

EAST-WEST TRANSIT STUDY

Executive Summary



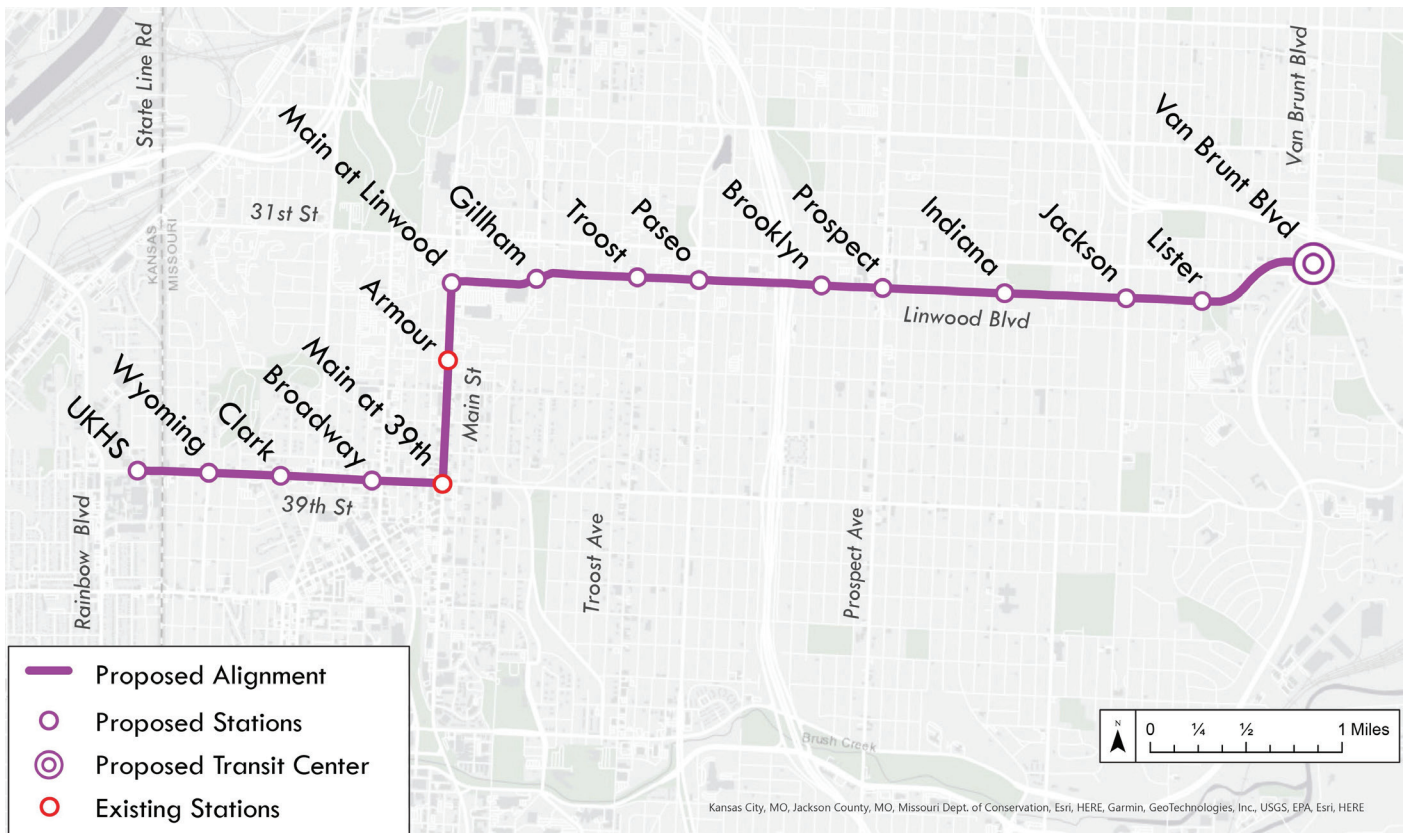
Kansas City represents the place we call home and our pride in the great things happening throughout the region. As a unifying entity for metropolitan transit agencies, RideKC, consisting of the KC Streetcar Authority and KCATA, is responsible for the planning, construction and operations of transit that span the region and will improve quality of life for citizens throughout KC. The East-West Transit Study is one such project.

BUILDING ON MOMENTUM

The vision for the East-West Corridor is to create a fast, efficient, and attractive public transit service that aligns with existing Streetcar and MAX services. It will provide an east-west, high-capacity transit connection between The University of Kansas Health System and a terminus on the east side of Kansas City, MO. As an economic investment for the greater Kansas City area, the corridor would strengthen the RideKC transit network.

After nearly two years of technical analysis and public engagement that began in 2022, the East-West study team continued planning design and public outreach efforts through the end of 2023 to refine the Recommended Alternative identified in early-2023. Through this effort, a draft Locally Preferred Alternative (LPA) was identified. This Executive Summary documents the efforts and outcomes of refining the Recommended Alternative into the draft Locally Preferred Alternative from July 2023 to January 2024.

LOCALLY PREFERRED ALTERNATIVE (LPA)



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PUBLIC ENGAGEMENT

To maximize outreach and ensure that a diverse range of stakeholders was engaged, the project team hosted a **virtual public meeting and eight “micro-meetings,”** or small group meetings, with neighborhood, business, and faith-based groups in and around the project corridor. An online survey was also conducted.

Estimated # of
micro-meeting
participants:
285

Virtual public
meeting
attendees:
147

Survey
participants:
958

Survey Participants were asked to rank street layout priorities.

Participants who identified as **residents, employees, or frequent users** of the corridor ranked the priorities in the following order:

1. Minimize Streetcar and on-street parking conflicts to reduce delays
2. Exclusive transit-only lanes to improve transit reliability
3. Wide pedestrian (and sidewalk) space for planters, seating, etc.
4. Dedicated mobility or “shared use” space for bicycles, scooters, and pedestrians
5. Center turn lane and/or left turn access
6. Curb loading zone for business deliveries and pickups
7. On-street parking availability

Participants who identified as **business owners** ranked the priorities as:

1. On-street parking availability
2. Minimize Streetcar and on-street parking conflicts to reduce delays
3. Center turn lane and/or left turn access
4. Curb loading zone for business deliveries and pickups
5. Wide pedestrian (and sidewalk) space for planters, seating, etc.
6. Exclusive transit - only lanes to improve transit reliability
7. Dedicated mobility or “shared use” space for bicycles, scooters, and pedestrians

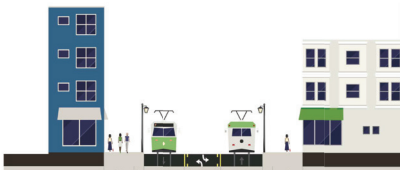

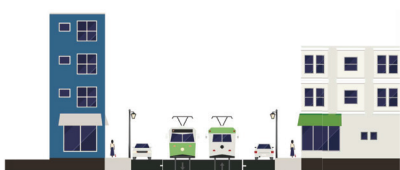





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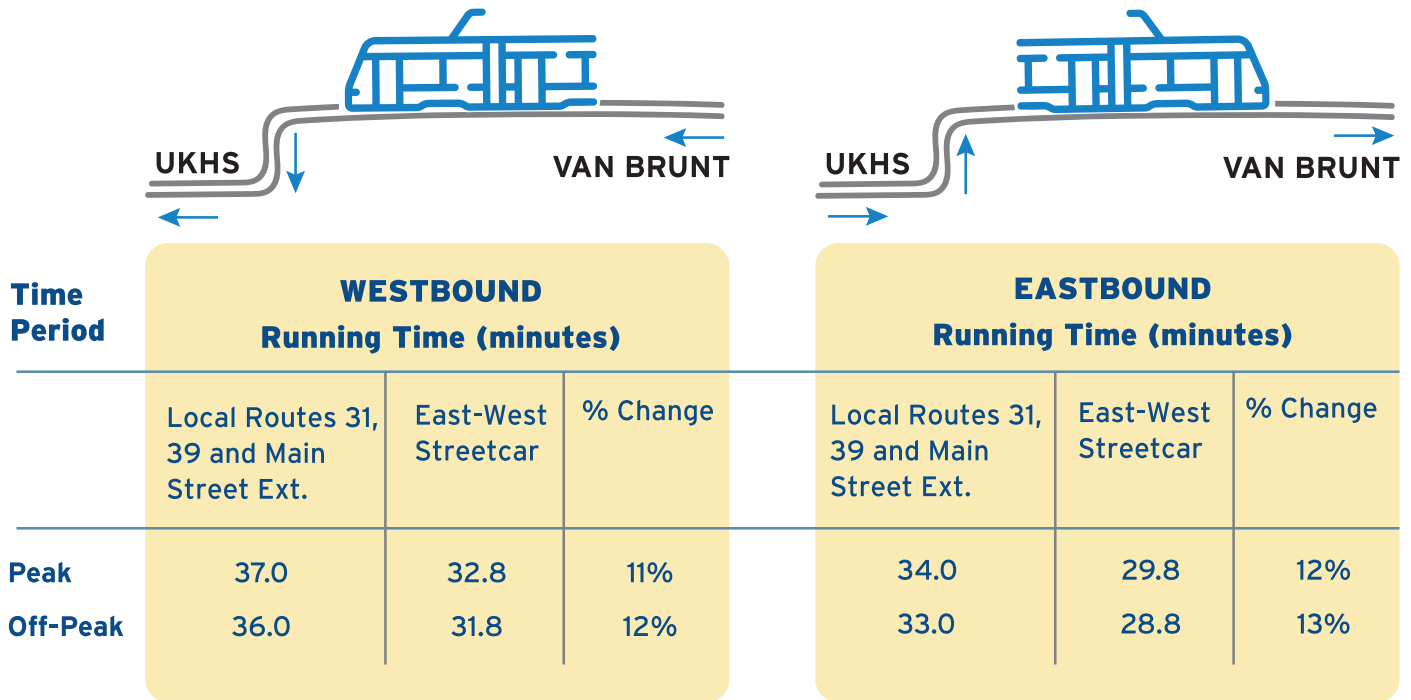
PUBLIC ENGAGEMENT

Participants were asked to rate the three 39th Street and three Linwood Boulevard Cross Sections on a scale from 1-10. Each cross section's average scores are below.

General Public average score		Business Owners average score
7	Two Shared-Use Lanes + Center Two-Way Turn Lane  39th Street Layout 1	5
5	Two Shared-Use Lanes + Single On-Street Parking Lane  39th Street Layout 2	4
3	Two Shared-Use Lanes, Two On-Street Parking Lanes, Modified Curbs  39th Street Layout 3	6
5	Two Center-Running Lanes (Shared or Exclusive) + Two Auto Lanes  Linwood Boulevard Street Layout 1	3
7	Two Outside-Running Lanes (Shared or Exclusive), Two Auto and Two Mobility Lanes  Linwood Boulevard Street Layout 2	5
5	Two Shared-Use Lanes with Single On-Street Parking Lane and Mobility Lanes  Linwood Boulevard Street Layout 3	4

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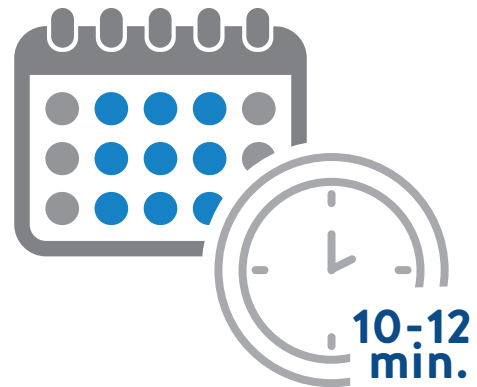
RUNNING TIME ESTIMATES



SERVICE PLAN

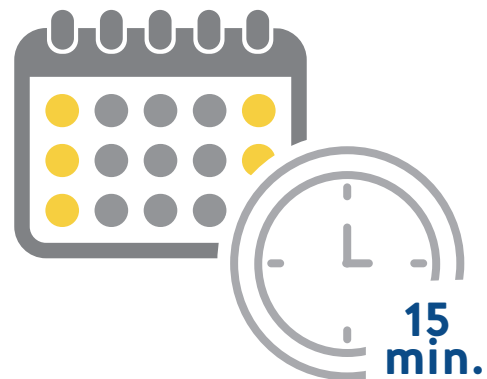
Weekday Service

- 10-12-minute peak frequency
- 5:00am to 12:00am
- Sunday - Thursday nights



Weekend Service

- 15-minute peak frequency
- Service until 1:00am
- Friday & Saturday nights



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RIDERSHIP FORECASTS

The ridership forecasts are based on the STOPS Model - KC Streetcar Main Street Extension FTA adopted/accepted model.

Segment (West to East)	Boardings	Alightings
UKHS to 39th & Main	620	560
39th & Main to Linwood & Main	580	770
Linwood & Main to Linwood & Prospect	3,480	3,900
Linwood & Prospect to 31st & Van Brunt	2,130	1,810
TOTAL	6,810	7,040



VEHICLE NEEDS

The fleet need includes spares as well as vehicles required for maintenance holds.

Peak vehicle
need:

8

Total fleet
need:

13



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OPERATING & MAINTENANCE COST ESTIMATE

Vehicle Hour Costs used 2021 Streetcar Operating Model unit cost for 2021 (\$186) and escalated based on CPI-U for 2022 (8.00%) and 2023 (3.87% to date). An additional 20% contingency was added.

Annual
Vehicle Hours:
46,630

Vehicle Hour Costs
(2023 dollars):
\$250.38

Annual Operating &
Maintenance Cost:
\$11,425,000



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CAPITAL COST ESTIMATES

Capital cost are upfront, one-time costs to build the project.

Description	Current Year (2023)	Year of Expenditure (2030)
Revenue Track	\$843 M	\$1,127 M
Vehicle Maintenance Facility	\$85 M - \$105 M	\$115 M - \$141 M
TOTAL	\$928 M - \$948 M	\$1,242 M - \$1,268 M

The total cost assumes VMF option 2, which is the most expensive of the options and thus represents the most conservative option.

The Year of Expenditure represents the midpoint of construction, which is assumed to be 2030.

Values are rounded to the nearest million for presentation purposes. Due to rounding, totals may not add up to the same totals in the Financial Strategy technical memo

IMPLEMENTATION TIMELINE

Activity	Years
Preliminary Engineering and Environmental Review	2024 -2026
Final Design	2026 -2028
Construction	2029 -2032
Opening Year	2032

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POTENTIAL FINANCIAL STRATEGIES

Federal Capital Funding Options

Federal Funding requires a local match of approximately \$500 to \$700 million, most of which is needed in 2029-2032 for the construction phase. Local matches may take the form of local bonds, new local or regional funding sources, and direct contributions from private sources.

Capital Investment Grant (CIG) - New Starts

- Award limited to 60% of total project cost.
- Analysis assumes award of 50% of total project cost to determine local match need.
- Multi-year engagement process with multiple touch points with FTA and interim FTA approvals.
- Upon acceptance into program, projects may incur expenses that will count toward non-federal match requirements.

RAISE

- Up to \$25 million for planning or construction.
- Highly competitive - greater risk of not receiving funding.
- Recommend determining project competitiveness through completion of benefit-cost analysis.

TIFIA

- Financial assistance includes direct loans, loan guarantees, and lines of credit.
- Limited to 33% of eligible project costs.
- Terms negotiated with USDOT.



Operating Cost Funding Options

Operating cost of \$11.4 million per year (2023 dollars)

Excludes savings from local bus service changes and excludes added 5307 federal formula funding from expanded transit network

- New, regional transit funding source (local, county, or multi-county sales, property or income) to fund both capital and operating costs.
- Expansion of TDD, which may be more appropriate as an operating source than capital source given limitations on funding potential.
- Use of existing Kansas City, MO, PMT Sales Tax to cover part of the operating cost if efficiencies are found with existing east-west bus service within the project corridor funded by this source. To fully fund using this source, reductions in service would be needed elsewhere in the service area.
- Direct contribution for Kansas-side operating costs through an intergovernmental agreement between KCSA and the UG or private entities (similar to how KCATA provides service in Wyandotte County through agreement with the UG).

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POTENTIAL FINANCIAL STRATEGIES



Local Match Funding Options for Capital Cost

Local Match Need for CIG Program is likely \$500-\$700 million, most of which is needed in 2029-2032 for construction phase

Local Bond

- With 25-year term, 3.5% interest rate: \$30-\$43 million in annual debt payments.

Transportation Development District

- Existing Main Street TDD sales and property tax boundaries already intersect the corridor
 - Nearly 40% of East-West corridor falls within the Main Street TDD sales tax boundary. Remaining areas are largely residential with limited sales tax revenue potential.
 - West extension of property tax boundary could generate some revenue potential, although most of the corridor's high value parcels are already captured in existing TDD. Extension east would impact predominantly lower-income residential areas.
 - UKHS is tax exempt and outside Missouri; would require a separate mechanism for contributions.

New Local or Regional Funding Source

- Bi-state or multi-county funding source such as a new sales or property tax dedicated to transit including this project.
- Could contribute to capital cost, operating cost, or both.

Direct Contributions

- Private entities could be considered for direct funding.
- Contribution could be derived through a formula such as in proportion to the project length, capital cost, or contributing ridership.

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PROJECT NEXT STEPS

The KCATA has received a \$4,500,000 Rebuilding American Infrastructure with Sustainability & Equity (RAISE) grant to advance the project towards construction. The next steps to move the project forward are outlined below.



Complete the development and adoption of the Locally Preferred Alternative (LPA)



Enter next phase of planning

- Includes environmental review, engineering, advanced planning and public engagement
- Begin coordination with the Federal Transit Administration (FTA)



Begin to identify capital and operating funding