

CITIZENS FOR MODERN TRANSIT

2015 LEGISLATIVE PRIORITIES

CMT leads advocacy efforts for an integrated, affordable, and convenient public transportation system with light rail expansion as the critical component that will drive economic growth to improve quality of life in the St. Louis region.

OVERVIEW

Citizens for Modern Transit represents more than 22,000 older adults, commuters, individuals, organizations, and corporations interested in moving transit forward in Missouri and Illinois. Public transit serves customers in every county - rural and urban - and is critical to meeting the transportation needs of our citizens while also being a catalyst for economic development opportunities and job access. Good public transit infrastructure binds our communities together while providing a significant return on investment for the region and the state.

FEDERAL

> CMT supports the passage of a long term (five-year) Federal Surface Transportation Reauthorization Act to replace and significantly restructure authorization levels currently provided in the two-year MAP-21 legislation and its extension through May 2015 at the current levels. The new reauthorization legislation should be structured to provide a degree of funding authorization that will appropriately distribute funds to address future public transit needs at all levels – large and small, urban and rural.

Examples include:

- > A formula-driven vehicle replacement program designed to replace vehicles as they reach the end of their DOT defined useful life.
- > Equity in authorized program funding. The MAP-21 FY 2014 authorization for the State of the Good Repair program (\$2.166 billion) is more than five times the amount authorized for the Bus and Bus Facilities Formula (\$428 million). The ratio is not equitable and funding allocation for bus replacement does not begin to meet the amount needed to replace vehicles at the end of their useful life as defined by the Federal Transit Administration.
- > CMT supports more local control for funding disbursement as outlined in the Innovation in Surface Transportation Act 2014, a bipartisan bill introduced in 2014. Projects would be selected by a statewide jury of local “peers” – other stakeholders who also understand local needs – in collaboration with state DOT representatives. This is critical, because while it ensures DOT

involvement, it also makes sure the vision for state progress belongs not just to the bureaucracy but includes regional and local planning organizations, stakeholders from local chambers of commerce, the active transportation community, transit agencies, air quality boards, ports and others. While each state can tailor their program to suit their needs, the bill outlines a range of selection criteria that should be considered, including improving safety and reliability for all users, promoting multimodal connectivity, improving access to jobs and opportunity, strengthening the overall return on investment, and contributing to a more efficient national multimodal freight network, to name just a few.



STATE

- > In short term, support policies and increased funding for operations for Metro and other regional transit authorities that promote effective and sustainable system operations and enable a favorable return on investment.
- > In 2014 Metro received \$400,000+ for operating from State of Missouri State Transit Assistance; the St. Clair County Transit District in IL provides \$50 million + annually.
- > For SFY15, the total core budget for MO State Transit Assistance is \$1,560,875. This includes \$1,000,000 in General Revenue (currently restricted by the Governor) and \$560,875 in State Transportation Funds defined in the “Missouri Code of State Regulations”. This will be distributed to 33 service providers in the state.
- > For SFY16, MoDOT requesting \$1,560,875. This includes \$1,000,000 in General Revenue and \$560,875 in State Transportation Funds defined in the “Missouri Code of State Regulations.”
- > Support efforts to provide adequate long term transportation funding for capital and operating that reflects the economic significance of the St. Louis region and the critical importance of public transit to the region/state possibly including but not limited to the following:
 - > Bonding package
 - > Sales tax
 - > Constitutional amendments to allow tolling/gas tax revenues to be expanded to include public transit
 - > Dedicated funding stream in budget for transportation
 - > Public Private Partnership Authority on part of Missouri Department of Transportation and Metro
- > Funding and advocacy for Amtrak/high speed rail at the state level.
 - > Support federal and state funding for a high-speed rail corridor between STL and CHI
 - > Support a potential multi-modal station in East St. Louis, IL including MetroLink, higher speed rail, and connecting bus service
 - > Support funding for improvements to rail bridges, infrastructure and other related facilities that will enhance passenger and freight rail in our region
 - > The MO legislature authorized \$8.9 million for Amtrak in 2014 for twice day service between St. Louis and Kansas City. This is up from \$7.9 million the prior year.

- > The request for SFY15 was \$8.9M and was approved.
- > SFY16 requesting \$8.9 million core plus an expansion of \$2.2 million for arrears to Amtrak. Also, there is a supplemental budget request for Amtrak in the amount of \$3.7 million.
- > Education at the state level
 - > Corporate support of transit in their legislative priorities
 - > TOD impact on economy
 - > Localize economic impact by linking legislators to stations

LOCAL

- > Ensure that Prop. A and Prop. M dollars collected are turned over to Metro in both St. Louis City and County.
- > Ensure that no additional funds generated from the original half cent in St. Louis County are diverted for roads and bridges.
- > Advocate for and support a creative funding mechanism for transit funding.

Missouri ranks 36th in funding for public transit nationally, with 34 states and the District of Columbia ahead of Missouri.

In the Midwestern 9-state region that includes Missouri and its bordering states, Missouri ranks 7th in total transit funding followed only by Nebraska and Kentucky. Between 2007 and 2011 (the most recent data available), Missouri had dropped from 4th place and has seen a 127% decrease in transit investment at a time when the demand for public transportation is greater than ever. So, while two-thirds of the states in our region have sustained or increased funding, Missouri drastically decreased its investment.

Transit Funding: Missouri & Surrounding States
Total Funding 2007 compared to 2011

	2007	2011	% Change
Arkansas	\$3,277,637	\$3,250,078	-0.8%
Illinois	\$489,200,000	\$1,323,000,000	63.0%
Iowa	\$10,842,863	\$12,744,547	14.9%
Kansas	\$6,000,000	\$6,000,000	0.0%
Kentucky	\$1,700,000	\$1,472,766	-15.4%
Missouri	\$6,800,000	\$2,993,658	-55.9%
Nebraska	\$1,500,000	\$2,900,000	48.3%
Oklahoma	\$3,250,000	\$5,750,000	43.5%
Tennessee	\$38,050,000	\$44,349,000	14.2%