Funding Transit in St. Louis
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www.T4america.org
@t4america
About T4A

Thinking Outside the Farebox
Creative Approaches to Financing Transit Projects

Making the MOST of MAP-21
A Guide to the 2012 Federal Transportation Law – And How to Use It for Positive Change in Your Community

SINCE 2012, 97.2% OF REPRESENTATIVES IN THESE STATES VOTING YES ON BILLS TO RAISE TRANSPORTATION REVENUE WON THEIR NEXT PRIMARY

Putting deficient bridges on the map

Our regular reporting on aging and crumbling bridges gained significant media attention, helping communities nationwide make the case for smarter transportation spending.
Consulting and Research

- SACOG
- MTD
- Salt Lake City
- Southern Rail Commission
- East Metro STRONG
Why Transit? Reduces Household Expenses.

Median-Income Family
$54,109 annual income
4 people
2 commuters

Average costs as a percent of income in this location for Median-Income Family
Households:
- Renter
- Owner
- Combined

Housing + Transportation = Location Affordability
30% + 23% = 53%
$16,233 + $12,445 = $28,678

On average, Median-Income Family Households in this location would:
- Own 2.1 vehicles
- Drive 25,028 miles annually
- Take 60 transit trips annually
Why Transit? Connects to Jobs.

St. Louis, MO-IL Metro Area
Missed Opportunity: Transit and Jobs in Metropolitan America

Transit Accessibility Profile

57% Coverage
Share of working-age residents near a transit stop
100 Metro Average: 69%

11.2 Service Frequency
Median wait (minutes) for any rush hour transit vehicle
100 Metro Average: 10.1

24% Job Access
Share of all jobs reachable via transit in 90 minutes
100 Metro Average: 30%

68 Combined Access Rank
Combined ranking on coverage and job access
Rank out of 100 Metros

Neighborhood Income and Location

Job Accessibility

To see interactive maps, click here to access the online mapping application

BROOKINGS | Metropolitan Policy Program
For media inquiries, contact Rachel Harvey at rharvey@brookings.edu
FIGURE 2
Annual net fiscal impact per acre at build-out
Macon-Bibb County and School District combined

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<thead>
<tr>
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<th>Low Density Greenfield</th>
<th>High Density Greenfield</th>
<th>Downtown Infill</th>
<th>Downtown Infill Premium</th>
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Why Transit? People Drive Less.

Source: FHWA and Census Bureau
Why Transit? Attracts Talent and Business.
Why Transit? Attracts Talent and Business.

Core Values
Why American Companies are Moving Downtown
Transit Funding in St. Louis
## Transit Funding in St. Louis

<table>
<thead>
<tr>
<th>Source</th>
<th>Funding Type</th>
<th>Funding</th>
<th>Benefits</th>
<th>Drawbacks</th>
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<tbody>
<tr>
<td>Federal</td>
<td>New Starts/ Small Starts</td>
<td>Average New Starts award is $589 million. Average Small Starts award is $35 million.</td>
<td>Large grant awards help cover a substantial share of total project costs—lowering the total money that local communities must raise.</td>
<td>Competitive and lengthy application process that requires FTA evaluation and Congressional action.</td>
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<tr>
<td>Federal</td>
<td>TIGER</td>
<td>Average award $10-20 million.</td>
<td>Highly flexible, multimodal federal program that rewards innovative projects.</td>
<td>Highly competitive application process and small grant size.</td>
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<td>Federal</td>
<td>Federal Loan Programs</td>
<td>Loan amount depends upon program rules and applicant's credit rating and ability to repay. The size of a loan can go into the hundreds of millions, if not over a billion.</td>
<td>Federal government assumes risk and offers low cost financing with flexible repayment terms.</td>
<td>Must apply to USDOT, which can be lengthy, and in the case of the rail financing program, pay the credit subsidy. Loans are financing and not funding.</td>
</tr>
</tbody>
</table>
Transit Funding in St. Louis
Transit Funding in St. Louis
Transit Funding in St. Louis

Segment, Option 1
- New Starts
- TIFIA
- State
- Local

Segment, Option 2
- New Starts
- TIFIA
- State
- Local
Transit Funding in St. Louis
Transit Funding in St. Louis

1. Engage public and stakeholders
2. Establish the purpose(s)
3. Set priorities
4. Use multiple funding sources
5. Be flexible