Public Meeting

February 9, 2023

East-West Transit Study

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RideKC Kansas City Area Transportation Authority

Project Overview

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The Kansas City Area Transportation Authority (KCATA), in cooperation with several project partners, is evaluating an east-west high-capacity transit connection between The University of Kansas Health System and Rock Island Corridor/Truman Sports Complex (Kauffman Stadium and Arrowhead Stadium).

After nearly a year of studying potential alignment options and soliciting feedback from the public, the study team is presenting two narrowed scenarios for a potential high-capacity transit investment in the study area.

Purpose and Need

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The purpose and need statement sets the stage for development and evaluation of solutions, also called alternatives. The purpose defines the transportation problem to be solved; and the need provides information to support the purpose.

WHY: Purpose

- Improve access to jobs, healthcare and housing
- Connect historically divided neighborhoods
- Increase connections to north-south corridors
- Reduce traffic congestion throughout the corridor
- Support local businesses and residential initiatives

WHAT: Need

- Improve bi-state east-west connectivity
- Improve connections to mobility services
- Improve access for all transit users - especially low-income, youth, elderly, disabled, and minority populations
- Provide fast and frequent bi-state transit service
- Create efficient and sustainable travel

Guiding Principles and Methodologies

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RIDER EXPERIENCE
- Increase connections
- Improve rider accessibility
- Provide high-quality amenities and experience
- Create user-friendly experiences
- Provide direct, intuitive transportation alternatives

TRANSIT-SUPPORTIVE LAND USE
- Support compact and mixed-use development
- Connect historically separated communities
- Improve access to jobs, healthcare, education and housing
- Support local business and residential initiatives

SUSTAINABILITY
- Reduce emissions and adoption of low-or-no emission vehicles

IMPLEMENTATION & OPERATIONS
- Increase transit speed and reliability
- Develop responsible and sustainable investments
- Gain buy-in from the public and key stakeholders

Project Timeline

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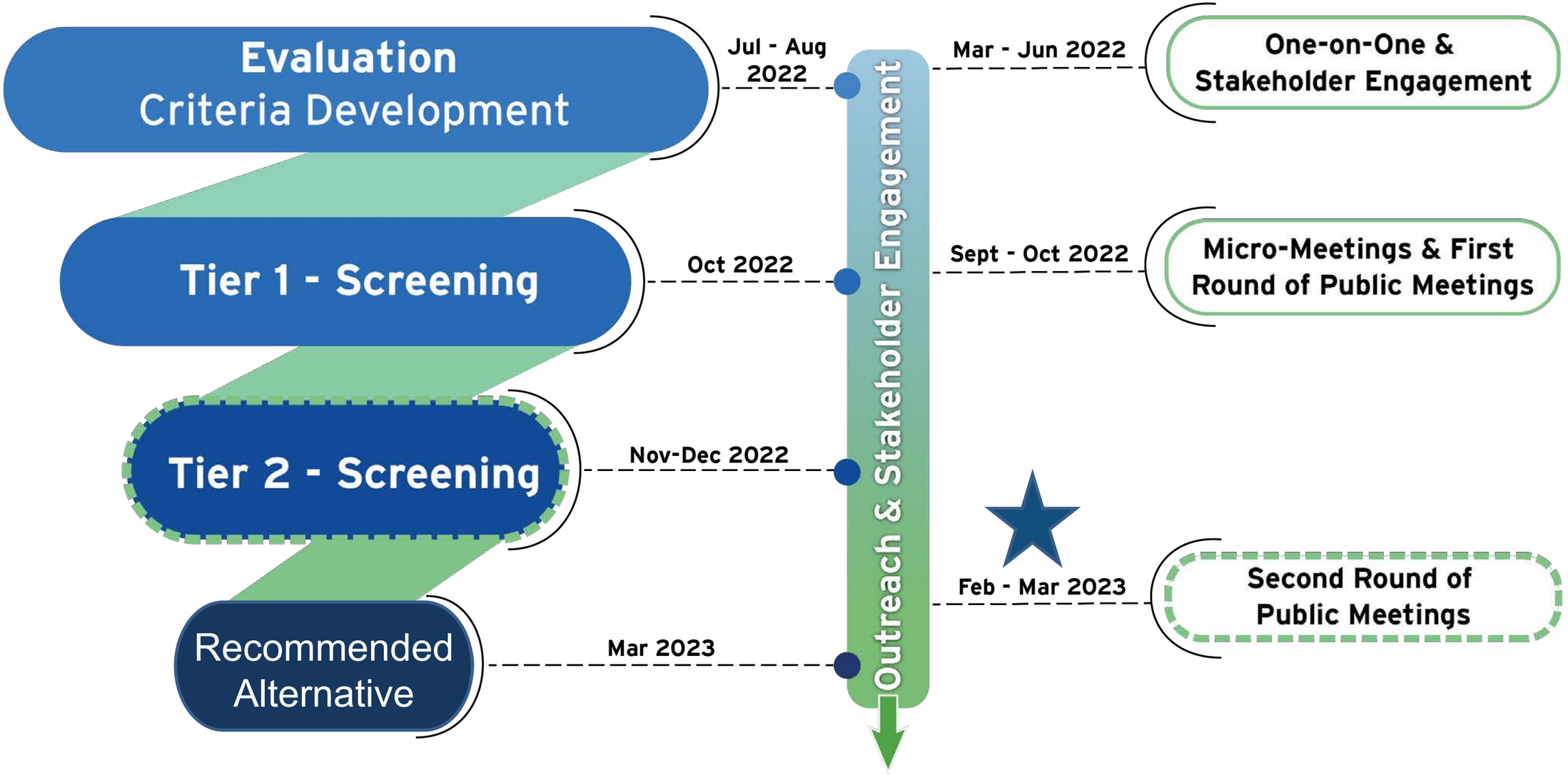

Public Engagement Overview

Public Survey Feedback

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Initial Survey

- **1,881** total responses
- Received survey responses from **80** different zip codes.
- **853** open-ended responses recorded
- **854** email addresses collected

- **Question:** How important is enhancing future connections to east-west transit for you or your business? (1 = not important, 5 = very important). Average score: **3.75**
- **Question:** How important is transportation to support the economic and community vitality of the project study area? (1 = not important, 5 =very important) Average score: **4.4**

Transit Corridor Alignment Options

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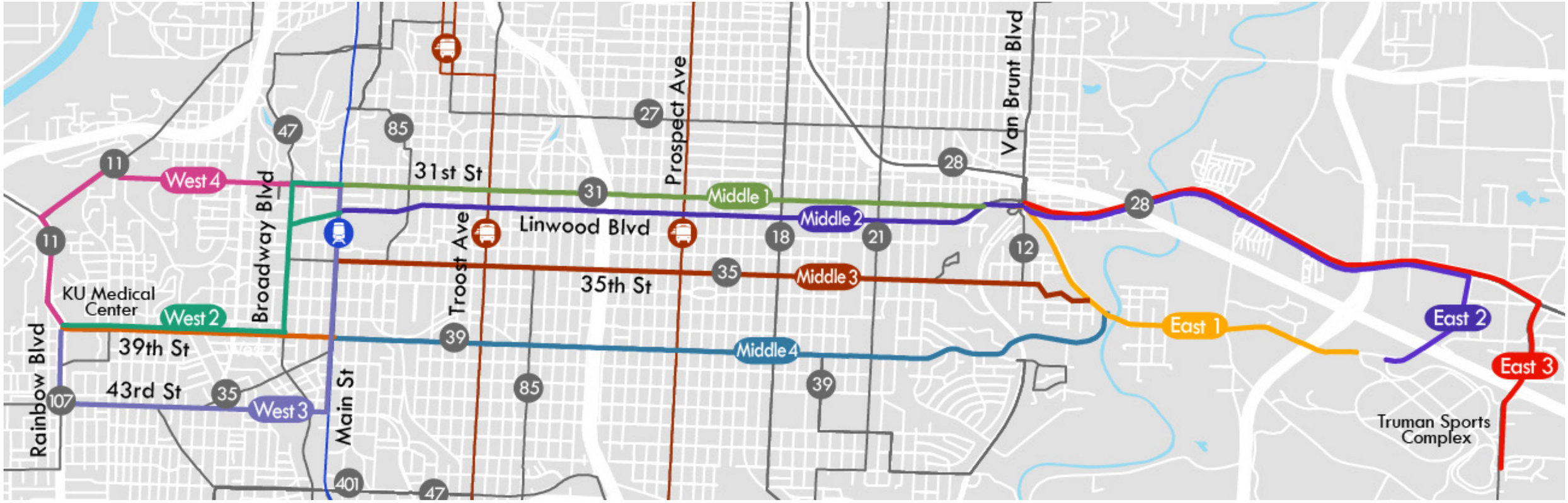

Western Segment

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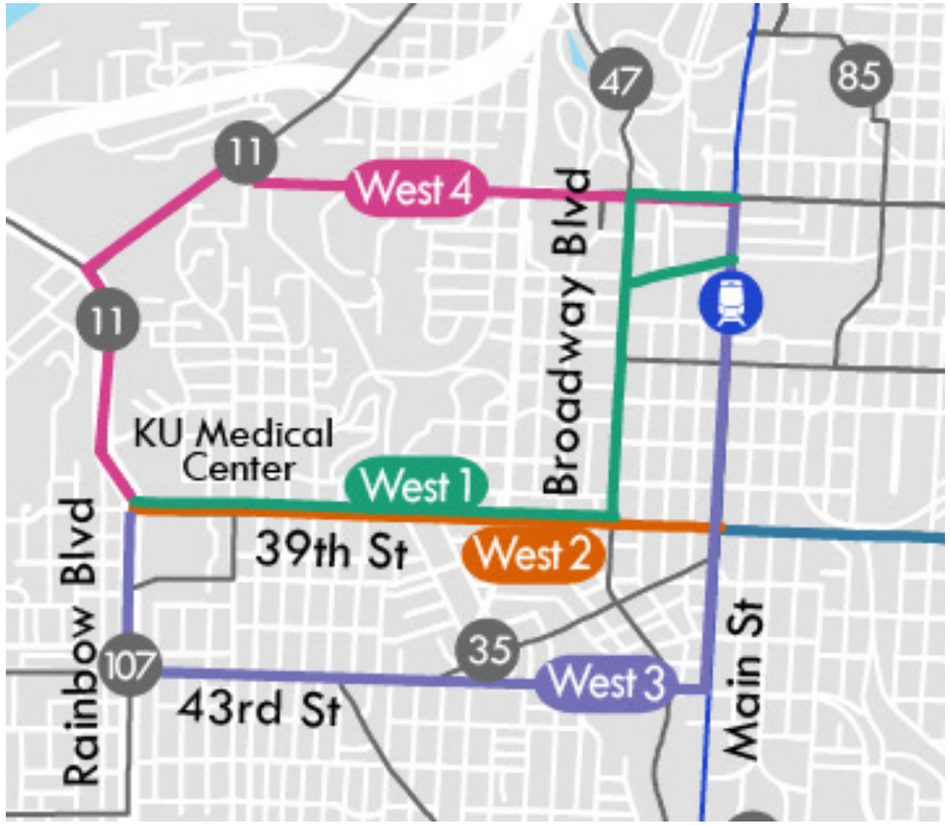

West segment alignment options are from The University of Kansas Health System to Main Street

Middle Segment

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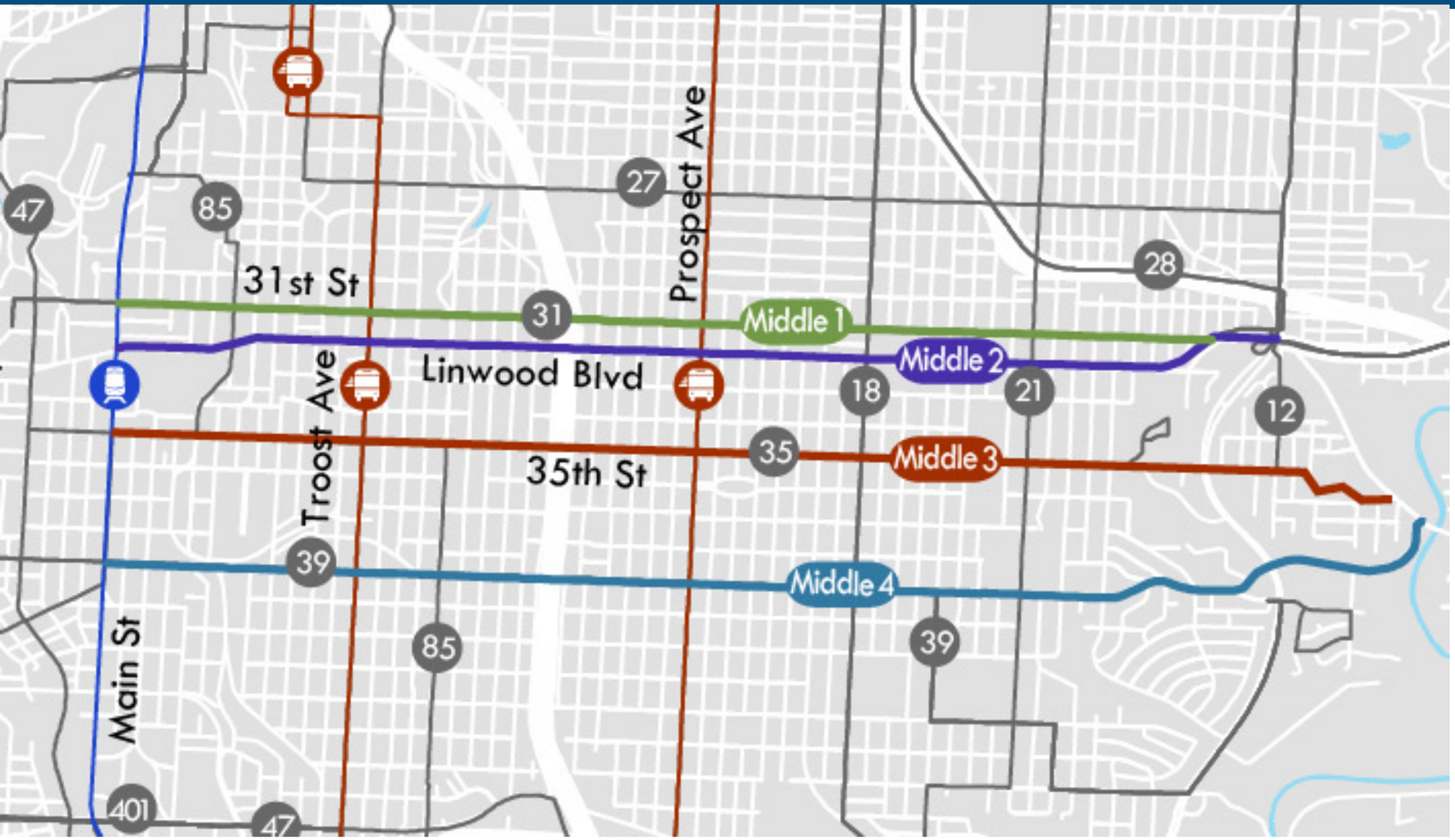

Middle segment alignment options are from Main Street to Van Brunt Boulevard/Hardesty Avenue

Eastern Segment

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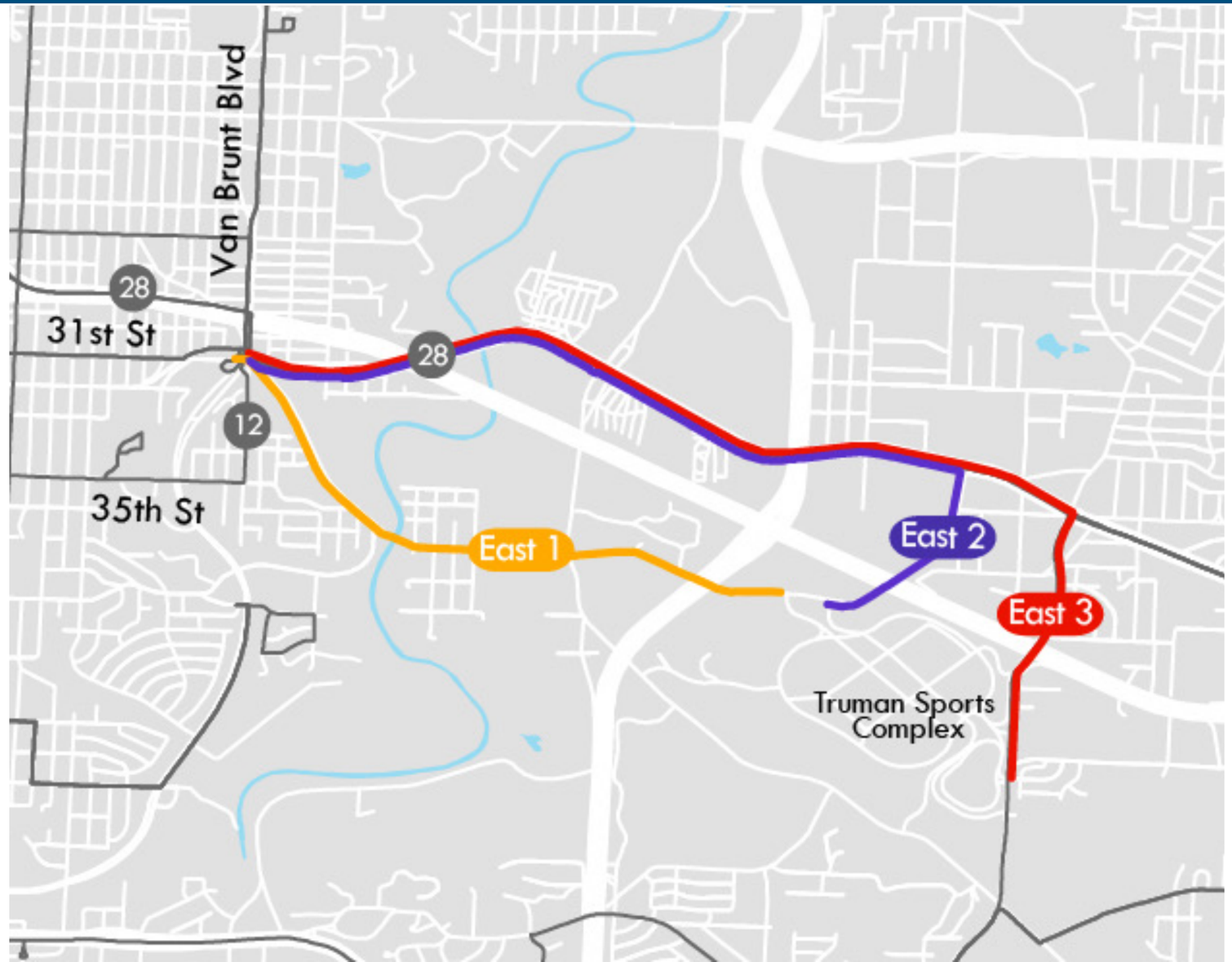

East segment alignment options are from Van Brunt Boulevard/Hardesty Avenue to the Truman Sports Complex

Screening Criteria

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Which of these criteria are most important to you in evaluating this new transit route?

For the transit service alignment:

- ★ **Increase connections to other transit services**
- ★ **Improve rider access to the transit network**
- ★ **Serve the greatest number of transit riders**
- ★ **Increase the number of people who use transit over driving**
- Achieve the fastest travel time through the corridor
- Avoid options with project costs that are far above average for transit projects
- Avoid impacts to other roadway uses (driving lanes or parking lanes)
- Avoid costly obstacles such as bridges or major utilities
- Avoid private property acquisition due to right-of-way space constraints

Maximize the following within a quarter-mile of the transit service alignment:

- Existing population density
- Existing employment density
- Future population density
- Future employment density
- Connections to affordable housing
- **Connections to key activity centers** ★
- Connections to health-care facilities
- Connections to planned development projects
- Connections to planned development projects costing $100,000 or more

Public Engagement Overview

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Alternatives Engagement

- **2** In-person Public Meetings
- **3** Micro-Meetings
- **125** in-person participants in public/micro meetings

- **66** participants in virtual public meeting

- **899** survey responses
- Estimated **1,554** online participants
- Estimated **1,745** total participants leaving **293** comments

Screening Process

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The below alignments arose through initial screening criteria and public feedback. Alignments were further analyzed by mode and more detailed criteria used to assess:

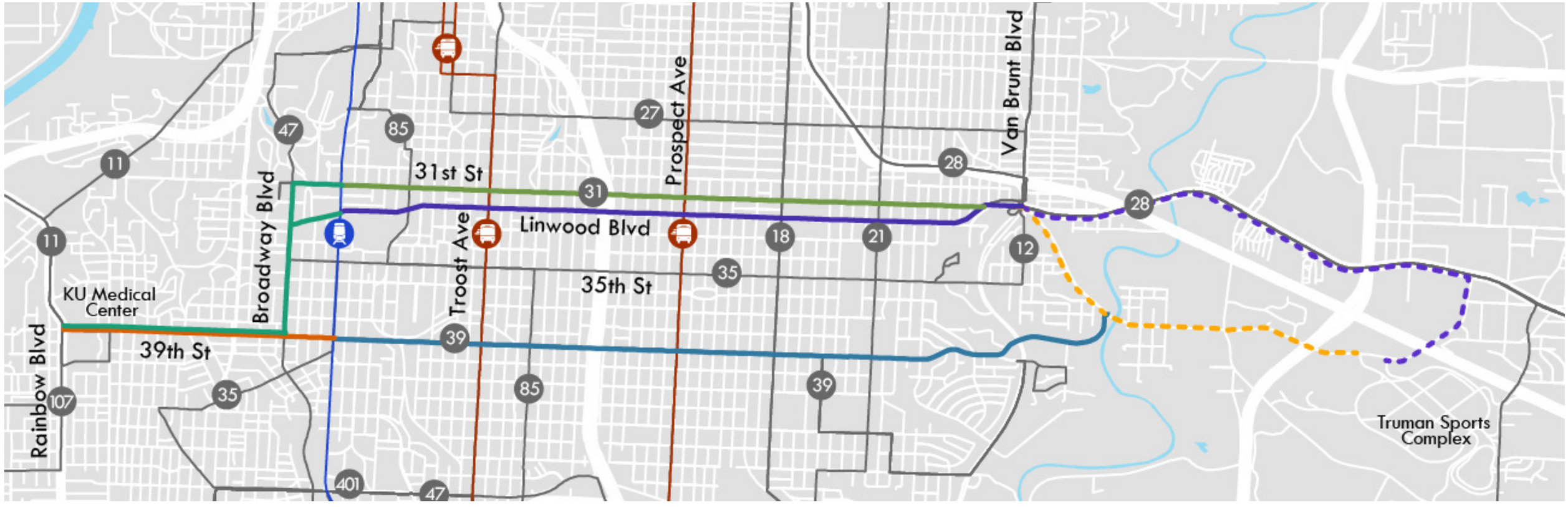
+ Land use & ridership potential

+ Engineering & physical constraints

+ Cost estimates & funding source options

+ Equity analysis

+Travel time



Screening Results

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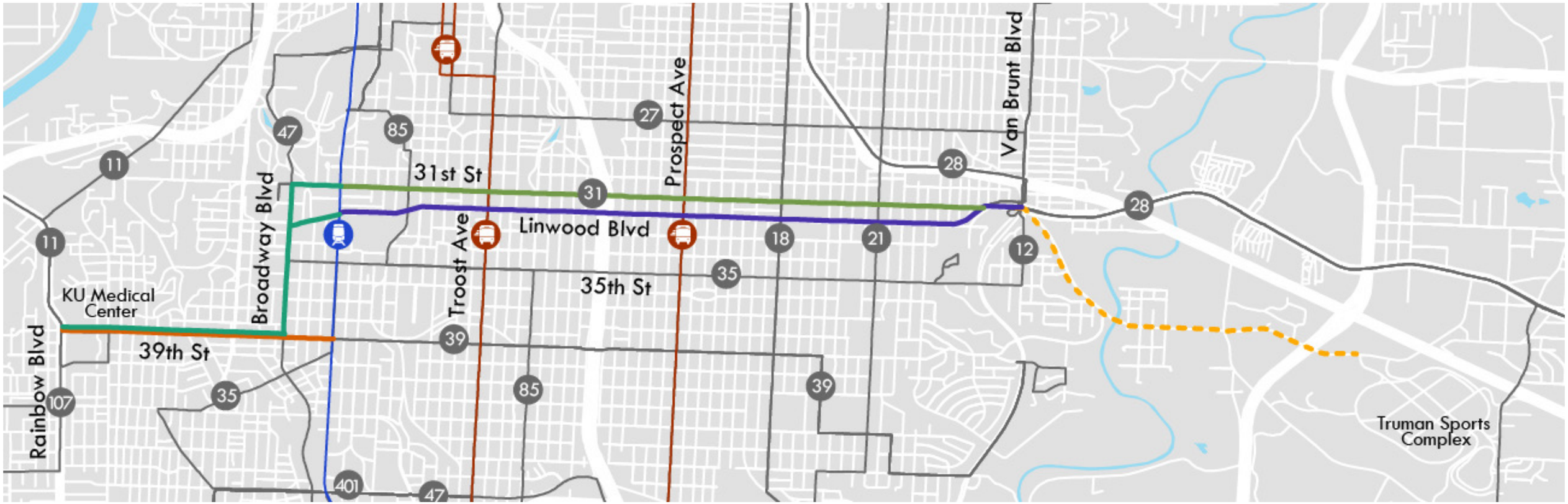
The screening process and detailed criteria analysis resulted in **two Scenarios** on the following alignments:



Exact termini on the West and East ends are not fixed at this phase of study. Supporting network connections (such as parallel route frequencies, service to Rainbow Blvd, and connections along the Rock Island corridor) will be further evaluated in the next study phase.

Scenario 1: Streetcar

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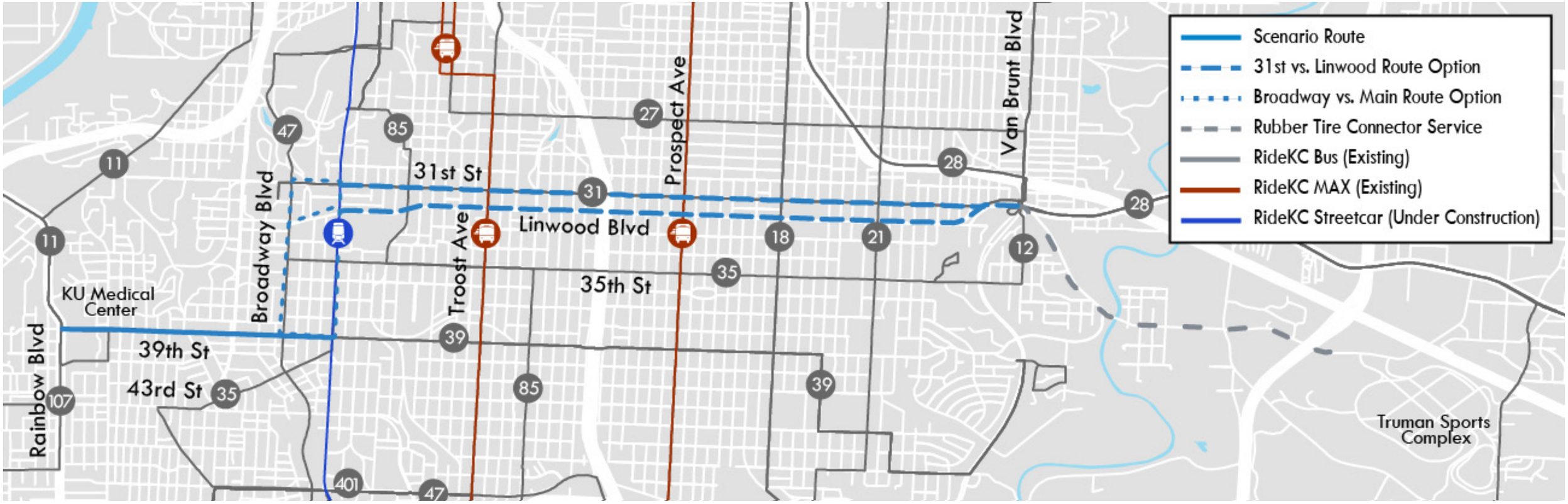
STREETCAR



Scenario 1: Streetcar

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Identified corridor supports high ridership potential for a best-case return on investment

Streetcar comes at a high capital cost ($450-600M) but offers the greatest economic development benefit and reinvestment potential in the corridor

East of Van Brunt lacks the land use and density required to support an investment in rail and calls for a less expensive connection to the stadiums

Rail service provides high-quality amenities, high-capacity vehicles, and high frequency service

Rail construction causes significant traffic and corridor disruption

ONGOING CONSIDERATIONS

- ❑ 31st Street and Linwood Boulevard have similar ridership potential, but the corridors have different development character and roadway space available for transit infrastructure
- ❑ The Broadway vs. Main Street “connection” requires further evaluation (cost, operational flexibility, travel time, roadway constraints, etc.)
- ❑ Need for close coordination with municipalities and public on potential development and displacement policies

Scenario 1: Potential Streetcar Funding

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Estimated Capital Cost: $450-$600 Million
Estimated Operating Cost: $6 Million per Year

A combination of new local funding + federal funding is required for implementation of Scenario 1: Streetcar. Potential options include:

		Capital Funding Potential	Operating Funding Potential
Local	**Existing KCMO Transit Taxes** *(3/8th Cent Sales Tax or Mass Transportation Sales Tax)*		
Local	**Transportation Development District (TDD)** *(Sales tax, special assessment, combination, or other)*	✓	✓
Local	**New Transit Funding** *(City, County, or Regional Funding Initiative)*	✓	✓
Local	**Private Sector Contribution**	✓	✓
Federal	**Federal Transit Administration Capital Investment Grant (CIG) New Starts Program** *(Typically 50% of capital cost)*	✓	
Federal	**Other Federal Grants for Capital Funding** *(Smaller amounts of the overall project cost)*	✓	

There is no capacity within existing tax revenues to fund capital debt or operations without substantially reducing existing services.

The Main Street TDD funds about 50% of the project's capital cost + the majority of annual operations

A similar East-West TDD would likely not yield enough revenue to cover project costs.

Scenario 1: Implementation

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Scenario 1: Anticipated Streetcar Implementation Process

The above implementation timeline is based on prior Kansas City Streetcar experience but is subject to change as the project progresses. Funding availability will be a major influence on the implementation timeline.

Scenario 2: MAX Bus

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MAX

Scenario 2: MAX

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Identified corridor supports high ridership potential for a return on investment in the study area, but will attract fewer riders in comparison to Streetcar

BRT comes at a lower cost ($30-60M) compared to Streetcar, but the impact on economic development and reinvestment potential would be less in comparison to Streetcar

East of Van Brunt lacks the land use and density required to support a capital investment in MAX stations but would receive a transit connection to the stadiums

MAX service provides branded, high-amenity stations and vehicles and high frequency service

MAX construction is less disruptive to traffic and corridor compared to Streetcar

ONGOING CONSIDERATIONS

- ❑ 31st Street and Linwood Boulevard have similar ridership potential, but the corridors have different development character and roadway space available for transit infrastructure
- ❑ The Broadway vs. Main Street “connection” requires further evaluation (e.g. land uses/developments to be served, space for MAX stations or dedicated lanes, transit service integration)
- ❑ Need for close coordination with municipalities and public on potential development and displacement policies

Scenario 2: Potential MAX Funding

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Estimated Capital Cost: $30-$60 Million
Estimated Operating Cost: <$1 Million per Year

Local or federal funding would be needed for the capital cost. Potential options include:

		Capital Funding Potential	Operating Funding Potential
Local	**Existing KCMO Transit Taxes** *(3/8th Cent Sales Tax or Mass Transportation Sales Tax)*		✓
Local	**New Transit Funding** *(City, County, or Regional Funding Initiative)*	✓	✓
Federal	**Federal Transit Administration Capital Investment Grant (CIG) Small Starts Program** *(Up to 80% of capital cost)*	✓	
Federal	**Other Federal Grants for Capital Funding** *(Up to 80% of capital cost)*	✓	

Additional service along the corridor would be covered by reallocation of existing operating resources.

Scenario 2: Implementation

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Scenario 2: Anticipated MAX Implementation Process

The above implementation timeline is based on prior Kansas City experience but is subject to change as the project progresses. Funding availability will be a major influence on the implementation timeline.

Comparison of Scenarios

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This comparison, based on the guiding principles, highlights key differences between the scenarios.

	Scenario 1: Streetcar	Scenario 2: MAX
Rider Experience *(amenities, vehicle capacity, and service frequency)*	✓ High	Medium-High
Ridership Potential *(anticipated demand for future service)*	✓ High	Medium-High
Economic Development and Reinvestment Potential	✓ High	Medium-High
Emissions Reduction and Mode Shift *(from driving to taking transit)*	✓ High	Medium-High
Capital & Operating Cost	Capital: $450-$600M Operating: $6M/yr	✓ Capital: $30-$60M Operating: <$1M/yr
Implementation Timeframe and Construction Impacts	9-10 years	✓ 7 years

Next Steps

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- Complete analysis on route and mode options
- Share final study recommendations including preferred alternative
- Secure Phase 2 funding to advance project development and funding plan
- Coordinate with municipalities and public on supportive land use policies
- Execute capital and operating funding

Questions & Discussion

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Looking for feedback on:

Route options

- 31st Street vs Linwood Boulevard
- Broadway Boulevard vs Main Street

Mode preference

- Streetcar vs Max