



PEER REGIONS TRANSIT REPORT SUMMARY



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Mid-America Regional Council
Transportation Department



- **Created in 2011** to:
 - Support work by Johnson County's Transit Funding Task Force (START)
 - Aid in ongoing discussions regarding the development of a strategy for regional transit investment in Kansas City.
- **Updated** in 2014, 2018, and 2023

- **Focus:** to measure pandemic-related effects on transit operations and help measure the impact on our region against others.
- **Data sources:** include National Transit Database (NTD), American Community Survey (ACS), peer transit agencies survey, local government budget information and transit agency websites.

REGIONS REVIEWED

Peer Regions

- Cincinnati, OH
- Columbus, OH
- Indianapolis, IN
- Louisville, KY
- Memphis, TN
- Milwaukee, WI
- Nashville, TN
- Oklahoma City, OK*
- Pittsburgh, PA<
- St. Louis, MO

Aspirational Regions

- Austin, TX>
- Charlotte, NC>
- Denver, CO
- Minneapolis, MN

*: Added to this update

<: Moved from Aspirational to Peer

>: Moved from Peer to Aspirational

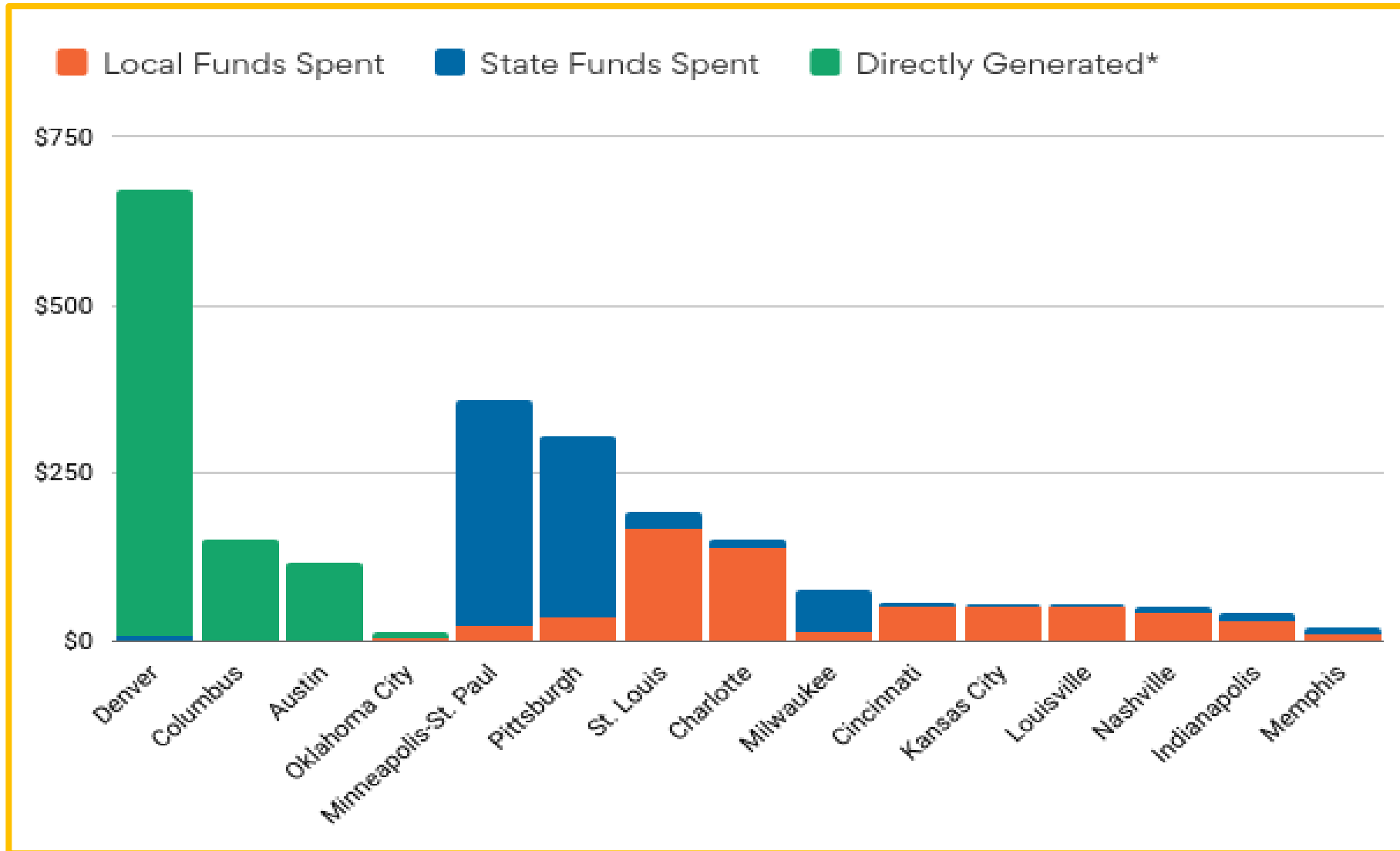


STATE AND LOCAL FUNDING PER CAPITA

- In 2022, Kansas City transit agencies spent **\$46.53 per person** in operating funds generated from state and local sources, ranking 12th out of 15 UZAs.
 - **Down from \$59.51 in 2016***
- Minneapolis, Pittsburgh and Milwaukee UZAs receive much of their operating funding from their respective states.
- Columbus, Denver and Austin receive much of their funding from fares and directly generated revenue (such as regional or county-wide funding models)

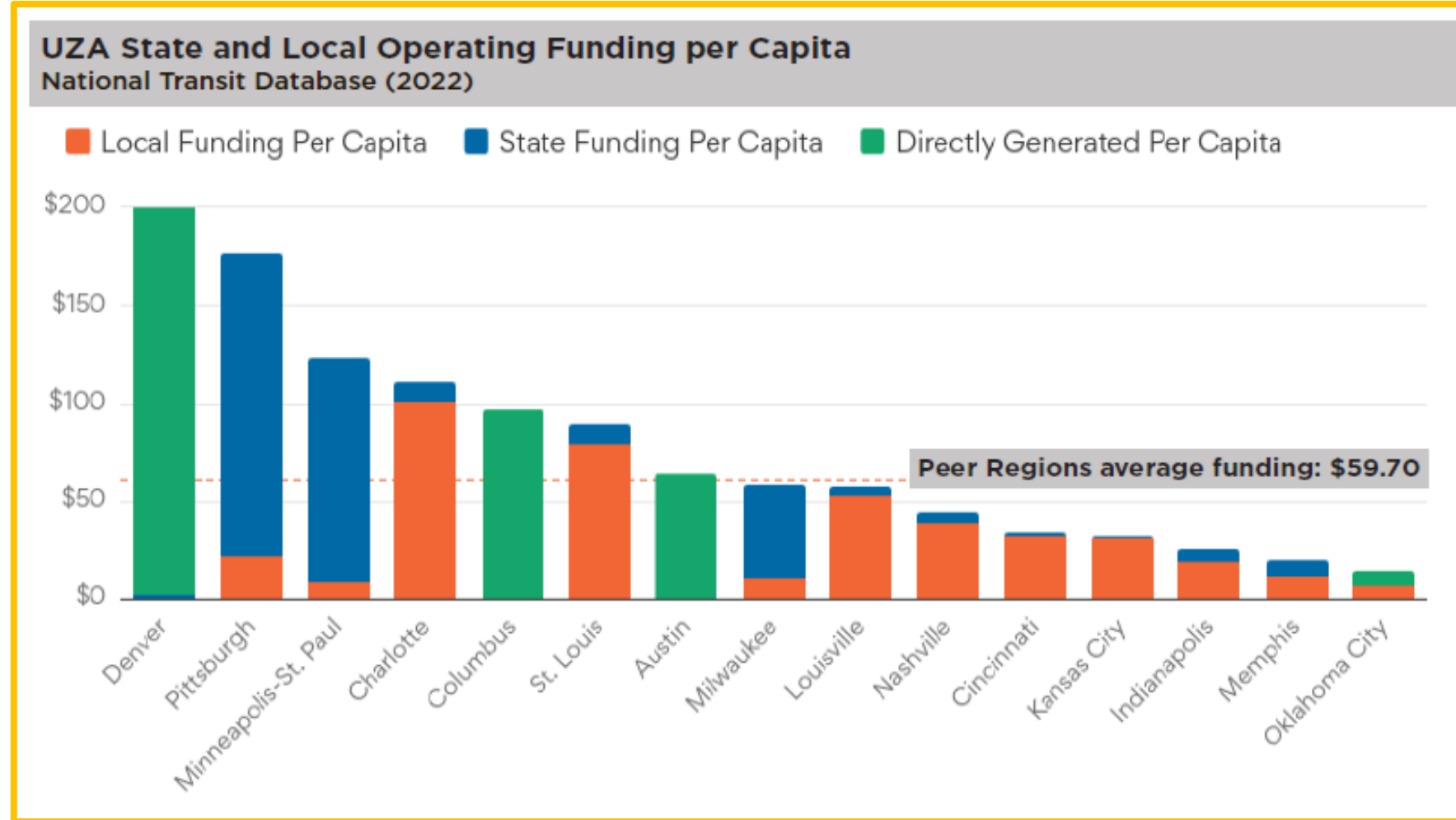
* adjusted for inflation

STATE AND LOCAL FUNDING EXPENDED



STATE AND LOCAL FUNDING PER CAPITA

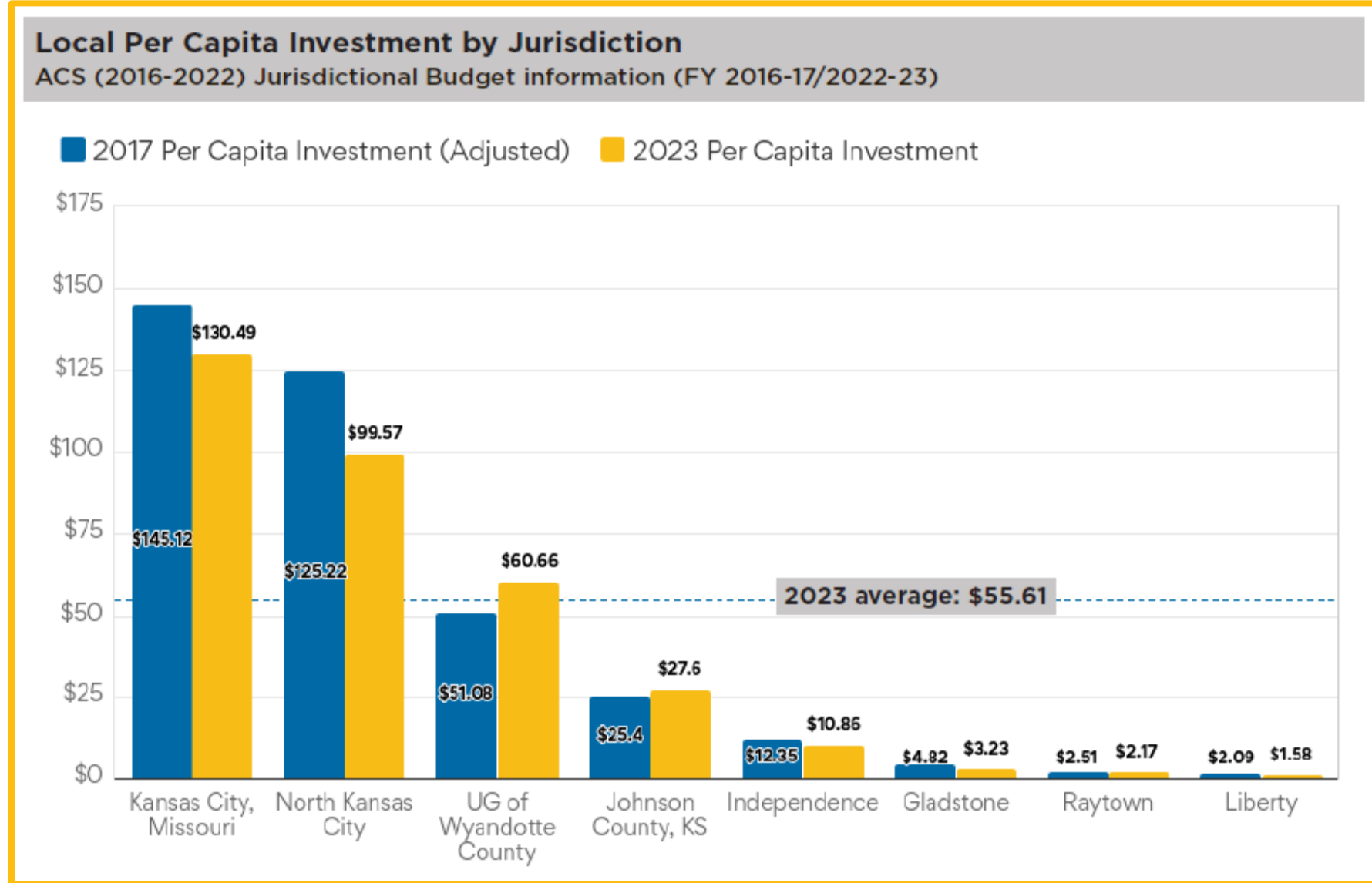
- The average combined state and local per capita operating funding for peer UZAs, including Kansas City, is \$59.70 per capita.
- The average combined state, local and directly generated revenues per capita for aspirational regions is \$138.34.



- In 2021, the Kansas City UZA spent \$1.39 million in state operating funding, ranking 10 out of 15 peer and aspirational UZAs
 - Down from \$2.6 million in 2016
- Kansas agencies spent \$986,182 of this total, while Missouri spent \$403,312
- Below the median of peer cities of \$8.7 million, while aspirational cities on average received \$148 million

LOCAL INVESTMENTS

- 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.



OTHER TRANSIT REVENUES

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

FARE COMPARISON

- KCATA is the only primary agency with a fare-free system as of 2023. Other agencies provide a few free routes or modes such as streetcars.
- Metro Transit in Minneapolis utilizes rush hour pricing at busier times each weekday.
- RTD in Denver uses zone and distance-based fares, with fare prices increasing as the trip distance increases.

Single Ride Bus Fare by Primary Agency

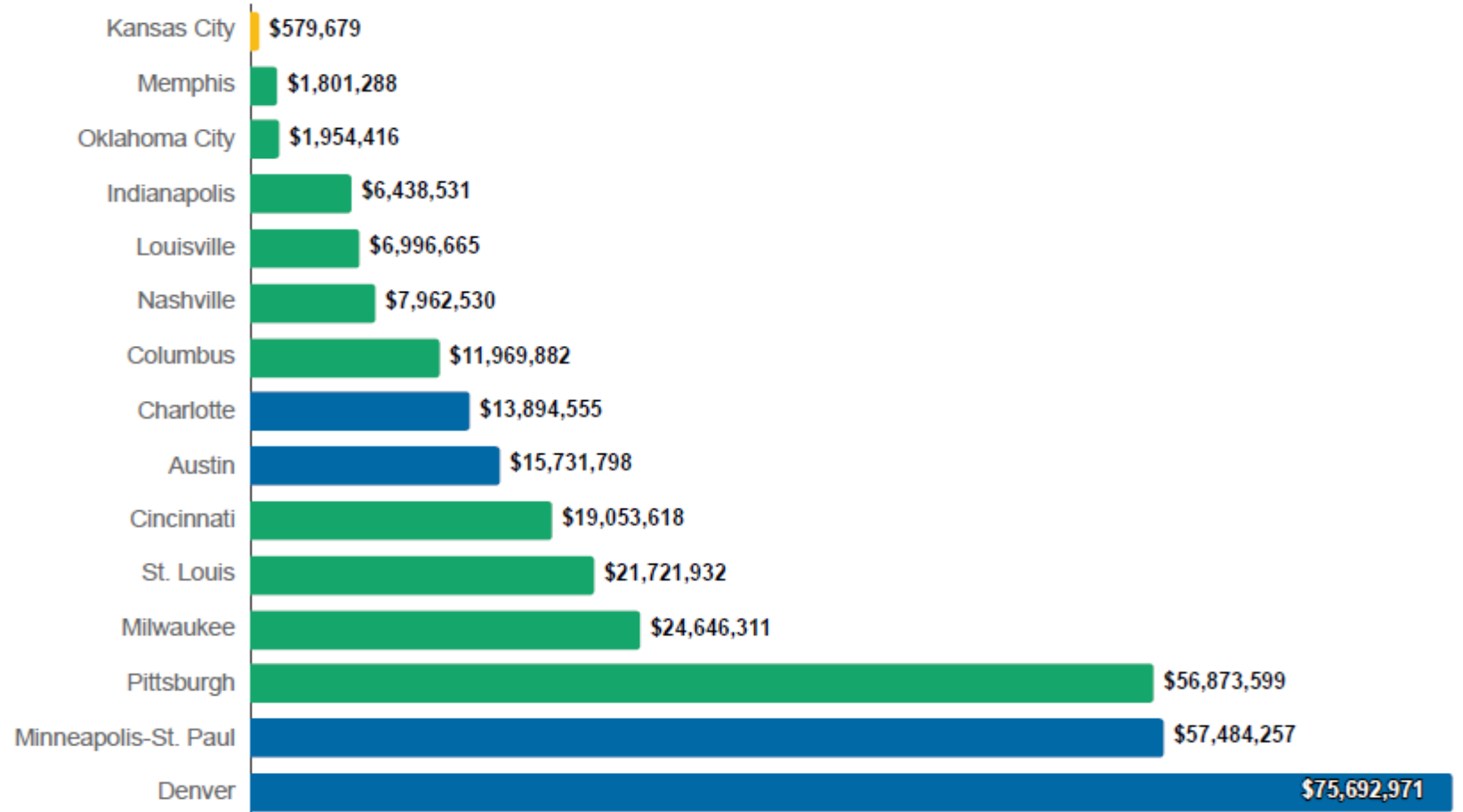
Agency Websites (2016/2022)



FARE REVENUE

- 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).
- Milwaukee, Pittsburgh, and others offer free ridership through colleges and universities to students.

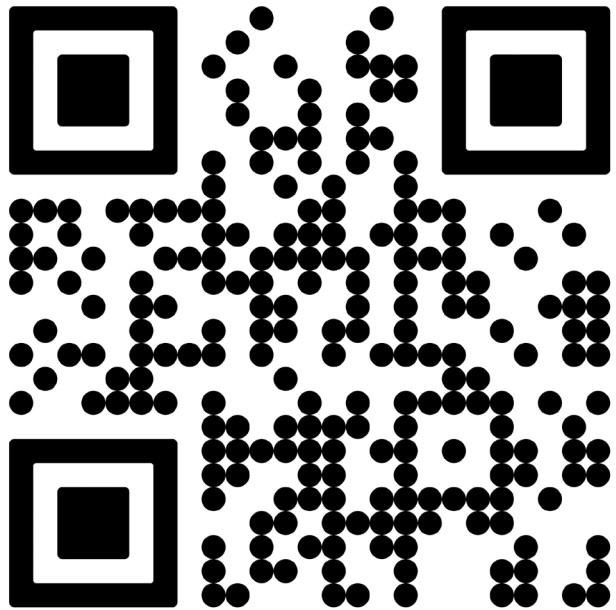
Fare Revenues by UZA
National Transit Database (2022)



- KCATA was the 5th-highest transit system ridden out of 11 peer primary agencies, and 8th out of all 15 agencies.
- While ridership decreased 26 percent since 2018, this decrease in ridership is the smallest decrease compared to other agencies.
- The median decrease amongst all peer and aspirational primary agencies was 52.8 percent.

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

- Final report will break the data and information in the summary down by mode and in some cases smaller local agencies.
- Other additional data in the full report:
 - 2000-2021 VRM, VRH, and ridership, and fare revenue
 - Funding breakout by source (local, state, federal, assistance)
 - Bar graph comparing to other agencies
 - Revenue collected from local and regional taxation, state credits, and other revenue sources
 - Breakdown of survey results about funding and transit planning responses
- Executive Summary here:
 - www.marc.org/transportation/plans-and-studies/peer-regions-transit-report



QUESTIONS?



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