



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 riders, 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. In 2020, CMT supported the CCR that extended the Fast Act one more year. Key for transportation in the extension is an additional \$13.6 billion added to the Highway Trust Fund.

Additional provisions included:

- An extension of FAST Act funding and provisions from FY 2020 to all of FY 2021.
- A \$3.2 billion transfer to the Mass Transit Account of the Highway Trust Fund.
- An increase to the "multimodal cap" within the U.S. Department of Transportation's Infrastructure for Rebuilding America or INFRA discretionary grant program from \$500 million to \$600 million.
- An extension of 2017 and 2018 Better Utilizing Investments to Leverage Development (BUILD) grant program obligation deadlines through September 30, 2021. A new, multi-year transportation bill will be on the agenda for this year. 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. MPTA 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. Missouri has the largest rural transit provider in the country, OATS, and providing sustainable and increasing funding is imperative to meet the needs of this market.
 - 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. In addition, CMT will continue to advocate for any additional COVID relief bill to include funding for public transit agencies through the existing formula programs similar to the disbursement of the original CARES Act Funding bill.

STATE

The Cares Act delivered a \$248 million lifeline for Missouri Transit providers. Congress crossed the finish line on March 26 with the Coronavirus Aid, Relief, and Economic Security (CARES) Act which including \$25 billion in transit funding for rural and urban areas across the country. Bi-State Development in St. Louis received more than \$140 million. However, state funding for transit is even more critical as the impact of the pandemic continues to take its toll on public transit providers across the 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. In addition, public transit is delivering more than \$3.6 billion in direct and indirect spending each year.



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TRANSIT INVESTMENT

PRIORITY #1

Support the Missouri Highway and Transportation Commission request of \$8.4 million for Missouri transit. This request would include \$6.7 million from General Revenue and \$1.7 million from the State Transportation Fund. Currently, state transit funding assistance does not cover the impact of rising maintenance/operating costs of keeping the current systems in good repair. For SFY20, the total core budget was \$1,710,875 in State Transportation funds for 34 providers. Funding from General Revenue was zeroed out in 2017.

PRIORITY #2

Every transit provider in the state of Missouri provides paratransit services. 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 a per ride subsidy of \$5. 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 million for St. Clair County, IL and \$15.29 million for Madison County, IL.

PRIORITY #4

Oppose any efforts to allow conceal and 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, the local metropolitan planning organization, including regional transit projects.

- Advocate, support and assist in creating local funding mechanism(s)/package for transit funding.
- 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.
- Support a statewide transit plan for MO.
- Examine new possibilities for funding for transit at the local level including but not limited to:
 - Regional TDD
 - Parking fees or meter revenues
 - Vehicle miles traveled (VMT) tax



CITIZENS FOR
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MAKING TRANSIT A PRIORITY

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2018 MO per capita spending on transit compared to surrounding states, 2020 AASHTO Report

