

M P T A

Public Transit Connects Missouri



2011

2011 Federal Legislative & Regulatory Priorities

- **FY 2011 DOT Budget:**

- **Promptly pass a FY 2011 Appropriation** that provides a level of support that is in keeping with the increased demands being placed upon public transit agencies to provide transportation in Missouri communities. The Senate Appropriations Committee has previously approved a \$10.8 billion appropriation for FY 2011 Federal Transit Administration (FTA) Programs and included needed targeted funding for bus replacement and transit facilities in the state. The Missouri Public Transit Association (MPTA) supports the Committee's previous actions.

- Immediate action to **extend the Continuing Resolution** through June 2011, **if a full appropriation bill** containing a minimum \$10.8 billion appropriation for FTA programs **is not passed**.

- **FY 2012 DOT Budget:**

- Perhaps the **single most critical need** for federal support by Missouri transit providers relates to **fleet replacement**. In the past much of this need was addressed through congressionally mandated targeted appropriations. As the Congress moves away from such targeted appropriations, it is critical that appropriation legislation for the fiscal year starting October 1, 2011 provide clear mechanisms that will require the FTA address these needs. Past FTA programs, such as the "State of Good Repair" program have failed to effectively address the fleet replacement needs of many Missouri public transit providers.

- **SAFETEA-LU Reauthorization:**

- Develop a bipartisan proposal for legislation reauthorizing Federal Surface Transportation Programs, drawing from recommendations from the American Public Transportation Association (APTA) and the Community Transportation Association of America (CTAA). Include a return to ISTEA's focus on inter-modal solutions, and **provide for responsibly funded increases in support for transportation infrastructure and transit needed for American economic competitiveness**. Federal Support of Public Transit and the National Transportation Infrastructure:

- In recognition of the significant unmet need for reinvestment in the nation's transportation infrastructure, and the difficult fiscal issues confronting the nation and Congress, the Missouri Public Transit Association (MPTA) supports an **increase in revenue for the Transportation Trust Funds**. The Co-Chairs of the bipartisan National Commission on Fiscal Responsibility and Reform have proposed a gradually implemented 15 cent increase in the Federal Gas Tax as a reasonable and user-based means to provide the dollars necessary to fully fund the Transportation Trust Funds and eliminate the need for future general fund bailouts. MPTA agrees that this is a viable approach to providing support to public transit and the maintenance and improvement of the nation's transportation infrastructure.

- **Amend Federal law** and capital grant requirements to allow transit providers, who are currently prohibited from doing so, the use of a portion of their **Federal Capital funds to support transit operations**.

- With continuing state and local tax shortfalls as the economy recovers, pass legislation to **extend waivers on non-federal matching funds into 2011 and 2012** for capital as well as operating costs.

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- Increasing the use of public transit is a key element of needed changes in **national energy policy** designed to decrease the use of fossil fuels and the negative impact of carbon emissions on the environment. In view of this, public transit is in support of a new national energy policy that is carefully crafted to transition to the long-term energy policy goals in a manner that does **not significantly increase public transit's near-term energy costs**.
- Access is a key element of quality health care. Therefore, MPTA applauds the inclusion of non-emergency medical transportation (NEMT) as an ongoing, funded part of Medicaid benefits in the recently enacted Federal Health Care Legislation. It is particularly important that implementing regulations for **new Federal Health Care Legislation reaffirm NEMT as a crucial part of the expanded Medicaid program**.
- Transit services open to the public are also an important element of access to health care. It is important to address and **resolve in law the ongoing issue of support for transit fares and operations for Medicare and Medicaid patients** who rely on public transit to access their health care. In addition, Congress should consider proactive measures to increase support of health-centered human service transportation provided through funding by all cabinet-level departments. Legislation should also require the **development of strategies to use public transit in urban and rural communities to connect veterans and their families** with crucial ongoing health care and therapies.
- **MPTA supports** the Federal FY 2011 and FY 2012 funding and grant requests of the Association's Member Transit Providers.

MPTA Federal Regulatory Priorities:

- **Support the use of ride sharing, carpooling and van pooling.** Ride sharing is an especially important transportation tool for rural residents and others who are required to travel long distances to education and employment opportunities, and to access essential goods & services.
- The U.S. Department of Transportation rulemaking process is crucial to both capital programs and day-to-day operations in the industry. Therefore, it is important to **require that transit operators and stakeholders are more actively involved in all rulemaking and policy decisions** emanating from Federal Transit Administration (FTA) and other U.S. Department of Transportation offices, by establishing formal advisory committees and broad application of negotiated rulemaking.
- Provide funding needed to **continue and enhance ongoing FTA - Transit Industry partnerships** that have proved to be effective, including:
 - Standards and recommended best practices for the public transportation industry
 - Workforce development and training
 - Sustainability
 - Enhancing public transportation involvement at the regional/Metropolitan Planning Organization level
 - Mobility management/human service coordination



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