



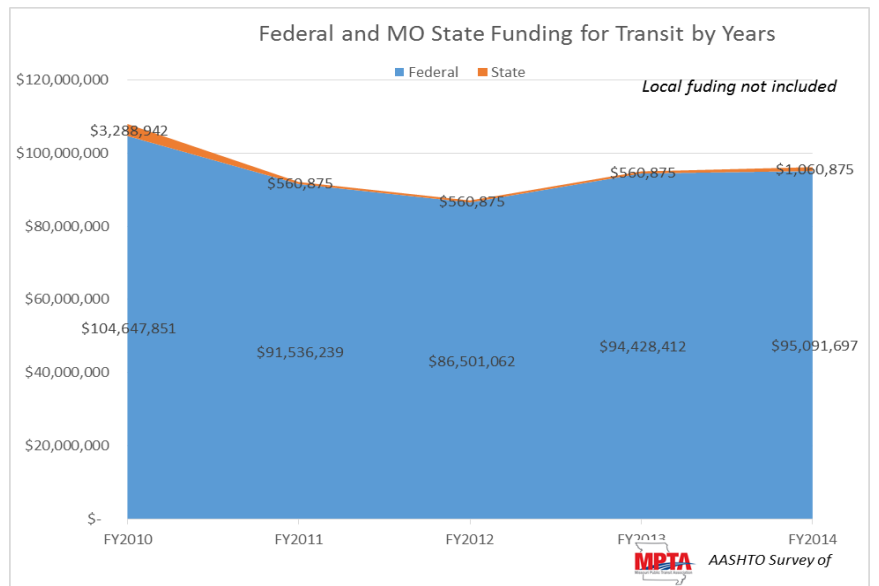
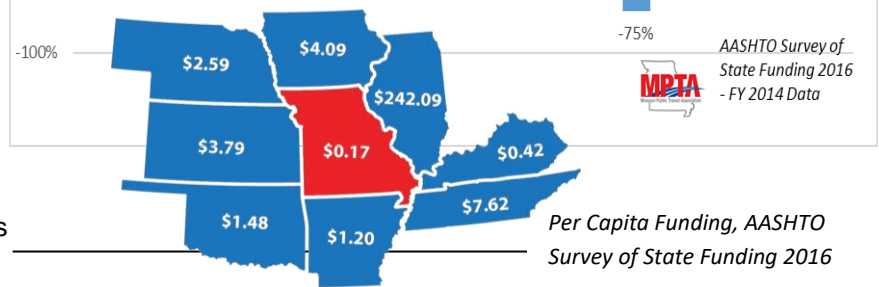
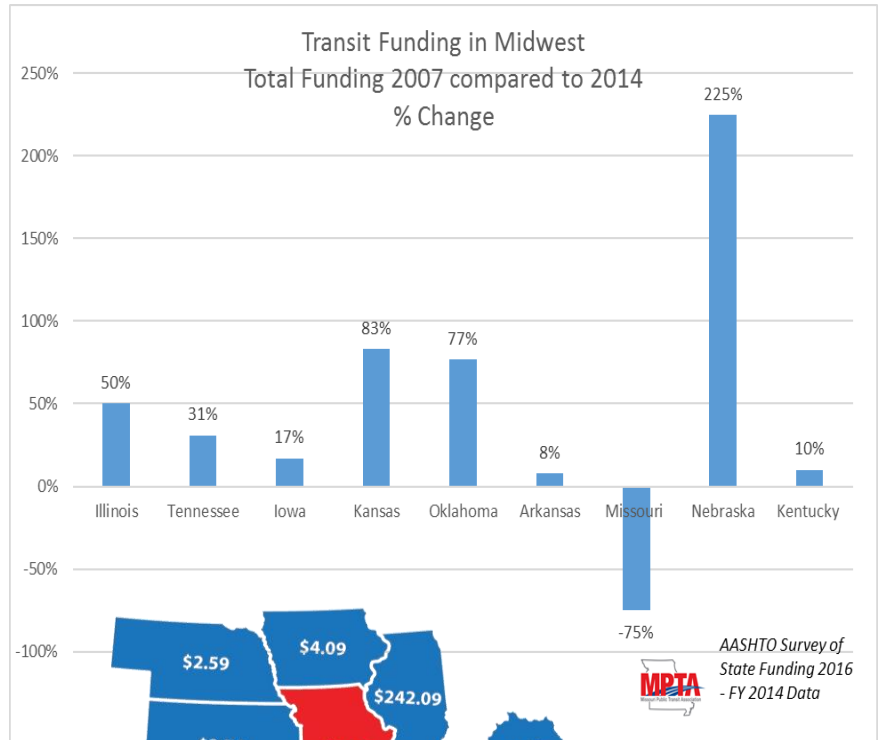
# 2017 Legislative Priorities

- \* Elevate the status of transit in Missouri.
- \* Build new coalitions to expand advocacy base.
- \* Promote and support MPTA members.

The Missouri Public Transit Association (MPTA) provider members provide more than 67 million rides a year almost everywhere for everybody almost every day in Missouri, and they employ thousands in our communities. Public transit serves customers in every county – rural and urban – and is critical to meeting the transportation needs of Missouri’s citizens. Good public transit infrastructure improves access to jobs, healthcare and educational opportunities; brings greater economic development; and promotes reinvestment in underserved parts of our community while binding our communities together.

## FEDERAL

MPTA supported the passage of the Fixing America’s Surface Transportation (FAST) Act which was passed into law in December 2015. This was the first long-term federal transportation bill since 2005. There were no cuts to overall funding levels from the prior bill, MAP-21. The current bill authorizes \$230 billion for highways, \$61 billion for public transportation, \$10 billion for passenger rail and \$5 billion for highway safety programs. However, the funds available under the Bus Capital and No-Lo Emission programs are significantly lower than the needs demonstrated. The Bus Capital Competitive Program fell short of requests made by more than \$1.4 billion in 2016. MPTA will continue to work with bus transit system providers, other national transit organizations and local partners like MoDOT to ensure their systems are adequately funded to provide safe and reliable public transit in Missouri.

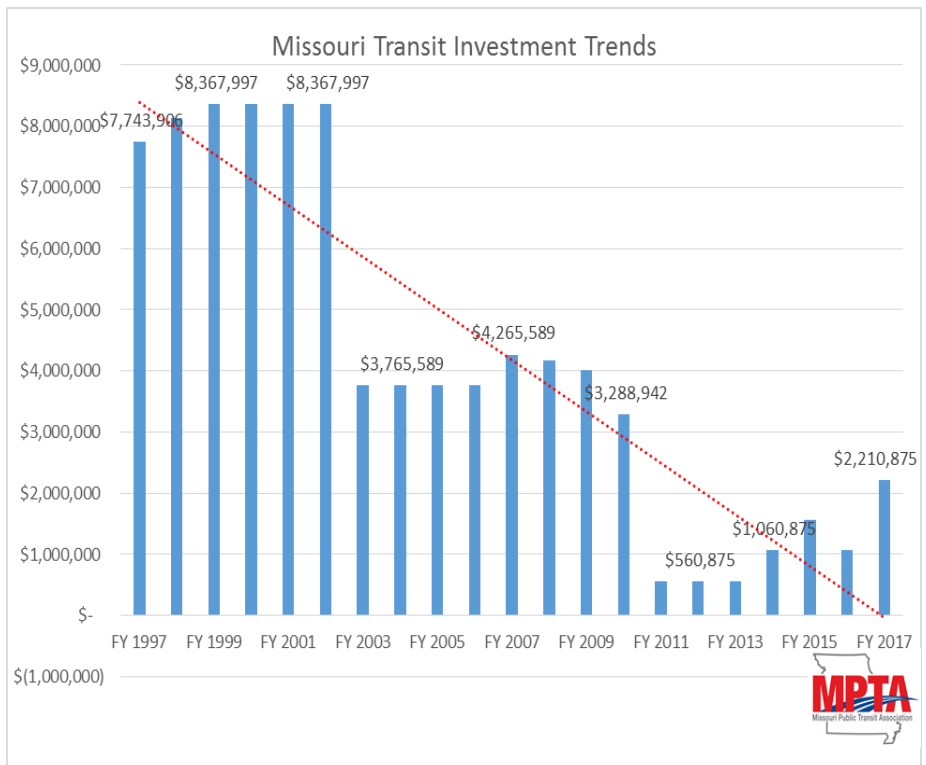


*While there is now a long-term transportation bill in place, this makes MPTA’s state agenda more critical for possible matching funds for transit operations and capital investment.*

## MO TRANSIT INVESTMENT

### Priority #1

Support the restoration of Transit Operating Assistance to the baseline FY 2002 transit funding levels of \$8,367,997 and expand from there. Currently, State Transit Funding Assistance does not cover the impact of rising maintenance/operating costs of keeping the current systems in Missouri in good repair. Restoration and expansion of this funding would go towards maintaining the services in the state to date. For SFY17, the total core budget was \$500,000 in General Revenue and \$1,710,875 in State Transportation funds. Total budgeted for transit assistance: \$2.206 million. This funding is distributed based on a formula among 32 transit providers in MO.



### Priority #2

Reinstate, expand and make permanent the MO Moves Cost share program with 1/3 dedicated for multi-modal projects. (The \$20 million in funding for this program was withheld by Gov. Nixon in Sept., 2016.) These programs provide an opportunity for MO transit providers to leverage local dollars to look at both capital and operating needs in their respective areas.

### Priority #3

Support a statewide funding plan for total transportation which includes funding for capital and operating expenses. Adoption of such a plan would reflect the importance of public transit to expanding opportunities for all Missourians. This would include improving access to jobs, education and healthcare; opportunities for economic development; and investment in disadvantaged areas of the state.

### Priority #4

Oppose any efforts to allow conceal and carry on transit. In light of the understanding that allowing firearms on public transit may serve as a detriment to ridership and has not been proven to enhance safety and security of the system, many Missouri Public Transit Association (MPTA) members have opposed any legislation which would allow carrying

concealed weapons (CCW) on transit. Several Missouri transit providers including Metro, KCATA, and City Utilities of Springfield have publicly expressed opposition to these bills as well. Reasons cited for opposing legislation included the lack of local control to determine what is best for the particular system and passenger safety concerns.

### Priority #5

Explore new avenues for support for Transit/Transit Oriented Development (TOD) in Missouri, such as SB 861 creating incentives supporting Public Private Partnerships.

#### Education at the state level:

- Partner with other organizations like regional chambers, labor, healthcare, AARP and Transit organizations to spread the message to broader audience about transit
- Impact of transit on the state's economy
- Localize economic impact by linking legislators with MPTA member stories in their areas
- Provide a transit story for both rural and urban legislators on impacts to state's economy