

“Without OATS, it would be difficult for my wife to get her regular dialysis treatments. She depends on transit, and I depend on her.”



“I just got a promotion — my dream job in a pediatric neo-natal care unit. I depend on transit, and the kids depend on me.”



Transit.
Almost everywhere,
for everybody,
every day.



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A Case for Transit Funding

Fact: A percentage of parking fees helped fund the Kansas City streetcar project. Innovative funding mechanisms, including the federal TIGER grant, are having a transformative impact.

Fact: Missouri is one of a few states that has public transportation – whether an OATS or SMTS bus – in every county. This is a service the State of Missouri should work to preserve and grow.

“I ride my Trek® to work almost every day. When it snows, not so much. I want a reliable option. I depend on transit, and my work depends on me.”



What Would the State of Missouri be Without Transit?

Without transit, many simply could not survive. There would be fewer jobs. Traveling would be more costly. And the state would be poorer economically. Good public transit holds the community together, while providing a significant return on investment.

From the dialysis patient in rural Macon who needs transportation to a treatment facility, to the working mom in Kansas City with family schedules to keep, to the university student in Springfield on a tight budget, transit keeps the region moving forward.

Transit is an all-encompassing enterprise, providing benefits that extend far beyond getting from point A to point B.

Transit as a Sound Investment

Every dollar spent on transit has a \$4 impact. That’s a 400 percent return on investment!



Every \$10 million in capital investment in public transportation yields \$30 million in increased business sales, and every \$1 billion invested in public transportation supports and helps create more than 50,000 jobs. Further, statistics show that homes located near public transportation with high-frequency service are valued 42 percent higher (Source: National Association of Realtors®).

Transit as an Economic Boost

Since MetroLink opened in 1993, there has been at least \$16 billion in new development within a 10-minute walk of transit stations, including 212 South Meramec (formerly The Crossing) under construction in Clayton, a \$72 million residential community which is just one block from the Clayton MetroLink station.

A \$20 million United States Department of Transportation (USDOT) grant boosted the Kansas City streetcar project, which will have a private operator. In St. Louis, Metro received a \$10.3 million federal TIGER grant for a new MetroLink Station in the Cortex Innovation Community. Cortex is a vibrant 200-acre innovation hub and technology district integrated into St. Louis’ historic Central West End and Forest Park Southeast residential neighborhoods. The station, at Boyle and Sarah streets, was a key part of the master plan for Cortex.

And it’s not just in urban areas. A portion of the 20 percent allocated from the annual \$200 million federal highway fund could be utilized for transit in rural areas.

DO THE MATH.

Transit as a Cost-Savings

The average St. Louis and Kansas City household spends nearly 20 percent of its budget on transportation, which includes gas, auto lease or purchase payments, insurance and maintenance. According to the Location Affordability Portal provided by the United States Department of Housing and Urban Development (HUD), median income households with two commuters in St. Louis spend 19 percent of their income on transportation. A low-income individual spends up to 40 percent of their income on transportation.

Average Estimated Transportation/Housing Costs*

Median Family Income (4 people, 2 commuters)

Location	Income	Housing	Transportation
St. Louis City	\$54,109	26%	19%
Kansas City	\$56,826	27%	21%
Cape Girardeau	\$42,833	27%	28%
Springfield	\$43,333	26%	26%
St. Charles	\$54,109	28%	22%

Working Individual Income (1 person, 1 commuter)

Location	Income	Housing	Transportation
St. Louis City	\$27,055	36%	20%
Kansas City	\$28,413	38%	24%
Cape Girardeau	\$21,417	37%	32%
Springfield	\$21,667	37%	29%
St. Charles	\$27,055	39%	25%

* Source: Location Affordability Portal, U.S. Department of Transportation

Average Transportation Costs*

Mode	Annual Cost	Explanation
Bus or Rail	\$936+	Based on a \$78 monthly pass in the St. Louis region.
Personal Auto (Average Sedan)	\$8,876**	Based on 15,000 miles annually. Includes gas, maintenance, insurance, registration and parking.
Personal Auto (SUV 4WD)	\$11,039**	Based on 15,000 miles annually. Includes gas, maintenance, insurance, registration and parking.

* Source: metrostl.org ** Source: aaa.com

The Need Is Growing

The St. Louis metropolitan area ranks 19th in the country in terms of population, but 68th in terms of transit coverage and access to jobs. Kansas City ranks 37th in population, but 90th in transit coverage.

According to a 2011 Brookings Institution report comparing 100 metro areas of similar size, only 24 percent of jobs in the St. Louis metropolitan area can be accessed within a 90-minute transit trip. In Kansas City, only 18 percent of jobs in the metro region are accessible to job seekers with less than a 90-minute commute on transit.

Expanding transit will drive economic growth to improve the quality of life in both metropolitan regions and our smaller communities.

Do Missourians use transit? Absolutely. MetroLink logs 17 million local rides a year. MetroBus has 75 routes and almost 100,000 rides daily. Kansas City has 646 miles of bus service on 58 routes, according to the Kansas City Area Transit Authority (KCATA). Yet, Missouri ranks 44th of the 50 states in public transportation funding, and spends just nine cents per capita. (Source: AASHTO)

Growth Depends on Transit

In order for transit to grow and prosper, the system needs to be expanded to include more riders, more neighborhoods and more rural areas. And while Metro in St. Louis has kept operating expenses of running light rail below \$10 per revenue mile (the fourth lowest of the top 50 transit systems with light rail), additional funding is desperately needed.

The St. Louis region has advanced several proposals to dramatically expand or improve the region’s public transportation, but an overall shortage of state funding presents significant challenges to transit expansion in our state. The economic prospects of metro areas are directly related to the quality of access to transportation, which makes additional major investments in public transportation essential.

Public transit helps solve problems created by too many automobiles. These problems include traffic and parking congestion, traffic accidents, road and parking infrastructure costs, automobile costs to consumers, inadequate mobility for non-drivers, excessive energy consumption and pollution emissions (Source: “Evaluating Public Transit Benefits and Costs” by Todd Alexander Litman).

The Bottom Line

Leaders have done substantial planning to identify key projects that will offer more public transportation options with significant economic impact across the state. Their plans will improve access to opportunity, attract talent and create thousands of jobs.

However, the economic future of the State of Missouri is in the hands of our elected officials. Funding for public transit is critical and must move forward if our region, and this state, are to expand and grow. Transit needs to be almost everywhere, for everybody, every day.