

YEAR IN REVIEW 2020 MISSOURI PUBLIC TRANSIT ASSOCIATION

While 2020 saw dramatic changes to daily life due to the pandemic, there are a few things that remained unchanged – including residents’ reliance on public transportation, reaffirming that transit is essential to our region. Despite massive deficits due to dropping farebox recovery, increased expenses from new cleaning protocols and significant driver absenteeism, Missouri Public Transit Association (MPTA) providers worked tirelessly to deliver as much service as possible in every rural and urban county in the state. This was accomplished in accordance with keeping operators and passengers safe.

Efforts further underscored that public transit goes well beyond the ride. It provides access to jobs, education, healthcare and essential goods and services. It also promotes economic opportunity and results in significant economic returns for the state. 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 – provided the state with localized numbers tied to rider demographics, economic impacts, transit agency spending and funding sources. Findings showcased that transit is positively impacting Missouri’s bottom line. In fact, the direct and indirect economic output supported by public transit’s annual operations in 2019 exceeded \$3.67 billion.

Transit is delivering in Missouri – yet the impacts could be bigger, better and more profound if the state would provide the needed support. For years, there has been no funding increases for transit providers. Thankfully, federal funding through the CARES Act supplied \$248 million to assist during the pandemic.

We hope the state legislature will pause and re-evaluate the need and significance of transit funding allocations. Transit is essential, and we are optimistic funding for transit will be addressed in the near future, especially given that the Missouri Highway and Transportation Commission has requested funding specific to transit operations. This is a big deal. We will be keeping our eyes peeled to SFY2022 budget decisions.



Mark Mehmert
President of the MPTA



Kimberly Cella
Executive Director of the MPTA



ELEVATING THE STATUS OF TRANSIT FUNDING IN THE STATE

On the State Front

Transit funding for SFY2021 did not increase again this year. Allocations for the Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP), which helps further state financial assistance for public and nonprofit organizations offering transportation services to the elderly and disabled at below-cost rates, remained at \$3 million. The State Transportation Fund also stayed at \$1.75 million with zero appropriation from General Revenue. The MPTA responded by taking a leadership role in addressing this ongoing issue.

The association teamed up with Citizens for Modern Transit and AARP in St. Louis to commission a first-of-its-kind, six-month study to quantify the economic impact of public transit services in the state of Missouri. The study was released in October. It revealed that despite a direct and indirect economic impact that exceeded \$3.67 billion in Missouri in 2019, state funding for transit remains at a record low. These, and other profound statistics, helped fuel the MPTA's advocacy efforts in 2020.

Through its contract with Michael Winter, LLC., the MPTA had representation at the state capitol each day of the 2020 legislative session. With the new data in hand, members met with key legislators to talk about transit and associated funding options. They were also able to rally the needed support to help defeat the proposed conceal and carry on transit law by testifying at various meetings at the state capitol and in local districts. Several months later, members were also able to reconnect with legislators to discuss the essentialness of transit during the COVID-19 shutdown and thereafter. Members were also credited with making great strides in building the needed network of support to help move the dial on funding.

Exciting news came in September. During the Missouri Transit Conference, the Missouri Department of Transportation (MoDOT) announced that the Missouri Highways and Transportation Commission would be requesting additional funds for transit from the state. MoDOT Director Patrick K. McKenna recognized that the pandemic had created a very challenging time for transit and noted that they would be adding a new decision item to its budget request, calling for \$6.7 million from General Revenue for a total of \$8.4 million from the State of Missouri for transit operations. If fulfilled, it would return funding levels back to what they were in 2002. The request has been moved to the Governor's office for approval.

On the Federal Front

Congress crossed the finish line on March 26 with the Coronavirus Aid, Relief, and Economic Security (CARES) Act, providing \$25 billion in transit funding for rural and urban areas across the country. It delivered a \$248 million lifeline for Missouri transit providers, including more than \$61 million for rural transit providers. This money helped transit operators protect public health and safety while ensuring transportation access to jobs, medical treatment, food and other essential services remained available during the COVID-19 response.

CARES Act Funding was allocated across the state as follows:

MO Large Urban areas

- Kansas City \$51,271,164
- Missouri \$29,592,282
- Kansas \$21,678,882
- St. Louis \$142,528,297
- Missouri \$133,524,916
- Illinois \$9,003,381
- Springfield \$7,633,199



Missouri – Small Urban \$23,713,661

- Alton, IL-MO \$3,216
- Cape Girardeau, MO-IL \$3,680,117
- Columbia, MO \$6,505,074
- Jefferson City, MO \$2,315,861
- Joplin, MO \$3,176,485
- Lee's Summit, MO \$3,751,725
- St. Joseph, MO-KS \$4,281,183



- Rural Section 5311 Providers \$61,770,760.00

Total to Missouri – \$248,601,619

Total with Partner States – \$288,287,263



In 2020, the MPTA supported the Congressional Continuing Resolution in its extension of the Fast Act for another year. This was key for transportation as it added \$13.6 billion to the Highway Trust Fund.

A new, multi-year transportation bill will be on the agenda for this year. Now is the time for the MPTA and its members to make their voices and opinions heard. An improved transportation policy, increased transit investment and the ability to provide consistency for planning are all on the line.

Individual MPTA members were successful in moving Missouri transit forward with the awarding of additional federal and local grants and new vehicles for their fleets. This included:

- 15 new buses for St. Joseph Transit
- Two electric buses for Metro Transit and 15 more on order
- \$7 million in FTA grant for the KCATA to modernize its operations center
- \$14.2 million BUILD grant for the KCATA's Kansas City Streetcar expansion project
- Local grants for OATS, including one from the Three Rivers Helping Hands Community Foundation.

BUILDING AWARENESS AROUND TRANSIT ISSUES, SUCCESSES AND OPPORTUNITIES

The MPTA continued its work to raise awareness about public transit and the work of its members. With the arrival of the pandemic, the association began weekly calls for all transit providers in Missouri as a resource tool to share protocols, lessons learned and other safety updates. The MPTA also began hosting regular updates with the Federal Transit Administration for providers across Region VII, which includes those in Iowa, Nebraska and Kansas.

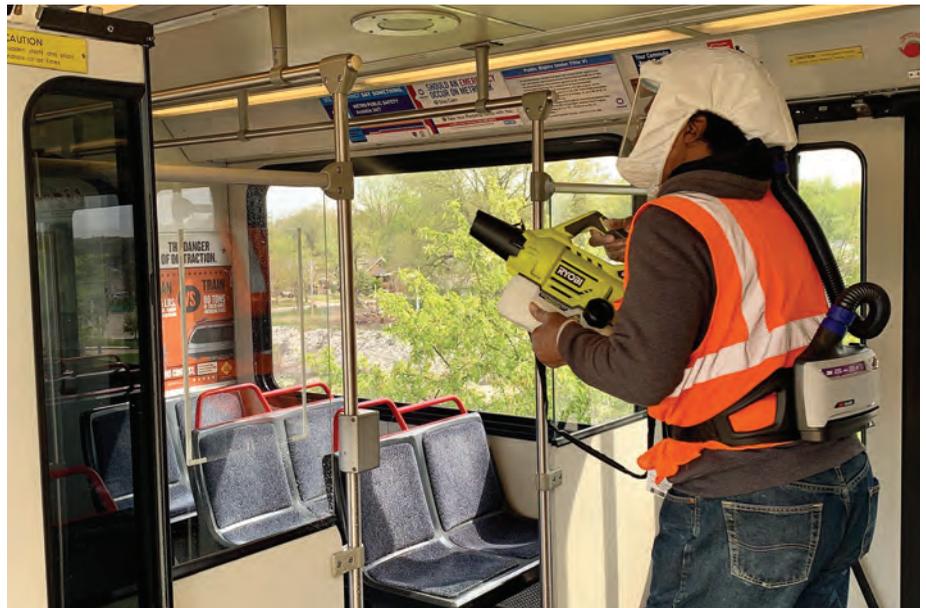
This year, the association expanded its MPTA Educational Series to a bi-monthly effort. These events, featuring a range of guest speakers, kept members, and other stakeholders, in the loop on trending topics tied to transit. This included addressing the need for internal communications for employees during COVID-19, the importance of de-escalation and drivers, the launch of the ADA Toolkit and wellness at the worksite. The MPTA also launched a Vendor Spotlight Series, allowing MPTA members to learn more about MPTA vendor products, while adding value to memberships.

In response to 2020 travel bans and COVID-19 restrictions, the MPTA moved its annual 2020 State Conference & Expo to a virtual event for the very first time. On September 9th and 10th, more than 125 MPTA members, stakeholders, sponsors and vendor representatives participated in the two-day, online event featuring federal funding updates, vendor 'speed dating' sessions, electric vehicle panels and insights from the FTA and MoDOT.

As part of this event, the MPTA celebrated the noteworthy efforts of all transit providers during this critical year with a video tributed titled, "Hats Off to Missouri Providers." The 2020 Transit Champion Award was presented to MoDOT. Michelle Teel Kratzer, P.E., PTOE, the Director of Multimodal at MoDOT, and her staff, accepted the award for being the first department of transportation in the country to have its application for the CARES Act submitted and approved. This ensured critical funding was delivered to Missouri transit providers as quickly as possible.



MPTA is greatly anticipating next year's event, as it is partnering with Bi-State Development to bring the conference to St. Louis in 2021.



"This was my very first MPTA conference and I found it very informative for me as a newcomer to the transit industry. The sessions were very thoughtfully put together and your preparedness and swift response to technological issues - bar none! I feel very fortunate to have been a part of this amazingly innovative event and look forward to next year. Keep up the great work!"

-Monica D. Smith, Program Development and Grants, Bi-State Development | Metro



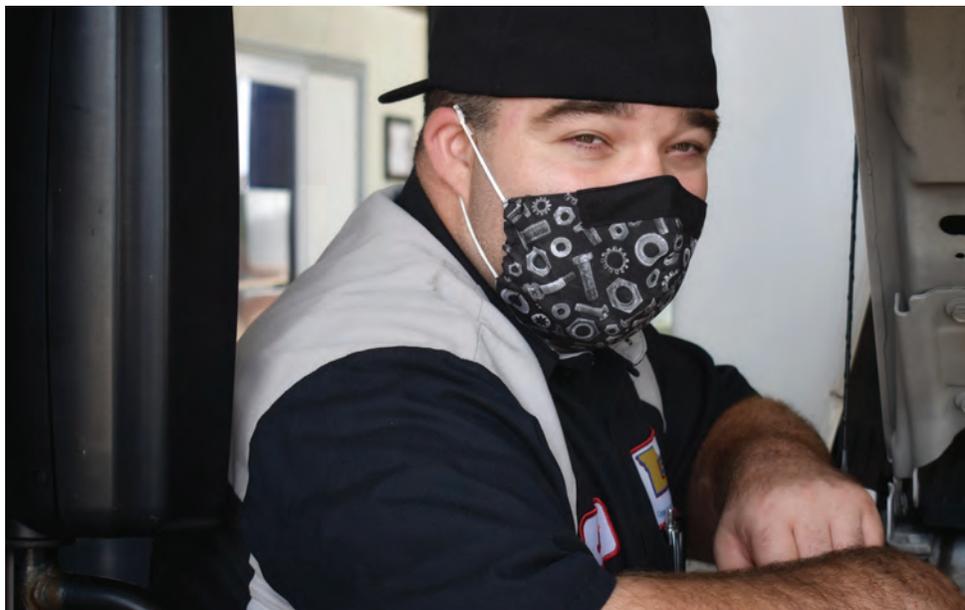
ESTABLISHING TRANSPORTATION LEADERSHIP IN THE STATE

The MPTA re-elected officers to its Board of Directors during its virtual statewide conference in September. Mark Mehmert, transit director for the City of Jefferson, was elected president; Chance Gallagher, MBA, transit planning manager of the St. Joseph Metropolitan Planning Organization, was elected vice-president; Robbie Makinen, president and chief executive officer of the Kansas City Area Transportation Authority (KCATA), was elected secretary; Matt Crawford, director of transit for City Utilities of Springfield, was elected treasurer; and Dorothy Yeager, executive director of OATS, Inc., was elected past president. Each is set to serve in this capacity for another one year-term. The organization also extended the appointment of eight existing board members to a second, two-year term.

MPTA board members work tirelessly to ensure providers see value in their involvement with the organization.

Members are provided with unique networking opportunities, monthly transit industry updates, an annual legislative agenda and the ability to be part of a group of transit providers working collectively to positively impact public transit access in Missouri.

The association's membership revenue increased by more than 3.5 percent this past year, welcoming Teresa Wilke, the MO Propane Education & Research Council, St. Clair County Transit District and Scherr Winter LLC as its newest members.

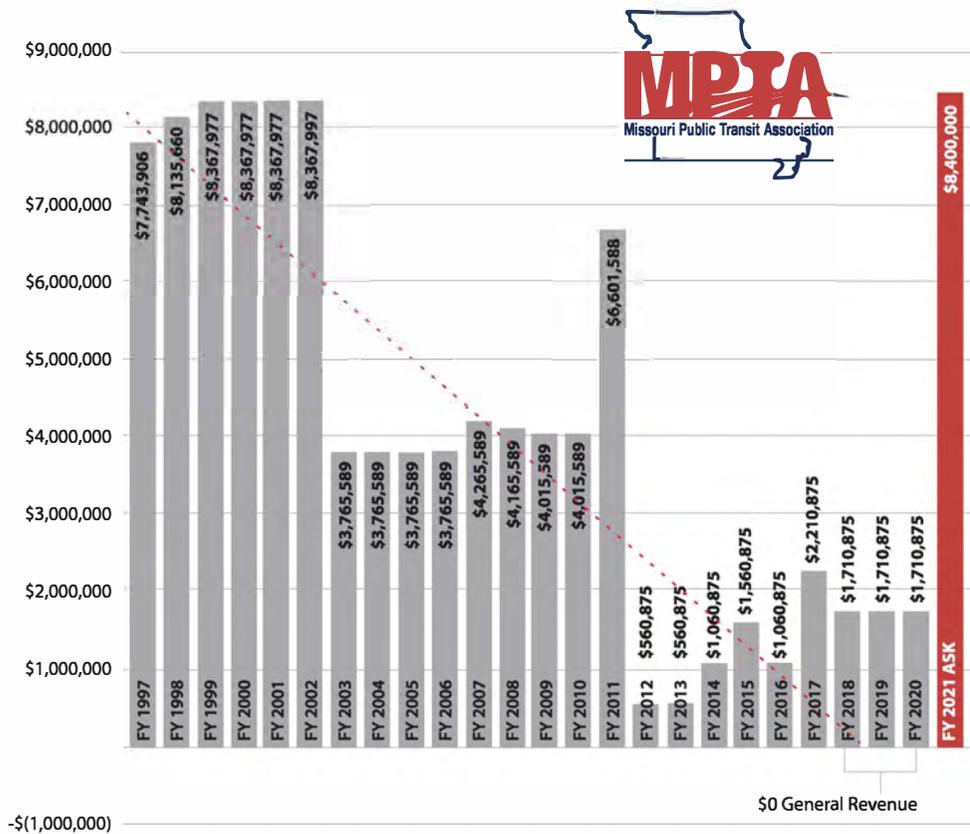


EXPANDING ITS MESSAGE AND ADVOCACY BASE

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 legislative front as it relates to funding and can create marketing tools and services for both rural and urban constituent bases.

The MPTA is also working to build grassroots support for transit in Missouri communities. Media outreach efforts resulted in more than 46 positive news stories, reaching over 4.4 million residents from various areas of the state and helping to spread the word about the transit economic impact study, the lack of transit funding and new programs and initiatives to promote transit access.

Missouri Transit Operating Investment Trends



SETTING THE STAGE FOR 2021

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

1. Increased operational assistance for transit
2. Paratransit funding
3. Job access through transit for workforce development opportunities

The MPTA, through its network of members, stakeholders and constituents, is committed to improving transit funding at the state level.



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