



Transportation is the largest source of emissions of all energy sectors in the nation, responsible for more than 34% of greenhouse gas emissions in greater Kansas City (Source: MARC). KCATA has a longstanding commitment to cleaner transit vehicles, starting with hybrid-electric buses in 2011 and Compressed Natural Gas buses beginning in 2014. Two-thirds of the RideKC fleet is now clean CNG. In 2019, KCATA decided to purchase two electric buses to assess life-cycle costs and compare them to diesel and CNG alternatives. In March 2021, the Mid-America Regional Council (MARC) adopted a regional Climate Action Plan that set a goal of reaching net zero greenhouse gas emissions by 2050. A key piece of this plan is transitioning to electric vehicles.

Battery Electric Buses

- KCATA is in the process of seeking federal funding for up to 10 additional electric buses.
- The electric buses will be used on various local and MAX Bus Rapid Transit routes to evaluate and identify the most efficient operation of the vehicles.
- The two new RideKC buses are powered by six onboard batteries, with a battery capacity of 444 kWh with no direct emissions.
- They have an estimated range of 150 miles.
- In addition to a smoother, quieter ride and a reduced carbon footprint, the new GILLIG buses offer enhanced passenger comfort and safety features.

- Easy-to-clean vinyl seats
- USB charging ports at all seats
- High definition cameras
- Drivers' protection barriers
- Passenger information monitors

- The buses will also use energy recovered from a regenerative braking system and feature a direct-drive traction motor with peak torque of 3500 Nm (2,582 lbs.-ft.).
- They are equipped with a state-of-the-art Cummins electrified powertrain.
- Because they are built on GILLIG's low-floor bus platform, the new battery-electric buses ensure parts and training commonality with KCATA's existing GILLIG fleet.
- Evergy has submitted a transportation electrification filing to the Missouri Public Service Commission (MPSC) and Kansas Corporation Commission (KCC) to propose new electric vehicle charging rates for transit and commercial businesses and rebates for charging equipment.

Independent Study I [Link available at zerofarekc.com](#)

A study by the Center for Economic Information in the University of Missouri Kansas City's department of economics states that the top four categories that will receive the lion's share of money consumers save on bus fare will go toward housing, medical, retail and insurance.

Independent Study II [Link available at zerofarekc.com](#)

Missouri Public Transit Association (MPTA) released the findings of a six-month study to show the economic impact of public transit in the state of Missouri.

Have buses been overcrowded because of Zero Fare?

At a time when service was being reduced nationwide due to the pandemic, because of Zero Fare, KCATA reduced less and increased ridership at a faster pace than the national average. For example, by October 2020, national ridership was still just 40% of 2019 levels, while RideKC ridership had rebounded to 80% of 2019 levels. Even with these increases, there is capacity to increase ridership. Currently, the only source of overcrowding is due to the physical distancing in place for the safety of customers and employees.

Have safety concerns increased?

KCATA is one of the safest transit agencies in the country. Prior to zero fare transit, 90% of the incidents that occurred between an operator and a customer were fare-related. In preparation for zero fare transit, KCATA added additional security staff and changed its "loop riding" policy to require deboarding at the end of the line. Operator assaults are remarkably lower since beginning zero fare transit.

Has quality of service decreased?

To the contrary. An onboard survey conducted in the fall of 2020 indicates a greater level of satisfaction with RideKC service than in 2019. The elements of RideKC's performance that received the highest combined sum of "very satisfied" and "satisfied" responses include: professionalism and friendliness of operators and staff, helpfulness of the RideKC Regional Call Center reps, reliability of service, vehicle comfort and features, and personal safety while riding.