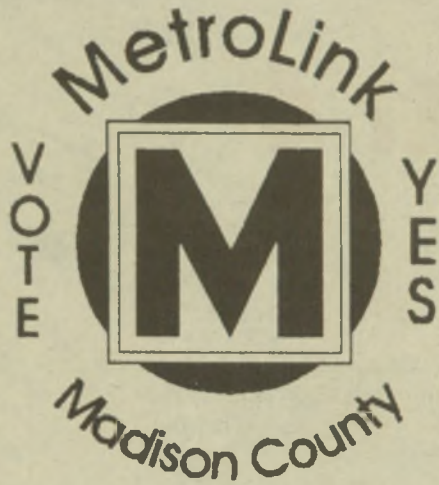


Vote Yes! November 4
Proposition M



Extend **MetroLink** into
Madison County
PUNCH #122



MetroLink in Madison County:
The choice is clear when you look at the facts:

- Every time we shop in Missouri and/or St. Clair County we are paying for their MetroLink. If we want MetroLink in Madison County we must pass Proposition M on November 4, by punching #122 on your ballot.
- If Prop M passes, MetroLink WILL be extended into Madison County.
- MetroLink will provide cost effective and efficient transportation for all residents of Madison County and access to employment, health care, education, entertainment and recreational sites throughout the St. Louis Metropolitan region, reduce traffic congestion and improve our air quality.
- MetroLink is spurring major economic growth in other parts of our region: construction jobs, employment opportunities, the development/redevelopment of residential, commercial and industrial areas. If we don't take action today to bring MetroLink to Madison County, we will be left behind.
- In a recent poll, conducted by Regional Research and Development, SIUE, 88% of Madison County residents believe MetroLink is important to the future of the County.
- The American Public Transit Association recently voted St. Louis' MetroLink the top rail system in North America! The St. Louis region loves light rail. Over 45,000 commuters ride MetroLink daily, more than triple the most optimistic pre-start projections. Our vote for Prop M will link us with a proven success.
- In the past few weeks Proposition M has been endorsed by:

Riverbend Growth Association
Collinsville Chamber of Commerce
Leadership Council Southwestern Illinois
Southwestern Illinois Building and Construction Trades Council
Edwardsville/Glen Carbon Chamber of Commerce
Tri-Cities Area Chamber of Commerce
Tri-Cities United Way
City of Edwardsville
City of Granite City
Village of Godfrey

Proposition M: - our link to the future!
PUNCH # 122 ON NOVEMBER 4

Paid for by Madison County Citizens for Proposition M
Co-Chairmen

Ralph Korte, CEO Korte Construction,
Tadas Kicielinski, Secretary-Treasurer Southwestern Illinois Building and Construction Trades Council,
AFL-CIO
Dennis Ulrich, Treasurer

MetroLink Background:

- The first MetroLink line between East St. Louis and Lambert Field opened on July 31, 1993, with 17 stations along 18 miles of track. Today there are 18 stations and by next year, the new the East Terminal station at Lambert Field will be added.
- Pre-opening ridership was estimated at 12,000 daily passengers, and was projected to increase to 17,000 per day by the end of the first year of operation. Actual start-up ridership exceeded 24,000 passengers, and has grown steadily to over 45,000 daily passengers in 1997.
- Within a year following the start of MetroLink service, St. Clair County and St. Louis County voters separately approved local sales tax initiatives in their respective jurisdictions to finance future rail extensions.
- In St. Clair County, passage of the MetroLink tax resulted in regional support for 80% Federal project funding, which was granted in 1995-96. Construction of the line will begin next year and service on the 17.4-mile extension from East St. Louis to BAC will begin in 2001. The 8.6 mile link to Mid-America Airport will be constructed shortly thereafter.
- In St. Louis County, plans are underway to construct a branch line from St. Louis Central West end (Forest Park Station) to downtown Clayton. This extension will be built without Federal funds, and is expected to open in 2005.

Support for light rail

- Light rail is increasingly popular: *"Until the middle of the next decade, every year will witness at least one new line or major extension opening for revenue service in North America. In most years, it will be more than that."*
- Metro Magazine (Jan./Feb 1997, p. 32)
- Local Support for MetroLink: Over 75% of the Madison County elected officials and community leaders surveyed last January responded favorably to the question: Would you support an increase in the current 1/4% sales tax collected in Madison County for mass transit to support the construction of a MetroLink in Madison County? Fewer than 5% responded unfavorably. Regional Research and Development Services, SIUE, asked the same question in a recent, statistically valid, survey of 600 households selected at random. 62.4% responded favorably!

Federal Assistance

- Prospects for Federal Funding: Until last year, it was widely anticipated that the next federally-assisted MetroLink extension after St. Clair County would be to St. Charles County. However, St. Charles County voters twice in 1996 declined to support a tax increase necessary to raise the matching funds to qualify for federal assistance. This has effectively removed St. Charles County from near-term consideration for a MetroLink extension. It is the responsibility of East-West Gateway Coordinating Council to select the next extension to be eligible for Federal funding.
- Strong competition for Federal funding: Discretionary capital grants are distributed on a project-specific basis, and are being sought by many metropolitan areas to pay for new rail systems and expansions of existing systems including MetroLink. Among America's 20 largest metropolitan areas, only four do not have rail systems (Detroit, Houston, Minneapolis and Phoenix).
- Good news concerning Federal funds: The new five-year surface transportation bill currently working its way through Congress probably will increase national transit funding from the current \$4.4 billion to 6.4 billion in FY 2000. This will be a 45% increase over the next three years.

Regional Support and Benefits

- Prospects for regional support: In 1997, MetroLink-related sales tax propositions will appear on the ballot in St. Louis County and the City of St. Louis, as well as in Madison County. If the initiatives in St. Louis pass, it is likely that East-West Gateway will select a project in Missouri as the next for Federal funding. However, Madison County could proceed with its own funds or lobby for simultaneous or shortly thereafter, federal assistance
- Environmental Benefits There are significant environmental benefits to be gained from the extension of MetroLink: improved air quality and the possible reversal of Madison County's present status as a designated non-attainment area unable to satisfy existing federal air pollution standards which not only negatively affects our residential quality of life; but also limits future industrial, and commercial expansion and related job growth.
- Economic Benefits., the tremendous economic benefits of MetroLink include construction jobs, employment opportunities, and the development and redevelopment of residential, commercial and industrial areas; and accessibility to many of the region's important institutions.

MetroLink will soon extend another 17 miles into St. Clair County connecting Belleville, East St. Louis, and Swansea. By 2004, the system will be expanded to Clayton, Richmond Heights (Galleria). The rail network will connect the University of Missouri-St. Louis, Washington University, St. Louis University, Belleville Area College. It will serve the Clayton business district, the medical and research employment district around Barnes Hospital and St. Louis University Hospital, downtown St. Louis, downtown Belleville, Lambert and Mid-America Airport. and, if Prop M passes in Madison County you could include your community among this list.

It is clear that new economic development (jobs), new higher educational development (universities), and cultural development (professional sports, Forest Park, Grand Cultural Center) will expand around the growing MetroLink system. Residential communities near the rail system will increase in value as citizens seek to live near MetroLink.

Residents of Madison County currently pay a sales tax to support the construction and expansion of MetroLink in Missouri and St. Clair County every time they shop in those communities, but will never see MetroLink in their own community for this and future generations of residents unless Prop M passes.

The MetroLink sales tax won't apply to anything that is licensed or titled in the State of Illinois; cars, trucks, planes, boats are exempt from the increase.

Critical Concerns

What if we don't receive federal assistance?

- Estimated Revenue from Proposition M: If the % sales tax for MetroLink is enacted by voters in November, 1997, collections would begin in January, 1999 and received and invested beginning in April, 1999. From that point, total tax and investment proceeds would generate nearly \$278 million in the next 15 years. This amount would be sufficient to build a 16-mile extension assuming 50% Federal funding assistance, or an 8-mile extension without Federal assistance. Whether federal money is received or not, if proposition M passes, MetroLink will be extended into Madison County.

Where will it go in Madison County?

- Alignment of MetroLink: Technical issues concerning light rail feasibility and potential alignments must be determined through a comprehensive technical process called a Major Transportation Investment Analysis (MTIA). The MTIA could be initiated within 15 months following voter approval of Proposition M. Since the MTIA is expected to cost approximately \$1,000,000., it will take almost 15 months before that amount of money is generated by the additional sales tax. The MTIA will examine potential corridors, develop a cost and an environmental impact analysis of those routes, analyze ridership projections based on demographic and other information. Finally it will include a comparative alignment analysis in order that a community consensus can be developed regarding the best route for the first Madison County alignment.

East West Gateway and the Federal Transit Administration approved the first MetroLink extension into St. Clair County following a study process similar to that proposed for Madison County after the St. Clair County tax was approved. St. Clair County is a county similar to Madison in demographics and economics which experiences similar Mississippi bridge constraints.

St. Charles County proceeded with the MTIA study before obtaining the local funding support for building a MetroLink extension and those funds were wasted because the county voters ultimately rejected the referendum to fund MetroLink in St. Charles County. Following the St. Charles County experience, East West Gateway and the Federal Transit Administration would be unlikely to permit Madison County to proceed with the MTIA without an approved source of local funds to proceed with MetroLink.

It will only be those communities with the vision and proven ability to fund MetroLink which will obtain future MetroLink extensions in the St. Louis region. Let us vote for Madison County's Proposition M on Tuesday, November 4 and bring MetroLink to Madison County.

Possible MetroLink Alignments in Madison County

