One RideKC: Regional Transit And Funding Plan
Kansas City Area Transportation Authority
#OneRideKC

Financial Task Force, June 3, 2021
Agenda

• Introduction and Overview
• Regional Funding for Transit
• Regional Funding Implementation
• Evaluation and Consensus Building
• Discussion/Q&A
Process Overview

Concurrent tasks of communications and stakeholder engagement, transit planning, and financial planning.

April 2021
• Project Kickoff
• Data Analysis
• Market Research

May 2021
• Market Analysis
• Stakeholder Advisory Committee Meeting #1
• Citizens Advisory Committee Meeting #1
• Financial Task Force Meeting #1

June 2021
• Develop Plan Scenarios
• 4 Pillars Screening
• Financial Model Development

July 2021
• Develop Preferred Scenario Development
• Financial Model Complete

August 2021
• Preferred Scenario Refinement
• Financial Model Refinement
• Stakeholder Advisory Committee Meeting #2
• Citizens Advisory Committee Meeting #2
• Financial Task Force Meeting #2

September/October 2021
• Transit Plan
• Funding Plan
• Communications Plan
• Case Statement
• Joint Meeting
Where We Are

- Need to make the case for regional investment
- Need to build on existing foundation
- Need a road map to success

Where We’ll Finish

- Communication Plan
- Financial Plan
- Transit Plan
- Stakeholder Engagement
- Case Statement
- Success Road Map
  - Actionable
  - Milestones
  - Owners
Advisory Committees

**Stakeholder Advisory Committee**
Role: Executive level advisory and thought-leadership insight to the overall process.
Provide thought leadership to community perception, message development, case statement, and strategy.

**Citizens Advisory Committee**
Role: Citizens focused advisory to the transit planning process and will ensure voices from the community are heard.
Advise in the development of plans that are responsive to community priorities and equitable transportation.

**Financial Task Force**
Role: Municipal finance focused on advisory and validation to financial strategies, assumptions and model.
Advise in the development of financial plans and assumptions, assure validity of revenues and costs associated with the long-term funding of the program.
<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bob Huston</td>
<td>Cass County</td>
</tr>
<tr>
<td>Charlie Shields</td>
<td>Truman Medical Centers/University Health</td>
</tr>
<tr>
<td>Councilwoman Melissa</td>
<td>City Council, Kansas City, 3rd District</td>
</tr>
<tr>
<td>Robinson</td>
<td></td>
</tr>
<tr>
<td>Darin Sanders</td>
<td>Clay County</td>
</tr>
<tr>
<td>Leonard Graham</td>
<td>Taliaferro &amp; Browne</td>
</tr>
<tr>
<td>Mike Kelly</td>
<td>Roeland Park</td>
</tr>
<tr>
<td>Scott Francis</td>
<td>Philanthropist</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Ann Smith-Tate</td>
<td>Shawnee Chamber of Commerce</td>
</tr>
<tr>
<td>Bill Dietrich</td>
<td>Downtown Council of KC</td>
</tr>
<tr>
<td>Bill Ferguson</td>
<td>Overland Park Chamber of Commerce, Central Bank of the Midwest</td>
</tr>
<tr>
<td>Brad Cornell</td>
<td>Olathe Chamber of Commerce</td>
</tr>
<tr>
<td>Brian McKiernan</td>
<td>Unified Government of Wyandotte County / Kansas City, Kansas</td>
</tr>
<tr>
<td>Caleb Clifford (Alternate for Frank White Jr.)</td>
<td>Jackson County</td>
</tr>
<tr>
<td>Carlos Gomez</td>
<td>Hispanic Chamber</td>
</tr>
<tr>
<td>Carolyn Watley</td>
<td>CBIZ Benefits &amp; Insurance Services, Inc., KCADC, KC Chamber of Commerce</td>
</tr>
<tr>
<td>Cassandra Wainwright</td>
<td>Concerned Clergy Coalition of Kansas City</td>
</tr>
<tr>
<td>Clyde McQueen</td>
<td>Full Employment Council</td>
</tr>
<tr>
<td>Crissy Dastrup (Alternate for Councilman Eric Bunch)</td>
<td>City Council, Kansas City, 4th District</td>
</tr>
<tr>
<td>Daniel Silva</td>
<td>Kansas City, Kansas Chamber of Commerce</td>
</tr>
<tr>
<td>David Cauble (alternate for Paul Kempinski)</td>
<td>Children's Mercy Hospital</td>
</tr>
<tr>
<td>Ed Ford</td>
<td>Northland Regional Chamber of Commerce</td>
</tr>
<tr>
<td>Eileen Weir</td>
<td>City of Independence</td>
</tr>
<tr>
<td>Griffin Smith (alternate for Shelia Daniel)</td>
<td>MoDOT - Kansas City District</td>
</tr>
<tr>
<td>Gwen Grant</td>
<td>Urban League of Greater Kansas City</td>
</tr>
<tr>
<td>Janee Hanzlick</td>
<td>Johnson County Government</td>
</tr>
<tr>
<td>Jon Stephens</td>
<td>Port KC</td>
</tr>
<tr>
<td>Josh Powers</td>
<td>Johnson County</td>
</tr>
<tr>
<td>Justice Horn</td>
<td>Department of Energy and Metropolitan Energy Center</td>
</tr>
<tr>
<td>Justus Welker</td>
<td>Unified Government</td>
</tr>
<tr>
<td>Ken Bacchus</td>
<td>Black Chamber of Commerce of Greater Kansas City</td>
</tr>
<tr>
<td>Kim Randolph</td>
<td>Heartland Black Chamber of Commerce</td>
</tr>
<tr>
<td>Lindsey Douglas</td>
<td>KDOT</td>
</tr>
<tr>
<td>Pat &quot;Duke&quot; Dujakovich</td>
<td>Greater AFL-CIO</td>
</tr>
<tr>
<td>Marc Hill</td>
<td>Civic Council</td>
</tr>
<tr>
<td>Rep. Ingrid Burnett</td>
<td>Missouri House of Representatives</td>
</tr>
<tr>
<td>Ron Achelpohl</td>
<td>MARC</td>
</tr>
<tr>
<td>Tamika McClaine</td>
<td>UG, KCATA Commissioner</td>
</tr>
<tr>
<td>Teresa Martinez</td>
<td>Visit KC</td>
</tr>
<tr>
<td>Tim McKee</td>
<td>Olathe Chamber of Commerce</td>
</tr>
<tr>
<td>Tom Gerend</td>
<td>KC Streetcar Authority</td>
</tr>
<tr>
<td>Tracey Osborne Oltjen</td>
<td>Overland Park Chamber of Commerce</td>
</tr>
<tr>
<td>Vickie Wolgast</td>
<td>South KC Chamber and Martin City District Manager</td>
</tr>
<tr>
<td>William &quot;Bill&quot; George</td>
<td>Kansas City Transportation Group</td>
</tr>
</tbody>
</table>
## Financial Task Force Invitations

### INVITED - NOT ACCEPTED

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brennan Crawford</td>
<td>Community Housing of Wyandotte County/Community Development Financial Institution Coalition</td>
</tr>
<tr>
<td>Daniel Serda</td>
<td>LISC/Community Development Financial Institution Coalition</td>
</tr>
<tr>
<td>Deb Herman</td>
<td>Northland Neighborhood Inc</td>
</tr>
<tr>
<td>Fred Yonker</td>
<td>Belton Chamber of Commerce, Cass County Coalition of Chambers</td>
</tr>
<tr>
<td>Jeff Pittman</td>
<td>Kansas Legislature - state senator</td>
</tr>
<tr>
<td>Joe James</td>
<td>Country Club Bank, Northland Regional Chamber of Commerce</td>
</tr>
<tr>
<td>Todd LaSala</td>
<td>Stinson</td>
</tr>
</tbody>
</table>

### INVITATION ACCEPTED

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adam Timmerman</td>
<td>KC Chamber</td>
</tr>
<tr>
<td>Alise Martiny</td>
<td>Building Trades</td>
</tr>
<tr>
<td>Allison Bergman</td>
<td>Hardwick Law Firm</td>
</tr>
<tr>
<td>David Warm</td>
<td>Hall Family Foundation, MARC</td>
</tr>
<tr>
<td>Deb Settle</td>
<td>Northeast Johnson County Chamber of Commerce</td>
</tr>
<tr>
<td>Doug Stone</td>
<td>Lewis Rice, LLC</td>
</tr>
<tr>
<td>Herb Hardwick</td>
<td>Hardwick Law Firm</td>
</tr>
<tr>
<td>Jason Carter-Solomon</td>
<td>Enterprise Bank &amp; Trust</td>
</tr>
<tr>
<td>Joe Hudson</td>
<td>Carpenters Union</td>
</tr>
<tr>
<td>Joe Reardon</td>
<td>KC Chamber</td>
</tr>
<tr>
<td>Kathleen VonAchen</td>
<td>Unified Government</td>
</tr>
<tr>
<td>Marcia Harrington</td>
<td>Wyandotte Economic Development Council (alternate for Greg Kindle)</td>
</tr>
<tr>
<td>Mark Coulter</td>
<td>Port KC</td>
</tr>
<tr>
<td>Matt Tapp</td>
<td>Platte County EDC</td>
</tr>
<tr>
<td>Michael Collins</td>
<td>JE Dunn Capital Partners</td>
</tr>
<tr>
<td>Reginald Lindsey</td>
<td>UG Budget Director</td>
</tr>
<tr>
<td>Scott Neufeld</td>
<td>Johnson County</td>
</tr>
<tr>
<td>Tammy Queen</td>
<td>KCMO</td>
</tr>
</tbody>
</table>
### Citizens Advisory Committee Invitations

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beto Lopez</td>
<td>Guadalupe Center</td>
</tr>
<tr>
<td>Dan Goodman</td>
<td>Johnson County, Kansas, Area Agency on Aging</td>
</tr>
<tr>
<td>David Hanzlick</td>
<td>Sheffield Place</td>
</tr>
<tr>
<td>Don Maxwell</td>
<td>Prospect Business Association</td>
</tr>
<tr>
<td>Doug Cowan</td>
<td>Community Services League</td>
</tr>
<tr>
<td>Linda Brown</td>
<td>President of the Blue Hills Neighborhood Association</td>
</tr>
<tr>
<td>Reinhard Mabry</td>
<td>Alphapointe</td>
</tr>
<tr>
<td><strong>INVITED - NOT ACCEPTED</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>INVITATION ACCEPTED</strong></td>
<td></td>
</tr>
<tr>
<td>Aaron Deacon</td>
<td>Ride KC Advisory Committee, KC Digital Drive</td>
</tr>
<tr>
<td>Ajibola Adepoju Barbee</td>
<td>Jewish Vocational Services</td>
</tr>
<tr>
<td>(Alternate for Hilary Singer)</td>
<td></td>
</tr>
<tr>
<td>Amy Castillo</td>
<td>Ability KC</td>
</tr>
<tr>
<td>Ann Smith Tate</td>
<td>Church of the Resurrection</td>
</tr>
<tr>
<td>Brandon Kenig</td>
<td>Mainstream Coalition Board of Directors (former Johnson County Transportation Council)</td>
</tr>
<tr>
<td>Brandy Williams</td>
<td>Mid-America LGBT Chamber</td>
</tr>
<tr>
<td>(Alternate for Suzanne Wheeler)</td>
<td></td>
</tr>
<tr>
<td>Donna Mandelbaum</td>
<td>KC Streetcar Authority</td>
</tr>
<tr>
<td>Elaine Stroud</td>
<td>KCK Housing Authority</td>
</tr>
<tr>
<td>(Alternate for Thomas Scott)</td>
<td></td>
</tr>
<tr>
<td>Eric Rogers</td>
<td>BikeWalkKC</td>
</tr>
<tr>
<td>Gina Gowin</td>
<td>Alphapointe</td>
</tr>
<tr>
<td>John Sharp</td>
<td>Johnson County, South Kansas City Alliance</td>
</tr>
<tr>
<td>Julie Brewer</td>
<td>United Community Services of Johnson County</td>
</tr>
<tr>
<td>Keely J. Schneider</td>
<td>Workforce Partnership (Johnson, Leavenworth, Wyandotte)</td>
</tr>
<tr>
<td>Logan Heeley</td>
<td>City of Overland Park</td>
</tr>
<tr>
<td>Matt Staub</td>
<td>RTA</td>
</tr>
<tr>
<td>Merrique Jenson</td>
<td>Trans Formations</td>
</tr>
<tr>
<td>Michele Stitt</td>
<td>The Church of Jesus Christ of Latter-day Saints</td>
</tr>
<tr>
<td>Niki Lee Donawa</td>
<td>Truman Medical Center</td>
</tr>
<tr>
<td>Paige Perlik</td>
<td>National WWI Museum and Memorial</td>
</tr>
<tr>
<td>Sean Ackerson</td>
<td>Southtown Council</td>
</tr>
<tr>
<td>Steve Franklin</td>
<td>Johnson County Community College</td>
</tr>
<tr>
<td>(Alternate for Pam Vassar)</td>
<td></td>
</tr>
<tr>
<td>Susie Haake</td>
<td>Ride KC Advisory Committee</td>
</tr>
</tbody>
</table>
Four Pillars of Access

- Housing
- Healthcare
- Education
- Employment
Regional Funding for Transit
Current Sources for KCATA Operations

- Passengers Fares & Advertising
- Local Government (both dedicated and general fund)
- State of Missouri (general fund)
- Federal (formula funds)
- Other
Current Local Sources for KCATA Operations

KCATA Operating Sources

- Passengers Fares & Advertising
- Local Government
  - KCMO 1/2-cent Sales Tax
  - KCMO 3/8-cent Sales Tax
  - Community Partners
- State of Missouri
- Federal
- Other

Local Share of 2020 Budget by Community

- Kansas City, MO (Two Sales Taxes) 89.20%
- Johnson County, KS 0.99%
- Unified Government, KS 6.92%
- North Kansas City, MO 0.62%
- Independence, MO 0.34%
- Other...
- Less than 0.02%:
  - Gladstone
  - Blue Springs
  - Raytown
  - Liberty
  - Lee’s Summit
  - Grandview
  - Riverside
  - Unity Village

Least than 0.02%:
- Gladstone
- Blue Springs
- Raytown
- Liberty
- Lee’s Summit
- Grandview
- Riverside
- Unity Village
Current Local Sources for KCATA Operations

**Challenge**

- Purchase of service model –
  - Patchwork of funding
  - Regional providers lack direct control
  - Difficult to budget long-term
- Transit is funded through general funds (all except KCMO)
  - Transit competes with other priorities on an ongoing basis

![Local Share of 2020 Budget by Community](image-url)

- Kansas City, MO (Two Sales Taxes) 89.20%
- Unified Government, KS 6.92%
- Independence, MO 0.34%
- Other...
- Johnson County, KS 0.99%

Less than 0.02%:
- Gladstone
- Blue Springs
- Raytown
- Liberty
- Lee’s Summit
- Grandview
- Riverside
- Unity Village
Existing Budget Philosophy

Revenue must be generated, spent and agreed on by geographic beneficiary, which results in perceived fairness but restrains pursuit of a regional vision or agenda.
Additional Agencies – Local funding

• KC Streetcar
  – TDD sales tax and property assessments
  – KCMO public mass transit tax (capped at $2M by ordinance)

• Unified Government
  – General fund, County aging fund

• Johnson County Transit
  – General fund

• City of Independence
  – General fund
5-Year Capital Budget: $255 million

Local Match = local funding required or committed in order to be awarded federal dollars
Current Sources for KCATA Capital Plan

KCATA
- KCMO Public Mass Transit Sales Taxes
- Community Partner Contractual Contributions
- Federal Formula Grants
- Discretionary Grants Pursued by KCATA (e.g. CIG, CMAQ, STP)
- Grants through Community Partners (e.g. 5307 by Lee’s Summit in 2020)
What would expanded transit funding in the Kansas City region look like?
Potential New Uses for Expanded Local Funding

- Replacement of existing general fund service contracts
- Service expansion and frequency improvements specifically to address job access
- Leverage (local match) for federal capital grants
- Locally funded regional capital investments (streetcar, bus rapid transit, vehicles, transit centers)
Potential New Sources for Expanded Local Funding

- Sales Tax
- Income/Payroll Tax
- Property Tax
- Wheel Tax (vehicle registration)
- Rental Car Tax
- Parking Tax
- TNC Fee
- Hotel Tax
- Motor Fuel Tax
- VMT Tax
- Tolling
- Value Capture
# New Funding Sources for Evaluation

<table>
<thead>
<tr>
<th>Source</th>
<th>Magnitude</th>
<th>Familiarity</th>
<th>Predictability</th>
<th>Sustainability</th>
<th>Popularity</th>
<th>Other Takeaways</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales/Use Tax</td>
<td>↑</td>
<td>↑</td>
<td>↑</td>
<td>↑</td>
<td>↓</td>
<td>Fluctuates with economic cycles</td>
</tr>
<tr>
<td>Payroll/Income/Earnings Tax</td>
<td>↑</td>
<td>↓</td>
<td>↑</td>
<td>↑</td>
<td>↓</td>
<td>Fluctuates with economic cycles</td>
</tr>
<tr>
<td>Property Tax</td>
<td>↑</td>
<td></td>
<td>↑</td>
<td>↑</td>
<td>↓</td>
<td>Perceived mismatch between tax base and transit need</td>
</tr>
<tr>
<td>Vehicle Registration</td>
<td></td>
<td></td>
<td>↑</td>
<td>↑</td>
<td>↓</td>
<td>Declining growth rate long term</td>
</tr>
<tr>
<td>Parking Fees</td>
<td>↓</td>
<td>↑</td>
<td></td>
<td></td>
<td>↓</td>
<td>Declining growth rate long term</td>
</tr>
<tr>
<td>TNC Fees</td>
<td>↓</td>
<td>↓</td>
<td></td>
<td></td>
<td>↑</td>
<td>Disincentivizes use of TNCs in smaller markets; unpredictable future of business model</td>
</tr>
<tr>
<td>Rental Car Tax</td>
<td>↑</td>
<td></td>
<td>↓</td>
<td></td>
<td>↓</td>
<td>Fluctuates with economic cycles</td>
</tr>
<tr>
<td>Hotel Tax</td>
<td></td>
<td>↑</td>
<td>↓</td>
<td></td>
<td>↑</td>
<td>Fluctuates with economic cycles; Less predictability with use of hotel alternatives</td>
</tr>
<tr>
<td>VMT Tax</td>
<td>↑</td>
<td></td>
<td>↑</td>
<td></td>
<td>↓</td>
<td>Greater burden on those with longer commutes; Declining growth rate</td>
</tr>
<tr>
<td>Motor Fuel Tax</td>
<td>↑</td>
<td>↑</td>
<td>↑</td>
<td></td>
<td>↓</td>
<td>Declining growth rate long term</td>
</tr>
<tr>
<td>Tolls</td>
<td></td>
<td>↑</td>
<td>↑</td>
<td></td>
<td>↓</td>
<td>Major implementation challenges and equity issues</td>
</tr>
<tr>
<td>Value Capture, district level (e.g. TDD)</td>
<td>↓</td>
<td></td>
<td>↑</td>
<td></td>
<td></td>
<td>Can create taxing boundary closer to the perceived beneficiaries of the transit service</td>
</tr>
<tr>
<td>Value Capture, specific project / location</td>
<td>↓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Requires sufficient benefits or incentives for a location to be worth the cost. Requires more coordination and long-term marketing and recruiting efforts</td>
</tr>
</tbody>
</table>
New Funding Sources for Evaluation

- Revenue potential, research to date

<table>
<thead>
<tr>
<th>Source</th>
<th>Revenue Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales and Use Tax</td>
<td>1% = $377 million</td>
</tr>
<tr>
<td>Payroll Tax</td>
<td>1% = $525 million</td>
</tr>
<tr>
<td>Income Tax</td>
<td>1% = $533 million</td>
</tr>
<tr>
<td>Motor Fuel Tax</td>
<td>10¢/gal = $39 million</td>
</tr>
</tbody>
</table>

Assumptions:
7-county area including Cass (MO), Clay (MO), Jackson (MO), Platte (MO), Johnson (KS), Leavenworth(KS), and Wyandotte (KS) counties
Peer Systems
National Perspective: How is Transit Funded?

• How is transit funded?
  – Most regional agencies have some form of dedicated funding
    • Direct taxing authority
    • Legislated or voter-approved tax

  – Among dedicated taxes, sales taxes are by far the most popular
    • Especially among larger agencies
    • Common range of rates: 0.5% - 1.5%

Source: National Transit Database
Peer Systems: Dedicated Funding

- **Sales Taxes**
  - Austin (1%)
  - Atlanta (1% - 1-1/2%)
  - Boston (1%)
  - Charlotte (1/2%)
  - Columbus (1/4%)
  - Denver (1%)
  - St. Louis (1% - 1-1/4%)

- **Earnings Tax/Income Tax**
  - Cincinnati (0.3%)
  - Indianapolis (0.25%)

- **Property Tax**
  - Milwaukee
  - Detroit
  - Des Moines

- **Misc/General Funds**
  - Nashville (MTA)
  - Memphis
  - Twin Cities (motor vehicle sales tax)
  - Pittsburgh

Sources: Peer Cities Transit Report, MARC, September 2018; consultant research
Peer Systems: Expenditure Levels

- MARC Peer Cities Transit Report
  - KC region lags its peers in per-capita state and local funding for transit

Source: Peer Cities Transit Report, MARC, September 2018
Local Funding Research
KCRTA Proposals for Funding Sources

- Revised Regional Sales Tax Structure
  - 7 counties allowed to opt in at self-chosen rate up to 1%
  - With 5 core counties at 1%, would raise $300 M per year
- Vehicle Miles Traveled (VMT) Tax
  - Repeal and replace gas tax
- Value Capture

Source: Kansas City Regional Transit Alliance, Regional Transit Funding Draft White Paper, February 2018
• Which type of funding source would you most prefer?
  – 20% Sales Tax
  – 11% Gas Tax
  – 6% Income Tax
  – 5% Property Tax
  – 3% Road User Charge
  – 42% No New Tax
  – 14% Unsure

– Cass County ranked Income Tax higher (18%) than the Gas Tax (6%)
– Platte County is more against any new tax (60%) than the next community by more than 10 percentage points
– Leavenworth County ranked Property Tax higher (26%) than any other tax

Source: Kansas City Regional Transit Alliance, Kansas City Metropolitan Area Survey, November 2020
Creating a Bi-State Tax for Public Safety and Public Health for KC

- Creation of a Bi-State Commission to levy a tax and offer revenue as grant awards
  - Legislated through similar mechanism that created the Metropolitan Culture District for union station
  - Applicants would be governments
  - Grants would be awarded to projects regional in nature

- Types of tax
  - Sales tax
  - Property tax
  - Income/earnings/wealth tax
  - VMT fee
  - Utility franchise fee

Source: Creating a Bi-State Tax for Public Safety and Public Health for the Kansas City Region, written by Overland Park, KS, Councilman Logan Heley
KC Chamber Subcommittee – Regional Mobility Revenue Strategies

• Recommendations on jurisdiction
  – Bi-state, eight-county area
  – Allow smaller jurisdictions to participate if the regional transportation plan is not adopted regionally all at once
• Recommendations on funding
  – Must support a specific regional transportation plan
  – Include streets, highways and freight in addition to transit
  – Reduce financial burden on Kansas City, MO
  – Replace current funding process with a dedicated source
  – Evaluate all potential funding streams for potential use, including:
    - Sales Tax
    - Property Tax
    - Earnings/Income Tax
    - Internet Sales Tax
    - Parking Fees
    - Fuel Tax
    - Road User Charge (i.e. VMT or tolling)
    - Workforce Development Funding
    - Redistribution of highway funds in MO
    - Private contributions
    - Grants/pilot programs
    - Internet Sales Tax

Source: Regional Mobility Revenue Strategies, KC Chamber Big 5 Transportation Initiative Regional Investment Strategies Subcommittee, January 2020
Which funding sources are the most promising for further research and modeling?
Regional Funding Implementation
Implementation Considerations

• Membership Structure
  – Geographic Extent
  – Existing vs New Entity
  – Opt-in vs Regional

• Tax Structure
  – Flat vs. Tiered
  – Duration of any new tax

• State or federal legislation required?
Membership Structure

- Geographic extent
  - KCRTA Core 5
    Jackson, Clay, Platte, Johnson and Wyandotte Counties
  - KCRTA Full 7
    + Cass and Leavenworth Counties
  - Miami or Ray Counties? (remaining counties in MARC boundary)

- New entity vs. existing entity
  - Existing
    - KCATA Bi-State Compact
    - Bi-State Commission model
  - New
    - Kansas and Missouri Regional Investment District
    - County-level Transportation Development District
KCATA Bi-State Compact

• Statutory Powers
  – Operate service (upon, above, or below ground)
  – Collect, receive and disburse funds
  – Borrow money
  – Condemn property

• Durability: Neither state can unilaterally withdraw

• KCATA does not have direct taxing authority
Regional Investment District Legislation

• Regional investment fund legislation developed and introduced in Kansas and Missouri in 2006
  – Passed in Missouri (MARC Counties)
  – Did not pass in Kansas
• Amended in Missouri in 2007 to add Buchanan County (and removed requirement binding Kansas to the compact)
• Enables creation of a Commission to serve as a governing body for the District and develop a Program Plan for public transit
• Specific ballot language to authorize collection of sales tax for a regional program for public transit
Which implementation structures are the most promising for further evaluation and modeling?
Evaluation and Building Consensus

Jurisdictional Equity
- i.e. Geographic ROI

Political Support
- Relative popularity
- Familiarity of the public

Social Equity
- Progressive, not regressive

Sustainability/Predictability
- Year to year stability
- Long term outlook

Magnitude
- Revenue amounts justify political and administrative effort

Ease of Implementation
- New legislation required?
- Collection systems in place?
What additional evaluation measures should be considered?
Discussion/Q&A
Questions and Follow Along

David Johnson: djohnson@kcata.org
Ehren Bingaman: ehren@transproconsulting.com
Steve brown: sjbrown@hntb.com

#OneRideKC