

# MISSOURI PUBLIC TRANSIT ASSOCIATION YEAR IN REVIEW

2022

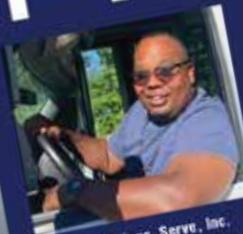
## MISSOURI TRANSIT OPERATOR WALL OF FAME



Chris Leslie, City Utilities



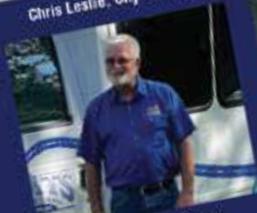
Fernando Salcedo, City Utilities



Scott Gimes, Serve, Inc.



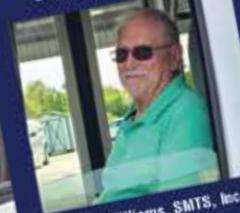
Charles Henderson, KCATA



Rick Sitzes, SMTS, Inc.



Rita "Dianne" White, SMTS, Inc.



Jerry Williams, SMTS, Inc.



Donald "Joe" Bradshaw, SMTS, Inc.



Gerry McCloud, SMTS, Inc.



Sharon Bradford, SMTS, Inc.



Ida Wicker, Metro Transit



Robert Dale, Metro Transit



Todd Troppmann, Metro Transit



Sandy Schultz, OATS Transit



Frankie Hedges, OATS Transit



Albert Pfeiffer, OATS Transit



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# DELIVERING

Fiscal Year 2022 marked a historic year for public transit in Missouri. For the first time in more than two decades, the Missouri legislature invested \$8.7 million in transit. This critically needed increase will help provide the non-federal or local match required to enable transit providers to draw down some of the \$91 billion in federal funds earmarked for transit as part of the \$1.2 trillion Infrastructure Investment and Jobs Act. During this same timeframe, the Missouri Public Transit Association (MPTA) and Missouri Department of Transportation (MoDOT) commissioned the 2022 Missouri Transit Needs Assessment Study which identified unmet transit needs in every county in Missouri. Available funds, coupled with these key research findings, will go a long way towards addressing public transit challenges.

This is important as public transit is delivering more than \$3 billion to the state's bottom line annually, while ensuring transportation accessibility to nearly everyone in every county, everyday.

For more than four decades, the MPTA has provided a unified voice for public and specialized transit providers, stakeholders, vendors and partners from across the state as they collectively work to raise awareness about the role of public transit and why it needs to be an investment priority. This year was no different. We saw significant wins in advocacy, research and education. However, we are not there yet. Challenges continue, including operator shortages and supply chain issues. The MPTA is working tirelessly to help support the 34 transit providers in the state, while expanding its support base through other community organizations, employers and stakeholders impacted by public transit.

## Public transit is delivering for Missouri ... Get on board in 2023



Chance Gallagher  
President of the MPTA

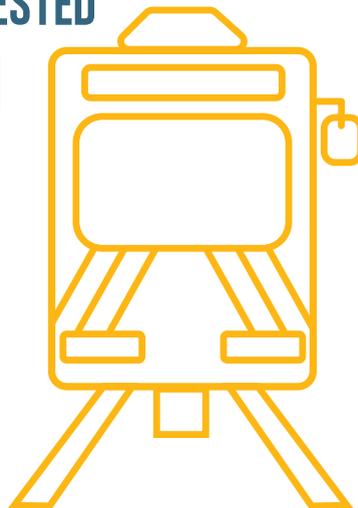


Kimberly Cella  
Executive Director of the MPTA

## MISSOURI LEGISLATURE INVESTED

# \$8.7

# MILLION IN TRANSIT



The MPTA delivers a legislative advocacy program each year at the state and federal level. It monitors legislation affecting public transit and advocates for equitable public funding for transit services. Missouri Governor Mike Parson signed HB3004 into law this past summer with historic funding levels for transit. This was a huge win.

# ADVOCACY

For the first time in two decades, Missouri invested \$8.7 million in transit – a sum that would be split amongst the 34 transit providers operating in the state. This increased the amount of funding from \$0.28 per capita to \$1.41 per capita – which is a 400 percent increase. The Missouri SFY2023 budget amount also included \$1,710,875 in State Transportation funds with \$7 million from General Revenue and HB3004 has an additional \$2 million for the MEHTAP program. Plus, MoDOT has increased its ask for SFY2024 to \$15.4M for transit operations.

## 2020 MO per capita spending on Transit compared to surrounding states, 2022 AASHTO Report

\*Funding reflects 400% increase in Missouri investment in 2022



This is critical as federal funding support requires a 50:50 match for transit operations and an 80:20 match for capital programming. This increased local funding will help provide the non-federal or local match required to enable transit providers to draw down some of the \$91 billion in federal funds earmarked for transit as part of the \$1.2 trillion Infrastructure Investment and Jobs Act. However, more local funds are desperately needed. Missouri transit providers are working diligently to identify other local funding sources through sales tax, private contracts and more so the state doesn't miss out on the opportunity to draw down the maximum amount of federal dollars.

Missouri providers saw wins on the federal front as well, including more than \$8 million for electric vehicle acquisitions for two Missouri providers. The bus grant awards were made under FTA's Buses and Bus Facilities and Low- and No-Emission Vehicle programs. Bi-State Development was awarded \$5,412,960 in funding to buy battery-electric buses to replace diesel buses that have reached the end of their useful life. The City of Columbia was awarded \$2,896,675 in funding to buy battery-electric buses and charging equipment for its GoCOMO transit fleet.

The MPTA was also able to rally support to help defeat the various proposed conceal and carry on transit bills by testifying at the state capitol and in local districts. This included expanding the base and reaching out to legislators on a regular basis.

Through its contract with Michael Winter, LLC, the MPTA had representation at the state capitol each day of the 2022 legislative session.

BI-STATE DEVELOPMENT WAS AWARDED

**\$5,412,960**



IN FUNDING TO BUY  
BATTERY-ELECTRIC  
BUSES



The MPTA in partnership with MoDOT released the findings of a 2022 Statewide Transit Needs Assessment Study in June. This 10-month, first-of-its-kind study led by the Lochmueller Group examined public transit access across Missouri to help identify service gaps and operational needs, guide future mobility enhancements, prioritize investments and develop policies to better deliver transit service to customers and communities.

According to the study, 2,000 transit vehicles – maintained, operated and administered by 4,500 workers – transport 156,000 riders every day in Missouri, yet there are unmet transit trip needs in virtually every corner of the state. Demand is especially acute for more rural areas that have non-programmed transportation needs or trips needed by individuals who do not qualify for Veterans Administration, Medicare and/or Medicaid. Urban areas are affected too as every operator and system throughout the state has some form of unmet needs. Total trips would need to increase by more than 39 million annually to meet derived demand estimates, costing more than \$341 million a year in additional operating dollars.

Concerted efforts will need to be made on the part of many stakeholders to ensure the new level of state investment occurs annually, and a significant amount of additional funding will need to be identified to attempt to reach the peer average and close the identified funding gap in Missouri.

Beyond funding, the study found that 34 transit operators face additional challenges, including a dire labor shortage. Recruiting, training and retaining drivers takes time and effort, and the pool of applicants is increasingly small. The same rings true for mechanics and vehicle maintainers. Vehicle needs are acute. These needs, which include vehicle replacements, are valued at more than \$240 million to meet the Federal Transit Administration useful life benchmark. Supply chain, microchip issues and Buy America requirements are exacerbating wait times for new vehicles even when funding is available. It takes two to five years from the time of ordering to the time for delivery, regardless of vehicle type.

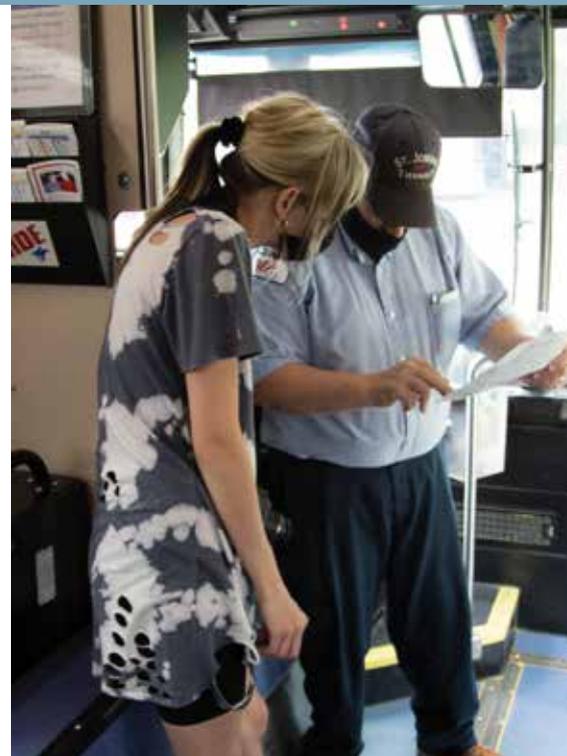
## RESEARCH

The study also identified short-term, mid-term and long-term recommendations to hopefully be accomplished in one to five years, six to 10 years and more than 10 years, respectively.

In addition, with the labor shortage as a top priority for the MPTA and its membership base, the association began conducting focus groups, research and review of case studies of possible programs to assist with creating a pipeline for transit employees. The conclusion was a statewide Transit Operator Apprentice program as the best choice going forward in Missouri. The standardization of a statewide program was appealing to many of the providers including the ability to assist both urban and rural providers through access to education, standardization of training across the state, and providing access to a diverse student population. The association will continue this work in 2023.

**2,000 TRANSIT VEHICLES –  
MAINTAINED, OPERATED AND  
ADMINISTERED BY 4,500  
WORKERS – TRANSPORT 156,000  
RIDERS EVERY DAY IN MISSOURI ...**

**YET THERE ARE UNMET TRANSIT TRIP NEEDS  
IN VIRTUALLY EVERY CORNER OF THE STATE.**



The MPTA provides its partners significant education and networking opportunities throughout the year. It hosts an Education Series, Peer Round Tables and Vendor Spotlights to increase learning opportunities for members, suppliers and stakeholders.

# EDUCATION

The MPTA hosted a quarterly “Educational Series” to keep members, elected officials, stakeholders, transit riders and the community at large in the loop on issues and efforts influencing public transportation. These events featured guest speakers and panel discussions addressing a wide range of topics. This included results of the 2022 Transit Needs Assessment Study, state of transit in Missouri, overdose education and Naloxone distribution training, and a candid conversation about the challenges, conditions and considerations of transportation service coordination.

The association also hosted several “Vendor Spotlight” events designed to connect its vendor members with providers. These efforts featured products for passenger safety and solutions to prevent and prepare for accidents. Round table discussions addressed transit operator shortages with the Transportation Workforce Center.

In addition, this year the MPTA presented the Missouri Transit Conference in person in Springfield, Mo., from September 28-29 with the help of host provider, City Utilities of Springfield, and the Ozarks Transportation Organization. More than 160 attendees attended mobile workshops, planning sessions and keynotes over the two days. In addition, the MPTA recognized the 2022 Transit Operator Champions who were nominated by their respective agencies for going above and beyond the call of duty. Operators in attendance were recognized for being the frontline heroes of transit. Special thanks to Southern Bus & Mobility for their gold level sponsorship for the conference. The 2023, four-State Midwest Transit Conference is set for September 6-8, in Kansas City, Mo.

Education also included grassroots efforts in the form of commentary pieces, op-eds and letters to the editor in media outlets across the state advocating for and educating on the benefits of public transit to Missouri. Earned media for 2022 had a reach of 4.1 million and was valued at more than \$385,000. The MPTA also creates opportunities to highlight the work of our providers and their workforces. The 2022 Transit Operator Champions were featured in many local news outlets across the state. Other educational avenues included monthly electronic updates, monthly MPTA statewide calls with FTA, social media updates and year-end reports.



MOBILE WORKSHOPS



PLANNING SESSIONS



160+ ATTENDEES



KEYNOTE PRESENTATIONS



OPERATOR CHAMPIONS

# LEADERS

This past year the MPTA appointed two new board members – Ed Thomas, Executive Director of Camden County Development Disability Resources (CCDDR), and David Johnson, project leader at TransPro Consulting, to its Board of Directors. The association also extended the appointment of eight existing board members, including Cindy Baker and Terri Barr-Moore of Kansas City Area Transportation Authority (KCATA), Robert Lolley of the City of Joplin, Tom Mogelnicki of the Cape Girardeau County Transit Authority, Taulby Roach of Bi-State Development, Courtney Harrison of SERVE, Inc., Matt Crawford of City Utilities of Springfield and Dorothy Yeager of OATS.

In August, Taulby Roach, president and CEO of Bi-State Development, was elected vice-president; and Cynthia Baker, vice president of marketing, communications and customer service for the KCATA, was elected treasurer of the organization's Board of Directors. In August, Frank White, III, was appointed the new CEO of Kansas City Area Transportation Authority.

Membership numbers grew in 2022. Welcome aboard to new members including Camden County Developmental Disability Resources, TransPro Consulting and West Central Missouri Community Action Agency.

**Moving into 2023, the MPTA will be urging the legislature to support the following:**

- Increased operational assistance for public transit providers
- Statewide Transit Operator Apprentice Program support
- Opposition to Conceal and Carry on Transit

**The MPTA, through its network of members, stakeholders and constituents is committed to improving transit for all in Missouri.**



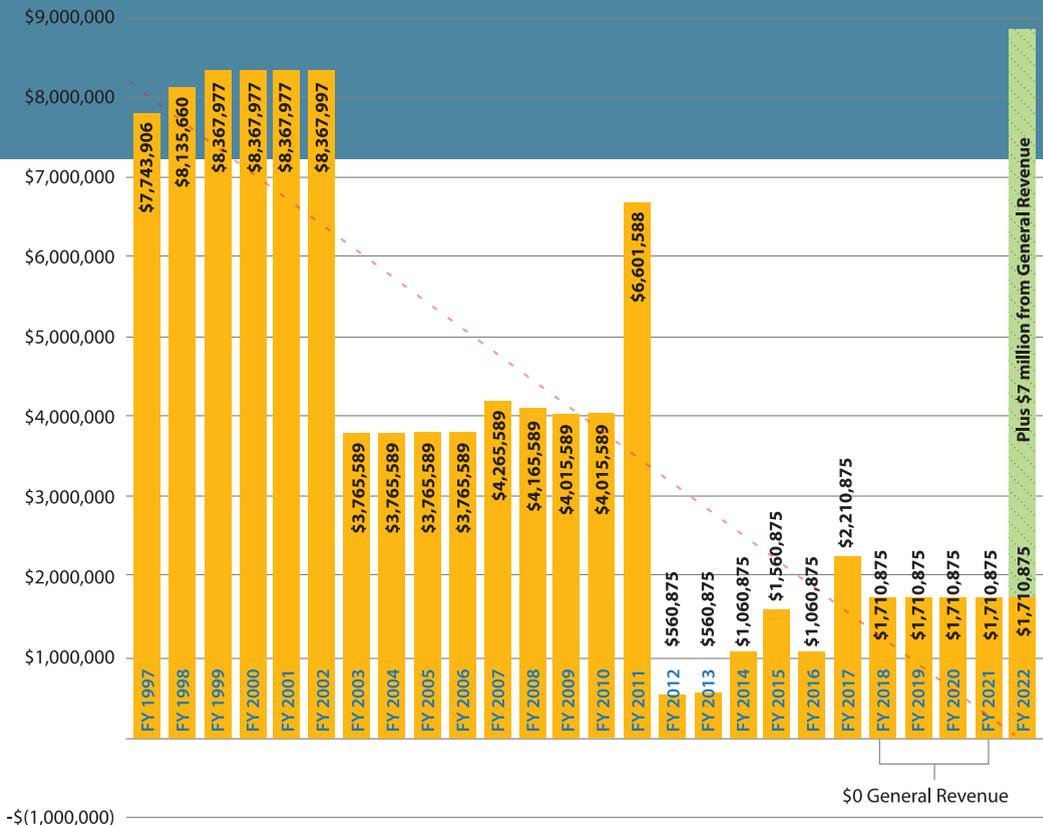
Ed Thomas  
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David Johnson  
Project leader at TransPro Consulting



Frank White  
CEO of KCATA



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