

## ACTION IS NEEDED

Transit is undoubtedly delivering for Missouri, but MORE must be done. There is a current need of 39 million more transit trips a year.

Additional state investment in public transit is critical. All state money received is divided among 32 transit providers. Current investment levels don't cover the rising maintenance and operating costs of keeping the current systems in good repair. Even more importantly, state funding plays a crucial role in enabling transit providers to secure federal funds, including that which remains from the \$1.2 trillion Infrastructure Investment and Jobs Act. Federal funding support requires a 50:50 match for transit operations and an 80:20 match for capital programming. Without available state funds, needed matches cannot be met.

Missouri providers have been working diligently to identify local funding sources through sales tax, private contracts and more, but the most significant missing link is the lack of adequate state funding. We ask that you make transit investment a priority for the state of Missouri. Every dollar invested delivers \$10 more to Missouri's bottom line. Now is the time to ensure the lifeline.

### INCREASE STATE INVESTMENT

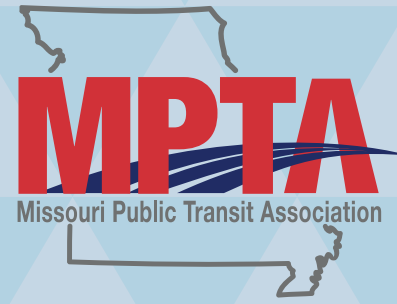
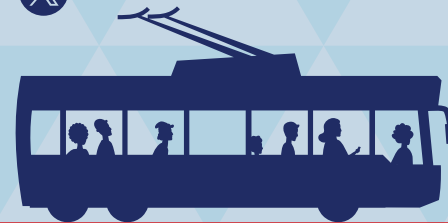


*"We have transit providers in every county, but are we providing enough service? Absolutely not. OATS only goes to some rural counties twice a month. Can you imagine if you could only get groceries, shop or get into town to meet business needs twice a month. Clearly this is not enough."*

**Dorothy Yeager**  
Executive Director of OATS

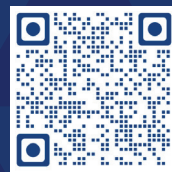
*"We must continue to advocate for more funding and enhanced services for Missouri citizens with disabilities to be able to access their communities. I see the daily struggles my agency's clients have due to lack of transportation. In many cases, public transit is the only option they have to achieve the highest level of community inclusion."*

**Ed Thomas, Executive Director of Camden County Developmental Disability Resources**



Missouri Public Transit Association  
701 Market Street, Suite 275, St. Louis, MO 63101

314-231-7272



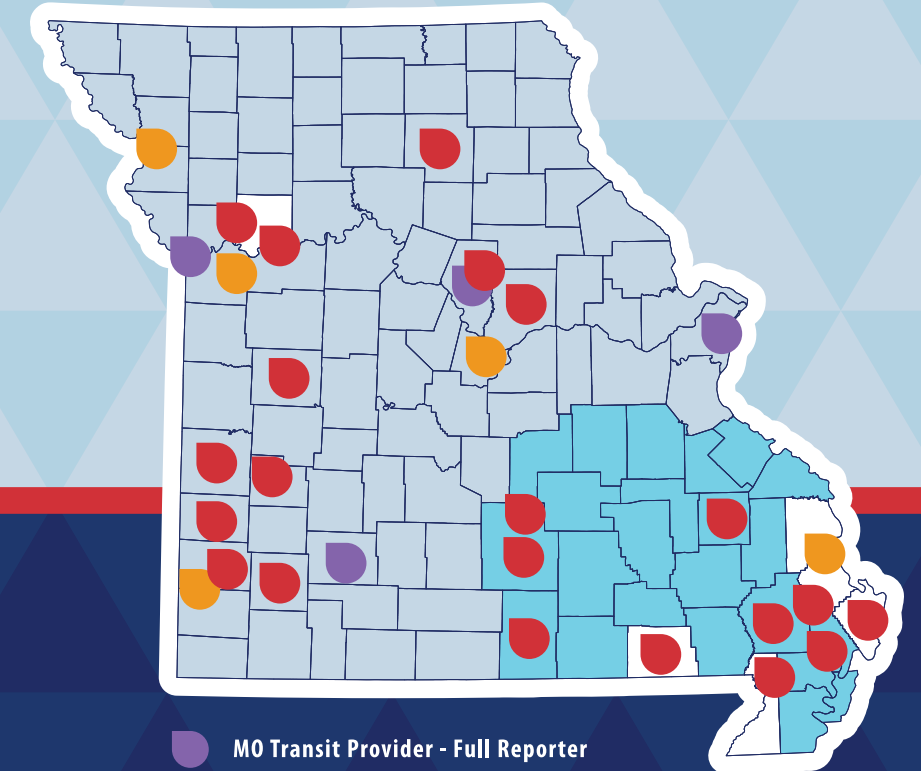
MOPUBLICTRANSIT.ORG

Statistical information is provided courtesy of the Missouri Public Transit Association's 2022 Transit Needs Assessment Study and its Economic Impact of Public Transit in Missouri study, released in January 2024.

# TRANSIT IS A LIFELINE FOR MISSOURIANS

From busy urban streets to winding rural roadways, public transportation gets Missourians where they need to go. The state's 32 transit providers offer service in every single county. Transit also employs tens of thousands, supports capital investments, attracts business and industry, sparks development, promotes equality and has a huge economic impact.

**TRANSIT MATTERS TO MISSOURI AND STATE INVESTMENT MUST BE A PRIORITY.**

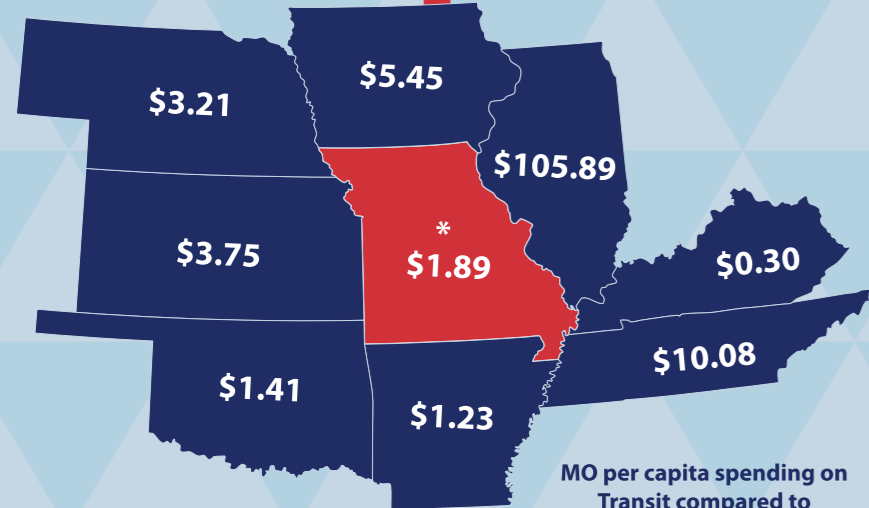


- MO Transit Provider - Full Reporter
- MO Transit Provider - Reduced Reporter
- MO Transit Provider - Rural Reporter
- OATS Service Area
- SMTS Service Area



**IMPACTS EXTEND BEYOND THE RIDE AND CONTINUED INVESTMENT IS NEEDED.**

# MISSOURI TRANSIT DELIVERS



MO per capita spending on Transit compared to surrounding states, 2023 AASHTO Report  
\*Funding reflects 34% increase in Missouri investment in 2023



## ACCESS

Public transit in Missouri promotes personal mobility by providing more than 40.1 million rides annually. For some, transit is the sole means by which they can gain access to work, school, healthcare facilities, pharmacies, grocery stores and other needed goods and services. Others have personal vehicles but like to use public transit because it offers a safer, more cost-effective, and convenient means for getting to places for work or play.

*"I live alone, and I don't drive. I really count on my ride. It's been very good for me."*

**Annie Duffel,**  
SMTS rider from Madison County



*"Not everyone has access to their own personal transportation, so having available and reliable transit options is important. Transit allows people to come and go as they please and provides them with feelings of freedom and independence."*

**Joyce Collins -Catling,** transit rider



*"The 90 Hampton bus served as my weekly after-school ride from my home to my family's business. The 16 City Limits bus took me to visit friends living in the Wells Goodfellow neighborhood. The 95 Kingshighway bus took a gaggle of us from Saturday games at Soldan High School to our teenage gathering spots. During college, the 97 Forsyth bus took me to my downtown job at WIL Radio, and the Central West End MetroLink stop became entry to my BJC HealthCare job for years. I have needed public transportation throughout my life, and it's been there for me."*

**June McAllister Fowler,** transit rider



## EMPLOYMENT

Transit gets thousands of Missourians to and from their place of employment every day. It also directly employs more than 3,800 individuals, with an annual average salary of \$86,400, and indirectly adds more than 22,000 jobs to the state each year.

The City of Sedalia and Tyson Food Plant partners with OATS Transit to run three morning and afternoon routes to get workers to their plant. The 6:30 a.m. riders all agree the reliability and cost of utilizing the OATS Transit bus helps them overcome some of the barriers of getting to their place of employment. Riders pay a fare of \$2.50 per one-way, or \$5 daily, to ride the bus to work, which is much cheaper than a taxi. Riders pictured have all been working the Tyson Plant anywhere from 3 months to 27 years. OATS Transit relationship with Tyson's began in the 1990s with a federal grant program that offered funding to companies to provide employment transportation. That federal grant no longer exists, but it has not changed OATS Transit's long-standing commitment to ensure employees can get to their jobs.

*"With a transit system that moves over 150,000 people a week it is very clear that transit plays a major role in Missouri. Transit is a very crucial and key element in moving people, not only to and from work, but to doctors' appointments, to visit loved ones and essential trips like grocery shopping. Public transit connects Kansas City to opportunities throughout the region."*

**Nicholas Miller,**  
ATU 1287 President



*"I've been riding the bus to work at the Dutton Inn and Dutton Theatre in Branson for years."*

**Michael,**  
transit rider from Branson



## ECONOMIC IMPACT

Transit yields an overall economic impact of \$4.08 billion annually, including \$463 million in spending by transit riders. Over the last five years, transit agencies spent an average of \$4.5 billion annually on capital investments. Plus, the state government collects an estimated average of \$51 million in annual taxes because of the direct and multiplier effects of transit.



*"Transit is important to our region in that it creates a system for everyone to participate fully in the economic, social, entertainment, and cultural aspects of our region. Keeping this system vibrant, responsive, and safe helps everyone."*

**Leonard Toenjes of the Associated General Contractors (AGC) of Missouri**



*"A key reason we considered developing the Expo, our 287-unit market rate apartment and mixed-use retail \$90-million plus project, is its direct adjacency to the Forest Park-DeBaliviere MetroLink station, and that has more than worked out given our strong occupancy and the amenity residents and patrons have with the light rail station."*

**Jeff Tegethoff,**  
CEO, Tegethoff Development



*"Greater St. Louis, Inc. is committed to ensuring public transit plays a key role in the St. Louis metro's future and is proud to continue to partner on major transit and transportation initiatives for St. Louis, including the MetroLink Northside-Southside extension and the transformation of St. Louis-Lambert International Airport. Transit is delivering more than a \$4 billion economic impact each year in Missouri. We need to ensure this stays on track."*

**Adam Kazda, Vice President of Government Relations at Greater St. Louis, Inc.**