



# TRANSIT.

# SOME OF US RIDE IT. ALL OF US NEED IT.

## 2013 TRANSPORTATION TALKING POINTS

### Transit Moving the Economy in the Right Direction

- Investing in transit provides a significant return for Missouri. According to the American Public Transit Association, every dollar invested in transit returns \$4 to the Missouri economy.
- In the last five years, transit use has increased nationally faster than any other mode of transportation. MetroBus ridership increases led the nation in the first quarter of 2012 (15.6% - the highest increase in U.S.) and light rail ridership was in the top 10 at 8.2%.
- People use public transit in Missouri to get to jobs. Since the complete restoration of the service on November 29, 2010 in St. Louis, 97 percent of all jobs in St. Louis City and St. Louis County can be reached by riding Metro transit.
- Transit generates growth and jobs during initial design, construction and post construction where new developments arise along the alignment. St. Louis and Kansas City are beginning to see large scale investments with projects like a possible station at CORTEX, the development of the Kansas City Streetcar line and other stations in the St. Louis region. To date, more than \$15 billion in new development has occurred within a ten minute walk of MetroLink, with additional development in the works for many of the station areas.
- St. Louis families spend 23.1 percent of their household budgets on transportation, making it the second largest household expenditure after housing (24.5%).
- According to national transit experts, public transportation produces 95% less carbon monoxide, 90% less volatile organic compounds (vocs) and about half as much carbon dioxide and nitrogen oxide per mile compared to private vehicles. Selling one car in a household equates to savings of more than \$9,000 annually.

### Transit Moves People in Missouri

- In Missouri on an average weekday, boardings on buses, trains and vans provided by the 7 urban transit agencies in the state total more than 223,000. This amounts to more than 55 million boardings a year. In St. Louis, more than 75 percent of those boardings deliver commuters to work.
- 10% of Metrobus and 7% of MetroLink riders are students traveling to school.
- Metro's Call-A-Ride service provides more than 2,400 trips each day to people with disabilities and the elderly, exceeding 665,000 trips a year. With more than 25 percent of Missouri's population age 65 years or older and without a vehicle, transit is the answer to increasing accessibility, connecting people to communities and improving overall health of Missouri.



# WHERE WE STAND TODAY IN MISSOURI ON TRANSIT

St. Louis County voters approved a ½ cent sales tax on the April 6, 2010 ballot that now generates approximately \$70 million annually for operations and expansion. This also triggered the collection of the ¼ cent sales tax approved in St. Louis City in 1997 for operations and expansion, which generates \$8 million annually. However in order to leverage federal dollars for major expansion projects, the state will need to provide a minimum of \$50 million a year in funding for public transit to Metro.

The State of Missouri ranks near the bottom of the list for funding for public transit (45th in the country). In last year's Missouri budget, over \$2.5 million was slashed for state-wide transit funding. Every dollar from General Revenue requested by MoDOT was diverted away from transit funding, and what remained was funding from the State Transportation Fund. For St. Louis that equated to a little more than \$200,000 for operating. In comparison, Metro's partner on the Illinois side, the St. Clair County Transit District, received \$38,241,108 in operating assistance.

In 2007 the Missouri Department of Transportation's Missouri Long Range Transportation Plan identified the need for an additional \$200 million annually to address Missouri's unmet public transit funding needs. Public transit is an essential service, and we must support it!

## 2013 Asks:

- Support MoDOT's request for \$5.5 million for state transit funding operations - \$560,875 for State Transit Assistance (from State Transportation Fund); \$2,500,000 for expanded State Transit Assistance (from General Revenue); and \$2,486,607 for Missouri Elderly & Handicapped Transportation Assistance Program (from both General Revenue and the State Transportation Fund). These funds will be distributed by the allocation method included in SB 173 that created new statute 226.195 RSMo. Currently, there are seven (7) urbanized transit agencies and 26 rural public transit providers that receive these funds.
- Ensure the inclusion of transit capital projects/public transit in any infrastructure bond package that could move forward. Public transit needs to be a key component of Missouri's infrastructure plans moving forward.
- Explore new avenues for support for transit/Transit Oriented Development in Missouri. Possibilities could include a 50/50 Fund for transit capital projects or TOD developments.
- Support MoDOT's request for \$7.9 million for twice daily service for Amtrak. Ridership on Amtrak is up 74 percent over the last five years. Amtrak, the State of Missouri and the federal government are currently investing \$70 million in infrastructure improvements including a new Osage River Bridge, universal crossovers, a third main line in St. Louis, signal upgrades, and a new approach to the Merchant's Bridge. Communities along the alignment reap the economic benefits from intercity passenger rail in Missouri, increasing jobs and dollars in the state.

