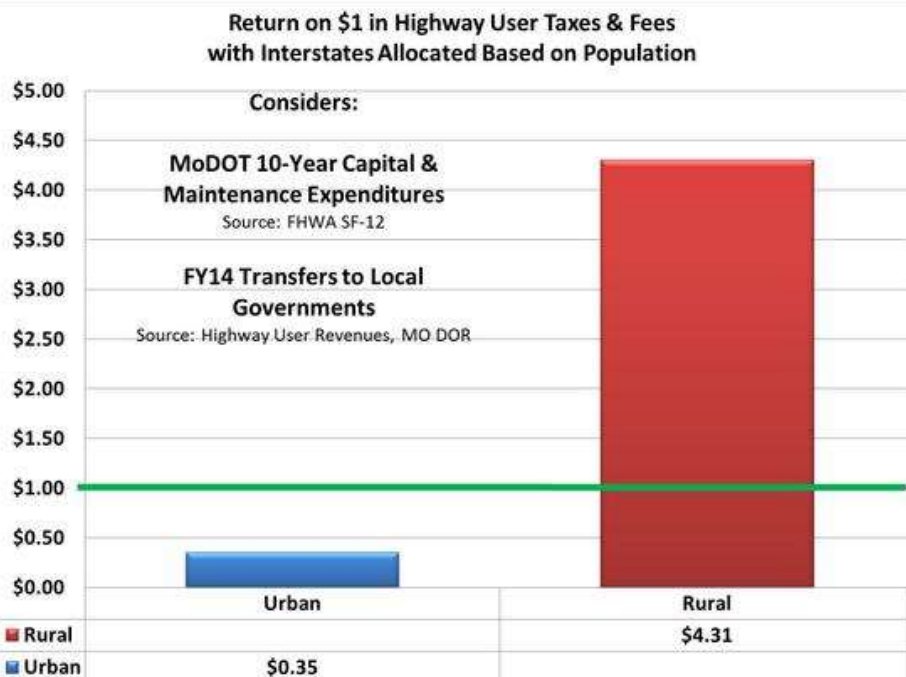


**Missouri Underfunds Urban Roads
and Mass Transit**

Heavy traffic and inadequate amounts returned to urban local governments result in substantial traffic on locally owned urban deficient bridges, especially in the St. Louis area with the highest protected population. This is disparate impact.



**Return on a Tax Dollar: Urban Drivers @ 35¢; Rural Drivers @ \$4.31
This is disparate impact.**



MoDOT Districts: Counties and 2010 Population

| MoDOT District | County | 2010 Population | MoDOT District | County | 2010 Population | MoDOT District | County | 2010 Population |
|-----------------------|---------------|------------------------|-----------------------|----------------|------------------------|-----------------------|----------------|------------------------|
| Northwest | Andrew | 17,291 | Kansas City | Clay | 221,939 | Southwest | McDonald | 23,083 |
| Northwest | Atchison | 5,685 | Kansas City | Jackson | 674,158 | Southwest | Newton | 58,114 |
| Northwest | Buchanan | 89,201 | Kansas City | Johnson | 52,595 | Southwest | St. Clair | 9,805 |
| Northwest | Caldwell | 9,424 | Kansas City | Lafayette | 33,381 | Southwest | Vernon | 21,159 |
| Northwest | Clinton | 20,743 | Kansas City | Platte | 89,322 | Southwest | Christian | 77,422 |
| Northwest | Daviess | 8,433 | Kansas City | Ray | 23,494 | Southwest | Dallas | 16,777 |
| Northwest | DeKalb | 12,892 | Kansas City | Pettis | 42,201 | Southwest | Greene | 275,174 |
| Northwest | Gentry | 6,738 | Central | Howard | 10,144 | Southwest | Hickory | 9,627 |
| Northwest | Harrison | 8,957 | Central | Boone | 162,642 | Southwest | Polk | 31,137 |
| Northwest | Holt | 4,912 | Central | Callaway | 44,332 | Southwest | Stone | 32,202 |
| Northwest | Nodaway | 23,370 | Central | Camden | 44,002 | Southwest | Taney | 51,675 |
| Northwest | Worth | 2,171 | Central | Cole | 75,990 | Southwest | Webster | 36,202 |
| Northwest | Carroll | 9,295 | Central | Cooper | 17,601 | Southeast | Douglas | 13,684 |
| Northwest | Chariton | 7,831 | Central | Gasconade | 15,222 | Southeast | Ozark | 9,723 |
| Northwest | Grundy | 10,261 | Central | Maries | 9,176 | Southeast | Wright | 18,815 |
| Northwest | Linn | 12,761 | Central | Miller | 24,748 | Southeast | Carter | 6,265 |
| Northwest | Livingston | 15,195 | Central | Moniteau | 15,607 | Southeast | Howell | 40,400 |
| Northwest | Mercer | 3,785 | Central | Morgan | 20,565 | Southeast | Iron | 10,630 |
| Northwest | Putnam | 4,979 | Central | Osage | 13,878 | Southeast | Oregon | 10,881 |
| Northwest | Sullivan | 6,714 | Central | Laclede | 35,571 | Southeast | Reynolds | 6,696 |
| Northeast | Adair | 25,607 | Central | Crawford | 24,696 | Southeast | Ripley | 14,100 |
| Northeast | Macon | 15,566 | Central | Dent | 15,657 | Southeast | Shannon | 8,441 |
| Northeast | Randolph | 25,414 | Central | Phelps | 45,156 | Southeast | Texas | 26,008 |
| Northeast | Schuyler | 4,431 | Central | Pulaski | 52,274 | Southeast | Bollinger | 12,363 |
| Northeast | Audrain | 25,529 | Central | Washington | 25,195 | Southeast | Butler | 42,794 |
| Northeast | Clark | 7,139 | St. Louis | Franklin | 101,492 | Southeast | Cape Girardeau | 75,674 |
| Northeast | Knox | 4,131 | St. Louis | Jefferson | 218,733 | Southeast | Dunklin | 31,953 |
| Northeast | Lewis | 10,211 | St. Louis | St. Charles | 360,485 | Southeast | Madison | 12,226 |
| Northeast | Lincoln | 52,566 | St. Louis | St. Louis | 998,954 | Southeast | Mississippi | 14,358 |
| Northeast | Marion | 28,781 | St. Louis | St. Louis City | 319,294 | Southeast | New Madrid | 18,956 |
| Northeast | Monroe | 8,840 | Southwest | Henry | 22,272 | Southeast | Pemiscot | 18,296 |
| Northeast | Montgomery | 12,236 | Southwest | Benton | 19,056 | Southeast | Perry | 18,971 |
| Northeast | Pike | 18,516 | Southwest | Barry | 35,597 | Southeast | Scott | 39,191 |
| Northeast | Ralls | 10,167 | Southwest | Barton | 12,402 | Southeast | St. Francois | 65,359 |
| Northeast | Scotland | 4,843 | Southwest | Bates | 17,049 | Southeast | Ste. Genevieve | 18,145 |
| Northeast | Shelby | 6,373 | Southwest | Cedar | 13,982 | Southeast | Stoddard | 29,968 |
| Northeast | Warren | 32,513 | Southwest | Dade | 7,883 | Southeast | Wayne | 13,521 |
| Kansas City | Saline | 23,370 | Southwest | Jasper | 117,404 | | Total | 5,988,927 |
| Kansas City | Cass | 99,478 | Southwest | Lawrence | 38,634 | | | |

References:

- ⁱ Brookings Institution Series on Transportation Reform, Fueling Transportation Finance: A Primer on the Gas Tax, 2003.
- ⁱⁱ Source: http://quickfacts.census.gov/qfd/download_data.html
- ⁱⁱⁱ Missouri Regional Certification Committee List accessed 4/23/15
- ^{iv} Investigation of the Ferguson Police Department, United States Department of Justice Civil Rights Division, March 4, 2015
- ^v <http://forwardthroughferguson.org/report/call-to-action/enhancing-access-to-transportation/>
- ^{vi} The State of Minority- and Women-Owned Business Enterprise: Evidence from Missouri, NERA, Prepared for the Missouri Department of Transportation 2012 Disparity Study
- ^{vii} Taxable Sales <http://dor.mo.gov/publicreports/>
- ^{viii} <http://dor.mo.gov/business/sales/sales-use-exemptions.php>
- ^{ix} 10-Year 2002-2012 Total FHWA Tables SF-12 & SDF <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>
- ^x Federal Highway Administration Table SF-12 <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>
- ^{xi} MoDOT 10-Year Capital & Maintenance Expenditures (FHWA SF-12) <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>; averaged plus FY14 County Aid Road Trust Fund Distribution <http://dor.mo.gov/publicreports/>
- ^{xii} Department of Revenue 2013, "Total Motor Vehicle License Plates by Type by County," and "Total Drivers by Age within County" <http://dor.mo.gov/publicreports/#dlrep>
- ^{xiii} 2002-2012, FHWA Table SF-12 & VM-2 <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>
- ^{xiv} http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_SF1_P2&prodType=table
- ^{xv} Illinois Transportation Plan http://www.illinoistransportationplan.org/pdfs/transportation_funding_090512_web.pdf
- ^{xvi} 2015 MO State Transit Assistance https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=4&ved=0ahUKEwjp5tfpiZvMAhUFMSYKHbHCDeUQFggyMAM&url=http%3A%2F%2Fwww.modot.org%2Fothertransportation%2Ftransit%2Fdocuments%2FFY15urbanandruralstatetransitWorksheetsforwebsite.pdf&usq=AFQjCNHNzJL2LzBUtPs_m3zCH0LATps7lw&bvm=bv.119745492,d.eWE&cad=rja
- ^{xvii} 2014 FHWA Table SDF <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>
- ^{xviii} <http://usa.streetsblog.org/2013/04/25/in-colorado-a-big-legal-victory-for-active-transportation-funding/>
- ^{xix} County to County Commuting Flows for the United States and Puerto Rico: 2009-2013 <http://www.census.gov/hhes/commuting/>
- ^{xx} Missouri: 2010 Summary Population and Housing Characteristics <http://www.census.gov/prod/www/decennial.html>
- ^{xxi} <http://health.mo.gov/data/CommunityDataProfiles/>
- ^{xxii} "New initiative is targeting high infant mortality," St. Louis Post-Dispatch, October 15, 2015
- ^{xxiii} Infant Health Profile by race, county and state <http://health.mo.gov/data/CommunityDataProfiles/>, Number of Infant Deaths per 1,000, 2002-2012, averaged over 11 years. Infant Deaths: The total number of resident deaths to babies born alive and dying before their first birthday. Rate is per 1,000 live births during the noted eleven-year period.
- ^{xxiv} 2014 FHWA Table HM10 <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>
- ^{xxv} <http://www.ipl.org/div/stateknow/popchart.html#statesbyland>
- ^{xxvi} 2014 FHWA Table SF-3 <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>
- ^{xxvii} 2014 FHWA Table HM10 <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>
- ^{xxviii} 2014 FHWA Table HM-14 & HM-50 <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>
- Federal-Aid Highways - Defined in Title 23 CFR 470.101(5) defines the term "federal-aid highways" as public roads "other than a highway classified as a local road or rural minor collector." These DOT miles are detailed in HM-50.
- ^{xxix} Median of Non-Federal Aid Highways, 2014 FHWA Table HM-14 <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>
- ^{xxx} Federal Highway Administration National Bridge Inventory MO14 <https://www.fhwa.dot.gov/bridge/nbi/ascii.cfm?year=2014>
- ^{xxxi} <https://www.youtube.com/watch?v=QYj7H4RHAXQ>
- ^{xxxii} FY14 County Aid Road Trust Fund Distribution <http://dor.mo.gov/publicreports/>
- ^{xxxiii} 2015 BRM Estimated Project Cost <http://www.modot.org/business/lpa/BridgeEligibilityListing.htm>
- ^{xxxiv} Missouri: 2010 Summary Population and Housing Characteristics <http://www.census.gov/prod/www/decennial.html>
- ^{xxxv} "Missouri Transportation by the Numbers," TRIP, April 2015 http://www.tripnet.org/docs/MO_Transportation_by_the_Numbers_TRIP_Report_April_2015.pdf
- ^{xxxvi} <http://www.epa.gov/airquality/greenbook/ancl.html>
- ^{xxxvii} The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires federally funded transportation equity.
- ^{xxxviii} "Tough Choices Ahead, Missouri's 325 System," by MoDOT, January, 2015 <http://www.motrucking.org/wp-content/uploads/ToughChoicesAheadExecutiveSummary.pdf>
- ^{xxxix} Statewide Transportation Improvement Program 2017-2021 http://www.modot.org/plansandprojects/construction_program/STIP2017-2021/
- ^{xl} 2014, FHWA Tables HM-14 and HM-80 <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>