

ELEVATE

the status of transit in Missouri.

BUILD

new coalitions to expand advocacy base.

PROMOTE

and support MPTA members.

2018

LEGISLATIVE PRIORITIES



The Missouri Public Transit Association (MPTA) provider members provide more than 62 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.

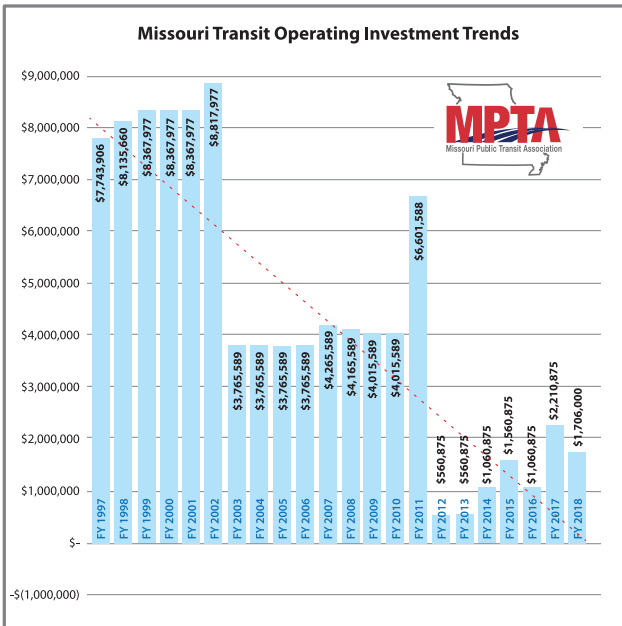
Good public transit infrastructure improves access to jobs, healthcare and educational opportunities; brings greater economic development; and promotes reinvestment in underserved parts of our community while binding our communities together.

FEDERAL

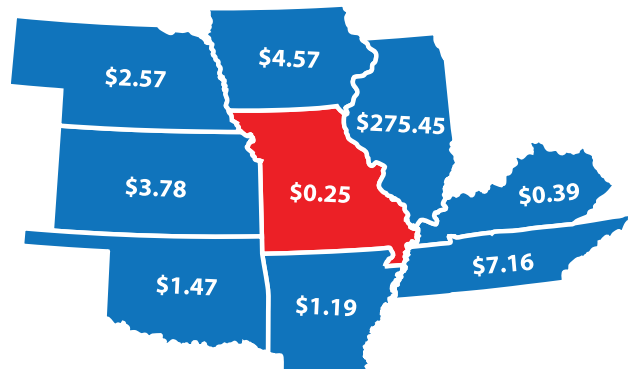
MPTA supported the passage of the Fixing America’s Surface Transportation (FAST) Act which was passed into law in December 2015.

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 demonstrate. In addition, the future of federal funding is uncertain under the new Administration.

While advocates continue to push for federal funding for capital and operating, programs like TIGER and New Starts are possibly on the chopping block. MO needs its own plan for raising additional transportation revenue, both to control its own infrastructure needs and to show its ability to provide state matching dollars to attract any federal funding available. MPTA will continue to work with 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.



MO per capita spending on Transit compared to surrounding states, 2017 AASHTO Report





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 slashed by \$500,000 in General Revenue to \$1,710,875 in State Transportation funds. This funding is distributed based on a formula among 34 transit providers in MO.

PRIORITY

#4

Support a statewide funding plan for total transportation which includes funding for capital and operating expenses. Rural providers need an option for capital with the reduction in 5339 funding. 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

#2

Support innovative financing options for transit in MO. For example, advocacy for use of the VW Settlement funds for transit investment in Missouri. Missouri was awarded \$41 million as a part of the settlement to be used for a mitigation plan. Transit vehicles are eligible and should be funded under the plan.

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.

PRIORITY

#3

Support project specific funding for capital transit and operating projects in Missouri. The MPTA is developing a Transit "Investment" List that will provide significant return on investment for the state for investment in these projects. These are economic development projects that impact the bottom line for Missouri including economic returns, job creation and access. Projects include:

- OATS investment, a 10% increase in state funds, \$31,431, would enable OATS to provide an additional 35,838 trips and 1,890 in additional operating hours, 90% FTE. Right now, MO funding comprises little more than 2 percent of OATS budget.

- An investment of \$500,000 in GoCOMO services in Columbia would allow for restoration of cuts on Oct. 30, 2017, including restoration of 1.5 million rides annually.

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



CITIZENS FOR MODERN TRANSIT
MAKING TRANSIT A PRIORITY

CITIZENS FOR MODERN TRANSIT

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