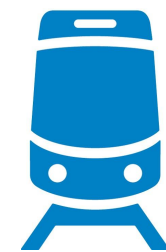




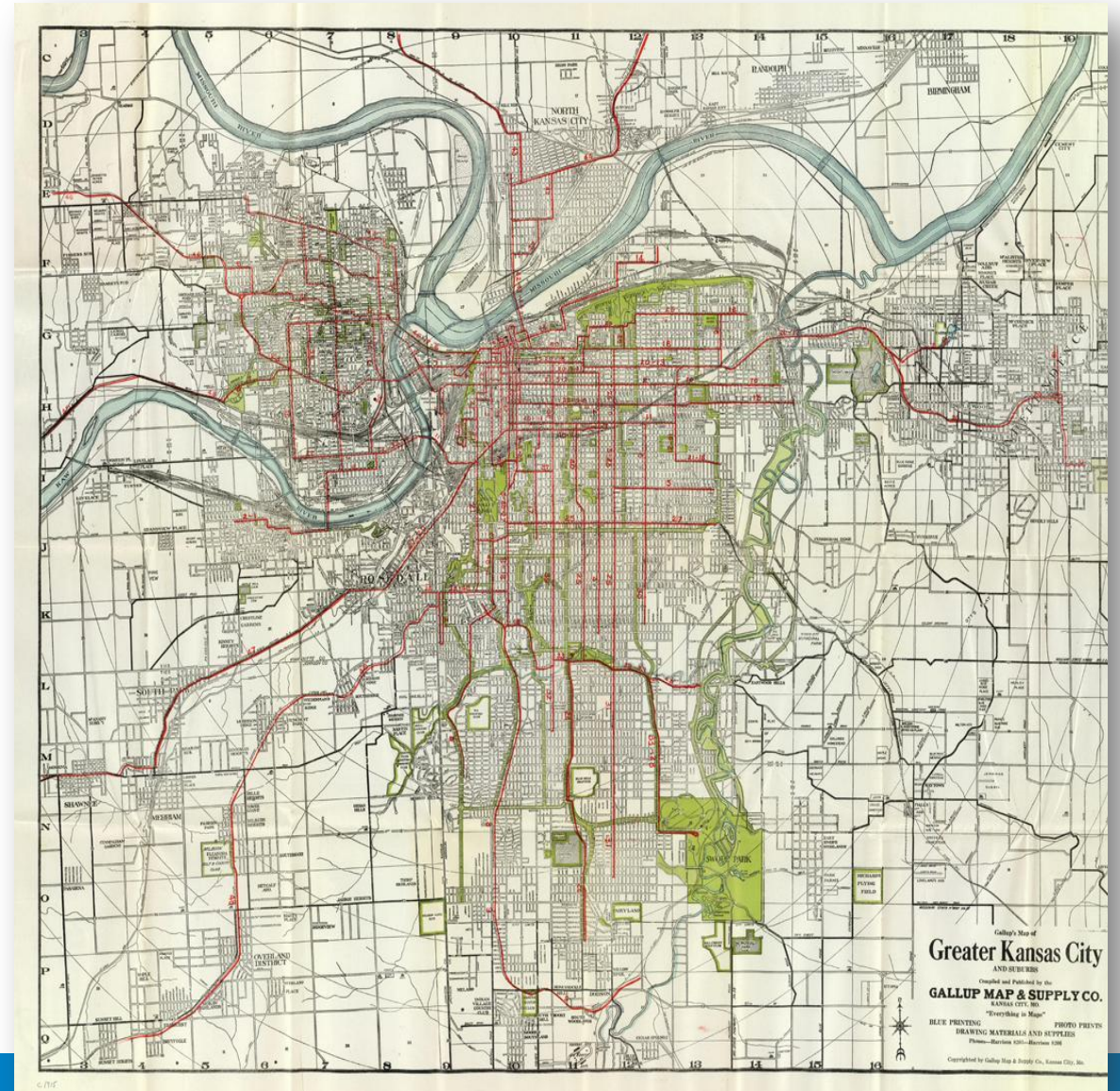
OUR KANSAS CITY STREETCAR STORY



RideKC
STREETCAR™

Kansas City Streetcar System (c1915)

- 136 million riders annually
- 32 lines
- 300 track miles
- 3rd largest streetcar system in the country
- System decommissioned in 1957
- Cars, suburbia and sprawl



KC's Modern Streetcar Story

- 9 unsuccessful city-wide rail transit campaigns over 20+ years
- 2011 planning on a Downtown streetcar circulator advanced, building on strong downtown and community support
- Project goals: Connect, Develop, Thrive, Sustain
- Innovative plan to generate new revenues for construction, operation, and maintenance, using TDD revenue capture, and refocus transit capacity and development in core.

\$102 M Investment

2.2 Route Miles

Broke Ground May 2014

May 2016 Grand Opening

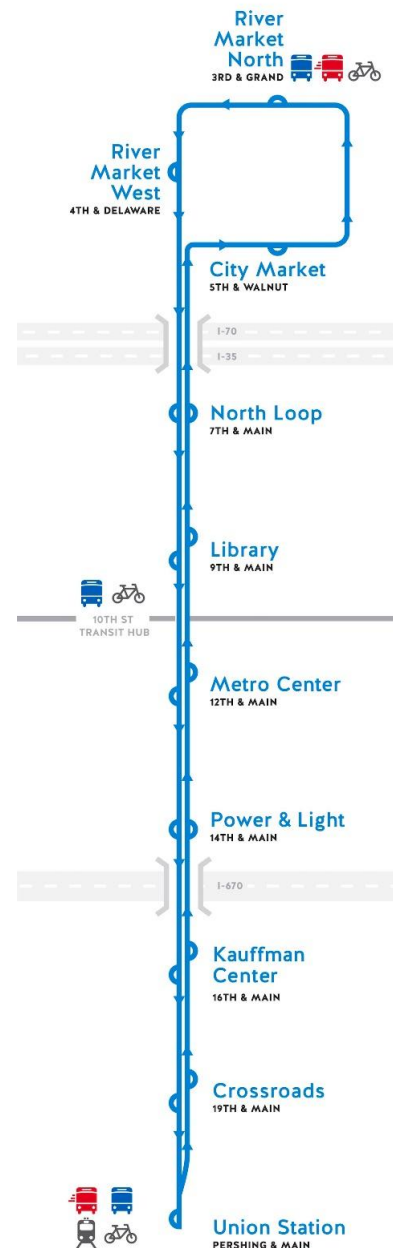


Revenue Capture & Zero Fare as Path to Success

- Existing Missouri State Law existed to form special taxing district (Transportation Development District)
- Local financial strategy - those who benefit pay
- Creates “win-win” cycle between project and business
- Zero Fare reduces barriers, increases use, and in-turn increases economic activity resulting in more revenues to support operations and maintenance over time.



CONTINUOUS POSITIVE CYCLE



STREETCAR BASICS

- FREE to ride! Just hop on!
- 10-12 minute frequency
- 4-car base service plan (boosted service during special events)
- Level boarding & ADA compliant design (level boarding through center doors)
- Stops every 2-3 blocks (only stops at designed stops, and only stops when requested)



THE IMPACT....



THE IMPACT....

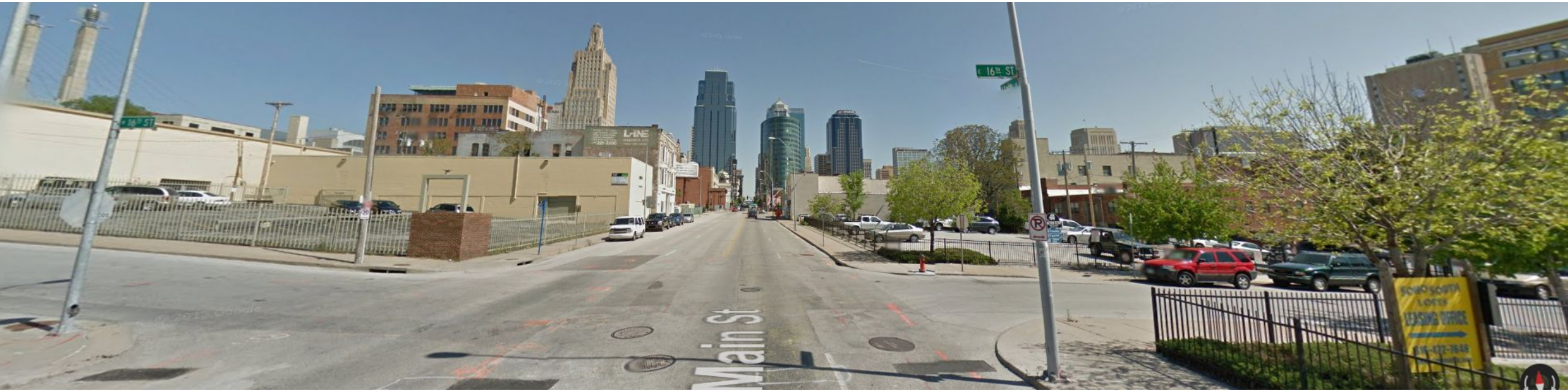


NE Corner of 19th & Main
2015



NE Corner of 19th & Main
2022

16th & Main - 2013



16th & Main - 2020



WHO IS RIDING THE KC STREETCAR?



80%
KC METRO
RESIDENTS



20%
VISITORS

* According to an in-person survey conducted on-board the KC Streetcar in fall 2023 that resulted in 880 validated responses.

HOW ARE RIDERS USING THE KC STREETCAR?



More than **61%**
of streetcar riders are
**SPENDING
MONEY**

(meaning they are dining, shopping, socializing, and/or visiting museums)

* According to an in-person survey conducted on-board the KC Streetcar in fall 2023 that resulted in 880 validated responses.

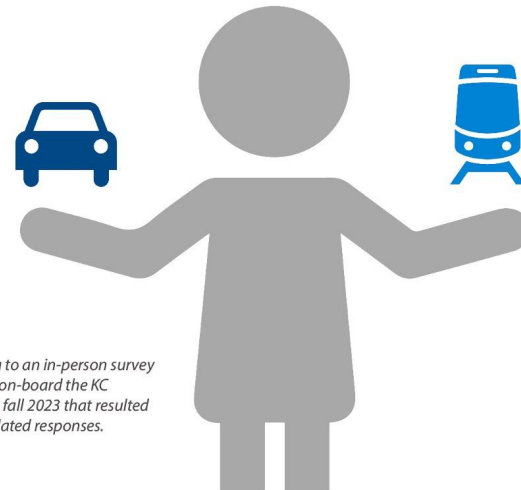
WHERE ARE KC STREETCAR RIDERS GOING?



31%
of weekday streetcar riders are
**ACCESSING
EMPLOYMENT**

* According to an in-person survey conducted on-board the KC Streetcar in fall 2023 that resulted in 880 validated responses.

CHOICE RIDERS



65%
of streetcar riders
**CHOOSE
TO RIDE**

(meaning they have a vehicle available but choose to take the streetcar instead)

* According to an in-person survey conducted on-board the KC Streetcar in fall 2023 that resulted in 880 validated responses.

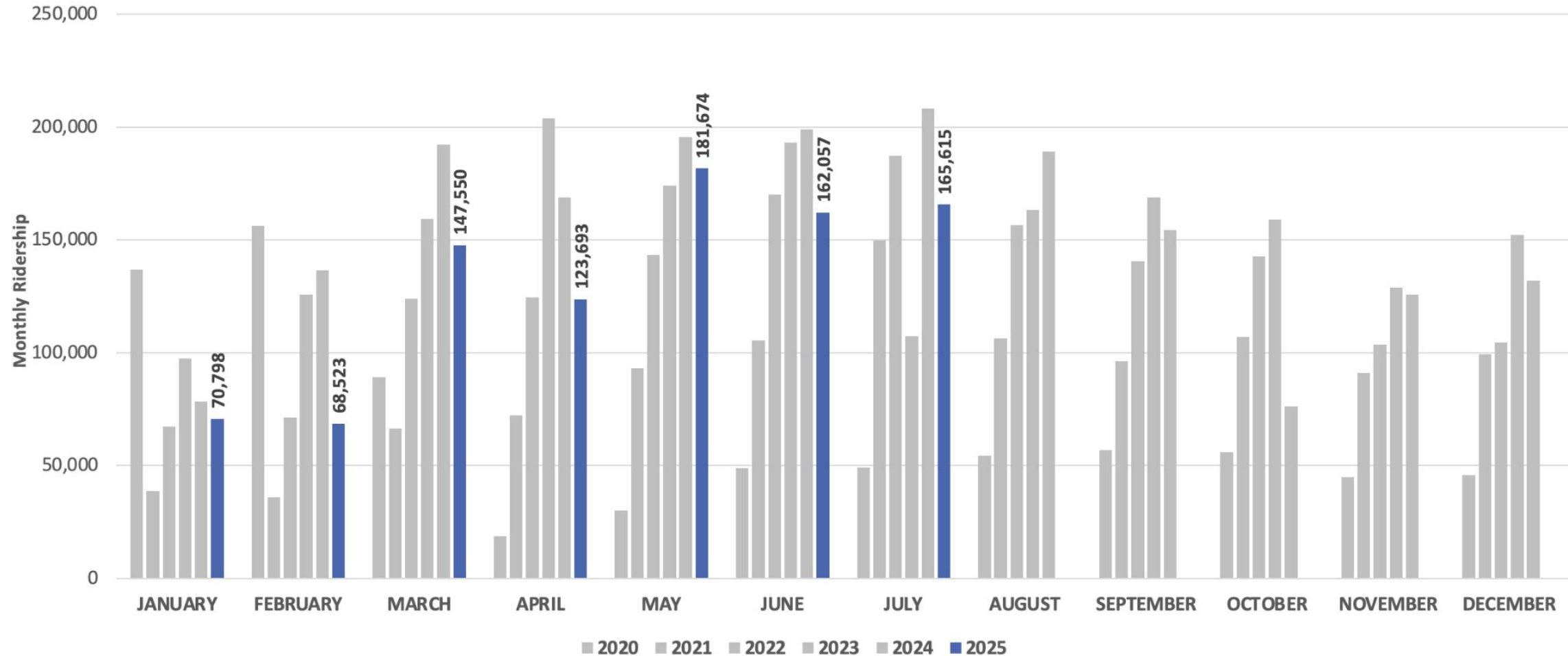
CUSTOMER SATISFACTION



96% of riders are
SATISFIED with the
EASE OF USE

* According to an in-person survey conducted on-board the KC Streetcar in fall 2023 that resulted in 880 validated responses.

RIDERSHIP COMPARISONS: 2020 - 2025



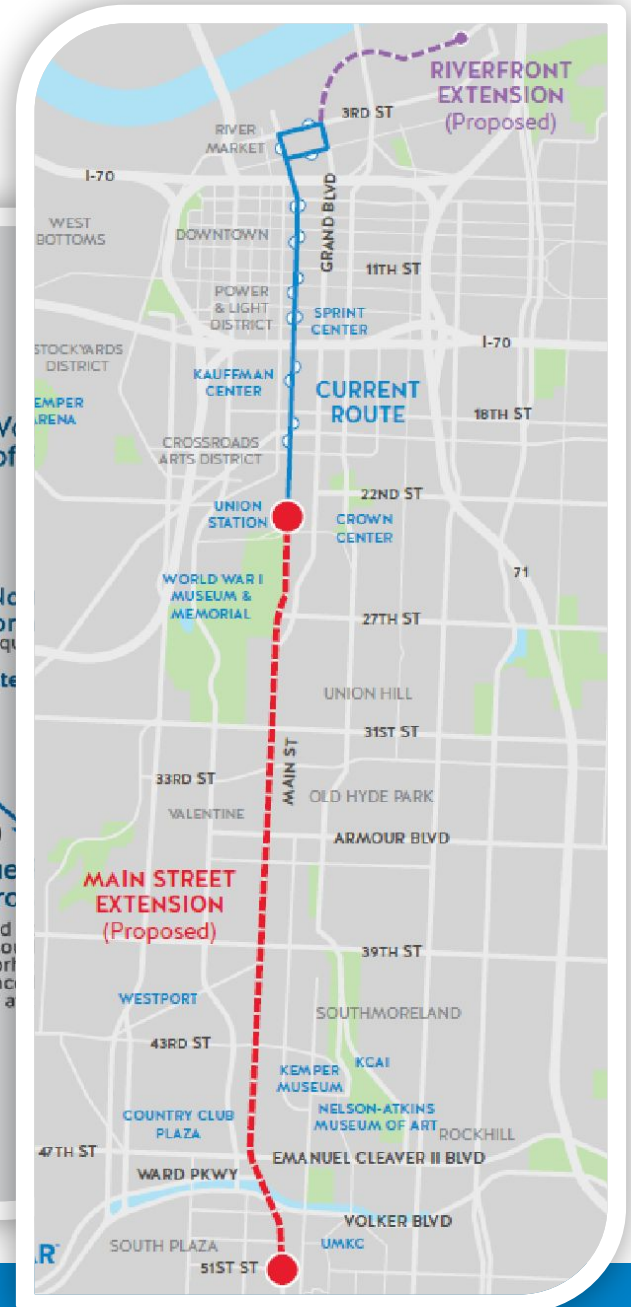
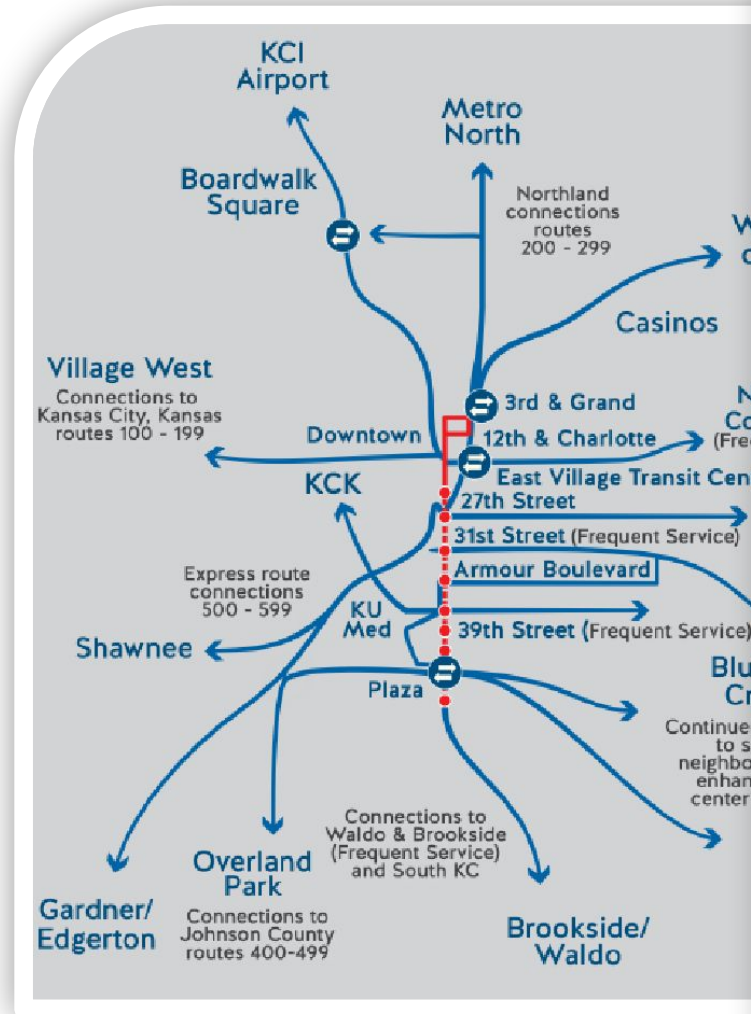
STREETCAR SYSTEM PARTNERS

- **KANSAS CITY STREETCAR AUTHORITY (KCSA)** – Manages operations, maintenance, and communications; Sets direction for operational policy and structure
- **HERZOG TRANSIT SERVICES INC. (HTSI)** – Supervisors, Operators, Maintenance Team; Responsible for daily execution of service and maintenance
- **CITY OF KANSAS CITY, MISSOURI (KCMO)** – System owner, federal grantee, construction lead
- **TRANSPORTATION DEVELOPMENT DISTRICT (TDD)** – Financial conduit (formed under Missouri state law)

STREETCAR EXPANSIONS

EXTENDING THE BENEFITS

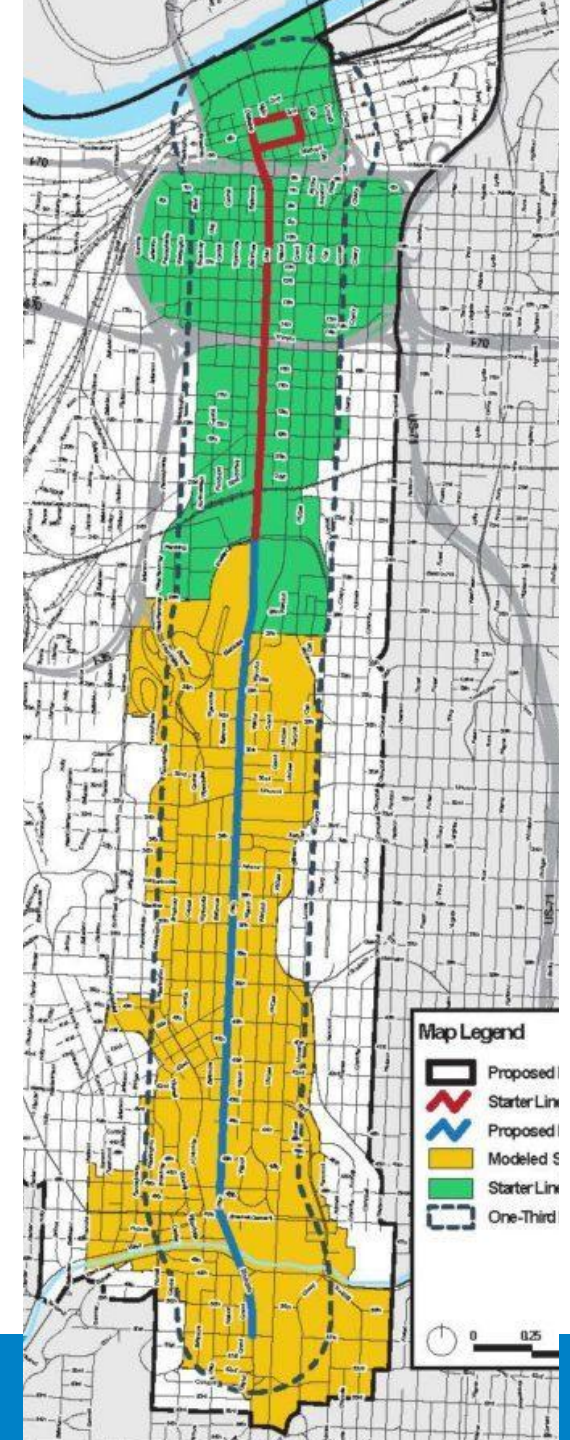
- New era of connectedness for City, midtown, and UMKC
- Connecting student housing, dense neighborhoods, and job centers
- Elevating the presence and viability of transit in every day life for thousands of Kansas Citians
- Reinforcing the City's core as the place people, jobs, and investment want to be



LEVERAGING NEW LOCAL AND FEDERAL FUNDING

1. Expanded the Local Revenue Model
2. Main Street Extension - Connecting the University, Plaza, and Midtown area (*\$200M in federal grants; \$350M total*)
3. Riverfront Extension – Connecting to the new CPKC Stadium and surrounding development (*\$14M Build Grant, \$10+M development revenue capture; \$61M total*)

\$400M capital construction program underway funded via new investment - (No municipal funding or redirection required)

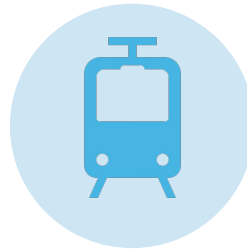


MAIN STREET EXTENSION DETAILS



\$350M

CAPITAL COST



**8 NEW
STREETCARS**
(6 PREVIOUSLY)



3.5 MILES

(2.2 MILE
STARTER LINE)



**EXPANDED
VEHICLE MAINTENANCE
FACILITY**



DEDICATED

TRANSIT LANES



12,000 AVERAGE
DAILY RIDERS PROJECTED

MAIN STREET EXTENSION – NEW VEHICLES

Streetcar Vehicle Upgrades:

- Passenger Information System modernization
- Exterior lighting
- Door push buttons
- Train-to-Wayside Communication
- Advanced Driver Assistance System (ADAS)
- Dampers on flip-up seats
- Compressor upgrades
- Truck (bogie) upgrades



MAIN STREET EXTENSION – PERSHING CROSSOVER



HELLO MIDTOWN



HELLO PLAZA



HELLO UMKC



MAIN STREET EXTENSION – CORRIDOR MODS



MAIN STREET EXTENSION – EXCLUSIVE LANES



MAIN STREET EXTENSION – EXCLUSIVE LANES

Understanding Lane Markings

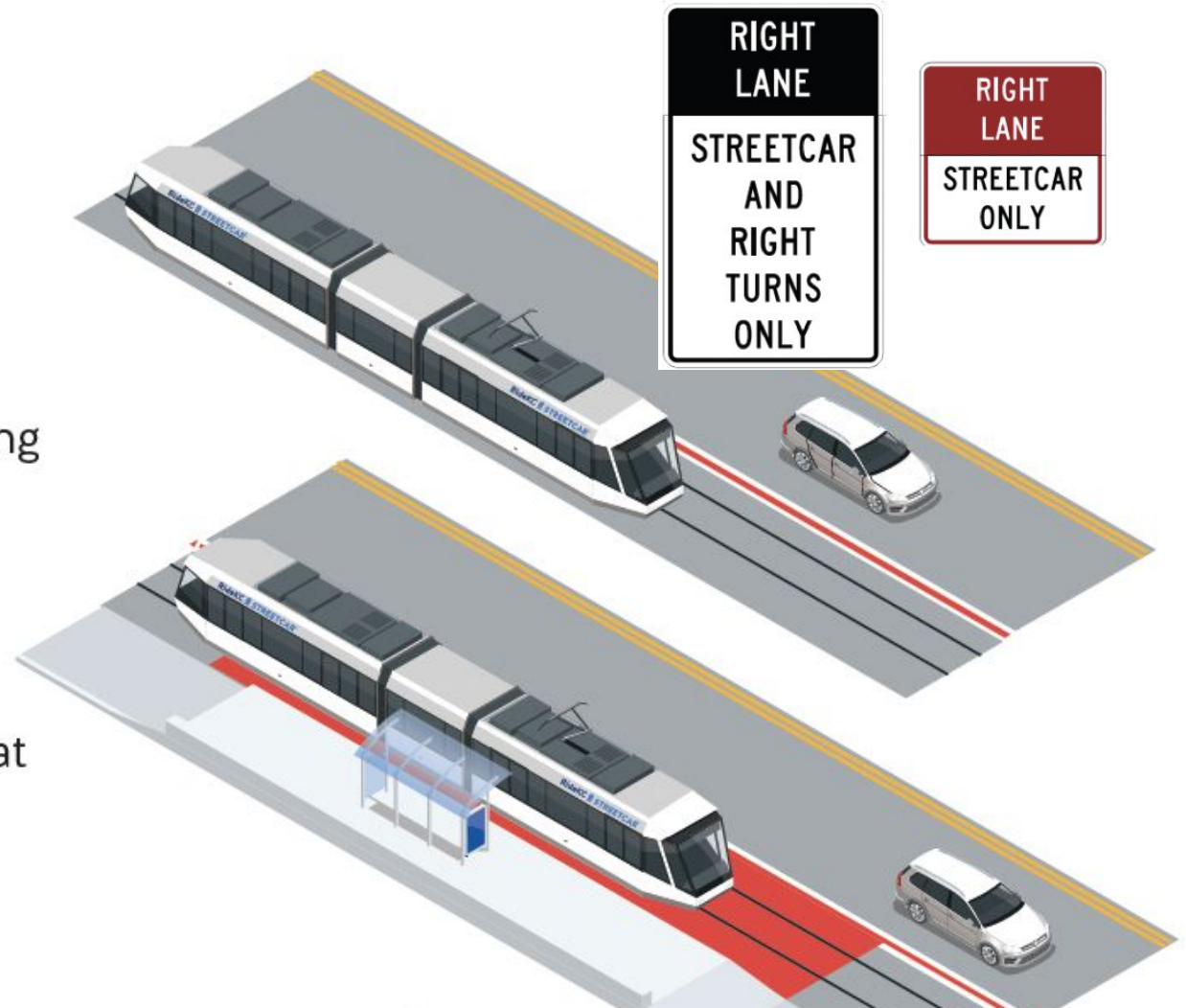
TRANSIT-ONLY ZONE:

SOLID WHITE/RED/WHITE LINE

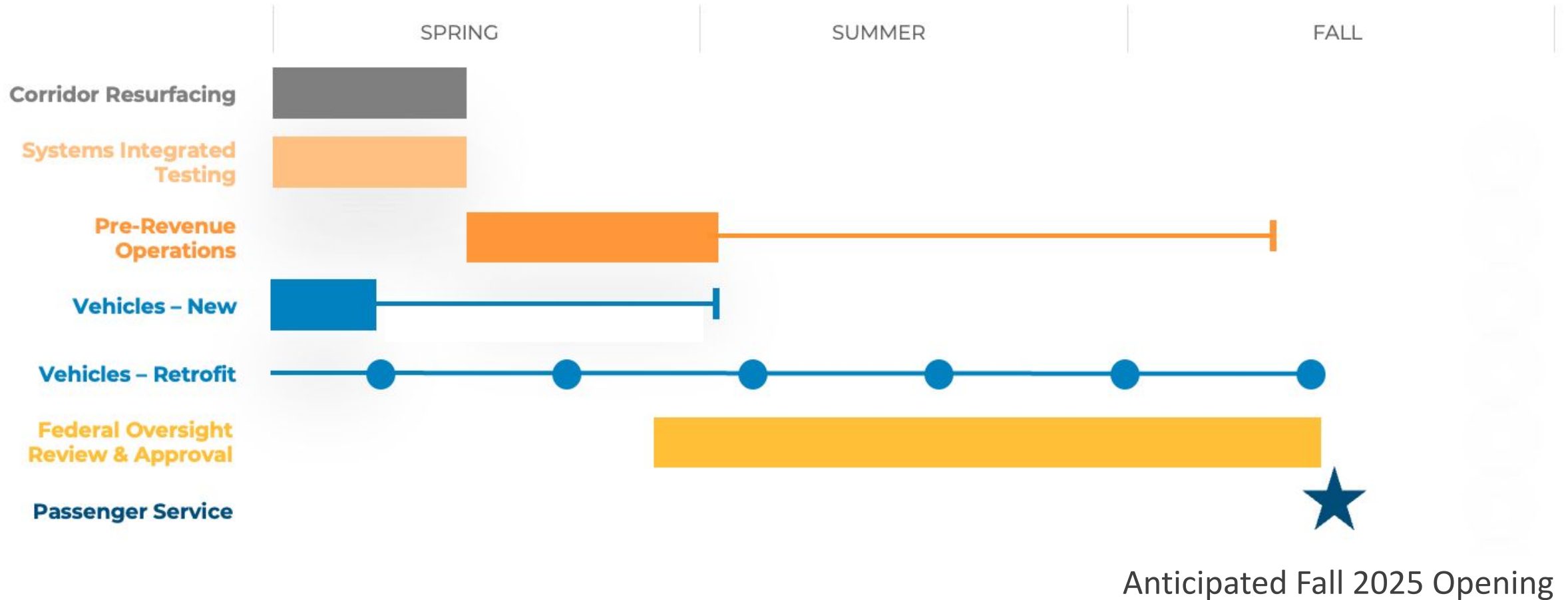
Motor vehicle traffic is prohibited from driving in, and accessing, this lane at all times.

SOLID RED FILLED ZONE

Similar to the white/red/white lines, this solid red lane defines a transit-only area and are located at stops, intersections, and at the endpoints of an exclusive lane.



Main Street Extension



RIVERFRONT EXTENSION DETAILS



\$61M

CAPITAL COST



5-MIN WALK TO
CPKC STADIUM



.7 MILES

6.5 MILE FUTURE
SYSTEM



NEW YARD LEAD
FOR EFFICIENT OPERATIONS



DEDICATED
GUIDEWAY



12,000 AVERAGE SYSTEM
DAILY RIDERS PROJECTED

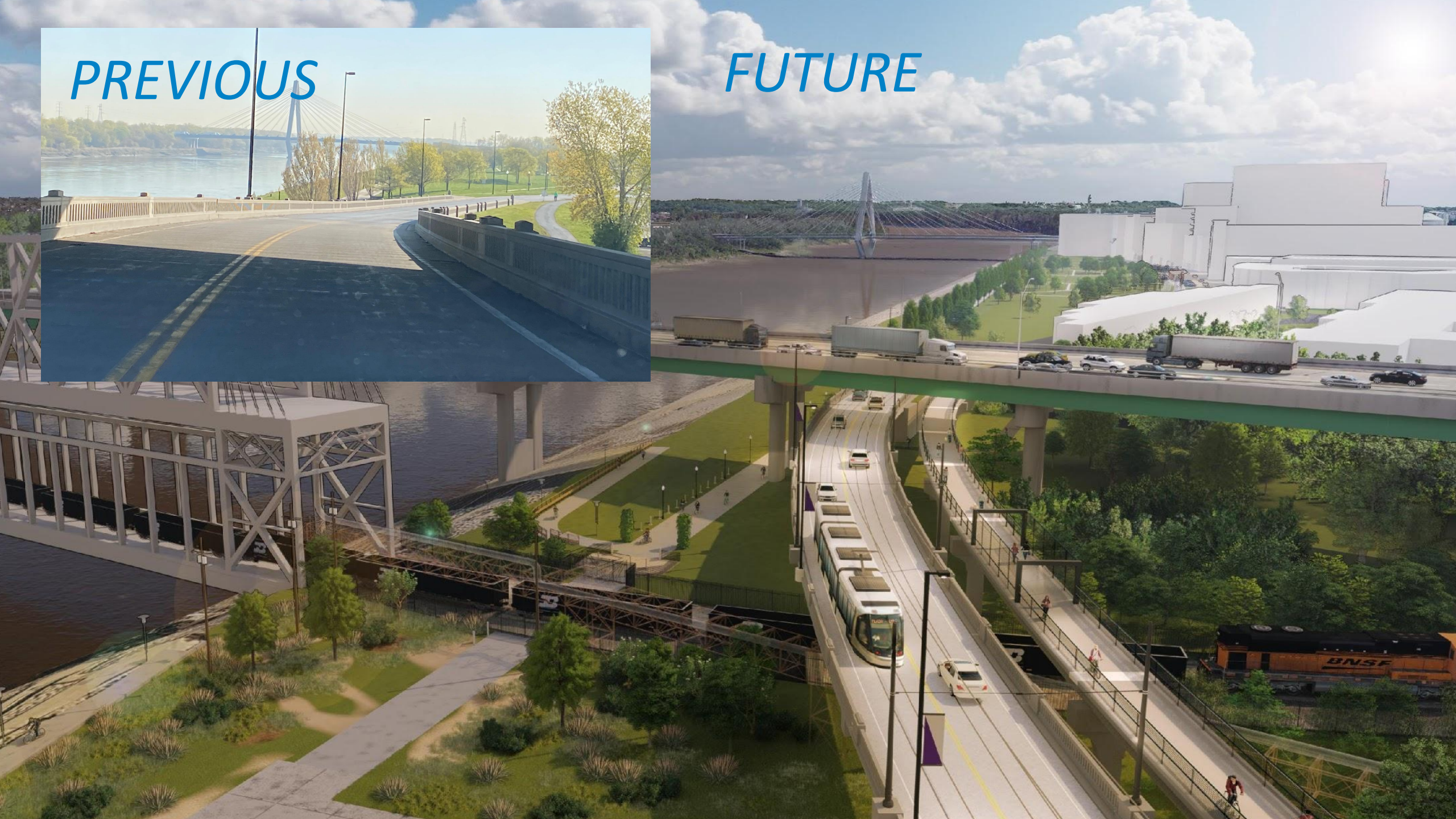
RIVERFRONT EXTENSION – DETAILS



PREVIOUS



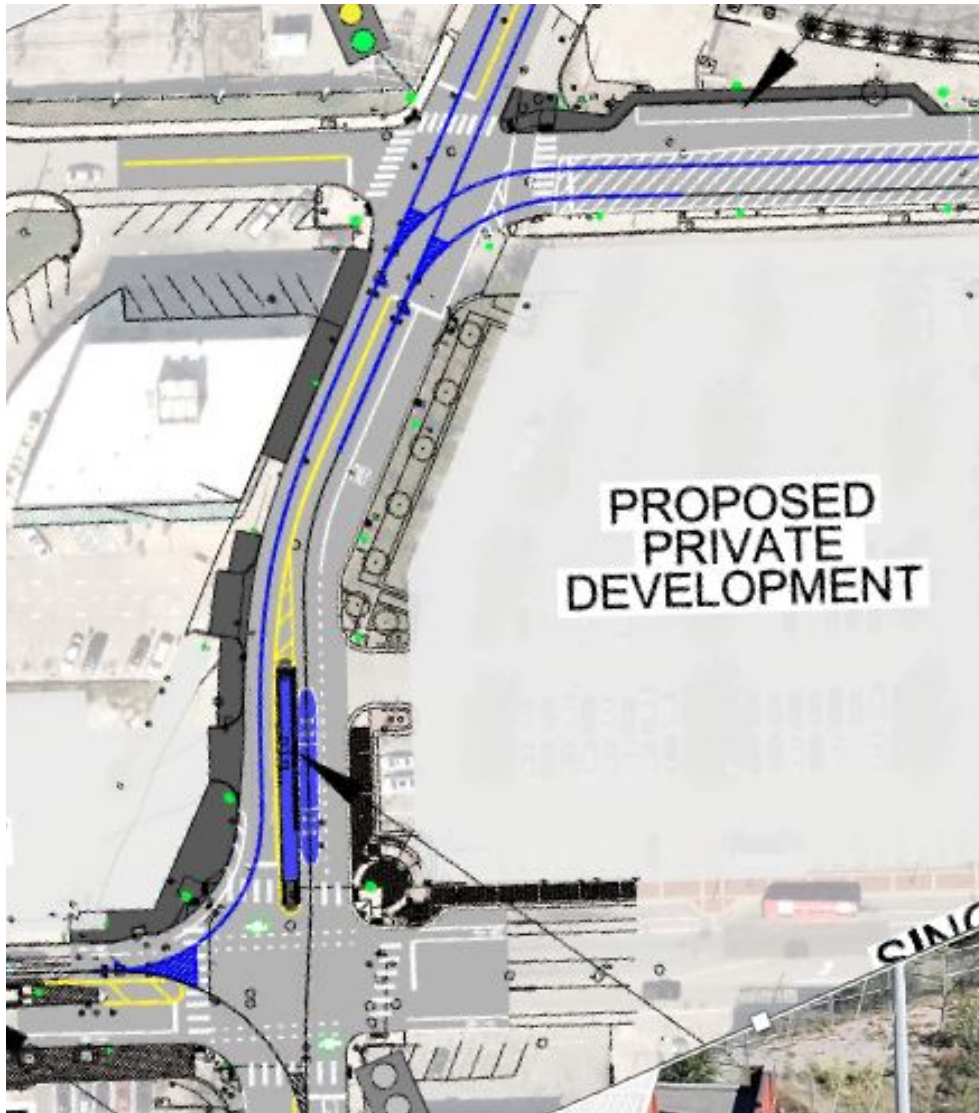
FUTURE



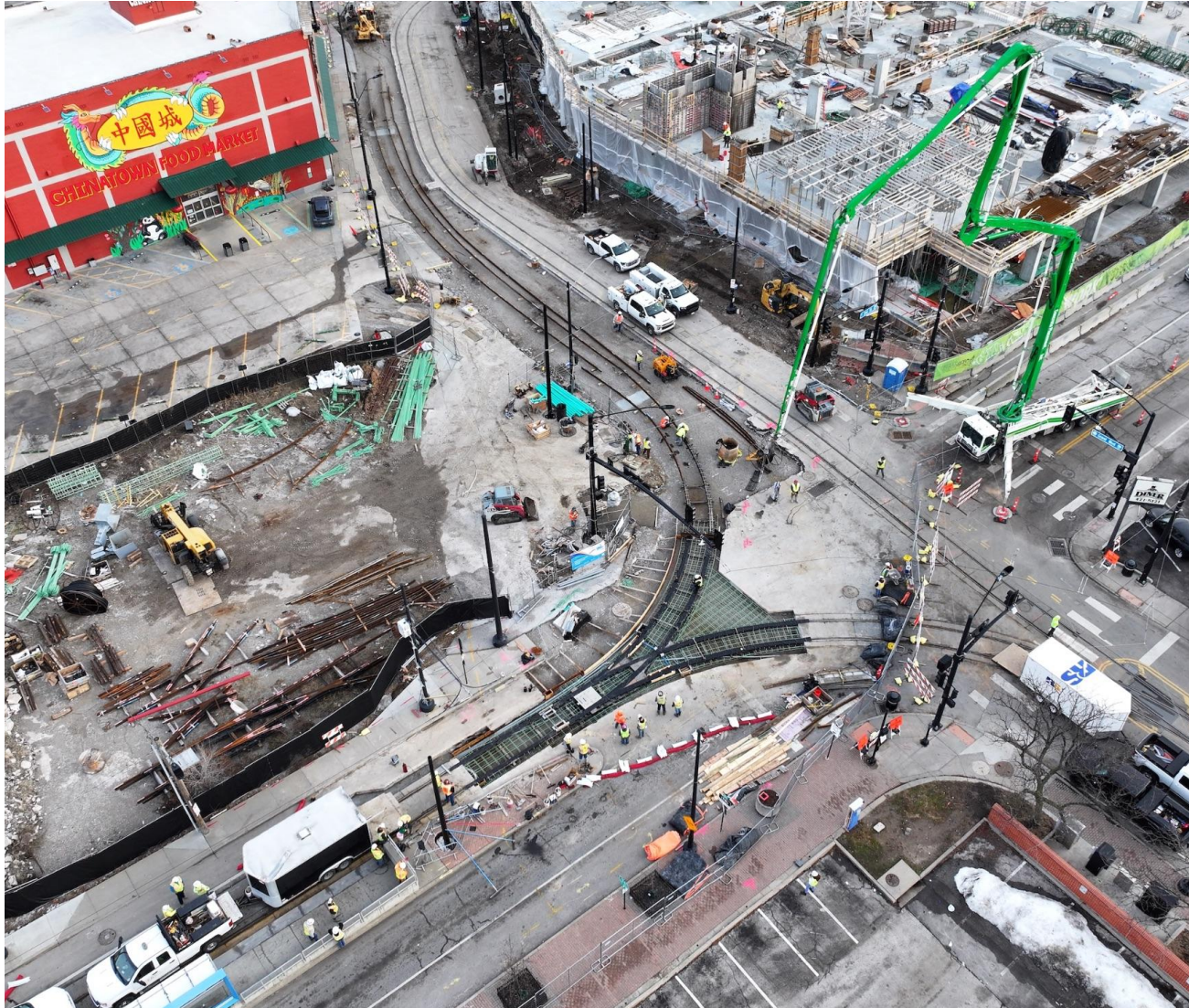
RIVERFRONT CONSTRUCTION



NEW YARD AND NON-REVENUE CONNECTION



3rd & Grand Connection



2nd & Grand





Regional Smart Moves Plan

Moving Forward....

Potential Future Rapid Transit Corridors

- Study - Bi-State Sustainable Corridor (*BRT*)
- Study - Midtown East-West (*Streetcar*)
- Study - NorthRail (*Streetcar*)
- Study - 18th St (*Streetcar*)
- Future - South KC
- Future - Johnson County

