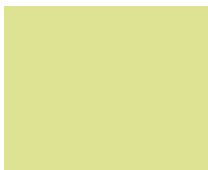
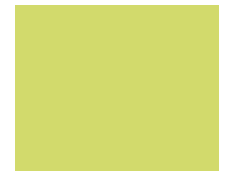
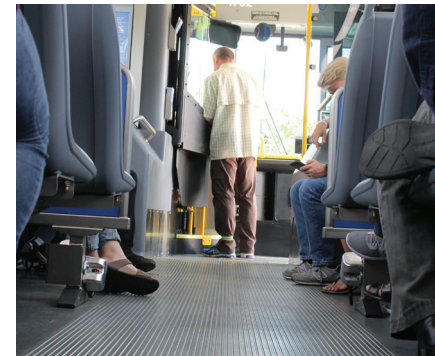
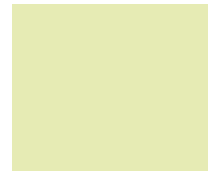


Peer Cities Transit Report Summary

September 2018



This report serves as a benchmark for our regional transit system and how it compares to peer transit systems in terms of funding, ridership, service area and density. The majority of data was collected from the National Transit Database, the 5-year American Community Survey and a custom survey sent to the transit providers included in the report. It strives to provide insight into the factors that affect transit agencies around the country.

The Peer Cities Transit Research Report was first 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. The report was updated in 2014 to serve as a resource for MARC’s transportation committees.



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
Capital Metro Transportation Authority (CapMetro)	Austin
Charlotte Area Transit System (CATS)	Charlotte
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
Metro Transit/Bi-State Development (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
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta
Regional Transportation District (RTD)	Denver
Metro Transit	Minneapolis-St. Paul
Port Authority of Allegheny County (Port Authority)	Pittsburgh

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

Kansas City Area Transit Authority (KCATA)	Kansas City
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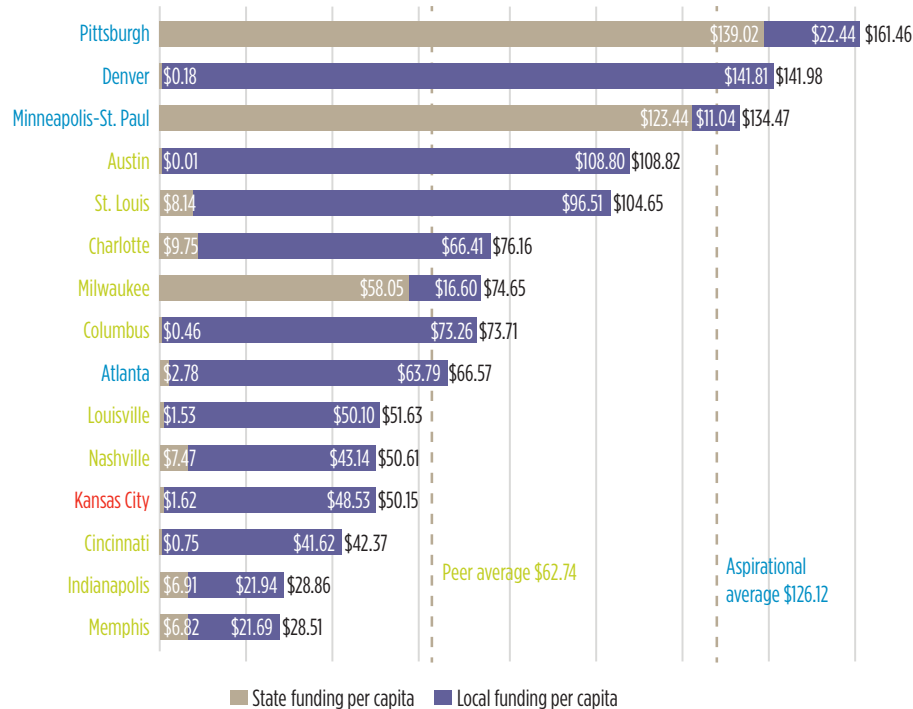
Summary of Significant Findings

State and Local Spending Per Capita

Kansas City transit agencies spent \$50.15 per capita in state and local operating funds in 2016, ranking 12th out of 15 UZAs. This falls below both peer and aspirational agency averages in this measure. Population of the urbanized area was used to figure the per capita rate.

State and local operating funding per capita

2016 National Transit Database, 2016 5-year American Community Survey



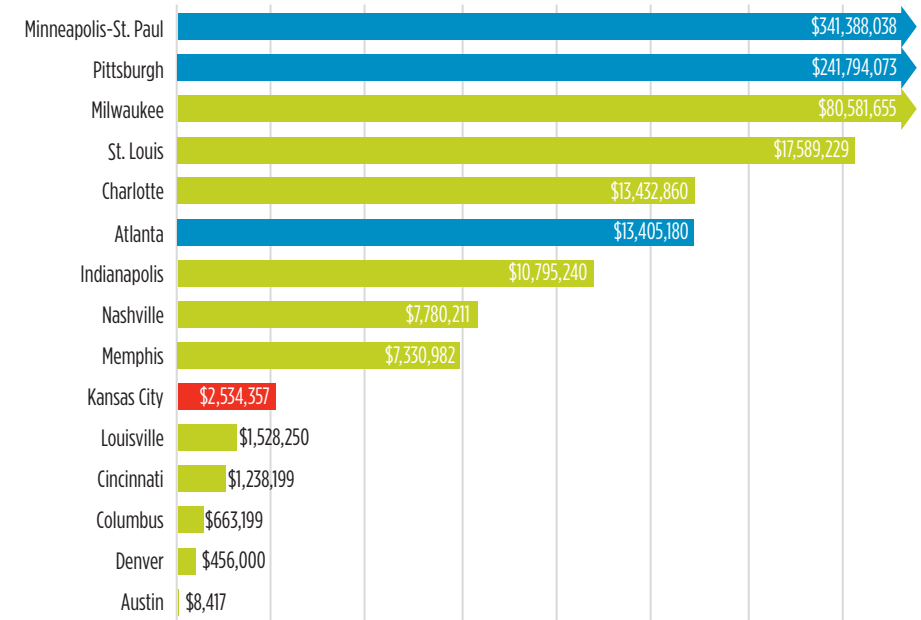
- The average combined state and local per capita funding for peer UZAs, including Kansas City, is \$62.74.
- The average combined state and local per capita funding for aspirational UZAs is \$126.12.
- Many UZAs receive the majority of their operating funding from local sources. The Minneapolis-St. Paul, Pittsburgh and Milwaukee UZAs all receive the majority of their operating funding from their respective states.

State Operating Funding

In 2016, the Kansas City UZA received \$2.5 million in state operating funding, ranking 10th out of 15 peer and aspirational UZAs. Kansas spent \$1.9 million of this total, while Missouri spent \$610,000. Kansas City's total state operating funding is well below the peer and aspirational UZA average of \$49.4 million. Minneapolis, Pittsburgh and Milwaukee significantly drove up this average, with state operating funding levels at or above \$80.6 million.

Total state operating funding

2016 National Transit Database



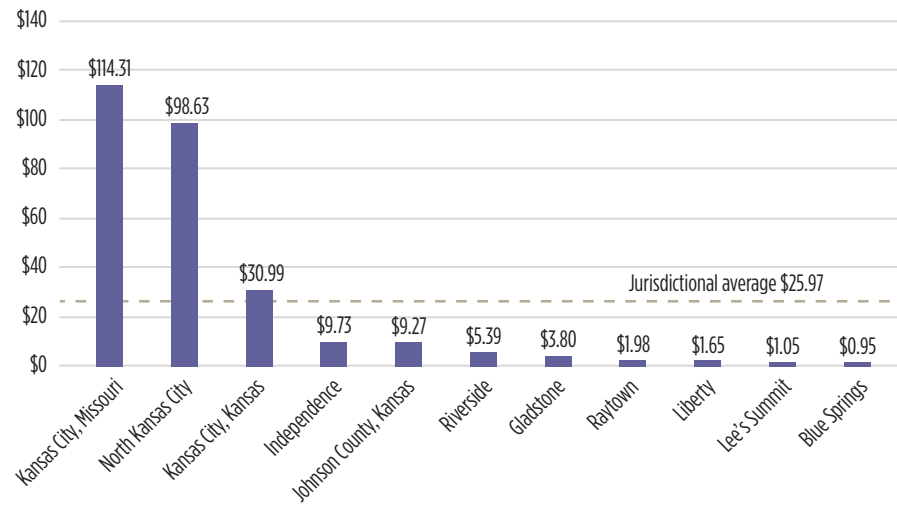
Urbanized area or UZA — an incorporated area with a population of 50,000 or more as defined by the U.S. Census Bureau. The urbanized areas used for this report are from the 2010 Decennial Census.

Transit Funding in the Kansas City Metro Area

Transit funding varies widely across the Kansas City region. In 2016, the contributing jurisdictions in the Kansas City region averaged \$25.97 per capita on transit services. Locally, Kansas City, Missouri, had the highest contribution with \$114.31 in local investment per capita. North Kansas City, Missouri, contributed \$98.63 in local investment per capita, while Kansas City, Kansas, rounded out the top three with \$30.99 in local investment per capita. The top three cities are unchanged from the previous version of this report. These top-ranking municipalities averaged more local per capita contributions than both peer and aspirational agencies, while jurisdictions totaling over 49 percent of the metro's population (Independence, Lee's Summit and Johnson County) fell significantly below the regional average.

Per capita investment by jurisdiction

KCATA and 2016 National Transit Database



Sales Taxes

Sales taxes are a common local funding method used by several large primary transit agencies. KCATA is funded in part by two sales taxes totaling 7/8 cent from the City of Kansas City, Missouri. Among primary agencies, this municipality-based transit tax structure is most similar to the City of Cincinnati, where SORTA receives a 0.3 percent income tax.

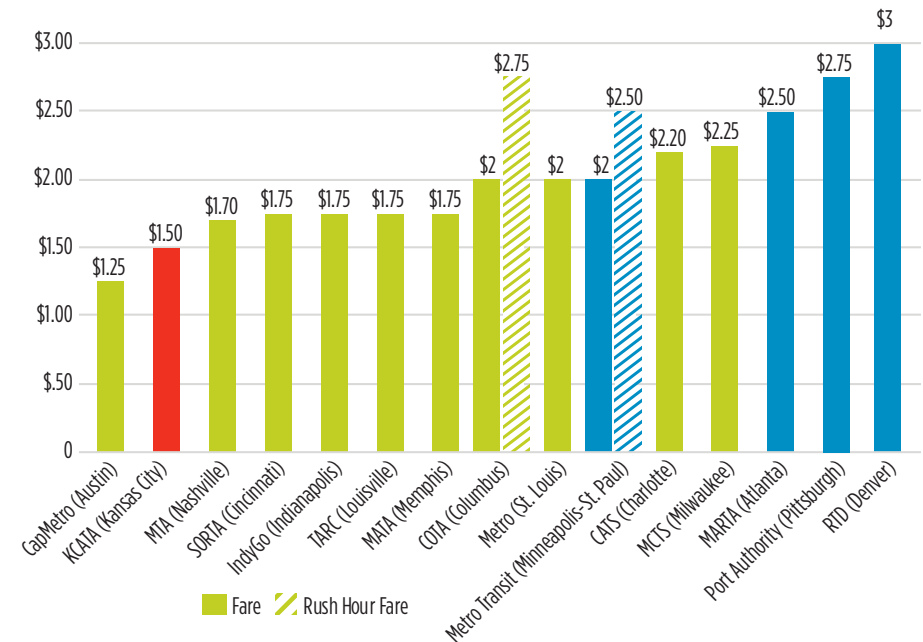
Other models for sales taxation from peer and aspirational transit agencies are based on a combination of city and county sales taxes or service area sales taxes, including:

- Austin: 1 percent sales tax on service area members.
- Columbus, Ohio: 1/4 percent sales and use tax on voters in the COTA service area.
- 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.
- Atlanta: 1 1/2 percent in the City of Atlanta, Georgia, and 1 percent in Fulton, Clayton and DeKalb Counties in Georgia.
- Denver: 1 percent sales and use tax in the regional transportation district.

Fare Comparison

KCATA (and the RideKC system as a whole) charges the second-lowest fare rate of any primary transit agency. Only CapMetro in Austin charges less, at \$1.25.

Cost of single ride bus fare

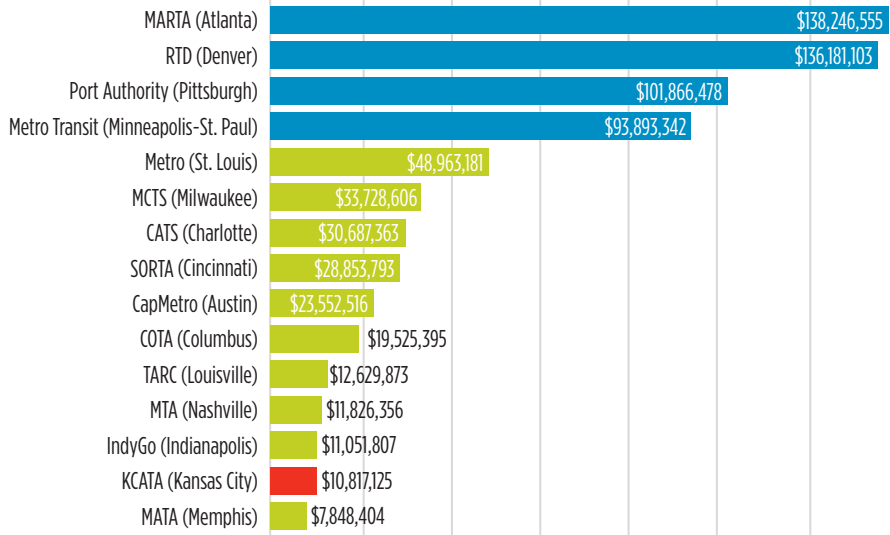


Fare Revenues

Across all modes, KCATA generated the second-lowest fare revenue, \$10.8 million, and the second-lowest farebox recovery ratio, 12 percent, of any primary transit agency in 2016. The National Transit Database defines farebox recovery ratio as the proportion of operating expenses that are paid for by fare revenues. Only Memphis generated less fare revenue, and only Austin had a lower farebox recovery ratio.

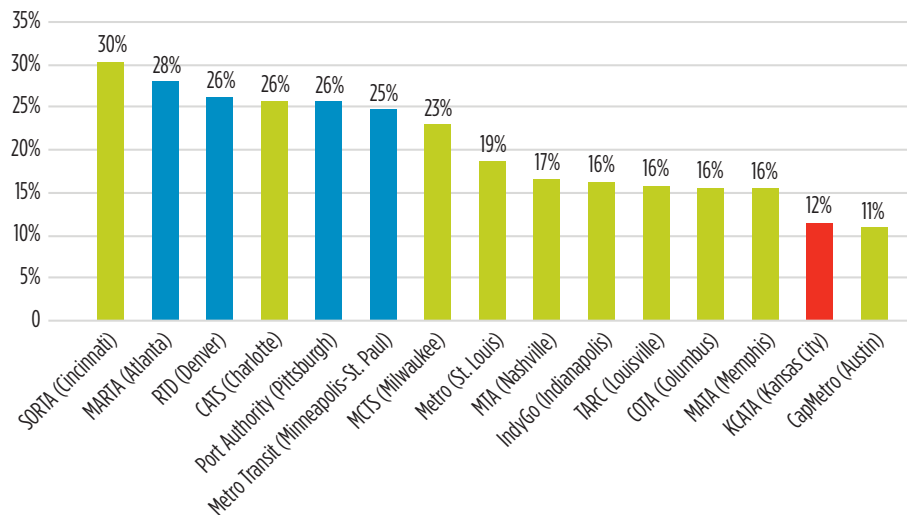
Fare revenues

2016 National Transit Database



Farebox recovery ratio

2016 National Transit Database

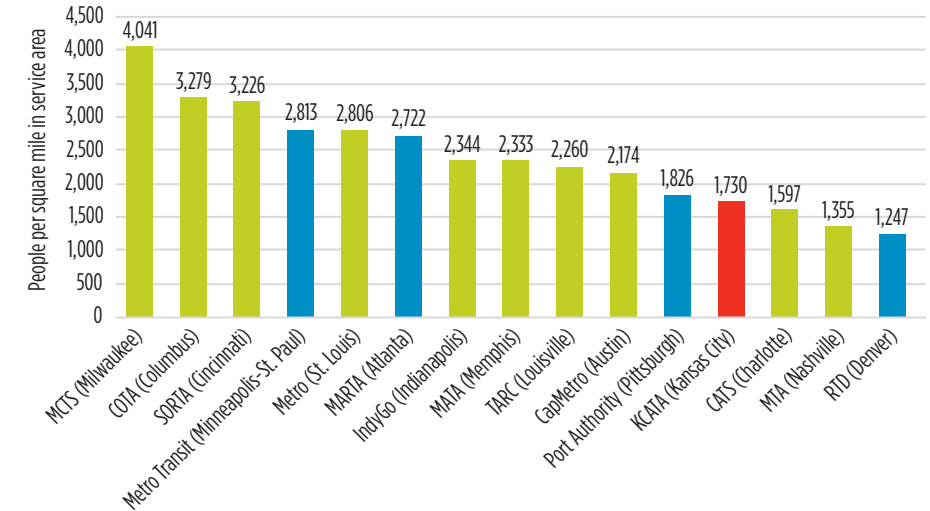


Service Area Density

KCATA ranks 12th out of 15 in service area density at 1,730 persons per square mile. Rank in service area density did not correspond closely with rank in ridership, as shown on page 7.

Service area density

2016 National Transit Database



- Milwaukee has the highest service area density out of all primary agencies, at 4,041 persons per square mile. It also ranks highly in terms of ridership (40.7 million trips), operating expense per bus trip (\$3.32) and trips per revenue hour (30.4). The Milwaukee UZA has a public transit ridership to work rate of 4.1 percent, compared to the Kansas City UZA at 1.3 percent.
- Denver has the lowest service area density out of all primary agencies, 1,247 persons per square mile, yet experienced the second-highest ridership, at 103.3 million trips. The Denver UZA has a 4.5 percent public transit ridership to work rate, compared to the Kansas City UZA at 1.3 percent.

Operating expenses — the expenses associated with the operation of the transit agency, and classified by function or activity, and the goods and services purchased.

Level of Service

Out of all 15 primary transit agencies in 2016, KCATA ranked 12th in most vehicle revenue hours with 790,000 hours, and 11th in most vehicle revenue miles at 11.6 million miles.

Branding

Of the UZAs compared, the Kansas City UZA is currently the only one to unify its regional transit agencies under one brand — RideKC. However, in May of 2018, the Georgia state government created the Atlanta-region Transit Link Authority (The ATL) to bring the metro area transit under one branding and governing body. The branding will begin to take effect in 2019.

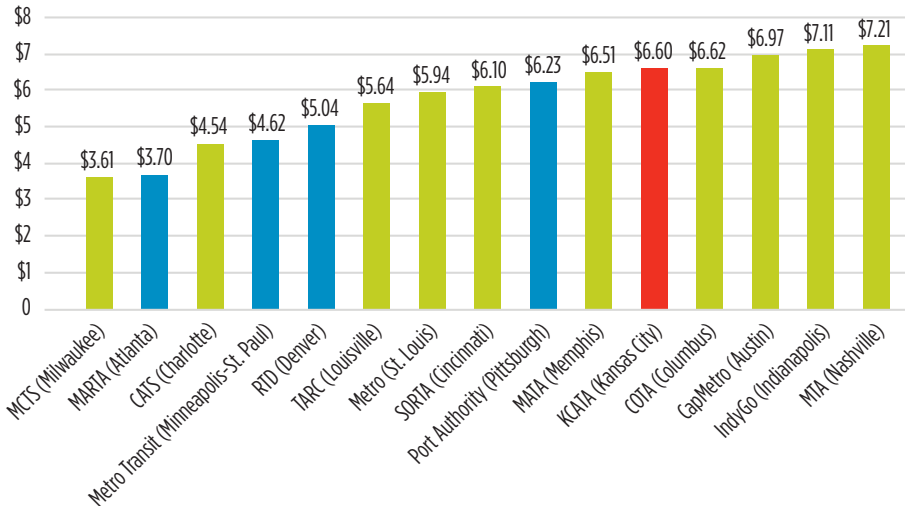
Performance Measures

Primary transit agencies were ranked on two performance measures, applied across all of an agency's modes:

- KCATA ranked 7th out of 11 peer agencies and 11th out of all primary agencies in terms of operating expense per passenger trip at \$6.60.

Operating expense per unlinked passenger trip

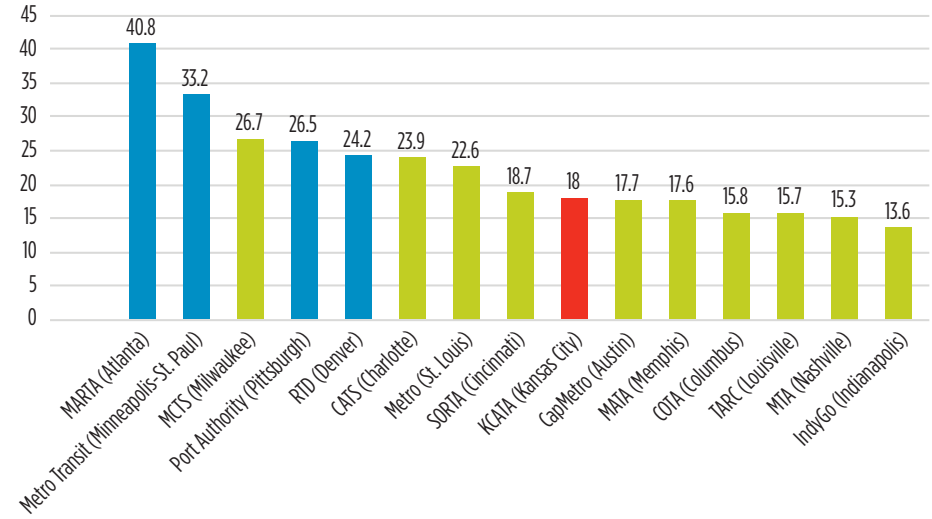
2016 National Transit Database



- KCATA ranked 5th out of 11 peer agencies and 9th out of all primary agencies in terms of unlinked passenger trips per vehicle revenue hour at 18.0.

Unlinked passenger trips per vehicle revenue hour

2016 National Transit Database



Milwaukee was the only peer agency to outperform aspirational agencies in both of the above performance measures. This is indicative of a system that is both cost and service effective.

Relationships with Ride-hailing Services

In a survey to the peer and aspirational agencies included in this report, no respondent agency had established a formal agreement with a ride-hailing service provider, such as Uber or Lyft.

Unlinked passenger trips — 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.

Vehicle revenue hour — the number of hours vehicles are scheduled or actually travel while in revenue service.

Vehicle revenue mile — distance vehicles are scheduled to or actually travel while in revenue service.

Aspirational Systems

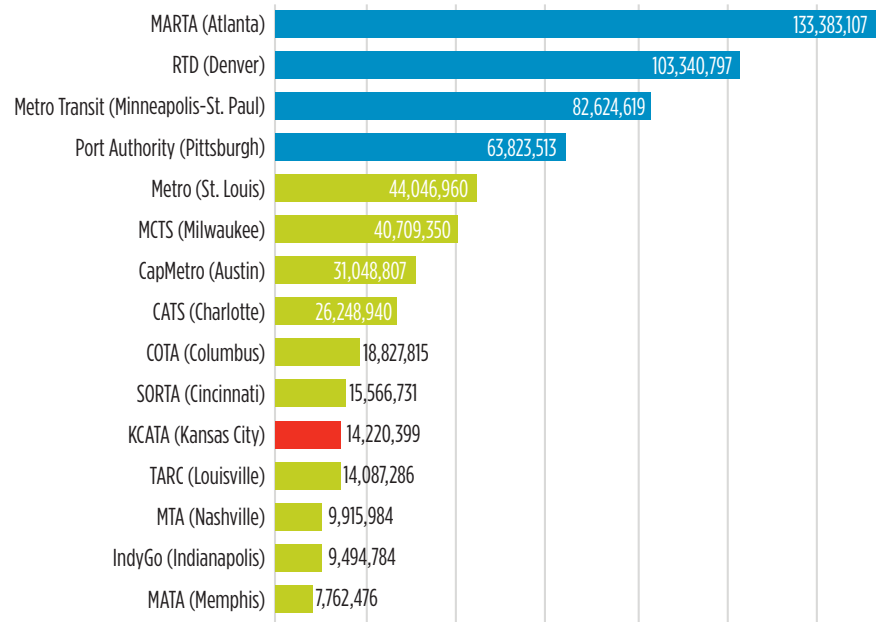
A survey of our peer and aspirational transit agencies indicated that they consider Sound Transit in Seattle, Tri-Met in Portland and RTD in Denver exemplary transit systems.

Ridership

In 2016, KCATA delivered the seventh-highest transit system ridership out of 11 peer primary agencies, and 11th out of all 15 agencies. Annual ridership is the number of passengers who board public transportation vehicles every year. Passengers are counted each time they board a vehicle, no matter how many vehicles they use to travel from their origin to their destination.

Annual ridership

2016 National Transit Database

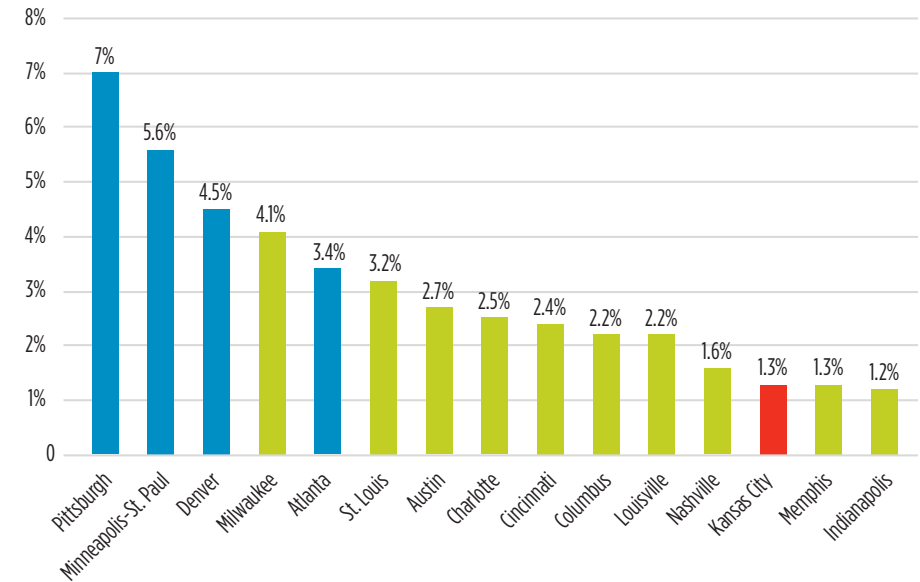


Ridership to Work

The Kansas City UZA tied with the Memphis UZA for the second-lowest transit ridership-to-work rate at 1.3 percent. Out of the included UZAs, the Pittsburgh UZA had the highest ridership-to-work rate at 7 percent.

Percent of public transit ridership to work

2016 5-year American Community Survey



This summary report offers a look at significant findings. Visit marc.org/peertransit for a full report in early 2019.



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