



MISSOURI PUBLIC TRANSIT ASSOCIATION

POLICY AGENDA

-  **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. In addition, Missouri transit is delivering a \$3.6 billion in economic activity each year. 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. In 2020, MPTA supported the CCR that extended the Fast Act one more year. Key for transportation in the extension is an additional \$13.6 billion added to the Highway Trust Fund. Additional provisions included:

- An extension of FAST Act funding and provisions from FY 2020 to all of FY 2021.
- A \$3.2 billion transfer to the Mass Transit Account of the Highway Trust Fund.
- An increase to the "multimodal cap" within the U.S. Department of Transportation's Infrastructure for Rebuilding America or INFRA discretionary grant program from \$500 million to \$600 million.
- An extension of 2017 and 2018 Better Utilizing Investments to Leverage Development (BUILD) grant program obligation deadlines through September 30, 2021.

A new, multi-year transportation bill will be on the agenda for this year. 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. Missouri has the largest rural transit provider in the country, OATS, and providing sustainable and increasing funding is imperative to meet the needs of this market.
- 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.

In addition, the MPTA will continue to advocate for any COVID relief bill to include funding for public transit agencies through the existing formula programs similar to the disbursement of the CARES Act Funding bill.

STATE

The Cares Act delivered a \$248 million lifeline for Missouri Transit providers. Congress crossed the finish line on March 26 with the Coronavirus Aid, Relief, and Economic Security (CARES) Act which including \$25 billion in transit funding for rural and urban areas across the country. Rural transit providers received more than \$61 million in support.

However, state funding for transit is even more critical as the impact of the pandemic continues to take its toll on public transit providers across the state. According to the 2019 Transit Impact Study, public transit delivers in Missouri. There is a total of 34 transit providers in the 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. Public transit is delivering more than \$3.6 billion in direct and indirect spending each year.

TRANSIT INVESTMENT

PRIORITY #1

Support the Missouri Highway and Transportation Commission request of \$8.4 million for Missouri transit. This request would include \$6.7 million from General Revenue and \$1.7 million from the State Transportation Fund. Currently, state transit funding assistance does not cover the impact of rising maintenance/operating costs of keeping the current systems in good repair. For SFY20, the total core budget was \$1,710,875 in State Transportation funds for 34 providers. Funding from General Revenue was zeroed out in 2017.

PRIORITY #2

With regards to COVID response in 2021 and vaccine distribution, advocate for prioritization of Missouri transit's front line workers as essential workers with high priority for vaccination.

PRIORITY #3

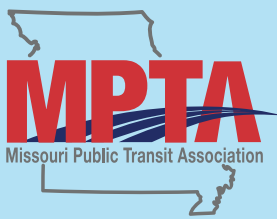
Every transit provider in the state of Missouri provides paratransit services. These services are essential for healthcare access, job access, and education. The costs of these rides range from \$12 - \$93. Without these services, many in Missouri would not be able to live let alone prosper. MPTA is supporting a per ride subsidy of \$5. This subsidy will provide much needed, predictable funding for MO providers to ensure this service is provided.

PRIORITY #4

Support a statewide funding plan for transit access for workforce development. Adoption of such a plan would reflect the importance of public transit to expanding opportunities for job access and growth to all Missourians. Twenty-nine thousand jobs are directly or indirectly supported by public transit yet thousands more are supported through transit access.

PRIORITY #5

Oppose any efforts to allow conceal and carry on transit and advocate for state-supported law enforcement on transit.

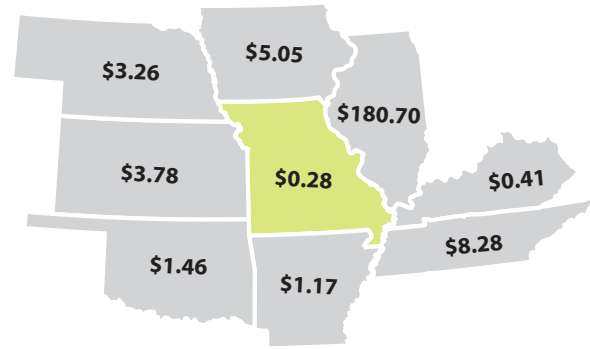


911 WASHINGTON, STE. 200, ST. LOUIS, MO 63101

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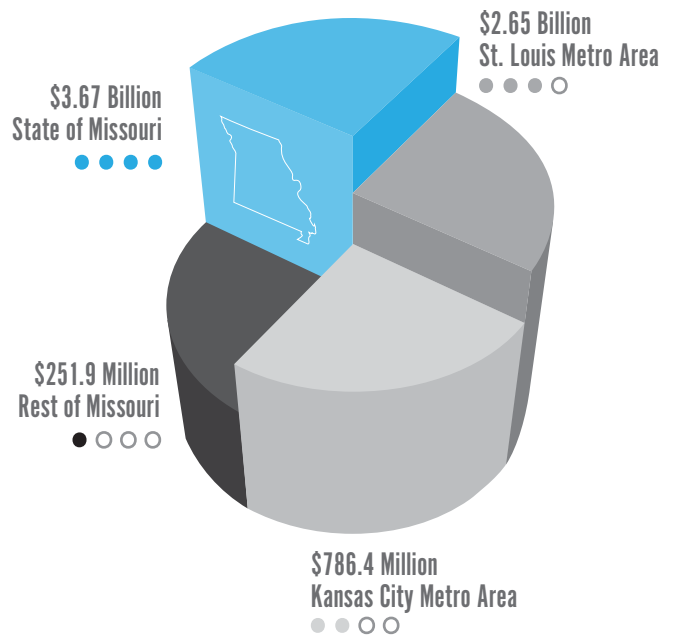
KCELLA@MOPUBLICTRANSIT.ORG

2018 MO per capita spending on transit compared to surrounding states, 2020 AASHTO Report



Direct & Indirect Economic Output

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



Missouri Transit Operating Investment Trends

