



City representatives present the Downtown Corridor AA at the June 2011 open house.

The City has consistently stated its belief that the financing plan be **downtown-focused** rather than imposed over the city as a whole in order to be viable under local conditions. City planners and civic leaders generally accept that any new system will likely need to be funded substantially by newly created revenue so that existing levels of transit service are not diminished.

### Transportation Development District

The Downtown Corridor AA recommends that the starter line be constructed and financed with a Transportation Development District (TDD) and federal funds. With the approval of a majority vote of the qualified voters within the TDD, the district can establish various sources of revenue within its boundaries. The boundaries of the TDD (as shown on the map within this handout) are preliminary and will remain so until the district is officially created. The preliminary financing plan calls for the TDD to impose the following revenue sources within its boundaries:

- A **district-wide sales tax** of one percent (“District Sales Tax”)
- Annual **special assessments on real property** based on assessed value (“Property Assessments”)
- Annual **special assessments on surface commercial parking** spaces (“Surface Parking Assessments”)

- **Rider fares** (“Rider Fares”)
- **Advertising revenue** from on-vehicle signage and other advertising opportunities (“Ad Revenue”)

### Next Steps

The Partnership Team will coordinate and establish a working group of major stakeholders to pursue a federal contribution and low-interest financing. The Team will also proceed to refine the preliminary financing plan. In the mean time, the project will develop according to the following schedule:

- **January 2012:** Final report to FTA and advanced conceptual engineering
- **January 2013:** Design/build construction for the downtown streetcar
- **April 2015:** Streetcar opening

### Questions or Comments?

Bookmark MARC’s Smart Moves website at [www.kcsmartmoves.org](http://www.kcsmartmoves.org) for materials and updates on the Downtown Corridor AA, as well as other regional studies. For additional information, you may also contact:

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### A Starter Line for Expanded Transit

The Downtown Corridor Alternatives Analysis (AA) defines a starter line for an expanded regional transit system that serves downtown, connecting employment and activity centers. The effort focused on transit options in a narrow two-mile corridor running from the River Market on the north, through the Central Business District and the Crossroads areas to Union Station and Crown Center on the south. Its purpose was to:

- Provide an attractive transit option to more conveniently connect people and places within the Downtown Corridor.
- Support regional and city efforts to develop downtown Kansas City and the Downtown Corridor as a more vibrant and successful urban center.

The starter line will help the Downtown Corridor **connect, develop, thrive and sustain**. The analysis included with the Downtown Corridor AA is positioned to advance a Locally Preferred Alternative (LPA). The LPA is a Federal Transit Administration (FTA) requirement and is necessary in order to obtain funding for the starter line. The LPA:

- supports Downtown goals.
- leverages existing investments.
- elevates the quality of our regional transit system.
- provides continued growth of a strong, vibrant urban core.
- is consistent with the recommendations of Kansas City’s **Greater Downtown Area Plan** and the Metro’s **Smart Moves Plan**.

# Streetcars for Kansas City’s Downtown

### The Locally Preferred Alternative

Modern streetcars, expanded bus service/Bus Rapid Transit (BRT) and “no-build” alternatives were studied as part of the Downtown Corridor AA.

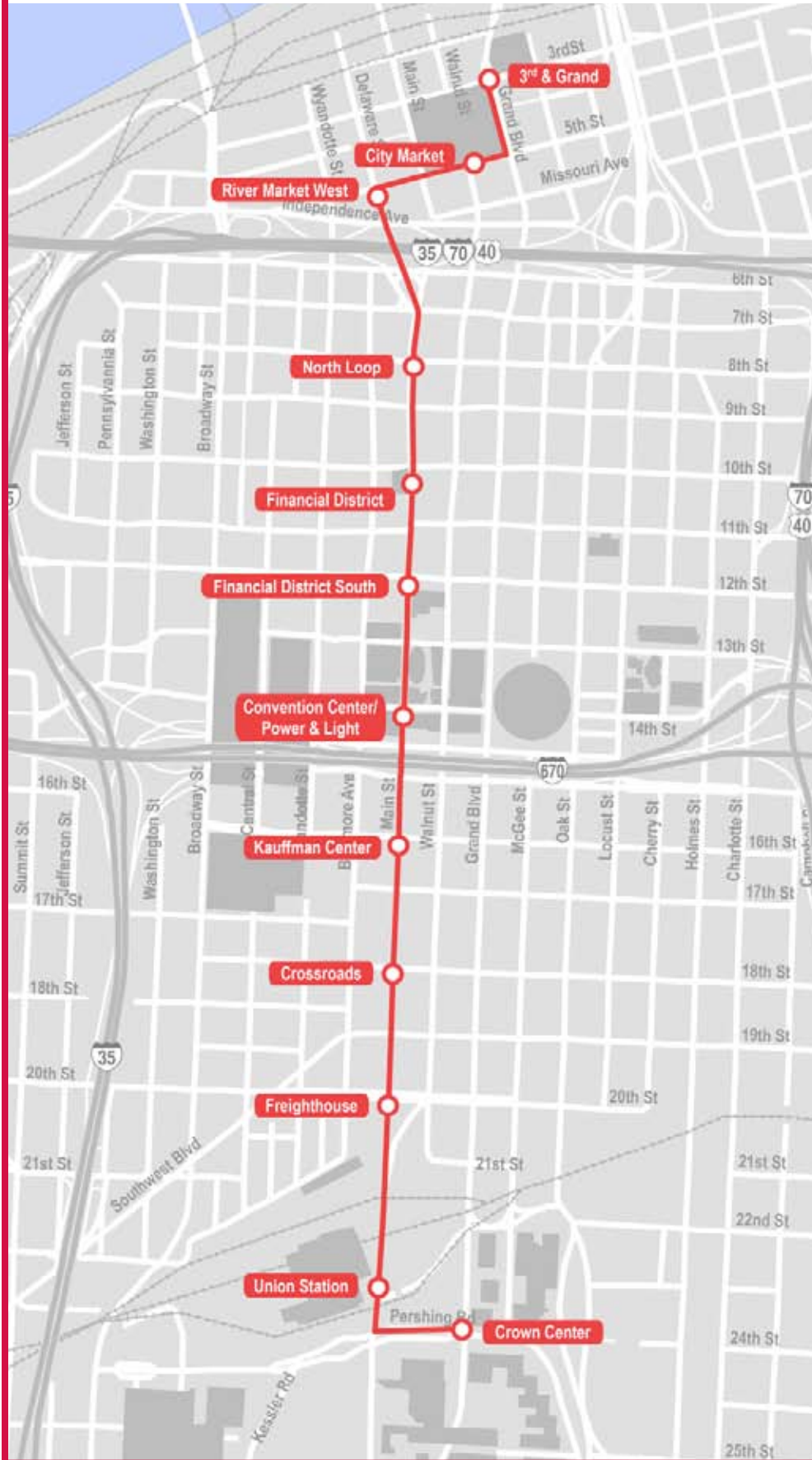
The Partnership Team, consisting of representatives from the city of Kansas City, Mo; Kansas City Area Transportation Authority; Mid-America Regional Council; and Jackson County, Mo; and consultants conducted a very detailed analysis of the options before recommending a modern streetcar on Main St. from Grand Blvd. to Crown Center as the preferred alternative. The Team developed the recommendation in coordination with stakeholders and the community through a series of public meetings and small group discussions.

The total project is estimated to cost \$100 million. The basic infrastructure for the streetcar system would be the same as that for light rail. Consequently, light rail service from other locations could also operate along the streetcar tracks in the future.



Modern streetcar concept shared with the public at the August 2011 Streetcar Party.

**RECOMMENDED ALTERNATIVE: STREETCAR ON MAIN ST.**



# Locally Preferred Alternative

## Type of Transit: Modern Streetcar

Modern streetcars are single unit, low floor vehicles with flexible sections that allow them to navigate tight turns. They are designed to operate in mixed-traffic conditions. Streetcars typically carry 30-40 seated and 100 standing passengers. Most streetcar trips are short, so standing is often convenient. Overhead cables power most cars while some use battery power for short distances. Generally, the streetcars on Main St. will:

- be powered with electricity.
- use fixed-guideway (rail).
- share traffic lanes with automobiles.
- have closely spaced stations.
- collect fares via on-board ticket vending machines.
- operate seven days a week with service every 11 or 22 minutes.
- carry 100 - 150 passengers per vehicle.

## Route: Main St.

Main St. is the recommended route for the streetcar to follow. The route is approximately two miles from the intersection of 3rd St. and Grand Blvd. on the north to the intersection of Grand Blvd. and Pershing Rd. on the south. It connects to three major transit locations:

- Grand Blvd. at 3rd St. due to the KCATA park-and-ride with connections to bus services.
- Main St. at 10th St. because of connections to bus services at the 10th and Main St. transit center.
- Main St. at Union Station as a result of rail regional connections at the station.

## Financial Strategy: Preliminary

Because the cost of the Kansas City streetcar is likely to be refined from initial estimates and detailed financing discussions with stakeholders are still in the early stages, the Partnership Team has developed a preliminary financial strategy based on four guiding principles:

- No dedicated city-wide sales or property tax.
- Fixed rail creates “permanence” that spurs investment.
- No diversion of current transit service.
- Maximize opportunities for federal contribution.

*Modern streetcars are designed to operate in mixed-traffic conditions.*



*The Downtown Corridor AA recommends a TDD that generally runs from the Missouri River on the north to 27th St. on the south, encompassing east to west the bulk of the “River Market” area, all of the property in the “Downtown Loop” and property south of the Downtown Loop generally from Broadway Blvd. on the west to Locust St. on the east.*

