



USELESS AND EXPENSIVE:

The Proposed St. Louis MetroLink Extension

Bi-state is pursuing a planned MetroLink expansion that will cost

\$1.1 billion for a 5-mile extension of light rail in the City of St. Louis. The planned route primarily follows Jefferson Avenue through north and south St. Louis.

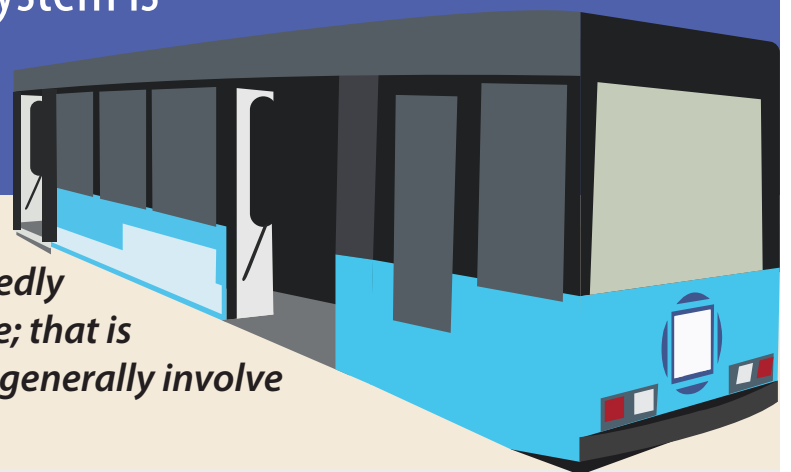
The entire project depends on receiving **\$877 million** in federal funds.

In 2004, Metro published a report that predicted **80,000** boardings per day by 2025 for just the Missouri side of the MetroLink system.

In 2023, the entire Missouri MetroLink system averaged just **16,700** boardings per day.

Demand for public transit along this proposed new light rail route is such that there is currently **NO** bus route that serves this same route, yet we are to believe a light rail system is sorely needed and will be heavily used.

Metro projects **5,000** boardings per day for this route, which, even if true, is decidedly underwhelming. That is not **5,000** people; that is **5,000** boardings. (One commuter would generally involve two boardings per day.)



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Proposed St. Louis MetroLink line would go “from nowhere to nowhere,” new study says.

Because St. Louis used federal funds for the Loop trolley, the region can't cancel the trolley despite the abysmal ridership totals.

The exact same thing will happen with this latest MetroLink extension proposal. It will cost over a BILLION dollars, have VERY FEW riders, and we will be forced to operate and fund it for decades. This project isn't merely wasteful. It is an actively harmful expenditure of federal and local tax dollars.

ST. LOUIS BUSINESS JOURNAL

Federal agency threatens to pull back \$37M in funds if Loop Trolley isn't in operation by June.



***According to
transit.dot.gov:
The loop trolley has 2.1
riders per hour when in
use.***



**The LOWEST
in the nation.**

Report:
***Is St. Louis Transit Built
for the 2020s or the 1910s?***

Testimony:
MetroLink Expansion



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the reports*

St. Louis Can't Afford a Loop Trolley Two!



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