



Citizens for Modern Transit's **2016 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. Public transit improves access to jobs, healthcare and educational opportunities, and leads to greater economic development and reinvestment in underserved parts of our region while binding our communities together.

FEDERAL

> CMT supports the passage of a long term (six-year) Federal Surface Transportation Reauthorization Act to replace and restructure authorization levels currently provided in the two-year MAP-21 legislation and its extensions. 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. For example:

- > A formula-driven vehicle replacement program designed to replace vehicles as they reach the end of their DOT defined useful life.
- > More local control for funding. Projects would be selected by a statewide jury of local “peers” – other stakeholders who also understand local needs – in collaboration with state DOT representatives.

While each state can tailor their program to suit their needs, a range of selection criteria 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 network, to name just a few.

STATE

In the short term, support policies and increased funding for operations for Metro and other regional transit authorities that promote effective and sustainable system operations.

- > In 2015, Metro received approximately \$200,000 for operating from the State of Missouri State Transit Assistance; the St. Clair County Transit District in IL for SFY14 was \$51,983,261.
- > For SFY16, the total core budget for MO State Transit Assistance was limited to \$560,875 in State Transportation Funds defined in the “Missouri Code of State Regulations”. This was distributed to 35 service providers in the state.
- > For SFY17, MoDOT is requesting \$4.2 million - \$3 million from General Revenue and \$1.2 million from the State Transportation Fund.



State continued

Support efforts to provide 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 state, possibly including but not limited to the following:

- > Bonding package
- > Sales tax
- > Reinterpretation of constitutional language for gas tax revenues for transit
- > Constitutional amendments to allow tolling/gas tax revenues to be expanded to include public transit
- > State Funding plan for transit as recommended in Ferguson Commission report
- > Public Private Partnerships for transit and TOD projects

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 as well as station in Alton, IL
- > Support funding for improvements to rail bridges, infrastructure and other related facilities that will enhance passenger and freight rail in our region
 - > MoDOT's request for Amtrak FY17 appropriations is \$9.6 million.

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.
- > Advocate for and support a 'creative' funding mechanism or package for transit funding.
- > Support adequate resources to ensure a safe and secure transit system in the region
- > Examine new possibilities for funding for transit at the local level including but not limited to:
 - > A regional TDD
 - > Parking fees or meter revenues
 - > Funding tied to housing and transit

EXAMPLES:

A surcharge on parking fees at City-owned garages and or meters. A certain percentage of the fee is allocated for the infrastructure or transportation projects. This type of fee was recently implemented for the Kansas City streetcar project. A \$.15 per space fee is charged annually for city owned lots in the TDD. San Francisco also has a parking fee program that helps to fund the operation of the MUNI system. Their program has been very successful for over 20 years.

