



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 was established in 1985 to help bring light rail to St. Louis. Since then, it has been working to ensure the St. Louis region has access to a safe, convenient and affordable public transportation system. CMT doesn't own or operate the transit system but works to champion it, challenge it, encourage it and advocate for it.

FEDERAL

CMT supported the passage of the Infrastructure Investment and Jobs Act (IIJA) which was passed into law in November 2021. The five-year \$91 billion transit authorization is only one small part of this \$1.2 trillion measure. CMT advocated for public transit funding in the Infrastructure bill including these priorities:

- 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
- Predictable, steady growth in key formula programs (Sections 5307, 5310, 5311 and 5339) throughout the reauthorization



**CITIZENS FOR
MODERN TRANSIT**
MAKING TRANSIT A PRIORITY

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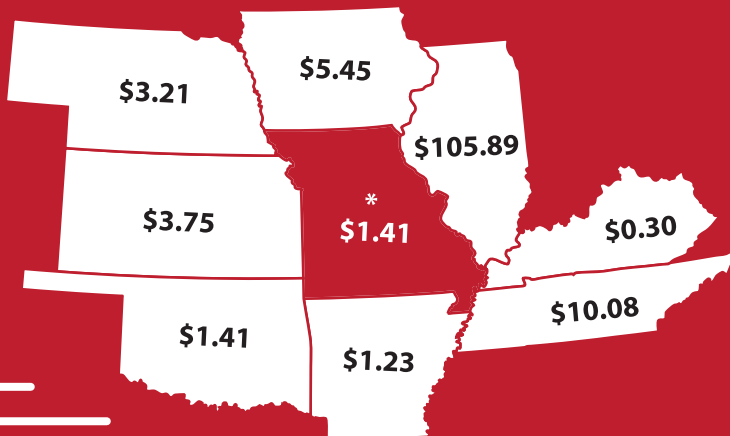
STATE

Missouri saw historic funding for public transit with the passage of HB 3004 in 2022. For the first time in two decades, Missouri invested \$8.7 million in transit – a sum split amongst the 34 transit providers operating in the state. This included \$1,710,875 million in State Transportation Funds with an additional \$7 million from General Revenue.

This funding will help provide the non-federal or local match required to enable transit providers to draw down some of the \$91 billion in federal funds earmarked for transit as part of the \$1.2 trillion Infrastructure Investment and Jobs Act. Federal funding support requires a 50:50 match for transit operations and an 80:20 match for capital programming.

2020 MO per capita spending on Transit compared to surrounding states, 2022 AASHTO Report

*Funding reflects 400% increase in Missouri investment in 2022



TRANSIT INVESTMENT

PRIORITY #1

Support the Missouri Highway and Transportation Commission request of \$15,450,000 for Missouri transit. This request would include \$13.75 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 SFY23, the total core budget was \$1,710,875 in State Transportation funds and \$7 million in General Revenue for 34 providers. According to the 2022 Statewide Transit Needs Assessment Study this \$15.45 million would put Missouri in line with some of its peer states with regards to transit investment.

PRIORITY #2

Support a statewide apprentice program for transit operators. The adoption of such a plan would reflect the importance of public transit to expanding opportunities for job access and growth to all Missourians. Twenty-nine thousand jobs are directly or indirectly supported by public transit. In addition, the shortage of operators is one of the biggest challenges right now to the transit industry. Creation of a statewide apprentice program would standardize training across Missouri helping both rural and urban agencies meet the service demands.

PRIORITY #3

CMT supports the continuation of IL State Operating Assistance at \$50 million for St. Clair County, IL.

PRIORITY #4

Oppose any efforts to allow conceal and carry on transit and advocate for local law enforcement partnerships 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 transit providers 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 placemaking and development projects near transit.
- Support local legislation/policy promoting development near transit i.e. parking requirement policies, incentive packages.

