



CITIZENS FOR MODERN TRANSIT

2014 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 16,000 individuals interested in moving transit forward in Missouri and Illinois including older adults, commuters, individuals, organizations, and corporations. Public transit serves customers in every county – rural and urban – and is crucial to meeting the transportation needs of our citizens as well as providing a catalyst for economic development opportunities. For every one dollar invested in public transit, there is a four dollar return for the region.

FEDERAL

> CMT supports the passage of a new five-year Federal Surface Transportation Reauthorization Act to replace and significantly restructure authorization levels currently provided in the two-year MAP-21 legislation. 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.

defined by transit providers throughout Missouri and Illinois. The reauthorization legislation should provide responsibly funded increases for transit and transportation infrastructure.

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.
- > A restored and adequately funded Small Starts Program.
- > New five-year reauthorization legislation, which recognizes the needs of all transit providers and which authorizes reasonable funding levels, would provide the funds necessary for adequate planning and delivery in the future. CMT stresses the importance of a nonpartisan approach to reauthorization based on needs



STATE

- > In the short term, support policies and increased funding for Metro operations and other regional transit authorities that promote effective and sustainable system operations and enable a favorable return on investment.
- > In 2013 Metro received \$200,000+ for operating from the State of Missouri from the Transportation Fund; the St. Clair County Transit District in IL received \$38,241,108 in Operating Assistance in FY11. For State Fiscal Year (SFY) 2014, the Missouri Department of Transportation (MoDOT) received \$1.06 million in funding for public transit. This is an increase of \$500,000 from General Revenue. The remaining balance is for State Transit Assistance (from the State Transportation Fund) for 33 transit providers throughout the state. The money is distributed based on a MoDOT formula.
- > For SFY15, MoDOT is requesting an expansion of \$2 million above core state transit funding, for a total of \$3,060,875.
- > 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.
 - > Sales tax
 - > Bonding package
 - > Dedicated funding stream in budget for transportation
- > Support expanded Public Private Partnership Authority on part of Missouri Department of Transportation and Metro.
- > Support funding and advocacy for Amtrak/high speed rail at the state level.
- > Support federal and state funding for a high-speed rail corridor between St. Louis and Chicago.
- > 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 2013 for twice-day service between St. Louis and Kansas City. This is up from \$7.9 million the prior year. The request for SFY15 is \$12.8M.

This is broken down as follows:

- \$8.9M new core amount from SFY14 for SFY15 service
- \$2.3M end of SFY 13 arrears
- \$800K difference in service cost and appropriation/new core for SFY 14 (\$9.7M - \$8.9M) and \$800K difference in service cost and appropriation/new core for SFY 15 (\$9.7M - \$8.9M)

- > Coordinate legislative agendas locally and at the state level with other groups interested in transportation including Missouri Public Transit Association, Labor, Missouri Foundation for Health, Kansas City Area Transit Authority (KCATA).

LOCAL

- > Support a list of prioritized public transit projects for the St. Louis region.
- > 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.
- > Possible ¼ cent sales tax in St. Louis City.

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%