

Regional Transit Proposal

Making expanded transit in Clay, Platte, and Jackson Counties a reality

Background and History

- Long history of Regional Transit Activities
 - 1975 – Long-Range Transit Plan
 - 1996 – Public Transportation Planning Study
 - 1998 – Metropolitan Transit Initiative Demand Assessment
 - 2001 – Transit Investment Strategy
 - 2004/2008 – Smart Moves Plan
 - 2006 – Regional Investment Fund Legislation
 - 2006/2008? – KCMO Light Rail Approved by voters
 - 2008 – Regional Transit Proposal

Regional Transit Proposal Structure

- Steering Committee
 - Governance Committee
 - Financial Committee
 - Public Input Committee
 - Technical Committee

Steering Committee

Consensus Opinion Statement

There are two very important and highly integrated transit initiatives underway in the Kansas City region. They are not in competition with one another, rather they are completely complementary.

We are committed to developing and presenting a regional proposal to our voters in Platte, Clay, and Jackson counties that connects our counties with high-quality transit services. We will take the time necessary to deliver a sound proposal.

We are also committed to coordinating closely with Kansas City, Missouri, in their efforts to plan and build a light-rail starter line as an integral piece of an expanded regional transit system.

Governance Committee

Governance Committee

Role of Governance Board:

- Provide regional oversight of tax collected
- Collect and disperses funds
- Provide for accountability and transparency
- Able to amend service delivery as needed, consistent with the regional plan.
 - Make-up of membership articulated in original ballot proposal
 - Service plan articulated in original ballot proposal

Governance Committee

Criteria for Board Development

- Consist of elected officials
- Include county and city representation
- Integrate with MARC and KCATA bodies
- Expandable to allow inclusion of additional Missouri counties and/or Kansas counties
- Achieves appropriate representation and balance between counties and populations (north/south, east/west, large cities, small cities)

Legislative Assessment

Evaluated multiple legislative models

- Regional Investment Fund
- Transportation Development District
- County Transit Authority

Identified the county based transit authority as preliminary legislative preference

- Addresses indentified principles and criteria
- Allows for county based partnerships through traditional intergovernmental agreements
- Allows for accountability and equity at the county level
- Allows for integration with MARC and KCATA functions

Governance Discussion

Next Steps

- Begin development of model regional agreement
- Continue due-diligence regarding legislative options

Key Questions to be Answered

- Development of regional governance model
- Process and election timing

Financial Committee

Financial Committee

Key Financial Principles

- Support for a sustainable regional, multi-county, funding mechanism:
 - Sales tax assumed to support both local capital cost contribution and ongoing operating costs
- Support for equitable distribution of funds
- May require buy-in and financial participation from all three counties in order to carry initiative forward

Financial Discussion

Findings

- The county-based transit authority vehicle would allow for a 1-cent sales tax authority for an unlimited amount of time.
- Total projected cash flow from a 3-county, 1/2-cent sales tax.
 - \$1.27 billion over 15 year s
 - \$2.37 billion over 25 years
- Service scenarios evaluated: a 1/2 -cent, 15-year tax can buy and operate either:
 1. approximately 25 miles of light rail, or
 2. 12 miles of light rail and 200 miles of bus, or
 3. some combination of light rail, commuter rail and bus

Financial Discussion

Next Steps

- Define and formalize financial assumptions, costs and revenue estimates.
- Define necessary tax term and rate based on defined service plan
- Upon sunset of sales tax, new operating revenue source would be needed (fare box assumed to cover an average 20% of total annual operating cost)

Public Input Committee

Key Principles

- Maximize existing resources (Smart Moves)
- Initiate meaningful public input process as soon as possible via the internet, surveys, etc.
- Answer key questions regarding service plan, governance, and costs to aid in public conversations
- Allow for and encourage local municipal and county based engagement
- Leverage public input to help shape a final plan

Progress to date

- Web site developed: www.kcsmartmoves.org
- Public meetings
- Online regional survey

Public Input Committee

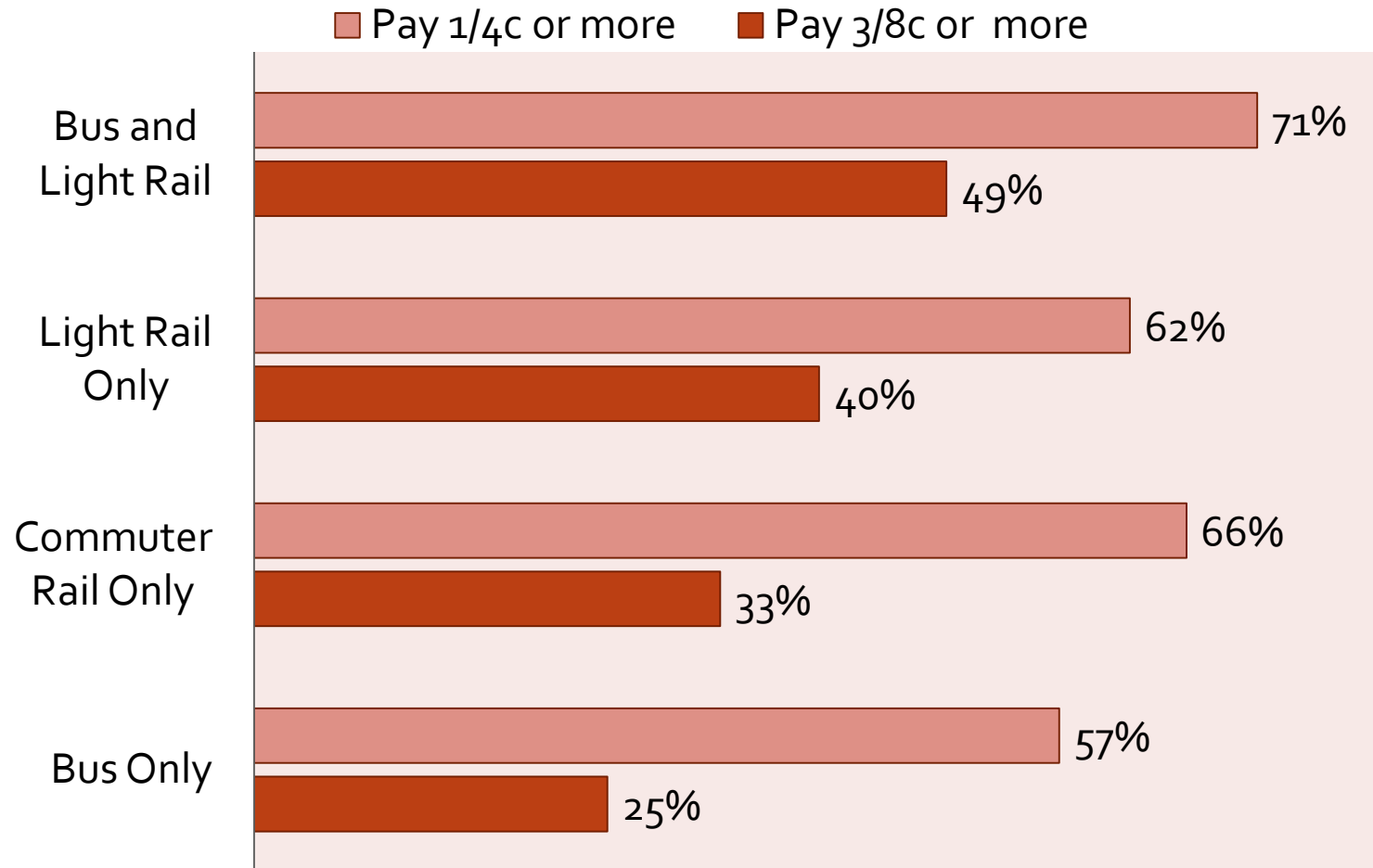
- Survey Results *from over 200 respondents*:
 - 70% have not used transit in the last year in our region.
 - 65% would be willing to use public transit in the region.
 - Most people use *or would use* public transit for work purposes, entertainment, and going to the airport.

Public Input Committee

- Survey Results:
 - 75% said they would be very willing or somewhat willing to pay an increase in sales tax to support a regional transit system.
 - Respondents are more supportive of multimodal transit networks over bus only or rail only alternatives. Combination of bus rapid transit and light rail was most favored. Respondents would pay more for this option.

Public Input Committee

Sales Tax Support by Transit System Type



Technical Committee

Key Service Principles

- Multimodal service based on service needs and system functionality
- Sustainable (financially and operationally)
- Focused on major regional transit corridors
- Focused on moving people and access to employment
- Regional equity

Service Selection Criteria

- Provide service options in the near term
- Connect significant regional activity centers
- Connect residential and employment centers
- Use multimodal (lower cost services) to expand service and system reach
- Address congestion

Draft Service Concept

- Phase 1 (short-term) - Deploy new and expanded bus services in all major travel corridors (while planning and building longer-term rail investments).
- Phase 2- Deploy light rail spine, and integrate and reconfigure bus services. (while planning and building future extensions)
- Phase 3- Deploy extensions to spine based on ridership demand, service viability and cost. Extensions could include light rail and/or commuter rail connections.

Smart Moves Implementation Proposal Phase I

PHASE I- DEPLOY REGIONAL RAPID BUS SERVICE

Jackson County;

- I-70 Commuter Express Service
- Truman Rd Rapid Transit
- US 40 Rapid Transit
- M 350 Rapid Transit
- US 71 Rapid Transit
- Main Street Rapid Transit

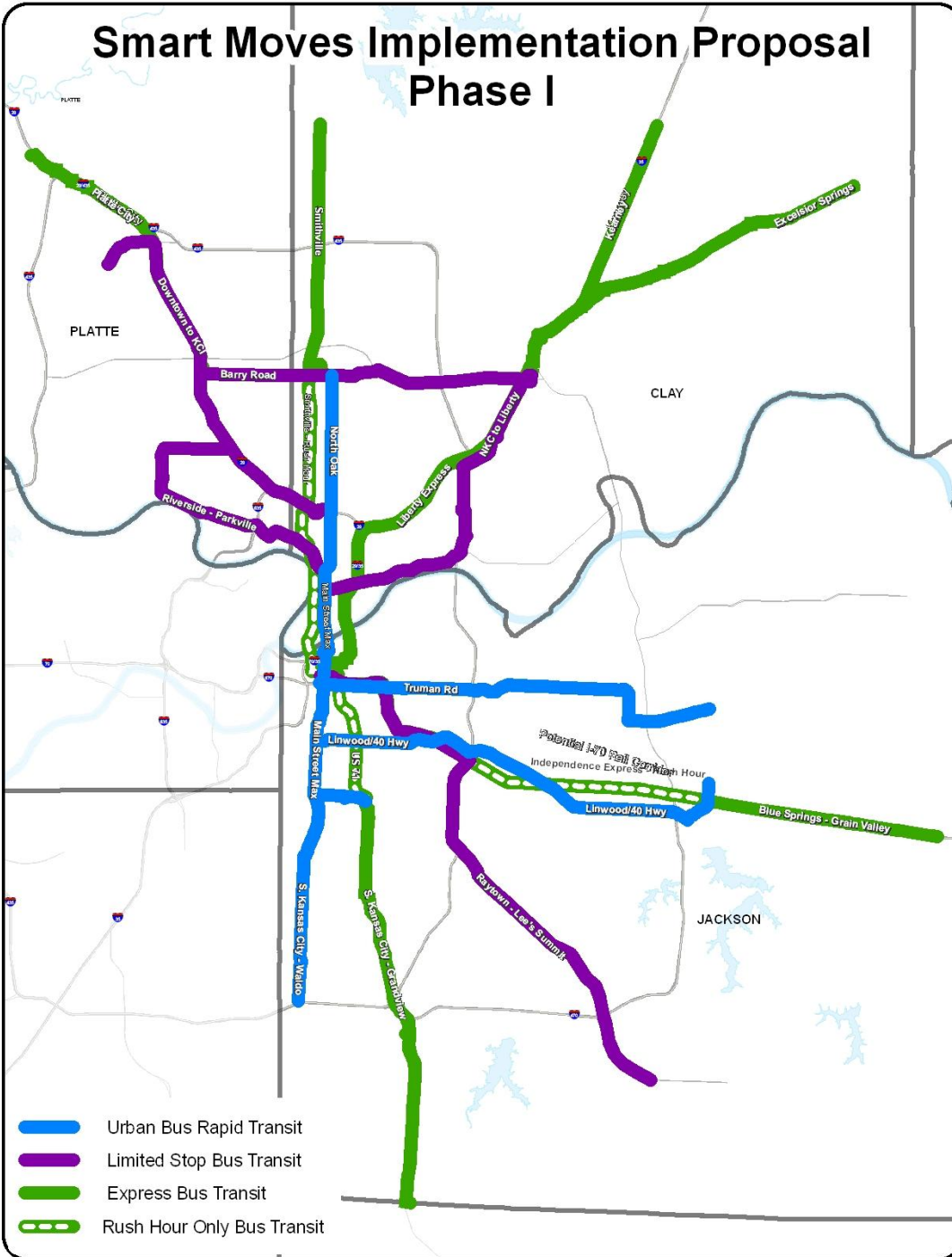
Clay County

- I -35 Commuter Express Service
- US 69 Commuter Express
- MO 210 Rapid Transit
- North Oak Rapid Transit
- Barry Road
- US 169 Commuter Express

Platte County

- I-29 Commuter Express
- Barry Road Rapid Transit
- M 9/M 45 Rapid Transit
- US 169 Commuter Express*

* (in Clay County)



Smart Moves Implementation Proposal Phase II

PHASE II- DEPLOY REGIONAL LIGHT RAIL SPINE

Light Rail-

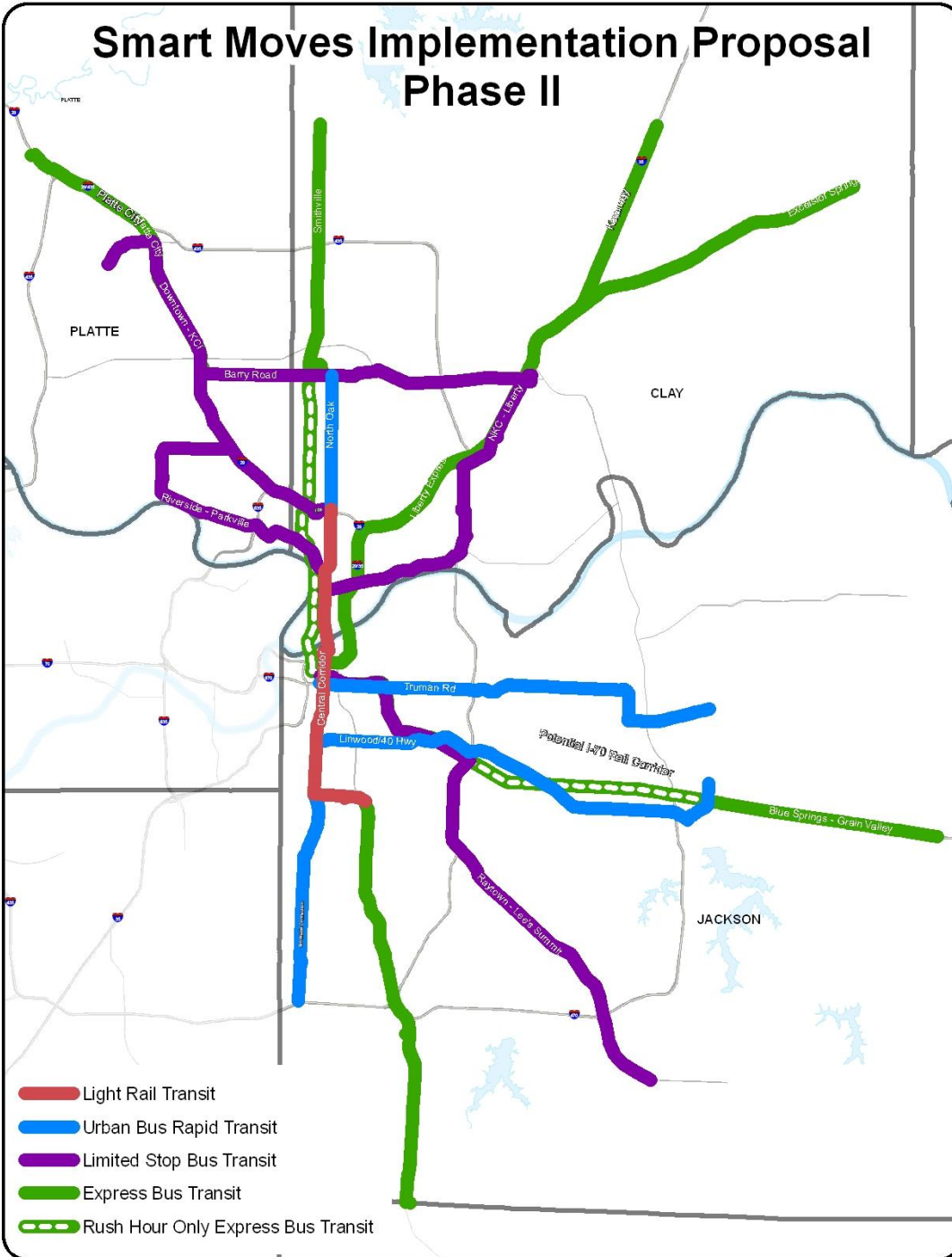
Deploy light rail transit service in the central spine.

Scenario Example- Light rail from Vivion Rd. on the north to Cleaver Blvd. on south.

Adjust Rapid Bus Routes-

Integrate bus routing to enhance and utilize the light rail spine.

Scenario Example- Truncate I-35, U.S. 71, North Oak, and Main Street services into central spine.



Smart Moves Implementation Proposal Phase III

PHASE III- DEPLOY REGIONAL RAIL EXTENSIONS

Light Rail-

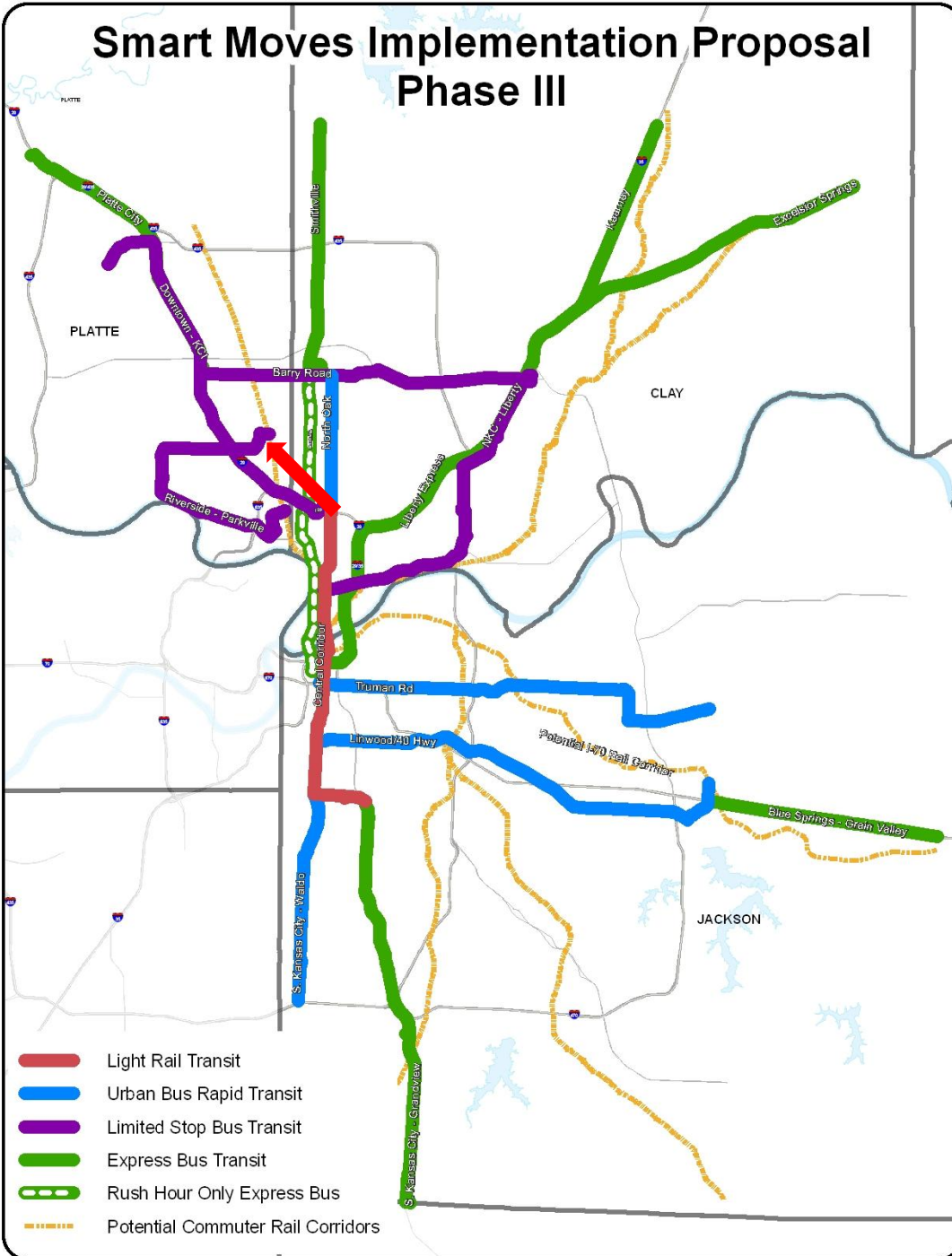
Add extensions to light rail spine based on ridership, service viability, equity, and cost.

Scenario Example- Extend light rail into Platte County

Commuter Rail-

Add connecting commuter rail corridors based on corridor demand, ridership, congestion reduction, and cost.

Scenario Example- Extended commuter rail along I-70 to Blue Springs.



- █ Light Rail Transit
- █ Urban Bus Rapid Transit
- █ Limited Stop Bus Transit
- █ Express Bus Transit
- - - Rush Hour Only Express Bus
- Potential Commuter Rail Corridors

Next Steps

- Monitor outcome of Nov 4 KCMO/NKC Light Rail elections
- Develop a draft consensus regional proposal
 - Fine tune service options, financial assumptions, and general governance direction
- Continue public outreach and receive feedback on the draft regional proposal

Thank You

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