



PEER REGIONS TRANSIT REPORT

MID-AMERICA REGIONAL COUNCIL
TRANSPORTATION DEPARTMENT



TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
History	4
Peer & Aspirational Regions	5
Aspirational Systems	5
Summary of Significant Findings	6
State Operating Funding	6
Transit Funding in the Kansas City Metro Area	8
Sales Taxes	9
Fare Comparison	10
Fare Revenues	10
Service Area Density	13
Branding	13
Funding Performance	13
Micro-mobility	15
Ridership	16
INTRODUCTION	18
Primary Transit Agencies and Urbanized Areas	18
SOURCES OVERVIEW	21
National Transit Database	21
American Community Survey	21
Peer Transit Agencies Survey	21
OVERVIEW AND ANALYSIS OF UZAS	22
Introduction	22
Population	22
Peer UZA Profiles	23
Aspirational UZA Profiles	27
UZA Funding	28
UZA Service Characteristics	32
Ridership to Work	35
PRIMARY TRANSIT AGENCY OVERVIEW AND ANALYSIS	36
Introduction	36
Peer Agencies	36
Aspirational Agencies	42
Primary Agency Funding	44
Fares and Operating Funding Expended	45
Primary Transit Agency Service Characteristics	48

Service Area	48
Services	49
Primary Agency Share of Service	49
Annual Ridership	50
Annual Vehicle Revenue Miles and Hours	51
Primary Transit Agency Performance Measures	52
All Modes	52
Bus Modes	54
Demand Responses (Paratransit)	55
Rail Modes	57
LOCAL OVERVIEW AND ANALYSIS	61
Introduction	61
Local Agency Profiles.....	61
Kansas City Area Transportation Authority	61
Kansas City Streetcar Authority (KC Streetcar)	61
Unified Government Transit.....	62
Johnson County Transit.....	62
IndeBus	63
Funding.....	63
Local Investment Levels.....	63
Local Per Capita Investment.....	63
Funding Sources.....	64
Fare Revenues.....	68
Local Agency Service Characteristics	69
Travel-to-Work Characteristics	70
Annual Ridership	71
Vehicles Revenue Miles	72
Vehicle Revenue Hours	72
Local Agency Performance Measures	73
Operating Expenses per Unlinked Passenger Trip	73
APPENDIX A - GLOSSARY	76
APPENDIX B - PEER CITIES TRANSIT SURVEY TRANSCRIBED RESPONSES	79

EXECUTIVE SUMMARY

History

This report serves to set a benchmark for our regional transit system and how it compares to peer transit systems in terms of funding, ridership, service area and density. Data for this report was collected from the National Transit Database, the 5-year American Community Survey and a qualitative survey sent to the primary transit agency from each city included in the report.

The Peer Cities Transit Research Report was created in 2011 to support work by Johnson County's Transit Funding Task Force (START), as well as to aid in ongoing discussions regarding the development of a strategy for regional transit investment in Kansas City. Updated versions of the report were created in 2014 and 2018 to serve as a resource for MARC's transportation committees. The update provides a snapshot on how transit agencies across the country were affected by the COVID-19 pandemic and provides insight into the recovery process.



Peer & Aspirational Regions

Peer transit agency — a transit agency similar in size and landlocked geography to Kansas City’s primary transit agency, KCATA. These agencies are color-coded in green throughout the report.

Primary transit agency	Urbanized area
Southwest Ohio Regional Transit Authority (SORTA)	Cincinnati
Central Ohio Transit Authority (COTA)	Columbus
Indianapolis Public Transportation Corporation (IndyGo)	Indianapolis
Transit Authority of River City (TARC)	Louisville
Memphis Area Transit Authority (MATA)	Memphis
Milwaukee County Transit System (MCTS)	Milwaukee
Nashville Metropolitan Transit Authority (MTA)	Nashville
COTPA (EMBARK)	Oklahoma City
Port Authority of Allegheny County	Pittsburgh
St. Louis Metro	St. Louis

Aspirational transit agency — an agency that generates the degree of ridership, funding and transit-supportive culture that the Kansas City area would like to see in the future. These agencies are color-coded in blue throughout the report.

Primary transit agency	Urbanized area
Capital Metro	Austin
Charlotte Area Transit System (CATS)	Charlotte
Regional Transportation District (RTD)	Denver
Metro Transit	Minneapolis-St. Paul

Home transit agency — color-coded in yellow throughout the report.

Kansas City Area Transit Authority (KCATA)	Kansas City
--	-------------

Aspirational Systems

A survey was distributed to peer and aspirational transit agencies, and agencies were asked to list their own aspirational systems. Many peer agencies indicated that Denver RTD was an aspirational system, as well as CapMetro in Austin, CATS in Charlotte, Metro Transit in Minneapolis, and Sound Transit in Seattle. One peer identified the KCATA as an aspirational agency. Aspirational agencies that responded cited Tri-Met Transit in Portland, Oregon and Massachusetts Bay Transit in Boston.

Summary of Significant Findings

Kansas City area transit agencies spent **\$46.53** in state, local funds and directly generated revenues per capita in 2022; this figure ranks 12th out of 15 analyzed Urbanized Areas (UZAs) that were studied in this report. This is less than both peer and aspirational agency average spent per capita, and a **28% decrease in funding spent per capita from \$59.51* in 2016**.

The average combined state and local per capita operating funding for peer UZAs, including Kansas City, was reduced 18.2% from \$72.97* per person in 2016 to **\$59.70 per person in 2022**.

- The average combined state, local and directly generated revenues per capita for aspirational regions is \$138.34 in 2022.
- Minneapolis-St. Paul, Pittsburgh, and Milwaukee UZAs receive the much of their operating funding from their respective states. Meanwhile, a number of regions, including Kansas City, Cincinnati, Nashville, and Louisville receive a very small proportion of funding from state sources and are funded primarily through local funding.
- Columbus, Ohio's primary transit agency operating funds come largely from fares and directly generated revenue, with 7.8% of the total operating funds expended being from fares and other directly generated sources. Columbus and Denver also see large shares of their funding from directly generated revenues (regional or county-based taxes for transit systems).

*All figures adjusted for inflation

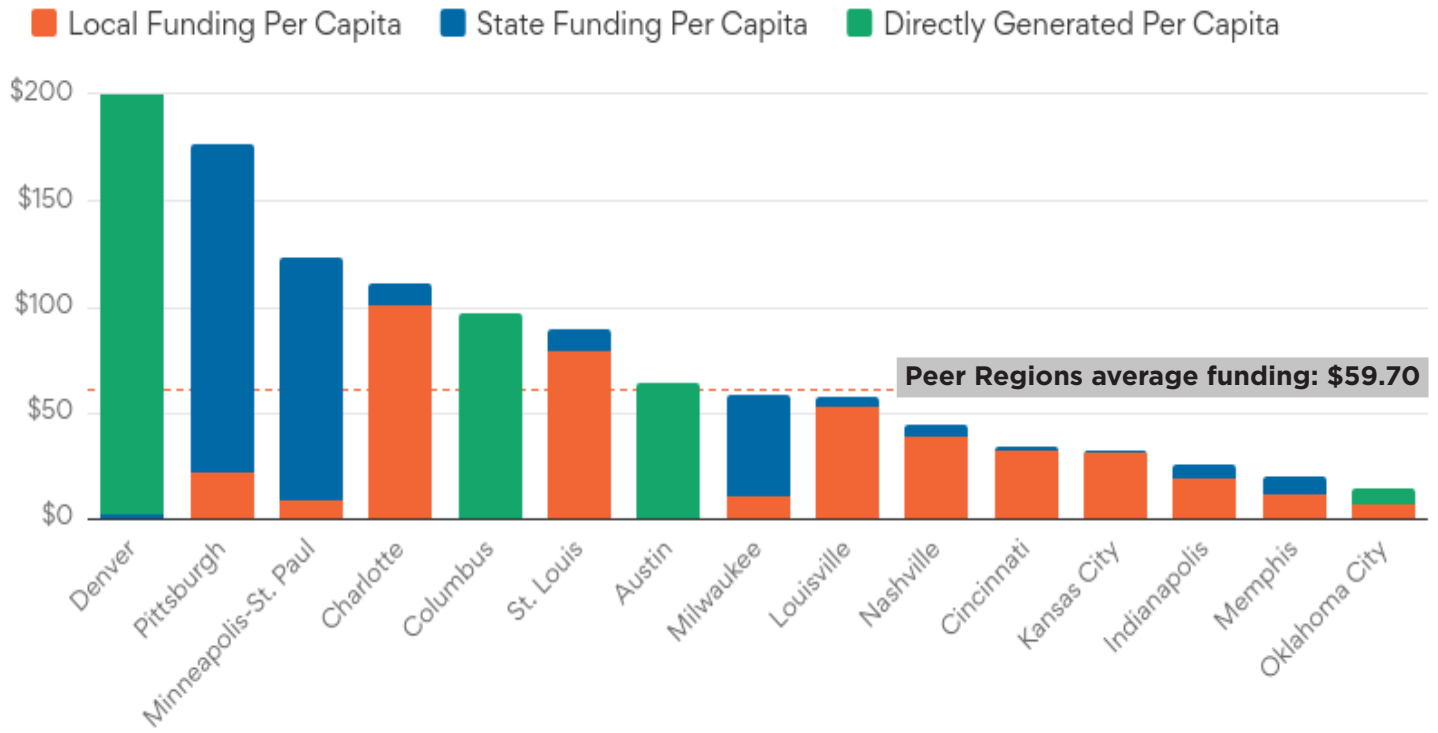
State Operating Funding

In 2021, the Kansas City UZA received **\$1.39 million in state operating funding, ranking 10th out of 15 total peer and aspirational UZAs**. Kansas agencies spent \$986,182 of this total, while Missouri spent \$403,312. The Kansas City UZA's total state operating funding received is below the median of peer cities of \$8.7 million, while aspirational cities on average received \$148 million. However, **this aspirational figure has gone up in recent years, but is not yet reflected in current data**.

Urbanized area or UZA — The urbanized area data used for this report are taken from the 2020 Decennial Census. New to 2020, an urban area is defined as a densely settled core of census blocks that meet a minimum housing unit density of 425 housing units per square mile and encompass at least 2,000 total housing units or have a population of at least 5,000.

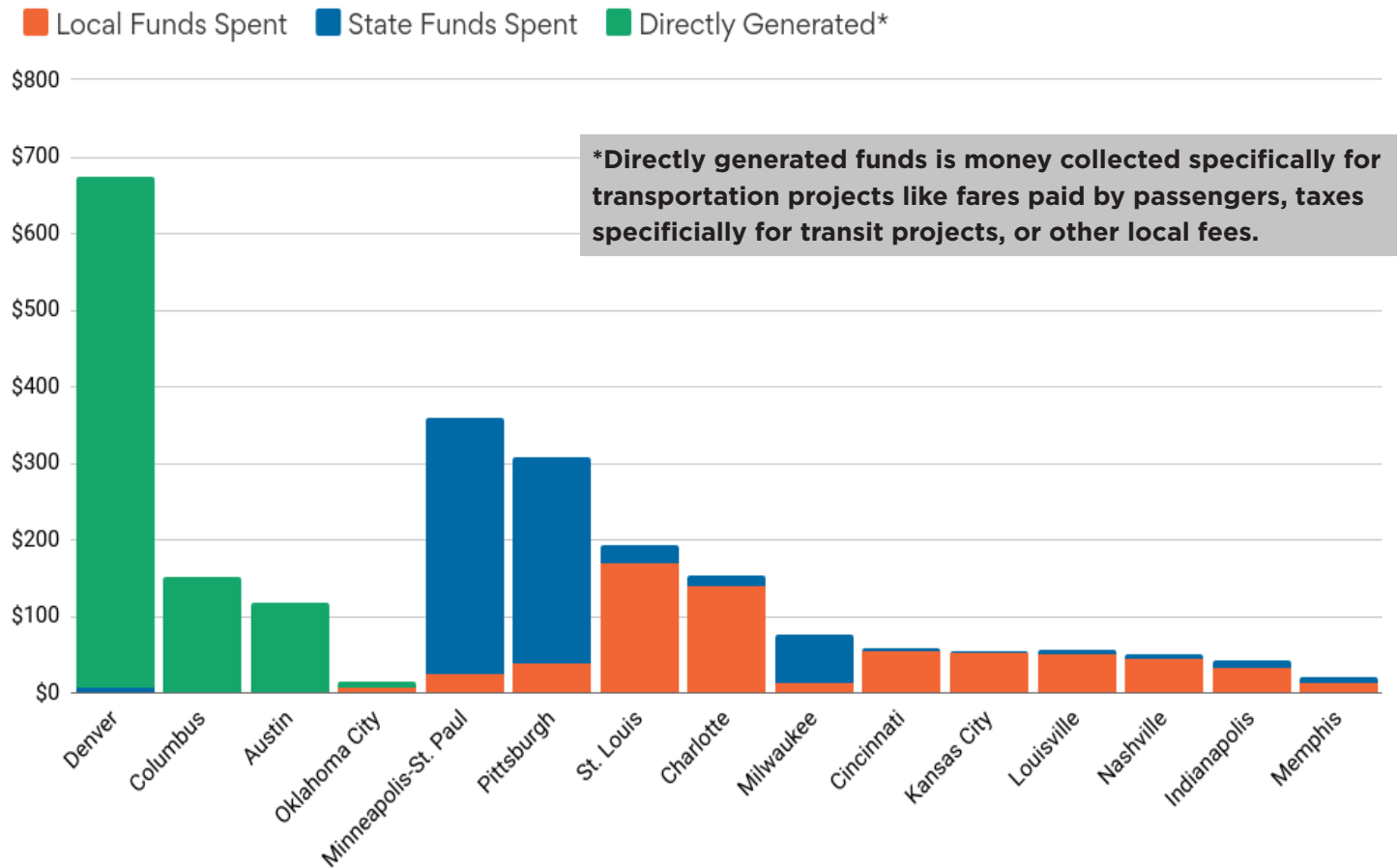
UZA State and Local Operating Funding per Capita

National Transit Database (2022)



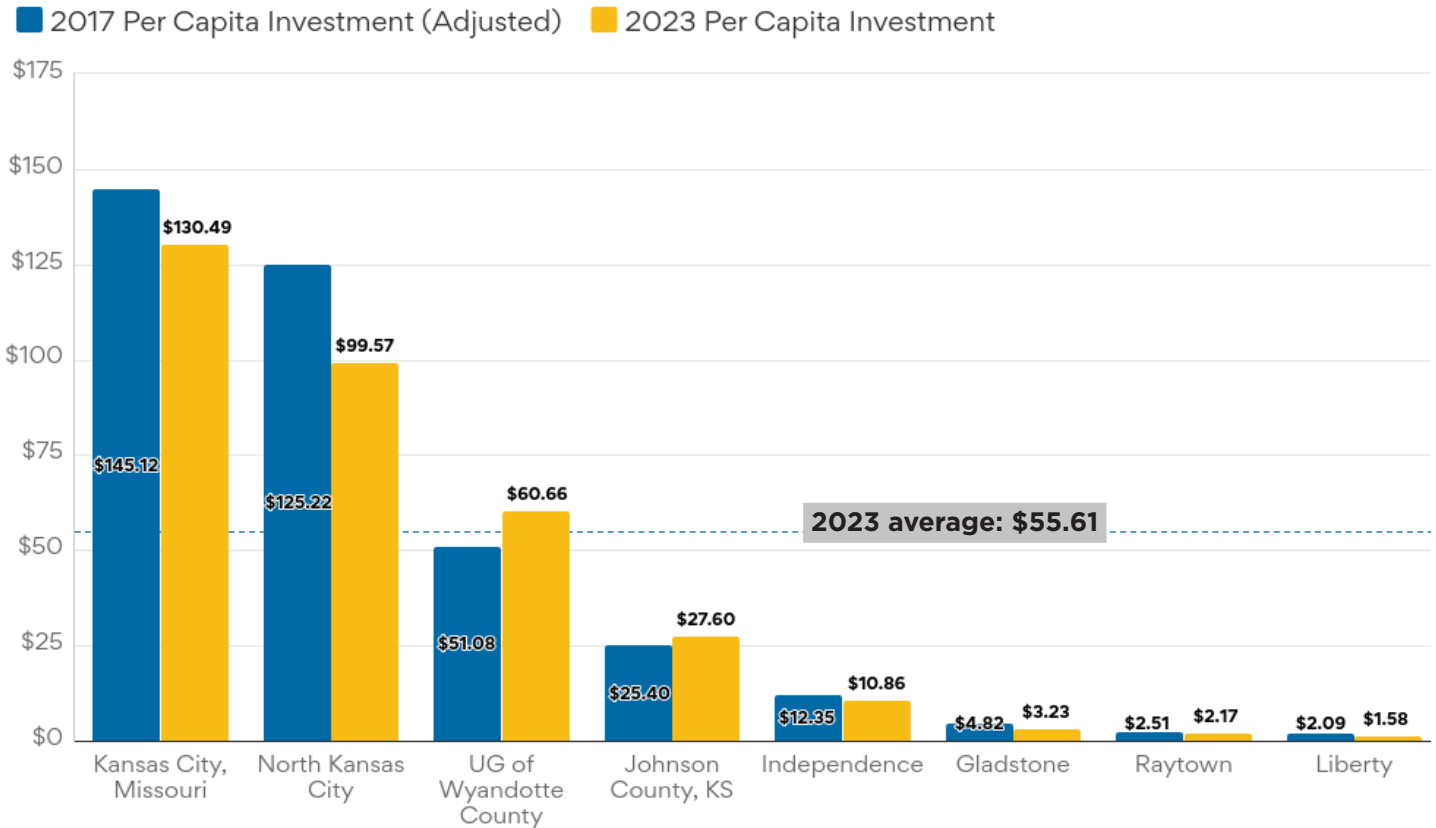
UZA State and Local Funds Expended (in millions)

National Transit Database (2022)



Local Per Capita Investment by Jurisdiction

ACS (2016-2022) Jurisdictional Budget information (FY 2016-17/2022-23)



Transit Funding in the Kansas City Metro Area

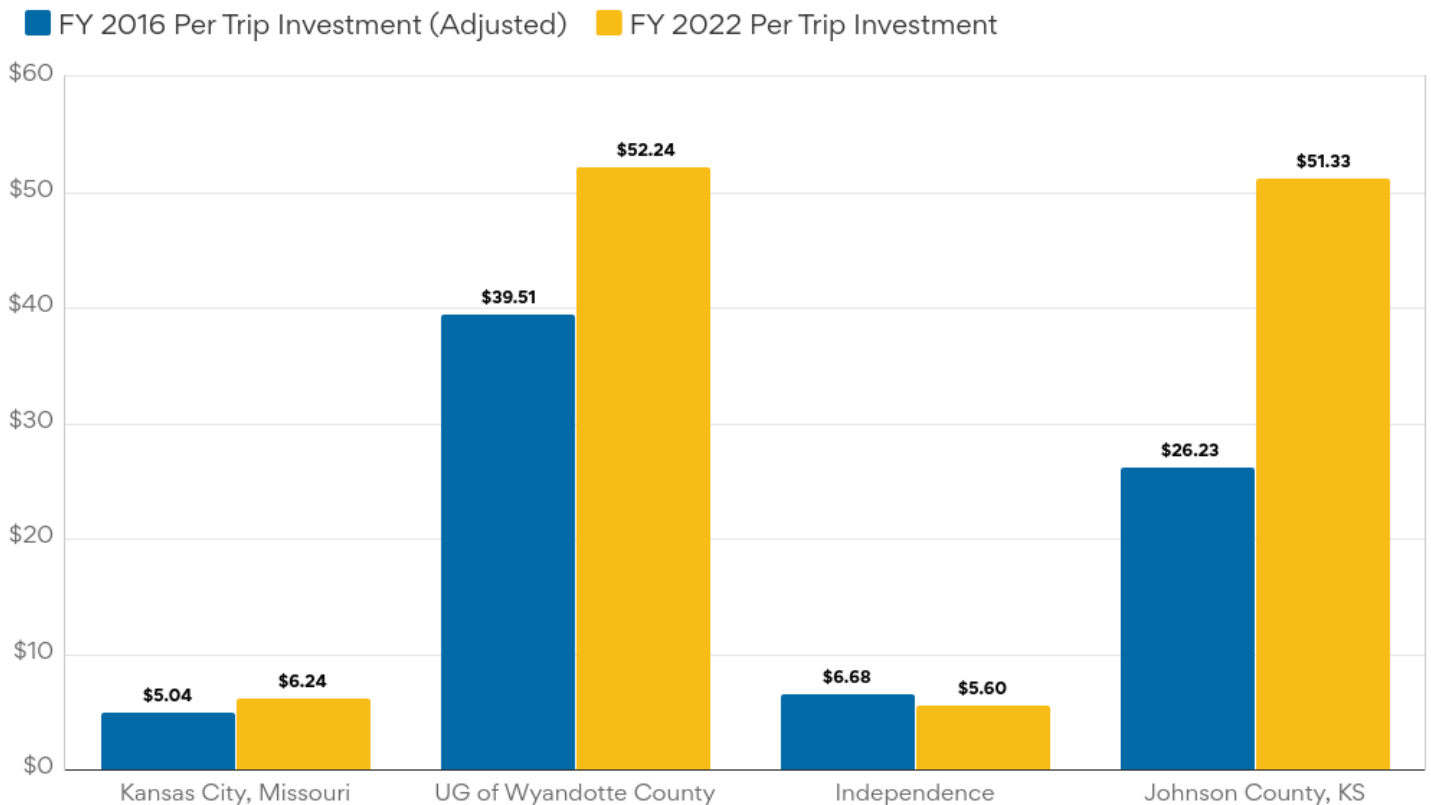
Transit funding varies widely across the Kansas City region. In 2023, the contributing jurisdictions in the Kansas City region averaged \$55.61 per capita on transit services. Locally, Kansas City, Missouri, had the highest contribution with \$130.49 in local investment per capita. (Note: Contributions within the Transportation Development District are significantly higher.)

Meanwhile, North Kansas City, Missouri, contributed \$99.57 in local investment per capita, while the Unified Government of Wyandotte County rounded out the top three with \$60.66 in local investment per capita.

The top three jurisdictions are unchanged from the previous version of this report, however relative to changes in investment, Johnson County and Wyandotte County have seen a relative increase in funding, while every other jurisdiction has seen a small per capita decrease in that time. It is important to note that these numbers have been adjusted for inflation to 2023 dollars.

Cost per Trip by Jurisdiction

Jurisdictional Budget information (FY 2016-17/2022-23) NTD (2016/22)



On a per trip basis, Kansas City, Missouri and Independence both have low cost per unlinked passenger trip (UPT), with \$6.24 and \$5.60 per trip, respectively. Meanwhile, UG of Wyandotte County and Johnson County both have much higher cost per trip with \$52.24 and \$51.33 per trip, respectively. Both of these counties had a large portion of these costs attributed to demand response and other special transportation expenses. This figure is affected by both total number of trips in each jurisdiction, as well as total budgeted investment.

Sales Taxes

Sales taxes are a common local funding method used by several large primary transit agencies. KCATA is primarily funded by two sales taxes within Kansas City, Missouri. One of the two taxes, a 3/8 cent sales tax, was recently renewed by vote in March 2024. The other tax is allocated as part of a half-cent retail sales tax levied by the Missouri state legislature in 1971.

Other models for sales taxation from peer and aspirational transit agencies are based on a combination of city and county sales taxes or service area sales taxes, including:

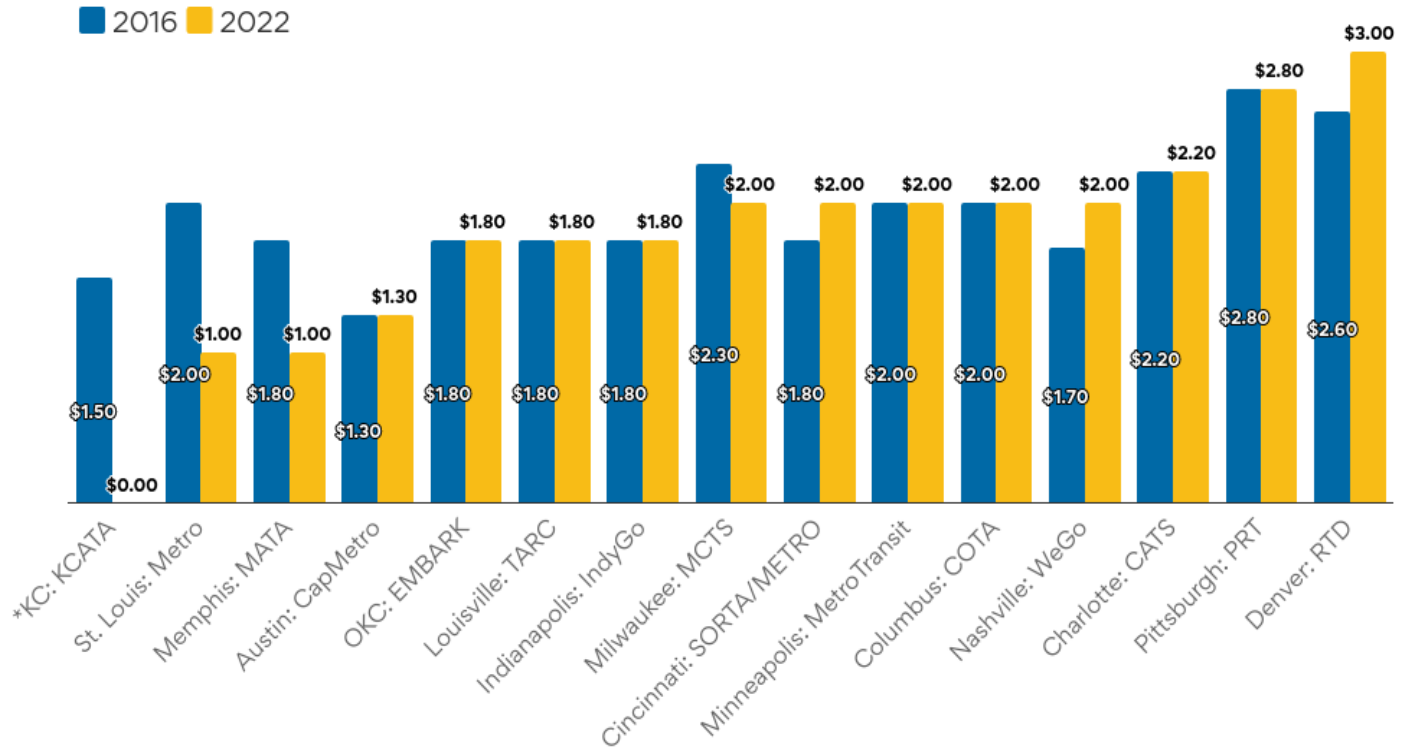
- Austin: 1 cent sales tax on service area members.
- Cincinnati: A permanent, 0.8 cent countywide sales tax levy passed in 2020 to replace City of Cincinnati-based payroll tax, with 25 % of the taxes collected going towards sidewalks, road, and bridge repairs along transit routes.
- Columbus, Ohio: 1/4 cent permanent sales and use tax on voters in the COTA service area, as well as an additional 1/4 cent temporary sales tax with a ten-year renewal passed in 2016.

- St. Louis: one cent total sales tax in the City of St. Louis, Missouri, and 1 1/4 cent sales tax in St. Louis County, Missouri.
- Denver: 1 cent sales and use tax in the regional transportation district.

Fare Comparison

Single Ride Bus Fare by Primary Agency

Agency Websites (2016/2022)



KCATA (and the RideKC system as a whole) is the only agency studied that does not charge for bus fares, as the transit system began experimenting with a fare free model in 2019, with free trips starting and ending in Kansas City, Missouri, and later switched entirely to fare free system wide in March of 2020 during the COVID-19 pandemic, remaining free since that time. Other primary transit agencies offer a variety of different price models, with discounted rates for seniors, children, and others, and some having rush hour pricing increases. Metro Transit in Minneapolis utilizes rush hour pricing at busier times each weekday, and RTD in Denver uses zone and distance-based fares, with fare prices increasing as the trip distance increases.

Fare Revenues

After switching to a fare free model, KCATA has generated the lowest fare revenue among all peers at \$692,785 and the lowest farebox recovery rate (the proportion of operating expenses that are paid for by fare revenues) at 0.6%. In 2016, the fare box ratio for the KCATA was 12%. Within the Kansas City UZA's other agencies, Johnson County has a recovery ratio of 0.1%, while the remainder of the local agencies reported no recovery.

No other city among peers or aspirational cities has fully switched to a fare free approach, but some agencies have various programs to lower costs for riders by group or mode:

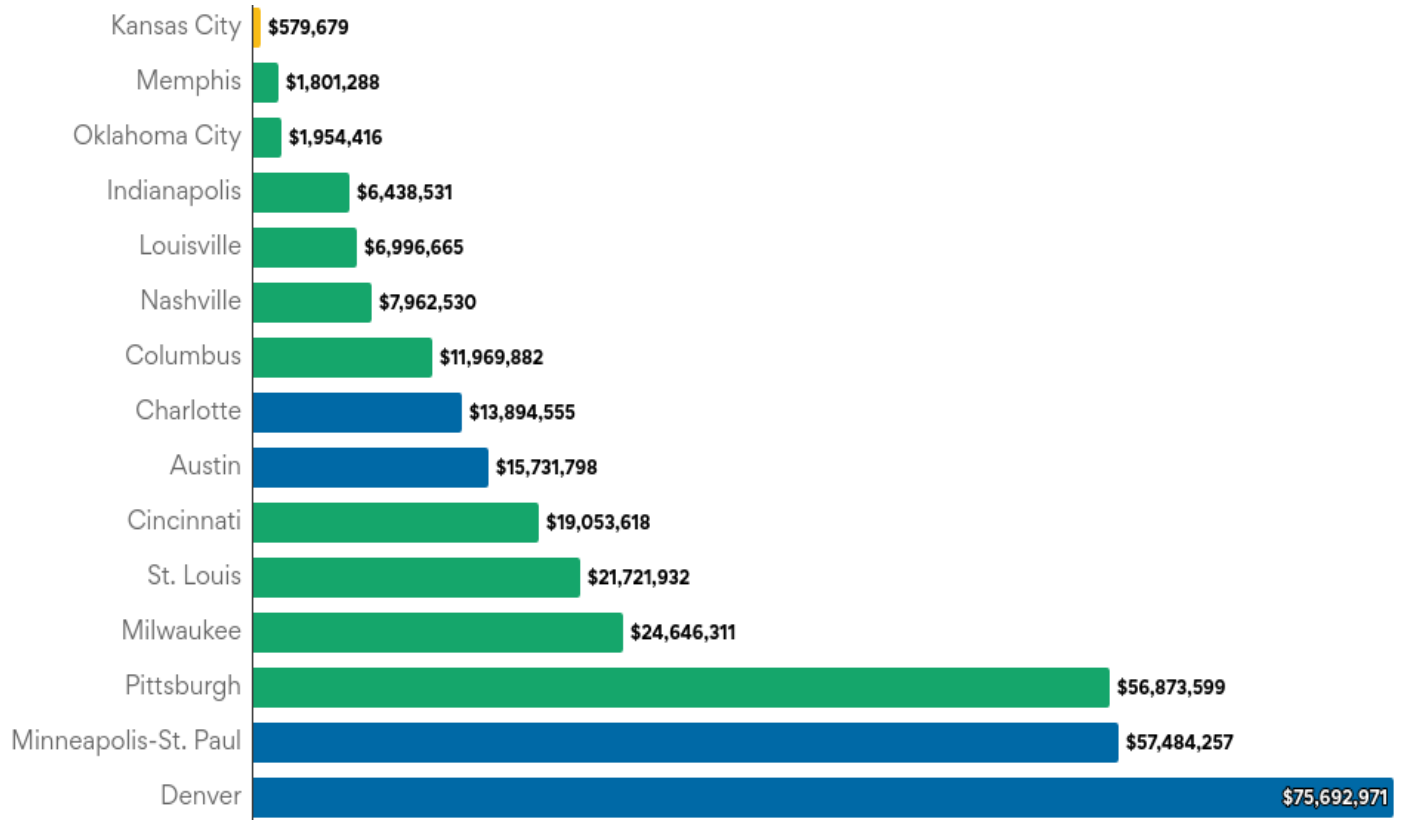
- St. Louis Metro has free fare for low income (household income of \$69,000 per year or less) riders under 25 years old until the end of 2024.
- Austin offers free passes for those registered as homeless with HMIS (Homeless

Management Information System)

- A number of metros, including Milwaukee and Pittsburgh, offer free ridership through colleges and universities to students.

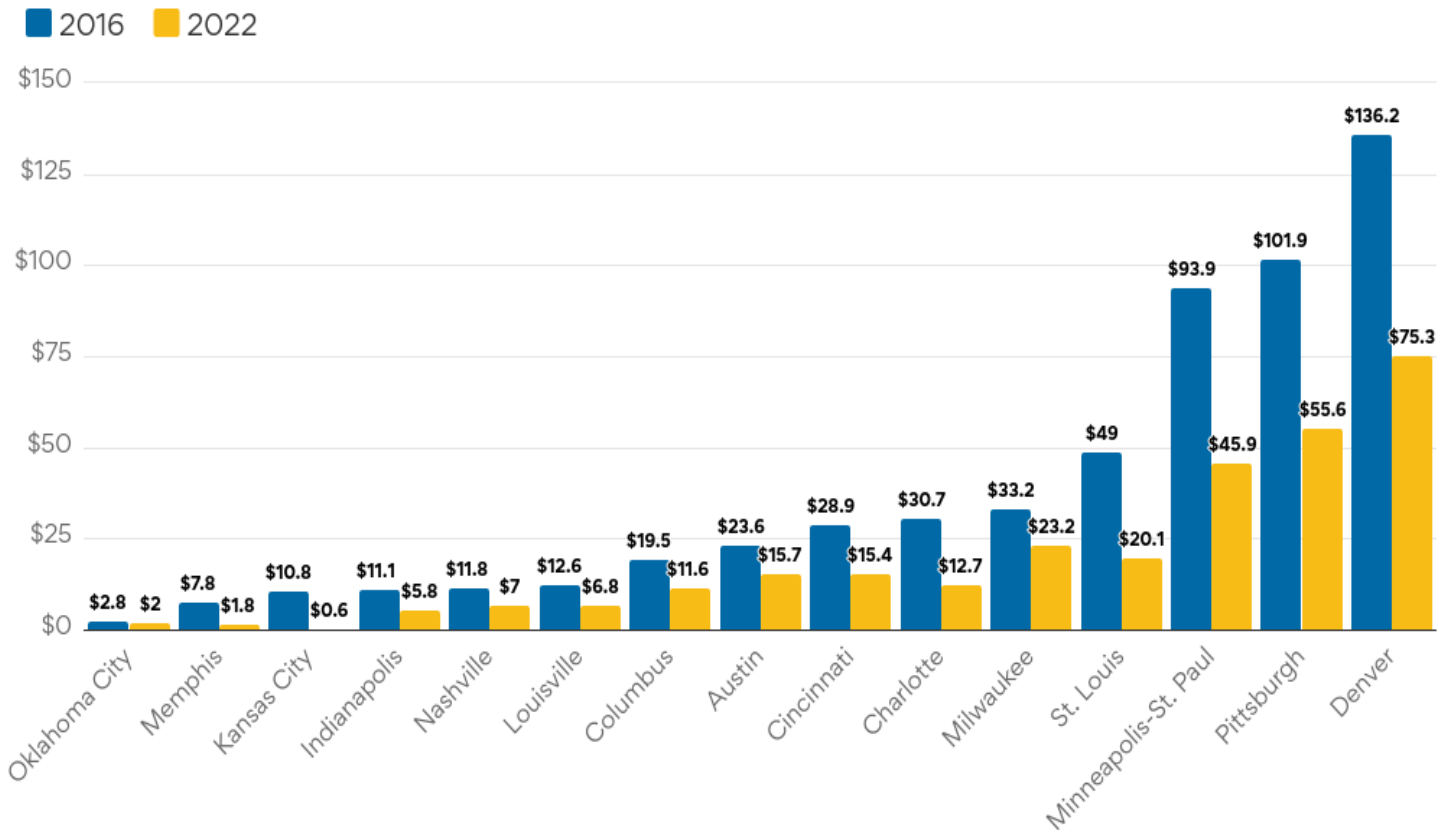
Despite an expected decrease in the Kansas City area after suspending fare revenue collection, since 2016, every other city has seen similar drop-offs in fare revenue and farebox recovery ratio. Agencies have seen a median decrease of 53% of total fare revenues, and a 12% median drop in farebox recovery ratios.

Fare Revenues by UZA National Transit Database (2022)



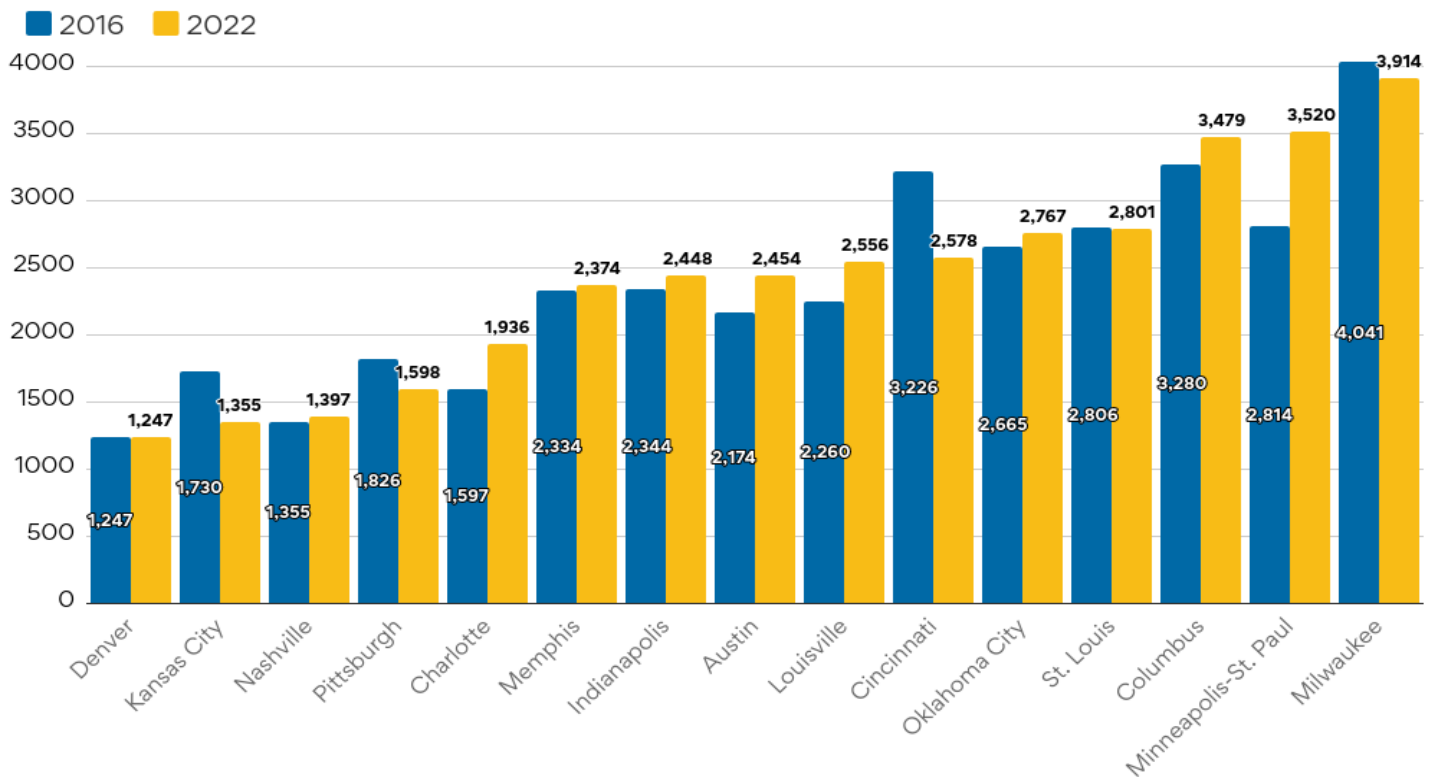
Fare Revenues for Operating Expended by Primary Agency (in millions)

National Transit Database (2016/2022)



Service Area Density

(Population per square mile, ACS 5-year 2016, 2022)



Service Area Density

KCATA ranks 14th out of the 15 peer and aspirational transit agencies in service area density at 1,355 persons per square mile. This is down from its position of 12th of 15 in 2016. The service area density decreased by 21.7%, compared to the median increase of 3.1%. Rank in service area density did not closely correspond with rank in ridership, as shown on page 16.

- Milwaukee’s MCTS has the highest service area density out of all primary agencies, at 3,914 persons per square mile. The UZA of Milwaukee also ranks highly in terms of ridership (18.8 million annual unlinked trips), and operating expense per trip (\$8.16).
- MetroTransit in Minneapolis gained the most density between 2016 and 2021, increasing from 2,814 to 3,520 persons per square mile.
- Denver has the lowest service area density out of all primary agencies, 1,247 persons per square mile, yet had the highest ridership at 61.3 million annual unlinked trips.

Note: Service density is affected by many factors and could have increased or decreased because of expanded service, or service ending in outlying areas.

Branding

The transit agencies within the Kansas City UZA operate under one brand — RideKC. This allows for several separate entities to share resources, organization, and branding without sacrificing total autonomy. Several different types of transit entities operate under the same branding umbrella.

- RideKC includes Johnson County Transit, UG Transit (Wyandotte County), IndeBus (Independence, MO) transit agencies.
- KC Streetcar is operated under the RideKC name.
- RideKC Bike is a bike sharing program operated by BikeWalk KC.
- IRIS: the KCATA’s growing on-demand ride-hailing platform uses RideKC as part of its branding.

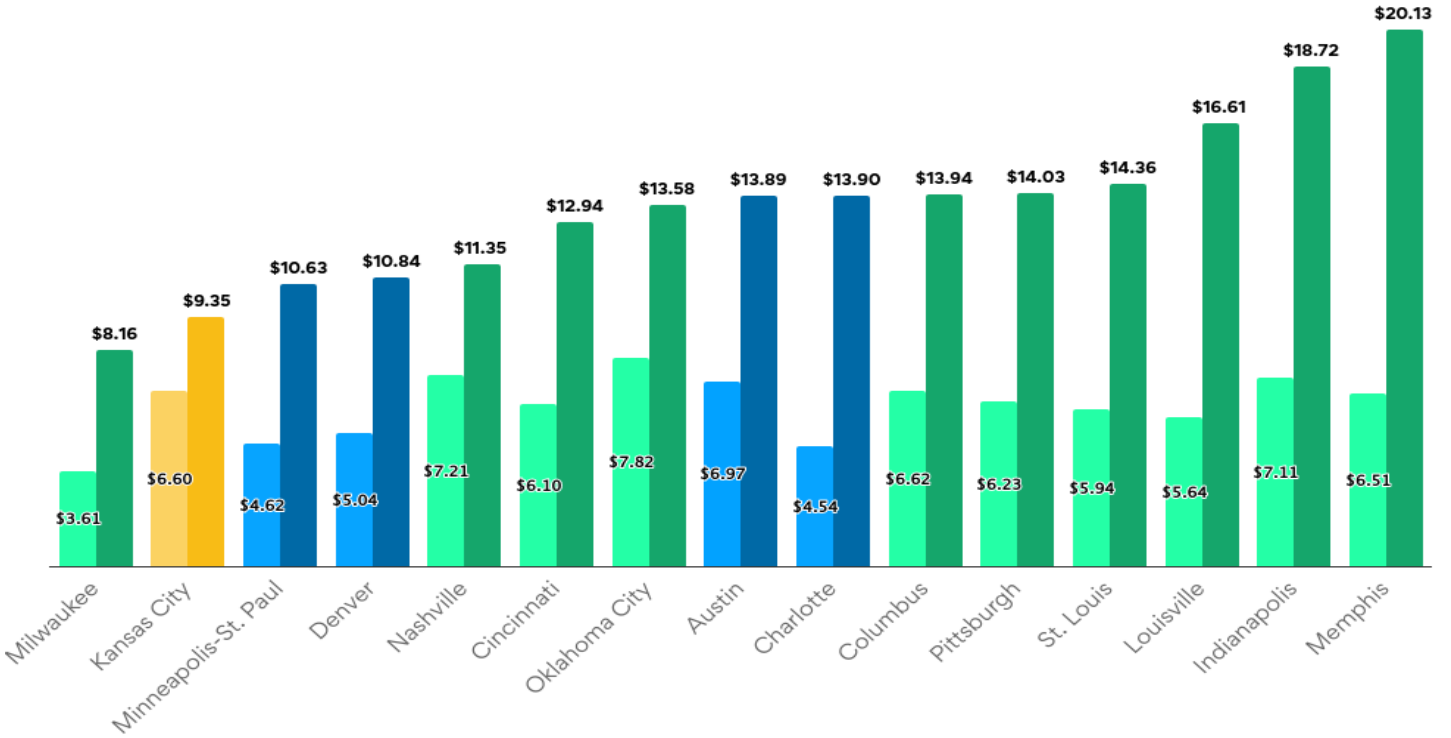
The only other urban area that has a similar configuration is Nashville, where the regional and local transit agencies (RTA and MTA respectively) together as “WeGo.”

Funding Performance

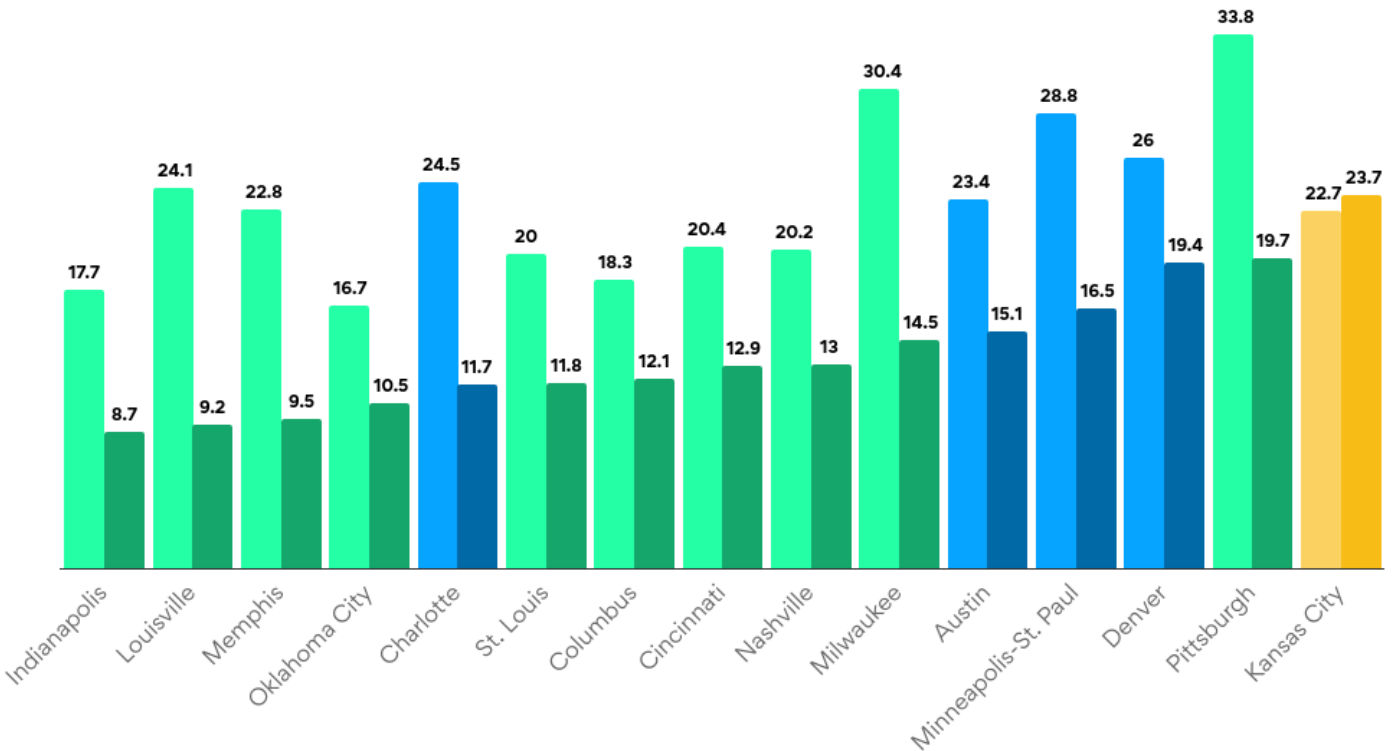
Primary transit agencies were compared based on operating expense per unlinked trip:

- KCATA is the only peer agency which saw ridership per vehicle hour increase in the 2016-2022 period.
- KCATA is 3rd lowest cost per trip and was the second most productive agency in terms of trips per revenue hour and one of the few with an increase.
- KCATA ranked **2nd out of 11 peer agencies and 2nd out of all primary agencies in terms of operating expense per passenger trip at \$9.35**. While this was an increase from \$6.60 in the previous report, the 41.7% increase was less than the average increase of 166% for all agencies. Notably this increase was higher in peer cities (in green) relative to aspirational cities (in blue).

Operating Expense per Unlinked Passenger Trip by Primary Agency - All Modes
National Transit Database (2016/2022)



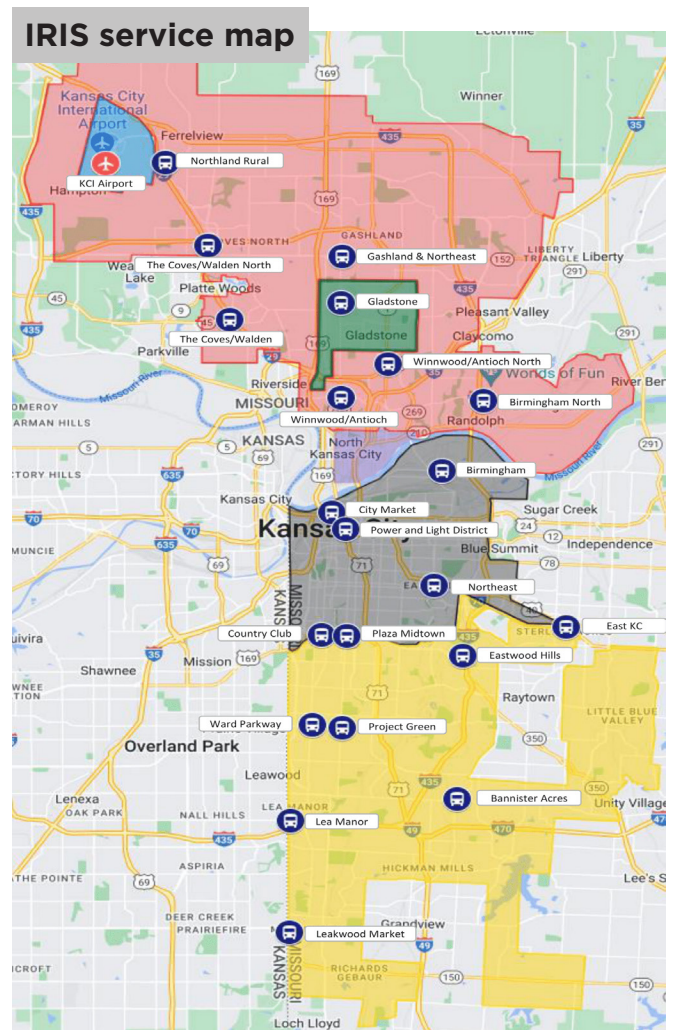
Unlinked Passenger Trips per Vehicle Revenue Hour by Primary Agency - Bus
National Transit Database (2016, 2022)



Micro-mobility

In a survey of the peer and aspirational agencies included in this report, two respondent primary agencies, in Charlotte and Nashville, stated that they had established formal agreements with ride-hailing service providers, such as Uber or Lyft. KCATA has created its own ride-hailing service in the form of IRIS which has rapidly expanded to cover Kansas City, Missouri, North Kansas City, Gladstone, and will soon be operated in Kansas City, Kansas and other municipalities. This new service provides access in areas where traditional fixed-route services are not cost-effective. Similarly, SORTA in Cincinnati and COTA in Columbus recently began offering their own point to point microtransit services and apps, which intend to fill gaps where bus service is not available.

Within the greater KC region, UG of Wyandotte County as well as Johnson County operate RideKC branded micro transit separately from IRIS, with service areas being expanded throughout 2023 and 2024.



Ridership

Annual Ridership by Primary Agency				
UZA	Primary Agency	2016	2022	% Change
Denver	RTD	103,340,797	61,284,680	-40.7%
Minneapolis-St. Paul	Metro Transit	82,624,619	38,794,641	-53.0%
Pittsburgh	Port Authority of Allegheny County	63,823,513	32,328,532	-49.3%
Austin	Capital Metro	31,048,807	20,417,077	-34.2%
Milwaukee	Milwaukee County Transit System	40,709,350	18,849,230	-53.7%
St. Louis	St. Louis Metro	44,046,960	18,508,770	-58.0%
Charlotte	Charlotte Area Transit System	26,248,940	12,640,017	-51.8%
Kansas City	Kansas City Area Transit Authority	14,220,399	10,572,362	-25.7%
Columbus	Central Ohio Transit Authority	18,827,815	10,275,316	-45.4%
Cincinnati	SORTA	15,566,731	9,847,273	-36.7%
Nashville	Nashville MTA	9,915,984	6,370,413	-35.8%
Indianapolis	Indianapolis Public Transportation Corporation (IndyGo)-	9,494,784	5,751,302	-39.4%
Louisville	Transit Authority of River City	14,087,286	5,341,409	-62.1%
Memphis	Memphis Area Transit Authority	7,762,476	2,976,709	-61.7%
Oklahoma City	COTPA (EMBARK)	3,265,299	2,512,635	-23.1%

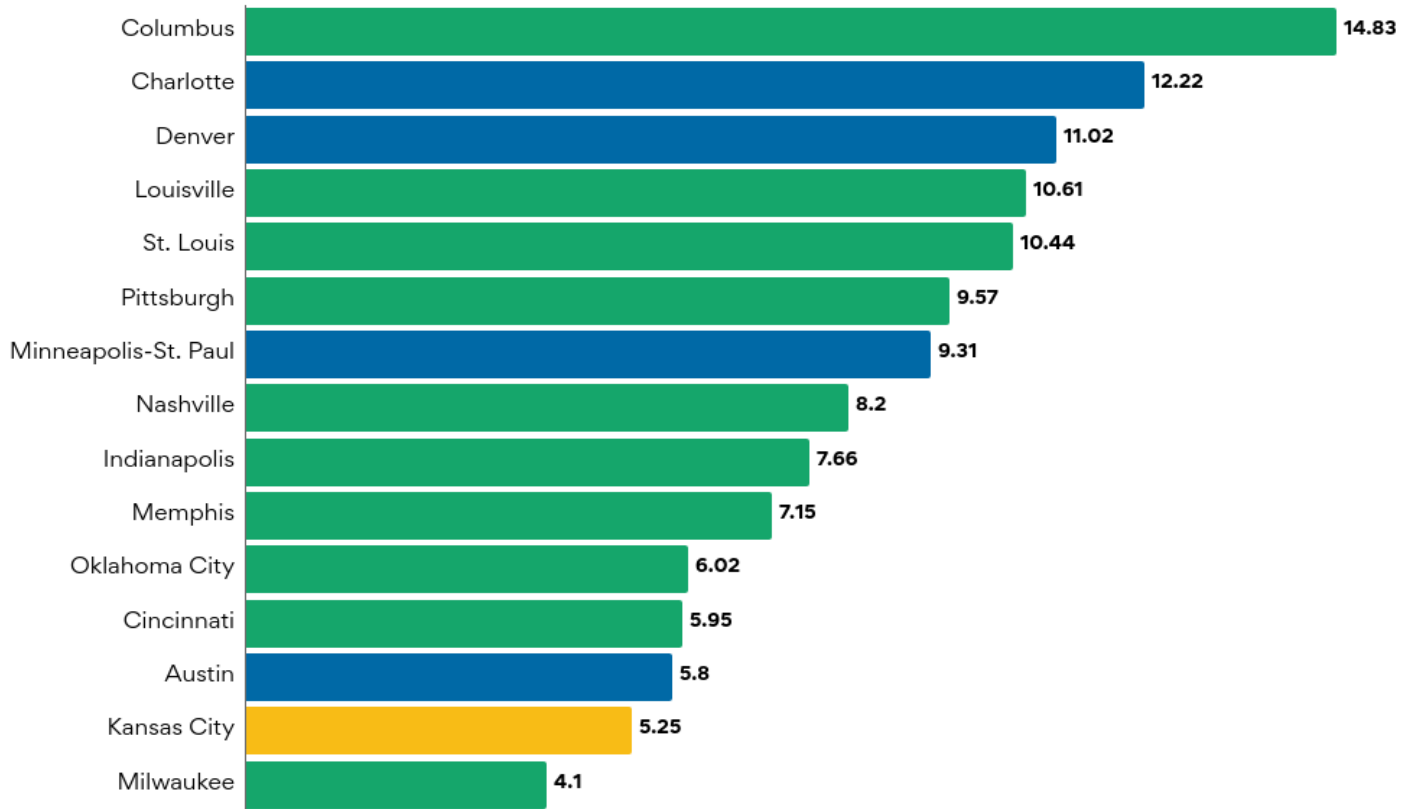
Annual ridership is the number of passengers who board public transportation vehicles every year for a unique trip. Passengers are counted each time they board a vehicle, no matter how many vehicles they use to travel from their origin to their destination. In 2022, KCATA was the 5th-highest transit system ridden out of 11 peer primary agencies, and 8th out of all 15 agencies. **While ridership decreased 25.7% since the previous report in 2018, this decrease is less than the median decrease amongst all peer and aspirational primary agencies, 45.4%.** This shows KCATA may be more resilient in the context of decreasing nationwide ridership in the last several years.

Within the greater KC area total ridership decreased by 24.7%, from 16,679,197 in 2016 to 12,552,991 in 2022. The highest decrease in ridership was in Johnson County, with a 40.9% decline. This higher number can somewhat be attributed to Johnson County's highest %age of those continuing to work from home. There was also a 13.9% decrease in ridership at UGT, and a 19.6% decrease at Indebus.

The corresponding graph displays the amount of funding received per rider systemwide. The **Kansas City UZA has the second lowest funding per rider**; this means the system is economically efficient in terms of its expenses. However, it has a below average ridership per capita when compared to the rest of the systems. This could be due to a number of factors. One of the commonalities and aspirational and higher ridership peer systems shared was generally higher funding levels, with some expectations.

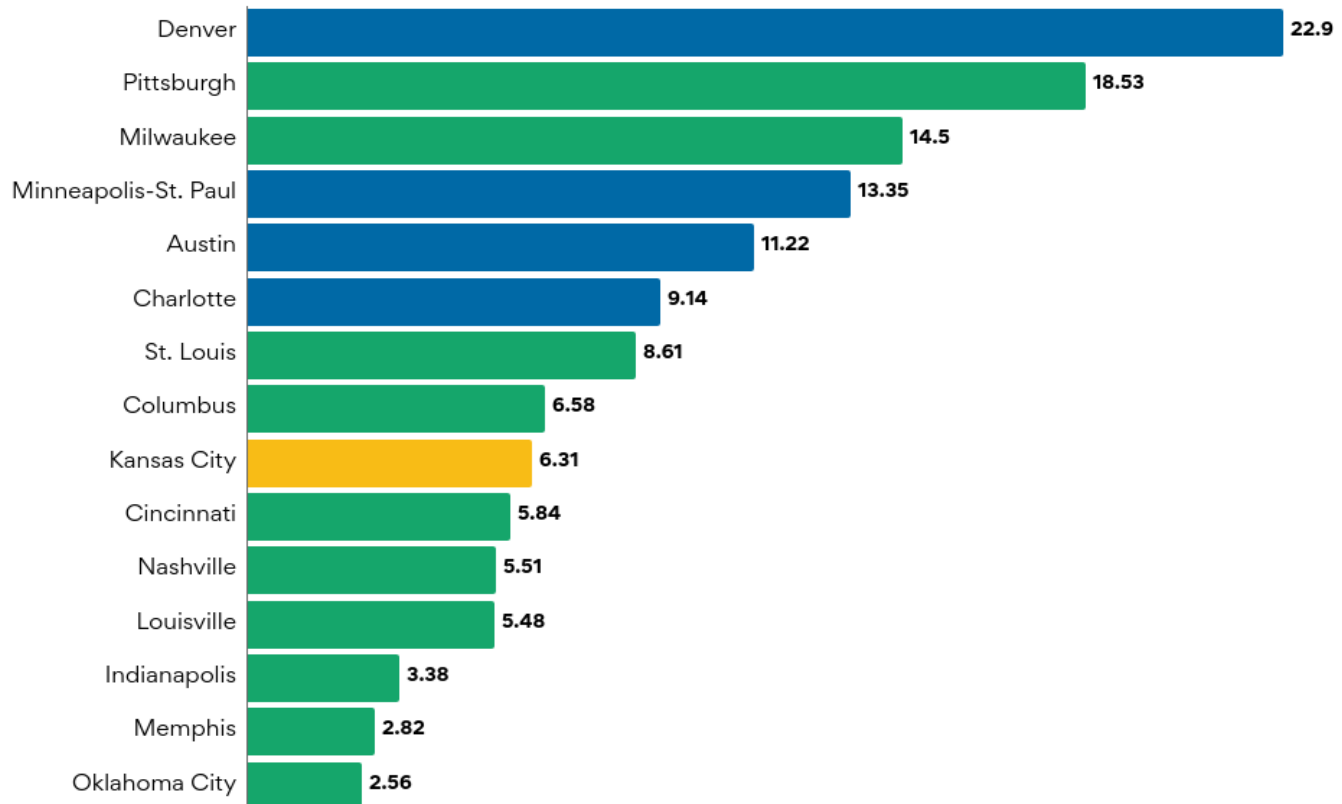
Funding Per Ride

National Transit Database (2022)



Ridership per Capita

National Transit Database (2022)



INTRODUCTION

In the following sections, this report will make three levels of transit agency comparisons. First, in Local Overview and Analysis, local Kansas City area agencies will be compared. In Urbanized Area (UZA) Overview and Analysis, groups of transit providers will be compared at the UZA level. In Primary Transit Agency Overview and Analysis, transit agencies that provide the most service to their Urban Area (deemed “primary” agencies) will be compared to each other in more detail. In the Rail and BRT section, there will be a focus on rail modes such as Streetcar systems in comparison with other peer and aspirational UZAs. Comparisons between local Kansas City area agencies, UZAs, or primary agencies deal first with funding sources and funds expended from different levels of government. Next, the entities in each section are compared by service characteristics, such as ridership and miles and hours of service provided. The last common category are two performance measures — commonly used in the National Transit Database — that MARC staff selected to serve as benchmarks of comparison. Peer Cities Transit Survey Analysis summarizes the results of a survey distributed to the primary agencies based on received responses. Appendix A lists a glossary of terms and Appendix B provides the transcribed responses to the survey.

Primary Transit Agencies and Urbanized Areas

The urbanized areas included in this report are from the 2020 Decennial Census. The 2018 report utilized the urbanized area definition for the 2010 decennial census, this definition was modified for the 2020 census, with some UZAs modified in size based on the new definition. All transit providers that the NTD lists as being part of the urbanized area are included. A primary agency, as defined by this report, is the transit agency that provides the majority of public transit services in its UZA. Primary transit agencies are further designated with their UZAs as “peer” or “aspirational” agencies for the MARC region. For peer and aspirational UZAs and agencies, this report generally refers to them as peer and aspirational cities for easier identification. Peer cities were selected for their similarity in primary agency size, modes of service offered, and geographic characteristics to Kansas City. The aspirational agencies, also landlocked, generate the degree of ridership, funding and transit-supportive culture that the Kansas City area would like to achieve in the future. MARC staff and MARC’s Regional Transit Coordinating Council Technical Team chose the agencies. The Technical Team includes representatives from the Kansas Department of Transportation; Missouri Department of Transportation; City of Kansas City, Missouri; the Kansas City Area Transportation Authority; IndeBus; Johnson County, Kansas; United Government Transit; and the Kansas City Streetcar Authority. The selected UZAs are listed below with their primary agencies listed in bold type. Peer primary agencies are bolded in green, and aspirational primary agencies are bolded in blue. The Kansas City UZA’s primary agency, KCATA, is bolded in yellow. Specific locations of all agencies are also identified.

Kansas City Region

- **Kansas City Area Transportation Authority (KCATA), Kansas City, MO**
- United Government Transit (UGT), Kansas City, KS
- Johnson County Transit, Johnson County, KS
- IndeBus, Independence, MO
- KC Streetcar, Kansas City, MO

Peer Regions

Cincinnati, OH-KY-IN

- **Southwest Ohio Regional Transit Authority (SORTA), Hamilton, Warren, and Butler Counties; OH**
- Transit Authority of Northern Kentucky (TANK), Boone, Campbell, and Kenton Counties; KY
- The Connector (City of Cincinnati), Cincinnati, OH
- Clermont Transportation Connection, Clermont County, OH
- Butler County Regional Transit Authority, Butler County, OH
- Warren County Transit Services, Warren County, OH

Columbus, OH

- **Central Ohio Transit Authority (COTA), Franklin, Delaware, Fairfield, and Licking Counties; OH**
- Mid-Ohio Regional Planning Commission (MORPC), MORPC Region
- Delaware County Transit, Delaware County, OH

Indianapolis, IN

- **Indianapolis Public Transportation Corporation (IndyGo), Marion and Johnson Counties, IN**
- Central Indiana Regional Transportation Authority (CIRTA), Indianapolis Metropolitan Area, IN
- Hancock Area Rural Transit, Hancock County, IN

Louisville, KY

- **Transit Authority of River City (TARC), Jefferson County, KY; Floyd and Clark Counties, IN**
- Kentuckiana Regional Planning and Development Agency (KIPDA), KIPDA Region

Memphis, TN-MS-AR

- **Memphis Area Transit Authority (MATA), Shelby County, TN**

Milwaukee, WI

- **Milwaukee County Transit System (MCTS), Milwaukee County, WI**
- The Hop MKE (City of Milwaukee), Milwaukee, WI
- Waukesha Metro Transit, Waukesha County, WI
- Washington County Transit, Washington County, WI
- Ozaukee County Transit Service, Ozaukee County, WI

Nashville-Davidson, TN

- **Nashville MTA (WeGo Transit), Davidson County, TN**
- Nashville RTA (WeGo Transit), Davidson County, TN
- Franklin Transit Authority, Franklin, TN
- The Transportation Management Association Group, Nashville Metropolitan Area

Oklahoma City, OK

- **Central Oklahoma Parking and Transit Authority (COPTA), Oklahoma City, OK**

Pittsburgh, PA

- **Port Authority of Allegheny County (Pittsburgh PRT), Allegheny County, PA**
- Airport Corridor Transportation Association, Allegheny County, PA
- Beaver County Transit Authority, Beaver County, PA
- Southwestern Pennsylvania Commission (SPC), Pittsburgh region

St. Louis, MO-IL

- **Bi-State Development Authority (Metro Transit), St. Louis City, MO, St. Louis County, MO; St. Clair County, IL**
- Madison County Transit District (MCT), Madison County, IL

Aspirational Regions

Austin, TX

- **Capital Metro (CapMetro), Travis and Williamson Counties, TX**
- City of Round Rock, TX, Round Rock, TX

Charlotte, NC

- **Charlotte Area Transit System (CATS), Mecklenburg County, NC; York County, SC**
- Mecklenburg County, NC
- Union County Transit, Union County, NC
- Lancaster County Council on Aging, Lancaster County, NC

Denver, CO

- **Regional Transportation District (RTD), Arapahoe, Adams, Boulder, Douglas, Jefferson, and Weld Counties**
- Denver Regional Council of Governments (DRCOG), Denver Region

Minneapolis-St. Paul, MN

- **Metro Transit, Hennepin, Ramsey, Anoka, Washington, Dakota, Scott, and Washington Counties, MN**
- Metropolitan Council (MetCouncil), Metropolitan Council Region
- Minnesota Valley Transit Authority (MVTA), Dakota and Scott Counties, MN
- SouthWest Transit, Chaska, Chanhassen, and Eden Prairie, MN
- City of Plymouth, Plymouth, MN
- City of Maple Grove, Maple Grove, MN

SOURCES OVERVIEW

National Transit Database

The National Transit Database (NTD) is a uniform reporting system containing information and statistics on transit systems in the United States. Congress established the NTD to help meet the needs of individual public transportation systems, the United States government, state and local governments and the public. Statute requires that recipients or beneficiaries of grants from the Federal Transit Administration (FTA) submit data to the NTD. Currently, more than 850 transit agencies in UZAs report to the NTD. The NTD is the most frequently cited source of data for this report. The NTD data product primarily used are the Transit Agency Profiles, which are reported annually by the Transit Agencies, to varying degrees depending on the reporting requirements of the transit agency. The transit agency profiles used for this report include the 2016 profiles used in the previous version of the Peer Cities Transit Report, as well as data from the 2017-2021 NTD Agency Profiles. The most recent Transit Agency Profiles available are from 2022, which is due to the differing periods of fiscal years by agency. NTD Agency Profiles are published on the NTD website every fall.

American Community Survey

The United States Census Bureau defines the American Community Survey (ACS) as an ongoing survey that provides vital information on a yearly basis about our nation and its people. This report uses ACS travel-to-work characteristics for the Kansas City area, as well as population and public transit ridership to-work estimates for the selected urbanized areas. For UZA-level data, the ACS 2022 5-year estimates were used, and referenced with the ACS 2016 5-year estimates used in the 2018 report.

Peer Transit Agencies Survey

MARC staff distributed a survey that asked questions about practices in administration, planning, services and funding to the primary transit agencies discussed in this report (four aspirational primary agencies, 10 peer primary agencies, and the four local Kansas City UZA agencies). 13 agencies responded to this survey. Analysis of these responses can be found in the Peer Transit Agencies Survey Analysis section of this report. Transcript responses in their entirety are located in **Appendix B**.

OVERVIEW AND ANALYSIS OF UZAS

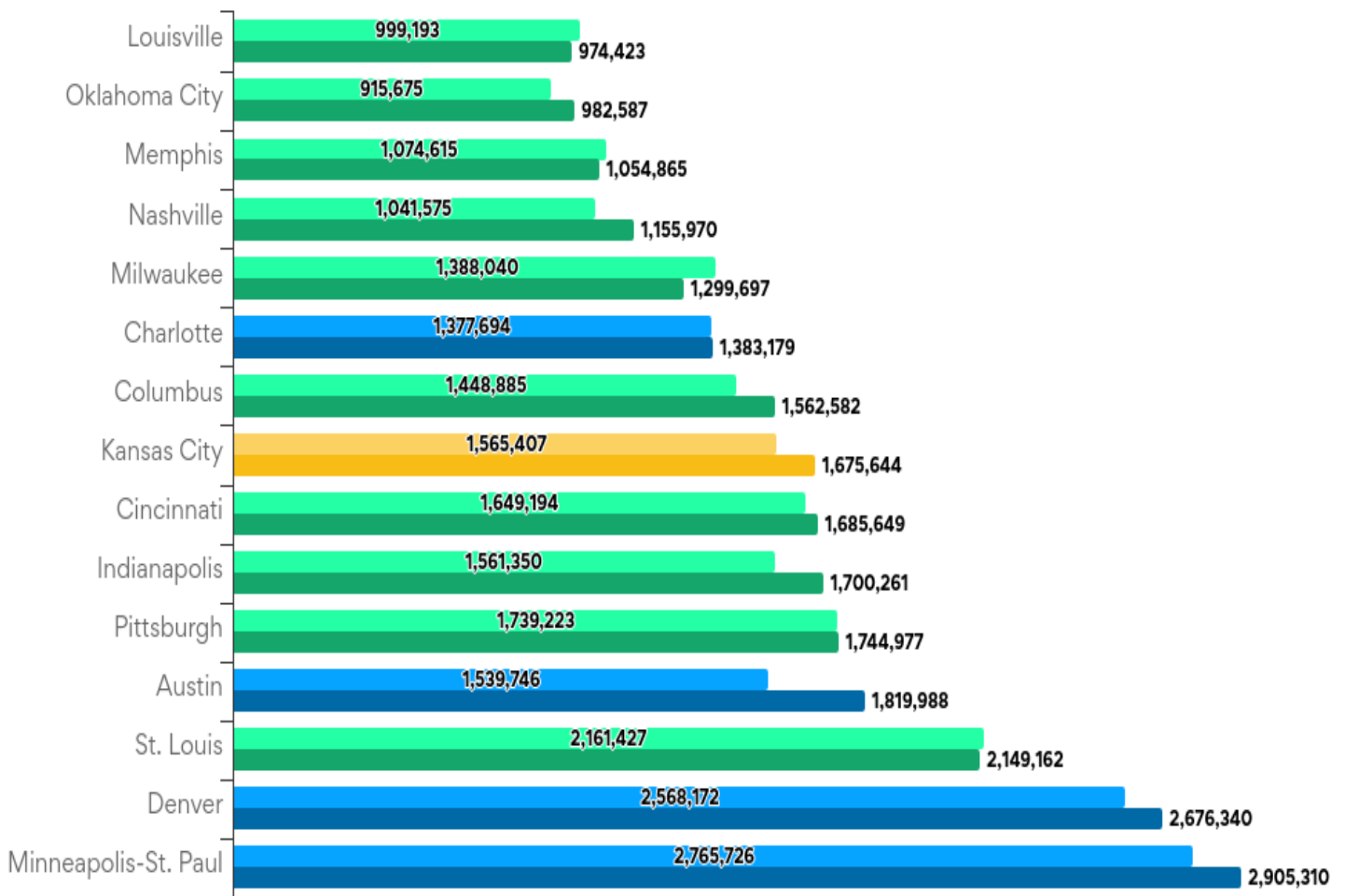
Introduction

The RideKC brand attempts to instill a sense of regional transit cohesion. However, comparing the aggregated data of the RideKC agencies to the single, primary agency of each peer region risks comparing unlike entities. For this reason, this report displays funding and service data for all the agencies that the NTD lists as operating under a given UZA. Charts in this section refer to each UZA by its largest and best-known city. Additionally, in the following sections, peer-cities will be represented in green, aspirational cities in blue, and Kansas City in yellow.

Population

The Kansas City UZA has less, in some cases significantly less, population than many of its peer and aspirational counterparts. This reality can make absolute measures such as total ridership feel unattainable for the future; however other relative measures, such as percent ridership to work, represent goals that exist regardless of absolute population figures.

Population by UZA, 2016-2022 ACS 5-Year Estimates (2016/2022)



Peer UZA Profiles

Cincinnati

In the Cincinnati UZA, the City of Cincinnati is surrounded by a small constellation of transit agencies in Ohio to its north and east. The Transit Authority of Northern Kentucky operates directly to the south, across the Ohio River.

- [Southwest Ohio Regional Transportation Authority \(SORTA\)](#) is the Cincinnati UZA's primary transit agency. Its fare structure is divided into zones based on regional political boundaries. Much of the core city of Cincinnati is designated as zone 1, and most of the surrounding Hamilton County falls into zone 2. Outlying cities and counties, which are provided with commuter route services (the City of Harrison, Butler County, Warren County, and Clermont County), have their own zones. "Metro" is the designation that SORTA has given its fixed-route bus service.
- [The Transit Authority of Northern Kentucky \(TANK\)](#) serves Boone, Campbell and Kenton counties in Kentucky, south of the Ohio River from Cincinnati. TANK operates both local bus routes and express bus routes. Many of these routes travel to downtown Cincinnati. TANK also operates a short-range shuttle to and from downtown Cincinnati.
- [The Clermont Transportation Connection](#) provides one local route and two express routes, as well as paratransit service, in Clermont County, OH, to the east of the City of Cincinnati.
- The [Butler County Regional Transit Authority](#) provides both local and intra-county transit services in Butler County, Ohio, north of the City of Cincinnati. The [Warren County Transit Service](#) provides demand response service in Warren County, OH, northeast of Cincinnati. It does not have any eligibility restrictions. It also advertises a flex route service that serves the city of Lebanon.

Columbus

The Columbus UZA's public transit service is dominated by COTA. Delaware County, Ohio, north of the City of Columbus, operates fixed-route and demand response services, known as the Delaware Area Transit Agency.

- [The Central Ohio Transit Authority \(COTA\)](#) is the primary transit agency for the Columbus UZA. It offers a high number of frequent service routes, 12 in all, which run every 15 minutes or better.
- [The Mid-Ohio Regional Planning Commission \(MORPC\)](#), the Columbus area MPO, supports a vanpool program through its Gohio Commute, a free commute management platform. It offers vanpool placement support, subsidies and an emergency ride home program.
- [The Delaware County Transit Board](#) governs the Delaware Area Transit Agency (DATA). This agency operates fixed route and demand response services for Delaware County, Ohio, north of Columbus.

Indianapolis

The Indianapolis UZA's primary transit agency delivers less service than many of its peers. However, this primary agency has planned for service improvements in the next few years.

- [The Indianapolis Public Transportation Corporation \(IndyGo\)](#) is a Municipal Corporation of Indianapolis—Marion County and the primary transit agency for the Indianapolis UZA. IndyGo currently operates fixed-route and demand-responsive services and has plans for three bus rapid transit routes. The Red Line, which runs north to south, began service in 2019. The Purple Line, opened in 2021, runs southwest to northeast. The Blue Line runs east to west, and began service in late 2022.
- The [Central Indiana Regional Transportation Authority \(CIRTA\)](#) administers a vanpool service and a small commuter service, which connects to certain IndyGo routes. CIRTA is a governmental organization focused on bringing more transportation options to central Indiana.
- [Hancock County Senior Services](#), based in Greenfield, Indiana, to the east of the city of Indianapolis, operates a demand-response service called Hancock Area Rural Transit. This service is primarily for seniors age 60 and over, though younger people can pay a fare to use it.

Louisville

The City of Louisville, Kentucky, is another central city aligned along a river that also constitutes a state line. The primary transit agency, TARC, operates into the smaller Indiana municipalities across the Ohio River in addition to Louisville itself.

- [The Transit Authority of River City \(TARC\)](#) is the primary transit agency. Its newest features are two fare-free electric buses operating along downtown circulator routes, and a smartcard system. Formerly, these routes were known as ZeroBus, but they are now known as LouLift. TARC operates three high-frequency routes.
- The Louisville area MPO, the [Kentuckiana Regional Planning and Development Agency](#), operates a vanpool program as well as coordinating carpools and other alternative transportation.
- [Oldham's Public Bus](#) serves the City of La Grange, Kentucky, northeast of Louisville. LaGrange is connected to the city of Louisville by one TARC express route.

Memphis

The Memphis UZA has one fixed-route transit provider, the Memphis Area Transit Authority. Its routes extend north, south and east from the city of Memphis's downtown along the Mississippi River.

- The [Memphis Area Transit Authority \(MATA\)](#) is the primary transit agency. MATA's streetcar rail, in the form of the Madison Avenue trolley line, ceased operations in April 2014 after the second trolley fire in six months. The process of upgrading the trolley system is currently ongoing.
- The government of [Shelby County, Tennessee](#), in which the City of Memphis is located, partnered with Enterprise Rideshare to provide vanpool services.

Milwaukee

The Milwaukee UZA features some regional connections, but not every entity in the UZA is connected. No express busses connect the city of Kenosha, which is in the UZA and has its own local transit system, to the city of Milwaukee to the north. Other areas in the UZA, such as Ozaukee County, Washington County and the city of Waukesha, connect to the city of Milwaukee through either an express route or transit center.

- The [Milwaukee County Transit System \(MCTS\)](#) is the primary transit agency. MCTS has implemented both a mobile application and a smart card system to give users alternatives to paying in cash. The presence of these payment options is not very common among peer primary agencies.
- [Ozaukee County Transit Services](#), to the north of the city of Milwaukee, operates a shared ride taxi service, and contracts with MCTS to provide Route 143, an express route from Ozaukee County to Milwaukee.
- [The City of Waukesha Transit Commission \(Waukesha Metro Transit\)](#), to the west of the city of Milwaukee, operates fixed-route and commuter bus services, as well as demand-response service. Waukesha Metro Transit connects to MCTS at Brookfield Square, along highway US-18, and at the city of Waukesha's downtown transit center. Waukesha Metro Transit also administers intercity routes for Waukesha County Transit (not listed in the NTD), which are operated by Wisconsin Coach Lines.
- [The City of Kenosha, WI](#), to the south of the city of Milwaukee, operates Kenosha Transit, a local fixed-route and demand response service. Uniquely for the area, Kenosha Transit also operates a 2-mile long streetcar route in its downtown.
- [Washington County Transit](#) in Washington County, WI, is located to the northwest of the city of Milwaukee. It operates a commuter bus service, the Washington County Commuter Express, and a demand-response service, the Shared Ride Taxi.

Nashville

The recently rebranded Nashville MTA, with supporting commuter service provided by the Regional Transportation Authority, dominates the Nashville UZA. On May 1, 2018, Nashville voters defeated an ambitious transit plan that would have raised local taxes in order to make transit improvements including light rail lines, bus rapid transit lines and a downtown tunnel.

- The [Nashville Metropolitan Transit Authority \(MTA\)](#) is the primary transit agency. It recently began operating the Music City Circuit bus through downtown Nashville, which is free to use. As of July 12, 2018, MTA rebranded itself to "WeGo Public Transit." The rebranding was part of a process that started with the adoption of the Nashville MTA Strategic Plan, "nMotion," in 2016. A board comprised of members from nine area counties leads [The Regional Transportation Authority \(RTA\)](#). The RTA's commuter bus routes are arrayed around the city of Nashville in order to serve surrounding outlying communities. The RTA operates the Music City Star, a commuter rail service that travels east from Nashville to Lebanon, TN.
- [The Franklin Transit Authority](#) is part of the Transportation Management Association (TMA) Group, based in Franklin, TN, located to the south of Nashville. The Franklin Transit Authority operates fixed-route service with two routes, as well as a demand-response service. Route deviations on the fixed routes within three-quarters of a mile are available for ADA and Medicare customers for an additional fee. An RTA commuter bus route connects the City of Franklin to Nashville. The TMA Group also operates vanpool services.

Oklahoma City

Oklahoma City is a nearby and growing city near to Kansas City in the Heartland region.

- [The Central Oklahoma Transportation and Parking Authority \(COPTA\)](#) Branded as EMBARK, COPTA serves as the only transit agency serving the OKC UZA. This agency operates bus, street car, and uniquely the Bricktown Water Taxi, a ferry service on the downtown Bricktown Canal.

Pittsburgh

Pittsburgh Regional Transit, formally known as Port Authority of Allegheny County until mid-2022, anchors transit in the Pittsburgh UZA. The UZA often organizes its transit outside the central city in county-based transit agencies. These agencies send routes into Allegheny County and may operate local routes for themselves, as well.

- [Pittsburgh Regional Transit](#) is the primary transit agency. In addition to bus and rail, the Port Authority's system includes three dedicated busways and two inclined funiculars.
- The [Beaver County Transit Authority \(BCTA\)](#) operates local and express routes in Beaver County, northeast of Pittsburgh.
- [The Airport Corridor Transportation Association \(RideACTA\)](#) is a nonprofit transportation management association (TMA) located in Robinson Township in Pittsburgh's western suburbs. ACTA serves businesses along the Parkway West from the western portal of the Fort Pitt Tunnel through Beaver County. This service charges a remarkably low fare, \$0.25 (\$0.15 for reduced fare), and even has an Employee Fare Program in which certain businesses participate.
- [Washington County Transportation Authority](#), located in Washington County, southwest of Pittsburgh, runs Freedom Transit. It operates a mix of local fixed routes, express routes, and demand-response service.
- The [Southwestern Pennsylvania Commission](#) is the MPO that serves the 10-county Pittsburgh region. It runs a vanpool program through its CommuteInfo Program.
- [Westmoreland County Transit Authority \(Westmoreland Transit\)](#) is based in Westmoreland County, to the east of the City of Pittsburgh. It operates routes that go between Westmoreland County municipalities, express routes to Pittsburgh and demand response service.

St. Louis

Similar to Kansas City and Cincinnati, the St. Louis UZA's transit network connects across state-level political and natural boundaries. The Bi-State Development Agency delivers the majority of this UZA's service.. However, other outlying regions, like Madison County, Illinois, have transit systems in place to meet their needs.

- Bi-State Development operates St. Louis's primary transit agency, [Metro](#). Metro operates across the Mississippi River to serve St. Louis, Missouri, and the suburbs to the west, as well as East St. Louis in Illinois and the suburbs to the east. Its two Metro Link light rail lines have extensive spans on both sides of the river.
- [The Madison County Transit District](#) provides the only additional transit service in the St. Louis UZA besides the Bi-State Development Agency's Metro service. Located in Madison County, IL, northeast of St. Louis, the Transit District divides Madison County into five zones. The central and northeast areas of the county are considered out of district. The Transit District runs fixed routes within and between these zones, demand-response service and a vanpool service called RideFinders.

Aspirational UZA Profiles

Austin

The capital city of Texas has two transit agencies listed within its UZA. The Colorado River does not act as a geographic barrier to the UZA, as Austin and its transit cross to both sides of it.

- [Capital Metro \(CapMetro\)](#) is the primary transit agency for the Austin UZA. It operates 14 highfrequency routes, two of which are classed separated as “MetroRapid” due to their limited number of stops. It also operates one commuter rail line, “MetroRail”, which has a northern terminus in Leander and a southern terminus in downtown Austin.
- [The City of Round Rock](#), north of Austin, directly operates a paratransit service. The City has coordinated with CapMetro to establish a seamless fare system.

Charlotte

CATS provides the vast majority of fixed-route service for the Charlotte UZA. However, Iredell County, NC, which is north of Charlotte, also provides fixed-route service to and between the cities of Statesville and Mooresville. The remaining agencies listed, Mecklenburg County DDS, Union County Transportation and Lancaster County Council on Aging, are demand-response services.

- [The Charlotte Area Transit System \(CATS\)](#) is the primary transit agency for the Charlotte UZA. In addition to a radial-patterned bus network, CATS also operates the LYNX Blue Line light rail, and the CityLYNX Gold Line streetcar.
- [Mecklenburg County’s Department of Social Services](#) operates several demand-response services that it classifies by trip purpose, such as “Medicaid Transportation,” “Elderly Disabled Transportation Assistance,” and “Rural General Public.”
- [Iredell County, NC](#) operates the Iredell County Transportation System (ICATS). It provides three routes in and between the cities of Statesville and Mooresville, a VA hospital shuttle, and an express route to Charlotte that provides connections to CATS.
- [Union County, NC](#), southeast of Charlotte, provides demand response service to eligible Union County residents. Union County defines “eligible” as those residents over the age of 60 years old, physically or developmentally disabled, Medicaid clients, and veterans seeking to visit the VA.
- [The Lancaster County Council on Aging](#) is located in Lancaster County, South Carolina, south of Charlotte. It provides demand response services through a program called Lancaster Area Ride Service (LARS) to Lancaster County residents. All residents are eligible.

Denver

The Regional Transportation District (RTD) stretches across the Denver UZA. As a result, the RTD agency is the only bus and rail service in the region.

- [The Regional Transportation District \(RTD\)](#) is the primary transit agency, with an extensive bus and rail transit network, supported through the operation of park-and-ride lots. RTD embarked on a large transit expansion program in 2004, and many additions to its service have opened since 2016 (the Flatiron Flyer Bus Rapid Transit line, and rail lines A, B and R). The G Line will be the next rail line to open. The A and

- B Lines use commuter rail vehicles, as will the future G and N Lines.
- vRide is a vanpool brand under [Enterprise Rideshare](#).

Minneapolis-St. Paul

The Minneapolis UZA features Metro Transit, a high-performing, aspirational agency. However, a number of suburban agencies, including MVTA, Plymouth Metrolink, Maple Grove Transit and SouthWest Transit also serve the UZA. These agencies formed in the 1980s, enabled by state legislation giving Minneapolis-St. Paul area suburbs the option to opt-out of the central transit system.

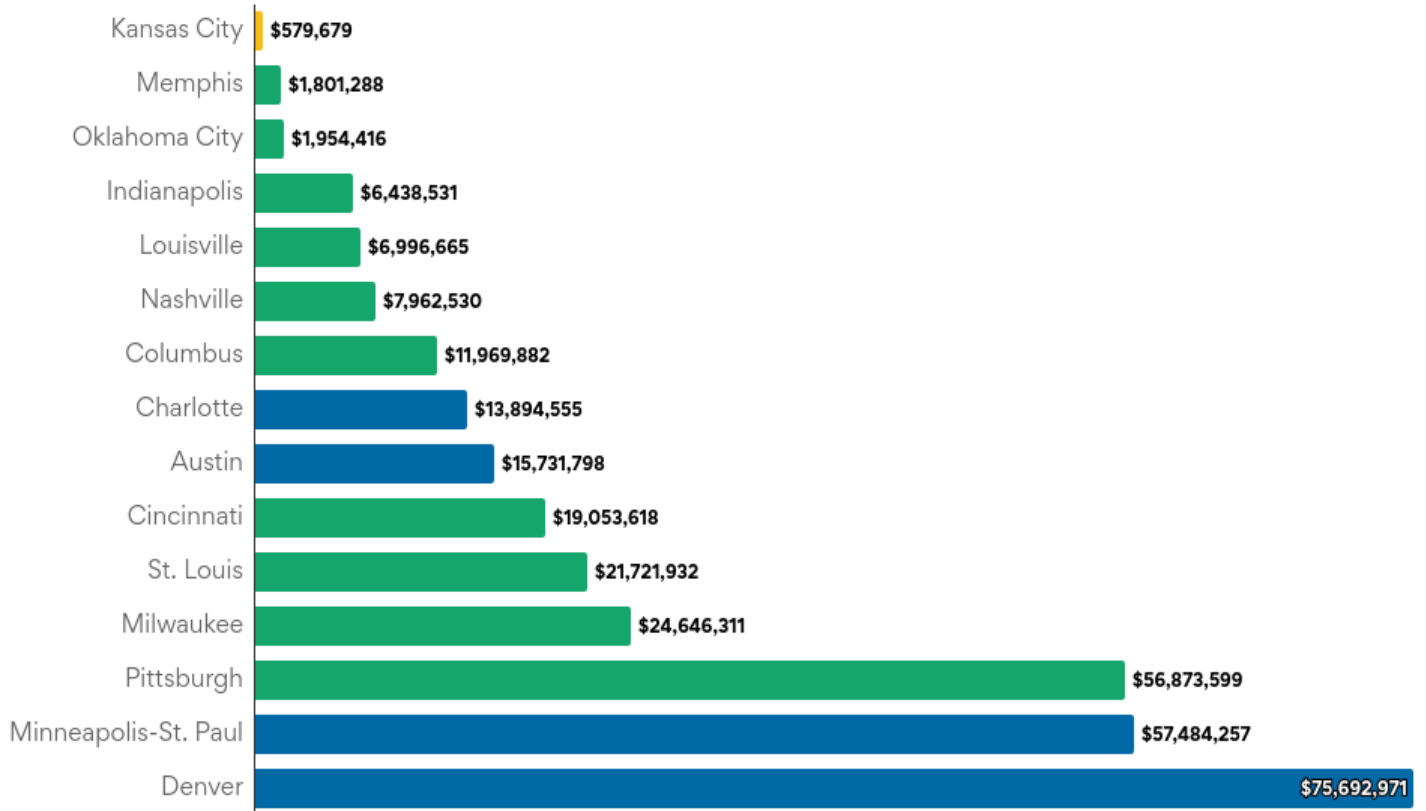
- [Metro Transit](#) is the primary agency. It features an extensive bus network, including one bus rapid transit line, as well as two light rail lines and one commuter rail line. It has plans to expand its light rail and bus rapid transit offerings in the late 2020s.
- The [Minnesota Valley Transit Authority \(MVTA\)](#) operates 33 local and express route services to the area south and southwest of the central Minneapolis-St. Paul area.
- [Metro Mobility](#) is a paratransit service provided by the [Metropolitan Council](#), the MPO for the Twin Cities metro area. The service is only available to those who qualify under ADA guidelines, and not the general public. The Metropolitan Council also operates other services, one of which is [Transit Link](#), which is a shared-ride service for the places where regular route transit service is infrequent or unavailable. Another is [Metro Vanpool](#), intended to provide vanpool options where the area's otherwise strong transit network is unavailable. Metropolitan Council's NTD profile notes that it has a purchased transportation relationship for bus service with MVTA. Metro Mobility reports in the NTD separately from Transit Link and Metro Vanpool, both of which are reported under the Metropolitan Council.
- [Plymouth Metrolink](#), a department of the City of Plymouth, MN, provides express transit service out of and into the city of Plymouth, to the west of the city of Minneapolis.
- [The city of Maple Grove](#), northwest of the city of Minneapolis and directly north of the city of Plymouth, operates Maple Grove Transit. Like Plymouth Metrolink, Maple Grove Transit operates commuter express routes to downtown Minneapolis.
- The suburbs of Chaska, Chanhassen, and Eden Prairie, which lie to the southwest of the city of Minneapolis, formed [SouthWest Transit](#). Like similar transit agencies in the area — Plymouth Metrolink and Maple Grove Transit — SouthWest Transit focuses on express bus service from the suburbs to downtown Minneapolis.
- [The University of Minnesota](#) reports its transit service to the NTD within the Minneapolis-St. Paul UZA, so it is included here. The University operates four routes between three campus areas.

UZA Funding

Inclusion of smaller transit agencies in each UZA does not alter the rankings for fare receipts and funding very much. The Kansas City UZA collects more local operating funding than two aspirational UZAs, Minneapolis and Pittsburgh. However, both of these UZAs make up the difference at the state level. In addition, the aspirational UZAs of Atlanta and Denver receive generous amounts of operating funding at the federal level. As the regional profiles have shown, the largest amounts in each category of funding are driven by the UZA's primary transit agency. The last chart shows the ratio between the combined state and local funding of a UZA's combined transit agencies to that UZA's population.

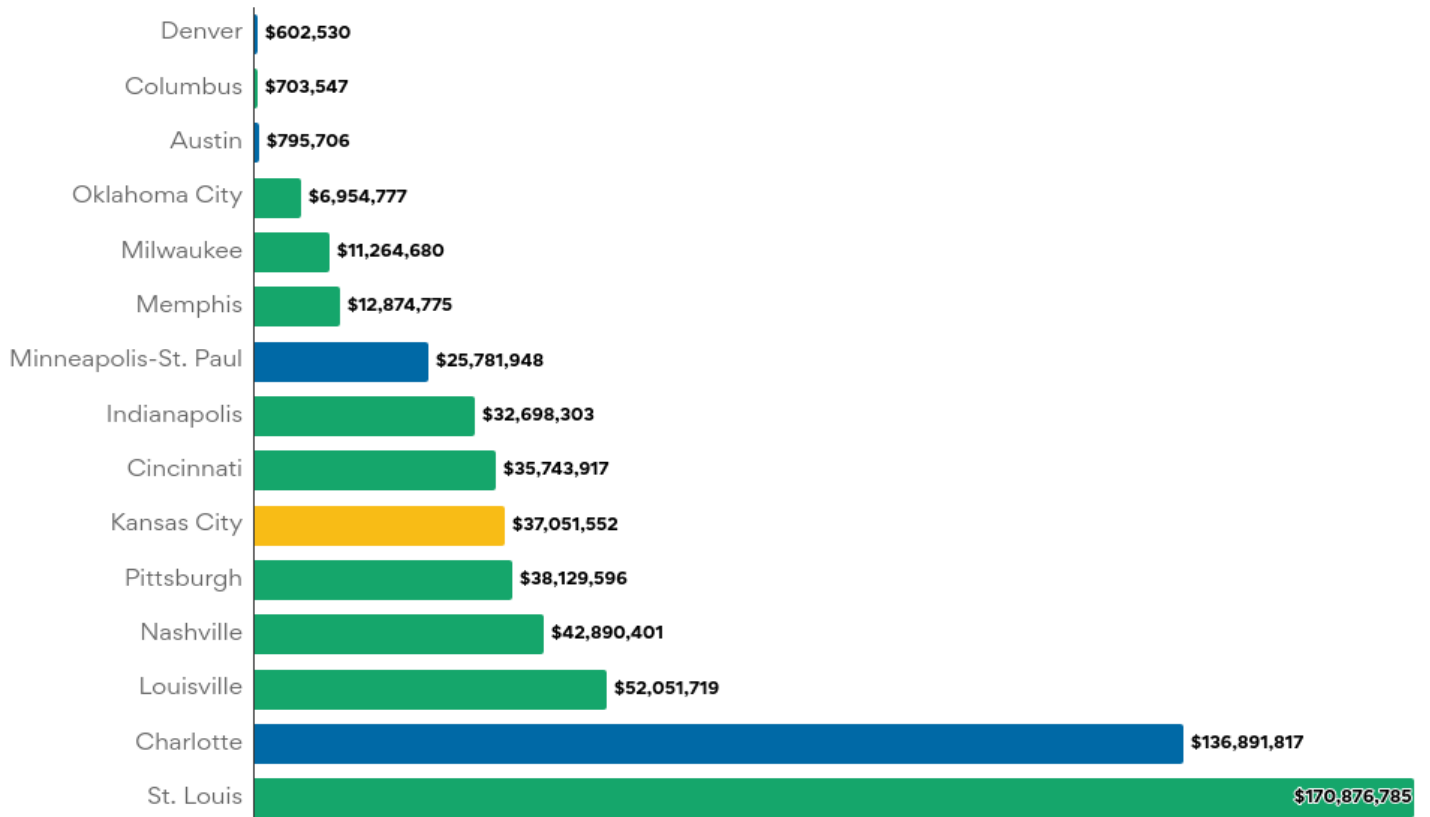
Fare Revenue by UZA

National Transportation Database (2022)

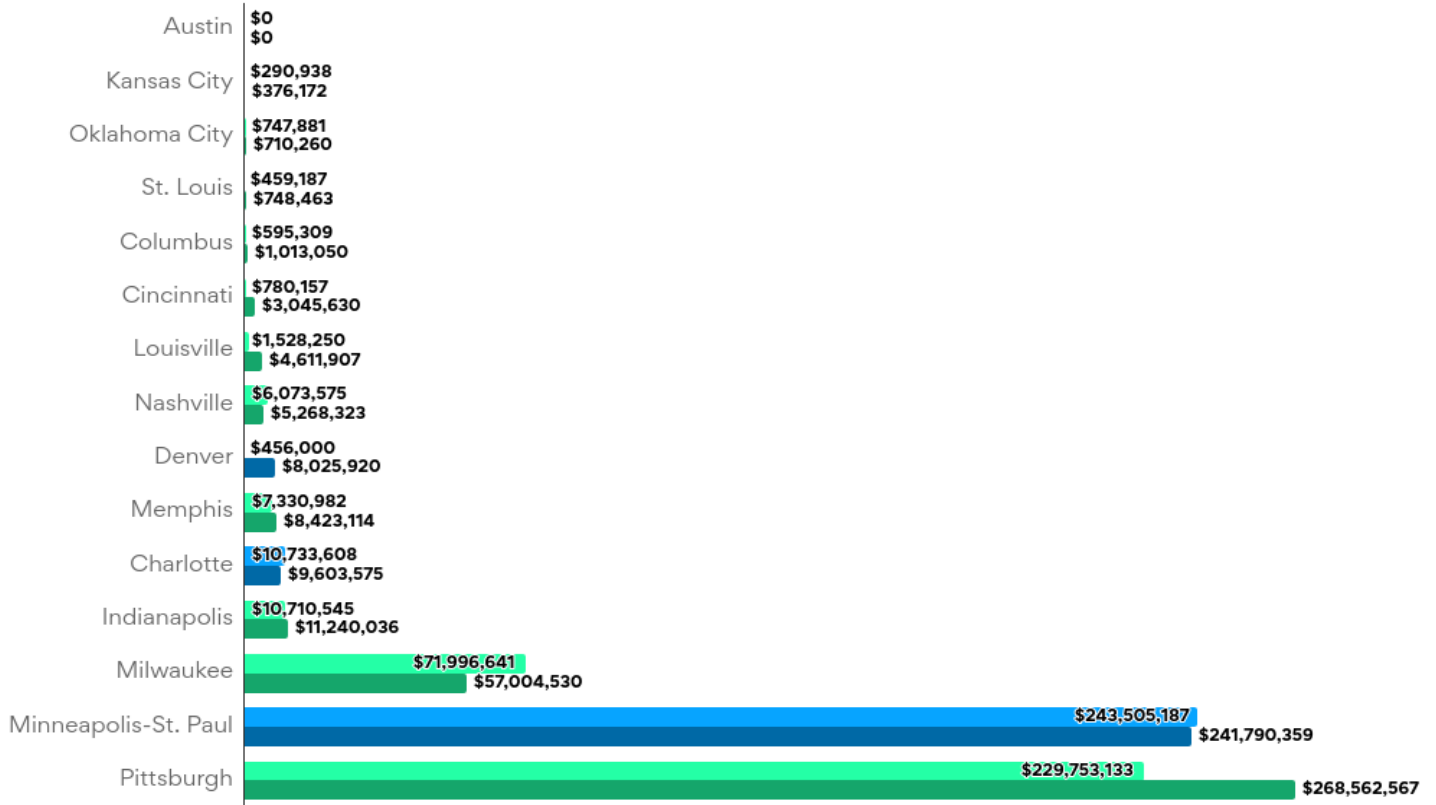


Local Funds Expended for Operating by Primary Agency

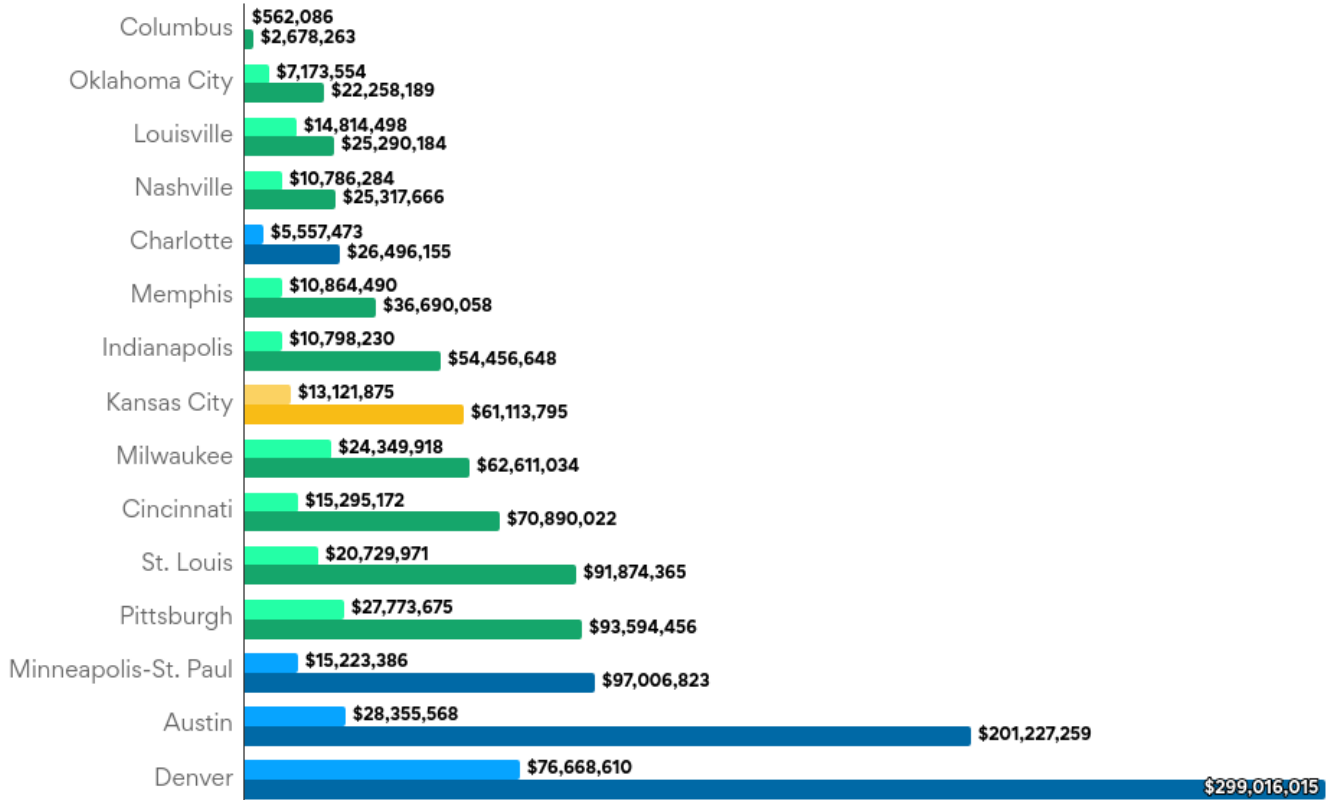
National Transportation Database (2022)



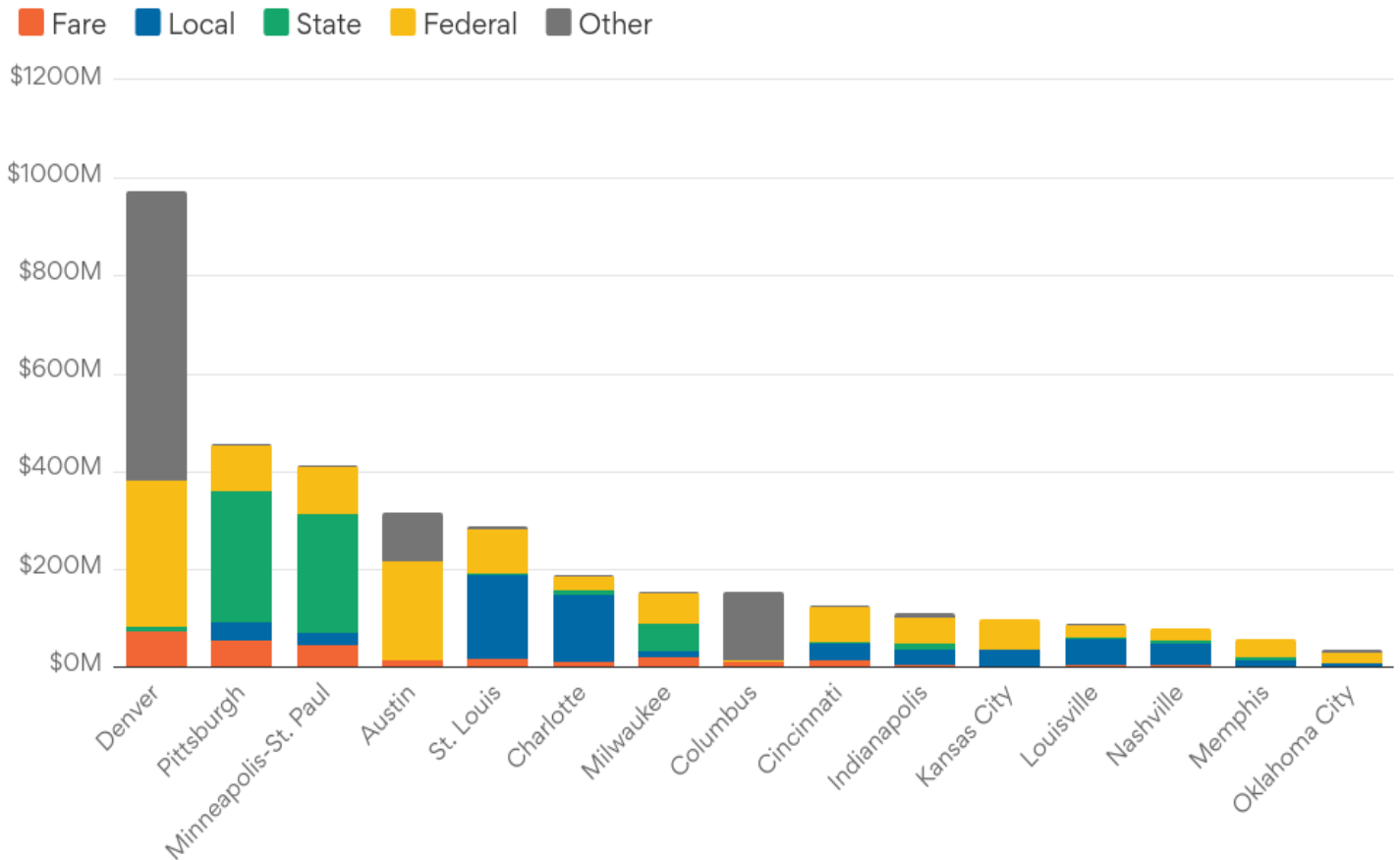
State Funds Expended for Operating by Primary Agency National Transportation Database (2022)



Federal Funds Expended for Operating by Primary Agency National Transportation Database (2022)



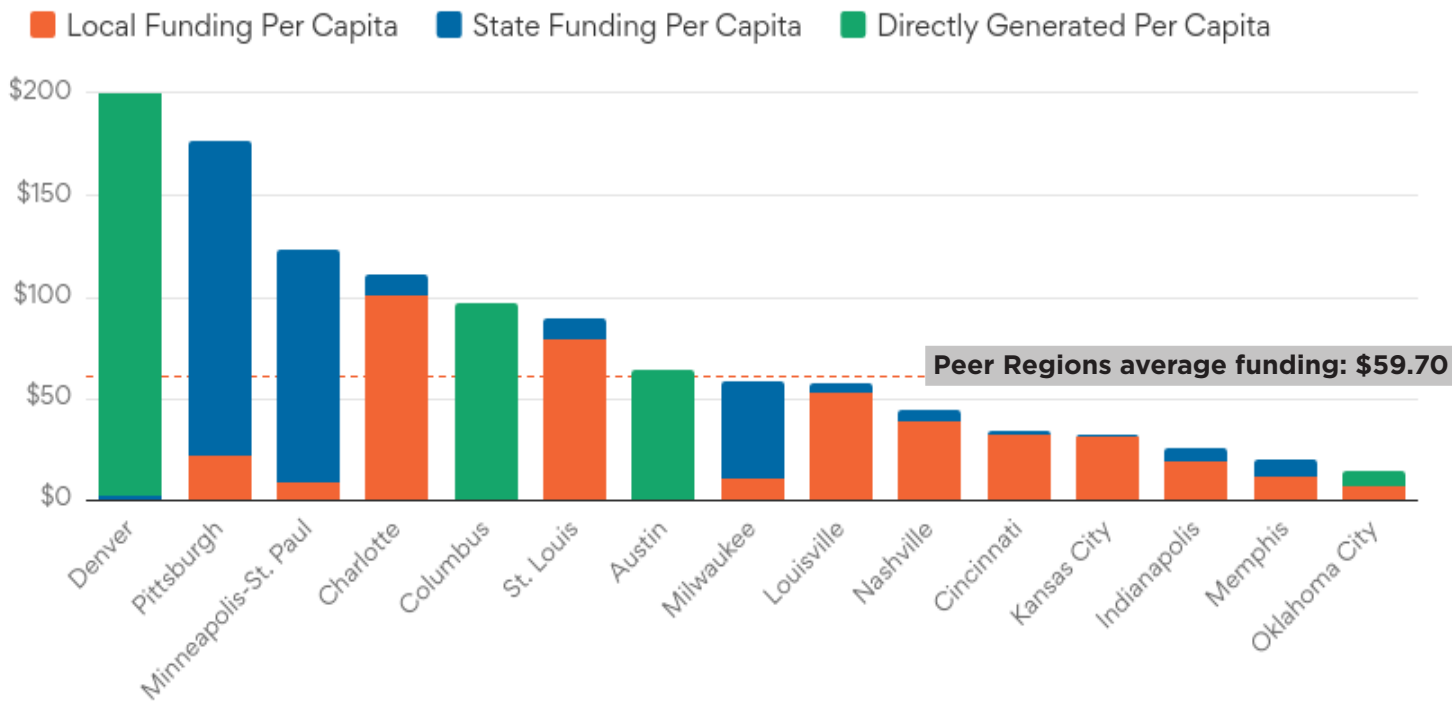
Operating Funds Expended by Primary Agency and Total Amount of Funding National Transportation Database (2022)



The next chart adds the local and state operating funding amounts and divides the totals by the UZA population to get the operating funding per capita for the UZA. The Pittsburgh, Minneapolis and Cincinnati UZAs are funded by their states at a similar magnitude to the local funding of other UZAs, so both local and state amounts were included. This method attempts to paint a picture of transit spending per person at a regional level. The Kansas City UZA expends operating funds for transit operations at a level of \$33.14 per person. Among peer UZAs, including Kansas City, the average per capita spending is \$63.

UZA State and Local Operating Funding Expended Per Capita

National Transportation Database (2022)

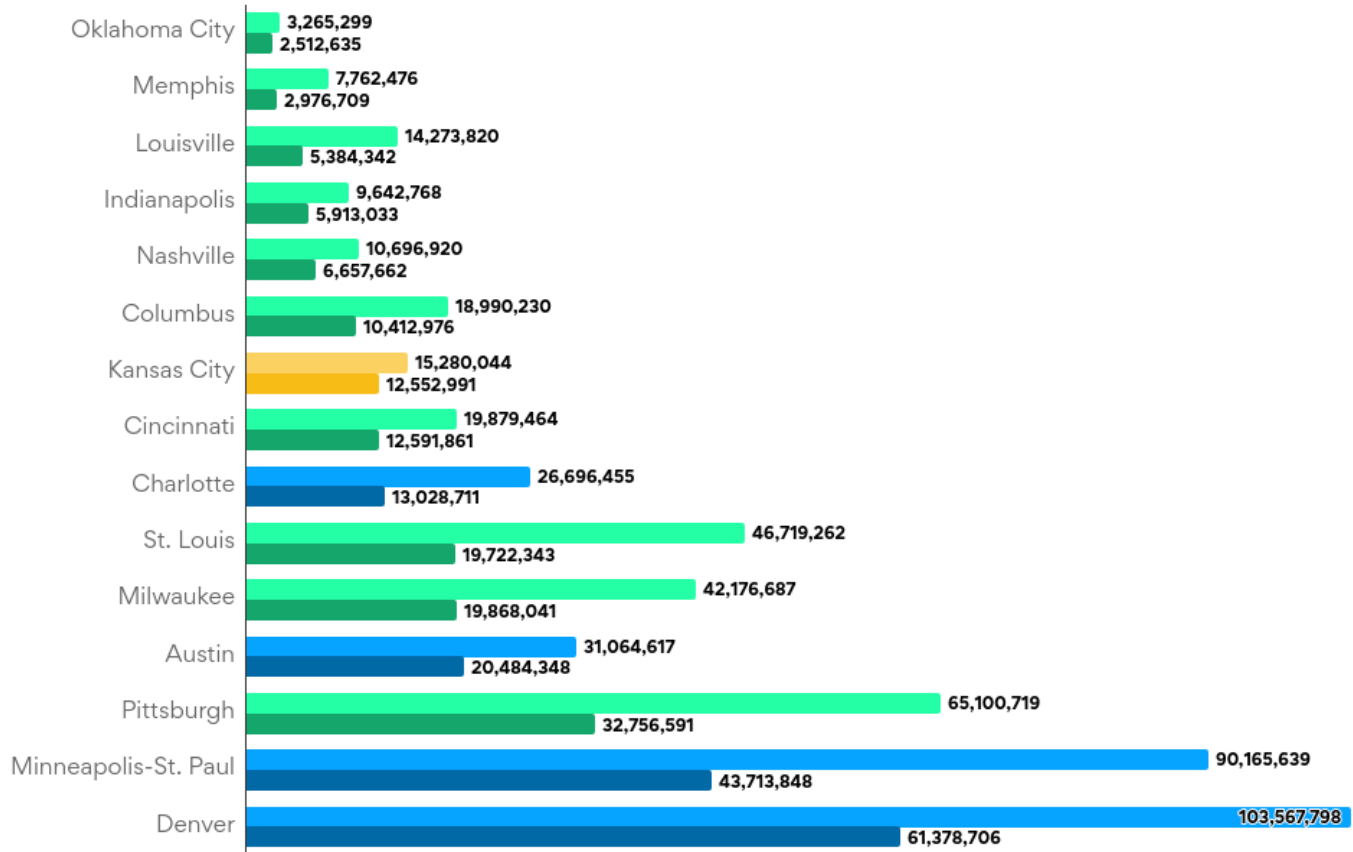


UZA Service Characteristics

The preceding graphs rank the annual unlinked trips, vehicle revenue miles and vehicle revenue hours for the combined transit agencies of each UZA. Most non-primary transit agencies do not contribute service to make a significant difference in the rankings in a comparison between UZAs and primary agencies.

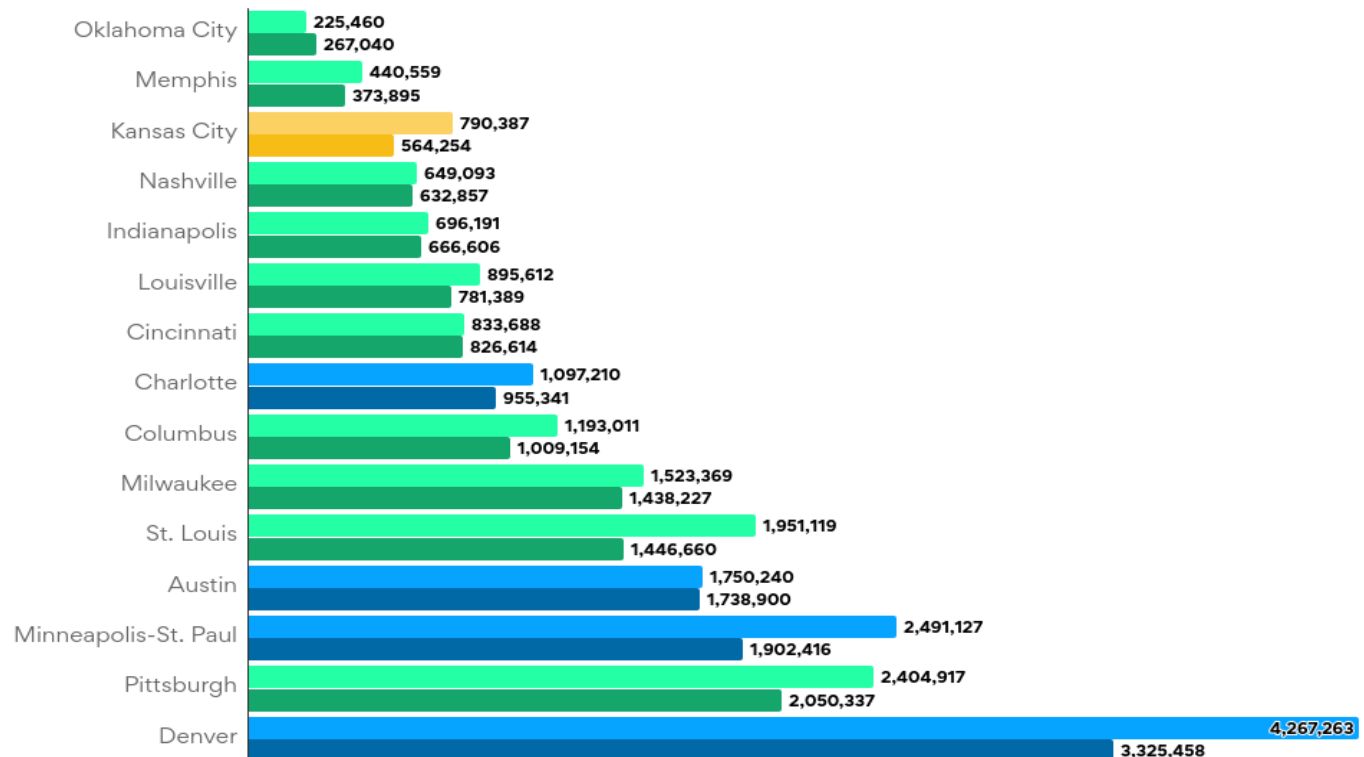
Annual Unlinked Passenger Trips by UZA

National Transportation Database (2016, 2022)



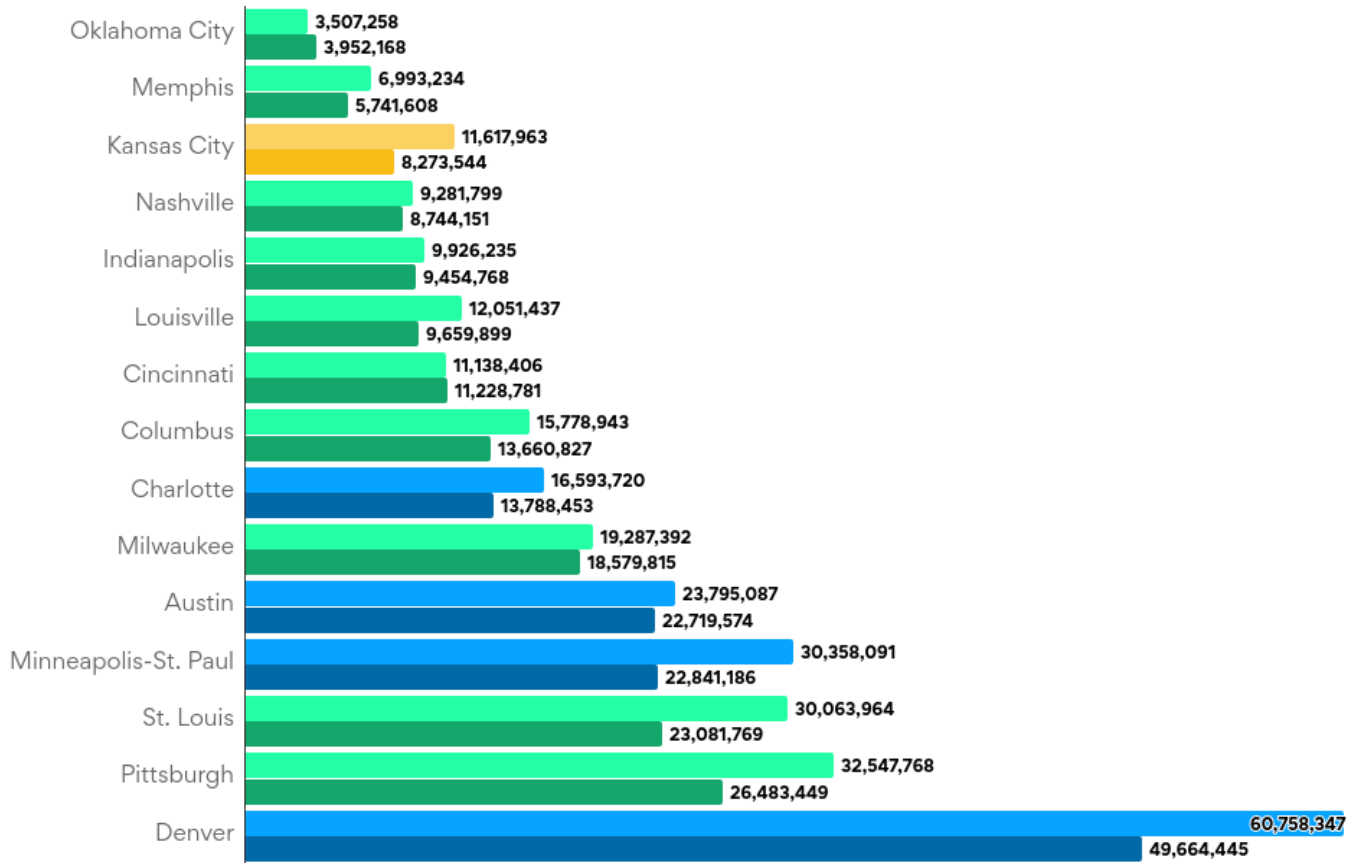
Vehicle Revenue Hours by Primary Agency

National Transportation Database (2016, 2022)



Vehicle Revenue Miles by Primary Agency

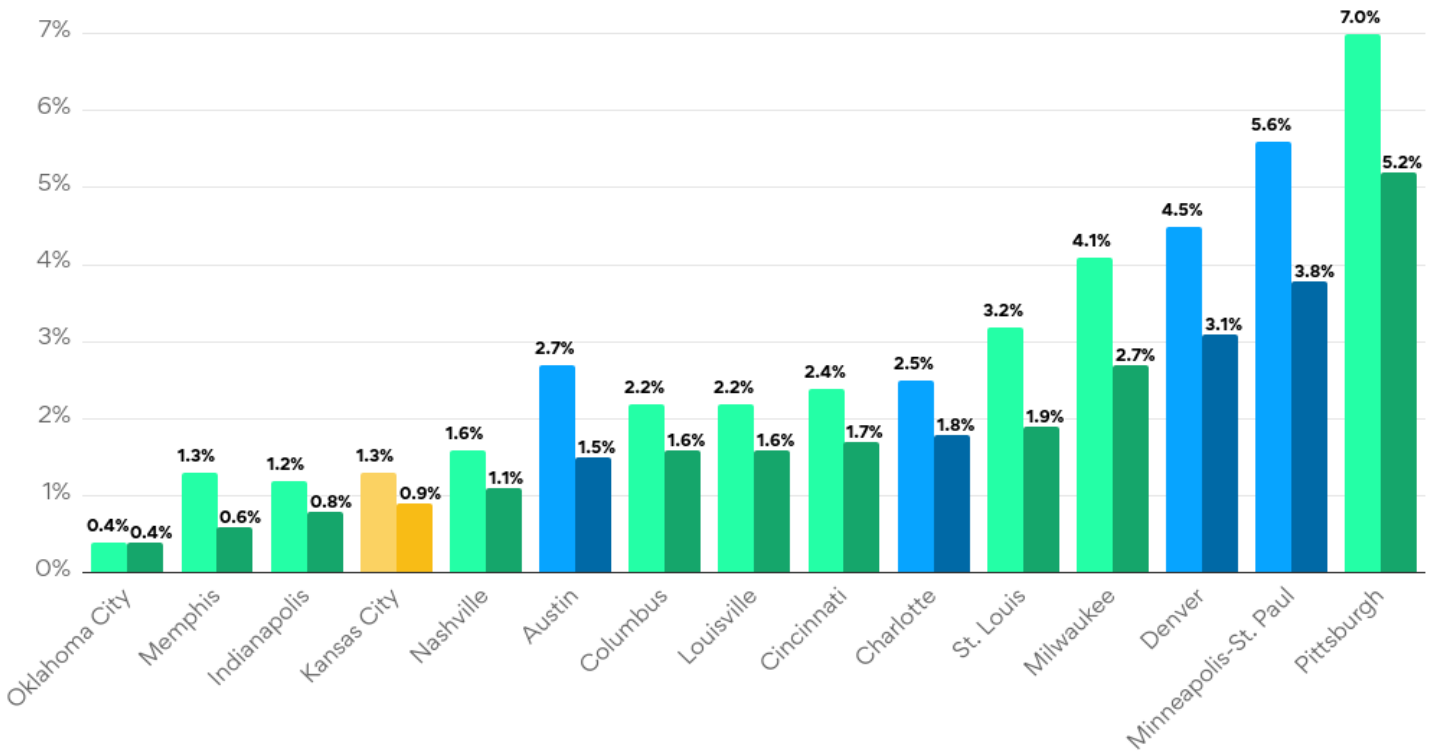
National Transportation Database (2016, 2022)



Ridership to Work

UZAs were ranked based on the percentage of working population that used public transportation as their primary commuting mode. The rate of public transit ridership to work is one area where population differences between UZAs are normalized to get a clearer picture when comparing use of public transit systems for commuting. Although the Denver UZA serves approximately 29 million more trips than the Pittsburgh UZA, the latter still sees a higher percentage of its residents commuting to work using transit. The Pittsburgh UZA leads all regions with 5.2% of people taking public transportation to work in 2022.

Public Transit Ridership to Work by UZA ACS-5 Year



PRIMARY TRANSIT AGENCY OVERVIEW AND ANALYSIS

Introduction

In the Overview and Analysis of UZAs section, multiple transit agencies were grouped together, resulting in comparisons of the overall structure of a UZA's regional transit. In this section, the primary transit agency of each UZA is ranked against the others. This allows for a more in-depth exploration of certain subjects, such as funding mechanisms, performance measures of efficiency and effectiveness, and the effect of rail modes of travel on the primary transit agencies that operate them. The listing of primary transit agencies is below.

Peer Agencies

SORTA – Cincinnati, OH



- **The Southwest Ohio Regional Transit Authority (SORTA)** is a government entity and independent political subdivision of the state of Ohio governed by a 13-member volunteer citizen's board of trustees; it is the public transit agency serving Cincinnati and its suburbs. SORTA's service area encompasses 12 townships, 13 villages and 22 cities, including the city of Cincinnati.
- Until 1973, SORTA was known as the Cincinnati Transit Commission. It has provided bus service since 1952.
- Metro is the name of SORTA's fixed-route bus service that serves Hamilton County residents along with commuter trips from Clermont, Warren and Butler counties into Cincinnati. Access, the region's paratransit service, provides services for people whose disabilities prevent them from riding Metro buses. Metro's fleet includes over 410 vehicles, consisting of 346 fixed-route buses, two trolley buses, and 44 access vehicles.
- In 2016, SORTA launched the Cincinnati Bell connector Streetcar. The streetcar system is comprised of five vehicles that runs along a 3.6-mile loop, connecting key communities in the city's urban core.
- Metro is primarily funded by Cincinnati's city earnings tax, in contrast to other Ohio transit agencies that receive sales tax proceeds
- Local tax funding is provided by three-tenths of 1 percent of the earnings tax collected by the city of Cincinnati. Everyone who lives or works in the city pays the earnings tax.
- Metro currently has 115 "mini-hybrid" buses and 27 hybrid buses. Mini-hybrid buses utilize advanced thermal cooling systems, which provide added fuel efficiency, and a reduction in maintenance costs compared to traditional hybrid buses.

COTA - Columbus, OH



- The **Central Ohio Transit Authority (COTA)** was created by an agreement executed in 1971 with Franklin County and the cities of Bexley, Columbus, Gahanna, Grandview Heights, Grove City, Hilliard, Reynoldsburg, Upper Arlington, Westerville, Whitehall, and Worthington. In 2008, the agreement was amended to include the city of Dublin.
- COTA currently has 354 fixed-route buses of which 124 are powered by compressed natural gas. In 2016, COTA provided 18.8 million fixed-route and paratransit passenger trips.
- COTA is funded by a permanent quarter percent sales tax levy approved by voters in 1999 and a temporary quarter percent sales tax levy approved by voters in 2016 applicable to the Authority's service area for a ten-year period.

IndyGo - Indianapolis, IN



- **Indianapolis Public Transportation (IndyGo)** is the public transit system operator for the city of Indianapolis and Marion County in Indiana — a component unit of the Consolidated City of Indianapolis-Marion County Reporting Entity.
- In 1973, IndyGo was chartered by city ordinance to acquire, provide and maintain an urban mass transportation system for the metropolitan Indianapolis area. The city of Indianapolis officially took control of all citywide public transportation in 1975 under the name "Metro," renamed IndyGo in 1996.
- Today, IndyGo operates more than 200 buses on 37 fixed routes in the cities and towns of Indianapolis, Speedway, Beech Grove, Southport and Greenwood.
- IndyGo offers half fare to eligible riders, including people over the age of 65 with a government-issued Medicare Card or IndyGo Half Fare ID Card, people younger than 18 year old with a valid student ID or Half Fare ID Card, or people with a disability with a Half Fare ID Card.
- IndyGo receives funds from property, excise and local option income taxes from the municipalities of Marion County, as well as state and federal transit funds. In 2016, Marion County voters approved a quarter percent income tax dedicated to transit.

TARC - Louisville, KY



- The **Transit Authority of River City (TARC)** is a public corporation created in 1971 after legislation authorized city and county governments to operate mass-transit systems using local funding. In 1974, Louisville voters approved an occupational tax to fund mass transit.
- Today, TARC operates 230 buses across runs 41 routes in five Kentucky and Southern Indiana counties.
- In 1974, Louisville and Jefferson County voters agreed to a .02 percent increase of the occupational tax to finance a municipal bus service. Today, nearly 60 percent of TARC's funding comes from the Mass Transit Fund financed by occupational tax revenue. This tax generates approximately \$50 million annually and funds are deposited into a Mass Transit Trust Fund.

MATA - Memphis, TN



- The **Memphis Area Transit Authority (MATA)** was formed in 1975 to serve the greater Memphis and Shelby County, Tennessee, areas, as well as nearby West Memphis, Arkansas. Today, MATA no longer serves West Memphis, Arkansas, but continues operations in Memphis and Shelby County in Tennessee.
- MATA currently operates 34 fixed-route bus routes and three rail trolley lines. The Main Street Trolley Line uses classic streetcars on a system that runs along the riverfront, Main Street in the heart of downtown Memphis and an extension on Madison Avenue. The Madison Avenue line opened in 2004 as the initial stage of a light rail system that would connect downtown Memphis with the Memphis International Airport.
- MATA's streetcar rail, in the form of the Madison Avenue trolley line, ceased operations in April 2014 after experiencing two trolley fires in six months. The process to upgrade the trolley system is ongoing.
- Funding for the system comes from passenger fare collections, as well as from other local, state and federal sources

MCTS – Milwaukee, WI



- The **Milwaukee County Transit System (MCTS)** is a county-run agency formed in 1975 after taking over the assets of a privately operated company. Milwaukee Transport Services, Inc. is a quasi-governmental instrumentality of Milwaukee County responsible for the management and operation of MCTS.
- Currently, MCTS operates 302 buses on 43 routes, a BRT route, and 71 Demand Response Vehicles.

MTA – Nashville, TN



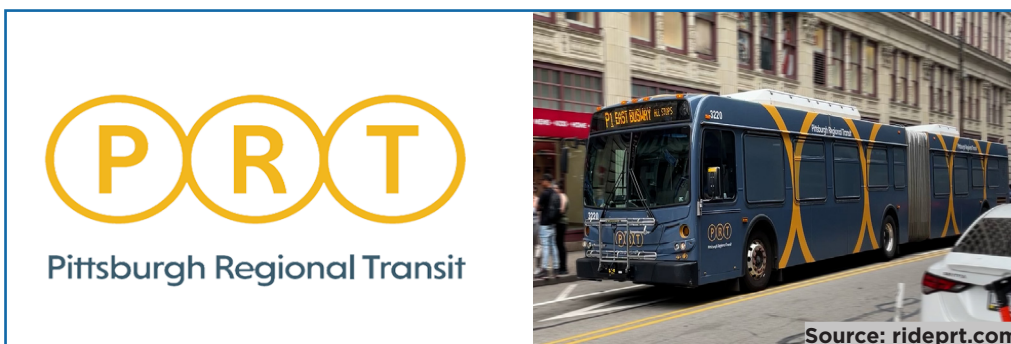
- The **Nashville Metropolitan Transit Authority (MTA)** was formed in 1973 for the purpose of stabilizing existing public transportation services. Today, MTA provides public transportation service — local and express routes — for residents and visitors within the Metropolitan Nashville area. It is a component unit of the Metropolitan Government of Nashville & Davidson County.
- MTA is contracted to manage the Regional Transportation Authority (RTA) under a fee for service agreement. RTA is an independent Authority created under state legislation. Funding for RTD comes from membership dues, federal and state funding, and local contributions.
- Today, MTA has a fleet of 174 buses that serve 46 bus routes.
- Nearly all MTA buses meet downtown at MTA's downtown transit station — Music City Central.
- Funding comes from MTA self-generated sources, as well as local, state and federal sources.
- As of July 12, 2018, MTA rebranded itself to “WeGo Public Transit.” The rebranding was part of a process that started with the adoption of the Nashville MTA Strategic Plan, “nMotion,” in 2016.

COPTA (EMBARC) - Oklahoma City, OK



- **Central Oklahoma Transportation and Parking Authority (COTPA)** branded as EMBARK was created in 1968, it operates as a hybrid city department and public trust.
- Currently, PRT is funded by fare and advertising revenue, along with money from county, state and federal sources.
- As of 2023, EMBARK operates 49 buses, 17 demand response vehicles, a 22 stop street car line, and uniquely a ferry service in the form of the Bricktown Water Taxi.
- Currently implementing RAPID a Bus Rapid Transit line of 9.5 miles with 32 stops, priority traffic signals, using 9 BRT vehicles. This was completed at the end of 2023.

Pittsburgh Regional Transit - Pittsburgh, PA



- **Pittsburgh Regional Transit**, formerly known until 2022 as **the Port Authority of Allegheny County** was established in 1958 and operates pursuant to the Commonwealth of Pennsylvania's Second Class County Port Authority Act. This Act gives PRT the ability to borrow money for costs of PRT related projects, and to issue negotiable, interest-bearing debt obligations. Any debt issuance by PRT is the obligation of PRT, not indebted to the Commonwealth or Allegheny County.
- Pittsburgh Regional Transit's modern-day transit operations began in 1964, with formal consolidation of 33 transportation carriers. Originally, the Port Authority was not tasked with public transportation upon its creation, but rather to help develop port districts along rivers in Allegheny County.
- Currently, PRT is funded by fare and advertising revenue, along with money from county, state and federal sources.
- PRT's fleet includes more than 700 diesel and hybrid diesel-electric buses, 80 light rail vehicles. Its system also includes two funicular railways (also known as inclined planes), the Monongahela Incline and the Duquesne Incline. PRT currently leases the Duquesne Incline to a nonprofit preservation organization.
- The Port Authority owns other uncommon transit facilities, including four dedicated

- busways and the direction-switching Wabash HOV Tunnel.

Metro – St. Louis, MO



- In 1949, an interstate compact between Missouri and Illinois established the Bi-State Development Agency (BSDA), which adopted the name **The Metro** in 2003. The BSDA was created to serve the region on both sides of the Mississippi River and to have a regional outlook not tied to any single municipality, county or state. As such, BSDA has broad powers that enable it to cross local, county and state boundaries to enhance the development of the region.
- Since 1963, MetroBus has operated 83 bus routes throughout Greater St. Louis, with 65 routes operating on the Missouri side and 18 on the Illinois side. MetroLink, the agency’s light rail system, opened in 1993 and serves 37 stations — 26 stations in Missouri, and 11 stations in Illinois. MTS operates two MetroLink lines — the Red Line and the Blue Line.
- The city of St. Louis and St. Louis County collect revenue from half-cent and quarter-cent local sales taxes. The city of St. Louis appropriates a majority of its revenues from the half-cent sales tax to Metro. St. Louis County splits revenue collected from the half-cent sales tax between Metro and infrastructure projects within the county. Note: The city of St. Louis, Missouri, is an independent city, not residing within the jurisdiction of or associated with St. Louis County, Missouri.
- In 1995, St. Clair County, Illinois, adopted a half-cent sales tax to be dedicated to MetroLink capital projects, operating costs and maintenance costs.
- Over the past decade, Metro and regional leaders in Missouri have funded the system through a series of short-term revenue solutions and cost-cutting measures.

Aspirational Agencies

CapMetro - Austin, TX



- The **Capital Metro Transportation Authority (CapMetro)** was established in 1985 by a voter referendum to provide mass transportation service to the greater Austin metropolitan area. Nine areas initially voted to participate in the Authority (Austin, West Lake Hills, Rollingwood, San Leanna, Cedar Park, Leander, Lago Vista, Pflugerville, and the Anderson Mill area of Williamson County.)
- CapMetro currently services 82 bus routes and six high-frequency bus routes with its fleet of 400 buses. In 2010, CapMetro began service on its Red Line — 32 miles of commuter rail between Leander and downtown Austin. CapMetro operates 10 diesel electric commuter trains along its Red Line.
- CapMetro is funded in part by a 1 percent sales tax levied by its service area members.

CATS - Charlotte, NC



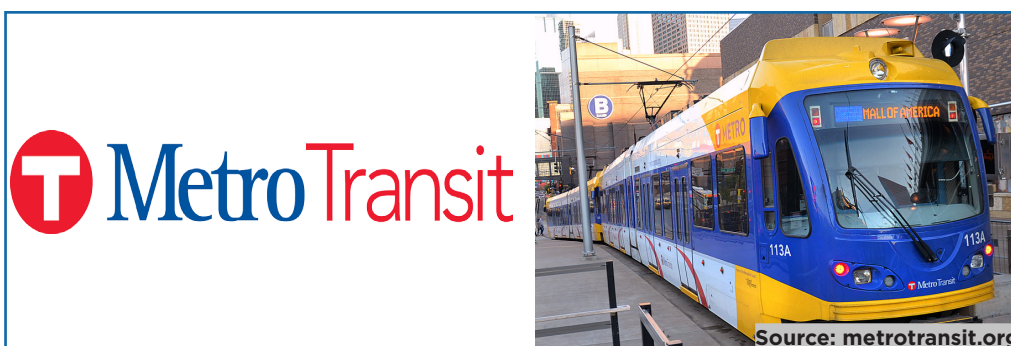
- The **Charlotte Area Transit System (CATS)** located in Charlotte, North Carolina, was created in 2000 after a successful public referendum in 1998 to fund future transit initiatives.
- CATS provides regional service covering Concord, Gastonia, and Union County in North Carolina and York County in South Carolina. CATS services the community with a fleet of 316 buses, which includes 26 hybrid buses and 20 light rail cars.
- In 1998, voters in Mecklenburg County passed a half-cent sales tax dedicated to funding public transit initiatives. Citizens reaffirmed this dedicated tax in 2007. CATS receives funding from passenger fares and local, state and federal funds.
- In 2007, CATS opened its first light rail system—LYNX Blue Line, which services 20 stations along 9.6 miles of track. A 9.4-mile extension of this line was opened in 2018 and services four additional stations.

RTD – Denver, CO



- The Colorado state legislature created the **Denver Regional Transportation District (RTD)** in 1969. It includes 15 Director's Districts, eight counties and 40 municipalities in the Denver Metropolitan Area.
- RTD currently operates over 100 local, BRT, regional, SkyRide bus routes, as well as five miscellaneous services. RTD operates 8 light rail lines and 2 commuter rail lines across 78.1 miles of track.
- In 2004, area voters approved a 1 percent sales and use tax, with the provisions that the increase from 0.6 percent be used to fund the FasTracks transit expansion program. The 1 percent sales-and-use tax rate is levied in all eight RTD counties.
- Recent projects include a comprehensive Facilities and Fleet Transition Plan, a Regional BRT Feasibility Study identifying 3-5 corridors for BRT expansion, and various system wide noise and infrastructure improvements.
- The state is responsible for collecting and processing all RTD sales tax revenues, and it retains a small amount of the revenues to cover its incremental costs. The statute specifies the maximum amount the state can retain along with a partial interest accrual offset generated during a grace period between receipt and disbursements from vendors to RTD.

Metro Transit – Minneapolis, MN



- In 1976, the Minnesota State Legislature established **Metro Transit** as the transit division of the Metropolitan Council, a regional governmental agency in the Minneapolis-St. Paul metro area. Currently, Metro Transit serves more than seven counties and 90 cities.
- In 2001, the state legislature replaced a property revenue source with the State Motor Vehicles Sales Tax (MVST) to fund transit operations in the metro area.
- Currently, Metro Transit receives the majority of its funding from the MVST and the state general fund.
- Metro Transit operates 130 bus routes, including 55 local and 63 express routes. Metro Transit also serves two light rail routes and one commuter rail route.

- Metro Transit uses a system of color-coded light rail and bus rapid transit (BRT) lines to provide service to the Twin Cities region. BRT has expanded 43% in the last year to 3.36 million riders, and the final BRT network is projected to encompass 165 miles with high frequency service by 2030.
- Metro Transit operates both of the region’s light rail lines — the METRO Blue Line, and the METRO Green Line.

Primary Agency Funding

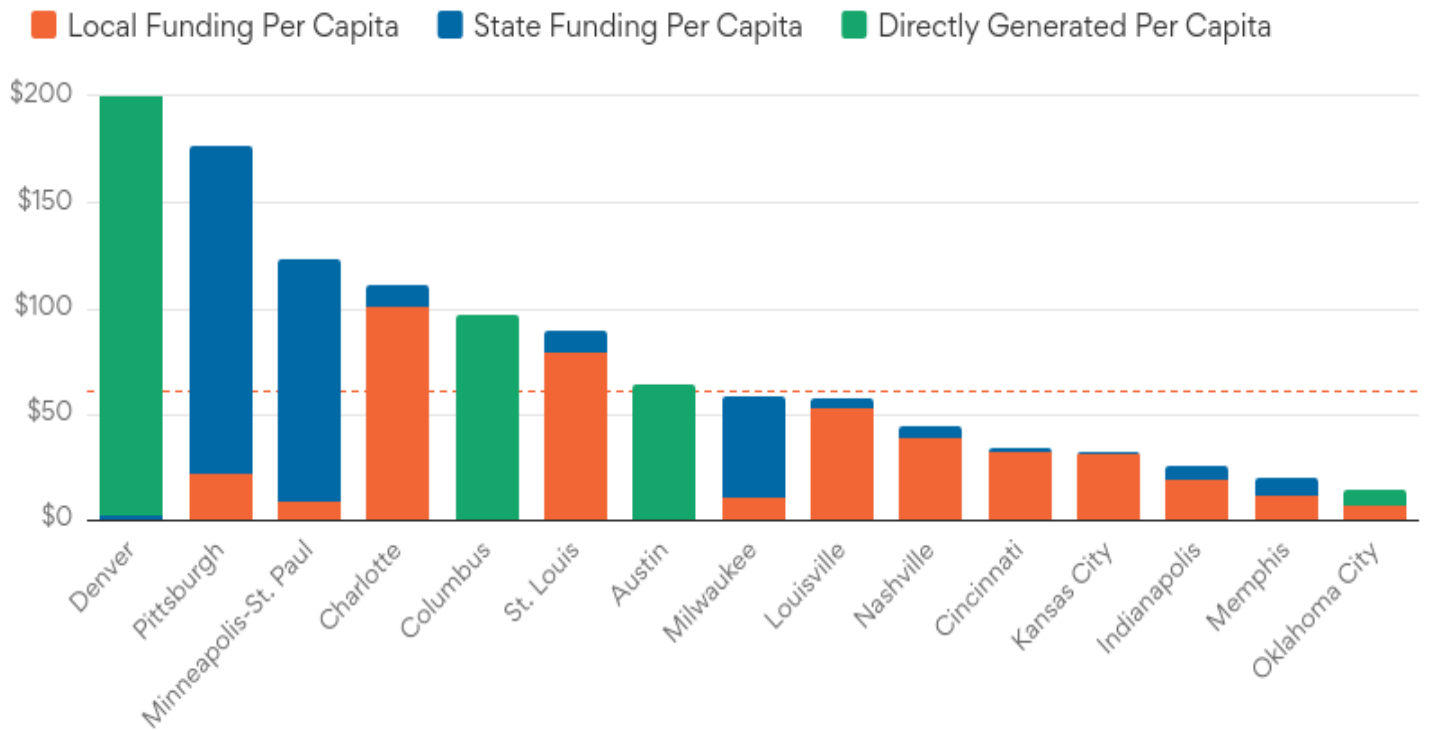
This section includes two sets of funding information for each primary transit agency. The first is funding amounts and types from state and local sources (as available), often taken from the different agencies’ budgets and audits. Federal funding sources are not listed since all agencies must access the same programs. This information is intended to give an idea of how much a given funding mechanism generates for the agency. The second set of information is the overview of amounts of funding expended from the National Transit Database’s 2023 agency profiles. This offers a more standardized way of comparing the agencies.

The following chart shows the amount of combined state and local funding per capita in each agency’s service area (not including fare revenue). The largest share of operating funding for the majority of agencies is at the local level, but there are a few agencies — Minneapolis, Pittsburgh, and Milwaukee — that generate the largest share of their operating funding at the state level. Local or state sales taxes are a common funding mechanism across many primary agencies. Similarly, Minneapolis-St. Paul has received hundreds of millions of dollars through a state-level motor vehicle sales tax. Sales taxes are not just used in aspirational agencies; Austin and St. Louis levy local sales taxes totaling 1 percent each. (Note Austin, Denver, and Columbus levy taxes though sources labeled as “Directly Generated” in the NTD, despite being largely allocated from local and regional taxes not reflected on this chart.)

KCATA receives sales taxes that total 7/8 cents. Agencies that rank below KCATA in local and state funding per capita in the service area have a pattern of smaller sales taxes or none at all. Memphis is funded through grants and subsidies. Indianapolis is funded locally through property taxes and income taxes. Cincinnati is funded locally through a 0.3 percent income tax. Louisville is likewise funded through an occupational tax. Nashville is funded through local grants. As a counterpoint, however, local and state governments have levied no sales taxes to fund Pittsburgh. It is only funded by grants, yet the amount of funding is very large.

UZA State and Local Operating Funding per Capita

National Transit Database (2022)



Fares and Operating Funding Expended

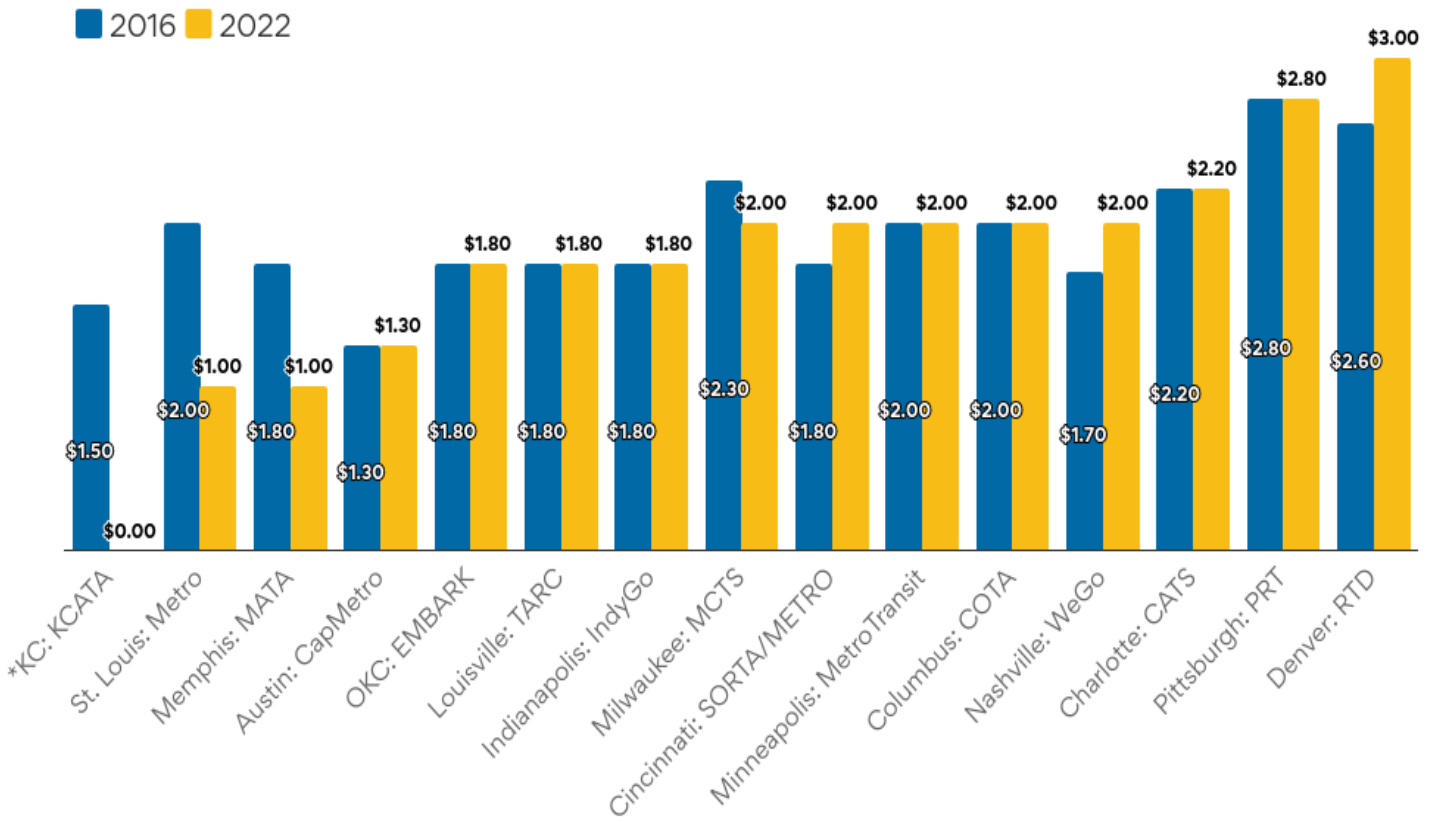
This section looks at the financial expenses for KCATA and primary transit agencies serving the selected regions for this study, particularly funding expended from local, state and federal sources. Also included is a chart comparing the cash fare for a single local bus ride that each agency charges, ranked from least expensive to most expensive. In 2016, KCATA maintained the second lowest fare out of all the peer and aspirational agencies. In 2022, KCATA moved to the lowest fare of all agencies analyzed in this study. While the aspirational agencies collect the most fare revenue, SORTA (Cincinnati), MCTS (Milwaukee), and CATS (Charlotte) are peer agencies with farebox recovery ratios over 0.2

The following chart compares bus fare rates across all primary transit agencies. Different agencies have different fare structures. These fare rates were chosen if they were for:

- Single rides. Transfer pricing and policies were not considered.
- Cash rates. Some incentives, such as using an agency's smartcard, reduced the fare.
- Local rates. Express route rates or rates that increased when fare zones were crossed were not included.
- Bus rates. KCATA operates no rail systems. Rail fare rates for other agencies were sometimes the same as bus fare rates.
- Any rush hour fare rates were included as a secondary data point since they met all the above criteria but were only in effect at certain times of day.

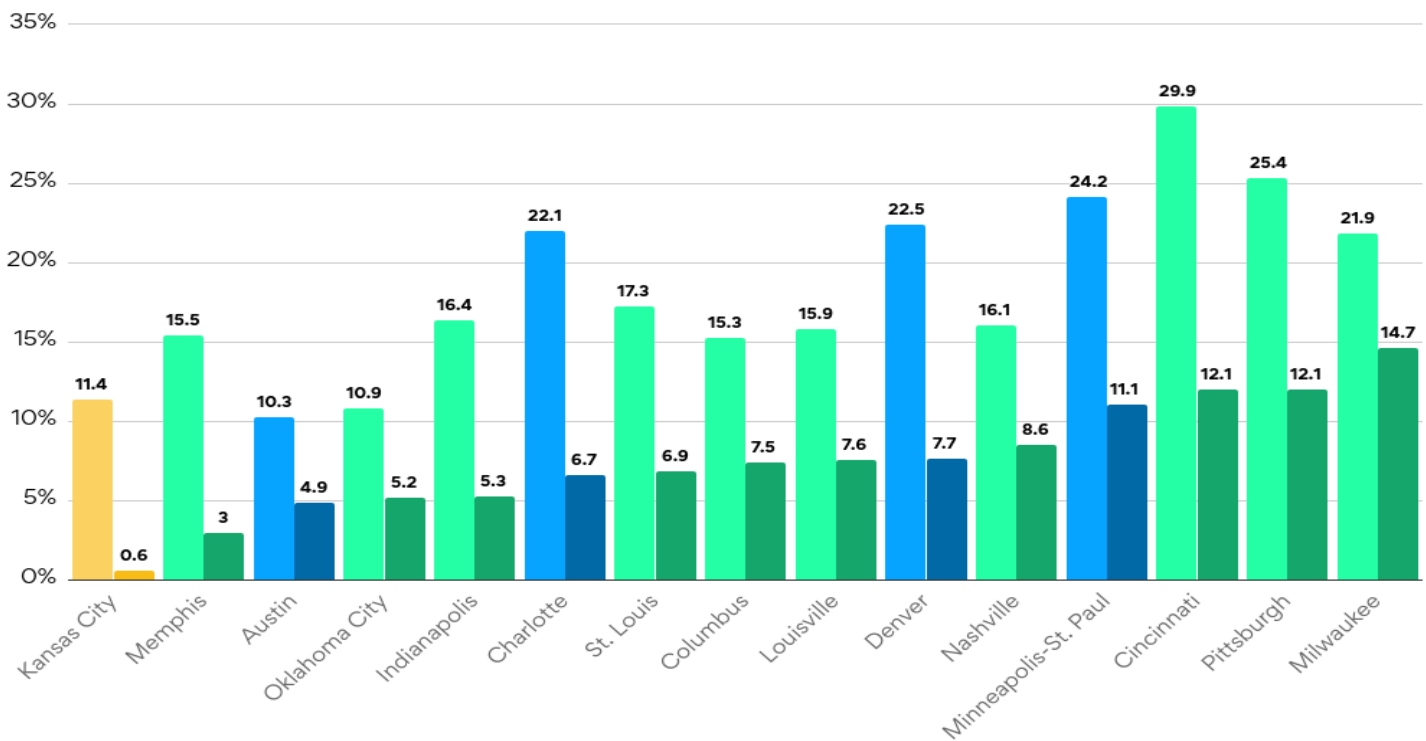
Single Ride Bus Fare by Primary Agency

Agency Websites (2016/2022)



Farebox Recovery Ratio by Primary Agency

Agency Websites (2016/2022)



Operating Funds Expended by Primary Agency and Total Amount of Funding (in millions)

Agency	Fare	Local	State	Federal	Other	Total
Denver	75.29	0.6	8.03	299.02	591.09	974.02
Pittsburgh	55.63	38.13	268.56	93.59	3.8	459.71
Minneapolis-St. Paul	45.9	25.78	241.79	97.01	3.03	413.5
Austin	15.66	0.8	0	201.23	101.56	319.24
St. Louis	20.11	170.88	0.75	91.87	6.39	289.99
Charlotte	12.71	136.89	9.6	26.5	3.24	188.94
Milwaukee	23.15	11.26	57	62.61	3.16	157.2
Columbus	11.64	0.7	1.01	2.68	138.55	154.58
Cincinnati	15.43	35.74	3.05	70.89	2.86	127.97
Indianapolis	5.84	32.7	11.24	54.46	6.45	110.69
Kansas City	0.56	37.05	0.38	61.11	1.69	100.79
Louisville	6.85	52.05	4.61	25.29	1.01	89.82
Nashville	6.96	42.89	5.27	25.32	0	80.43
Memphis	1.8	12.87	8.42	36.69	0.6	60.39
Oklahoma City	1.95	6.95	0.71	22.26	5.51	37.39

Primary Transit Agency Service Characteristics

Service Area

In the NTD's transit agency profiles, each agency reports a service area and a service area population. These are defined in the glossary of this report. Below is a table of the peer and aspirational primary agencies, with their listed service areas and service area populations. The population was then divided by the land area to calculate a measure of service area density, depicted by ranking. The service area density rankings appear to show two interesting findings.

An interesting finding is that, among peers, service area density levels do not correspond to UZA public transit ridership levels (under [UZA Rankings – Ridership to Work](#)) except in outlying circumstances. One such case is Milwaukee, which appears to have a high service area density and a high public transit ridership to work in its UZA. As a result, it leads in ridership rankings.

Metro	Agency	Service area (sq miles)	Service area population	Service area density
Austin	Capital Metro	542	1,330,196	2,454
Charlotte	Charlotte Area Transit System	675	1,306,574	1,936
Cincinnati	SORTA	289	744,901	2,578
Columbus	Central Ohio Transit Authority	336	1,168,779	3,479
Denver	RTD	2,342	2,920,000	1,247
Indianapolis	Indianapolis Public Transportation Corporation (IndyGo),	396	969,466	2,448
Kansas City	Kansas City Area Transit Authority	459	621,956	1,355
Louisville	Transit Authority of River City	288	736,150	2,556
Memphis	Memphis Area Transit Authority	291	690,943	2,374
Milwaukee	Milwaukee County Transit System	241	943,240	3,914
Minneapolis-St. Paul	Metro Transit	492	1,731,667	3,520
Nashville	Nashville MTA	504	703,953	1,397
Oklahoma City	COTPA (EMBARK)	283	783,134	2,767
Pittsburgh	Port Authority of Allegheny County	775	1,238,090	1,598
St. Louis	St. Louis Metro	558	1,563,103	2,801

Services

Transit agencies provide a variety of modes of transportation to residents in cities and urbanized areas; these modes, defined below, may include bus, paratransit, light rail, commuter rail, commuter bus, heavy rail and streetcar services. UZAs are shown below by the variety of services they offer.

Transit Services Offered by UZA (2024)											
UZA	Bus	Bus Rapid Transit (BRT)	Paratransit	Commuter Bus	Streetcar	Light Rail (LRT)	Hybrid Rail	Commuter Rail	Vanpool	Bikeshare	Microtransit
Austin	x	x	x	x	x		x		x	x	x
Charlotte	x	x	x	x	x	x			x	x	x
Cincinnati	x		x		x				x	x	x
Columbus	x	x	x						x	x	x
Denver	x		x			x		x	x	x	x
Indianapolis	x	(x)	x	x					x	x	x
Kansas City	x	(x)	x	x	x				x	x	x
Louisville	x	x	x						x		
Memphis	x		x		x				x	x	x
Milwaukee	x	x	x	x	x				x	x	x
Minneapolis-St. Paul	x	x	x			x		x	x	x	x
Nashville	x		x	x				x	x	x	
Oklahoma City	x	x	x		x				x	x	
Pittsburgh	x		x			x			x	x	
St. Louis	x		x			x			x	x	x

Primary Agency Share of Service

The following table displays the percent of service that each primary agency in a region delivered in 2016 and in 2022 as well as the percentage of operating funding that each primary agency expended. In terms of ridership, most primary agencies, including KCATA, delivered more than 90% of service in 2016. The one peer agency exception is SORTA, which delivered 78% of the Cincinnati UZA's ridership in 2016. The one aspirational agency exception is Metro Transit, which delivered 86% of the Minneapolis-St. Paul UZA's ridership in 2016. These numbers indicate that other, smaller transit agencies are relatively more active in the Cincinnati and Minneapolis-St. Paul UZAs. Percent of unlinked trips, revenue miles and revenue hours have declined as a percentage of the total for KCATA relative to the other transit service providers in the region. The decreased share in 2022 is most likely due to the emergence of KC Streetcar and its growth in ridership, not KCATA's decline in ridership.

UZA	Primary Agency	# of Agencies in UZA	% Annual Unlinked Trips 2016	% Annual Unlinked Trips 2022	% Vehicle Revenue Miles 2016	% Vehicle Revenue Miles 2022	% Vehicle Revenue Hours 2016	% Vehicle Revenue Hours 2022
Austin	Capital Metro	2	99.9%	99.7%	99.5%	98.7%	99.4%	98.7%
Charlotte	Charlotte Area Transit System	4	98.3%	97.0%	81.8%	80.2%	81.1%	75.7%
Cincinnati	SORTA	6	78.3%	78.2%	63.9%	67.1%	66.3%	68.8%
Columbus	Central Ohio Transit Authority	3	99.1%	98.7%	93.4%	94.0%	96.6%	96.2%
Denver	RTD	2	99.8%	99.8%	96.1%	98.3%	98.8%	99.5%
Indianapolis	Indianapolis Public Transportation Corporation (IndyGo),	3	98.5%	97.3%	91.7%	89.8%	95.0%	95.0%
Kansas City	Kansas City Area Transit Authority	5	93.1%	84.2%	80.3%	73.5%	84.4%	77.8%
Louisville	Transit Authority of River City	2	98.7%	99.2%	89.9%	95.9%	96.8%	98.7%
Memphis	Memphis Area Transit Authority	1	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Milwaukee	Milwaukee County Transit System	5	96.5%	94.9%	83.0%	85.7%	88.0%	88.4%
Minneapolis-St. Paul	Metro Transit	6	91.6%	88.7%	69.9%	40.3%	78.9%	50.5%
Nashville	Nashville MTA	4	92.7%	95.7%	82.7%	85.7%	90.7%	91.2%
Oklahoma City	COTPA (EMBARK)	1	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Pittsburgh	Port Authority of Allegheny County	3	98.4%	98.7%	95.8%	96.0%	96.4%	96.7%
St. Louis	St. Louis Metro	2	94.3%	93.8%	85.3%	84.0%	87.9%	85.6%
Median		3	98.4%	97.3%	89.9%	89.8%	95.0%	95.0%
Average		3	95.9%	95.1%	87.6%	85.9%	90.7%	88.2%

Annual Ridership

The following displays ridership levels for KCATA and the primary transit agencies serving peer and aspirational regions. Ridership decreases for KCATA is second lowest out of all peer and aspirational regions analyzed as part of this study.

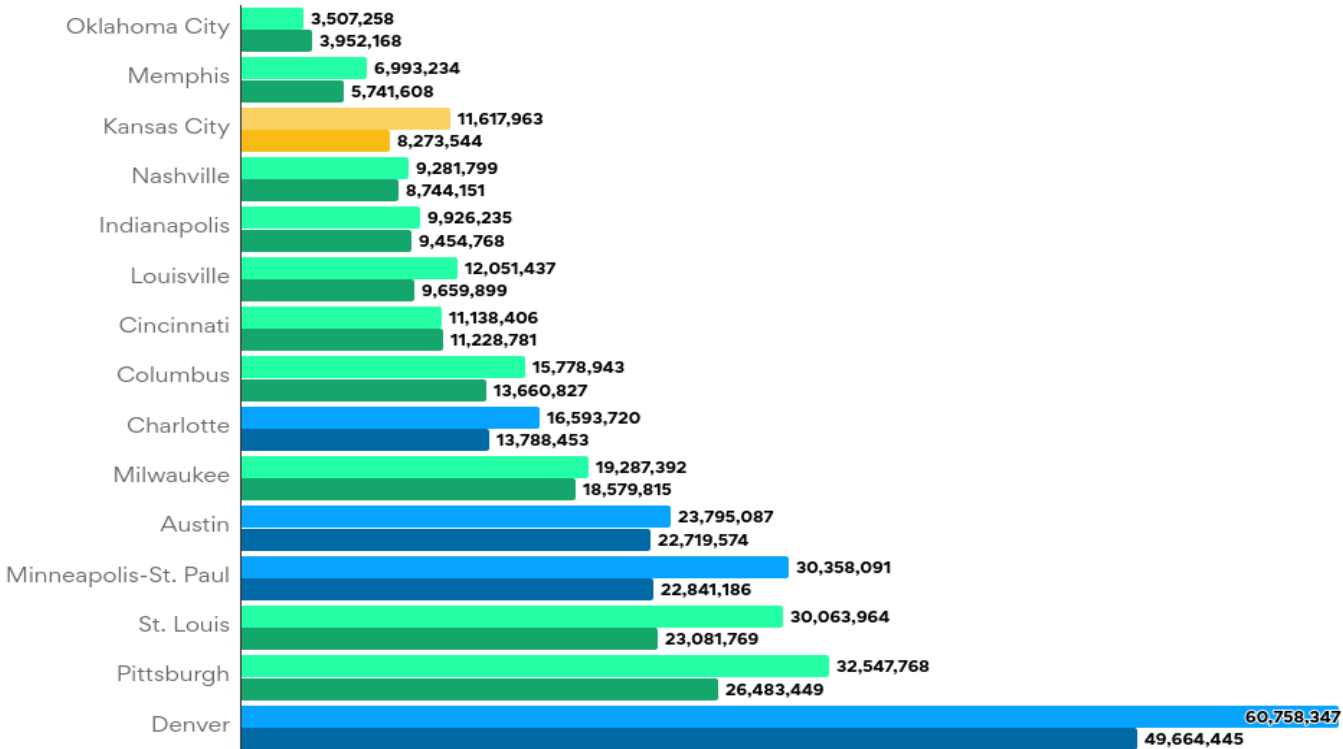
Annual Ridership by Primary Agency			
UZA	2016	2022	% change
Austin	31,048,807	20,417,077	-34
Charlotte	26,248,940	12,640,017	-52
Cincinnati	15,566,731	9,847,273	-37
Columbus	18,827,815	10,275,316	-45
Denver	103,340,797	61,284,680	-41
Indianapolis	9,494,784	5,751,302	-39
Kansas City	14,220,399	10,572,362	-26
Louisville	14,087,286	5,341,409	-62
Memphis	7,762,476	2,976,709	-62
Milwaukee	40,709,350	18,849,230	-54
Minneapolis-St. Paul	82,624,619	38,794,641	-53
Nashville	9,915,984	6,370,413	-36
Oklahoma City	3,265,299	2,512,635	-23
Pittsburgh	63,823,513	32,328,532	-49
St. Louis	44,046,960	18,508,770	-58

Annual Vehicle Revenue Miles and Hours

Rank in vehicle revenue miles is closely associated with rank in vehicle revenue hours, although the two rankings do not coincide exactly.

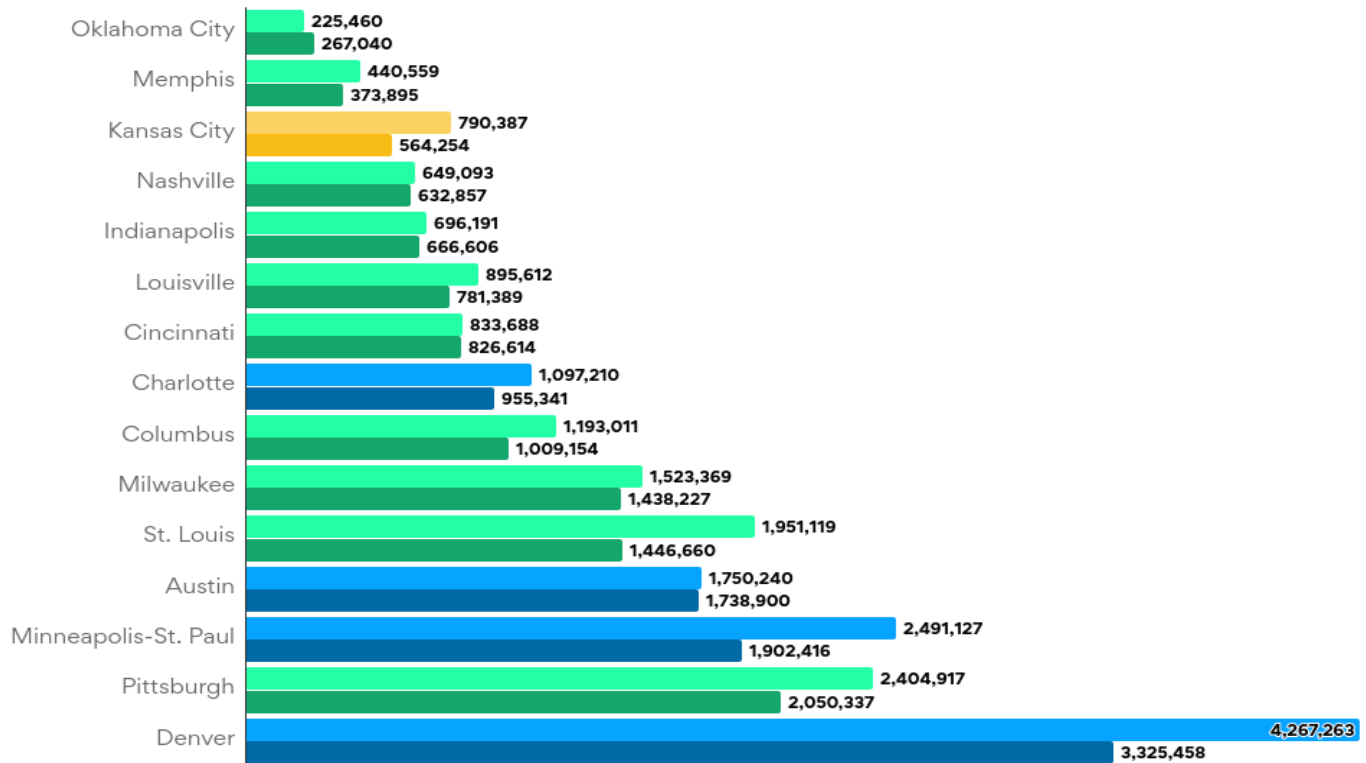
Vehicle Revenue Miles by Primary Agency

National Transportation Database (2016, 2022)



Vehicle Revenue Hours by Primary Agency

National Transportation Database (2016, 2022)



Primary Transit Agency Performance Measures

The NTD's performance measures give different perspectives on how a transit agency is performing overall. For this report, two of the NTD's six measures of service effectiveness were chosen to use to compare the primary agencies:

- Operating Expense per Unlinked Passenger Trip
- Unlinked Passenger Trips per Vehicle Revenue Hour

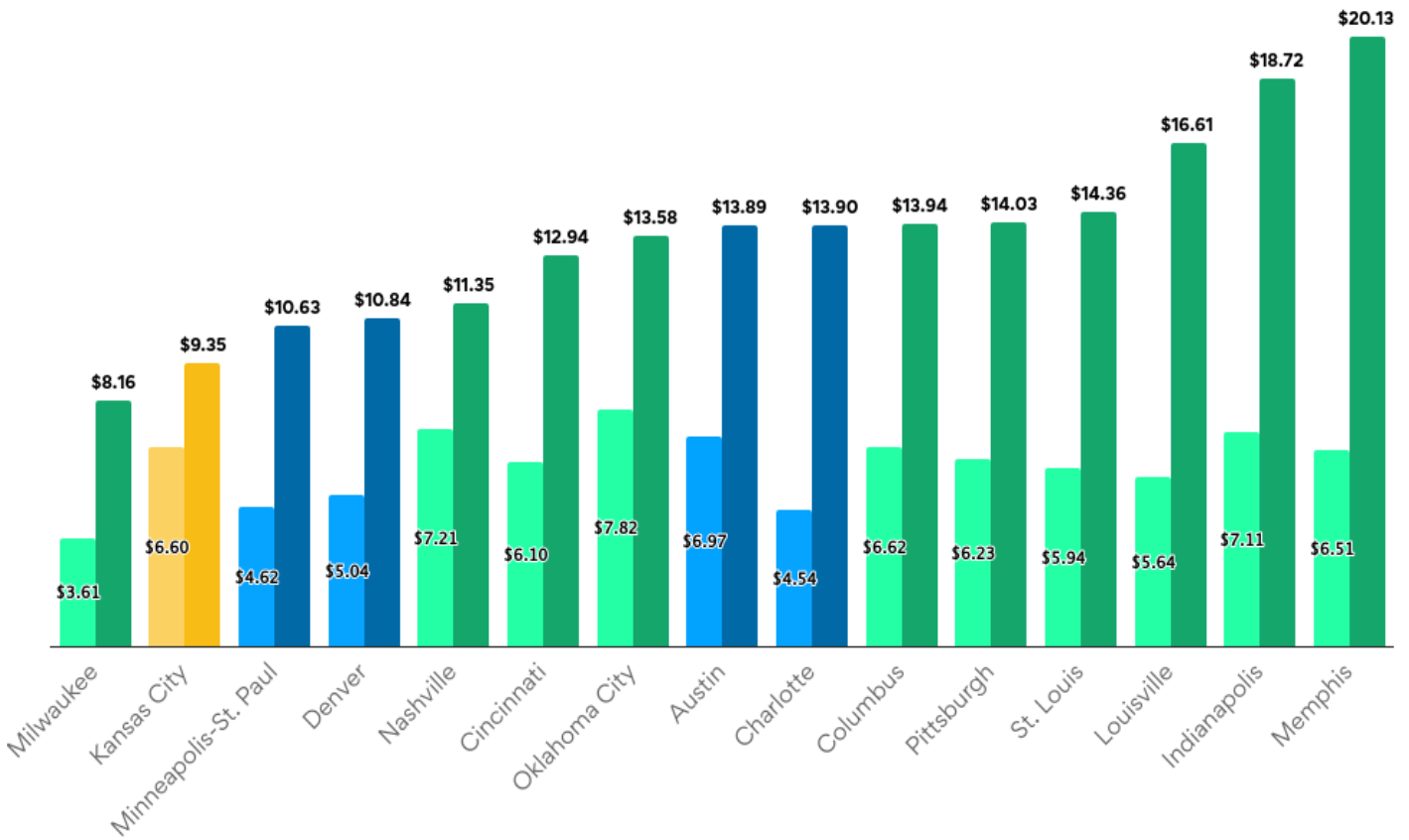
These two measures describe, respectively, how much it costs to transport a passenger once, and how many of those passengers are picked up per hour.

All Modes

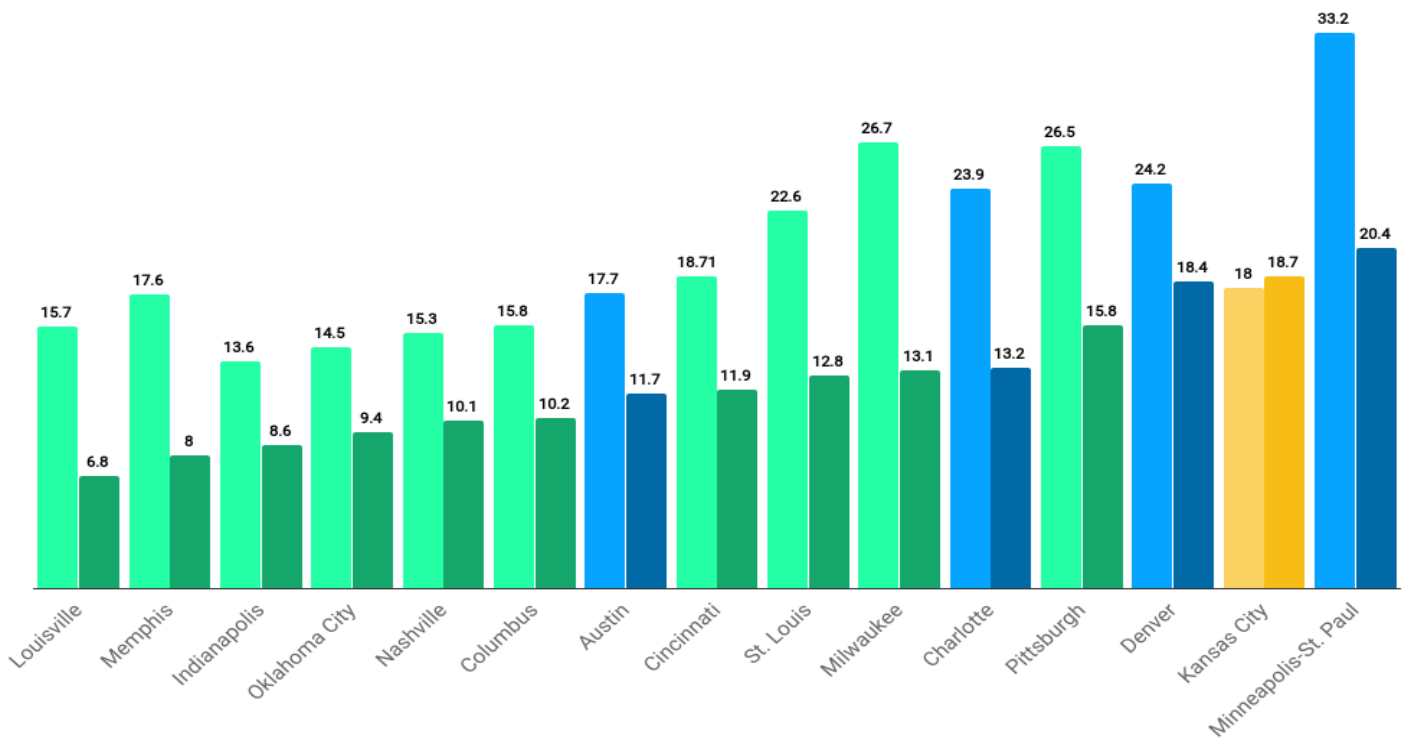
Data for all modes that an agency provides is aggregated in the NTD's transit agency profiles, a representation of system-wide effectiveness. In 2016, KCATA ranked in the bottom in minimizing operating expenses per trip among peer agencies and in 2022, has improved its ranking significantly, coming in second after MCTS (Milwaukee).

Primary agencies with rail modes lead in terms of ridership per hour. The peer primary agency exception is MCTS, whose rank in this measure corresponds with its high service area density.

Operating Expenses per Unlinked Passenger Trip by Primary Agency - All Modes
National Transportation Database (2016, 2022)



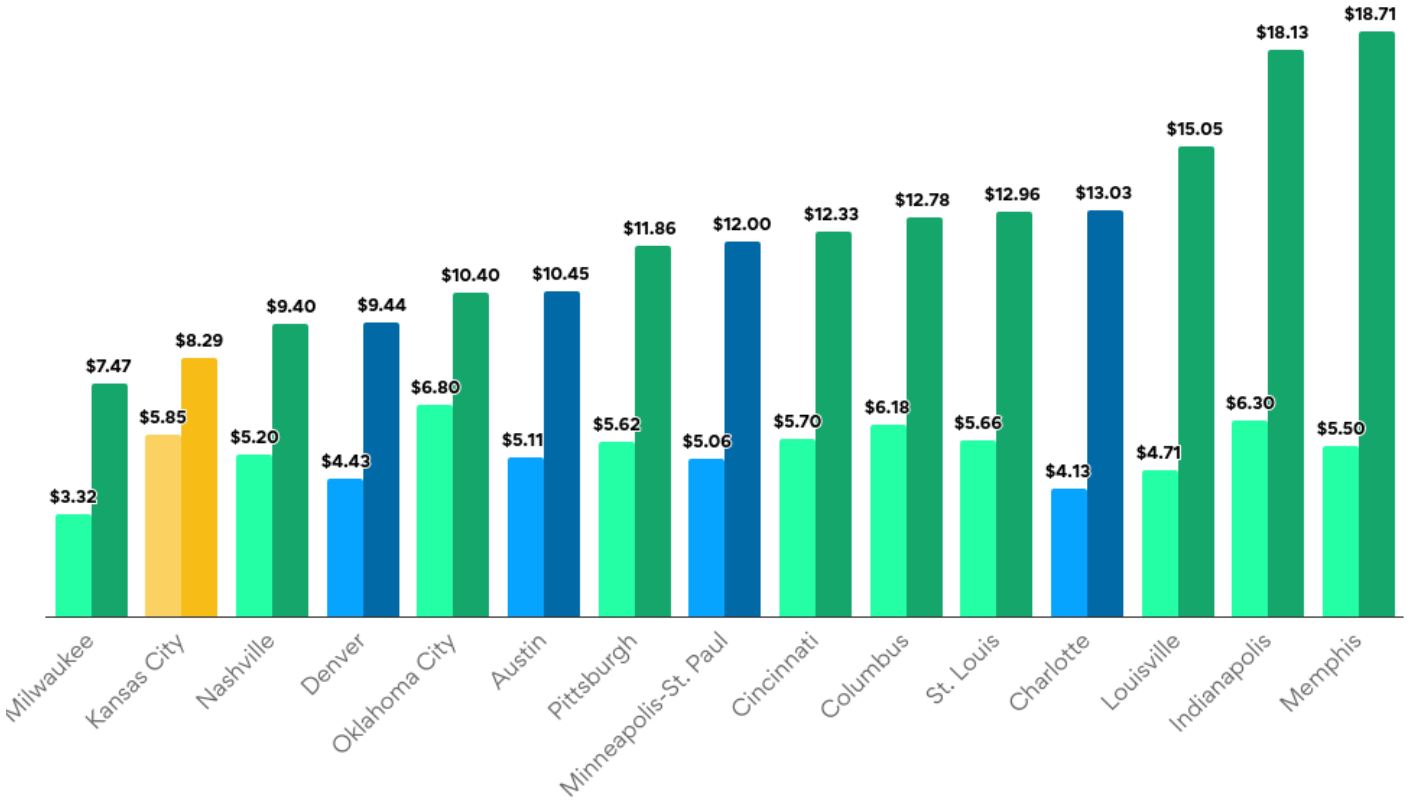
Unlinked Passenger Trips per Vehicle Revenue Hour by Primary Agency - All Modes
National Transportation Database (2016, 2022)



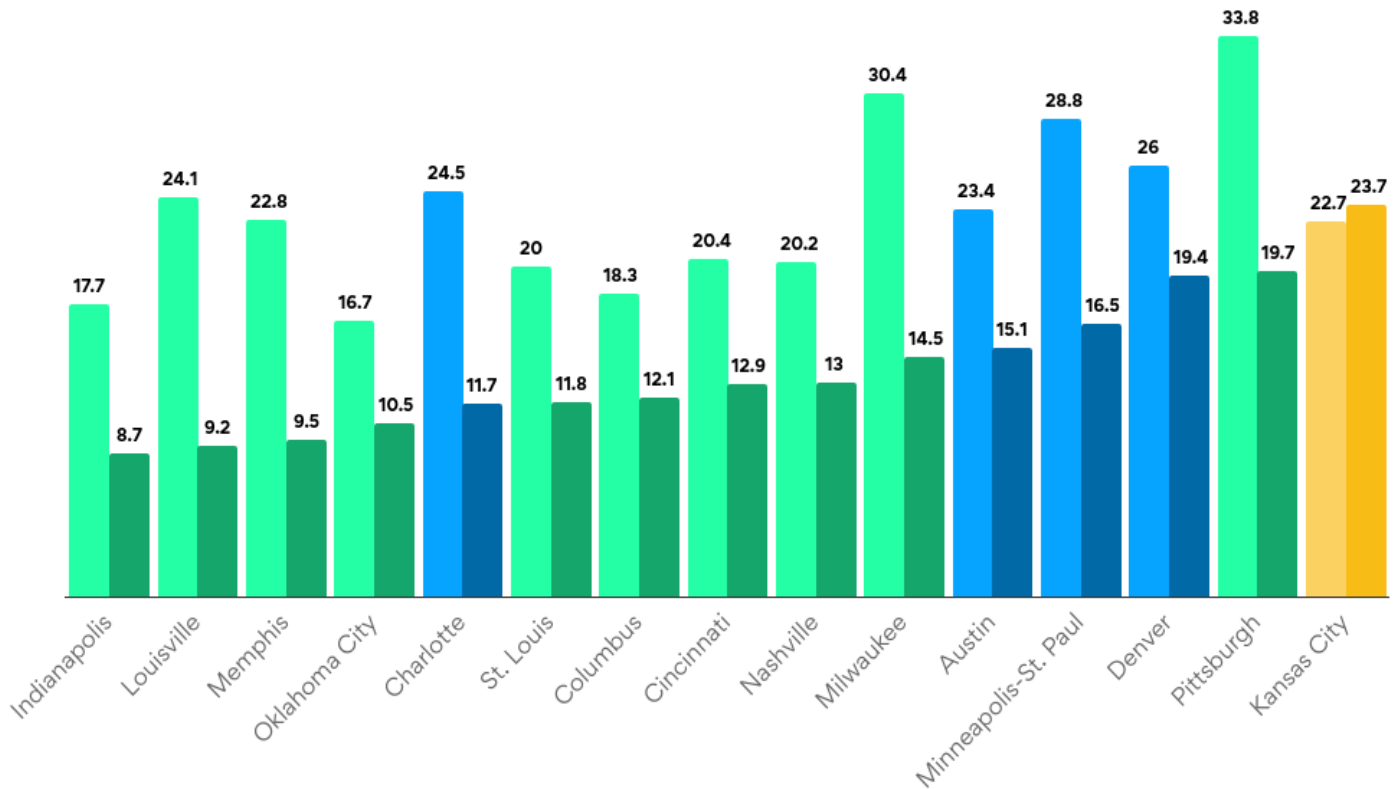
Bus Modes

The following graphs include the performance measures for all bus modes that peer and aspirational agencies listed in their NTD profiles, including “bus,” “commuter bus,” and “bus rapid transit” (BRT). Only KCATA operated bus rapid transit.

Operating Expenses per Unlinked Passenger Trip by Primary Agency - Bus National Transportation Database (2016, 2022)



Unlinked Passenger Trips per Vehicle Revenue Hour by Primary Agency - Bus
National Transportation Database (2016, 2022)



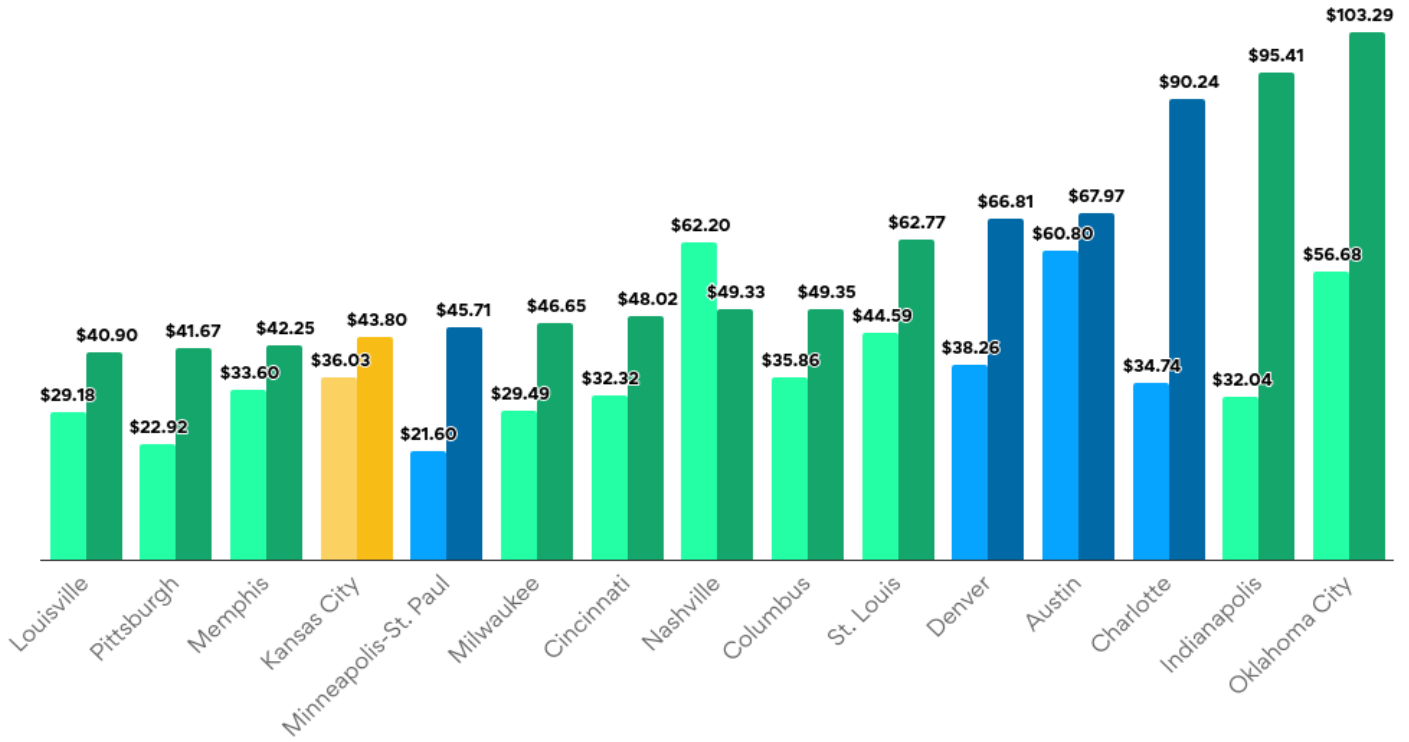
Demand Responses (Paratransit)

Paratransit is typically more expensive to deliver, but some transit agencies deliver it more effectively than others do. Notably, in 2022 KCATA ranks favorably in terms of cost per passenger trip. Its paratransit is the least expensive to operate at 2.5 trips per hour.

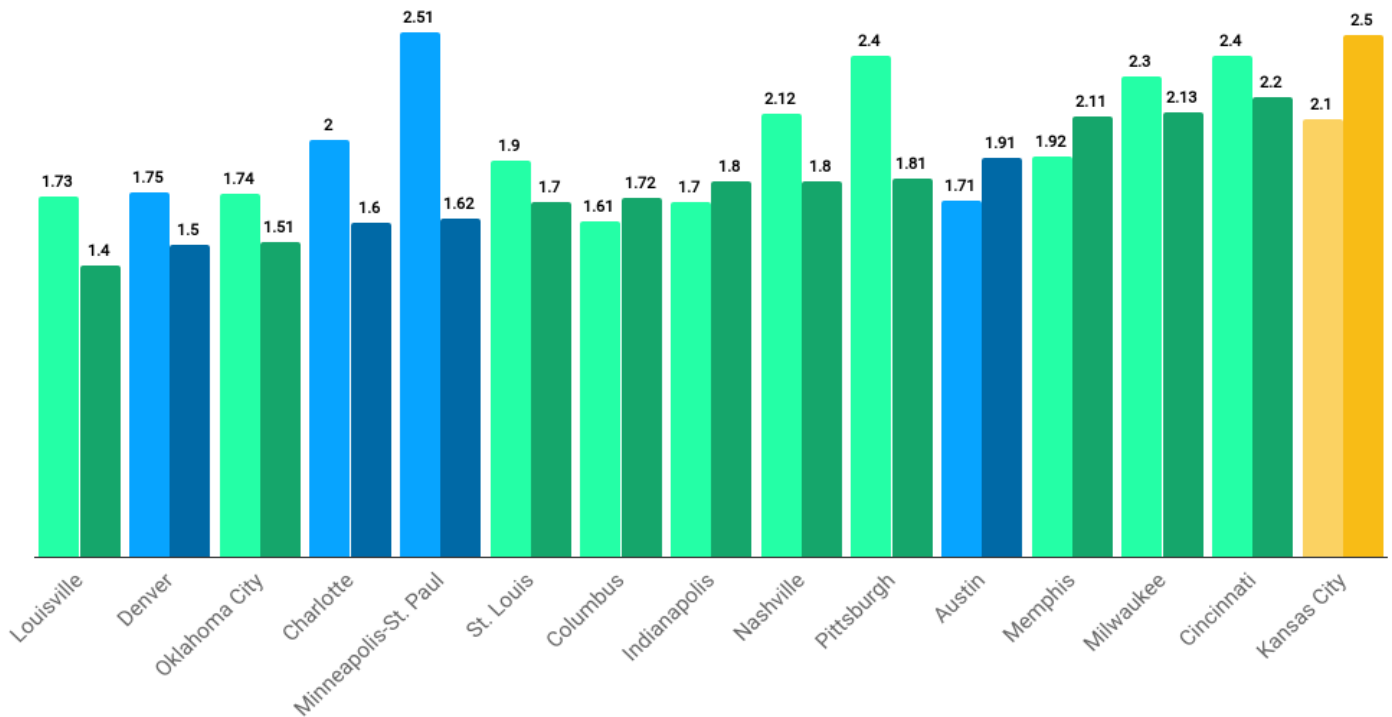
Metro Transit, the primary transit agency for the Minneapolis UZA, does not operate a paratransit service directly. Metro Transit is a division under the region’s metropolitan planning organization, the Metropolitan Council, which also provides paratransit service under the name Metro Mobility. Metro Mobility’s operating expense was lower than all other primary agencies at a rate of 2.5 trips per hour, making it the most cost effective paratransit service of 2016.

By 2022, KCATA’s operating expense was reported at \$43.80 at a rate of 2.5 trips per hour, and Metro Mobility’s operating expense had increased to \$45.71 at a rate of 1.6 trips per hour, making KCATA’s paratransit services more cost effective than any of the primary agencies listed for that year.

Operating Expenses per Unlinked Passenger Trip by Primary Agency - Paratransit
National Transportation Database (2016, 2022)



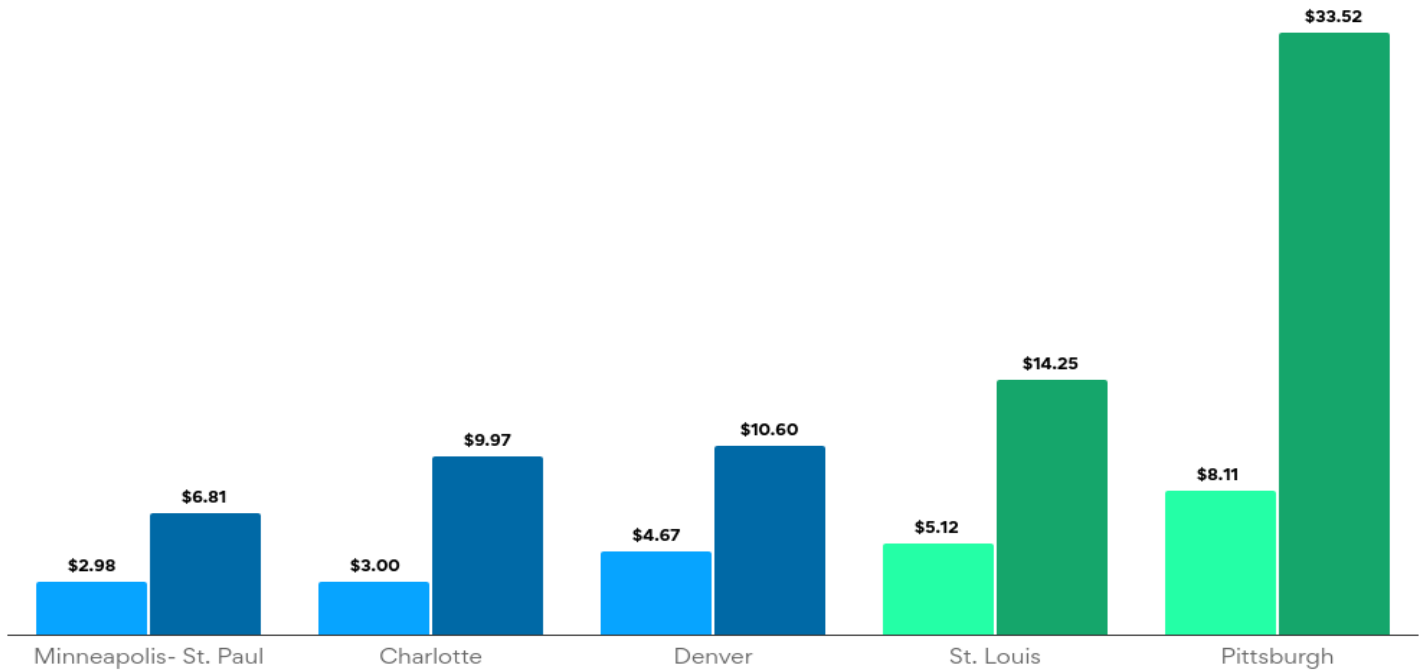
Unlinked Passenger Trips per Vehicle Revenue Hour by Primary Agency - Paratransit
National Transportation Database (2016, 2022)



Rail Modes

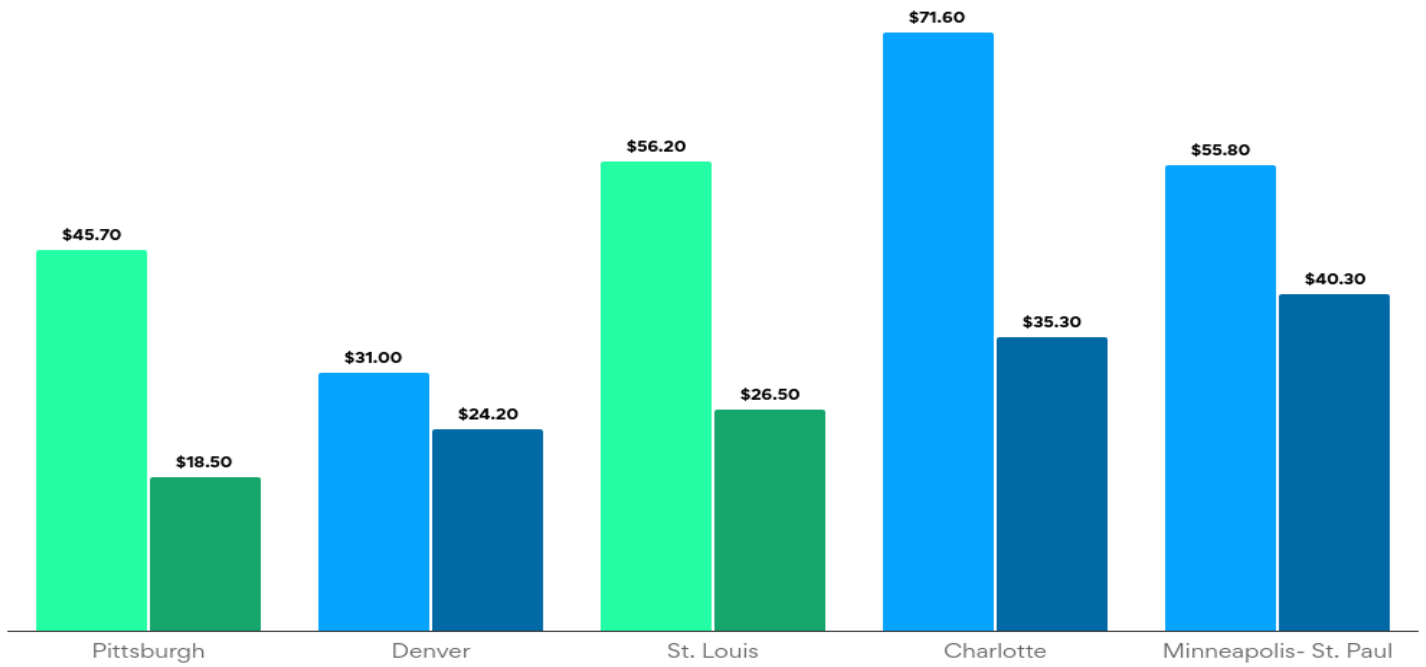
The following graphs include the performance measures for all rail modes that peer and aspirational agencies listed in their NTD profiles, including “light rail,” “heavy rail,” “commuter rail,” and “hybrid rail.” These are defined in the glossary of this report. Streetcar rail was not included in this context of measuring effectiveness due to its operational focus on providing short passenger trips through downtown areas, instead of acting as a longer-range travel mode. The bars for heavy rail and commuter rail are patterned differently to be easily distinguishable on the graphs. KCATA operates no rail modes, and was not included in this section.

Operating Expenses per Unlinked Passenger Trip - Light Rail (LRT) National Transportation Database (2017, 2022)



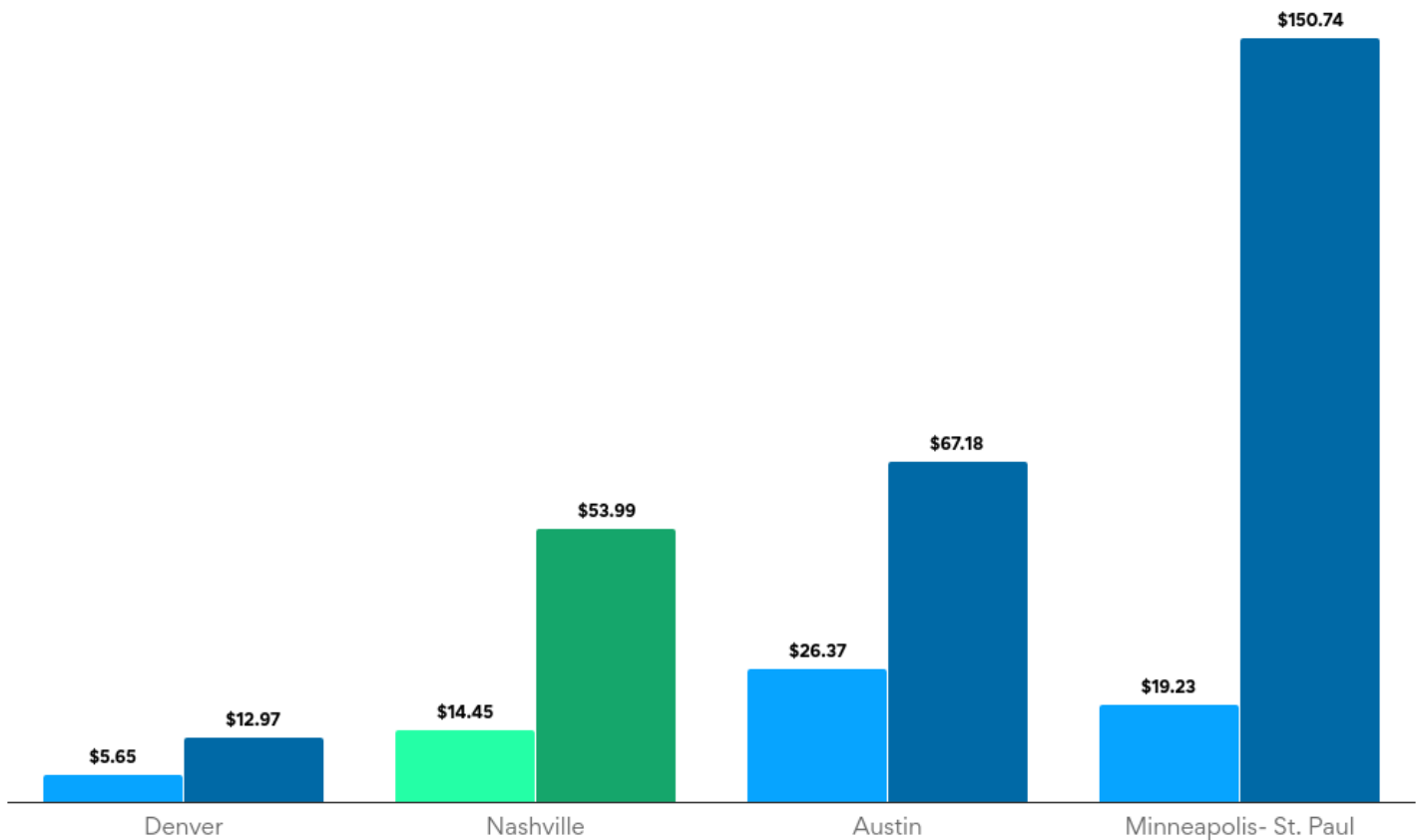
Unlinked Passenger Trips per Vehicle Revenue Hour - Light Rail (LRT)

National Transportation Database (2017, 2022)

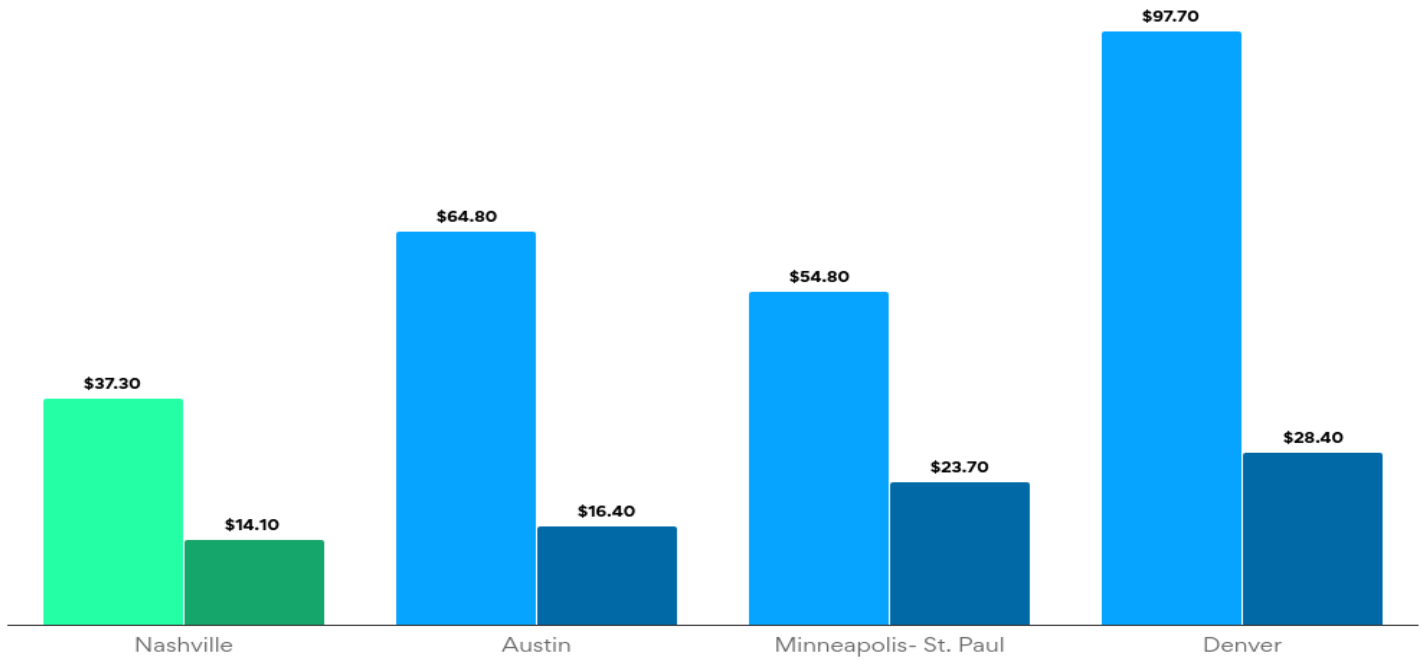


Operating Expense per Unlinked Passenger Trip - Commuter/Hybrid Rail

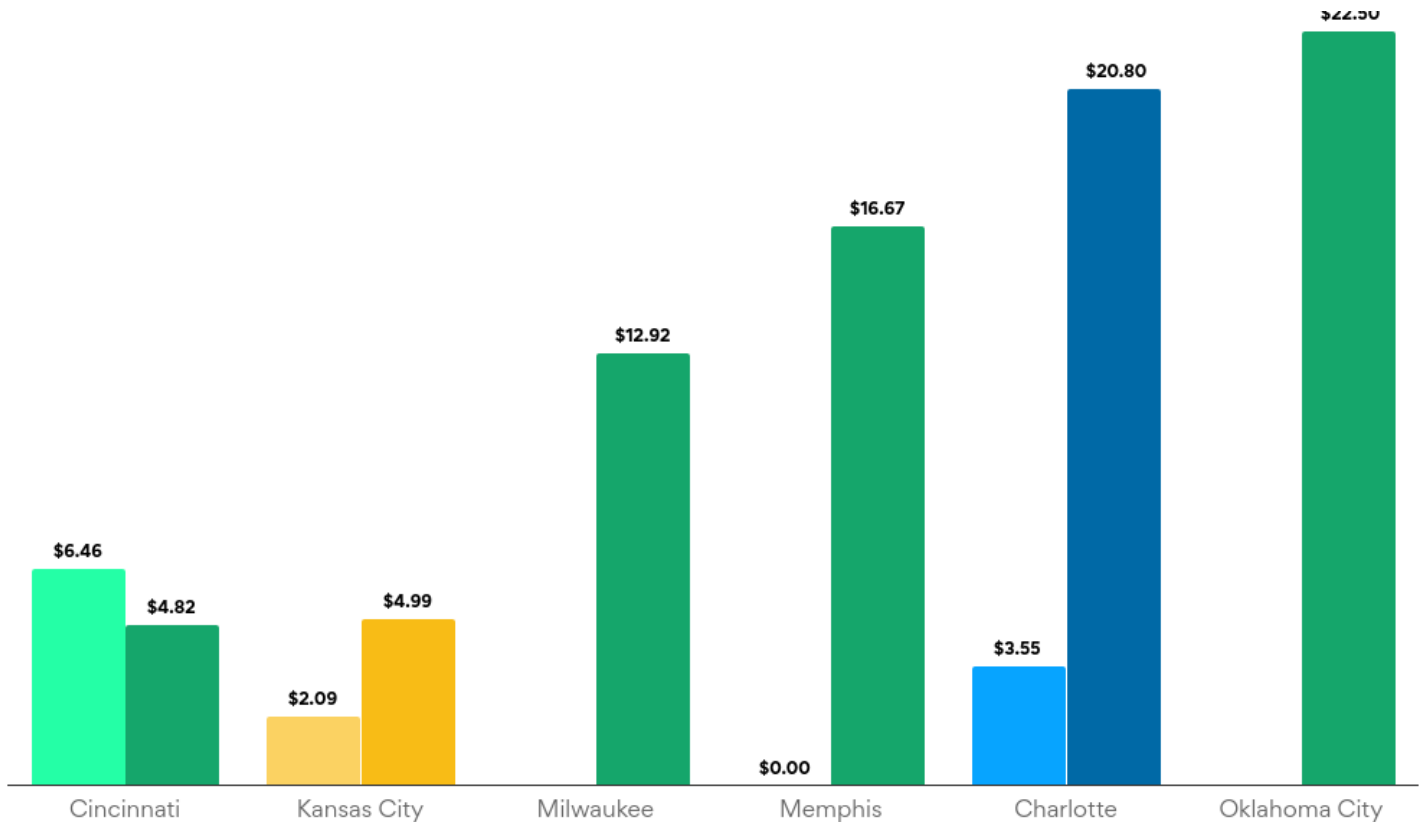
National Transportation Database (2017, 2022)



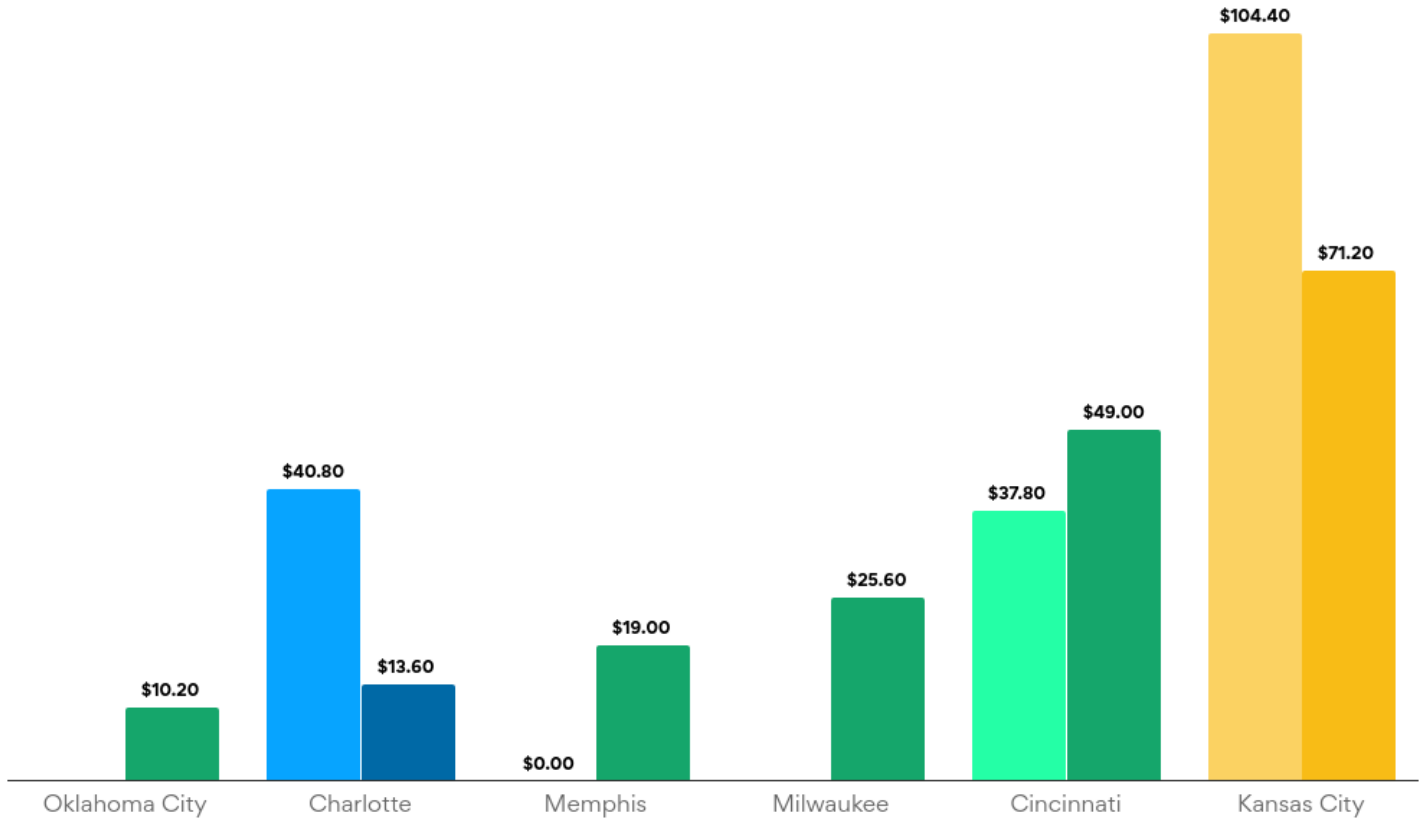
Unlinked Passenger Trips per Vehicle Revenue Hour - Commuter/Hybrid Rail
National Transportation Database (2017, 2022)



Operating Expense per Unlinked Passenger Trip - Streetcar
National Transportation Database (2017, 2022)



Cost Per Unlinked Passenger Trips per Vehicle Revenue Hour - Streetcar
National Transportation Database (2017, 2022)



LOCAL OVERVIEW AND ANALYSIS

Introduction

The five public transit agencies in the Kansas City metropolitan area — Kansas City Area Transportation Authority (KCATA), Kansas City Streetcar Authority (KC Streetcar), Unified Government Transit (UGT), Johnson County Transit, and the City of Independence (IndeBus) — are collected under the RideKC brand. This branding, adopted by the KCATA Board of Commissioners in 2015, serves as a unifying approach to transit across the bistate region. This report does not look at RideKC as a single entity (as no other region has a similar association at the time of writing), but rather the individual transit agencies that are part of it. The funding, service and performance characteristics of these agencies and the travel-to-work characteristics of the Kansas City area are detailed below.

Local Agency Profiles

Kansas City Area Transportation Authority

KCATA is a bistate regional transportation authority created by a compact between Kansas and Missouri in 1965. The compact gives KCATA responsibility for planning, construction, owning and operating passenger transportation systems and facilities within the seven Kansas City metropolitan counties of Cass, Clay, Jackson and Platte in Missouri, and Johnson, Leavenworth and Wyandotte counties in Kansas. A 10-member board governs KCATA with five representatives each from Missouri and Kansas. As of 2022, KCATA operates 115 vehicles, including 100 fixed-route buses on 60 conventional bus service routes, and 6 buses for its three MAX bus rapid transit lines— Main MAX (opened in 2005), Troost MAX (opened in 2011), and the Prospect MAX (opened 2019). KCATA also operates 18 park and ride lots, five of which function dually as transit centers.

Through a partnership agreement with Kansas City, Missouri, the KCATA also manages the IRIS rideshare service, with operating services contracted by zTrip to provide on-demand, subsidized microtransit services in Kansas City, Missouri, parts of Kansas City, Kansas, as well as the cities of Liberty, North Kansas City, Gladstone, and Riverside.

KCATA's primary revenue sources are two sales taxes levied within Kansas City, Missouri. The Kansas City, Missouri sales taxes are comprised of a 1/2-cent general transportation sales tax (established in 1971) and a 3/8-cent KCATA sales tax (established in 2004.) In FY 2017, sales tax revenues totaled \$59.8 million. The general transportation sales tax was renewed by the Missouri Legislature in 2015, while the sales tax was renewed by voters in 2023. Secondary funding sources include federal and state contributions.

Kansas City Streetcar Authority (KC Streetcar)

The Kansas City Streetcar Authority (KC Streetcar) is a nonprofit corporation committed to managing and operating the publicly owned modern streetcar system in Kansas City, Missouri. The newest addition to the RideKC family, the KC Streetcar formally began operations in 2016 after two years of construction. With more than 2 miles of track and 16 platform stops, the KC Streetcar connects all of Kansas City's downtown neighborhoods from the River Market to the Union Station and Crown Center areas.

As of 2022, six streetcars operated along this Main Street corridor, which is within a Transportation Development District (TDD). The KC Streetcar, which has been fare-free since its inception, is funded by federal and city general funds, as well as a 1% sales tax and special assessment on real estate and surface pay parking lots in the TDD. Five months

after operations began, the KC Streetcar logged its one-millionth ride—a significant milestone. In June of 2018, voters approved a new 30-year 1-cent sales tax to help fund the 3.5-mile southern extension from Union Station to the University of Missouri-Kansas City. At a cost of \$351 million, the extension will add 16 new stations and will add four additional vehicles for service. The extension was 67% completed as of December 31, 2023, and is set to begin operations in 2025.

Additionally in development is a 0.7 mile Riverfront Extension, which will add three stations and provide access to the new CPKC Soccer Stadium and surrounding development, this is estimated to be completed April 2025. Other studied extensions include the NorthRail project that would extend the Streetcar across the Missouri River from Downtown to North Kansas City. This study proposed a route crossing the Heart of America Bridge and aligning along Burlington Street or Swift Avenue through North Kansas City. The study was completed in 2022 to evaluate overall feasibility and community interest about the extension. The other currently studied extension is the East-West Transit Study in partnership with the KCATA. This study considered the feasibility of a streetcar extension from the University of Kansas Medical Center in Kansas City, Kansas; to a future transit center at 31st Street and Van Brunt Boulevard in Kansas City, Missouri. The study concluded with potential alignment on 39th Street, Main Street, and Linwood Boulevard.

Unified Government Transit

The original transit service in Wyandotte County operated as a private venture through the 1960s. It was absorbed by KCATA in 1972. In 1981, Wyandotte County started its own transit service, separate from services provided by the city of Kansas City, Kansas. In 1997, the city and county governments were consolidated to create the Unified Government of Wyandotte County/Kansas City, Kansas. The city and county transit departments merged into one transportation unit — Unified Government Transit (UGT) — and continue to provide transit services for local connecting routes. In coordination with KCATA, UGT provides five local bus routes and two transit centers in Kansas City, Kansas. UGT is primarily funded by local sources. Notably, in early 2018, Unified Government of Wyandotte County/Kansas City, Kansas announced a partnership with KCATA to deliver RideKC Freedom On-Demand, a 24/7 on-demand service for both ADA and non-ADA customers.

Johnson County Transit

Johnson County Transit, originally named “Commuteride,” has been providing public transportation services to much of Johnson County, Kansas, since 1982. In 1986, Commuteride rebranded as “The JO,” and operated under this name until KCATA assumed operations in 2014. In 2022, Johnson County reassumed operations, while maintaining the RideKC regional branding. Johnson County Transit currently operates 15 routes during weekday peak morning and afternoon hours that primarily consist of commuter express service to major employment and activity centers, including downtown Kansas City. In the future, Saturday and Sunday service on select routes will be added. Services have also been extended to Lawrence, Kansas, after a 2007 collaboration with Lawrence Transit and the University of Kansas. This 40-mile, weekday route connects Johnson County Community College and its surrounding area with the University of Kansas. Johnson County Transit also operates 15 park and ride lots, two of which are listed as transit centers on the RideKC website.

IndeBus

IndeBus transit service, which began operations in 2011, offers fixed route and paratransit services Monday through Saturday within the city limits of Independence, Missouri. In 2015, IndeBus was brought under KCATA's management to operate a current fleet of five buses along six routes. Primarily designed to provide circulation throughout Independence as well as connections to KCATA commuter routes servicing downtown Kansas City, Missouri. IndeBus operates senior paratransit services under RideKC Freedom, formally IndeAccess+, to persons over the age of 60 during the same hours as its fixed route operations. IndeBus also operates the Independence Transit Center, the hub for all of its routes, and one point of connection to other metro area lines.

Funding

Local Investment Levels

The following tables and graphs illustrate the degree of funding for transit that comes from the Kansas City region. The first graph shows the percentage of population of municipalities that contribute to regional transit efforts, while the second graph illustrates aggregated investment percentages by each of these contributing jurisdictions. Thirdly, a table lists local municipalities' contractually obligated contributions to local transit services. KCATA provided MARC staff with the data below.

*Note: All figures above are reported from KCATA for FY 2022-2023, with the exception of Johnson County, whose data was sourced from the 2022 NTD.

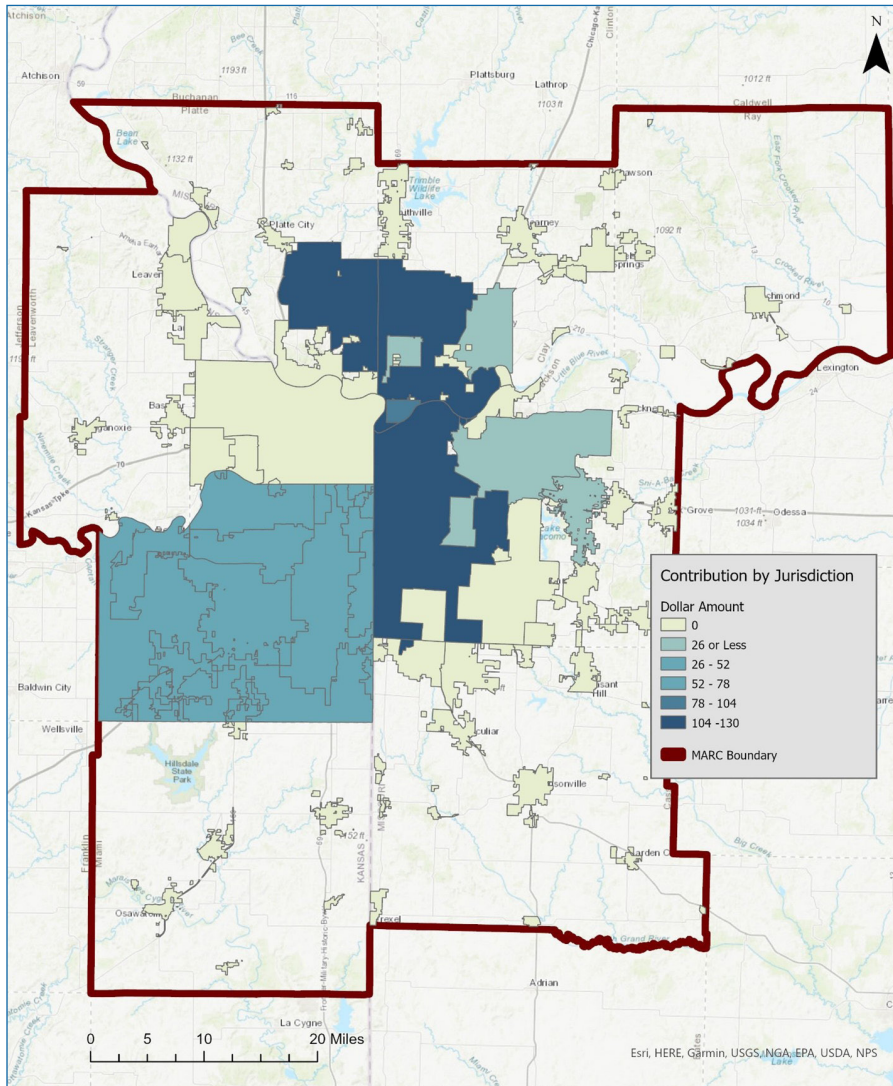
Local Per Capita Investment

Transit investment per capita is a useful measure when comparing the Kansas City region to peer and aspirational regions from around the country. Further exploration of these comparisons can be found in section IV under UZA rankings.

The figure on the next page shows local transit per capita investment using each jurisdiction's designated 2020 Census population. NTD data was utilized from the 2022 fiscal year. Using a calculated weighted average, the Kansas City region invests \$63.45 per capita on transit services. Of the 8 local jurisdictions listed, Liberty invests the least (\$1.58), and Kansas City, Missouri, North Kansas City, Missouri, and Wyandotte, Kansas are the top three highest investors with \$130.49, \$99.57, and \$60.66 respectively per capita.

Generally, greater spending per capita is correlated with the availability of local funds and their allocation specifically for transit service. Accordingly, Kansas City, Missouri, the only jurisdiction in the region to contribute dedicated funding (sales tax) for transit, also invests the most per capita in the region. Notably, while all jurisdictions in Missouri cities per capita investment dropped when adjusted for inflation between 2017 and 2023, both Kansas Jurisdictions raised their relative investments.

Local Per Capita Transit Investment by Jurisdiction (FY2022-23)



Per Capita Investment	
Kansas City, Missouri	\$130.49
North Kansas City	\$99.57
Wyandotte County	\$60.66
Johnson County	\$27.60
Independence	\$10.86
Ray County	\$10.57
Excelsior Springs	\$5.01
Gladstone	\$3.23
Raytown	\$2.17
Liberty	\$1.58

Funding Sources

The tables below display the financial information for KCATA, UGT, Johnson County Transit and IndeBus. This includes funds from local, state and federal sources.

In 2022, just over one-half of Johnson County Transit's and two-thirds of the remaining agencies' expended operating funds were derived from local sources. All other sources, including federal funds and fare revenues, made up the remaining one-half and one-third, respectively, of the dollars devoted to transit. Currently, the only dedicated sources of local transit funding in the Kansas City region are two sales taxes levied in Kansas City, Missouri.

During 2022, the combined operating funds expended for the region totaled \$128.54 million, with KCATA accounting for \$100.79 million (78.4%); UGT, \$7.00 million (5.5%); Johnson County Transit, \$12.52 million (9.7%); IndeBus, \$2.08 million (1.6%); and KC Streetcar, \$6.16 million (4.8%). The total capital funds expended for the region equaled \$52.38 million, with KCATA accounting for \$12.50 million (23.9%); UGT, \$1.12 million (2.1%); Johnson County Transit, \$3.84 million (7.3%); IndeBus, \$0; and KC Streetcar, \$34.92 million (66.6%).

KCATA				
	2016		2022	
Operating Funds Expended				
Fare	\$10,817,125	11.4%	\$558,005	0.6%
Local	\$66,366,431	70.2%	\$37,051,552	36.8%
State	\$290,938	0.3%	\$376,172	0.4%
Federal	\$13,121,875	13.9%	\$61,113,795	60.6%
Other (Directly Generated)	\$3,880,152	4.1%	\$1,689,674	1.7%
Total	\$94,476,521	100.0%	\$100,789,198	100.0%
Capital Funds Expended				
Fare	\$0	0.0%	\$0	0.0%
Local	\$1,050,243	20.0%	\$10,996,037	88.0%
State	\$0	0.0%	\$0	0.0%
Federal	\$4,200,971	80.0%	\$1,502,918	12.0%
Other (Directly Generated)	\$0	0.0%	\$0	0.0%
Total	\$5,251,214	100.0%	\$12,498,955	100.0%
Service Area Statistics				
Square Miles	456		459	
Population	788,748		621,956	
Population Density	1,730		1,355	
Ridership	14,220,399		10,572,362	
Ridership per capita	18.0		17.0	
Fare revenue per capita	\$13.71		\$0.90	
Total Operating Funds per Capita	\$119.78		\$162.05	

UGT				
	2016		2022	
Operating Funds Expended				
Fare	\$141,129	3.3%	\$0	0.0%
Local	\$3,255,132	77.2%	\$4,761,229	68.0%
State	\$822,688	19.5%	\$841,456	12.0%
Federal	\$0	0.0%	\$1,335,165	19.1%
Other (Directly Generated)	\$0	0.0%	\$60,000	0.9%
Total	\$4,218,949	100.0%	\$6,997,850	100.0%
Capital Funds Expended				
Fare	\$0	0.0%	\$0	0.0%
Local	\$14,950	33.8%	\$1,124,400	100.0%
State	\$0	0.0%	\$0	0.0%
Federal	\$29,328	66.2%	\$0	0.0%
Other (Directly Generated)	\$0	0.0%	\$0	0.0%
Total	\$44,278	100.0%	\$1,124,400	100.0%
Service Area Statistics				
Square Miles	678		156	
Population	155,085		167,046	
Population Density	229		1,071	
Ridership	209,123		180,135	
Ridership per capita	1.3		1.1	
Fare revenue per capita	\$0.91		\$0.00	
Total Operating Funds per Capita	\$27.20		\$41.89	

Johnson County				
	2016		2022	
Operating Funds Expended				
Fare	\$1,246,353	13.4%	\$21,674	0.2%
Local	\$5,042,006	54.0%	\$4,693,350	37.5%
State	\$1,101,447	11.8%	\$1,051,822	8.4%
Federal	\$1,886,932	20.2%	\$6,629,932	53.0%
Other (Directly Generated)	\$51,966	0.6%	\$122,492	1.0%
Total	\$9,328,704	100.0%	\$12,519,270	100.0%
Capital Funds Expended				
Fare	\$0	0.0%	\$0	0.0%
Local	\$1,215,894	45.5%	\$668,559	17.4%
State	\$0	0.0%	\$817,242	21.3%
Federal	\$1,457,817	54.5%	\$2,352,386	61.3%
Other (Directly Generated)	\$0	0.0%	\$0	0.0%
Total	\$2,673,711	100.0%	\$3,838,187	100.0%
Service Area Statistics				
Square Miles	140		141	
Population	399,037		384,054	
Population Density	2,850		2,724	
Ridership	555,541		328,365	
Ridership per capita	1.4		0.9	
Fare revenue per capita	\$3.12		\$0.06	
Total Operating Funds per Capita	\$23.38		\$32.60	

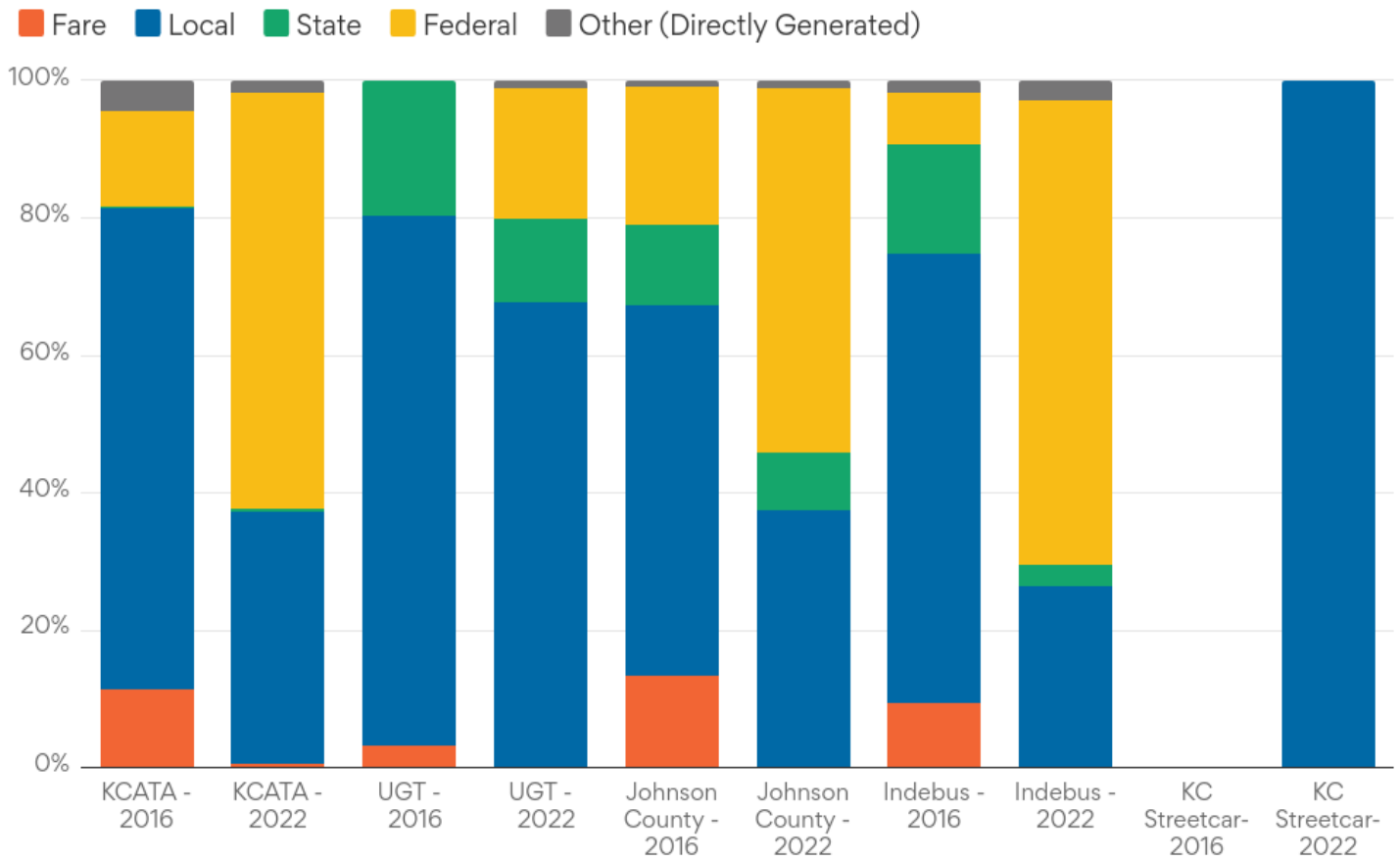
IndeBus				
	2016		2022	
Operating Funds Expended				
Fare	\$189,603	9.5%	\$0	0.0%
Local	\$1,302,382	65.4%	\$550,243	26.5%
State	\$319,284	16.0%	\$65,764	3.2%
Federal	\$152,188	7.6%	\$1,406,907	67.6%
Other (Directly Generated)	\$28,365	1.4%	\$57,259	2.8%
Total	\$1,991,822	100.0%	\$2,080,173	100.0%
Capital Funds Expended				
Fare	\$0	0.0%	\$0	0.0%
Local	\$0	0.0%	\$0	0.0%
State	\$0	0.0%	\$0	0.0%
Federal	\$0	0.0%	\$0	0.0%
Other (Directly Generated)	\$0	0.0%	\$0	0.0%
Total	\$0	100.0%	\$0	100.0%
Service Area Statistics				
Square Miles	78		78	
Population	116,830		116,830	
Population Density	1,498		1,498	
Ridership	294,981		237,228	
Ridership per capita	2.5		2.0	
Fare revenue per capita	\$1.62		\$0.00	
Total Operating Funds per Capita	\$17.05		\$17.81	

KC Streetcar				
	2016		2022	
Operating Funds Expended				
Fare	\$0	0.0%	\$0	0.0%
Local	\$0	0.0%	\$6,152,966	99.9%
State	\$0	0.0%	\$0	0.0%
Federal	\$0	0.0%	\$5,360	0.1%
Other (Directly Generated)	\$0	0.0%	\$0	0.0%
Total	\$0	100.0%	\$6,158,326	100.0%
Capital Funds Expended				
Fare	\$0	0.0%	\$0	0.0%
Local	\$22,792,303	50.3%	\$17,916,696	51.3%
State	\$0	0.0%	\$0	0.0%
Federal	\$22,511,472	49.7%	\$17,003,203	48.7%
Other (Directly Generated)	\$0	0.0%	\$0	0.0%
Total	\$45,303,775	100.0%	\$34,919,899	100.0%
Service Area Statistics				
Square Miles	2		2	
Population	11,953		11,953	
Population Density	5,977		5,977	
Ridership	1,399,153		1,234,901	
Ridership per capita	117.1		103.3	
Fare revenue per capita	\$0.00		\$0.00	
Total Operating Funds per Capita	\$0.00		\$515.21	

RideKC (Regional)				
	2016		2022	
Operating Funds Expended				
Fare	\$12,394,210	11.3%	\$579,679	0.5%
Local	\$75,965,951	69.0%	\$53,209,340	41.4%
State	\$2,534,357	2.3%	\$2,335,214	1.8%
Federal	\$15,160,995	13.8%	\$70,491,159	54.8%
Other (Directly Generated)	\$3,960,483	3.6%	\$1,929,425	1.5%
Total	\$110,015,996	100.0%	\$128,544,817	100.0%
Capital Funds Expended				
Fare	\$0	0.0%	\$0	0.0%
Local	\$25,073,390	47.1%	\$30,705,692	58.6%
State	\$0	0.0%	\$817,242	1.6%
Federal	\$28,199,588	52.9%	\$20,858,507	39.8%
Other (Directly Generated)	\$0	0.0%	\$0	0.0%
Total	\$53,272,978	100.0%	\$52,381,441	100.0%
Service Area Statistics				
Square Miles	678		714	
Population	1,519,417		1,674,218	
Population Density	2,241		2,345	
Ridership	16,679,197		12,552,991	
Ridership per capita	11.0		7.5	
Fare revenue per capita	\$8.16		\$0.35	
Total Operating Funds per Capita	\$72.41		\$76.78	

Percentage of Operating Funds by Source

National Transit Database (2016-2022)

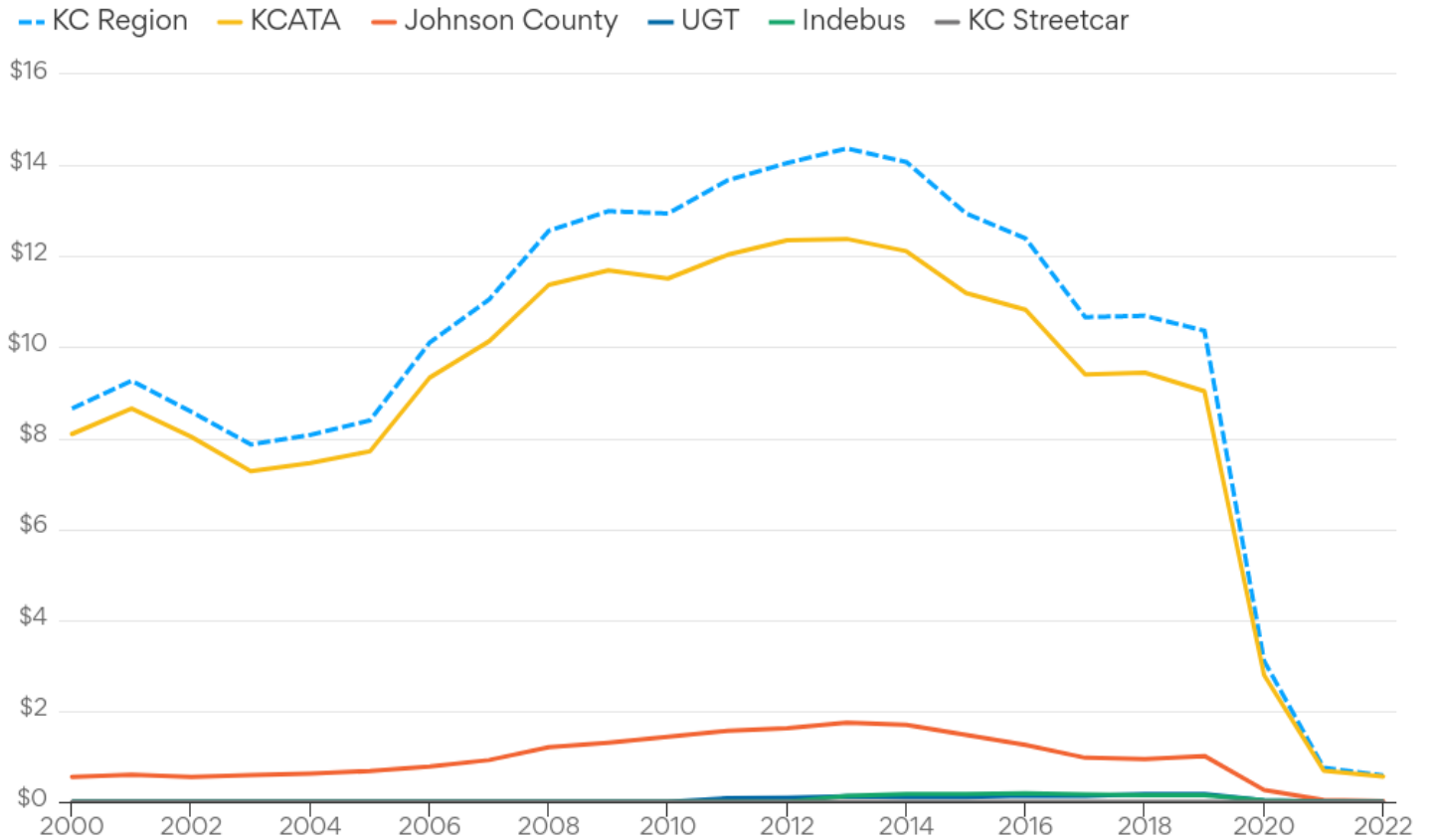


Fare Revenues

KCATA went to a fare free model in 2020. Accordingly, in 2022, the Kansas City region collected only \$579,679 in fare revenues, with KCATA earning \$558,005 in fare revenues; Johnson County Transit earning \$21,674; IndeBus earning \$0; and UGT earning \$0.

Local Agency Annual Fare Revenues (in millions)

National Transit Database (2013-2022)

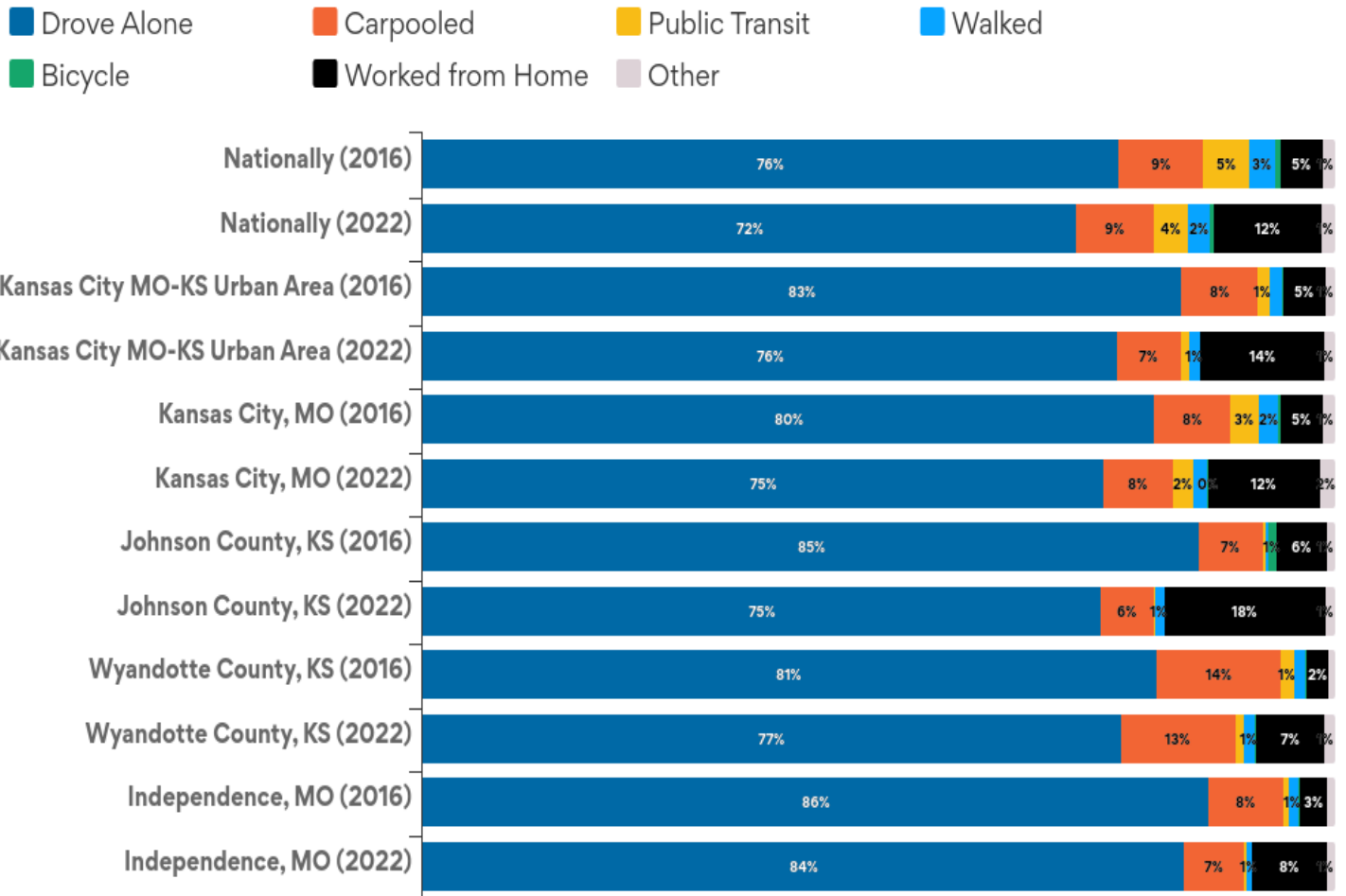


Local Agency Service Characteristics

The following charts and graphs show travel-to-work characteristics, annual ridership data, vehicle revenue miles (VRM) and vehicle revenue hours (VRH) data for the entire Kansas City metropolitan area and for jurisdictions served by RideKC transit operators. Data for this section was sourced from ACS 2016-2022 5-year estimates and the NTD.

Travel-to-Work Characteristics

ACS 5-Year Estimates (2016/2022)



Travel-to-Work Characteristics

The travel-to-work characteristics of the primary service areas of each RideKC agency reflect the mode choice patterns of the Kansas City region as a whole. Like many Midwestern cities, the Kansas City metropolitan area has a relatively dense urban core surrounded by a pattern of lower-density, suburban land use that defines the metro's edges. During the past few decades, much of the population and employment growth in the Kansas City region have taken place beyond the urban core, outside of Kansas City, Missouri. While Kansas City's core continues to support a robust transit and mobility system, it is more difficult to deliver cost-effective transit as residential and commercial densities decrease. This lack of density in areas like Johnson County; Kansas, Independence, Missouri; and Kansas City, Kansas has enabled dependency on car ownership and a reduced ability to support the levels and types of transit service that are typically more successful in a region's core. Unsurprisingly, Kansas City, Missouri, had the highest percentage of public transit ridership in the region at 2.1%, down from 3.3% in 2016. Johnson County, Kansas has seen its percentage of those driving alone plummet from 85.2% to 74.8%, with virtually all of that drop accounted for with 17.6% continuing to work from home after COVID-19, which is greater than any other jurisdiction on a percentage basis.

The category “other” varies, but generally includes motorcycle, taxi and additional modes of travel not identified separately by the ACS. Data was attained from ACS 2016-2022 5-year estimates and displays characteristics of the population aged 16 years and over.

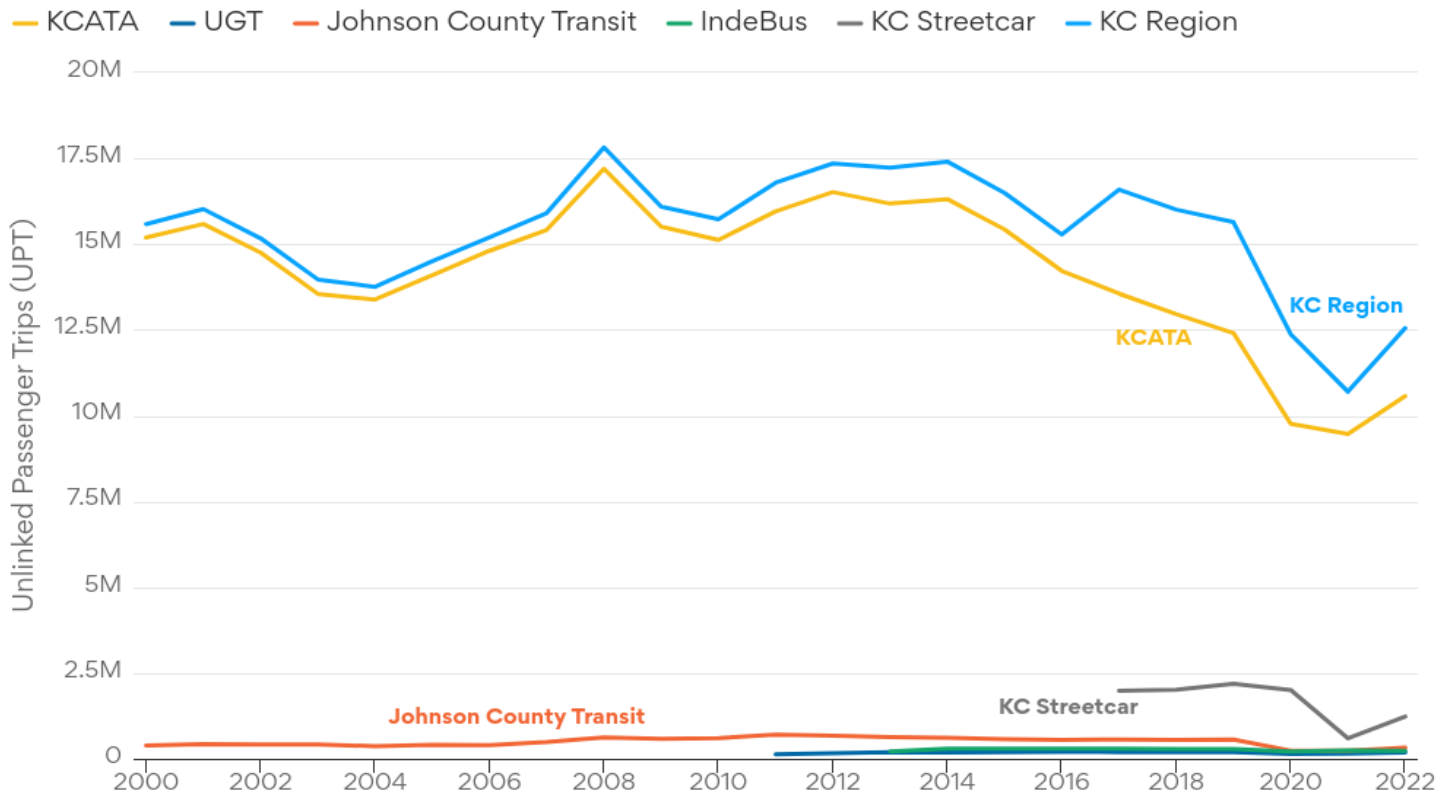
Annual Ridership

In 2022, total annual ridership in the region amounted to 12.6 million rides. This represents a drop of 24.7% since the pre-pandemic level of 16.7 million. KCATA has been the main provider of service in the region, consistently logging more than 90% of the region’s unlinked passenger trips between 2000 and 2022. Ridership in the region reached its peak in 2008 when unlinked passenger trips exceeded the region’s 9-year average of 15.9 million by 11 percent.

Breaking down the data by transit agency sometimes reveals different patterns than are present in the whole. It is difficult to compare ridership data for the entirety of the 2000-2022 time period, as IndeBus and UGT only reported ridership data to the NTD for portions of this time. This is because transit agencies are not required to submit data to the NTD unless they are receiving funding from the Urbanized Area Formula Program or Rural Formula Program. As such, comparing ridership trends directly during the years of 2013-2022, when all four agencies have available data, is an appropriate snapshot of the region. Between 2013 and 2019, the region saw a sharp decrease in ridership of 11%, before dropping an additional 23% in 2021 before a 4% increase in 2022.

Despite this, declines are not universal, with ridership increasing on the KC Streetcar and on key routes on Johnson County Transit. Additionally, with the increase from 2021 to 2022 it is not yet clear if there will be a greater bounce back in the data in the years to come as the region continues to recover from COVID-19.

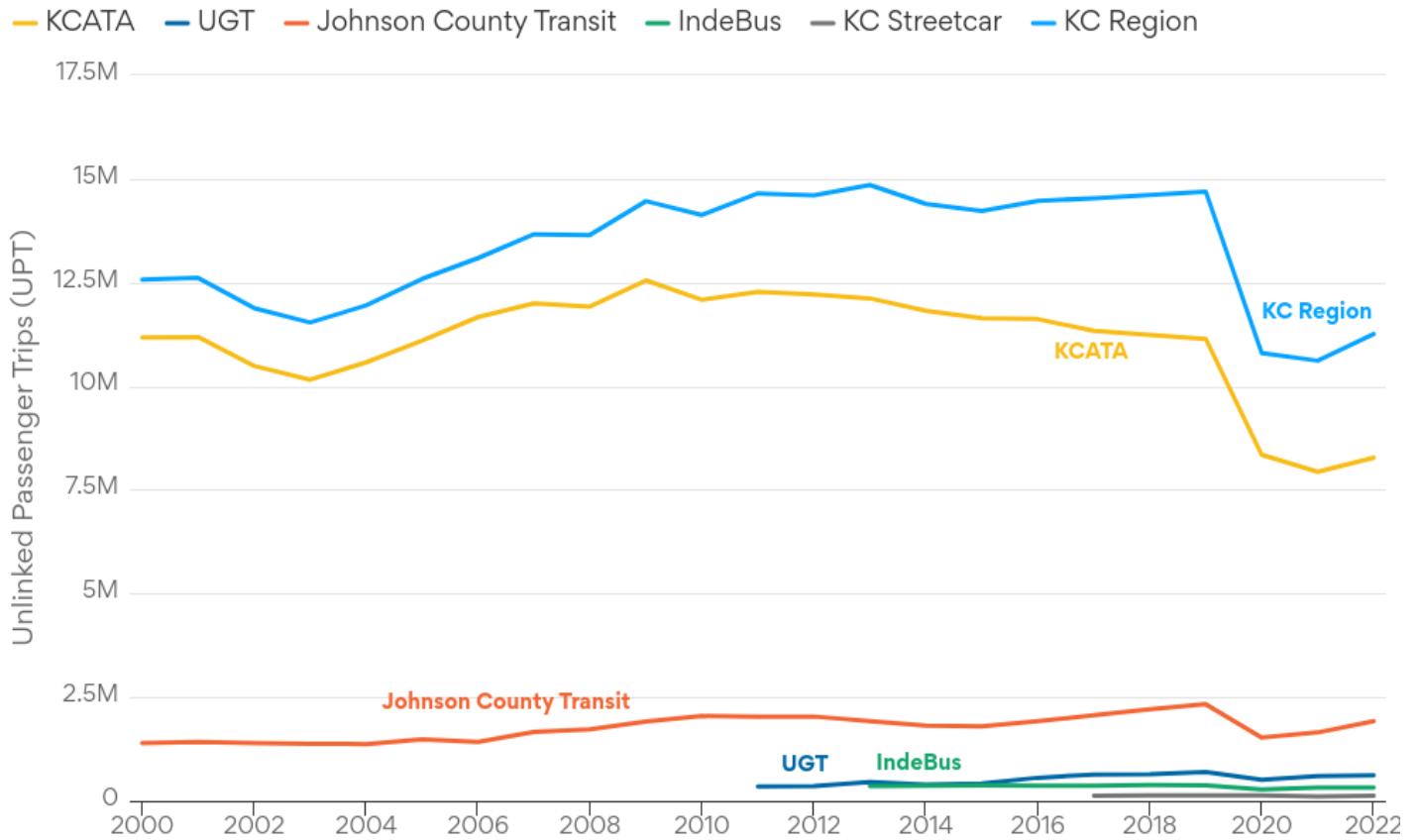
Transit Ridership 2000-2022 NTD 2000-2022



Vehicles Revenue Miles

The following figure represents annual vehicle revenue miles logged by KCATA, UGT, Johnson County Transit and IndeBus between 2000 and 2022. KCATA, as the largest provider of transit services in the Kansas City region, consistently records a majority of the region’s vehicle revenue miles. Across the entire Kansas City region, vehicle revenue miles had been on a steady, upward trend since 2003 until a large drop off in 2020 in the wake of COVID-19, since that time the figures have slowly begun to rebound.

Vehicle Revenue Miles 2000-2022
NTD 2000-2022

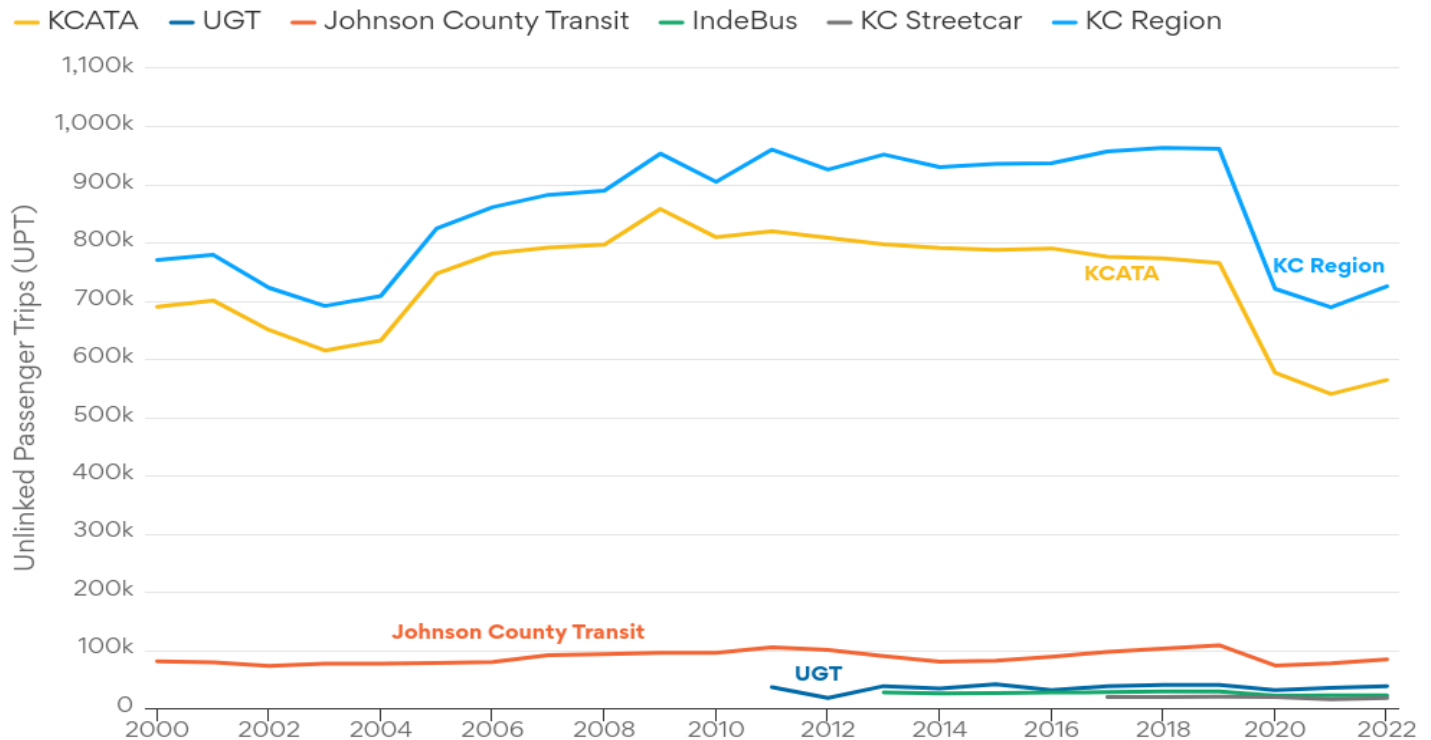


Vehicle Revenue Hours

The following graph illustrates annual vehicle revenue hours amassed by RideKC branded transit agencies during the 23-year period between 2000 and 2023. In similar fashion to other 2000-2023 regional ridership characteristics, KCATA has consistently accounted for the largest portion of vehicle revenue hours. This metric closely mirrors Vehicle Revenue Miles, with some slight differences. The rebound from COVID-19 here is slightly less pronounced than with the previous metric, but mostly follows a similar pattern since that time.

Vehicle Revenue Hours 2000-2022

NTD 2000-2022



Local Agency Performance Measures

The NTD's performance measures give different perspectives on how a transit agency is performing overall. For this report, two of the NTD's six service effectiveness measures were chosen for comparison of the primary agencies:

- Operating Expense per Unlinked Passenger Trip
- Unlinked Passenger Trips per Vehicle Revenue Hour

These two measures illustrate how many passengers an agency's system is moving per hour, and how much it costs the system to move each of these passengers one time.

Operating Expenses per Unlinked Passenger Trip

This performance measure is useful in showing cost effectiveness of transit services. Generally, lower operating expense per passenger trip is indicative of a more cost-effective system. The following figures depict 2022 operating expenses per unlinked passenger trip for paratransit and bus services in the Kansas City UZA and for the aggregated transit agencies, as well as comparisons between current data and numbers highlighted in the previous Peer Cities Transit Report.

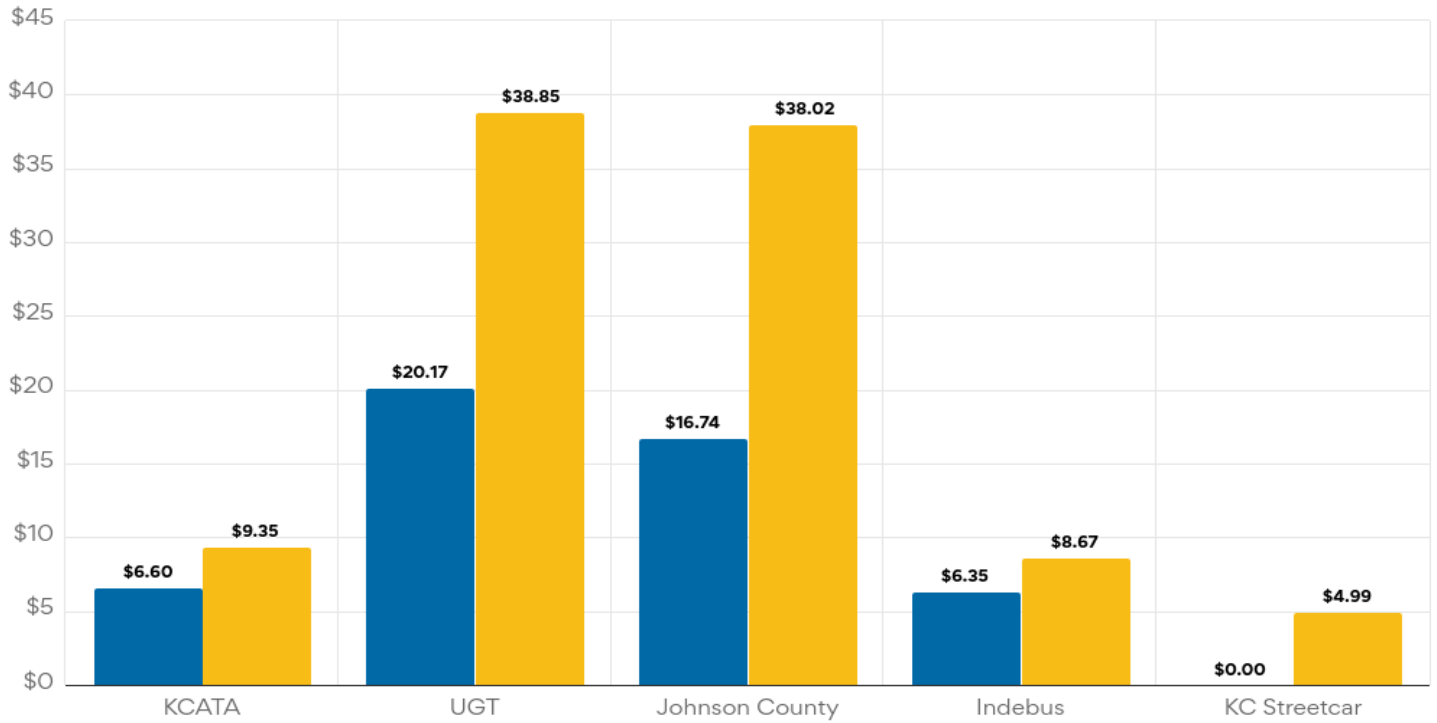
Paratransit services typically cost more per passenger trip to operate than fixed-route services, attributed mainly to system capacity. The Kansas City UZA is no anomaly, where paratransit operating expenses per trip are five times more than bus operational costs. Notably, operating expenses have been substantially higher for Bus trips in Johnson County and the UGT since 2016, with over 100% increases in that time.

Notably, Johnson County's commuter bus lines is a major outlier here with \$142.32 per passenger trip, with only 13,364 trips reported in 2022.

Operating Expenses per Unlinked Passenger Trip by Agency, 2022

National Transit Database (2022)

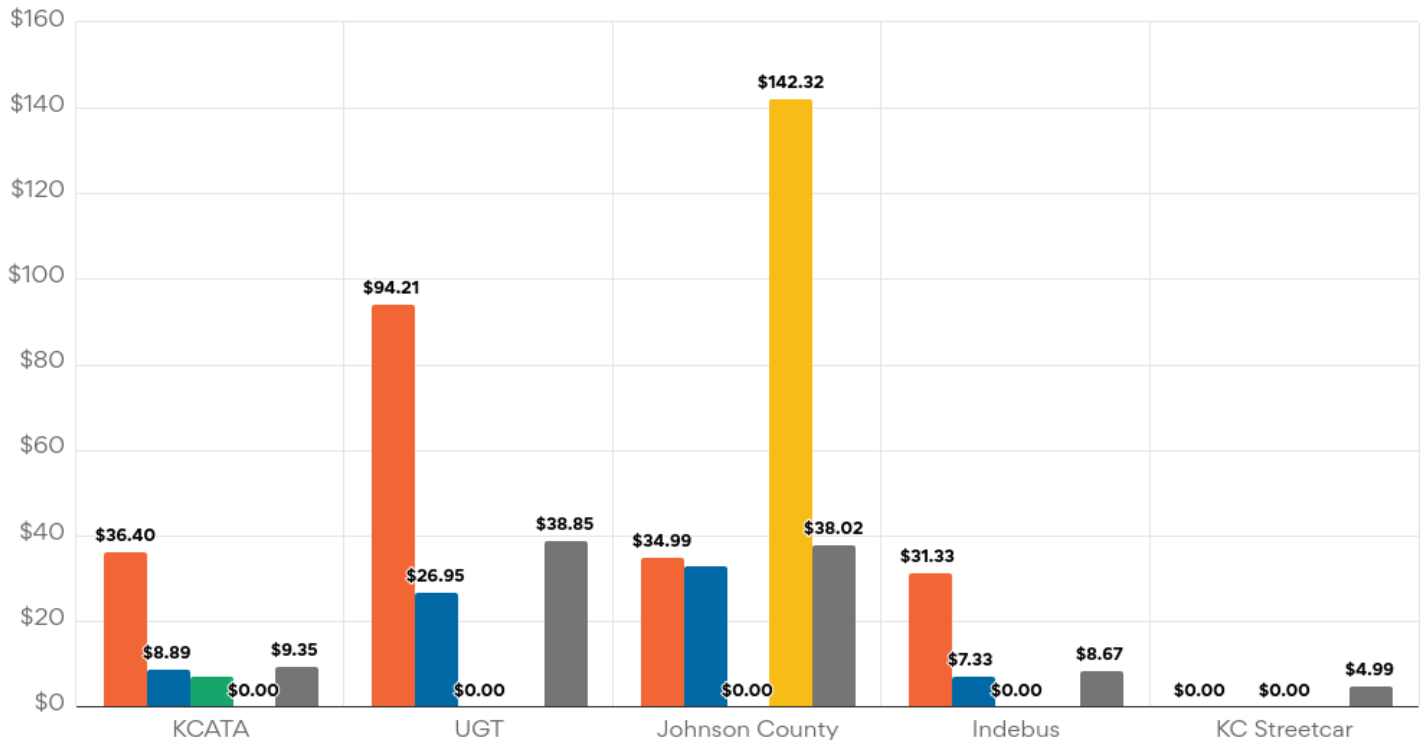
2016 2022



Operating Expenses per Unlinked Passenger Trip by Agency, 2022

National Transit Database (2022)

Demand Response Bus BRT Commuter Bus All Modes



Operating Expenses per Unlinked Passenger Trip (NTD 2016, 2022)			
	2016	2022	Difference
Operating Expenses per Unlinked Passenger Trip - All Modes			
KCATA	\$6.60	\$9.35	41.7%
KC Streetcar	\$0.00	\$4.99	N/A
Johnson County Transit	\$16.74	\$38.02	127.1%
UGT	\$20.17	\$38.85	92.6%
IndeBus	\$6.35	\$8.67	36.5%
Operating Expenses per Unlinked Passenger Trip - Bus			
KCATA	\$5.70	\$8.29	45.4%
Johnson County Transit	\$14.09	\$32.99	134.1%
UGT	\$12.60	\$26.95	113.9%
IndeBus	\$4.60	\$7.33	59.3%
Operating Expenses per Unlinked Passenger Trip - Demand Response (Paratransit and Microtransit)			
KCATA	\$36.40	\$43.80	20.3%
Johnson County Transit	\$28.28	\$34.99	23.7%
UGT	\$43.66	\$94.21	115.8%
IndeBus	\$28.33	\$31.33	10.6%
Operating Expenses per Unlinked Passenger Trip - Streetcar			
KC Streetcar	\$0.00	\$4.99	N/A
Operating Expenses per Unlinked Passenger Trip - BRT			
KCATA	\$4.35	\$7.24	66.4%
Operating Expenses per Unlinked Passenger Trip - Commuter Bus			
Johnson County Transit	\$10.48	\$142.32	1258.0%

APPENDIX A - GLOSSARY

The following definitions are from the [Glossary of the National Transit Database](#):

- Americans with Disabilities Act of 1990 (ADA)—The legislation requires transportation providers to make transportation accessible to individuals with disabilities, and specifies agencies' responsibilities in this effort.
- Bus—A transit mode comprised of rubber-tired passenger vehicles operating on fixed routes and schedules over roadways. Vehicles are powered by diesel, gasoline, battery, or alternative fuel engines contained within the vehicle.
- Bus rapid transit—Fixed-route bus systems that operate at least 50 percent of the service on fixed guideway. These systems also have defined passenger stations, traffic signal priority or preemption, short headway bidirectional services for a substantial part of weekdays and weekend days; low-floor vehicles or level-platform boarding, and separate branding of the service.
- Capital—Expenses related to the purchase of capital equipment and financing capital projects. Capital expenses are non-annually recurring and do not include operating expenses that are eligible to use capital funds, such as preventative maintenance.
- Commuter bus—Local fixed-route bus transportation primarily connecting outlying areas with a central city. Characterized by a motorcoach (aka over-the-road bus), multiple trip tickets, multiple stops in outlying areas, limited stops in the central city, and at least five miles of closed-door service.
- Commuter rail—An electric or diesel propelled railway for urban passenger train service consisting of local travel which operates between a central city and outlying areas. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas (UZAs), or between urbanized areas and outlying areas. Commuter rail is generally characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, relatively long distance between stops, and only 1-2 stations in the central business district.
- Fare revenues—All income received directly from passengers, paid either in cash or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle. It includes the reduced fares paid by passengers in a user-side subsidy arrangement.
- Farebox recovery ratio—The proportion of operating expenses that are paid for by fare revenues.
- Federal government funds—Financial assistance received from the Federal Transit Administration (FTA) or any other federal agency.
- Ferryboat—A transit mode comprised of vessels carrying passengers over a body of water. Intercity ferryboat (FB) service is excluded, except for that portion of such service that is operated by or under contract with a public transit agency for predominantly commuter services.
- Fixed route services—Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations.

- Funds expended—Any expenditure that involves a transfer of money between the transit agency and another party, such as a contractor or another government agency.
- Heavy rail—A transit mode that is an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails, separate rights-of-way (ROW) from which all other vehicular and foot traffic are excluded, sophisticated signaling, and high platform loading.
- Hybrid rail—A rail system primarily operating routes on the National system of railroads, but not operating with the characteristics of commuter rail. This service typically operates light rail-type vehicles as diesel multiple-unit trains (DMU's). These trains do not meet Federal Railroad Administration standards, and so must operate with temporal separation from freight rail traffic.
- Inclined plane—A transit mode that is a railway operating over exclusive right-of-way (ROW) on steep grades (slopes) with powerless vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not onboard the vehicle. The special tramway types of vehicles have passenger seats that remain horizontal while the undercarriage (truck) is angled parallel to the slope.
- Light rail—A transit mode that typically is an electric railway with a light volume traffic capacity compared to heavy rail. It is characterized by passenger rail cars operating singly (or in short, usually two car, trains) on fixed rails in shared or exclusive right-of-way (ROW); Low or high platform loading; and vehicle power drawn from an overhead electric line via a trolley or a pantograph.
- Local funds—Financial assistance from local city and county governments or other local entities.
- Operating expenses—The expenses associated with the operation of the transit agency, and classified by function or activity, and the goods and services purchased.
- Other funds—Any funds dedicated to transit at their source other than income, sales, property, gasoline and other taxes and bridge, tunnel and highway tolls. “Other” funds may include vehicle licensing and registration fees, lottery and casino proceeds or the sale of property and assets.
- Paratransit—Types of passenger transportation which are more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes demand response transportation services, shared-ride taxis, car-pooling and vanpooling, and jitney services. Most often refers to wheelchair-accessible, demand response service.
- Public transportation—As defined in the Federal Transit Act, “transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, chart, or intercity bus transportation or intercity passenger rail transportation.
- Service area—A measure of access to transit service in terms of population served and area coverage (square miles). The reporting transit agency determines the service area boundaries and population for most transit services using the definitions contained in the Americans with Disabilities Act of 1990 (ADA), i.e. a corridor surrounding the routes 3/4 of a mile on either side, or for rail, a series of circles of radius 3/4 mile centered on each station.

- State government funds—Financial assistance from any state agency or state government.
- Streetcar—This mode is for rail transit systems operating entire routes predominantly on streets in mixed-traffic. This service typically operates with single-car trains powered by overhead catenaries and with frequent stops.
- Unlinked Passenger Trips (UPT)—The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.
- Urbanized Area (UZA)—An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The Census Bureau delineates urban areas after each decennial census by applying specified criteria to decennial census and other data.
- Vehicle Revenue Hour (VRH)—The number of hours vehicles are scheduled or actually travel while in revenue service.
- Vehicle Revenue Mile (VRM)—Distance vehicles are scheduled to or actually travel while in revenue service.

APPENDIX B - PEER CITIES TRANSIT SURVEY TRANSCRIBED RESPONSES

Capital Metropolitan Transportation Authority – Austin, TX

Contact: Nadi Barrera-Ramirez, Manager Cross Agency Program for Transit and Mobility

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	No, we do not have a formal agreement
a) What rideshare service do you have a formal agreement and what services do they provide?	
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	
c) What is the name of your rideshare service and can you include a link to the service website?	
2) Do you have a bikeshare service in your service area?	Yes
a) Who operates the bikeshare service in your area? (Check all that apply)	
Non-profit(s)	
A public-private partnership	
Private, For-profit entity	
One transit agency	x
b) Please paste link(s) to bikeshare service(s).	https://austin.bicycle.com/
3) Do you have partnerships with local employers for free or reduced fare?	Yes
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	https://www.capmetro.org/employers
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	x
Flex Route	
Paratransit	x
Express Route	x
On-Demand On-Call	x
Light Rail	
Commuter Rail	x
Streetcar	
Rideshare	
Other	
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	x

Capital Metropolitan Transportation Authority – Austin, TX

Contact: Nadi Barrera-Ramirez, Manager Cross Agency Program for Transit and Mobility

Ticket Vending Machine (TVM)	X
Non-Registering Fareboxes	
Smart Card Farebox System	X
Mobile Ticketing	X
Free fare on some/all routes	
Other	
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	
3) What modes of transit are free? (Check all that apply)	
Fixed Route	
Flex Route	
Paratransit	
Express Route	
Streetcar	
a) Are free fares permanent or temporary? If temporary, when do free fares end?	
4) Is your agency considering free fares or expanding free fares on more routes?	
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	https://www.capmetro.org/docs/default-source/about-capital-metro-docs/financial-transparency-docs/annual-budgets-docs/capmetro-approved-fy2023-operating-and-capital-budget.pdf?sfvrsn=f127df79_2
2) Is your agency exploring new ways to fund transit? If yes, please explain.	No
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	X
Environmental Sustainability	X
Economic Prosperity	X
Expansion of current transportation services	X
Safety and Security	X
Public health	X
Existing system performance and condition	X
Providing access to opportunities/employment	X
Other	
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	X
Determine routes based on environmental justice	X

Capital Metropolitan Transportation Authority – Austin, TX

Contact: Nadi Barrera-Ramirez, Manager Cross Agency Program for Transit and Mobility

Determine routes based on car-less households	X
Determine routes based on activity center and employment centers	X
Add routes to serve the most people possible	X
Add routes to provide the most transit access possible	X
Other	
3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	
Veterans	
Car-less households	
Minorities	
Low-income	X
Persons with disabilities	X
Adults 65+	X
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	https://www.projectconnect.com/
5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	Depends on what we are looking at. For LRT, Seattle, Boston, Portland, Pittsburg. For Transit Priority: Boston, Pittsburg, Denver.
a) What data sources are you using to choose peer agencies?	Speed, Reliability, Safety, Ridership, Demographics
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	
7) Please paste a link to your agency's most recent budget and financial report. If the budget report is a PDF, please email the PDF.	https://www.capmetro.org/docs/default-source/about-capital-metro-docs/financial-transparency-docs/annual-budgets-docs/capmetro-approved-fy2023-operating-and-capital-budget.pdf?sfvrsn=f127df79_2

Central Ohio Transit Authority (COTA) – Columbus, OH

Contact: Devayani Puranik, Development Programs Director

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	No, we have our own rideshare service operated by the transit agency
a) What rideshare service do you have a formal agreement and what services do they provide?	WHC provides microtransit and some paratransit.
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	No cost-subsidies and subsidy funding sources. We contract with the provider at a predetermined service cost.
c) What is the name of your rideshare service and can you include a link to the service website?	
2) Do you have a bikeshare service in your service area?	Yes
a) Who operates the bikeshare service in your area? (Check all that apply)	
Non-profit(s)	
A public-private partnership	X
Private, For-profit entity	
One transit agency	
b) Please paste link(s) to bikeshare service(s).	https://cogobikeshare.com/
3) Do you have partnerships with local employers for free or reduced fare?	Yes
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	C-Pass https://www.cota.com/riding-cota/c-pass/
riding-cota/c-pass/	
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	X
Flex Route	
Paratransit	X
Express Route	
On-Demand On-Call	X
Light Rail	
Commuter Rail	
Streetcar	
Rideshare	
Other	
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	X
Ticket Vending Machine (TVM)	
Non-Registering Fareboxes	
Smart Card Farebox System	X

Central Ohio Transit Authority (COTA) – Columbus, OH

Contact: Devayani Puranik, Development Programs Director

Mobile Ticketing	x
Free fare on some/all routes	
Other	
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	I did not select “free fares on all or some routes”
3) What modes of transit are free? (Check all that apply)	
Fixed Route	
Flex Route	
Paratransit	
Express Route	
Streetcar	
a) Are free fares permanent or temporary? If temporary, when do free fares end?	
4) Is your agency considering free fares or expanding free fares on more routes?	No
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	Sales tax, grant funding
2) Is your agency exploring new ways to fund transit? If yes, please explain.	Currently exploring innovative financial mechanisms to implement new BRT system.
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	x
Environmental Sustainability	x
Economic Prosperity	
Expansion of current transportation services	x
Safety and Security	x
Public health	
Existing system performance and condition	x
Providing access to opportunities/employment	x
Other	
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	x
Determine routes based on environmental justice	x
Determine routes based on car-less households	x
Determine routes based on activity center and employment centers	x
Add routes to serve the most people possible	x
Add routes to provide the most transit access possible	x
Other	

Central Ohio Transit Authority (COTA) – Columbus, OH

Contact: Devayani Puranik, Development Programs Director

3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	
Veterans	X
Car-less households	
Minorities	
Low-income	X
Persons with disabilities	X
Adults 65+	X
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	Ballot initiative next year for sales tax increase- www.linkuscolumbus.com
5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	Indianapolis, Minneapolis, Austin
a) What data sources are you using to choose peer agencies?	NTD [National Transit Database]
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	King County Metro, Minneapolis
7) Please paste a link to your agency's most recent budget and financial report. If the budget report is a PDF, please email the PDF.	https://www.cota.com/financial-records/

Central Oklahoma Transportation and Parking Authority (COPTA) – Oklahoma City, OK

Contact: Chip Nolen, Planning Manager

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	No, we do not have a formal agreement
a) What rideshare service do you have a formal agreement and what services do they provide?	
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	
c) What is the name of your rideshare service and can you include a link to the service website?	
2) Do you have a bikeshare service in your service area?	Yes
a) Who operates the bikeshare service in your area? (Check all that apply)	One transit agency
Non-profit(s)	
A public-private partnership	
Private, For-profit entity	
One transit agency	
b) Please paste link(s) to bikeshare service(s).	https://www.emarkok.com/bike
3) Do you have partnerships with local employers for free or reduced fare?	No
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	x
Flex Route	
Paratransit	x
Express Route	x
On-Demand On-Call	
Light Rail	
Commuter Rail	
Streetcar	x
Rideshare	x
Other	
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	x
Ticket Vending Machine (TVM)	x
Non-Registering Fareboxes	
Smart Card Farebox System	
Mobile Ticketing	x
Free fare on some/all routes	

Central Oklahoma Transportation and Parking Authority (COPTA) – Oklahoma City, OK

Contact: Chip Nolen, Planning Manager

Other	
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	I did not select “free fares on all or some routes”
3) What modes of transit are free? (Check all that apply)	
Fixed Route	
Flex Route	
Paratransit	
Express Route	
Streetcar	
a) Are free fares permanent or temporary? If temporary, when do free fares end?	
4) Is your agency considering free fares or expanding free fares on more routes?	No
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	City of Oklahoma City general fund, federal grants, and fare revenue
2) Is your agency exploring new ways to fund transit? If yes, please explain.	Yes, potential for a dedicated source of funds. We rely on support from our city general fund.
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	x
Environmental Sustainability	x
Economic Prosperity	x
Expansion of current transportation services	x
Safety and Security	x
Public health	
Existing system performance and condition	x
Providing access to opportunities/employment	x
Other	
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	x
Determine routes based on environmental justice	x
Determine routes based on car-less households	x
Determine routes based on activity center and employment centers	x
Add routes to serve the most people possible	x
Add routes to provide the most transit access possible	x
Other	

Central Oklahoma Transportation and Parking Authority (COPTA) – Oklahoma City, OK

Contact: Chip Nolen, Planning Manager

3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	
Veterans	
Car-less households	x
Minorities	x
Low-income	x
Persons with disabilities	x
Adults 65+	x
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	We recently launched a new BRT line last month. The capital funds came from a RAISE grant. Operations and maintenance funds come from the city general fund.
5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	Albuquerque, Colorado springs, Little Rock, Tulsa, Kansas City, and Omaha. Our population is of a larger community, but our transit system is the size of what some smaller communities provide. We try to find some peers that have similar demographics and populations and balance it with agencies that provide a similar amount of service.
a) What data sources are you using to choose peer agencies?	NTD and Census
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	Kansas City was our aspirational agency. It's similar in terms of population and demographics. It also has a dedicated source of revenue.
7) Please paste a link to your agency's most recent budget and financial report. If the budget report is a PDF, please email the PDF.	

Charlotte Area Transit System (CATS) – Charlotte, NC

Contact: Brian Horton, Strategic Planning Manager

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	Yes, we have a formal agreement with a private rideshare service
a) What rideshare service do you have a formal agreement and what services do they provide?	Lyft third-party via Spare booking app within Unwire main app
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	Exercised option on smartphone app contract with per trip subsidy and booking app overhead fee
c) What is the name of your rideshare service and can you include a link to the service website?	
2) Do you have a bikeshare service in your service area?	Yes
a) Who operates the bikeshare service in your area? (Check all that apply)	
Non-profit(s)	x
A public-private partnership	
Private, For-profit entity	
One transit agency	
b) Please paste link(s) to bikeshare service(s).	https://charlottejoyrides.com/about
3) Do you have partnerships with local employers for free or reduced fare?	Yes
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	Bulk rate passes with savings passed on to employees, plus all-access university passes funded with student fees
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	x
Flex Route	x
Paratransit	x
Express Route	x
On-Demand On-Call	x
Light Rail	x
Commuter Rail	
Streetcar	x
Rideshare	x
Other	
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	x
Ticket Vending Machine (TVM)	x
Non-Registering Fareboxes	
Smart Card Farebox System	
Mobile Ticketing	x
Free fare on some/all routes	x

Charlotte Area Transit System (CATS) – Charlotte, NC

Contact: Brian Horton, Strategic Planning Manager

Other	
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	Some routes and modes
3) What modes of transit are free? (Check all that apply)	
Fixed Route	
Flex Route	
Paratransit	
Express Route	
Streetcar	X
a) Are free fares permanent or temporary? If temporary, when do free fares end?	Temporary, but yet unknown end
4) Is your agency considering free fares or expanding free fares on more routes?	No
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	Federal, State, Local
2) Is your agency exploring new ways to fund transit? If yes, please explain.	Possible increase to existing half-cent local sales tax
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	X
Environmental Sustainability	X
Economic Prosperity	X
Expansion of current transportation services	X
Safety and Security	X
Public health	
Existing system performance and condition	
Providing access to opportunities/employment	X
Other	
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	X
Determine routes based on environmental justice	X
Determine routes based on car-less households	
Determine routes based on activity center and employment centers	
Add routes to serve the most people possible	X
Add routes to provide the most transit access possible	
Other	
3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	

Charlotte Area Transit System (CATS) – Charlotte, NC

Contact: Brian Horton, Strategic Planning Manager

Veterans	
Car-less households	
Minorities	
Low-income	
Persons with disabilities	x
Adults 65+	
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	Micro transit via restructured fixed route savings
5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	Dallas, Denver, Minneapolis, and Raleigh, due to dedicated local funding sources, system plans, and relatively rapid growth
a) What data sources are you using to choose peer agencies?	MSA size, population growth, NTD revenue miles
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	Denver RTD for FasTracks program
7) Please paste a link to your agency's most recent budget and financial report. If the budget report is a PDF, please email the PDF.	Email

Johnson County Kansas – Kansas City Region

Contact: Justus Welker, Deputy Director of Johnson County Transit

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	Yes, we have a formal agreement with a private rideshare service
a) What rideshare service do you have a formal agreement and what services do they provide?	WHC provides microtransit and some paratransit.
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	No cost-subsidies and subsidy funding sources. We contract with the provider at a predetermined service cost.
c) What is the name of your rideshare service and can you include a link to the service website?	
2) Do you have a bikeshare service in your service area?	Yes
a) Who operates the bikeshare service in your area? (Check all that apply)	
Non-profit(s)	
A public-private partnership	x
Private, For-profit entity	x
One transit agency	
b) Please paste link(s) to bikeshare service(s).	https://www.jcprd.com/1247/Bikes
3) Do you have partnerships with local employers for free or reduced fare?	No
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	x
Flex Route	x
Paratransit	x
Express Route	x
On-Demand On-Call	x
Light Rail	x
Commuter Rail	
Streetcar	x
Rideshare	x
Other	
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	x
Ticket Vending Machine (TVM)	x
Non-Registering Fareboxes	
Smart Card Farebox System	
Mobile Ticketing	x
Free fare on some/all routes	x

Johnson County Kansas – Kansas City Region

Contact: Justus Welker, Deputy Director of Johnson County Transit

Other	
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	Some routes and modes
3) What modes of transit are free? (Check all that apply)	
Fixed Route	X
Flex Route	X
Paratransit	X
Express Route	X
Streetcar	
a) Are free fares permanent or temporary? If temporary, when do free fares end?	Temporary, TBD.
4) Is your agency considering free fares or expanding free fares on more routes?	No
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	Federal funding, state funding, local funding (ad valorem tax)
2) Is your agency exploring new ways to fund transit? If yes, please explain.	Pursuing additional federal grants
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	X
Environmental Sustainability	X
Economic Prosperity	X
Expansion of current transportation services	
Safety and Security	X
Public health	X
Existing system performance and condition	X
Providing access to opportunities/employment	X
Other	
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	X
Determine routes based on environmental justice	
Determine routes based on car-less households	
Determine routes based on activity center and employment centers	X
Add routes to serve the most people possible	
Add routes to provide the most transit access possible	X
Other	
3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	
Veterans	

Johnson County Kansas – Kansas City Region

Contact: Justus Welker, Deputy Director of Johnson County Transit

Car-less households	
Minorities	
Low-income	
Persons with disabilities	
Adults 65+	
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	We're in the preliminary stages of pursuing an updated strategic plan.
5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	Surrounding densely populated counties and or public transit agencies (Wyandotte County, Douglas County, Shawnee County, Sedgewick County, Jackson County (KCATA). Proximity. For Kansas City, we operate under the regional brand...it makes sense to compare ourselves to our direct peers.
a) What data sources are you using to choose peer agencies?	Proximity and familiarity. Johnson County is unique, as it is vast with densely populated pockets and rural communities.
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	We aspire to be best in class in Kansas City and work towards more dedicated transit funding.
7) Please paste a link to your agency's most recent budget and financial report. If the budget report is a PDF, please email the PDF.	

Kansas City Area Transportation Authority (KCATA) – Kansas City Region

Contact: AJ Farris, Planning and Scheduling Manager

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	Yes, we have a formal agreement with a private rideshare service
a) What rideshare service do you have a formal agreement and what services do they provide?	The KCATA contracts with WHC/Ztrip to provide paratransit services as well as our Micro Transit Service, IRIS.
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	These services are funded through our contracts with different community partners. IRIS, for example is funded through our contract with the City of Kansas City, Missouri.
c) What is the name of your rideshare service and can you include a link to the service website?	
2) Do you have a bikeshare service in your service area?	Yes
a) Who operates the bikeshare service in your area? (Check all that apply)	
Non-profit(s)	x
A public-private partnership	
Private, For-profit entity	
One transit agency	
b) Please paste link(s) to bikeshare service(s).	https://bikewalkkc.org/about/
3) Do you have partnerships with local employers for free or reduced fare?	No
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	x
Flex Route	x
Paratransit	x
Express Route	x
On-Demand On-Call	x
Light Rail	
Commuter Rail	
Streetcar	
Rideshare	x
Other	
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	
Ticket Vending Machine (TVM)	
Non-Registering Fareboxes	
Smart Card Farebox System	
Mobile Ticketing	

Kansas City Area Transportation Authority (KCATA) – Kansas City Region	
Contact: AJ Farris, Planning and Scheduling Manager	
Free fare on some/all routes	x
Other	
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	Some routes and modes
3) What modes of transit are free? (Check all that apply)	
Fixed Route	x
Flex Route	x
Paratransit	
Express Route	x
Streetcar	
a) Are free fares permanent or temporary? If temporary, when do free fares end?	The KCATA is contracted to continue Zero Fare through 2024. We continue to stay connected to our community partners and we will continue to evaluate the pros and cons of Zero Fare.
4) Is your agency considering free fares or expanding free fares on more routes?	Yes
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	
2) Is your agency exploring new ways to fund transit? If yes, please explain.	The KCATA is always interested in ways to grow funding. This may come in the form of creating new community partnerships or it may come in the form of innovative regional funding models.
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	x
Environmental Sustainability	x
Economic Prosperity	x
Expansion of current transportation services	x
Safety and Security	x
Public health	x
Existing system performance and condition	x
Providing access to opportunities/employment	x
Other	The KCATA is currently in the process of adopting a new strategic plan.
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	x
Determine routes based on environmental justice	x
Determine routes based on car-less households	x
Determine routes based on activity center and employment centers	x
Add routes to serve the most people possible	
Add routes to provide the most transit access possible	x

Kansas City Area Transportation Authority (KCATA) – Kansas City Region

Contact: AJ Farris, Planning and Scheduling Manager

Other	Life Line routes are determined based on need and available funding from route sponsors.
3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	
Veterans	
Car-less households	
Minorities	
Low-income	
Persons with disabilities	
Adults 65+	
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	There are several new routes and transit solutions being planned in our region. Within the KCATA a large focus is being placed on looking at our large East West corridors and how they connect to our established north south corridors. Capital and Operations funding varies, but regional funding, local funding contributions, and Capital Investment Programs are all being examined.
5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	While we do have peer transit agencies, we also rely on the wonderful work done by our MPO. Agencies identified in their Peer Cities Transit Report serve to set benchmarks and guide us. The majority of these systems do have some form of Regional funding system.
a) What data sources are you using to choose peer agencies?	We use Census Data and LEHC for demographics and employment data. When it comes to specific transit related data we try to stay flexible. There are so many different metrics, but we normally try to use trips per revenue hour to give us a good idea of how we stand. Another important one we use is cost per trip. these metrics have to be balanced with the overall amount of revenue hours that other agencies provide.
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	I think this depends. We are still identifying how we can best serve the region and our community partners. I think this looks like a mix of traditional local funding as well as innovative regional funding sources.
7) Please paste a link to your agency's most recent budget and financial report. If the budget report is a PDF, please email the PDF.	Email

Kansas City Streetcar Authority (KC Streetcar) – Kansas City Region

Contact: Tom Gerend, Executive Director

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	No, we do not have a formal agreement
a) What rideshare service do you have a formal agreement and what services do they provide?	
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	
c) What is the name of your rideshare service and can you include a link to the service website?	
2) Do you have a bikeshare service in your service area?	Yes
a) Who operates the bikeshare service in your area? (Check all that apply)	
Non-profit(s)	x
A public-private partnership	
Private, For-profit entity	
One transit agency	
b) Please paste link(s) to bikeshare service(s).	
3) Do you have partnerships with local employers for free or reduced fare?	No
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	
Flex Route	
Paratransit	
Express Route	
On-Demand On-Call	
Light Rail	
Commuter Rail	
Streetcar	x
Rideshare	
Other	
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	
Ticket Vending Machine (TVM)	
Non-Registering Fareboxes	
Smart Card Farebox System	
Mobile Ticketing	
Free fare on some/all routes	x

Kansas City Streetcar Authority (KC Streetcar) – Kansas City Region

Contact: Tom Gerend, Executive Director

Other	
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	All routes and modes
3) What modes of transit are free? (Check all that apply)	
Fixed Route	
Flex Route	
Paratransit	
Express Route	
Streetcar	x
a) Are free fares permanent or temporary? If temporary, when do free fares end?	Permanent
4) Is your agency considering free fares or expanding free fares on more routes?	Yes
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	Dedicated Transportation Development District, Federal Funding (capital), City Funding,
2) Is your agency exploring new ways to fund transit? If yes, please explain.	Yes as it relates to expansion plans currently underdevelopment. New funding opportunities include TDD expansion and county/regional funding solutions.
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	x
Environmental Sustainability	x
Economic Prosperity	x
Expansion of current transportation services	
Safety and Security	x
Public health	
Existing system performance and condition	
Providing access to opportunities/employment	x
Other	
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	x
Determine routes based on environmental justice	
Determine routes based on car-less households	
Determine routes based on activity center and employment centers	x
Add routes to serve the most people possible	x
Add routes to provide the most transit access possible	
Other	

Kansas City Streetcar Authority (KC Streetcar) – Kansas City Region
 Contact: Tom Gerend, Executive Director

3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	
Veterans	
Car-less households	
Minorities	
Low-income	
Persons with disabilities	
Adults 65+	
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	
5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	
a) What data sources are you using to choose peer agencies?	
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	
7) Please paste a link to your agency's most recent budget and financial report. If the budget report is a PDF, please email the PDF.	

Milwaukee County Transit System (MCTS) – Milwaukee, WI

Contact: Natalie Marshall, Transit Planner

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	No, we do not have a formal agreement
a) What rideshare service do you have a formal agreement and what services do they provide?	
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	
c) What is the name of your rideshare service and can you include a link to the service website?	
2) Do you have a bikeshare service in your service area?	Yes
a) Who operates the bikeshare service in your area? (Check all that apply)	
Non-profit(s)	x
A public-private partnership	
Private, For-profit entity	
One transit agency	
b) Please paste link(s) to bikeshare service(s).	https://bublrbikes.org/
3) Do you have partnerships with local employers for free or reduced fare?	No
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	Local employers can enroll in the Commuter Value Pass program, which includes a 14 percent discount off regular pass price. The employee and the employer may share in the cost. The employer contribution is a deductible business expense and is tax-free for the employee. In addition, the employee cost can be deducted as a pre-tax reduction in wages. The goal of this program is to get more commuters using transit, save costs for workers, and reduce environmental impacts. There are no restrictions on which employers can enroll in CVP.
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	x
Flex Route	
Paratransit	x
Express Route	
On-Demand On-Call	
Light Rail	
Commuter Rail	
Streetcar	
Rideshare	
Other	Bus Rapid Transit
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	x
Ticket Vending Machine (TVM)	x

Milwaukee County Transit System (MCTS) – Milwaukee, WI

Contact: Natalie Marshall, Transit Planner

Non-Registering Fareboxes	
Smart Card Farebox System	X
Mobile Ticketing	X
Free fare on some/all routes	
Other	
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	I did not select “free fares on all or some routes”
3) What modes of transit are free? (Check all that apply)	
Fixed Route	
Flex Route	
Paratransit	
Express Route	
Streetcar	
a) Are free fares permanent or temporary? If temporary, when do free fares end?	
4) Is your agency considering free fares or expanding free fares on more routes?	No
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	Our top three funding sources are funds from the State of Wisconsin, federal funding, and passenger fares. While in 2022 federal funding made up 38% of our budget and state funding made up 34%, in typical years without ARPA funds, state funding would comprise almost half of our funding.
2) Is your agency exploring new ways to fund transit? If yes, please explain.	The Milwaukee County Board of Supervisors recently approved an increase to the County’s sales tax. MCTS is advocating for some of that additional revenue to be used for transit, and for a portion of the revenue to be explicitly dedicated to transit every budget.
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	X
Environmental Sustainability	X
Economic Prosperity	
Expansion of current transportation services	X
Safety and Security	X
Public health	
Existing system performance and condition	X
Providing access to opportunities/employment	X
Other	
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	X
Determine routes based on environmental justice	X

Milwaukee County Transit System (MCTS) – Milwaukee, WI

Contact: Natalie Marshall, Transit Planner

Determine routes based on car-less households	X
Determine routes based on activity center and employment centers	X
Add routes to serve the most people possible	X
Add routes to provide the most transit access possible	
Other	
3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	
Veterans	X
Car-less households	X
Minorities	X
Low-income	X
Persons with disabilities	X
Adults 65+	X
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	MCTS is exploring the creation of a new North-South BRT line, which would run along 27th Street, one of the primary arterial roadways in the region. Federal Transit Administration programs are anticipated to fund 80% of the project's capital costs, and a local match will provide 20% of the funding. A local nonprofit, MobilISE, also administers a microtransit program called FlexRide. This program provides rides for workers going from designated neighborhood zones to designated employment zones. Employment zones are outside of MCTS's service area. This is currently being funded by a National Science Foundation (NSF) grant, with some financial support from Milwaukee County.
5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	MCTS finds comparable transit agencies using the population of the service area. The most recent list compiled using National Transit Database data includes the following agencies: Rhode Island Public Transit Authority (Providence) , Port Authority of Allegheny County (Pittsburgh) , Transit Authority of River City (Louisville) , Southwest Ohio Regional Transit Authority (Cincinnati) , Greater Cleveland Regional Transit Authority (Cleveland) , Central Ohio Transit Authority (Columbus) , Metro Transit (Minneapolis) , Indianapolis/Marion County Public Transportation (Indianapolis) , City of Detroit Department of Transportation (Detroit) , Kansas City Area Transportation Authority (Kansas City) , Bi-State Development Agency (St. Louis) , Denver-Regional Transportation District (Denver) , Alameda-Contra Costa Transit District (Oakland)
a) What data sources are you using to choose peer agencies?	National Transit Database & peer agency websites
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	MCTS uses metrics such as number of trips, revenue hours, farebox recovery, cost per hour, revenue, and operating expenses to compare our agency to our peers. We aspire to rank highest amongst our peer cities in those categories, ahead of such cities as Minneapolis, Denver, and Kansas City.
7) Please paste a link to your agency's most recent budget and financial report. If the budget report is a PDF, please email the PDF.	Email

Nashville Metropolitan Transit Authority (MTA) – Nashville, TN

Contact: Felix Castrodad, Director of Planning & Grants

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	Yes, we have a formal agreement with a private rideshare service
a) What rideshare service do you have a formal agreement and what services do they provide?	Uber & Mobility Solutions (Local company for accessible vehicles and riders paying cash) - First/Last mile Mobility on Demand connections to and from fixed transit stops on a designated zone.
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	Riders pay \$2 for a ride for an up to \$10 ride cost and the agency pays the rest (\$8). The rider is responsible for anything over \$10. These don't include surge pricing. This is subsidized with local funding.
c) What is the name of your rideshare service and can you include a link to the service website?	
2) Do you have a bikeshare service in your service area?	Yes
a) Who operates the bikeshare service in your area? (Check all that apply)	
Non-profit(s)	
A public-private partnership	
Private, For-profit entity	x
One transit agency	
b) Please paste link(s) to bikeshare service(s).	https://nashville.bicycle.com/
3) Do you have partnerships with local employers for free or reduced fare?	Yes
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	It covers a nine-county area. Employers vary by size with the largest being the Vanderbilt University and the State of Tennessee. It's \$25 amount/year per employee. Can connect MARC with the program manager if more info is needed.
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	x
Flex Route	
Paratransit	x
Express Route	
On-Demand On-Call	x
Light Rail	
Commuter Rail	x
Streetcar	
Rideshare	
Other	Vanpools
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	x
Ticket Vending Machine (TVM)	x
Non-Registering Fareboxes	

Nashville Metropolitan Transit Authority (MTA) – Nashville, TN

Contact: Felix Castrodad, Director of Planning & Grants

Smart Card Farebox System	x
Mobile Ticketing	x
Free fare on some/all routes	
Other	
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	I did not select “free fares on all or some routes”
3) What modes of transit are free? (Check all that apply)	
Fixed Route	
Flex Route	
Paratransit	
Express Route	
Streetcar	
a) Are free fares permanent or temporary? If temporary, when do free fares end?	
4) Is your agency considering free fares or expanding free fares on more routes?	No
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	Federal (FTA 5307), Local - Metro Nashville Govt, General Fund, State
2) Is your agency exploring new ways to fund transit? If yes, please explain.	Some sort of dedicated funding source for transit operations.
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	x
Environmental Sustainability	x
Economic Prosperity	x
Expansion of current transportation services	x
Safety and Security	x
Public health	
Existing system performance and condition	x
Providing access to opportunities/employment	x
Other	
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	x
Determine routes based on environmental justice	
Determine routes based on car-less households	x
Determine routes based on activity center and employment centers	x
Add routes to serve the most people possible	x
Add routes to provide the most transit access possible	x
Other	

Nashville Metropolitan Transit Authority (MTA) – Nashville, TN

Contact: Felix Castrodad, Director of Planning & Grants

3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	
Veterans	
Car-less households	
Minorities	
Low-income	
Persons with disabilities	
Adults 65+	
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	Mobility on Demand - local funding
BRT on major city corridor will be studied - funding to be determined, but will seek FTA CIG program funding.	
5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	Denver, Charlotte, Austin, Indianapolis. Similar markets and range of approaches to regional and local service and their integration. Some may be aspirational peers.
a) What data sources are you using to choose peer agencies?	Service area size, population, population density, transit system size (peak buses), annual passenger trips
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	Austin, Charlotte, Denver, Seattle. Regional approaches to efficient transit services and connections , experiencing rapid growth.
7) Please paste a link to your agency’s most recent budget and financial report. If the budget report is a PDF, please email the PDF.	Email

Pittsburgh Regional Transit (PRT) – Pittsburgh, PA

Contact: Peter Schenk, Controller

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	No, we do not have a formal agreement
a) What rideshare service do you have a formal agreement and what services do they provide?	
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	
c) What is the name of your rideshare service and can you include a link to the service website?	
2) Do you have a bikeshare service in your service area?	Yes
a) Who operates the bikeshare service in your area? (Check all that apply)	
Non-profit(s)	x
A public-private partnership	
Private, For-profit entity	
One transit agency	
b) Please paste link(s) to bikeshare service(s).	POGOH.com
3) Do you have partnerships with local employers for free or reduced fare?	No
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	x
Flex Route	
Paratransit	x
Express Route	
On-Demand On-Call	
Light Rail	x
Commuter Rail	
Streetcar	
Rideshare	
Other	
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	x
Ticket Vending Machine (TVM)	x
Non-Registering Fareboxes	
Smart Card Farebox System	x
Mobile Ticketing	x
Free fare on some/all routes	

Pittsburgh Regional Transit (PRT) – Pittsburgh, PA

Contact: Peter Schenk, Controller

Other	Free Senior Citizen Fares
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	I did not select "free fares on all or some routes"
3) What modes of transit are free? (Check all that apply)	
Fixed Route	
Flex Route	
Paratransit	
Express Route	
Streetcar	
a) Are free fares permanent or temporary? If temporary, when do free fares end?	
4) Is your agency considering free fares or expanding free fares on more routes?	No
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	State Operating and Capital Funding, Federal Stimulus Funding, Passenger Revenue
2) Is your agency exploring new ways to fund transit? If yes, please explain.	PRT has had initial conversations with other transit agencies within the Commonwealth in addition to State officials regarding the impending "fiscal cliff".
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	X
Environmental Sustainability	X
Economic Prosperity	X
Expansion of current transportation services	
Safety and Security	X
Public health	
Existing system performance and condition	
Providing access to opportunities/employment	X
Other	
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	X
Determine routes based on environmental justice	X
Determine routes based on car-less households	X
Determine routes based on activity center and employment centers	X
Add routes to serve the most people possible	X
Add routes to provide the most transit access possible	X
Other	

Pittsburgh Regional Transit (PRT) – Pittsburgh, PA

Contact: Peter Schenk, Controller

3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	
Veterans	
Car-less households	x
Minorities	x
Low-income	x
Persons with disabilities	x
Adults 65+	x
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	PRT is embarking a new Transit Service Plan within the confirms of current financial resources.
5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	Fixed-Route Bus, Alameda-Contra Costa Transit District, AC Transit, Oakland, CA, Tri-County Metropolitan Transportation District of Oregon, TriMet, Portland, OR, Bi-State Development Agency of the Missouri-Illinois Metropolitan District, METRO, St. Louis, MO, VIA Metropolitan Transit, VIA, San Antonio, TX, Metropolitan Atlanta Rapid Transit Authority, MARTA, Atlanta, GA, San Diego Metropolitan Transit System, MTS, San Diego, CA, Metro Transit, Minneapolis, MN, Milwaukee County, MCTS, Milwaukee, WI, Santa Clara Valley Transportation Authority, VTA, San Jose, CA, The Greater Cleveland Regional Transit Authority, GCRTA, Cleveland, OH, Southwest Ohio Regional Transit Authority, SORTA / Metro / Access, Cincinnati, OH, Maryland Transit Administration, MTA, Baltimore, MD, Niagara Frontier Transportation Authority, NFT Metro, Buffalo, NY , Light Rail, Bi-State Development Agency of the Missouri-Illinois Metropolitan District, METRO, St. Louis, MO, Metro Transit, Minneapolis, MN, Santa Clara Valley Transportation Authority, VTA, San Jose, CA, The Greater Cleveland Regional Transit Authority, GCRTA, Cleveland, OH, Maryland Transit Administration, MTA, Baltimore, MD
a) What data sources are you using to choose peer agencies?	PRT and the Pennsylvania Department of Transportation mutually agreed on these peer agencies based on NTD Data.
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	This is a difficult questions to answer given the uncertainty faced by all agencies post-pandemic.
7) Please paste a link to your agency’s most recent budget and financial report. If the budget report is a PDF, please email the PDF.	

Southwest Ohio Regional Transit Authority (SORTA) – Cincinnati, OH

Contact: Mark Samaan, Short Range Planning Manager

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	No, we have our own rideshare service operated by the transit agency
a) What rideshare service do you have a formal agreement and what services do they provide?	
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	
c) What is the name of your rideshare service and can you include a link to the service website?	MetroNow is SORTA’s on-demand service in lower density suburban areas where running a fixed-route service does not make sense, but there is still some demand for transit services. On-demand rideshare service is available in set zones, and rides must originate and end within the same zone. https://www.go-metro.com/about-rm/reinventing-metro-3/metronow
2) Do you have a bikeshare service in your service area?	Yes
a) Who operates the bikeshare service in your area? (Check all that apply)	
Non-profit(s)	<input checked="" type="checkbox"/>
A public-private partnership	<input type="checkbox"/>
Private, For-profit entity	<input type="checkbox"/>
One transit agency	<input type="checkbox"/>
b) Please paste link(s) to bikeshare service(s).	https://www.cincyredbike.org/
3) Do you have partnerships with local employers for free or reduced fare?	Yes
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	There is no set program for free or reduced fares, but larger employers and entities who buy bulk passes can receive a bulk pass buy rate. For example, SORTA partners with the Cincinnati Public School District to provide school year passes for all eligible high school students at a fixed, annual rate that is far below the market price for 12 monthly passes. University students, faculty, and staff can access half-price fares by signing up through the Transit App (which handles our mobile ticketing service in partnership with EZFare). For other employers, contracts are signed on an employer by employer basis.
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	<input checked="" type="checkbox"/>
Flex Route	<input type="checkbox"/>
Paratransit	<input checked="" type="checkbox"/>
Express Route	<input checked="" type="checkbox"/>
On-Demand On-Call	<input type="checkbox"/>
Light Rail	<input type="checkbox"/>
Commuter Rail	<input type="checkbox"/>

Southwest Ohio Regional Transit Authority (SORTA) – Cincinnati, OH

Contact: Mark Samaan, Short Range Planning Manager

Streetcar	
Rideshare	X
Other	
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	X
Ticket Vending Machine (TVM)	X
Non-Registering Fareboxes	
Smart Card Farebox System	X
Mobile Ticketing	X
Free fare on some/all routes	
Other	
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	I did not select "free fares on all or some routes"
3) What modes of transit are free? (Check all that apply)	
Fixed Route	
Flex Route	
Paratransit	
Express Route	
Streetcar	
a) Are free fares permanent or temporary? If temporary, when do free fares end?	
4) Is your agency considering free fares or expanding free fares on more routes?	No
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	Local sales tax, Federal funds, Fares
2) Is your agency exploring new ways to fund transit? If yes, please explain.	In 2020, Hamilton County passed a new countywide sales tax to fund public transit and roadway infrastructure that buses run on. This replaced the decades-old City of Cincinnati-based payroll tax.
The passage of the countywide levy funded transit at the county level instead of just within the city proper for the first time ever. The addition of levy funds for infrastructure helped create support in suburban communities with little or no existing transit. These funds are restricted to roads that buses run on or that are within a short distance of a fixed-route bus line, which encourages suburban municipalities to request new transit service in their communities.	
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	X
Environmental Sustainability	X
Economic Prosperity	X

Southwest Ohio Regional Transit Authority (SORTA) – Cincinnati, OH

Contact: Mark Samaan, Short Range Planning Manager

Expansion of current transportation services	X
Safety and Security	X
Public health	X
Existing system performance and condition	X
Providing access to opportunities/employment	X
Other	
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	X
Determine routes based on environmental justice	
Determine routes based on car-less households	X
Determine routes based on activity center and employment centers	X
Add routes to serve the most people possible	X
Add routes to provide the most transit access possible	
Other	
3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	
Veterans	X
Car-less households	
Minorities	
Low-income	X
Persons with disabilities	
Adults 65+	X
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	<p>SORTA is actively expanding transit services in Hamilton County using the proceeds from the local sales tax levy passed in 2020. The Reinventing Metro plan entails eight new fixed-route bus lines, expanded frequency and span on most routes, six on-demand rideshare zones, two Bus Rapid Transit routes on the busiest corridors, 24/7 service on major arterial roads, new transit centers and hubs outside of the urban core, and two modernized garage facilities.</p> <p>New operating funds come from the sales tax and fares whereas new capital expenditures are funded by local sources and federal funding. The State of Ohio has expanded capital resources for transit especially as related to technology and innovation, but this funding source remains low</p>

Southwest Ohio Regional Transit Authority (SORTA) – Cincinnati, OH

Contact: Mark Samaan, Short Range Planning Manager

5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	Comparable Ohio Urban Transit Systems: COTA (Columbus), GCRTA (Cleveland), GDRTA (Dayton), TARTA (Toledo). These are agencies in Ohio of similar sizes or that serve major metropolitan areas. Comparable non-Ohio Urban Transit Systems: IndyGo (Indianapolis), Nashville MTA, KCATA (Kansas City), GRTC (Richmond), TARC (Louisville). These are agencies in the midwest/south that serve mid-sized cities and have similar ridership
a) What data sources are you using to choose peer agencies?	NTD, surveys, Ohio Public Transit Association (OPTA) data sharing
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	<p>Prior to the passage of the 2020 sales tax levy, SORTA aspired to have a countywide funding source to replace the outdated city-only funding source. With the exception of TARTA in Toledo, all other urban transit agencies in Ohio had countywide sales tax levies to support operations. In 2021, TARTA also replaced its funding source with a new countywide sales tax levy.</p> <p>Ohio law allows transit agencies to generate local funds via a local payroll, property, or sales tax. However, Ohio counties cannot levy payroll taxes whereas municipalities cannot levy sales taxes. This meant that a countywide funding source could only be a property or sales tax levy.</p>
7) Please paste a link to your agency's most recent budget and financial report. If the budget report is a PDF, please email the PDF.	https://ohioauditor.gov/auditsearch/Reports/2023/Southwest_Ohio_Regional_Transit_Authority_22-Hamilton_FINAL.pdf

Unified Government of Wyandotte County – Kansas City Region

Contact: Deasiray Bush, Interim Director, Transportation Department

Questions	Answers
Section One: Administration	
1) Do you have a formal agreement with Uber, Lyft, or a similar rideshare program?	No, we do not have a formal agreement
a) What rideshare service do you have a formal agreement and what services do they provide?	
b) How are these agreements organized in terms of cost-subsidies and subsidy funding sources?	
c) What is the name of your rideshare service and can you include a link to the service website?	
2) Do you have a bikeshare service in your service area?	No
a) Who operates the bikeshare service in your area? (Check all that apply)	
Non-profit(s)	
A public-private partnership	
Private, For-profit entity	
One transit agency	
b) Please paste link(s) to bikeshare service(s).	
3) Do you have partnerships with local employers for free or reduced fare?	No
a) Please explain what is entailed in the partnership (geographic area, employer sizes, fare structure, funding sources, goals, etc.).	
Section Two: Operations	
1) What modes of service do you offer? (Check all that apply)	
Fixed Route	x
Flex Route	
Paratransit	x
Express Route	x
On-Demand On-Call	x
Light Rail	
Commuter Rail	
Streetcar	
Rideshare	x
Other	
2) What are your current fare collection procedures? (Check all that apply)	
Farebox	x
Ticket Vending Machine (TVM)	
Non-Registering Fareboxes	
Smart Card Farebox System	
Mobile Ticketing	
Free fare on some/all routes	x

Unified Government of Wyandotte County – Kansas City Region

Contact: Deasiray Bush, Interim Director, Transportation Department

Other	
a) If you selected “free fares on all or some routes”, are the free fares for all routes and modes, or just some routes and modes?	Some routes and modes
3) What modes of transit are free? (Check all that apply)	
Fixed Route	x
Flex Route	
Paratransit	x
Express Route	
Streetcar	
a) Are free fares permanent or temporary? If temporary, when do free fares end?	Temporary. We are hoping to reinstate fare in 2024.
4) Is your agency considering free fares or expanding free fares on more routes?	Yes
Section Three: Funding	
1) What are the top three funding sources for your transit agency?	KDOT
2) Is your agency exploring new ways to fund transit? If yes, please explain.	Yes, in the process of researching electric vehicle-related grants.
Section Four: Planning	
1) Which of the following goals do you have listed in your Transit Plan or Strategic Plan? Select all that apply.	
Social Equity	x
Environmental Sustainability	x
Economic Prosperity	x
Expansion of current transportation services	x
Safety and Security	x
Public health	x
Existing system performance and condition	x
Providing access to opportunities/employment	x
Other	
2) Which of the following best describes how you determine routes? Select as many that apply.	
Target Routes in dense areas	x
Determine routes based on environmental justice	
Determine routes based on car-less households	
Determine routes based on activity center and employment centers	
Add routes to serve the most people possible	x
Add routes to provide the most transit access possible	x
Other	
3) Does your Transit Plan or Strategic Plan cite any programs or funding dedicated to the benefit of any of the following disadvantaged populations? Select as many that apply.	
Veterans	

Unified Government of Wyandotte County – Kansas City Region

Contact: Deasiray Bush, Interim Director, Transportation Department

Car-less households	
Minorities	
Low-income	
Persons with disabilities	
Adults 65+	
Other (please specify)	
4) Are there new transit routes, modes, and initiatives being planned and implemented in your region? What funding sources are being used for these projects?	New Shuttle route service will be implemented in October 2023. Private funding will support this project.
5) Which agencies/regions do you compare yourself with when looking at funding sources, amounts, and efficient use of revenue? Why?	
a) What data sources are you using to choose peer agencies?	
6) Which agencies/regions do you aspire to be like when it comes to transit funding sources, amounts, and efficient use of revenue? Why?	
7) Please paste a link to your agency's most recent budget and financial report. If the budget report is a PDF, please email the PDF.	