

TRANSIT FUNDING 101



WAY TO GO



We envision a region where sustainable transportation options are the best way to connect people to places.

Sustainable transportation options are affordable, equitable, build community health and support economic opportunity.

Our Services and Programs

WAY TO GO offers a suite of offerings to support employers and commuters around the Kansas City region.



Business Partnerships & Consulting



Transportation Education & Commuter Support



Community-Building Programming



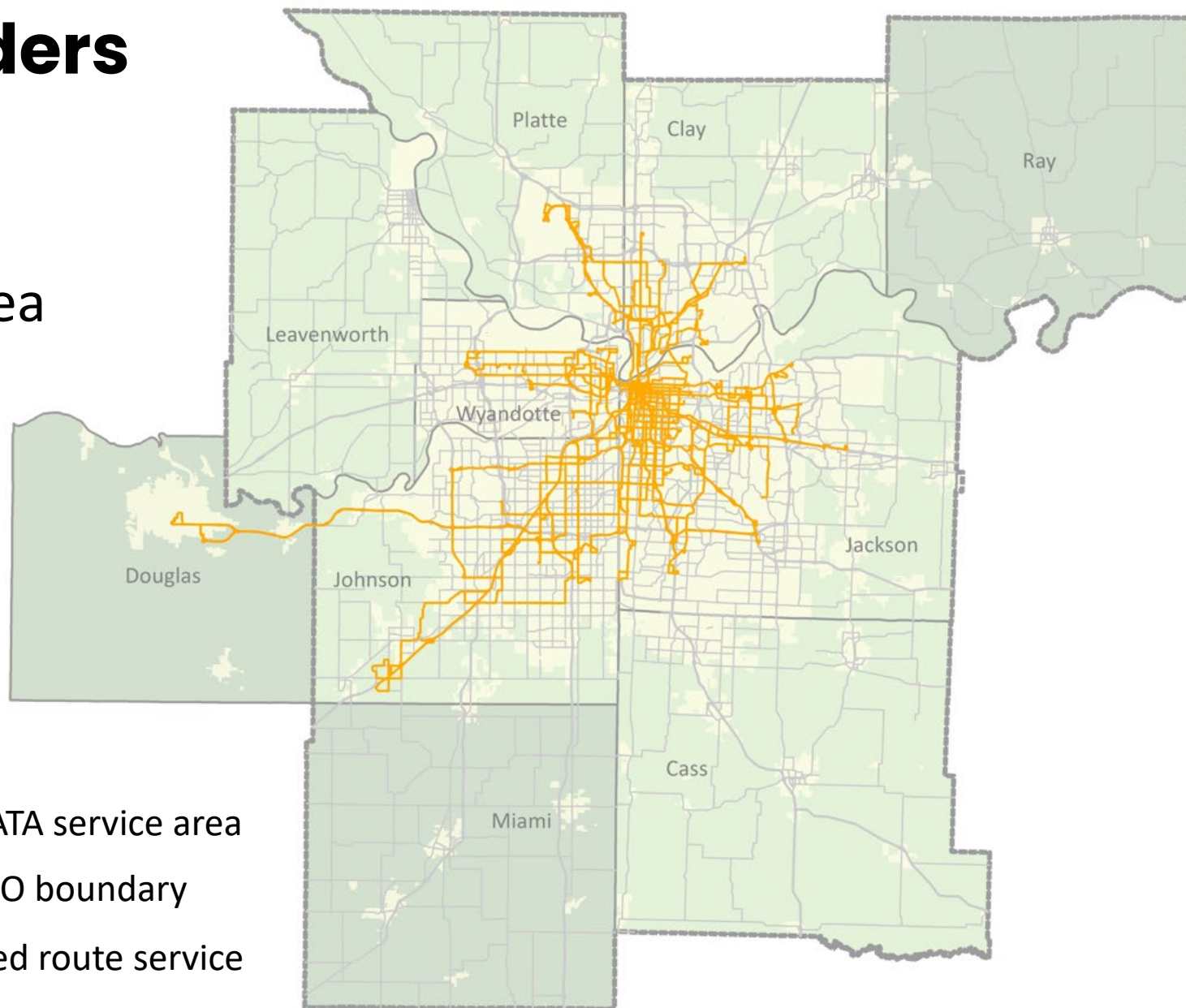


***How is public
transportation funded
in the Kansas City Region?***

Service Area & Providers

- 9-county MPO boundary
- 7-county KCATA service area
- RideKC transit providers:
 - KCATA
 - KC Streetcar
 - Johnson County
 - Unified Government Transit
 - City of Independence

- KCATA service area
- MPO boundary
- Fixed route service



What are we funding?

- Capital, operations, & planning for:

- **Fixed-route transit**

- Streetcar
- Bus Rapid Transit (BRT)
- Local bus

- **Demand Response**

- ADA paratransit
- Non-ADA paratransit
- Microtransit

- **Vanpool subsidies**

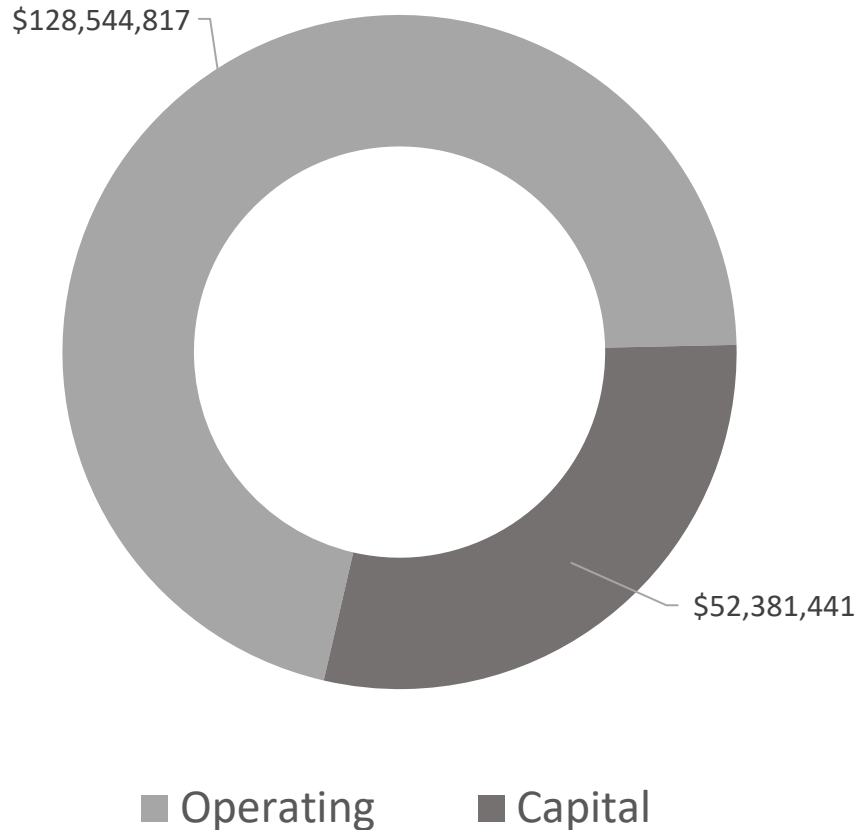
- **Fare programs**

- **Travel Training**

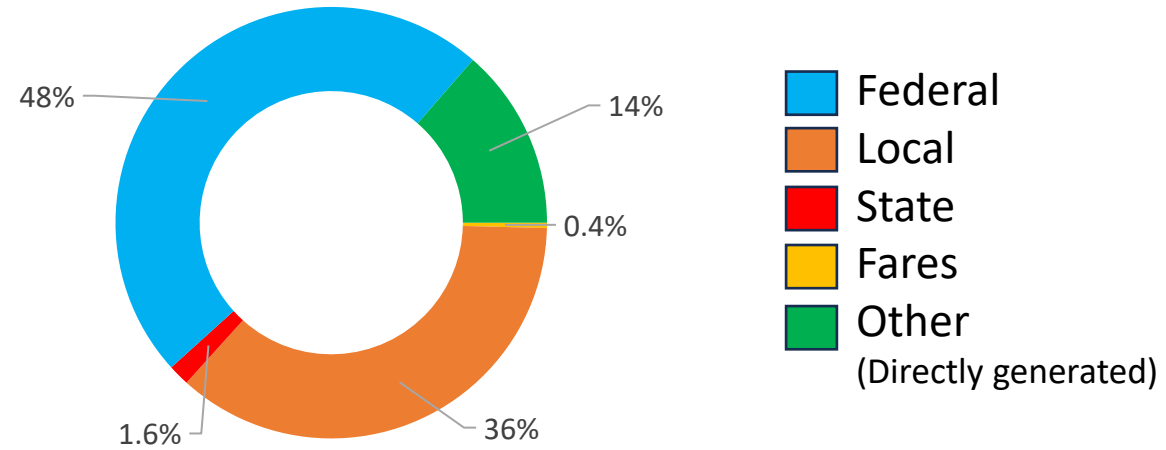


Funding by Source

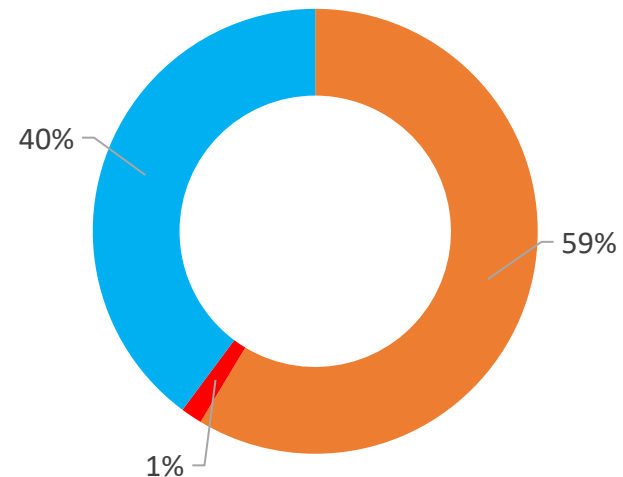
Total Costs in 2022



Operating Funds Expended (2022)



Capital Funds Expended (2022)



Note: 2022 operating funds includes Covid relief funding (federal). In a normal year, most operations funding comes from local sources.

Federal funds

- **Formula Funds**

- US DOT – Federal Highway and Federal Transit Administration
- Allocated annually to state and designated recipient in a metropolitan area

- **Discretionary Funds**

- US DOT – Federal Highway and Federal Transit Administration Programs
- Application-based competitive programs

MARC Sub-allocated Funds

- US DOT – Federal Highway Administration
- Application-based competitive programs
- Programmed through MARC every 2 years

50% of transit revenue from federal sources (2022)

Federal- Formula Funds

Programs

- Urbanized Area Formula Funding (FTA 5307)
 - Used for capital, planning, as well as operating expenses in certain circumstances.
- Enhanced Mobility Formula Grants (FTA 5310)
 - Funds support transport of elderly and/or disabled where public transportation services are unavailable, insufficient or inappropriate.
- State of Good Repair Grants (FTA 5337)
 - Capital projects that maintain a fixed guideway or a high intensity bus system in a state of good repair.
- Bus and Bus Facilities Program (FTA 5339)
 - Funds for replacement, rehabilitation, purchases of buses and related equipment and construction of bus-related facilities



Federal- Discretionary Funds

Programs

- Capital Investment Grants Program (FTA 5309)
 - FTA's primary program for funding major capital investments
 - Funded projects like Main, Troost, Prospect MAX, and downtown streetcar
- Bus and Bus Facilities Infrastructure Investment Program (FTA 5339)
 - Large-scale replacement, rehabilitation, purchases of
 - buses and related equipment and construction of bus-related facilities
- Low- and No-Emission Vehicle Program (FTA 5339(c))
 - For low or no emission transit buses and related equipment and supportive facilities
- BUILD (formerly TIGER)
 - Capital and planning funds to support roads, bridges, transit, rail, ports or intermodal transportation.



MARC “Sub-Allocated” Funds

Programs

- Surface Transportation Block Grant (STBG)
 - Multimodal capital & planning funding
 - Used for bus vehicle purchases, equipment, planning
- STBG - Transportation Alternatives Set-Aside (TA)
 - Capital funds for pedestrian and bicycle facilities, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- Congestion Mitigation Air Quality (CMAQ)
 - Capital & operating funds
 - Used to purchase buses/equipment, fund service operations and programs that reduce emissions
- Carbon Reduction Program (CRP)
 - Capital funding for on-road projects that reduce CO₂



State

1%

of transit revenue from
the states of Kansas and
Missouri in 2022

Kansas: \$1.9 M / Missouri: \$441 K

- Missouri and Kansas administers FTA and state funds.
- **5310** – for older adults and persons with disabilities (operating and capital)
- **5311** – for intercity travel in non-urbanized areas (operating and capital)
- **5339** – for bus and bus facilities

Local

Local funds typically come from city or county general funds.

Cities contract with KCATA for service but may operate their own services with private operator.

46%

of transit revenue from local sources (2022)

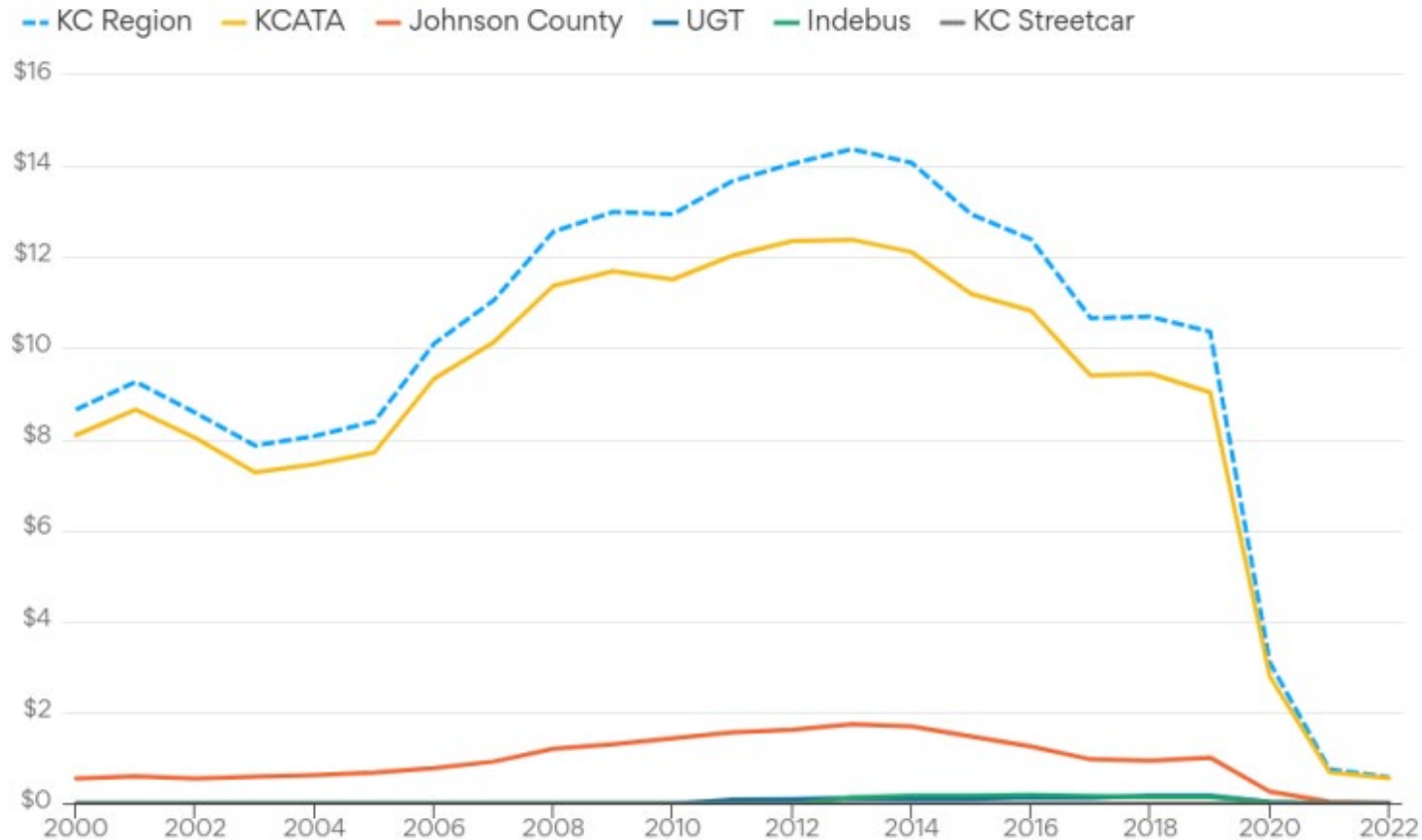
Past and present cities and counties that have expended local funds for transit/mobility services:

- Kansas City, MO
- Kansas City, KS
- Johnson County
- Independence
- North Kansas City
- Gladstone
- Lee's Summit
- Raytown
- Blue Springs
- Liberty
- Riverside



Fare Revenue

Local Agency Annual Fare Revenues (in millions)
National Transit Database (2013-2022)



<1% of transit revenue from fares (2022)

Other sources of funding

1%

of transit
revenue from
other sources
(2022)

- Advertising
- Sponsorships



RideKC

smartmoves

3.0

THE LONG-RANGE TRANSIT
AND MOBILITY PLAN FOR THE
KANSAS CITY REGION

www.kcsmartmoves.org



Vision for Greater Mobility

Smart Moves 3.0 imagines a Kansas City region with viable mobility solutions for empowered residents, successful businesses and vibrant communities.

Five key strategies:

1. Focus on high demand corridors
2. Create mobility hubs
3. Deliver and integrate mobility innovations
4. Enable vibrant places
5. Build strong partnerships



Focus on high demand corridors.



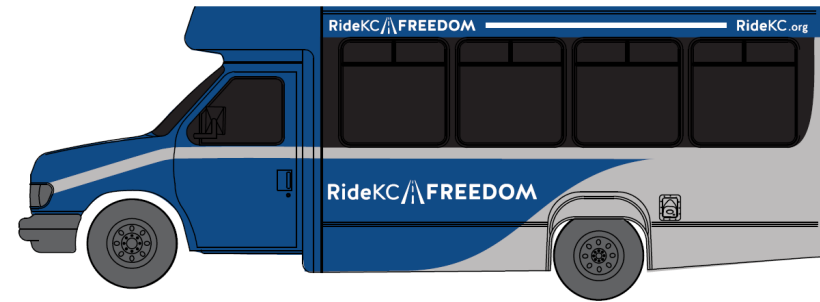
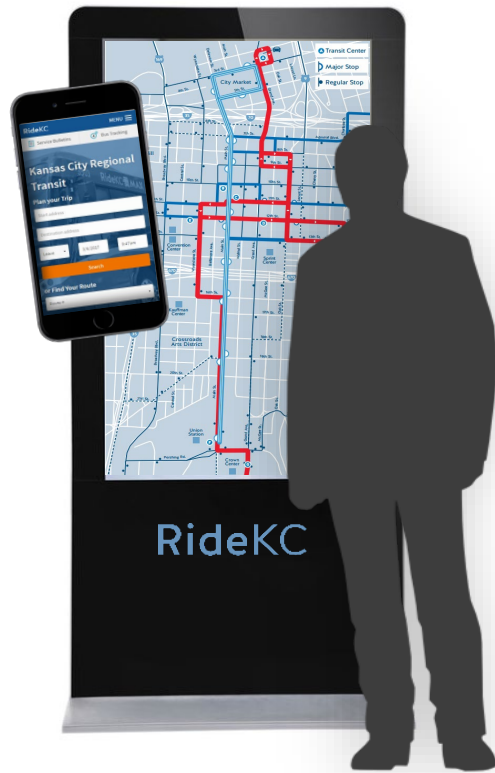


Create mobility hubs.



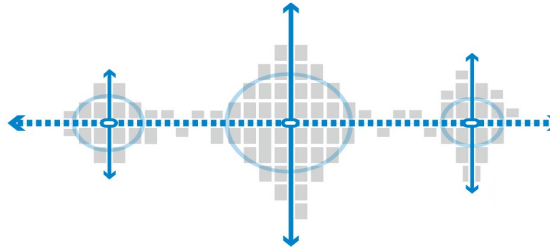


Deliver and integrate mobility innovations.





Enable vibrant places.



**Kansas City, Missouri
Transit-Oriented Development Policy**



Build on strong partnerships.





Estimated Annual Operations Costs

2017 \$\$

In 2024 \$\$

\$237-\$269 M

\$304-\$345 M



Progress

Implementation to date

- Prospect MAX
- KC Streetcar expansion
- Microtransit (IRIS, etc.)
- Transit Oriented Development
- KCI Transit Access Study

Current Planning

- East-West Transit Connection Corridor Design
- North Rail
- Bi-State Sustainable Reinvestment Corridor
- Johnson County Transit Strategic Planning
- World Cup mobility efforts



Update Schedule

2024

MARC scoping update

2025

Plan to initiate update





PEER REGIONS TRANSIT REPORT HIGHLIGHTS



PEER REGIONS TRANSIT REPORT SUMMARY

Mid-America Regional Council
Transportation Department



- The **Peer Regions Transit Report** was 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 2024

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

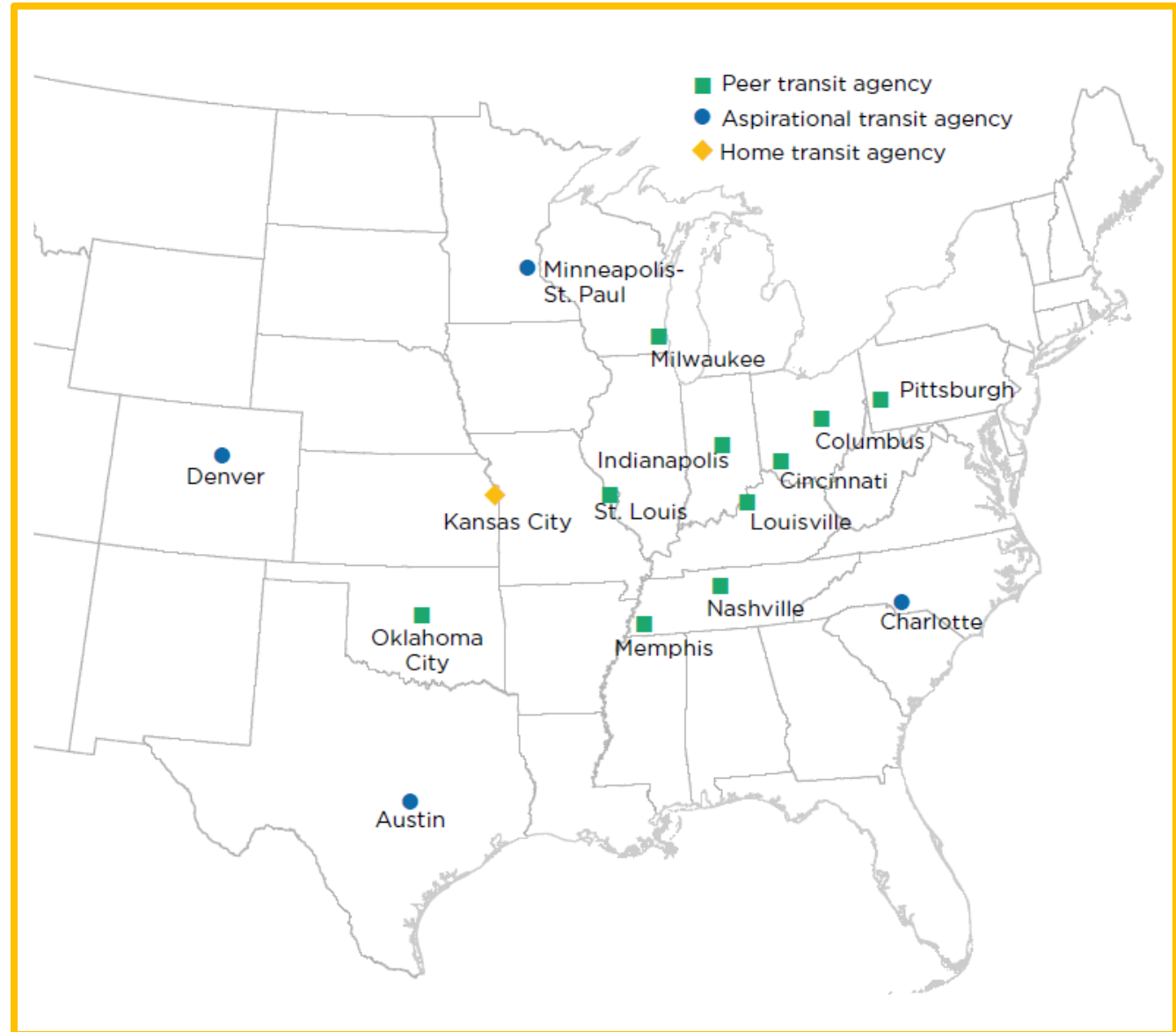
Aspirational Regions

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

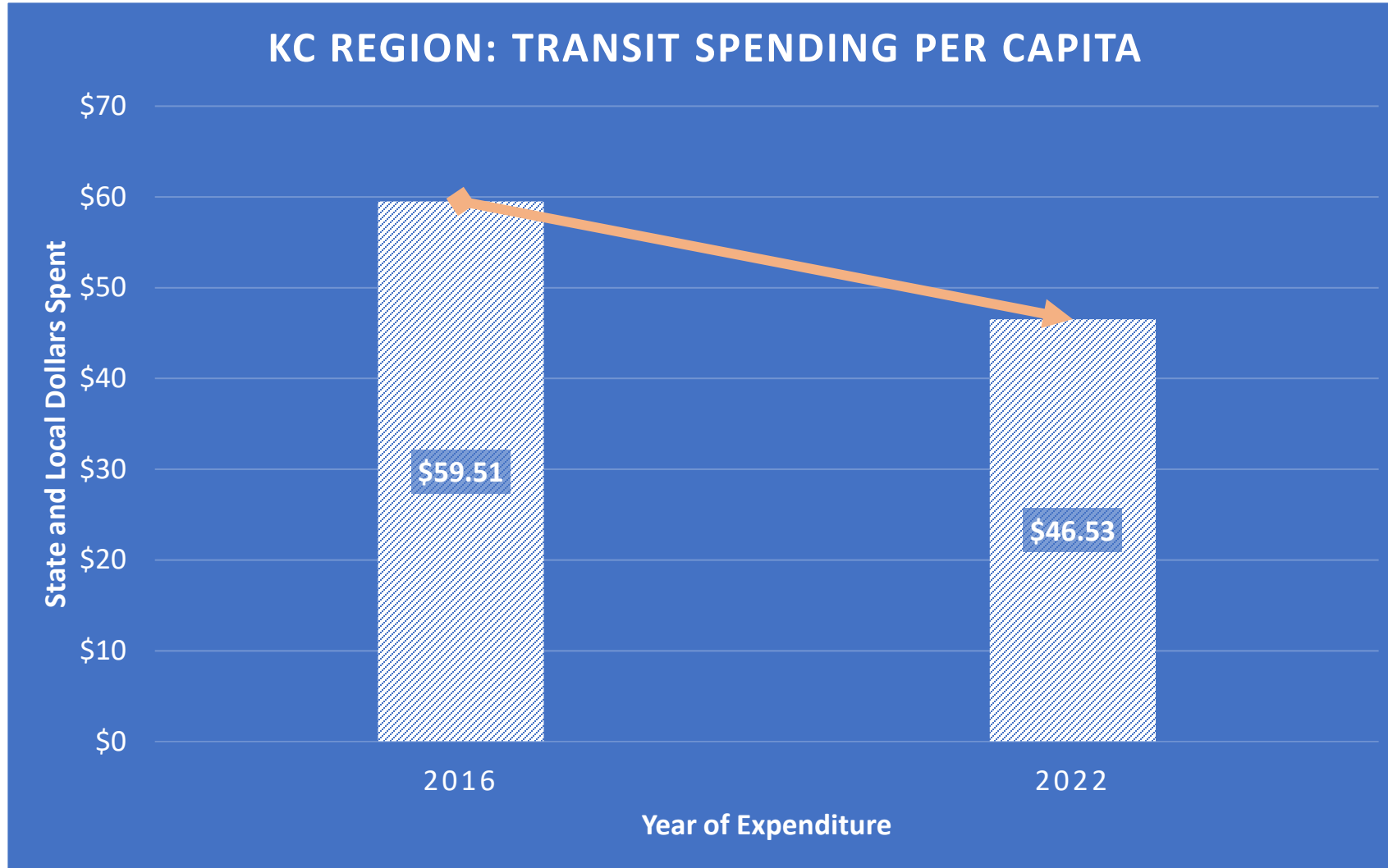
*: Added to this update

<: Moved from Aspirational to Peer

>: Moved from Peer to Aspirational

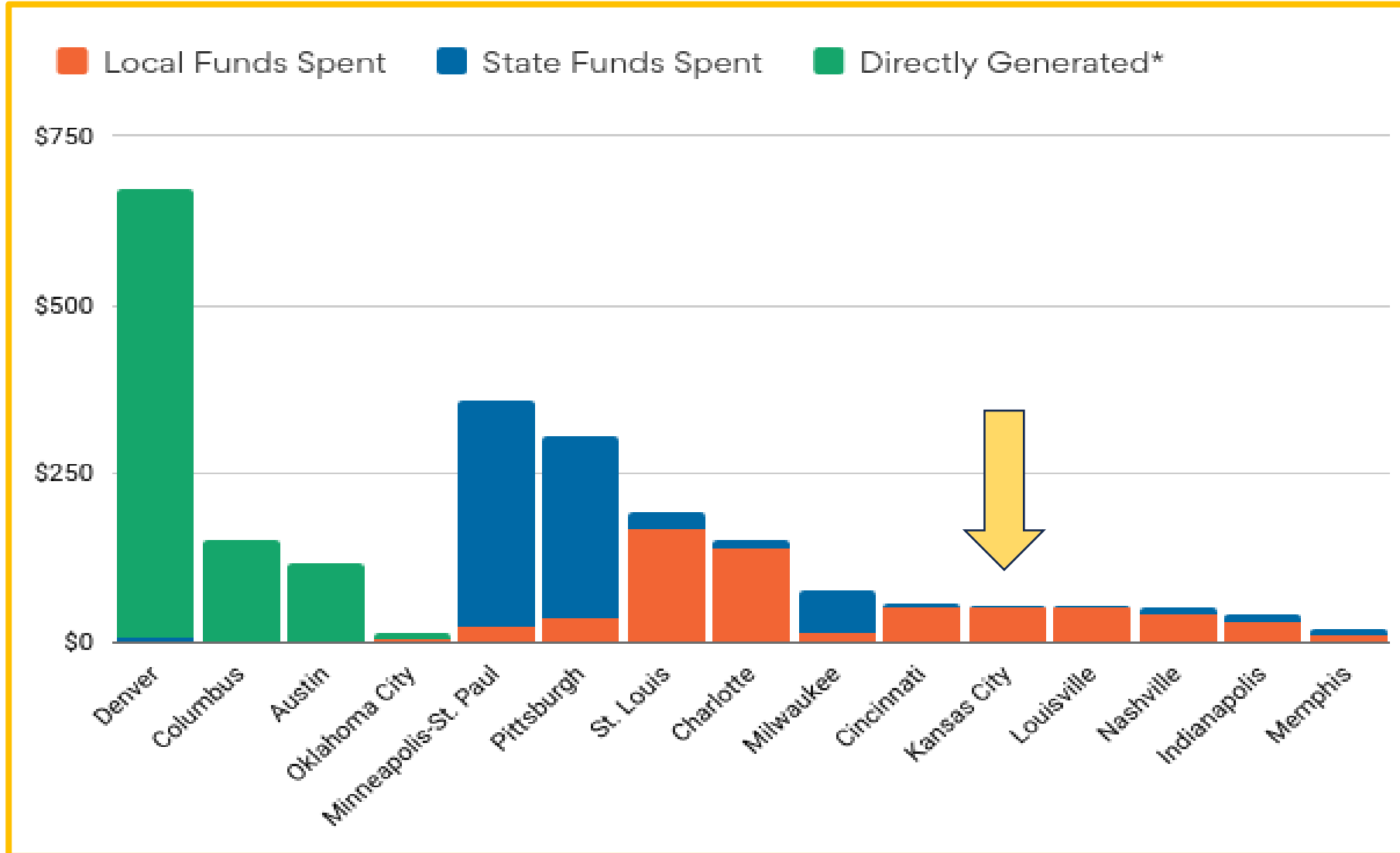


STATE AND LOCAL FUNDING PER CAPITA



STATE AND LOCAL FUNDING EXPENDED

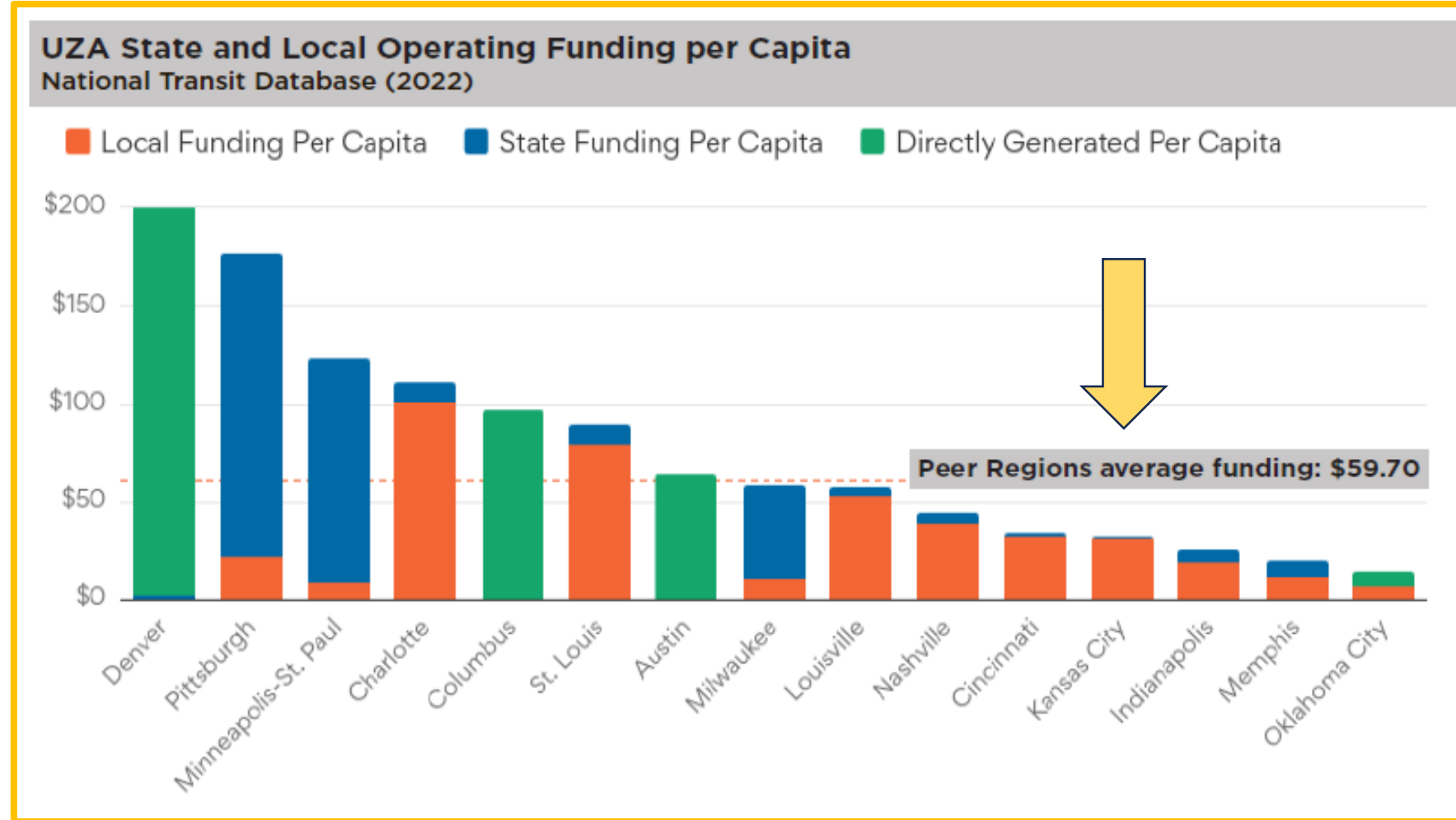
Funds expended (in millions) in 2022 (NTD)

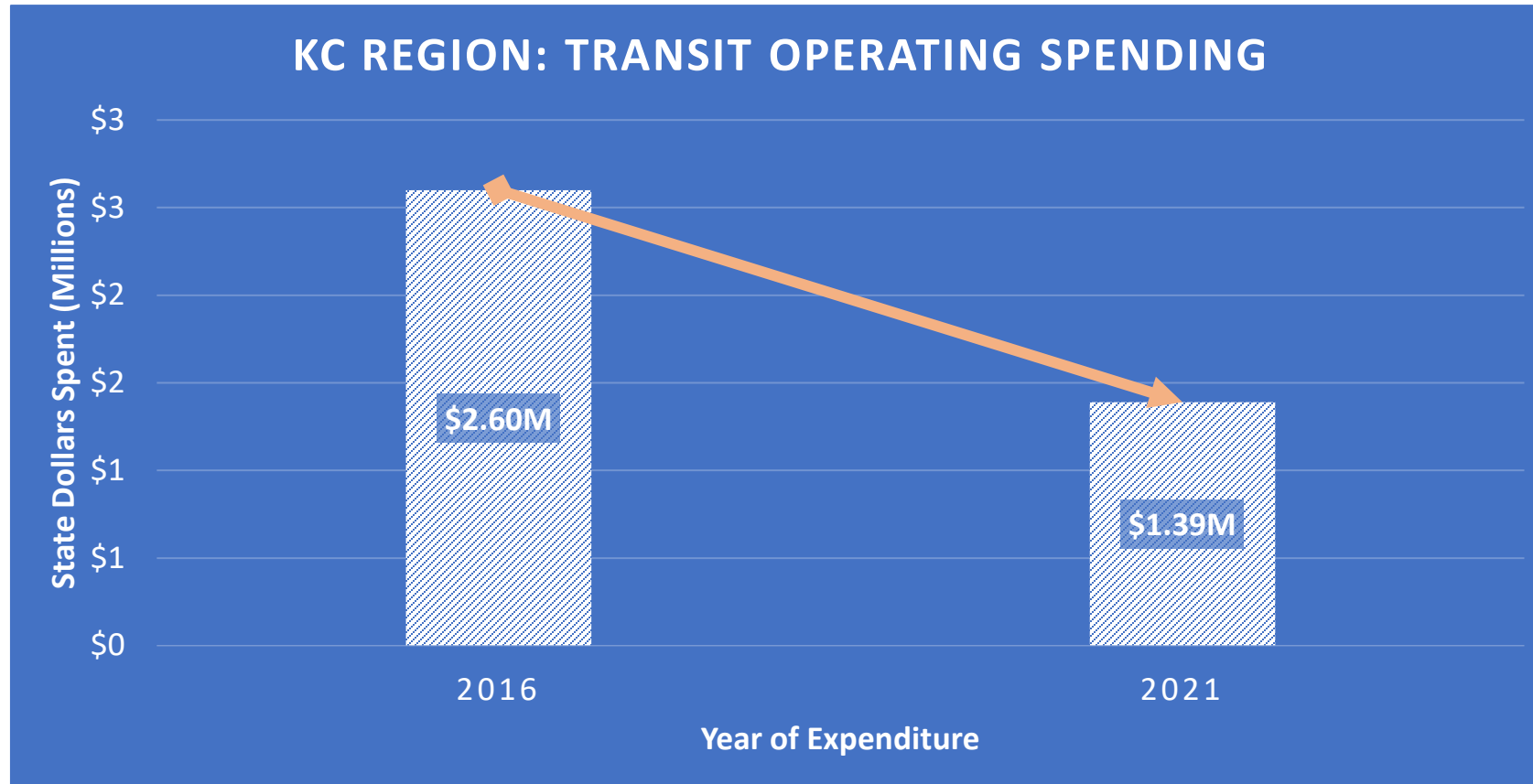


* Directly generated revenues – moneys collected specifically for transportation projects (passenger fares, regional/county-wide taxes specifically collected for transit projects, or other local fees)

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.

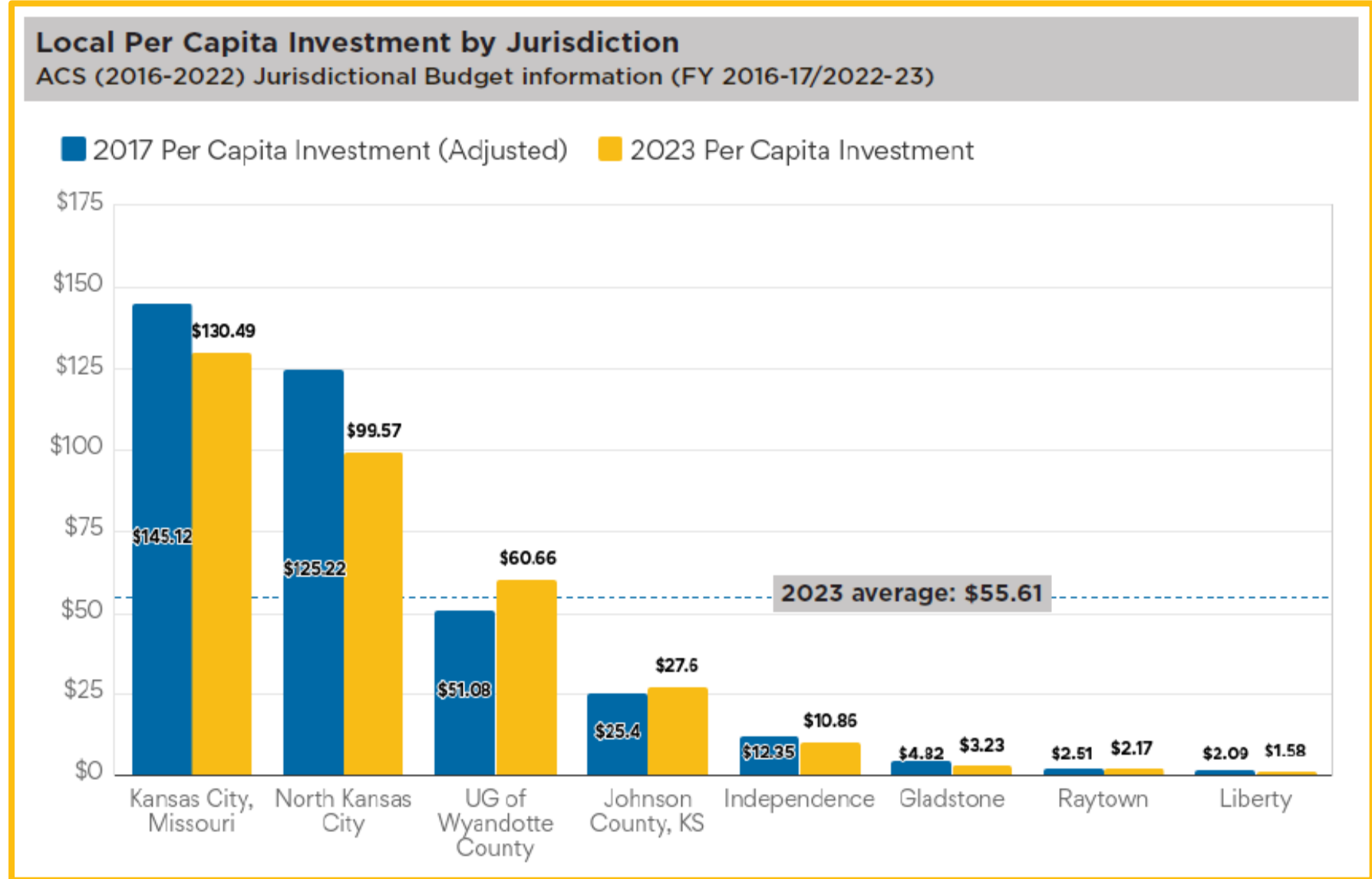




- Kansas agencies spent \$986,182 of this total, while Missouri spent \$403,312
- Below the median of peer cities of \$8.7 million, while aspirational cities on average received \$148 million

LOCAL INVESTMENTS

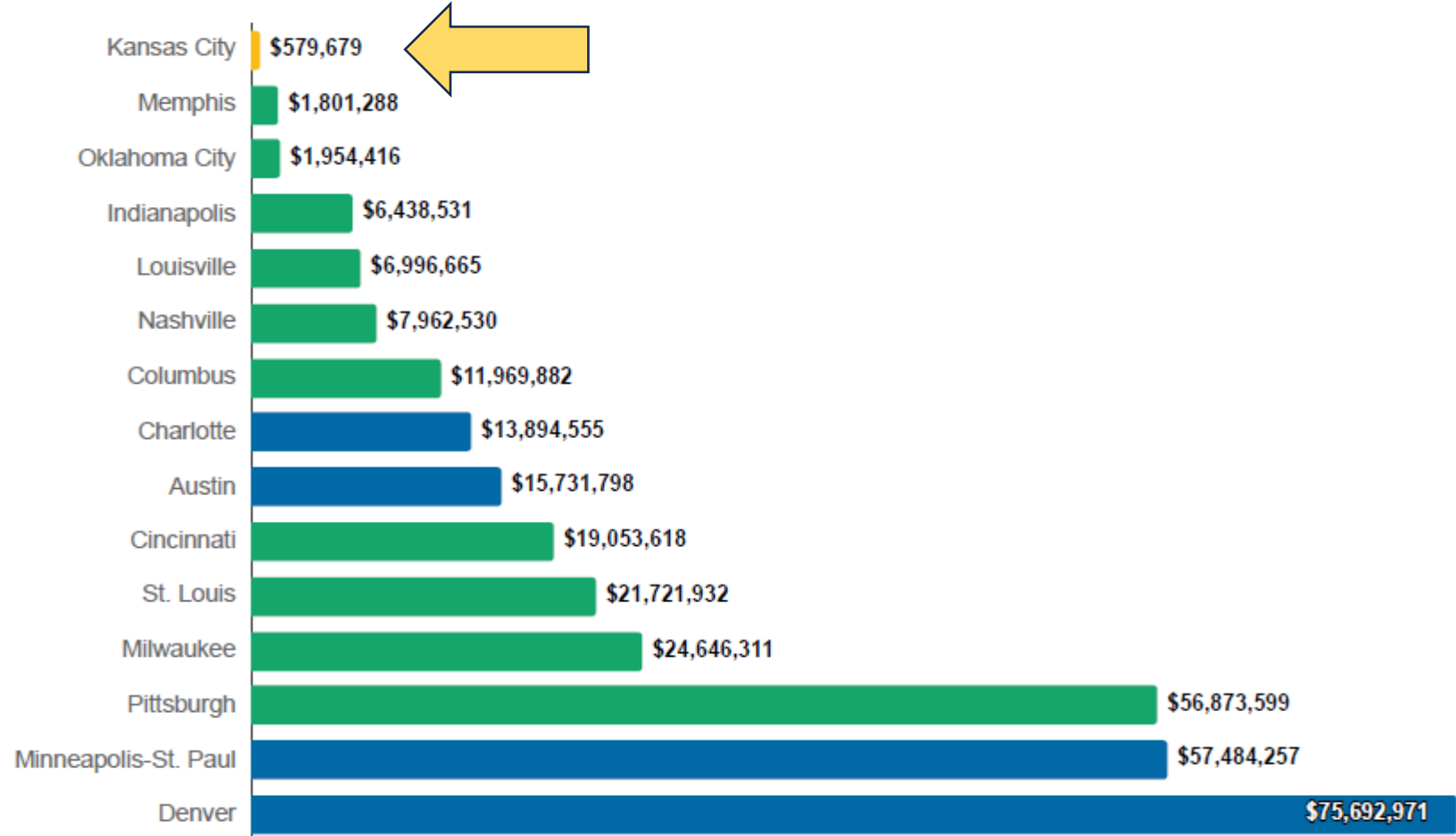
- In 2023, the contributing jurisdictions in the Kansas City region averaged \$55.61 per capita on transit services.
- Locally, Kansas City, Missouri, had the highest contribution with \$130.49 in local investment per capita.



FARE COMPARISON

KCATA is the only agency with a fare-free system. Other agencies provide a few free routes or modes such as streetcars.

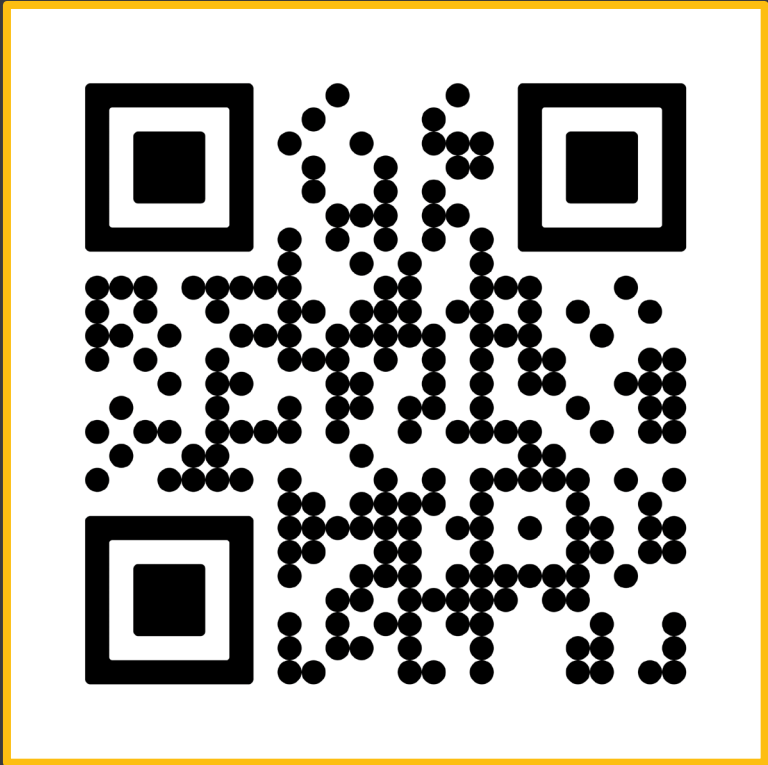
Fare Revenues by UZA
National Transit Database (2022)



- 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 among the smallest decreases compared to other agencies.
- The median decrease amongst all peer and aspirational primary agencies was 52.8 percent.

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%

READ THE FULL SUMMARY



QUESTIONS?

A central graphic on a dark grey background features a white city skyline icon inside a circle. This central circle is connected by white lines to ten smaller circular icons, each representing a different transit mode: a train, a bicycle, a trolley, a bus, a wheelchair, a car, a traffic light, a streetcar, a tram, and a light rail vehicle.

**PEER REGIONS
TRANSIT REPORT
SUMMARY**

Mid-America Regional Council
Transportation Department

MARC
MID-AMERICA REGIONAL COUNCIL



2024 MARC Long Range Transportation Plan Survey Results



Report Summary

Methodology

Survey Description

- 5-page survey made available in English and Spanish

Method of Administration

- By mail and online to a random sample of households in the 9-county metro area
- On average, each survey took approximately 17-18 minutes to complete

Sample Size

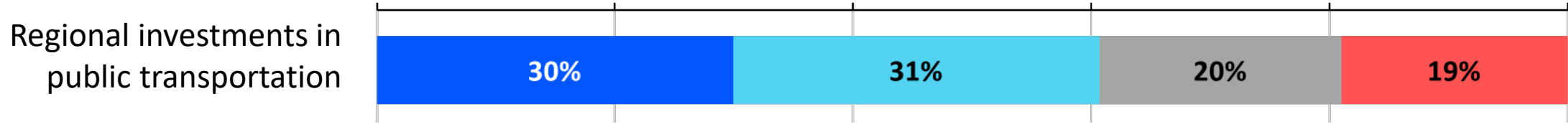
- 1,770 completed surveys

Margin of Error

- +/- 2.33% at the 95% level of confidence

Q10. Support for funding transportation projects using the following funding sources

by percentage of respondents (excluding don't know)



Wording of question:

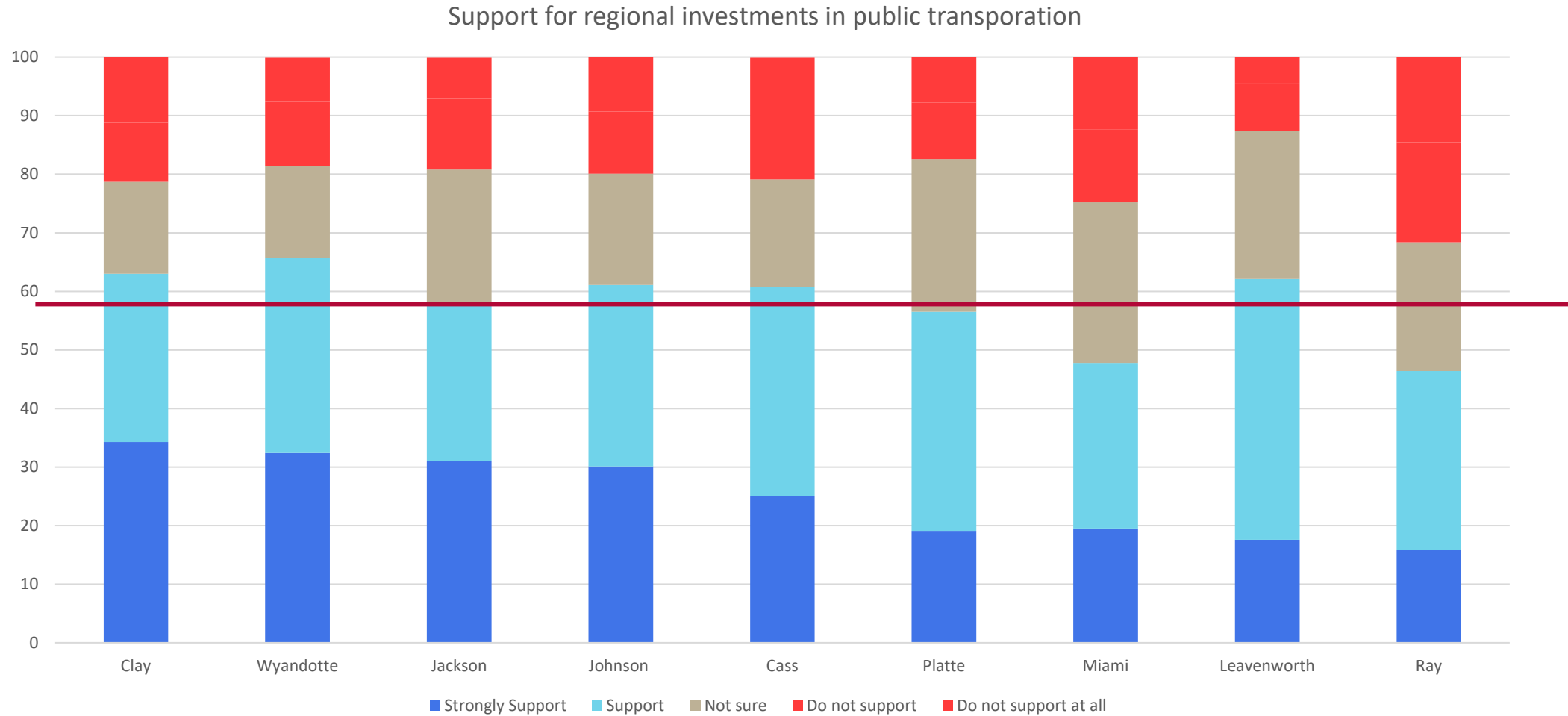
“Regional investments in public transportation – transition public transportation funding from being primarily funded City-by-City to a County-wide or regionally sourced tax to fund & expand public transportation options across the region”

■ Strongly Support (5) ■ Support (4) ■ Neutral (3) ■ Do Not Support / Do Not Support At All (2/1)

Only one funding source received a majority “strongly support” and “support” responses

Q10. Support for funding transportation projects using the following funding sources

by percentage of respondents (excluding don't know)



Strongest support in Clay, Wyandotte, Johnson and Jackson Counties. Majority support in LV, Cass, and Platte.

Panelists

Panel Moderated by WAY TO GO and MARC



Deasiray Bush

Unified Government of Wyandotte
County & Kansas City, Kansas Transit
Director



David Johnson

Kansas City Regional Transit Alliance
Immediate Past Chair



Dick Jarrold

Kansas City Area
Transportation Authority
Deputy Chief Executive Officer



Josh Powers

Johnson County Transit
Director



Tom Gerend

KC Streetcar
Executive Director



Lukas Yanni

Mid-America Regional Council
Transportation Planner





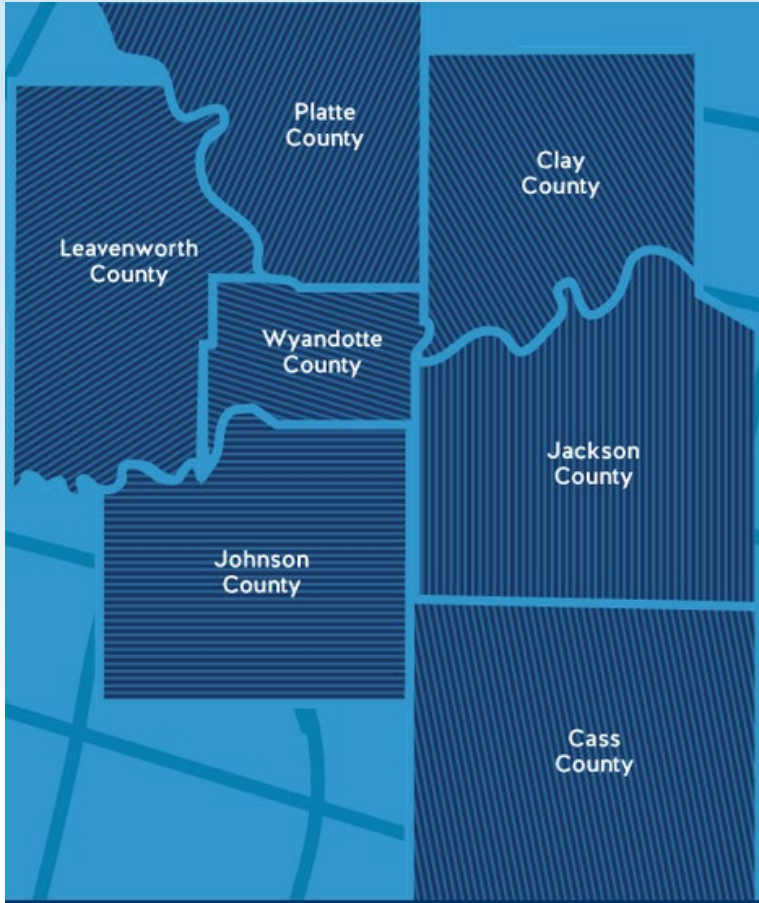
Services:

- Fixed route bus
- Paratransit
- Microtransit
- Non-emergency medical transportation
- Bike share

FUNDING

- City general funds: \$6.7 million
- County: \$1.4 M
- State: \$980,000 (average)
- Federal: \$3.85 M (capital)
 - 5307: \$1.3 M (average)
 - 5310: \$150K (average)
- Surface Transportation Block Grant: \$ 2.4 M

Kansas City Area Transportation Authority



- Established in 1965
- Congressionally Approved Bi-state Compact
- 7 Missouri & Kansas Counties
- 10-Member Board (5 KS / 5 MO)
- Convene, Plan, Manage, Provide Regional Transportation Solutions
- Coordinate All RideKC Services
- NO Taxing Authority

KCATA Operations

- Transit Services / Operations
 - 34 Fixed, BRT & Flex Routes
 - IRIS MicroTransit
 - ADA Paratransit (RideKC Freedom)
 - RideKC Freedom On-demand
 - > 12 Million Annual Passenger Trips
- Operating Budget
 - 660 Employees
 - \$127 Million (2024)



How Are KCATA Operations Funded?

- No Direct Taxing Authority
- No Dedicated Transit Funding (Other than KCMO 3/8-cent Sales Tax)
- No Fare Revenue
- Annual Community Service Contracts
 - Fixed Route: KCMO, UG, Independence, Lee's Summit, North KC
 - Flex/IRIS/Paratransit: Above + Gladstone, Liberty, Riverside, Raytown,
- Federal Funds (Capital)
- State of Missouri (\$2.6 M)



KCATA Challenge



- Federal COVID Relief Funds for Transit Fully Expended in 2025
- No Dedicated Transit Funding (except KCMO)
- Community Contracts Compete Annually w/other Local Priorities
- Transit Needs are Interjurisdictional, but Funding is by Jurisdiction
- Limited State and Federal Funding

Construction costs to date:

Starter line: \$102 million

- TIGER Grant: \$20 M
- STP: \$16 M
- CMAQ: \$2 M
- KCMO Special Obligation Bonds: \$65 M

Main St. Extension: \$351.7 M

- 5309 New Starts: \$174 M
- Local: \$177.7 M

Riverfront Extension: \$61.1 M

- BUILD grant: \$35.2 M
- Local: \$25.9 M (KC Streetcar, KCATA, Port KC)

Annual Operating & Maintenance: \$8 million

- Transportation Development District (TDD)
 - 1% sales tax
 - Special property tax assessment
 - Supplemental special assessment on surface pay parking lots
- Sponsorships

FUNDING

- Local: \$6.8 M (general revenue)
- State: \$1.1 M
- Federal: \$16 M

Services:

- Fixed route bus
- Paratransit
- Microtransit



5

403 SANTA FE

257 RideKC BUS

257

RideKC BUS

Thank you.

WAY
TQ GO