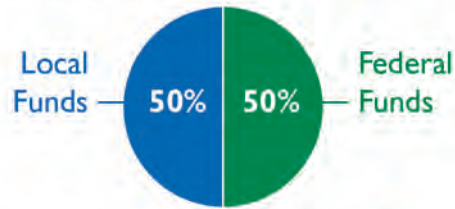


Funding for City Transit Service



Federal dollars cannot be used without local matching dollars.

Why is public transit asking for less money this time?

- Coordination with The University of Kansas has resulted in a more efficient and effective use of resources.
- The 0.05 percent portion of the sales tax has been repurposed. If passed, future sales tax revenue would go toward affordable housing instead of transit expansion.

Is there a plan for public transportation if the sales tax were to fail?

- A transit system needs local dollars to operate. Without local funding, it is impossible to use state or federal funds for transit service. Therefore, transit operations in Lawrence would be unable to continue without reductions in other city services or identifying other funding.
- Although the sales tax does not sunset for another year, Lawrence Transit would have to adjust operational or long-term planning to continue service operations until another source of local funding can be determined. Cost efficiencies would be considered, and routes and service frequency might be reduced or eliminated.



What is the status of the transfer hub, and will this tax pay for that?

- A transfer hub study is currently in progress, which may provide a better idea where a transfer hub can be best located in Lawrence. Once this is determined, there should be enough money to build a transfer hub that will work for bus riders in Lawrence. No additional funding will be needed, so the current tax presented for public transit will not go toward a transfer hub.

What does public transit do for our community?

- The bus service is for everyone in Lawrence, so even if you don't use it now, you may need to use it in the future. There are many reasons people ride the bus. Riders include K-12 students, elderly people who can no longer drive, people with disabilities, people without cars or who cannot afford a car, or those who just do not want to drive.



In November, voters in Lawrence will be asked the following:

“Shall the City of Lawrence, Kansas be authorized to impose a special purpose city retailers’ sales tax in the amount of two-tenths of one percent (0.2%) on retail sales consummated within the City of Lawrence, Kansas, for the purposes of operating a City Public Transit System, including purchasing and maintaining buses and other transit vehicles, transit facilities, and equipment and such other transit-related purposes as may be in the best interest of the City, the collection of such sales tax to commence on April 1, 2019 and shall terminate ten years after its commencement, all in accordance with the provisions of K.S.A. 2016 Supp. 12-187 et seq., and amendments thereto?”

More information at
[www.lawrenceks.org/
sales-tax/proposal](http://www.lawrenceks.org/sales-tax/proposal)

Frequently Asked Questions About the 0.2% Sales Tax for Public Transit

The previous sales tax included 0.3 percent for streets and infrastructure; 0.2 percent for public transportation; and 0.05 percent for an expansion of public transportation. How have the funds from the previous sales tax been spent over the last 10 years?

- The 0.2 percent sales tax for public transit has been used for the operation of the city buses known as The T, which currently includes 12 bus routes that operate from 6 a.m. to 8 p.m. Monday – Saturday, and the T Lift service which is a door-to-door para-transit service for those with a disability. It also funds the Night Line service, which operates from 8 p.m. to 6 a.m. Monday – Saturday. The state and federal government provide matching funds.

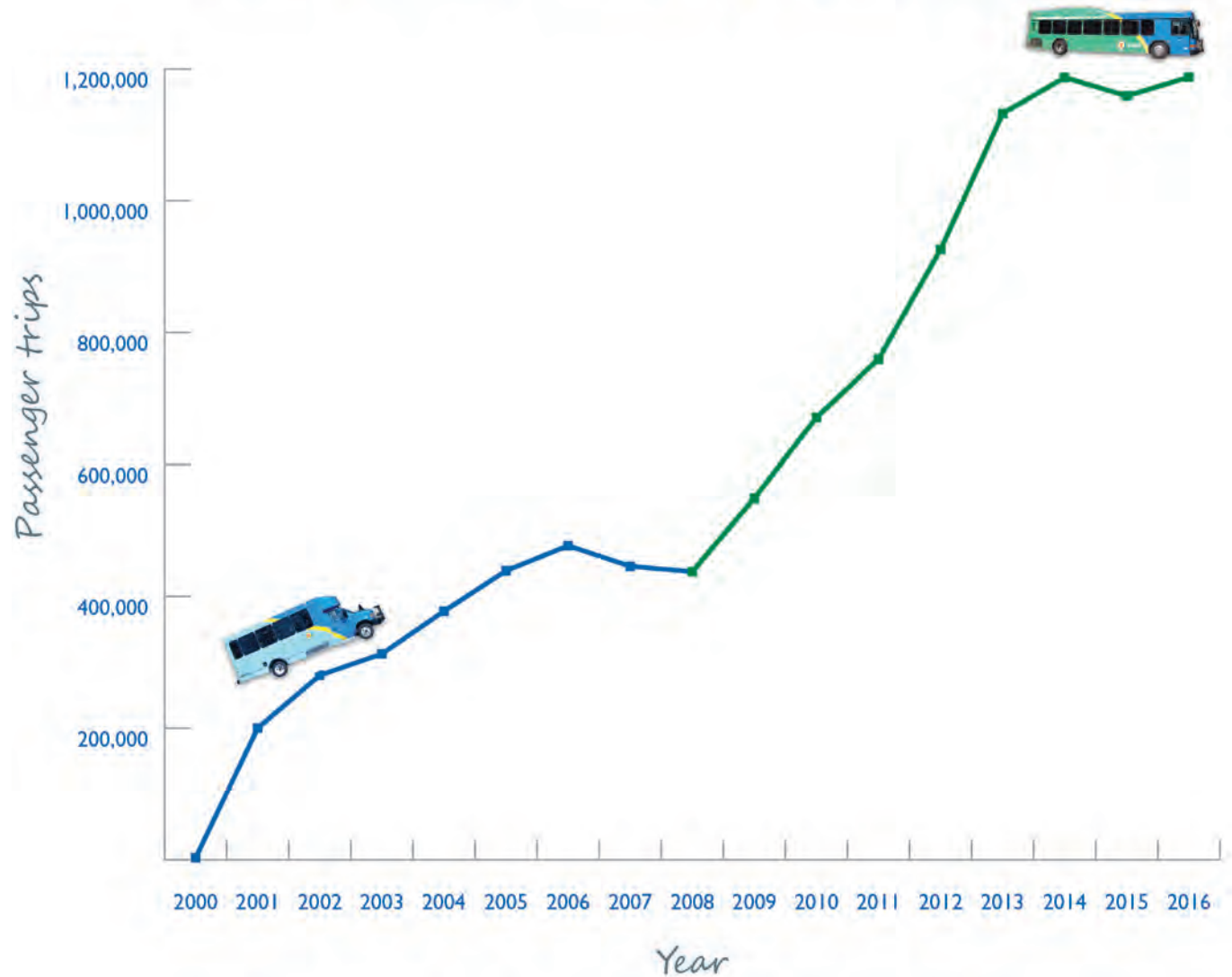
MV Transportation has been the contracted service provider, employing approximately 170 employees, most of whom are bus drivers and maintenance workers. Buses and amenities have been paid for through mostly federal and state grants.

- The 0.05 percent sales tax has been set aside to pay for a transfer hub and vehicles.

How has the transit system improved over the last 10 years?

- 74% increase in productivity (passengers per hour)

Annual Total Ridership: City Funded Service



- 33% reduction in cost per passenger
- 271% increase in ridership since 2008
- 50% increase in the number of routes
- Increased service hours from 14 to 24 hours per day

- 17% increase in service area
- In 2008, there was an average of 50 minutes between buses. That has been reduced to 37 minutes.