

# KANSAS CITY STREETCAR MAIN STREET EXTENSION

## *Project Narrative*



*Submitted by the KC Streetcar Partnership*

*City of Kansas City, Missouri*

*Kansas City Streetcar Authority*

*Kansas City Area Transportation Authority*

*August 23, 2019*

## Table of Contents

<b>1.0</b>	<b>Project Background.....</b>	<b>1</b>
<b>2.0</b>	<b>Project Partners.....</b>	<b>3</b>
<b>3.0</b>	<b>Project Setting .....</b>	<b>4</b>
3.1	Existing Transit Service.....	5
3.1.1	Streetcar Service .....	5
3.1.2	Local Bus Service .....	7
3.1.3	Intercity Passenger Rail Service .....	8
<b>4.0</b>	<b>Current Conditions.....</b>	<b>13</b>
<b>5.0</b>	<b>Project Purpose and Need .....</b>	<b>15</b>

## List of Figures

Figure 1. Proposed Kansas City Streetcar Extension.....	4
Figure 2. Local Bus Routes.....	7
Figure 3. Regional Amtrak Connections from Union Station .....	9
Figure 4. Land Use Within and Adjacent to Project Corridor .....	14

## List of Tables

Table 1. Transit Routes Along and Connecting with Proposed Corridor .....	10
---	----

## Appendices

APPENDIX A: Project Description Template

## 1.0 Project Background



The Kansas City Downtown Streetcar starter line went into service on May 6, 2016. The 2.2 mile line has provided more than 4.9 million trips in the 2+ years since opening day (over twice the projections). Due to overwhelming support and enthusiastic public interest in extending the streetcar route, the City of Kansas City, Missouri, the Kansas City Area Transportation Authority (KCATA), and the Kansas City Streetcar Authority (KCSA) have formed a Project Team to develop Federal Transit Administration (FTA) Section 5309 Capital Investment Grant Program – New Starts project justification materials and data in support of extending the streetcar approximately 3.5 miles south from its current terminus. The proposed alignment would continue south along Main Street, ending at the Country Club Plaza / University of Missouri – Kansas City (Plaza/UMKC) area. The Main Street extension project would connect the City’s two largest activity centers and would extend the community benefits already being seen from the Downtown Streetcar starter line. The expansion of streetcar in the Main Street corridor was identified and extensively studied in the NextRail KC study completed in 2013 (described below), and is included in the region’s adopted long-range transportation plan, Transportation Outlook 2040. A request to enter Project development on the project was submitted by the project Team and approved in December 2017. The Main Street extension was included in the RideKC Smart Moves 3.0 Transit and Mobility Plan for the Kansas City Region; and MARC adopted the Locally Preferred Alternative into the regional Long-Range Transportation Plan on March 20, 2018.



In 2012 and 2013, the City of Kansas City, Missouri (KCMO), in coordination with KCATA, Mid-America Regional Council (MARC), and Jackson County, initiated a \$1.9 million planning study called NextRail KC to evaluate the potential impacts, feasibility, and cost of streetcar expansions in eight designated corridors. Through a phased process that included public/stakeholder engagement, systems overview, route screening, and detailed route analysis, the Main Street corridor streetcar extension, along with two others, was selected by the City Council for endorsement.

Currently, the Project Team is conducting the following activities as part of Project Development:

- National Environmental Policy Act (NEPA) documentation
- Preliminary design and alignment planning
- Best Lane Analysis (examining which lane the streetcar should run in)
- Operational planning
- Ridership analysis
- Capital and annual operating cost estimates
- Regional transit coordination planning
- Public Engagement
- FTA 5309 Capital Investment Grant Program New Starts Project Justification documentation
- Other Project Development activities

## 2.0 Project Partners

Kansas City, Missouri (KCMO) is the project sponsor and is partnering with the KCATA and KCSA. The three entities have been jointly conducting Project Development efforts, and cooperated closely and successfully on the Downtown Streetcar line. The roles and responsibilities of the sponsor and project partners during Project Development are as follows:

- 1) **City of Kansas City, Missouri:** KCMO will serve as the Project Sponsor and grantee, and will oversee design and construction for the streetcar expansion project. KCMO was project sponsor and led design and construction efforts for the new Downtown Streetcar starter line. The City is also the Owner of the existing streetcar system and will be the owner of the extension. KCMO's staff has significant experience addressing the FTA project management and financial oversight requirements through successful completion of the Downtown Streetcar starter line.
- 2) **Kansas City Area Transportation Authority:** As the regional transit authority, and an FTA grantee, KCATA will provide valuable financial, technical and operations support. KCATA will provide extensive operational knowledge of existing and historic transit services in the proposed corridor, and will continue to guide the development of regional service integration and coordination activities. KCATA also has experience dealing with FTA CIG requirements on two successful Bus Rapid Transit (BRT) projects, and on the current Prospect MAX BRT project.
- 3) **Kansas City Streetcar Authority:** The KCSA is a not-for-profit organization that was formed for the purpose of managing, operating, and maintaining the Downtown Streetcar line. The KCSA is led by an Executive Director along with staff that manages communications, marketing, media relations, and streetcar budgetary issues; with oversight from a Board of Directors. As primary stakeholder and partner in the expansion project, KCSA will provide valuable financial, technical and operations support in the Project Development process. KCSA will assume the same operational role when the project is complete and revenue operations are set to begin.

## 3.0 Project Setting

The location of the proposed Main Street streetcar expansion alignment is in midtown, an urban, energetic area located directly south of downtown that boasts historic neighborhoods, a diverse population, the presence of significant institutions, a number of vibrant commercial areas, and over 30,000 jobs. Mostly operating in mixed traffic similar to the current operations of the Downtown Streetcar starter line, portions of the Main Street corridor south of the existing terminus at Union Station offer opportunities for semi-exclusive guideway operations. **Figure 1** illustrates the alignment, potential station locations, and key activity centers, including:

- Federal government offices
- Historic neighborhoods
- Museums
- Medical office buildings and hospitals
- Commercial/retail districts
- An emerging theatre district
- A university and community college
- A variety of organizations and social services that cater to the community's needs

Figure 1. Proposed Kansas City Streetcar Extension



## 3.1 Existing Transit Service

### 3.1.1 Streetcar Service

The existing 2.2-mile Downtown Streetcar line operates in a north-south direction and extends from River Market to historic Union Station and provides service to Central Business District/Convention District, Power & Light District and Crown Center offering access to businesses, restaurants, galleries and residential areas. There are 16 stops located every two blocks. The stop locations, along with destinations served, are listed below.

- Union Station (Pershing & Main)
- Crossroads (19th & Main)
- Kauffman Center (16th & Main)
- Power & Light (14th & Main)
- Metro Center (12th & Main)
- Library (9th & Main)
- North Loop (7th & Main)
- City Market (5th & Walnut)
- River Market North (3rd & Grand)
- River Market West (4th & Delaware)



The KC Downtown Streetcar line operates with ten- to twelve-minute headways, seven days a week. Hours of operation are listed below.

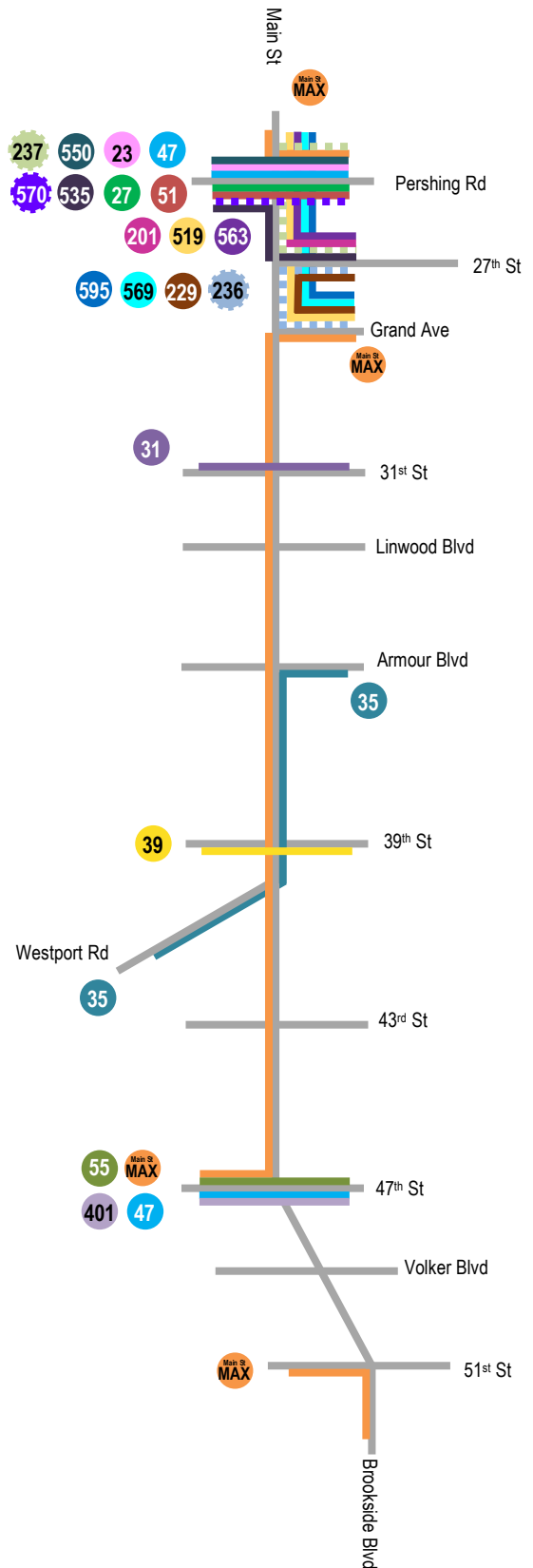
- Monday-Thursday: 6AM - Midnight
- Friday: 6AM - 2AM
- Saturday: 7AM - 2AM
- Sunday: 7AM - 11PM

The KC Streetcar line was designed to complement local bus service and provide a more robust transit system. The Main Street extension of the existing streetcar service represents a unique public transportation response to several emerging challenges associated with the City's recent and anticipated future growth. As a major capital investment, the project creates a signature public investment the city may leverage to foster future economic growth and dense urban form. Additionally, the project's alignment helps to create a north-south transit spine that will connect with local and regional bus service. With its 10 minute service frequency and station spacing, the streetcar affords an expedited trip between major regional activity centers that will also entice usage along those bus routes that connect

with streetcar stations. For Kansas City, rail is the way to provide an integrated high quality, high-ridership public transportation network.

### 3.1.2 Bus Service

Figure 2. Local Bus Routes



KCATA currently provides local, regional, and Bus Rapid Transit (BRT) bus service in the corridor.

The primary transit service along the corridor is provided by Main MAX (Metro Area Express), a BRT service that carries approximately 4,000 weekday passenger trips within the corridor. Main MAX started operations in 2005 and was expected to be a precursor to future rail in the same corridor. Main MAX runs seven days a week from 4:00am-1:00am (later on Friday and Saturday evenings), with 10-minute headways all day during weekdays, and 15- to 30-minute headways most other times. In addition, major crosstown and regional bus routes intersect with Main MAX as shown on the exhibit in **Figure 2** and summarized in Table 1. Local bus routes provide east-west connections throughout the Main Street corridor. Regional bus connections to Kansas suburbs, eastern Jackson County communities, and the Northland occur at Union Station and at 27<sup>th</sup> Street / Main Street. Additional Kansas and local bus connections occur at 47<sup>th</sup> Street / Main Street. A streetcar extension would serve as the regional transit spine and interface with all these bus routes.

The KC Streetcar service will be completely integrated with existing and planned bus services. The Main Street Extension will be accompanied by modifications and realignment of the existing bus network, including the transitioning of Main MAX to streetcar service, as the Streetcar would provide adequate capacity, operate at similar service levels, and deliver faster running times. The Streetcar would provide more than adequate capacity in the Main Street corridor (even if ridership in the corridor doubles) and would operate at equivalent service levels to Main MAX, which is nearing the end of its useful life.

South of 51<sup>st</sup> Street, Main MAX currently provides service to Brookside and Waldo, terminating approximately 3 miles south of 51<sup>st</sup> Street, with further regional (Kansas) and local connectors at the 75<sup>th</sup> Street terminus. A new Waldo/Brookside connector route will be created to cover these areas. This portion of the route accounts for a significant portion of existing Main MAX ridership. Travel time can remain similar, if not improved, with a timed transfer between this new connector and the Streetcar extension.

### 3.1.3 Intercity Passenger Rail Service

#### Amtrak

In addition to serving as a streetcar stop and a bus destination, Union Station is an Amtrak stop, serving two lines:

- The state-sponsored Missouri River Runner inter-city passenger service between St. Louis and Kansas City – 2 trains per day per direction.
- The Southwest Chief, which runs from Chicago to Los Angeles – 1 train per day per direction.

**Figure 3** illustrates how these Kansas City connections feed into the national Amtrak network.

Figure 3. Regional Amtrak Connections  
from Union Station



Table 1. Transit Routes Along and Connecting with Proposed Corridor

Route	Name	Corridor Interface	Connects	Frequency (minutes)		
				Peak	Mid day	Eve
Routes traveling along the proposed corridor						
Main Street MAX		Main Street along entirety of proposed corridor	Downtown, Crown Center, Midtown, the Plaza, UMKC, and points much further to the south	10	10	15
35	35 <sup>th</sup> Street	Main Street from Armour to Westport Road	Plaza, Westport, 35 <sup>th</sup> & Troost, 35 <sup>th</sup> & Prospect, Veteran’s Medical Center, I-70	30	30	60
Routes serving major transfer points within the study corridor						
237	West Gladstone	27 <sup>th</sup> / Main	Metro North Mall, 68 <sup>th</sup> & Broadway, 9 <sup>th</sup> & Grand, Crown Center	30	--	--
236	East Gladstone		Metro North Park and Ride, 72 <sup>nd</sup> Street, Antioch Crossing, Downtown, Crown Center	30	--	--
550	Lee’s Summit Express	Union Station	350 Hwy & Chipman, Unity Village, Downtown, Crown Center	30	--	--
23	23 <sup>rd</sup> Street		Hospital Hill, Crown Center, 23 <sup>rd</sup> & Wheeling Ave.	60	60	--
47	Broadway	Union Station and 47 <sup>th</sup> / Main	KU Med Center, Truman Sports Complex, Blue Ridge Crossing, Downtown, Blue Parkway Sunfresh, Metropolitan Community College, Penn Valley Community College, Plaza, St. Luke’s Hospital, Blue Ridge Cutoff	30	45	60
570	Blue Springs Express	Union Station	Blue Springs Park-and-Ride, I-70 Commuter lots, Downtown, Crown Center	30	--	--
535	Shoal Creek-Liberty Express	27 <sup>th</sup> / Main	12 <sup>th</sup> and Grand, 152 Hwy Park and Ride, Liberty Junior High School, Conistor Park and Ride	30	--	--
27	27 <sup>th</sup> Street	Union Station	31 <sup>st</sup> /Van Brunt to Downtown via 27 <sup>th</sup> Street, 22 <sup>nd</sup> Street, West Pennway, Summit Street, and Broadway	30	30	60

Route	Name	Corridor Interface	Connects	Frequency (minutes)		
				Peak	Mid day	Eve
51/ 62	Ward Parkway		Downtown Airport, Downtown, Crown Center, Metropolitan Community College, KU Medical Center, Plaza, 88th & State Line, Rosana Square	60	--	--
31	31 <sup>st</sup> Street	31 <sup>ST</sup> /Main	Blue Ridge Crossing, Blue Ridge Cutoff, 31st & Van Brunt, 31st & Troost, Metropolitan Community College	15	15	30
35	35 <sup>th</sup> Street	Armour Blvd/Main; 39 <sup>th</sup> /Main	Plaza, Westport, 35 <sup>th</sup> & Troost, 35 <sup>th</sup> & Prospect, Veteran's Medical Center, I-70	30	30	60
39	39 <sup>th</sup> Street	39 <sup>th</sup> /Main	Seven Oaks, 35 <sup>th</sup> & Troost Metro Center, Gilham Park, 39 <sup>th</sup> & Main, KU Medical Center, Johnson County Transit transfer	15	20	30
55	Universities Crossroads	47 <sup>th</sup> /Main	3rd & Grand, Downtown, Metropolitan Community College, Plaza, UMKC, Rockhurst University	60	60	60
401	Metcalf Plaza	47 <sup>th</sup> /Main	Plaza, Mission Transit Center/Park and Ride, Rosanna Square Park and Ride, Oak Park Mall Transit Center/Park and Ride, Metcalf Mall Park and Ride	30	60	120
201	North Oak	Crown Center	Crown Center, Downtown, 3rd & Grand, 10th & Burlington, Vivion & North Oak, Metro North, Barry Road & N. Broadway, Boardwalk Square	30	60	60
229	Boardwalk-KCI	Crown Center	Downtown, Crown Center, Boardwalk Square, KCI Airport	30	60	60
519	Olathe Express	Union Station / Crown Center	Union Station, Crown Center, Downtown, Mission Transit Center, Strang Line, Olathe Medical Center, Old 56 & Robinson	15	--	--
563	Shawnee Express	Union Station / Crown Center	Union Station, Crown Center, Downtown, Shawnee Station, K-10 & Santa Fe	60	--	--

Route	Name	Corridor Interface	Connects	Frequency (minutes)		
				Peak	Mid day	Eve
569	South OP Express	Union Station / Crown Center	Union Station, Crown Center, Downtown, 151st & Antioch, 151st & Mur-len	30	--	--
595	Gardner-OP Express	Union Station / Crown Center	Union Station, Crown Center, Downtown, Oak Park Mall, TradeNet, Gardner Logistics Park and Intermodal Facility	30	--	--

## 4.0 Current Conditions

The Main Street Extension would serve a number of important functions including access to employment, neighborhoods, commerce, and activity centers along the corridor. The Main Street corridor includes some of the densest residential neighborhoods and employment centers in the region, as well as an academic center (see Figure 4). With 20,991 residents (5,100 per square mile) and 58,177 employees (14,000 per square mile), the corridor supports high transit ridership today, and is reinforced by strong existing commuting patterns. A continuation of the downtown starter line south on Main Street would create stronger connections for midtown residents, employees, and visitors; connect many of the city's key cultural attractions located in downtown and midtown with the rest of the city; link major educational institutions, including the area's largest university, to midtown, downtown and the rest of the city; and connect two of the city's primary activity centers – downtown and the Country Club Plaza.



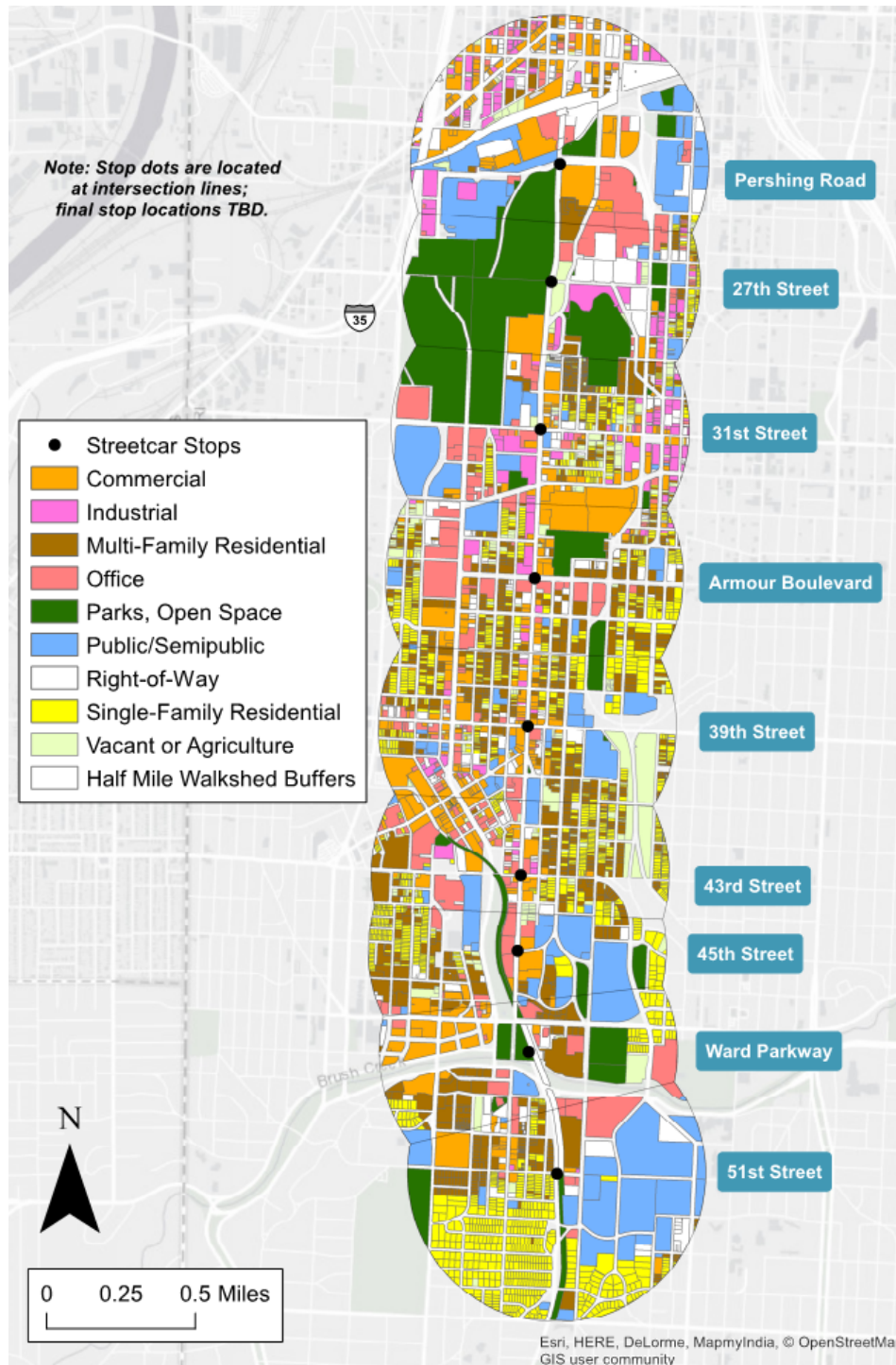


Figure 4. Land Use Within and Adjacent to Project Corridor

## 5.0 Project Purpose and Need

Upon completion of the downtown starter line, the corridor quickly cemented its status as a major hub for downtown residents, visitors, commuters, and development activity. The downtown starter line serves a number of important functions including access to employment, neighborhoods, commerce, and downtown activity centers. With midtown's synergetic energy, the midtown Main Street corridor is primed for expansion, and expanding the streetcar system is an infrastructure investment that would continue to positively enhance the mobility and economics of the Main Street corridor.

Building on the downtown starter line, the Purpose of the Main Street Extension is to:

- Expand mobility choices for the metropolitan area and provide greater options for future
- connections to regional transit
- Provide improved accessibility for all users
- Provide efficient, reliable and safe transit service
- Enhance the region's transit system by creating a significant central spine around which to
- organize and integrate regional service
- Provide better transit service to UMKC's urban campus and to the Plaza – the two largest
- employment and activity centers in the region – with strong connections throughout the region
- Develop underutilized and vacant property, while supporting existing residential and
- commercial activity
- Enhance the desirability of the corridor for employment and residential growth.

This project is needed to continue Kansas City's initial four Streetcar themes: connect, develop, thrive, and sustain. The need for the Main Street Extension is to continue efforts to provide mobility and connectivity, economic development and growth, community amenities and improved livability, and sustainability. In short, the Main Street Extension seeks to build upon downtown's success, connecting neighborhoods in the urban core.

The Main Street corridor's future as an energetic, people-oriented set of regional activity centers is dependent on its overall economic health and growth potential. To attain the energy and vibrancy, investments in public transportation is a priority of the city. The dramatic changes in land development and local economic growth experienced by Kansas City following implementation of the first streetcar project are not the result of a singular City policy or action; they are the results of the city's adopted vision for a sustainable future and commitment to capital investments that achieve this vision. An important investment made by the city toward achieving this vision was a commitment to the arts and cultural institutions, civic open spaces, and close coordination with regional partners.

Communities with high-performing, globally competitive economies are those who have made targeted investments in public infrastructure, and Kansas City is no different. Investments including the existing

streetcar system have clearly resulted in attracting new development that furthers regional growth and environmental stewardship goals. The subsequent investments made as a result of the current streetcar system has been successfully leveraged to create an urban experience and aesthetic that continues to make Kansas City an in-demand and frequently visited location. With strong forecasts for growth in population, employment, and land development around the streetcar corridor, the Kansas City Streetcar Extension project represents an important, cost-effective capital investment to move an increasing number of people in an increasingly dense urban environment.

**Alternatives Considered:** [For more than three decades, transit planning studies have identified the River Market to Country Club Plaza corridor as the highest priority for fixed-guideway transit improvements. In 2012 and 2013 – while final design and construction was progressing on the Downtown starter line – KCMO, in coordination with KCATA, MARC, and Jackson County, initiated a \\$1.9 million planning study called \*NextRail KC\* to evaluate the potential impacts, feasibility, and cost of streetcar expansions in eight designated corridors. Through a phased process that included public/stakeholder engagement, systems overview, route screening, and detailed route analysis, the Main Street corridor streetcar extension, along with two others, was selected by the City Council for endorsement. Since that time, the project has been included in the region’s adopted long-range transportation plan, \*Transportation Outlook 2040\*; the RideKC Smart Moves 3.0 Transit and Mobility Plan for the Kansas City Region; and MARC \(the local MPO\) adopted the Locally Preferred Alternative into the regional Long-Range Transportation Plan on March 20, 2018.](#)

Main MAX was the appropriate transit solution for this corridor when it was planned more than fifteen year ago. Main MAX was built with the intent to serve as a precursor to rail transit as the corridor grew and changed. [As noted in the NextRail study, the Main Street corridor between the current terminus and the Plaza / UMKC area includes some of the densest residential neighborhoods and employment centers in the region, as well as an academic center. This density supports high transit ridership today \(Main MAX\), and is reinforced by strong existing commuting patterns. STOPS ridership forecasting model indicates that an extension of the streetcar could significantly increase transit ridership on Main Street. Streetcar expansion can help to create a more effective transit system by providing higher levels of service, increased accessibility, elevated transit visibility, and improved connectivity in the corridor. Beyond the improved level of transit service, strategic integration of streetcar service with other transit resources can help to maximize the benefit of the streetcar investment, and enhance the overall transit system by creating a significant central spine around which to organize service.](#) Given the Main Street corridor as it is today – and the success of the Downtown Streetcar in providing a better mobility option, attracting new riders, and spurring positive economic and community development – the streetcar is the right solution for the Main Street corridor. This is reflected in the fact that today the streetcar is the locally preferred alternative and the community has overwhelmingly supported a TDD tax to help fund it.

# APPENDIX A: Project Description Template

NEW STARTS PROJECT DESCRIPTION TEMPLATE		
<b>PROJECT NAME:</b>	<b>Kansas City Streetcar Main Street Extension</b>	
<b>Participating Agencies</b>		
<b>Lead Agency</b>	<b>Name</b>	City of Kansas City, Missouri
	<b>Contact Person</b>	Jason Waldron
	<b>Address</b>	414 E. 12th Street, Kansas City, MO 64106
	<b>Telephone Number</b>	(816) 799-4792
	<b>Fax Number</b>	(816) 513-2523
	<b>Email</b>	Jason.Waldron@kcmo.org
<b>Metropolitan Planning Organization</b>	<b>Name</b>	Mid-America Regional Council (MARC)
	<b>Contact Person</b>	Ron Achephol
	<b>Address</b>	600 Broadway, Suite 200, Kansas City, MO 64105
	<b>Telephone Number</b>	(816) 474-4240
	<b>Fax Number</b>	(816) 421-7758
	<b>Email</b>	rona@marc.org
<b>Transit Agency</b>	<b>Name</b>	Kansas City Transportation Authority (KCATA)
	<b>Contact Person</b>	Dick Jarrold
	<b>Address</b>	1200 E. 18th Street, Kansas City, MO 64108
	<b>Telephone Number</b>	(816) 582-8860
	<b>Fax Number</b>	(816) 346-0253
	<b>Email</b>	djarrold@kcata.org
<b>State Department of Transportation</b>	<b>Name</b>	Missouri Department of Transportation
	<b>Contact Person</b>	Michelle Teel
	<b>Address</b>	105 West Capitol, Jefferson City, MO
	<b>Telephone Number</b>	(573) 741-7475
	<b>Fax Number</b>	(573) 526-4709
	<b>Email</b>	michelle.teel@modot.mo.gov
<b>Other Relevant Agencies</b>	<b>Name</b>	Kansas City Streetcar Authority
	<b>Contact Person</b>	Tom Gerend
	<b>Address</b>	Singleton Yard, 600 E. 3rd St, Kansas City, MO 64106
	<b>Telephone Number</b>	(816) 627-2527
	<b>Fax Number</b>	
	<b>Email</b>	tgerend@kcstreetcar.org
<b>Other Relevant Agencies</b>	<b>Name</b>	
	<b>Contact Person</b>	
	<b>Address</b>	
	<b>Telephone Number</b>	
	<b>Fax Number</b>	
	<b>Email</b>	
<b>Other Relevant Agencies</b>	<b>Name</b>	
	<b>Contact Person</b>	
	<b>Address</b>	
	<b>Telephone Number</b>	
	<b>Fax Number</b>	
	<b>Email</b>	

**RideKC STREETCAR**

NEW STARTS PROJECT DESCRIPTION TEMPLATE (Page 3)				
Seeking Use of Project Justification Warrants?		No		
Project Planning Dates				
Current Year	Opening Year	Horizon	Exact Horizon Year (e.g., 2035)	
2017	2023	None		
Capital Cost Estimate	2017 constant dollars	\$	279,619,957	
	Year of Expenditure	\$	316,577,708	
Levels of Service	Headways	Opening Year	Horizon Year	
		Weekday Peak	10 minutes	
		Weekday Off-peak	10 minutes	
		Weekday Evening	10 minutes	
		Weekend	12 minutes	
	Hours of Service	Opening Year	Horizon Year	
		Weekday	Mon-Thu 4:00AM - 12:00AM Fri 4:00 AM - 2:00 AM	
		Weekend	Sat 5:00AM-2:00AM Sun 6:00AM - 11:00 PM	
Type of Model Used for Travel Forecasts		FTA Simplified Trips on Projects (STOPS) model		
Fare Policy Assumptions Used in Travel Forecasts [footnote 1]		The ridership projection developed for the streetcar assumes no fare on the extension. All existing bus routes were assumed to have a fare.		
Estimated Number of U.S. Jobs Related to Design, Construction, Operation and Maintenance of the Project		3,483 cumulative job-years = 2,452 (construction) + 1,031 (20 years of operation) Based on investment factor of \$105,110 / job-year (2017\$)		
Project Planning and Development Schedule	Project Schedule			
	Insert anticipated or actual date			
	Anticipated NEPA Class of Action	Categorical Exclusion (CE)		
	Entry into Project Development	Dec-17		
	Receipt of CE	Feb 2019 (anticipated)		
	LPA selected	Nov-17		
	LPA included in the financially constrained long range plan	Apr-18		
	Approval into Engineering	Dec-18		
	Anticipated FFGA Award	May-20		
	Construction Duration (enter start and end dates)	Jun-20 - Dec-22		
	Initiation of Revenue Service	Jun-23		
Project Management				
Project Manager	Name	Jason Waldron		
	Address	414 E. 12th Street, Kansas City, MO, 64106		
	Phone	(816) 799-4792		
	Email	jason.waldron@kcmo.org		
Agency CEO	Name	Troy Schulte, City Manager		
	Address	414 E. 12th Street, Kansas City, MO, 64106		
	Phone	(816) 513-1408		
	Email	Troy.Schulte@kcmo.org		
Key Agency Staff: Overall New Starts Criteria	Name	Tom Gerend		
	Address	Singleton Yard, 600 E 3rd St, Kansas City, MO 64106		
	Phone	(816) 627-2525		
	Email	tgerend@kcstreetcar.org		

[1] Please provide a narrative summarizing fare policy assumptions used for all regional transit services. Include this summary as an attachment.

NEW STARTS PROJECT DESCRIPTION TEMPLATE (Page 4)			
Key Agency Staff: Ridership Forecasts	Name	Dick Jarrold	
	Address	1200 E. 18th Street, Kansas City, MO 64108	
	Phone	(816) 582-8860	
	Fax	(816) 346-0253	
	Email	djarrold@kcata.org	
Key Agency Staff: Cost Estimates	Name	Jason Waldron	
	Address	414 E. 12th Street, Kansas City, MO, 64106	
	Phone	(816) 799-4792	
	Fax		
	Email	jason.waldron@kcmo.org	
Key Agency Staff: Environmental Documentation	Name	Tom Gerend	
	Address	Singleton Yard, 600 E 3rd St, Kansas City, MO 64106	
	Phone	(816) 627-2525	
	Fax		
	Email	tgerend@kcstreetcar.org	
Key Agency Staff: Land Use Assessment	Name	Kyle Elliott	
	Address	414 E. 12th Street, Kansas City, MO, 64106	
	Phone	(816) 513-2802	
	Fax	(816) 513-2838	
	Email	kyle.elliott@kcmo.org	
Key Agency Staff: Financial Assessment	Name	Michael Graham	
	Address	1200 E. 18th Street, Kansas City, MO 64108	
	Phone	(816) 346-0200	
	Fax	(816) 582-8860	
	Email	mgraham@kcata.org	
Key Agency Staff: Project Maps	Name	Kyle Elliott	
	Address	414 E. 12th Street, Kansas City, MO, 64106	
	Phone	(816) 513-2802	
	Fax	(816) 513-2838	
	Email	kyle.elliott@kcmo.org	
<b>Contractors</b>			
Current Prime Contractor	Name	HDR Engineering, Inc.	
	Address	4435 Main Street, Suite 1000, Kansas City, MO 64111	
	Phone	(816) 360-2700	
	Fax	(816) 360-2777	
	Email	---	
Prime Contractor: Project Manager	Name	Jennifer Schwaller	
	Address	4435 Main Street, Suite 1000, Kansas City, MO 64111	
	Phone	(816) 412-1310	
	Fax	(816) 360-2777	
	Email	Jennifer.Schwaller@hdrinc.com	
Contractor Responsible for Travel Forecasts	Name	Bobby Hosack	
	Address	715 Kirk Drive, Kansas City, MO 64105	
	Phone	816-527-2318	
	Fax		
	Email	rhosack@hntb.com	
Contractor Responsible for Capital Cost Estimates	Name	Mike DiGregorio	
	Address	2825 E. Cottonwood Pkwy, Suite 200, Salt Lake City, UT	
	Phone	(801) 743-7800	
	Fax	(81) 743-7878	
	Email	michael.digregorio@hdrinc.com	