

2020

# CITIZENS FOR MODERN TRANSIT POLICY AGENDA

Citizens for Modern Transit (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

CMT represents more than 22,000 older adults, commuters, individuals, organizations, and corporations interested in moving transit forward in Missouri and Illinois. Public transit serves every county in Missouri – both rural and urban, and the St. Louis system spans the river into St. Clair County, IL. Public transportation is serving as a link between people and possibilities. It's also delivering on a PROMISE. A promise to promote equality, job creation, stronger economies and the vibrancy of local neighborhoods. In 2020 legislative priorities will focus on funding, access and workforce development.

## FEDERAL

CMT supported the passage of the Fixing America's Surface Transportation (FAST) Act which was passed into law in December 2015. The FAST Act funds surface transportation programs at over \$305 billion for fiscal years (FY) 2016 through 2020. That legislation expires in September, 2020. New legislation, a five-year reauthorization called America's Transportation Infrastructure Act of 2019, was introduced on July 29 by the Senate Environment and Public Works (EPW) Committee. This new legislation is a time for CMT and its members to make their voices and opinions heard to improve transportation policy and increase transit investment. Priorities for transit:

- 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. CMT supports raising the federal gas tax which has not been raised since 1993 and/or other funding mechanisms to ensure the Fund remains solvent and the federal program continues to play a part in funding transportation infrastructure at the national level.
- Key transit formula programs (Sections 5307, 5310, 5311 and 5339) funded fully out of the Highway Trust Fund's Mass Transit Account with predictable, steady growth in key formula programs (Sections 5307, 5310, 5311 and 5339) throughout the reauthorization.
- Incorporation of new transit service delivery modes and mobility on demand including real time technology, smart phone applications, new fare systems and autonomous vehicles have the opportunity to be addressed in this legislation.

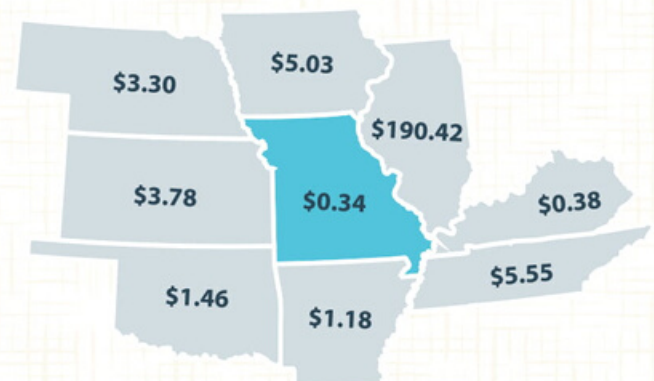
FY20 Appropriations Status: The House passed a continuing resolution (CR) on Sept. 19 that funds the government through Nov. 21, which the Senate passed on Sept. 26 and President Trump signed on Sept. 27. The House and Senate, meanwhile, are expected to use the next few weeks to continue negotiations on full appropriations for the rest of FY 2020.

## STATE

According to the 2019 Transit Impact Study, public transit delivers in Missouri. There is a total of 34 transit providers in the Missouri. They collectively spend \$675 million each year on operations, capital improvements and labor compensation for the 4,500 individuals who are employed at an average salary of \$64,200. They also provide an annual average of 60.1 million rides, which is equivalent to 9.8 rides per year, per Missouri resident. In conjunction with these trips, transit riders are spending \$600 million on goods and services. This translates into a direct economic impact of \$1.28 billion each year in Missouri. Yet, the influence of transit goes beyond employment and spending.

The direct spending triggers another \$2.4 billion in statewide economic activity, including \$1.03 billion in added household earnings for Missourians. These indirect, or multiplier effects, further support another 24,680 jobs in the state that pay an average of \$30,200 per year. Because of all the economic activity and job creation triggered by transit operations and riders, the State of Missouri collects an estimated \$48.8 million in taxes per year. Public transportation is making a positive impact on the economic vitality of Missouri. Yet, there is a distinct lack of support from the state when it comes to transit funding.

2017 MO per capita spending on transit  
compared to surrounding states, 2019  
AASHTO Report



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# TRANSIT INVESTMENT

## PRIORITY #1

Support a statewide funding plan for transit access for workforce development training. Currently, there are hundreds of job training programs – the foundation for successful workforce development – across Missouri which are not accessible due to transportation hurdles. Adoption of such a plan would reflect the importance of public transit to expanding opportunities for job access. A Job Training Transit Access Fund would provide the necessary bridge to move Missourians successfully to full-time employment. A state investment of \$8 million in transit access programming would be a game changer for Missouri education institutions and employers.

## PRIORITY #2

Every transit provider in the state of Missouri provides paratransit services with rides totaling close to 2 million annually. These services are essential for healthcare access, job access, and education. The costs of these rides range from \$12 - \$93. Without these services, many in Missouri would not be able to live let alone prosper. CMT is supporting the \$3 million from General Revenue in MoDOT's budget for paratransit subsidies. This subsidy will provide much needed, predictable funding for MO providers to ensure this service is provided.

## PRIORITY #3

CMT supports the continuation of IL State Operating Assistance at \$45,823,416.82 for St. Clair County, IL.

## PRIORITY #4

Oppose any efforts to allow conceal and open carry on transit and advocate for state-supported law enforcement on transit. In light of the understanding that 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, many Missouri Public Transit Association (MPTA) members have opposed any legislation which would allow carrying concealed weapons (CCW) on transit.

## LOCAL

- Support prioritized public transit project(s) determined by the East-West Gateway Council of Governments.
- Advocate, support and assist in creating local funding mechanism(s)/package for transit funding.
- Support revision of MetroBus system with inclusion of new technologies to expand service areas in MO & IL.
- Ensure local regional transit system is safe/secure for current and future riders through advocacy for adoption of action items outlined in security audit of MetroLink.
- Support local legislation/policy promoting development near transit.

**29,180**  
State of Missouri



**21,080**  
St. Louis Metro Area



**6,310**  
Kansas City Metro Area



**2,410**  
Rest of Missouri

## Direct & Indirect Jobs

Supported By Public Transit's Economy In Missouri (Average 2015-2019)

**60.1 million**  
rides each  
year in MO



Transit riders utilizing the systems spend another  
**\$600**  
million on goods and services  
attributable to their rides



Transit providers employ  
**4,500**  
people a year



Direct spending  
**\$675 million**  
by transit agencies



CITIZENS FOR  
MODERN TRANSIT  
MAKING TRANSIT A PRIORITY

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