



Transit Stakeholder Group

Second Meeting
October 9, 2023



Agenda

Introductions

Presentation

Open Discussion

Next Steps



Stakeholder Group Goals

Policy Direction

In May 2023, Mayor and Council directed the City Manager and Department of Transportation and Mobility to create a stakeholder group that includes transit users, transit drivers and operators, and community members, to come up with long term solutions to funding and service improvements.

Goals

To leverage the knowledge and insight of working group participants to help guide conversations and ultimately form transit funding recommendations to be shared with Mayor and Council in late 2023.

Short term –

Recommendation on securing funding for fare-free transit through remainder of FY2024

Mid term –

Recommendation to secure funding for fare-free transit indefinitely

Long term –


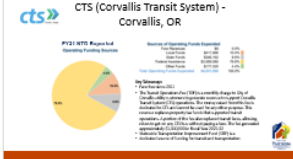
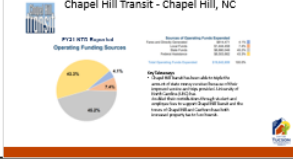
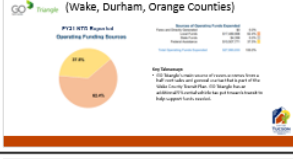
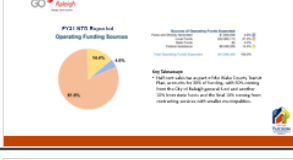
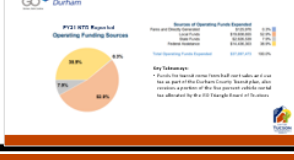
Recommendation on a sustainable transit funding source



Jarret Walker Studies/Media

1. [Long-Range Regional Transit Plan](#) (LRRTP), 2018 – developed to guide informed decisions that can enhance the public’s ability to get around our region using public transportation.
2. [Transit Choices Workshop](#), June 2015 – collected input from individuals representing a broad array of organizations and constituencies on their visions for the future of transit in Tucson with the intent of forming the framework for the development of a vision to be included in PAG’s 2045 Regional Transportation Plan.
3. [Framing the Question](#), April 2015 – the first element in the Regional Transit Visioning Project which sought to facilitate a robust and focused discussion about the Tucson region’s transit needs and choices.
4. [Tucson Talks Transit](#) (Video), July 2014 – Local transit discussion hosted by Jarret Walker.

Other Municipalities Review

Agency/Municipality	Ridership (2021 NTD)	Fare Strategy	Operating Funding (non-capital); 2021 NTD	If Fare-Free, Estimated Fare Revenue as a Percent of Operating Funding	Revenue Mix
GRTC (Greater Richmond Transit Company) - Richmond, VA <i>Owned by Richmond and Chesterfield Co.</i>	7,810,521	Fare-free: beginning March 2020	\$ 58,692,690	≈15-20%	
CTS (Corvallis Transit System) - Corvallis, OR <i>City owned</i>	467,032	Fare-free: beginning 2011	\$ 4,031,058	No Data	
Chapel Hill Transit - Chapel Hill, NC <i>City owned</i>	1,597,066	Fare-free: beginning in 2002	\$ 19,642,659	N/A	
GO Triangle North Carolina - NC (Wake, Durham, Orange Counties) <i>Regional Public Transit Authority</i>	1,219,613	Fare-free: March 2020 thru June 2024	\$ 27,993,033	≈5-10%	
GO Raleigh - Raleigh, NC <i>City owned</i>	3,882,532	Fare-free: March 2020 thru June 2024	\$ 41,958,440	≈5-10%	
GO Durham - Durham, NC <i>Transit Authority</i>	4,518,999	Fare-free: March 2020 thru June 2024	\$ 37,097,473	≈5-10%	



Note: All data from National Transit Database (NTD) 2021 [Agency Profile Reports Link](#) to MC Attachment B – October 5, 2023


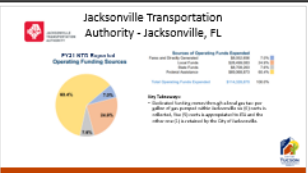
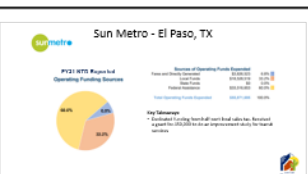
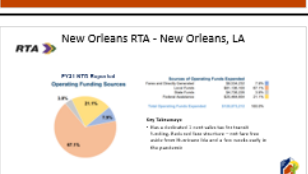
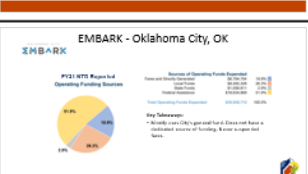
Other Municipalities Review

Agency/Municipality	Ridership (2021 NTD)	Fare Strategy	Operating Funding (non-capital); 2021 NTD	If Fare-Free, Estimated Fare Revenue as a Percent of Operating Funding	Revenue Mix
GO Cary - Cary, NC <i>City owned</i>	208,659	Fare-free: March 2020 thru June 2024	\$ 7,382,024	≈5-10%	<p>GO Cary - Cary, NC Revenue Mix: 50% Local Government, 45% State, 5% Federal</p>
TARTA (Toledo Area Regional Transit Authority) - Toledo, OH <i>Transit Authority</i>	1,577,865	Previously fare-free: March 2020 thru July 2022 (fares re-instated 8/1/2022)	\$ 33,397,155	≈20-25%	<p>TARTA (Toledo Area Regional Transit Authority) - Toledo, OH Revenue Mix: 60% Local Government, 35% State, 5% Federal</p>
ABQ Ride - Albuquerque, NM <i>City owned</i>	4,066,918	Fare-free as a pilot since January 1, 2022, no set end date	\$ 54,991,157	≈5-10%	<p>ABQ Ride - Albuquerque, NM Revenue Mix: 50% Local Government, 45% State, 5% Federal</p>
Intercity Transit - Olympia, WA <i>Municipal Corporation</i>	2,615,225	Fare-free pilot: January 1, 2020 thru January 1, 2028 (or later)	\$ 47,431,842	≈5-10%	<p>Intercity Transit - Olympia, WA Revenue Mix: 50% Local Government, 45% State, 5% Federal</p>
KCATA (Kansas City Area Transportation Authority) - Kansas City, MO <i>Transit Authority</i>	9,468,338	Free-fares: March 2020 thru December 31, 2023	\$ 91,219,837	≈5-10%	<p>KCATA (Kansas City Area Transportation Authority) - Kansas City, MO Revenue Mix: 50% Local Government, 45% State, 5% Federal</p>
CT Transit - Hartford, CT <i>Division of the State DOT</i>	9,605,901	Fare-free pilot: April 1, 2022 thru April 1, 2023	\$ 104,717,264	≈15%	<p>CT Transit - Hartford, CT Revenue Mix: 50% Local Government, 45% State, 5% Federal</p>



Note: All data from National Transit Database (NTD) 2021 [Agency Profile Reports](#)

Other Municipalities Review

Agency/Municipality	Ridership (2021 NTD)	Fare Strategy	Operating Funding (non-capital); 2021 NTD	If Fare-Free, Estimated Fare Revenue as a Percent of Operating Funding	Revenue Mix
MATA (Memphis Area Transit Authority) - Memphis, TN <i>Transit Authority</i>	2,936,107	Fare-free: March 2020 thru June 2020	\$ 65,528,066	≈10-15%	
Jacksonville Transportation Authority - Jacksonville, FL <i>Transportation Authority</i>	5,921,568	Reduced fare for certain groups, never fully suspended fares	\$ 114,328,875	≈10%	
Sun Metro - El Paso, TX <i>City owned</i>	3,850,191	Never suspended fares	\$ 55,871,695	≈5-10%	
New Orleans RTA - New Orleans, LA <i>Regional Transit Authority</i>	7,702,715	Only temporarily suspended fares	\$ 120,873,212	≈5-10%	
EMBARK - Oklahoma City, OK <i>Transportation and Parking Authority</i>	2,136,274	Never suspended fares	\$ 35,938,712	≈5%	



Note: All data from National Transit Database (NTD) 2021 [Agency Profile Reports](#)



Valley Metro – FY22 Fact Sheet

ANNUAL RIDERSHIP DATA

Passenger Boardings^(Ref.2)

Bus	23,458,450
Rail	8,335,678
Streetcar	60,093
Dial-a-Ride	852,549
Vanpool	416,323
Bike-on-bus	655,460

DEMOGRAPHICS

Maricopa County population ^(Ref.1)	4,496,588
Maricopa County area ^(Ref.1)	9,224 sq. miles
People living within ¼ mile of a bus route ^(Ref.1)	3,496,177
Bus service area (¼ mile) ^(Ref.1)	525 sq. miles
Percent of population living within ¼ mile of a bus route ^(Ref.1)	78%

FINANCIAL INFORMATION

Annual Operating Revenues

Bus fares	\$14,929,025
Rail fares	\$5,175,743
Streetcar fares ^(Ref.6)	-
Dial-a-Ride fares	\$2,328,403
Vanpool fares	\$2,154,880
Federal, state and local funds	\$373,160,833
TOTAL	\$397,730,883

FINANCIAL DATA^(Ref.3)

Percent of operating cost covered by passenger fares^(Ref.4)

Bus	5.1%
Rail	9.3%
Streetcar ^(Ref.6)	-
Dial-a-Ride	5%
Vanpool	86.8%

Key Takeaways:

- Maricopa County voters approved Proposition 400 in 2004 extending the 1983 county-wide transportation tax. The half cent on every dollar of goods purchased funds the Regional Transportation Plan, which includes basic transit services. Transit receives one-third of the half-cent tax, which is used for regional bus services and high-capacity transit services such as light rail and streetcar; the remaining two-thirds goes toward freeways and streets. For FY22, the regional sales tax represented approximately \$226.3M (≈57%) of Valley Metro’s revenues. The sales tax, along with federal matching funds and other funding sources, is projected to provide \$6.7 billion in public transportation improvements through 2025.



Fare Structure



SUN TRAN/SUN LINK/SUN SHUTTLE SINGLE TRIP

Full Fare Cash	\$1.75
Full Fare Stored Value	\$1.60
Economy Fare Cash <i>(Senior/Disabled/Low Income)</i>	\$0.75
Economy Fare Stored Value <i>(Senior/Disabled/Low Income)</i>	\$0.75
Express Fare	\$2.35

SUN TRAN/SUN LINK/SUN SHUTTLE PERIOD PASSES

Full Fare 1-Day Pass	\$4.00
Full Fare 1-Day Ticket at Sun Link stops <i>(Cost includes ticket fees)</i>	\$4.50
Full Fare 1-Day Ticket at all other locations <i>(Cost includes ticket fees)</i>	\$4.40
Discounted 1-Day Ticket <i>(Non profit agencies only, Cost includes ticket fees)</i>	\$2.45
Full Fare 3-Day Pass	\$10.00
Full Fare 30-Day Pass	\$48.00
Economy 30-Day Pass <i>(Senior/Disabled/Low Income)</i>	\$22.50
Express 30-Day Pass	\$64.00
Annual Pass	\$480.00
SummerGO Youth Pass <i>(During summer vacations and for ages 6-18 only)</i>	\$45.00
College Semester <i>(UA/PCC)</i>	\$192.00
College Annual <i>(UA/PCC)</i>	\$480.00
College Semester Express <i>(UA/PCC)</i>	\$256.00
College Annual Express <i>(UA/PCC)</i>	\$608.00

UP-CHARGES FOR PREMIUM SERVICE

Full Fare to Express Fare	\$0.60
Economy Fare to Express Fare	\$1.60
Full Fare to Sun Shuttle Deviated and Dial-a-Ride Services*	\$1.45
Economy Fare to Sun Shuttle Deviated and Dial-a-Ride Services*	\$0.85

*Green Valley/Sahuarita Dial-a-Ride only

SUN VAN

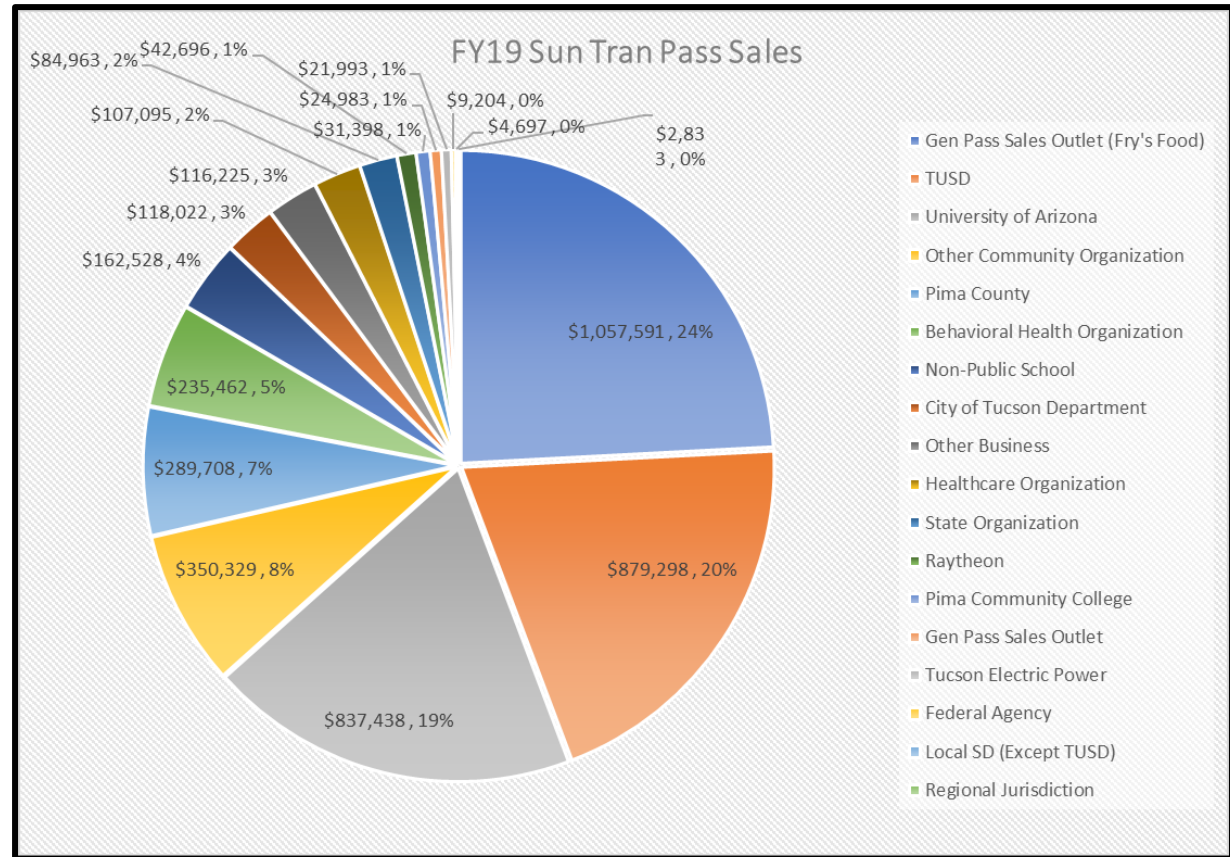
Regular Fares — One-Way	\$3.20
Low Income Fares — One-Way	\$1.60
Optional Service	
Full Fare One-Way	\$6.00
Low-Income One-Way	\$4.00

SUN ON DEMAND (PLANNED TO GO INTO EFFECT SUMMER 2021)

Regular Fares — One-Way	\$3.20
Low Income Fares — One-Way	\$1.60
Transfer to any Sun Tran bus stop within the Zone	Free

FY2019 Sun Tran Pass Sales Revenues

Organization/Agency	FY19 Sun Tran Pass Sales
Gen Pass Sales Outlet (Fry's Food)	\$ 1,057,591
TUSD	\$ 879,298
University of Arizona	\$ 837,438
Other Community Organization	\$ 350,329
Pima County	\$ 289,708
Behavioral Health Organization	\$ 235,462
Non-Public School	\$ 162,528
City of Tucson Department	\$ 118,022
Other Business	\$ 116,225
Healthcare Organization	\$ 107,095
State Organization	\$ 84,963
Raytheon	\$ 42,696
Pima Community College	\$ 31,398
Gen Pass Sales Outlet	\$ 24,983
Tucson Electric Power	\$ 21,993
Federal Agency	\$ 9,204
Local SD (Except TUSD)	\$ 4,697
Regional Jurisdiction	\$ 2,833
Total	\$ 4,376,463

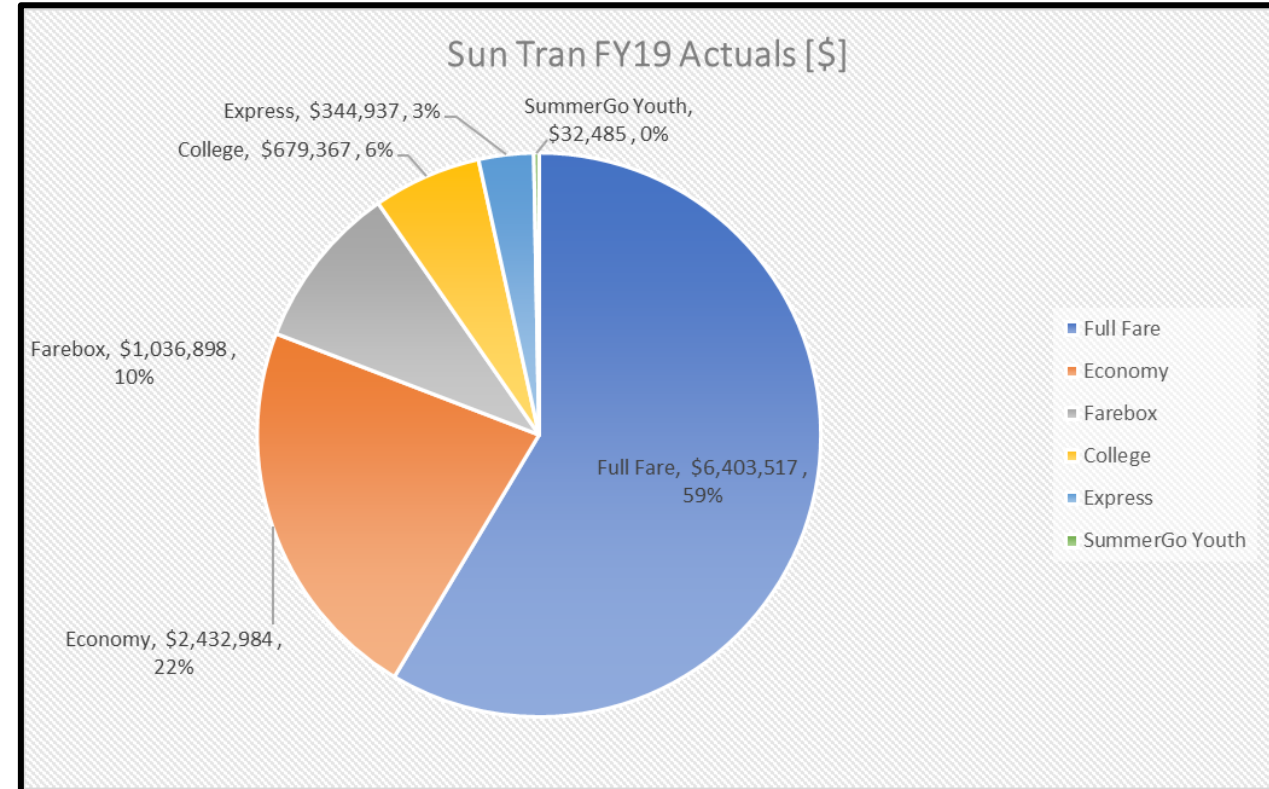


FY2019 Sun Tran Passenger Revenue

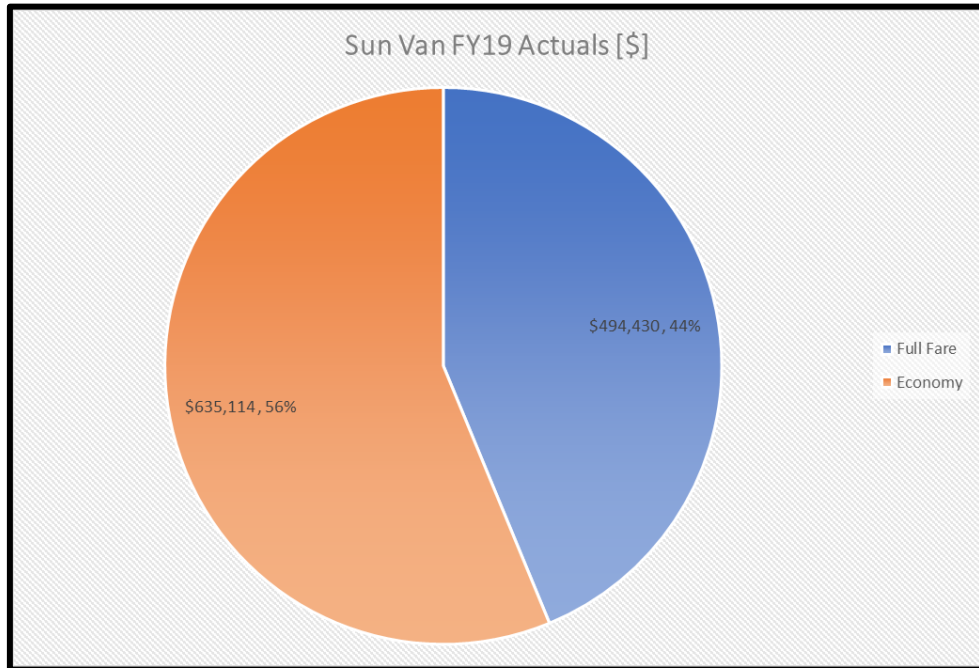


FY19 Sun Tran Passenger Revenue

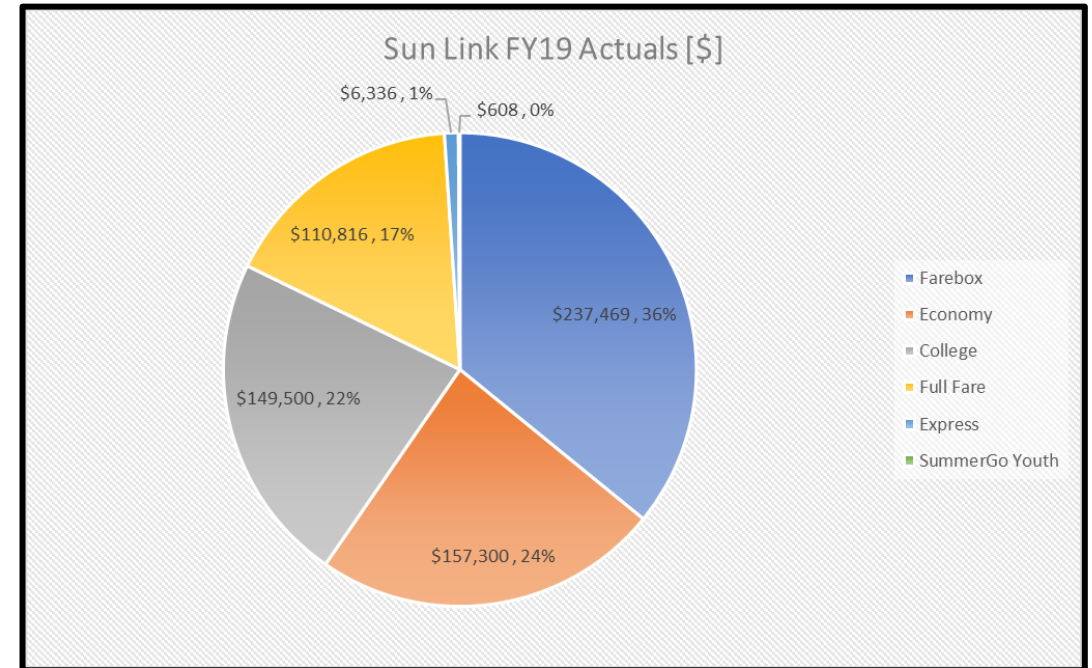
Pass Type	FY19 Actuals [\$]
Full Fare	\$ 6,403,517
Economy	\$ 2,432,984
Farebox	\$ 1,036,898
College	\$ 679,367
Express	\$ 344,937
SummerGo Youth	\$ 32,485
Total	\$ 10,930,188



FY2019 Sun Van / Sun Link Passenger Revenue



FY19 Sun Van Passenger Revenue	
Pass Type	FY19 Actuals [\$]
Full Fare	\$494,430
Economy	\$635,114
Total	\$ 1,129,544

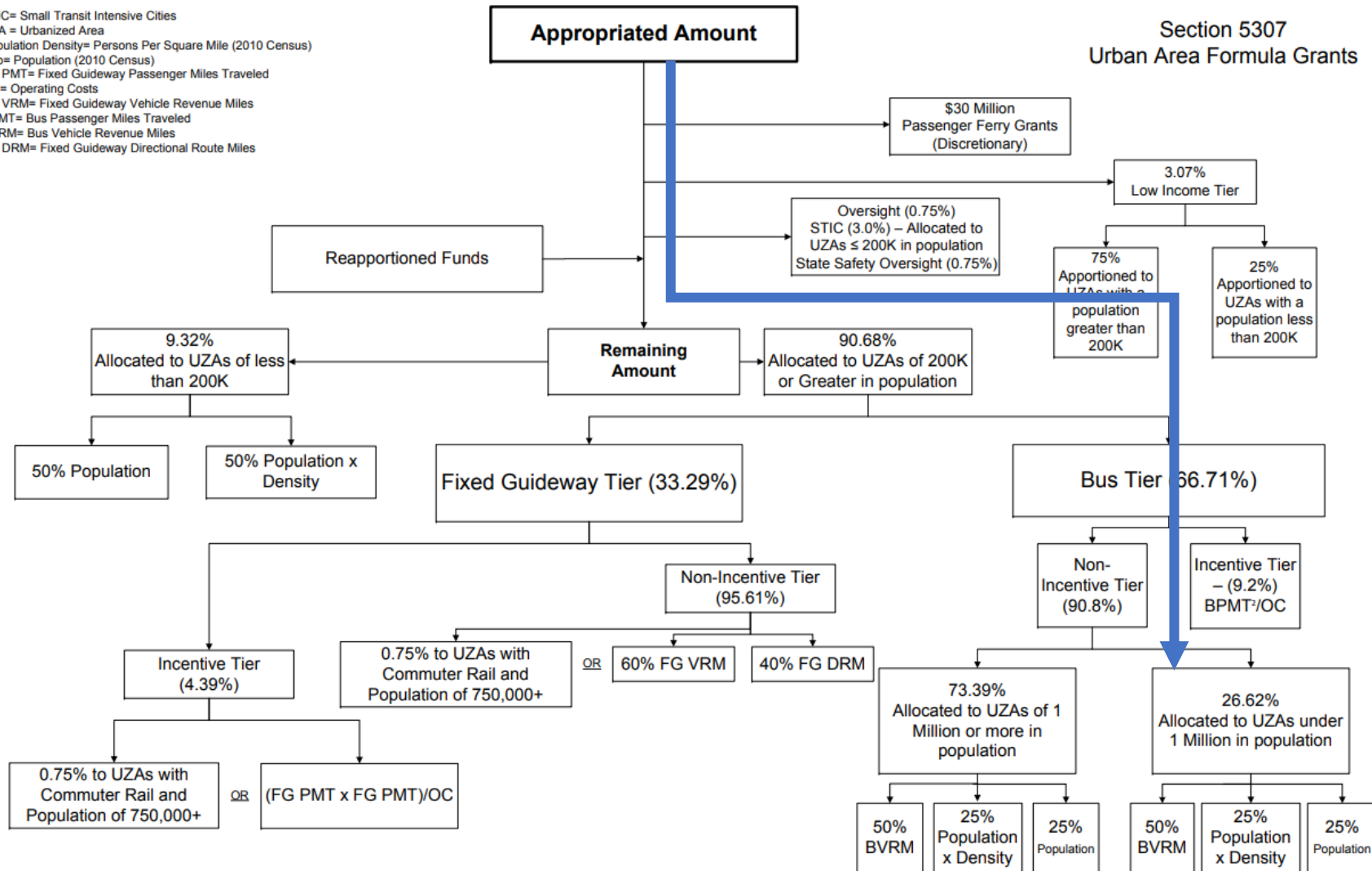


FY19 Sun Link Passenger Revenue	
Pass Type	FY19 Actuals [\$]
Farebox	\$ 237,469
Economy	\$ 157,300
College	\$ 149,500
Full Fare	\$ 110,816
Express	\$ 6,336
SummerGo Youth	\$ 608
Total	\$ 662,029



FTA Formula Fund Allocation - 5307

STIC= Small Transit Intensive Cities
 UZA = Urbanized Area
 Population Density= Persons Per Square Mile (2010 Census)
 Pop= Population (2010 Census)
 FG PMT= Fixed Guideway Passenger Miles Traveled
 OC= Operating Costs
 FG VRM= Fixed Guideway Vehicle Revenue Miles
 BPMT= Bus Passenger Miles Traveled
 BVRM= Bus Vehicle Revenue Miles
 FG DRM= Fixed Guideway Directional Route Miles



Section 5307 Urban Area Formula Grants

Tucson
 Apportionment:
 \$23.6M for FY23
 in 5307 funds

Tucson UZA
 (Urbanized Area):
 843,168 (2022 FTA
 listing)



Transit Comprehensive Operational Analysis (COA)

The transit **Comprehensive Operational Analysis (COA)** final recommendations are currently being developed based on the community input the project team received. The proposed improvements were guided by the responses in the first round of public input, which are highlighted to the right.

What Service Improvement is Most Important to You?

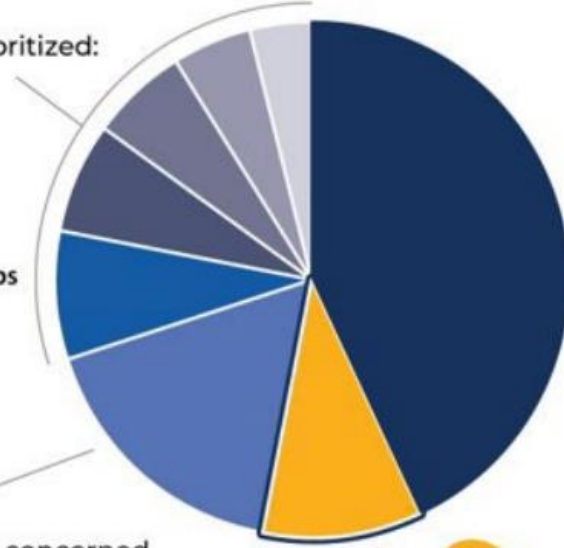
The remaining **30%** of riders prioritized:

- 8% - shorter travel times
- 7% - reliable/on-time service
- 6% - longer operating hours
- 5% - shorter walks to bus stops
- 4% - fewer transfers



17%

of riders are concerned about the cost of fares



53% of riders ranked additional service as most important.

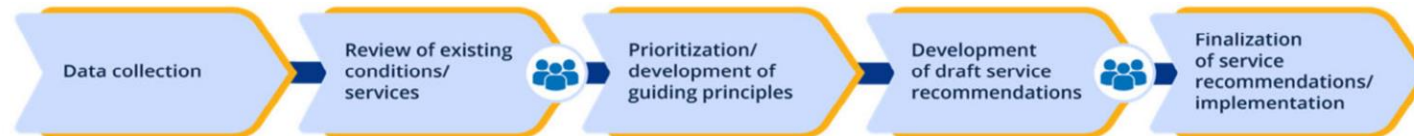


43% of riders want more frequent service

10% of riders requested more weekend service



COA Timeline



: Public Outreach Opportunities

Transit Connections Focus Group (2018)

Assessment of Funding Options 'Actionability' by Degree of Control



Tax Generation

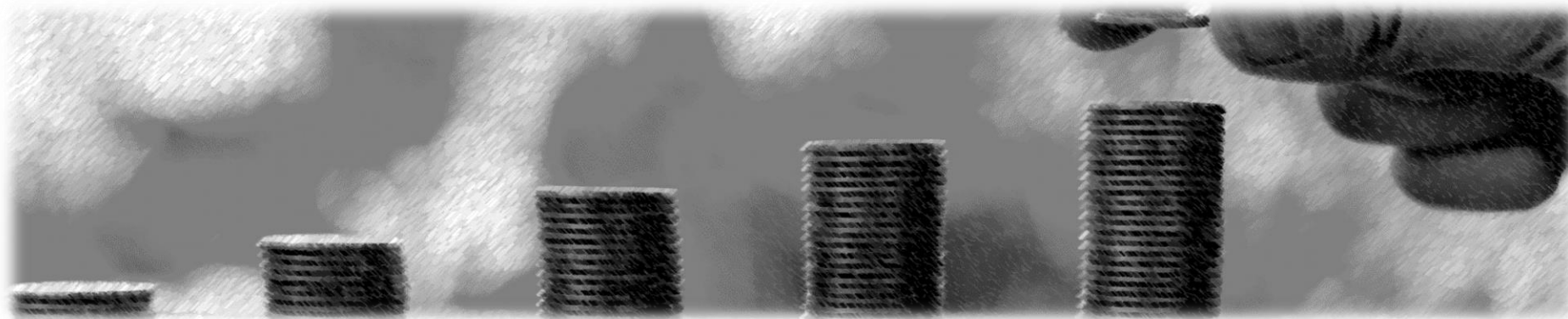
Property Tax Levy		
Jurisdiction	FY23 Value	1% Property Tax Levy Yield
Pima County	\$ 10,646,893,610	\$ 106,468,936
City of Tucson	\$ 4,332,448,523	\$ 43,324,485

Source: <https://www.to.pima.gov/taxRates/>

Sales Tax		
Jurisdiction	Tax Percent	FY22 Value (Actual)
RTA (Pima County Region)	0.50%	\$ 110,676,463
City of Tucson	0.50%	\$ 72,605,436

Source: <https://rtamobility.com/wp-content/docs/2022/12/RTA-of-Pima-County-SAR-22.pdf>

<https://www.tucsonaz.gov/files/sharedassets/public/v/1/bsd/documents/finance-documents/acfr-2021-2022.pdf>



Recap of Potential Funding Options

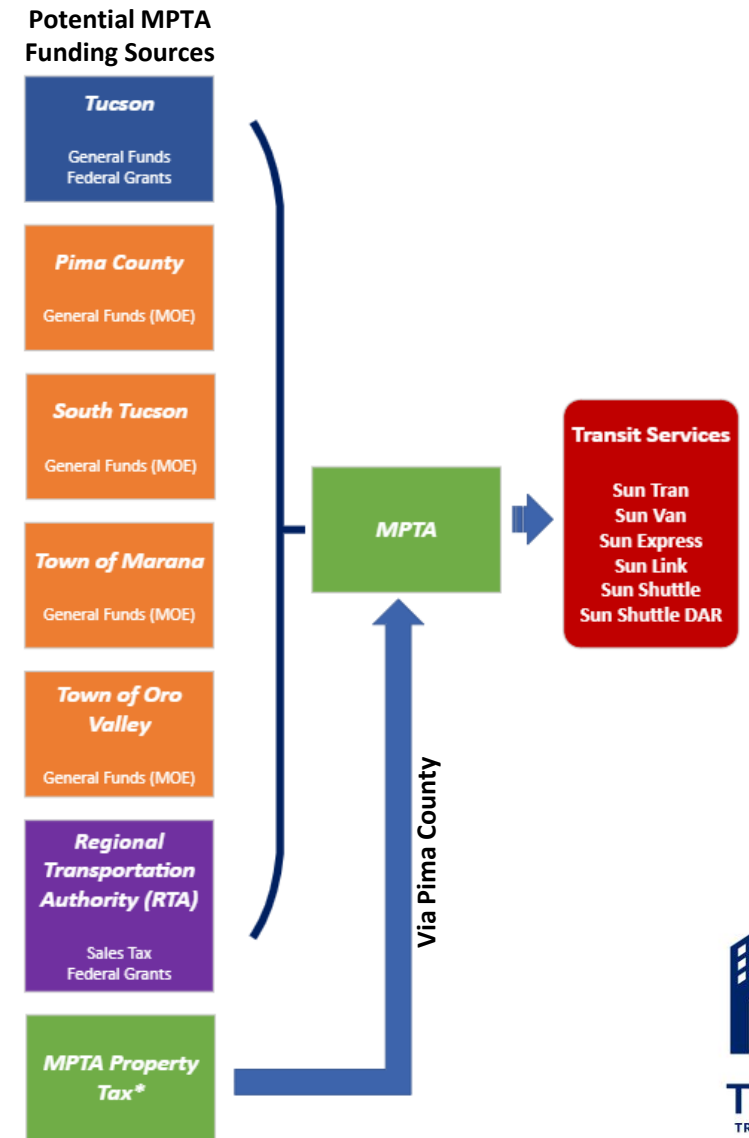
Funding Options			
Type	Description	Feasibility Consideration	Currently Viable for Transit Services?
Transportation Utility Fee (TUF)	A financing mechanism to treat municipal transportation needs as a utility for which users of the system pay a fee based on their use of the system	1. Based on a review of the ARS, there are currently no allowances for the authorization of an assessment of a transportation user tax/fee on real property of a municipality in Arizona	No
Public Utility Tax (PUT)	A tax which is levied uniformly to all utility ratepayers based on utility charges	1. Mayor and Council has the capacity to increase the Public Utility Tax (PUT) 2. The current PUT is at six percent (6%); any increase to this rate would position the City at amongst the highest PUT imposition in the state 3. Regressive tax, with greatest impact to fixed and low-income households	Maybe
Impact Fees	A fee assessed on new developments to help fund a proportionate share of the cost of infrastructure needed to serve that development	1. Current ARS prohibits the ability of municipalities to use impact fee revenues to fund any public service provided by the municipality, including transit services	No
Special Taxing District	Certain subsections of the City may vote to create special improvement to help fund municipal improvements	1. Transit is not included as an authorized use of these special taxing district	No
Access Agreements	Agreements between municipalities and private businesses to assist in funding transit operations	1. These public-private partnerships can play a key role in ensuring the sustainability of fare-free transit operations as they allow for the recouperation of farebox revenue and help lessen the burden on the General Fund	Yes
Metropolitan Public Transit Authority (MPTA)	A political subdivision organized solely to provide necessary plants, equipment, work instrumentalities, and real and personal property and rights thereto, which are used or useful for the transportation of passengers for hire on scheduled routes	1. Dedicated funding source (property tax) 2. Can be solely formed by the City of Tucson through a City ordinance 3. Allows other regional agencies to join if they desire 4. Directly elected Board with proportional representation among members 5. Provides flexibility in service delivery 6. Puts sole focus on the provision of transportation services	Yes

Note: "ARS" denotes Arizona Revised Statutes

Metropolitan Public Transit Authority (MPTA)

As defined by ARS – Title 40 ([40-1111](#)): A political subdivision organized solely to provide necessary plants, equipment, work instrumentalities, and real and personal property and rights thereto, which are used or useful for the transportation of passengers for hire on scheduled routes.

- Allows for a property tax levy pursuant to ARS 40-1141
 - Further, allows bond financing to be paid by the levy
- Appears funding for paratransit is not prohibited by any language in the ARS
- Can be solely formed by the City of Tucson through a City ordinance
- Allows other regional agencies to join if they desire
- Directly elected Board with proportional representation among members
- Provides flexibility in service delivery
- Puts sole focus on the provision of transportation services



Goals Re-Visited – Initial Recommendations



Short term –

Recommendation on securing funding for fare-free transit through remainder of FY2024



Mid term –

Recommendation to secure funding for fare-free transit indefinitely



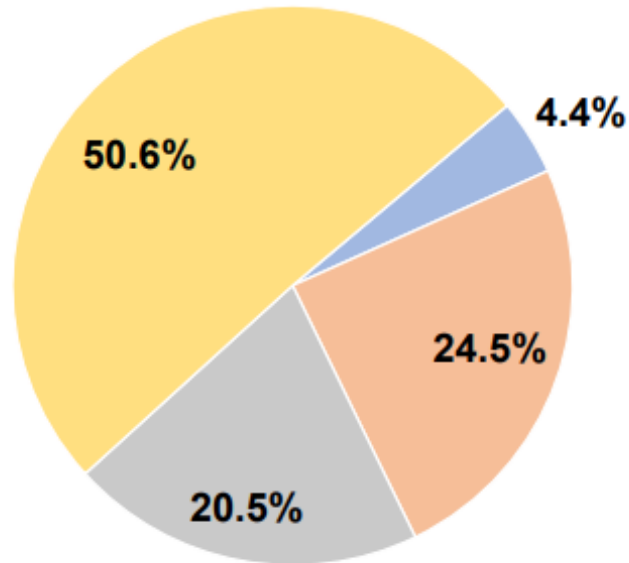
Long term –

Recommendation on a sustainable transit funding source



GRTC (Greater Richmond Transit Company) - Richmond, VA

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

Source	Amount	Percentage
Fares and Directly Generated	\$2,574,789	4.4%
Local Funds	\$14,380,363	24.5%
State Funds	\$12,028,253	20.5%
Federal Assistance	\$29,709,285	50.6%

Key Takeaways:

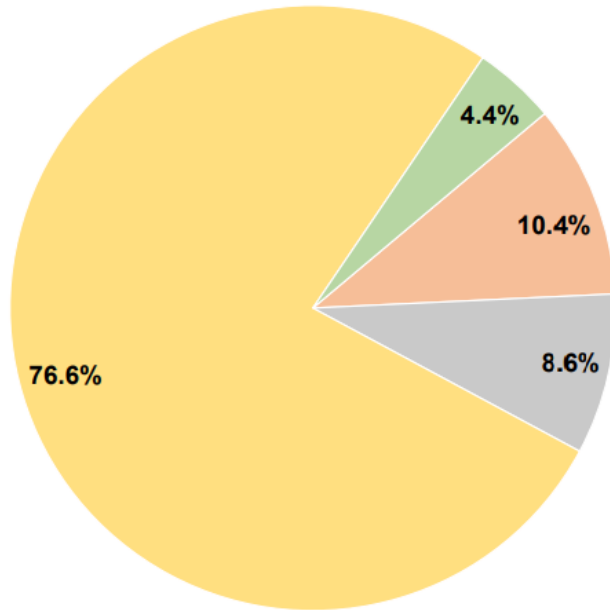
- Virginia Department of Rail and Public Transportation (DRPT) is awarding \$8 million in state grant funding to GRTC to study Zero Fare impacts on RVA transit riders and the communities served by local transit. The \$8 million state grant is being matched with local funds from the City of Richmond and Virginia Commonwealth University and will enable GRTC to remain in Zero Fare operations through the study period of July 1, 2022, through June 30, 2025
- Looking to expand with more businesses and corporations through private partnerships or funding agreements
- Made a deal with Uber to cover early morning and late-night trips that had to be cut because of driver shortage





CTS (Corvallis Transit System) - Corvallis, OR

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$417,966	10.4%
State Funds	\$346,192	8.6%
Federal Assistance	\$3,089,580	76.6%
Other Funds	\$177,320	4.4%
Total Operating Funds Expended	\$4,031,058	100.0%

Key Takeaways:

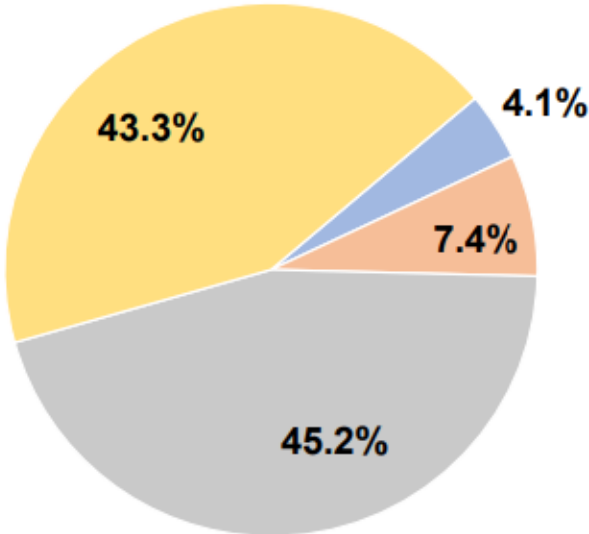
- Fare-free since 2011
- The Transit Operations Fee (TOF) is a monthly charge to City of Corvallis utility customers to generate revenue to support Corvallis Transit System (CTS) operations. The money raised from this fee is dedicated to CTS and cannot be used for any other purpose. This revenue replaces property tax funds that supported transit operations. A portion of the fee also replaced transit fares, allowing riders to get on any CTS bus without paying a fare. The fee generated approximately \$1,040,000 in Fiscal Year 2021-22
- Statewide Transportation Improvement Fund (STIF) is a
- dedicated source of funding for transit and transportation





Chapel Hill Transit - Chapel Hill, NC

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

Fares and Directly Generated	\$814,471	4.1%
Local Funds	\$1,444,458	7.4%
State Funds	\$8,880,048	45.2%
Federal Assistance	\$8,503,682	43.3%
Total Operating Funds Expended	\$19,642,659	100.0%

Key Takeaways:

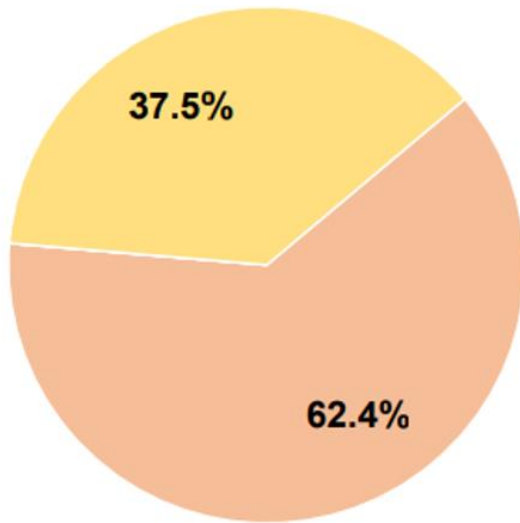
- Chapel Hill Transit has been able to triple the amount of state money received because of their improved service and trips provided. University of North Carolina (UNC) has doubled their contributions through student and employee fees to support Chapel Hill Transit and the towns of Chapel Hill and Carrboro have both increased property tax to fund transit.





GO Triangle North Carolina - NC (Wake, Durham, Orange Counties)

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended		
Fares and Directly Generated	\$0	0.0%
Local Funds	\$17,480,906	62.4%
State Funds	\$4,356	0.0%
Federal Assistance	\$10,507,771	37.5%
Total Operating Funds Expended	\$27,993,033	100.0%

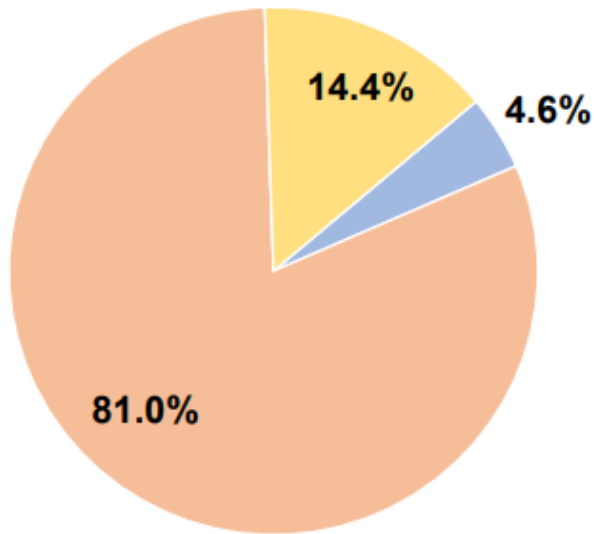
Key Takeaways:

- GO Triangle's main source of revenue comes from a half cent sales and general use tax that is part of the Wake County Transit Plan. GO Triangle has an additional 5% rental vehicle tax put towards transit to help support funds needed.



GO Raleigh - Raleigh, NC

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

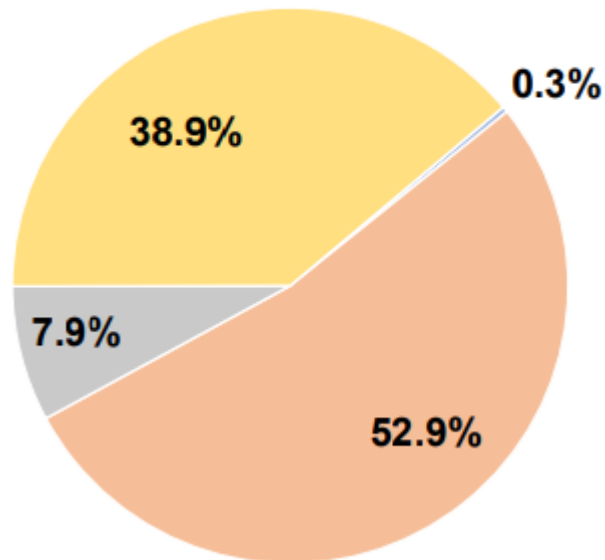
Fares and Directly Generated	\$1,929,058	4.6%
Local Funds	\$33,980,113	81.0%
State Funds	\$0	0.0%
Federal Assistance	\$6,049,269	14.4%
Total Operating Funds Expended	\$41,958,440	100.0%

Key Takeaways:

- Half cent sales tax as part of the Wake County Transit Plan, accounts for 30% of funding, with 50% coming from the City of Raleigh general fund and another 10% from state funds and the final 10% coming from contracting services with smaller municipalities.

GO Durham - Durham, NC

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

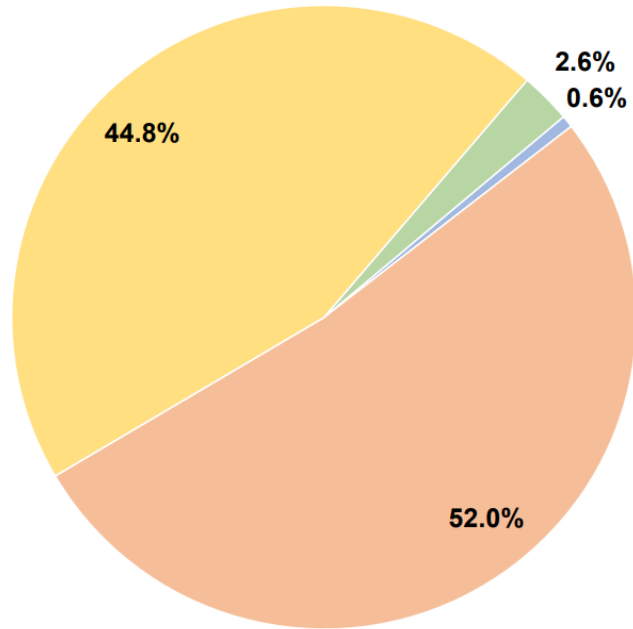
Fares and Directly Generated	\$125,976	0.3%
Local Funds	\$19,608,655	52.9%
State Funds	\$2,926,539	7.9%
Federal Assistance	\$14,436,303	38.9%
Total Operating Funds Expended	\$37,097,473	100.0%

Key Takeaways:

- Funds for transit come from half cent sales and use tax as part of the Durham County Transit plan, also receives a portion of the five percent vehicle rental tax allocated by the GO Triangle Board of Trustees

GO Cary - Cary, NC

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

Fare Revenues	\$46,283	0.6%
Local Funds	\$3,837,929	52.0%
State Funds	\$0	0.0%
Federal Assistance	\$3,303,627	44.8%
Other Funds	\$194,185	2.6%
Total Operating Funds Expended	\$7,382,024	100.0%

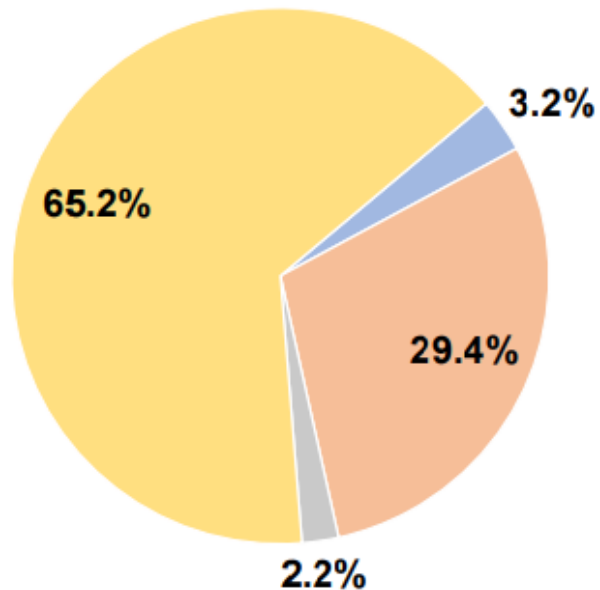
Key Takeaways:

- Half cent (.5) sales tax provides the majority of funding along with a vehicle license tax of 3%, funds are matched at the state and local level. Aligns with the other GO Systems located in North Carolina



TARTA (Toledo Area Regional Transit Authority) - Toledo, OH

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

Source	Amount	Percentage
Fares and Directly Generated	\$1,078,947	3.2%
Local Funds	\$9,819,146	29.4%
State Funds	\$733,052	2.2%
Federal Assistance	\$21,766,010	65.2%

Total Operating Funds Expended **\$33,397,155** 100.0%

Key Takeaways:

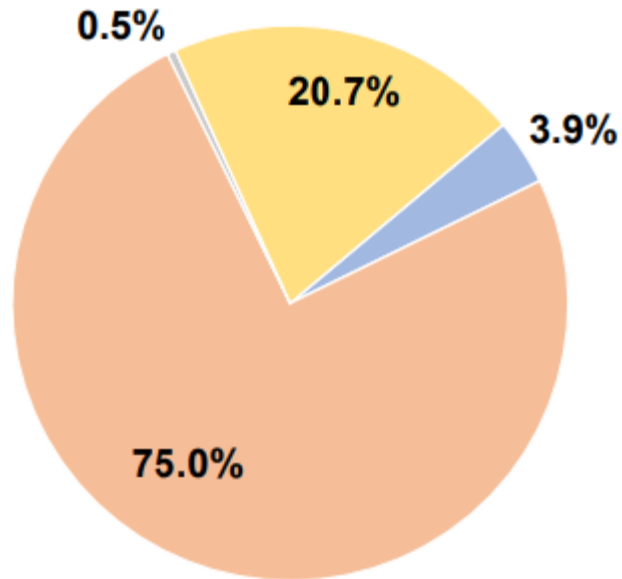
- Enacted a countywide sales tax (.5%) to replace the property tax previously used to subsidize TARTA—expected to generate \$32 million which is more than double what it collected from property taxes





ABQ Ride - Albuquerque, NM

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

Source	Amount	Percentage
Fares and Directly Generated	\$2,119,462	3.9%
Local Funds	\$41,232,901	75.0%
State Funds	\$272,993	0.5%
Federal Assistance	\$11,365,801	20.7%
Total Operating Funds Expended	\$54,991,157	100.0%

Key Takeaways:

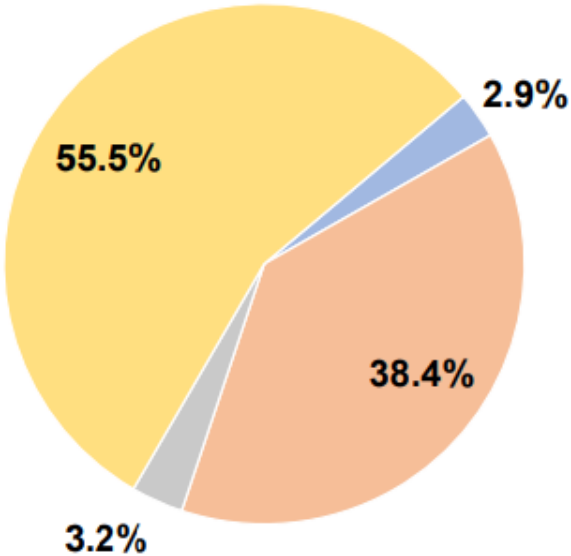
- Primarily funded by the city's transportation infrastructure tax and received a one-time allocation of \$3 million to fund a zero fares pilot program



Intercity Transit - Olympia, WA



FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

Source	Amount	Percentage
Fares and Directly Generated	\$1,364,338	2.9%
Local Funds	\$18,198,349	38.4%
State Funds	\$1,541,084	3.2%
Federal Assistance	\$26,328,071	55.5%
Total Operating Funds Expended	\$47,431,842	100.0%

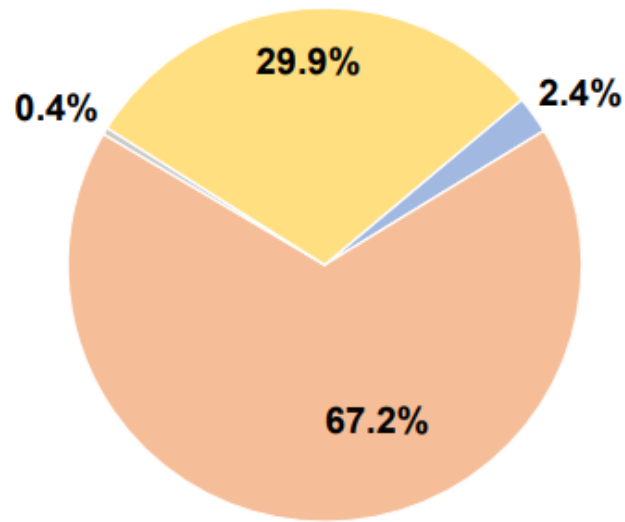
Key Takeaways:

- Increase in local sales tax is the main source of funding with 5-8% coming from states grants. Eliminated the need of private public partnerships to secure funds



KCATA (Kansas City Area Transportation Authority) - Kansas City, MO

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

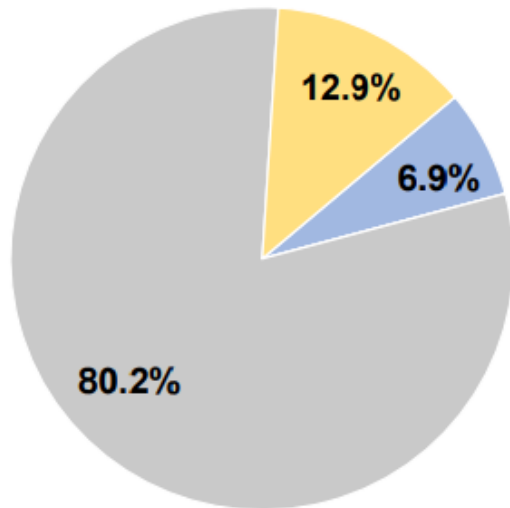
Fares and Directly Generated	\$2,160,583	2.4%
Local Funds	\$61,340,207	67.2%
State Funds	\$403,312	0.4%
Federal Assistance	\$27,315,735	29.9%
Total Operating Funds Expended	\$91,219,837	100.0%

Key Takeaways:




- Became the largest US city to eliminate fares system-wide in 2020
- Typical fare collections were around \$12M per year prior to the pandemic
- City Budget provided \$4.8 million initially to support loss in farebox collections
- The primary sources of local funding are the ½ cent Mass Public Transit Fund sales tax from Kansas City, Missouri and a 3/8 cent sales tax



FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

Fares and Directly Generated	\$7,267,902	6.9%	
Local Funds	\$0	0.0%	
State Funds	\$83,980,283	80.2%	
Federal Assistance	\$13,469,079	12.9%	
Total Operating Funds Expended	\$104,717,264	100.0%	

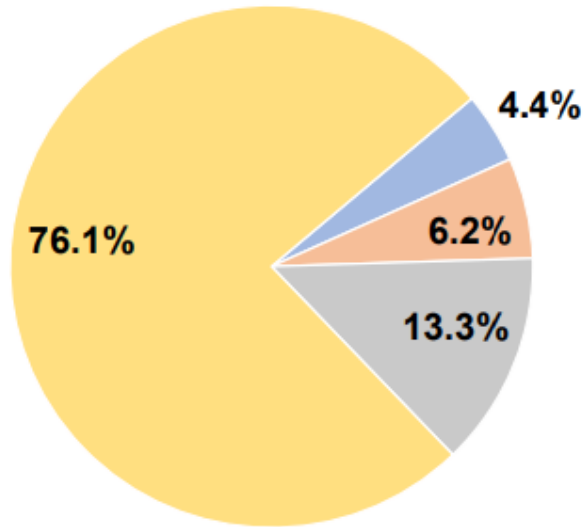
Key Takeaways:

- \$21.2 million of federal funding to cover the gap from the fare free program. Received \$1.3 billion from the Federal Infrastructure Bill and has the Special Transportation Fund (STF) - state funding from taxes (gas, diesel, general sales, etc.)



MATA (Memphis Area Transit Authority) - Memphis, TN

**FY21 NTD Reported
Operating Funding Sources**



Sources of Operating Funds Expended

Fares and Directly Generated	\$2,874,065	4.4%
Local Funds	\$4,080,492	6.2%
State Funds	\$8,716,484	13.3%
Federal Assistance	\$49,857,025	76.1%
Total Operating Funds Expended	\$65,528,066	100.0%

Key Takeaways:

- No dedicated source of funding for the system and the overall funding has declined over the past 5 years

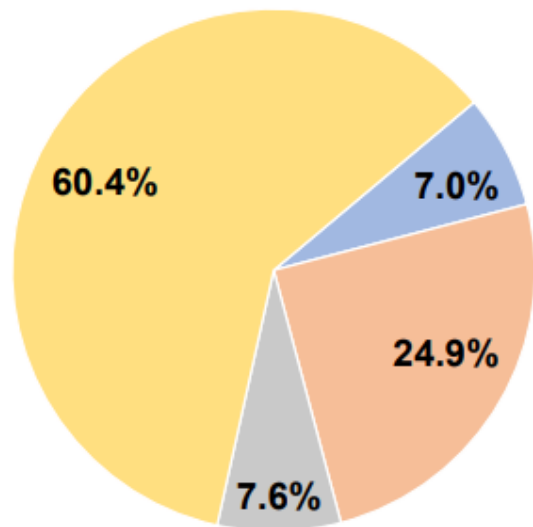




JACKSONVILLE
TRANSPORTATION
AUTHORITY

Jacksonville Transportation Authority - Jacksonville, FL

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

Fares and Directly Generated	\$8,052,656	7.0%
Local Funds	\$28,499,083	24.9%
State Funds	\$8,708,263	7.6%
Federal Assistance	\$69,068,873	60.4%
Total Operating Funds Expended	\$114,328,875	100.0%

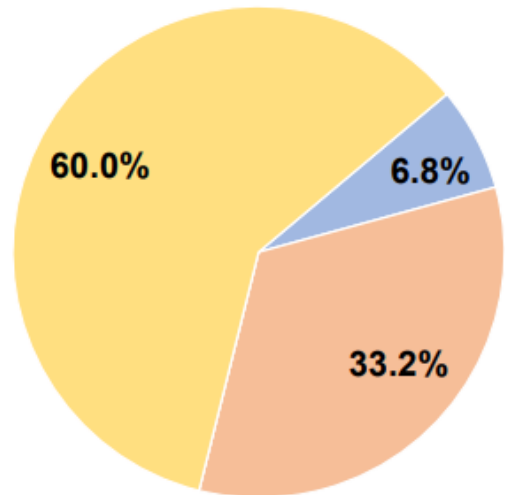
Key Takeaways:

- Dedicated funding comes through a local gas tax- per gallon of gas pumped within Jacksonville six (6) cents is collected, five (5) cents is appropriated to JTA and the other one (1) is retained by the City of Jacksonville.



Sun Metro - El Paso, TX

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

Fares and Directly Generated	\$3,826,523	6.8%
Local Funds	\$18,528,519	33.2%
State Funds	\$0	0.0%
Federal Assistance	\$33,516,653	60.0%
Total Operating Funds Expended	\$55,871,695	100.0%

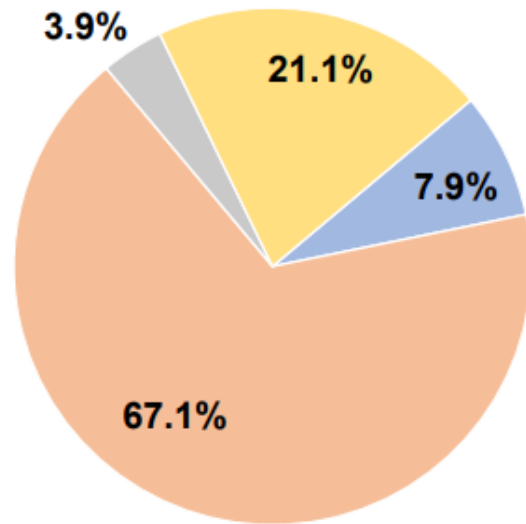
Key Takeaways:

- Dedicated funding from half-cent local sales tax. Received a grant for 450,000 to do an improvement study for transit services



New Orleans RTA - New Orleans, LA

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

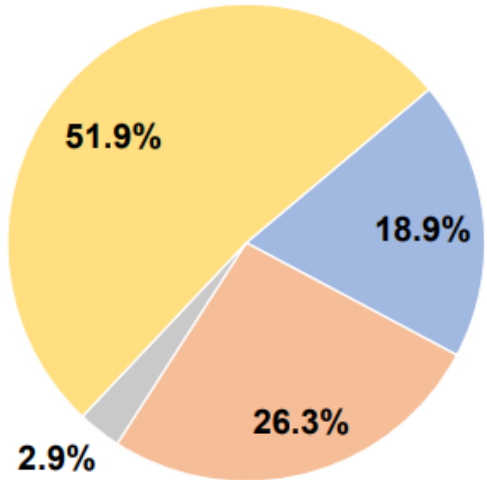
Fares and Directly Generated	\$9,534,232	7.9%	
Local Funds	\$81,136,100	67.1%	
State Funds	\$4,738,226	3.9%	
Federal Assistance	\$25,464,654	21.1%	
Total Operating Funds Expended	\$120,873,212	100.0%	

Key Takeaways:





- Has a dedicated 1 cent sales tax for transit funding. Reduced fare structure – not fare free aside from Hurricane Ida and a few weeks early in the pandemic

EMBAR - Oklahoma City, OK

FY21 NTD Reported Operating Funding Sources



Sources of Operating Funds Expended

Fares and Directly Generated	\$6,794,704	18.9%	
Local Funds	\$9,450,328	26.3%	
State Funds	\$1,058,811	2.9%	
Federal Assistance	\$18,634,869	51.9%	
Total Operating Funds Expended	\$35,938,712	100.0%	

Key Takeaways:

- Mostly uses City's general fund. Does not have a dedicated source of funding. Never suspended fares.