Thousands of Missouri Public Transit Association (MPTA) provider employees work collectively to provide nearly 61 million rides a year to customers in every rural and urban county in the state. Service is offered almost everywhere for everyone, every day the known public transit is providing equal opportunity, job accessibility, and quality of life to Missouri communities across the state of Missouri. Yet, there has been no data to support this—until this year.

The 2019 Economic Impact of Public Transit Services in the State of Missouri study—commissioned by the Missouri Public Transit Association, Citizens for Modern Transit, and AARP in St. Louis—has provided the state with localized numbers tied to rider demographics, economic impacts, transit agency spending and funding sources. Findings showcased that transit is delivering in Missouri and positively impacting the state’s bottom line. The direct and indirect economic output supported by public transit’s annual operations this year exceeds $3.67 billion in Missouri.

The study findings were eye opening, and the MPTA excitedly began work to share data through education and outreach efforts. MPTA also advocated for the identification of new transit funding avenues, created unique educational opportunities for members and achieved marked growth in its membership base.

While Missouri wasn’t successful in increasing state funding for transit this year, we hope these numbers encourage our state legislature to pause for a moment. Transit is delivering on its promise to Missouri despite the distinct lack of funding. But the impact could be bigger, better and more profound. Any increase in investment by the state of Missouri could exponentially change the game in terms of economic return. Missouri—let’s be bold, let’s fund transit.

**YEAR IN REVIEW**

**2019**

**Expansion of its Message and Advocacy Base**

A strong partnership is being built with the Missouri Department of Transportation to ensure all transit providers receive education and training opportunities, have a voice on the legislature front with regards to funding, and can improve marketing tools and services for both rural and urban constituent bases.

MPTA is also working to build grassroots support for transit in Missouri communities. Media outreach efforts resulted in more than 50 positive news stories, reaching of over 3.9 million residents from various areas of the state and helping to spread the word about the importance of transit access and lack of state funding.

**MISSOURI PUBLIC TRANSIT ASSOCIATION**

**2019**

**Setting the Stage for 2020**

MPTA will be urging the legislature to support the following priorities:

1. Transit access for phosphorus funding.
2. Paratransit funding, and
3. Operational assistance for Missouri transit providers.

MPTA, through its network of members, stakeholders and constituents, is committed to improving transit funding at the state level to ensure transit continues to deliver in Missouri.

**New Metro Transit’s Operations Were Funded For Fiscal 2017**

<table>
<thead>
<tr>
<th>Source of Funds</th>
<th>TOTAL: $303,1 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger and service fees</td>
<td>19.8%</td>
</tr>
<tr>
<td>State of Missouri</td>
<td>0.2%</td>
</tr>
<tr>
<td>Other</td>
<td>0.8%</td>
</tr>
<tr>
<td>City of St. Louis</td>
<td>11.4%</td>
</tr>
<tr>
<td>St. Clair County</td>
<td>17.2%</td>
</tr>
<tr>
<td>St. Louis County</td>
<td>44.0%</td>
</tr>
<tr>
<td>Federal Government</td>
<td>6.6%</td>
</tr>
<tr>
<td>State Government</td>
<td>0.4%</td>
</tr>
<tr>
<td>TOTAL: $10,397,431.86</td>
<td></td>
</tr>
<tr>
<td>State of Missouri</td>
<td>21.3%</td>
</tr>
<tr>
<td>St. Louis County</td>
<td>40.9%</td>
</tr>
<tr>
<td>St. Clair County</td>
<td>15.1%</td>
</tr>
<tr>
<td>Federal Government</td>
<td>8.8%</td>
</tr>
<tr>
<td>State Government</td>
<td>1.3%</td>
</tr>
<tr>
<td>TOTAL: $303,1 million</td>
<td></td>
</tr>
</tbody>
</table>

**“Transportation is kind of like electricity and water. You don’t think about it until it’s not there. Then you think a lot about it.”**

-Southeast Missouri Transportation Service (SMTS)
The Missouri Safety and Reliability Transportation Assistance Program (SMARTAP) funding increased from $1.5 million to $3 million, furthering state financial assistance for public and nonprofit organizations offering transportation services to the elderly and disabled as part of the Americans with Disabilities Act (ADA) requirements. This increase in funding provides resources to support the development and implementation of transportation services for people with disabilities and low-income residents. The MPTA worked to raise awareness about public transit and the importance of funding. The full report is available for review at www.mopublictransit.org. The MPTA looks forward to being able to utilize the findings to lay the groundwork for the 2020 legislative session.

The study also confirmed a direct link of support from the state to the overall economic impact of transit. The Missouri Department of Transportation (MOT) provided $1.3 billion in funding for transit in Missouri, which supports federal grant investment funding as this fund is reauthorized. The MOT is near insolvency. The MPTA then celebrated the noteworthy efforts of those committed to improving public transportation in the state of Missouri. Missouri transit riders take spending $675 million on goods and services. This translates into a direct economic impact of $1.28 billion each year in Missouri.

The study defined an average annual cost of $1.5 billion to $3 million for state financial assistance for public and nonprofit organizations offering transportation services to the elderly and disabled as part of the ADA requirements. This increase in funding provides resources to support the development and implementation of transportation services for people with disabilities and low-income residents. The MPTA worked to raise awareness about public transit and the importance of funding. The full report is available for review at www.mopublictransit.org. The MPTA looks forward to being able to utilize the findings to lay the groundwork for the 2020 legislative session.
The Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) provides funding to support transportation services for eligible Missouri residents. The program is funded through the Highway Trust Fund and is administered by the Missouri Department of Transportation (MoDOT). The program aims to ensure that individuals who are elderly or disabled have access to transportation options that enable them to participate fully in the community. MEHTAP funds are used to support a variety of transportation services, including fixed-route buses, paratransit services, and other forms of transportation that are accessible to people with disabilities. The program helps to improve mobility and independence for people who are unable to use fixed-route transit due to age or disability, and it helps to reduce transportation barriers for vulnerable populations.
ELEVATING THE STATUS OF TRANSIT FUNDING IN THE STATE

On the State Front

The Missouri Safety and Reliability Transportation Assistance Program (STRAP)

• Funding increased from $12 million to $14 million, furthering state financial assistance to public and non-profit organizations offering transportation services to the elderly and disabled citizens.

• The funding from the State Transportation Fund increased by $1.75 million during the year. In response to this increased funding, the MPTA decided to take a leadership role in drawing attention to this ongoing issue.

The MPTA teamed up with Citizens for Modern Transit and AARP in St. Louis to commission a “Red Flag Act” study in order to quantify the economic impact of public transit services in the St. Louis area. The study was commissioned by the director of Urban Planning & Development at Saint Louis University. The study was released in October and revealed the following:

• There is a total of 34 transit providers in Missouri. They collectively spend $675 million each year on operations, capital improvements, and labor compensation for the 4,500 transit employees who earn an average salary of $64,200.

• Missouri public transit providers provide an annual economic impact of $1.03 billion to the state economy, including $1.01 billion in direct household earnings for Missourians. This includes, for multiple employers, $1.06 billion in total wages.

• Because of all the economic activity and jobs created by transit-related operations and ridership, the state and local governments collect an estimated $188 million in taxes per year.

• Missouri provides the largest state support for transit operations, capital improvements and labor compensation for the transit industry in the nation.

Furthermore, the study notes that public transportation is a direct economic impact of $1.28 billion per year on operations, capital improvements and labor compensation for the 4,500 transit employees who earn an average salary of $64,200.

The MPTA worked to raise awareness about public transit and the work of its members. For the first two consecutive years, the association hosted quarterly educational town hall meetings in various areas of the state to bring members, and other stakeholders, in the loop on funding topics in Washington, D.C. and on the state level, with the goal of building interest and support, and partnering with the CTA, to drive down transportation inequity and under-funding.

For the first time, the MPTA expanded its annual Missouri/USCAR Transit Conference to include 10 presenters and 200 attendees, helping to draw new members, and stakeholders, to the event held in Kansas City, Kansas. Mayor Quinton Lucas opened the conference talking about the importance of transit to his upbringing and how it’s important to him to continue supporting transit and keeping the city moving.

The $30,000 Impact Study was released. The project was the first-of-its-kind, six-month study to quantify the economic impact of public transit services in the St. Louis area. The study was commissioned by the director of Urban Planning & Development at Saint Louis University. The study was released in October and revealed the following:

• Missouri provides the largest state support for transit operations, capital improvements and labor compensation for the 4,500 transit employees who earn an average salary of $64,200.

• Missouri public transit providers provide an annual economic impact of $1.03 billion to the state economy, including $1.01 billion in direct household earnings for Missourians. This includes, for multiple employers, $1.06 billion in total wages.

• Because of all the economic activity and jobs created by transit-related operations and ridership, the state and local governments collect an estimated $188 million in taxes per year.

• Missouri provides the largest state support for transit operations, capital improvements and labor compensation for the transit industry in the nation.

Furthermore, the study notes that public transportation is a direct economic impact of $1.28 billion per year on operations, capital improvements and labor compensation for the 4,500 transit employees who earn an average salary of $64,200.

The MPTA worked to raise awareness about public transit and the work of its members. For the first two consecutive years, the association hosted quarterly educational town hall meetings in various areas of the state to bring members, and other stakeholders, in the loop on funding topics in Washington, D.C. and on the state level, with the goal of building interest and support, and partnering with the CTA, to drive down transportation inequity and under-funding.

On the Federal Front

The MPTA worked to raise awareness about public transit and the work of its members. For the first two consecutive years, the association hosted quarterly educational town hall meetings in various areas of the state to bring members, and other stakeholders, in the loop on funding topics in Washington, D.C. and on the state level, with the goal of building interest and support, and partnering with the CTA, to drive down transportation inequity and under-funding.

The $30,000 Impact Study was released. The project was the first-of-its-kind, six-month study to quantify the economic impact of public transit services in the St. Louis area. The study was commissioned by the director of Urban Planning & Development at Saint Louis University. The study was released in October and revealed the following:

• Missouri provides the largest state support for transit operations, capital improvements and labor compensation for the 4,500 transit employees who earn an average salary of $64,200.

• Missouri public transit providers provide an annual economic impact of $1.03 billion to the state economy, including $1.01 billion in direct household earnings for Missourians. This includes, for multiple employers, $1.06 billion in total wages.

• Because of all the economic activity and jobs created by transit-related operations and ridership, the state and local governments collect an estimated $188 million in taxes per year.

• Missouri provides the largest state support for transit operations, capital improvements and labor compensation for the transit industry in the nation.

Furthermore, the study notes that public transportation is a direct economic impact of $1.28 billion per year on operations, capital improvements and labor compensation for the 4,500 transit employees who earn an average salary of $64,200.

The MPTA worked to raise awareness about public transit and the work of its members. For the first two consecutive years, the association hosted quarterly educational town hall meetings in various areas of the state to bring members, and other stakeholders, in the loop on funding topics in Washington, D.C. and on the state level, with the goal of building interest and support, and partnering with the CTA, to drive down transportation inequity and under-funding.

On the Federal Front

The MPTA worked to raise awareness about public transit and the work of its members. For the first two consecutive years, the association hosted quarterly educational town hall meetings in various areas of the state to bring members, and other stakeholders, in the loop on funding topics in Washington, D.C. and on the state level, with the goal of building interest and support, and partnering with the CTA, to drive down transportation inequity and under-funding.

On the Federal Front

The MPTA worked to raise awareness about public transit and the work of its members. For the first two consecutive years, the association hosted quarterly educational town hall meetings in various areas of the state to bring members, and other stakeholders, in the loop on funding topics in Washington, D.C. and on the state level, with the goal of building interest and support, and partnering with the CTA, to drive down transportation inequity and under-funding.

The MPTA worked to raise awareness about public transit and the work of its members. For the first two consecutive years, the association hosted quarterly educational town hall meetings in various areas of the state to bring members, and other stakeholders, in the loop on funding topics in Washington, D.C. and on the state level, with the goal of building interest and support, and partnering with the CTA, to drive down transportation inequity and under-funding.

The MPTA worked to raise awareness about public transit and the work of its members. For the first two consecutive years, the association hosted quarterly educational town hall meetings in various areas of the state to bring members, and other stakeholders, in the loop on funding topics in Washington, D.C. and on the state level, with the goal of building interest and support, and partnering with the CTA, to drive down transportation inequity and under-funding.

The MPTA worked to raise awareness about public transit and the work of its members. For the first two consecutive years, the association hosted quarterly educational town hall meetings in various areas of the state to bring members, and other stakeholders, in the loop on funding topics in Washington, D.C. and on the state level, with the goal of building interest and support, and partnering with the CTA, to drive down transportation inequity and under-funding.

The MPTA worked to raise awareness about public transit and the work of its members. For the first two consecutive years, the association hosted quarterly educational town hall meetings in various areas of the state to bring members, and other stakeholders, in the loop on funding topics in Washington, D.C. and on the state level, with the goal of building interest and support, and partnering with the CTA, to drive down transportation inequity and under-funding.
Thousands of Missouri Public Transit Association (MPTA) provider employees work collectively to provide more than 60.1 million rides a year to customers in every rural and urban county in the state. Service is offered almost everywhere, for everyone, every day. Public transit is promoting equality of opportunity, job creation, stronger economies and the vibrancy of neighborhoods in communities across the state of Missouri. Yet, there has been no data to support this — until this year.

The 2019 Economic Impact of Public Transit Services in the State of Missouri study — commissioned by the Missouri Public Transit Association, Citizens for Modern Transit, and AARP in St. Louis — has provided the state with localized numbers tied to rider demographics, economic impacts, transit agency spending and funding sources. Findings showcased that transit is delivering in Missouri and positively impacting the state’s bottom line. The direct and indirect economic output supported by public transit’s annual operations this year exceeds $3.67 billion in Missouri.

The study findings were eye opening, and the MPTA excitedly began work to share data through education and outreach efforts. MPTA also advocated for the identification of new transit funding avenues, created unique educational opportunities for members and achieved marked growth in its membership base.

While Missouri wasn’t successful in increasing state funding for transit this year, we hope these numbers encourage our state legislature to pause for a moment. Transit is delivering on its promise to Missouri despite the distinct lack of funding. But the impact could be bigger, better and more profound. Any increase in investment by the state of Missouri could exponentially change the game in terms of economic return. Missouri — let’s be bold, let’s fund transit.

Missouri Public Transit Association
911 Washington, Ste. 200, St. Louis, MO 63101
www.MOpublictransit.org
Kimberly Cella
Executive Director of the MPTA
Mark Mehmert
President of the MPTA

A strong partnership is being built with the Missouri Department of Transportation to ensure all transit providers receive education and training opportunities, have a voice on the legislature front with regards to funding, and can improve marketing tools and services for both rural and urban constituent bases.

MPTA is also working to build grassroots support for transit in Missouri communities. Media outreach efforts resulted in more than 50 positive news stories, reaching over 3.9 million residents from various areas of the state and helping to spread the word about the importance of transit access and lack of state funding.

The 2019 Economic Impact of Public Transit Services in the State of Missouri study — commissioned by the Missouri Public Transit Association, Citizens for Modern Transit, and AARP in St. Louis — has provided the state with localized numbers tied to rider demographics, economic impacts, transit agency spending and funding sources. Findings showcased that transit is delivering in Missouri and positively impacting the state’s bottom line. The direct and indirect economic output supported by public transit’s annual operations this year exceeds $3.67 billion in Missouri.

The study findings were eye opening, and the MPTA excitedly began work to share data through education and outreach efforts. MPTA also advocated for the identification of new transit funding avenues, created unique educational opportunities for members and achieved marked growth in its membership base.

While Missouri wasn’t successful in increasing state funding for transit this year, we hope these numbers encourage our state legislature to pause for a moment. Transit is delivering on its promise to Missouri despite the distinct lack of funding. But the impact could be bigger, better and more profound. Any increase in investment by the state of Missouri could exponentially change the game in terms of economic return. Missouri — let’s be bold, let’s fund transit.

Thousands of Missouri Public Transit Association (MPTA) provider employees work collectively to provide more than 60.1 million rides a year to customers in every rural and urban county in the state. Service is offered almost everywhere, for everyone, every day. Public transit is promoting equality of opportunity, job creation, stronger economies and the vibrancy of neighborhoods in communities across the state of Missouri. Yet, there has been no data to support this — until this year.

The 2019 Economic Impact of Public Transit Services in the State of Missouri study — commissioned by the Missouri Public Transit Association, Citizens for Modern Transit, and AARP in St. Louis — has provided the state with localized numbers tied to rider demographics, economic impacts, transit agency spending and funding sources. Findings showcased that transit is delivering in Missouri and positively impacting the state’s bottom line. The direct and indirect economic output supported by public transit’s annual operations this year exceeds $3.67 billion in Missouri.

The study findings were eye opening, and the MPTA excitedly began work to share data through education and outreach efforts. MPTA also advocated for the identification of new transit funding avenues, created unique educational opportunities for members and achieved marked growth in its membership base.

While Missouri wasn’t successful in increasing state funding for transit this year, we hope these numbers encourage our state legislature to pause for a moment. Transit is delivering on its promise to Missouri despite the distinct lack of funding. But the impact could be bigger, better and more profound. Any increase in investment by the state of Missouri could exponentially change the game in terms of economic return. Missouri — let’s be bold, let’s fund transit.
Thousands of Missouri Public Transit Association (MPTA) provider employees work collectively to provide more than 60.1 million rides a year to customers in every rural and urban county in the state. Service is offered almost everywhere, for everyone, every day. Public transit is promoting equality of opportunity, job creation, stronger economies and the vibrancy of neighborhoods in communities across the state of Missouri. Yet, there has been no data to support this – until this year.

The 2019 Economic Impact of Public Transit Services in the State of Missouri study – commissioned by the Missouri Public Transit Association, Citizens for Modern Transit, and AARP in St. Louis – has provided the state with localized numbers tied to rider demographics, economic impacts, transit agency spending and funding sources. Findings showcased that transit is delivering in Missouri and positively impacting the state’s bottom line. The direct and indirect economic output supported by public transit’s annual operations this year exceeds $3.67 billion in Missouri.

The study findings were eye opening, and the MPTA excitedly began work to share data through education and outreach efforts. MPTA also advocated for the identification of new transit funding avenues, created unique educational opportunities for members and achieved marked growth in its membership base.

While Missouri wasn’t successful in increasing state funding for transit this year, we hope these numbers encourage our state legislature to pause for a moment. Transit is delivering on its promise to Missouri despite the distinct lack of funding. But the impact could be bigger, better and more profound. Any increase in investment by the state of Missouri could exponentially change the game in terms of economic return. Missouri – let’s be bold, let’s fund transit.