

# POLICY AGENDA

2020

— **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 60 million rides a year almost everywhere for everybody almost every day in Missouri, and they employ thousands in our communities. Public transportation is serving as a link between people and possibilities. It is promoting equality, job creation, stronger economies and the vibrancy of local neighborhoods. 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.

## FEDERAL

MPTA supported the passage of the Fixing America's Surface Transportation (FAST) Act which was passed into law in December 2015. The FAST Act funds surface transportation programs at over \$305 billion for fiscal years (FY) 2016 through 2020. That legislation expires in September, 2020. New legislation, a five-year reauthorization called America's Transportation Infrastructure Act of 2019, was introduced on July 29 by the Senate Environment and Public Works (EPW) Committee. This new legislation is a time for MPTA and its members to make their voices and opinions heard to improve transportation policy and increase transit investment. Priorities for transit:

- Multi-year transportation reauthorization legislation to provide consistency for planning.
- Growth in the Highway Trust Fund's Mass Transit Account through increased transportation investment funding. The Highway Trust Fund, which supports federal grant programs for transit, is near insolvency. MPTA supports raising the federal gas tax which has not been raised since 1993 and/or other funding mechanisms to ensure the Fund remains solvent and the federal program continues to play a part in funding transportation infrastructure at the national level.
- Key transit formula programs (Sections 5307, 5310, 5311 and 5339) funded fully out of the Highway Trust Fund's Mass Transit Account with predictable, steady growth in key formula programs (Sections 5307, 5310, 5311 and 5339) throughout the reauthorization.
- Incorporation of new transit service delivery modes and mobility on demand including real time technology, smart phone applications, new fare systems and autonomous vehicles have the opportunity to be addressed in this legislation.

FY20 Appropriations Status: The House passed a continuing resolution (CR) on Sept. 19 that funds the government through Nov. 21, which the Senate passed on Sept. 26 and President Trump signed on Sept. 27. The House and Senate, meanwhile, are expected to use the next few weeks to continue negotiations on full appropriations for the rest of FY 2020.

## STATE

According to the 2019 Transit Impact Study, public transit delivers in Missouri. There are 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 individuals who are employed at an average salary of \$64,200. They also provide an annual average of 60.1 million rides, which is equivalent to 9.8 rides per year, per Missouri resident. In conjunction with these trips, transit riders are spending \$600 million on goods and services. This translates into a direct economic impact of \$1.28 billion each year in Missouri. Yet, the influence of transit goes beyond employment and spending.

The direct spending triggers another \$2.4 billion in statewide economic activity, including \$1.03 billion in added household earnings for Missourians. These indirect, or multiplier effects, further support another 24,680 jobs in the state that pay an average of \$30,200 per year. Because of all the economic activity and job creation triggered by transit operations and riders, the State of Missouri collects an estimated \$48.8 million in taxes per year. Public transportation is making a positive impact on the economic vitality of Missouri. Yet, there is a distinct lack of support from the state when it comes to transit funding.

# TRANSIT INVESTMENT

PRIORITY #1

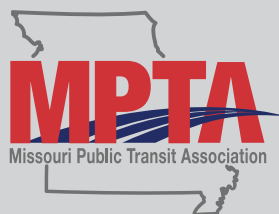
Support a statewide funding plan for transit access for workforce development training. Currently, there are hundreds of job training programs – the foundation for successful workforce development – across Missouri which are not accessible due to transportation hurdles. Adoption of such a plan would reflect the importance of public transit to expanding opportunities for job access. A Job Training Transit Access Fund would provide the necessary bridge to move Missourians successfully to full-time employment. A state investment of \$8 million in transit access programming would be a game changer for Missouri education institutions and employers.

PRIORITY #2

MO transit providers serve the elderly and disabled in every county in Missouri including OATS, SMTS and SERVE. These services are essential to healthcare access, job access and education. The costs of these rides range from \$12-\$93. Without these services, many in Missouri would not be able to live let alone prosper. MPTA is supporting the \$3 million from General Revenue in MoDOT's budget to support these services. This investment will provide the much needed, predictable funding for MO providers to ensure this service is provided.

PRIORITY #3

Enhance safety and security of public transit through statewide law enforcement on transit systems and opposition of any efforts to allow conceal and carry/open 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, many Missouri Public Transit Association (MPTA) members have opposed any legislation which would allow carrying weapons on transit.

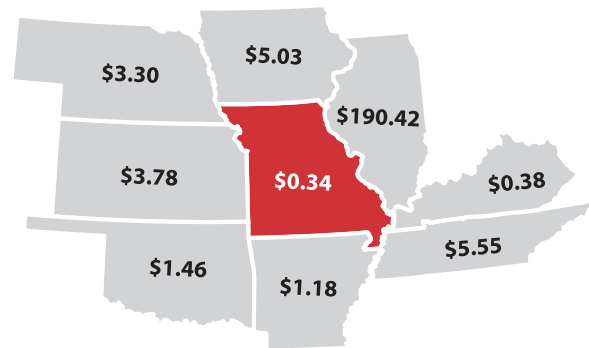


911 WASHINGTON, STE. 200, ST. LOUIS, MO 63101

314.231.7272

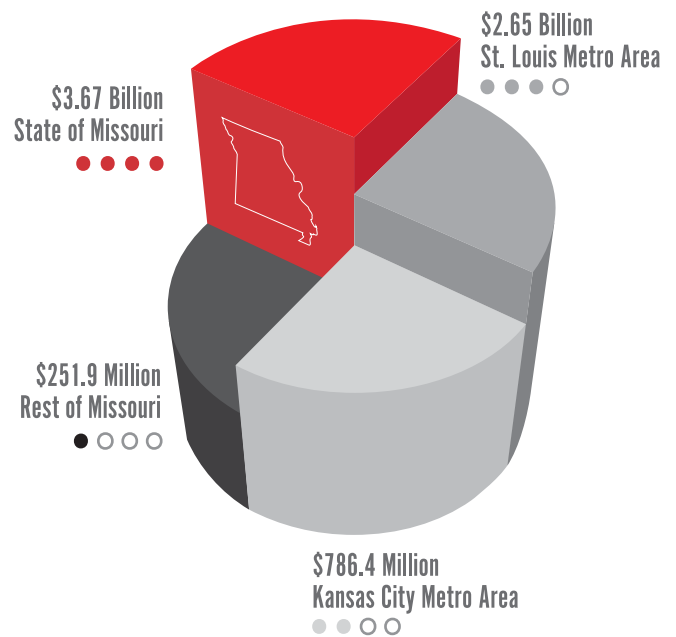
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## 2017 MO per capita spending on transit compared to surrounding states, 2019 AASHTO Report



## Direct & Indirect Economic Output

Supported By Public Transit's Annual Operations (2019 Dollars)



## Missouri Transit Operating Investment Trends

