



MISSOURI PUBLIC TRANSIT ASSOCIATION

POLICY AGENDA

- Elevate the value of transit in Missouri.
- Build new coalitions to expand advocacy base.
- Promote and support MPTA members.

Transit providers in every single county in Missouri are collectively delivering 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.

Transit gets thousands of Missourians to and from their places 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.

Transit yields an overall economic impact of \$4.05 billion annually, including \$481 million in spending by transit riders. Over the last five years, transit agencies spent an average of \$401 million annually on capital investments. The state government collects an estimated average of \$51 million in annual taxes because of the direct and multiplier effects of transit.

Transit is delivering on its promise to Missouri, but the impact could be even bigger, better and more profound. Currently, Missouri ranks in the lower half of U.S. states in terms of state investment in public transit funding. And this is on the heels of Missouri recently making its largest transit investment in two decades. Another increase by the state could exponentially change the game in terms of economic return.

FEDERAL

The MPTA continues to support the Bipartisan Infrastructure Law (BIL), which authorized the largest federal investment in public transportation in the nation's history, as it reaches its midpoint. We will continue to advocate for the use of these available federal funds in the following ways.

- 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.
- Key transit formula programs (Sections 5307, 5310, 5311 and 5339) funded fully out of the Highway Trust Fund's Mass Transit Account.
- Predictable, steady growth in key formula programs (Sections 5307, 5310, 5311 and 5339) throughout the reauthorization.

STATE

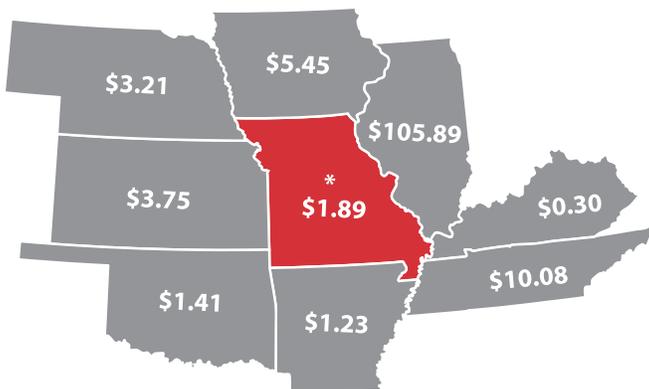
The Missouri legislature delivered \$11.7 million for transit operations in 2024. This funding will help provide the non-federal or local match required to enable transit providers to draw down some of the \$91 billion in federal funds earmarked for transit as part of the \$1.2 trillion BIL. Federal funding support requires a 50:50 match for transit operations and an 80:20 match for capital programming.





MO per capita spending on Transit compared to surrounding states, 2024 AASHTO Report

*Funding reflects a 580% increase in Missouri investment since 2021.



PRIORITY #1

Support the Missouri Highway and Transportation Commission request of \$11.7 million for transit in the state of Missouri, which includes \$10 million from General Revenue and \$1.7 million from the State Transportation Fund to be divided among the state's 32 transit providers.

PRIORITY #2

Support the Missouri Highway and Transportation Commission request of \$6 million in state investment as the twenty percent matching funds for \$24 million from the federal 5310 capital program for eligible transit agencies supporting the transportation of the elderly and individuals with disabilities.

PRIORITY #3

Support a statewide apprentice program for transit operators and mechanics in Missouri. The adoption of such a plan would reflect the importance of public transit to expanding opportunities for job access and growth to all Missourians. The shortage of operators and mechanics is one of the biggest challenges right now to the transit industry. Creation of a statewide apprentice program would standardize training across Missouri, helping both rural and urban agencies meet service demands.

PRIORITY #4

Oppose any efforts to allow conceal and carry on transit and advocate for local law enforcement partnerships on transit. Allowing firearms on public transit may serve as a detriment to ridership and has not been proven to enhance safety and security of the system. As such, the MPTA and many Missouri transit providers have and will continue to oppose any legislation which would allow carrying concealed weapons (CCW) on transit.

STRATEGIES FOR EDUCATION:

- Educate on the unfunded project needs list for Missouri transit.
- Quantify the impact of Missouri transit providers on the state's economy.
- Raise awareness of the service gaps across Missouri and the impact of state investment to meet those needs.
- Partner with regional chambers, labor, healthcare, AARP, transit and other like-minded organizations to educate a broader audience about the benefits of transit.
- Localize the economic impact by linking legislators with MPTA member testimonials in their areas.
- Provide legislators in both rural and urban areas with metrics underscoring the very real impacts transit has on the state's economy.