



# ABOUT THE PROJECT



## Regional Transit & Development

**Goal:** a modern east–west transit and reinvestment corridor connecting major destinations in Kansas City, Kansas; Kansas City, Missouri; Sugar Creek, Missouri; and Independence, Missouri.



## Integrated Community Reinvestment

Beyond transit, the project pairs mobility improvements with strategies for affordable housing, infrastructure, technology, and community-focused development



## High-Frequency, High Quality Mobility

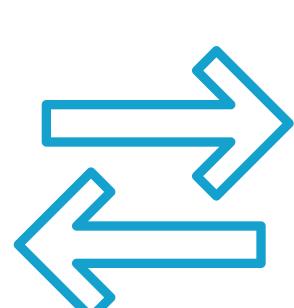
The corridor will provide fast, reliable transit as the backbone of a zero-emission network, improving access between activity centers and neighborhoods.



## Vision for Growth

The initiative aims to create a holistic model for long-term, sustainable regional growth and improved quality of life.

# EVOLVING PRIORITIES



## National Shifts

Federal priorities have shifted from electrification/equity toward connecting workers to jobs and supporting economic growth.



## Funding

Significant federal funding remains available for transit expansion through the Bipartisan Infrastructure Law.



## Local Transit Changes

Service reductions in KCK and Independence due to budget shortfalls.



## Regional Collaboration

- Building the corridor requires unprecedented coordination across city and state boundaries.
- The project is supported by a broad bi-state partnership, including:



## Transit Funding Gap

- The metro area invests far less in transit than peer metros:
  - KC region:

**\$46.53** per resident

- Peer metros with robust systems:

**~\$138** per resident

- Limited local funding results in fragmented service and vulnerability to cuts.

## Path to Implementation

- A new regional funding model could stabilize service and position the region for federal matches.
- Strengthening local funding commitments will make the region more competitive for major federal programs.
- Unified regional support will be critical to bringing this project's vision to life.



## Phase 1 Highlights

A comprehensive analysis of existing conditions and community needs to establish the corridor vision, goals, transit alignment, station locations, last-mile connections, and multimodal improvements.



### Community Engagement

- Partner Meetings
- Statistically significant surveys
- Public Meetings
- Advisory Committee
- Neighborhood gatherings

## Phase 2 Highlights

Detailed design and delivery of the preferred alternative through NEPA review, stakeholder coordination, prioritized project planning, timelines, and funding strategies to move the corridor toward construction and long-term operation.



### Recommendations

- Recommended alignment, mode and stops
- Sample station area plans at 12 locations
- Supportive infrastructure development
- Community development priorities
- Recommended framework



### Implementation Action Plan

- Funding strategies
- Implementation phase priorities



### Federal Environmental Review

- Historic Review
- Agency Coordination
- Environmental Research



### Planning Analysis

- Transit modes, land use and infrastructure
- Corridor segment evaluation
- Environmental screening

Scan here to view  
the **Phase 1  
Assessment and  
Strategy Action Plan**



<https://bit.ly/BS-action>





# ENVIRONMENTAL REVIEW PROCESS

## What Is NEPA?

NEPA stands for the **National Environmental Policy Act**.

It is a federal law that makes sure big projects think about the **environment, people, and communities** before decisions are made.

NEPA review also includes related laws like the Clean Water Act, Endangered Species Act, and Section 106 of the National Historic Preservation Act.

## What Is a Programmatic Environmental Assessment (PEA)?

We are currently preparing a PEA which is a big-picture NEPA study that looks at the whole corridor. It describes the area today, the problems we're trying to solve, and the types of solutions we can use. It also looks at potential effects on people, nature, and neighborhoods and sets the path for reviewing future project elements.

## Why Use a Programmatic Approach for NEPA review?

A PEA helps us study corridor-wide issues early and understand how different improvements work together. It creates a clear roadmap for future project reviews and helps later decisions move forward more smoothly and consistently.

## How the NEPA Process Works



## How Public Engagement Fits Into the NEPA Process

Public input guides what we study and how we shape project choices. What we hear from you during this process helps inform the PEA and future project reviews.

## What Happens Next?

Once the PEA is complete, individual projects will go through their own reviews and design steps. Community input will continue to guide these next phases.



# TIMELINE

2025-  
2026

## Recommendations

- NEPA environmental review
- Refined alignment and station locations
- Safety, sidewalk, bike, and streetscape designs
- Preliminary engineering & concept plans
- Station area concepts with public input
- Visualizations of corridor improvements

2026-  
2029

## Funding Strategies

- Local and state funding commitments
- Federal grant applications
- Regional funding strategies

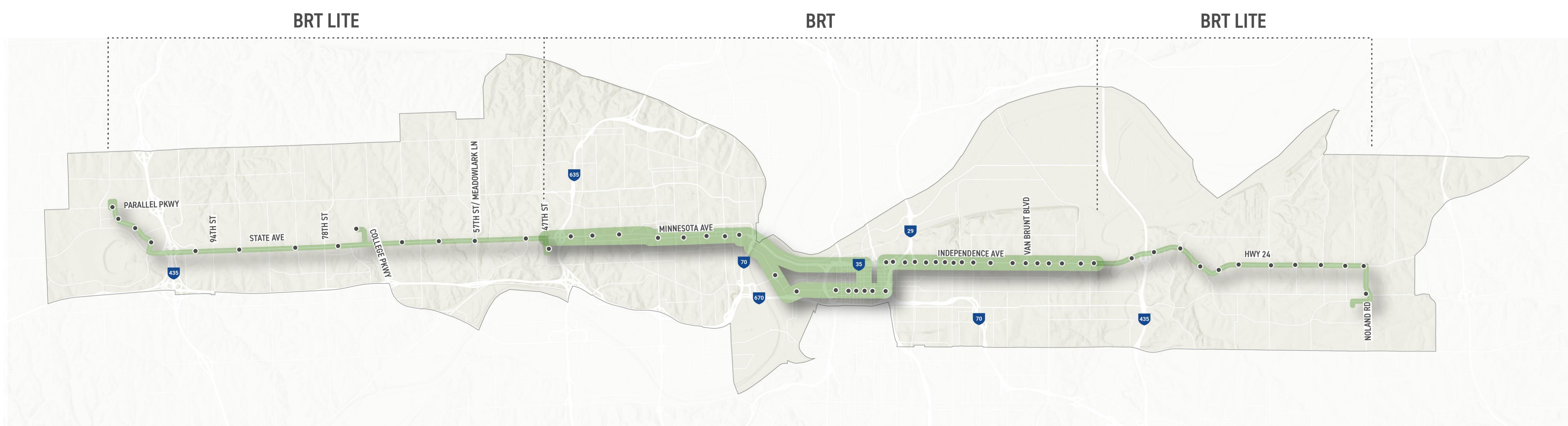
2027-  
2030s

## Next Steps

- Final Design and Procurement
- Construction and Phased Opening
- Full Service Operations

Private property development will occur through a variety of ways, including zoning changes to match the direction of the station area plans, local permitting, and the demands of the current market.

# TRANSIT INVESTMENT & CORRIDOR DEVELOPMENT



## BRT-Lite



KCATA MAX Bus Stop, Kansas City, KS

Ground Transit  
(Service Type)



**<1/4** MILE  
Station Spacing

Non-Dedicated General Purpose Travel  
Right-of-Way



**10 - 30** MINUTES  
Service Frequency



**240 - 280**  
Person Capacity  
Per Hour

**\$9.1** MILLION  
Capital Cost  
Per Mile



**\$189**  
Operating Cost Per  
Vehicle Revenue  
Hour



Roadway  
Reconstruction  
Only at Key  
Intersections

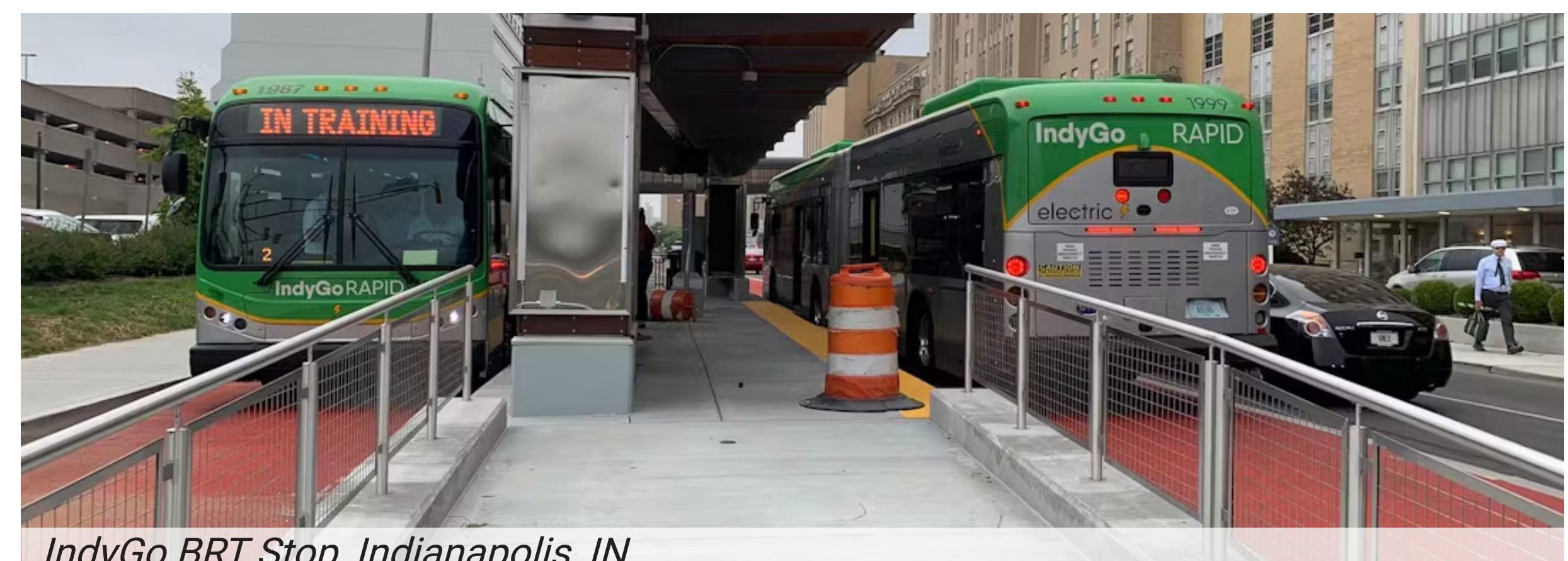
**5 - 15** UNITS  
Housing Density Per  
Acre



**20** JOBS  
Job Density Per  
Acre

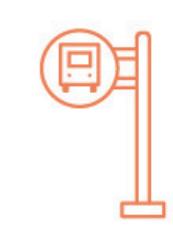


## BRT



IndyGo BRT Stop, Indianapolis, IN

Ground Transit  
(Service Type)



**1/4 - 1/2**  
MILE

Dedicated Lanes  
Right of Way



**<=10**  
MINUTES



**360 - 1,440**  
Person Capacity  
Per Hour

**\$22.5** MILLION  
Capital Cost  
Per Mile



**\$172**  
Operating Cost Per  
Vehicle Revenue  
Hour



Roadway  
Reconstruction  
Required

**20 - 30**  
UNITS  
Housing Density



**40 - 60** JOBS  
Job Density  
Per Acre



# STATION AREA IMPLEMENTATION STRATEGIES

These are the types of recommendations we're making across all 12 planned station areas. They're grouped into three themes:

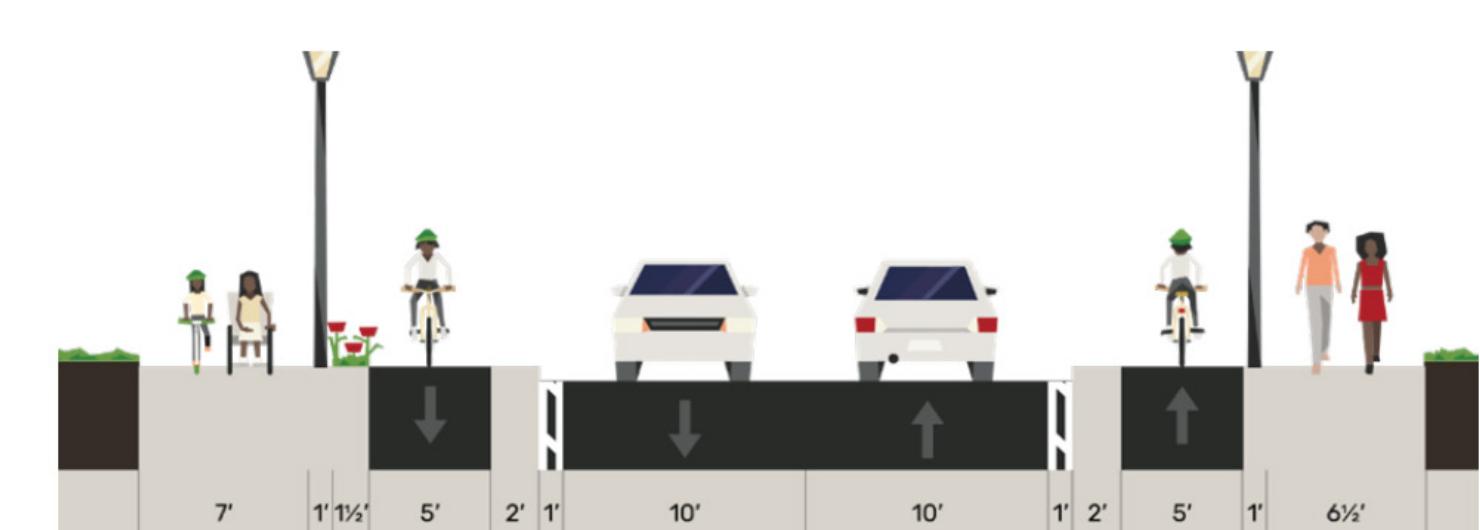
## Mobility

**Getting Around: Improvements that support walking, biking, transit, and overall mobility.**

- Intersection improvements (redesign, signal timing modification)
- Traffic calming (curb extension, parking chicane, crossing island)
- Bike facilities (bike lane, shared-use path)
- Sidewalk improvements or gap closures
- Pedestrian safety improvements (crosswalk, ramp)
- Mobility hub recs: transit info, bikeshare, water fountain, seating
- Street diet
- Curbside use



Sample: Existing street cross section



Sample: Proposed street cross section

## Policy & Land Use

**Ideas that guide how land can be used in the future to support housing, jobs, and community needs.**

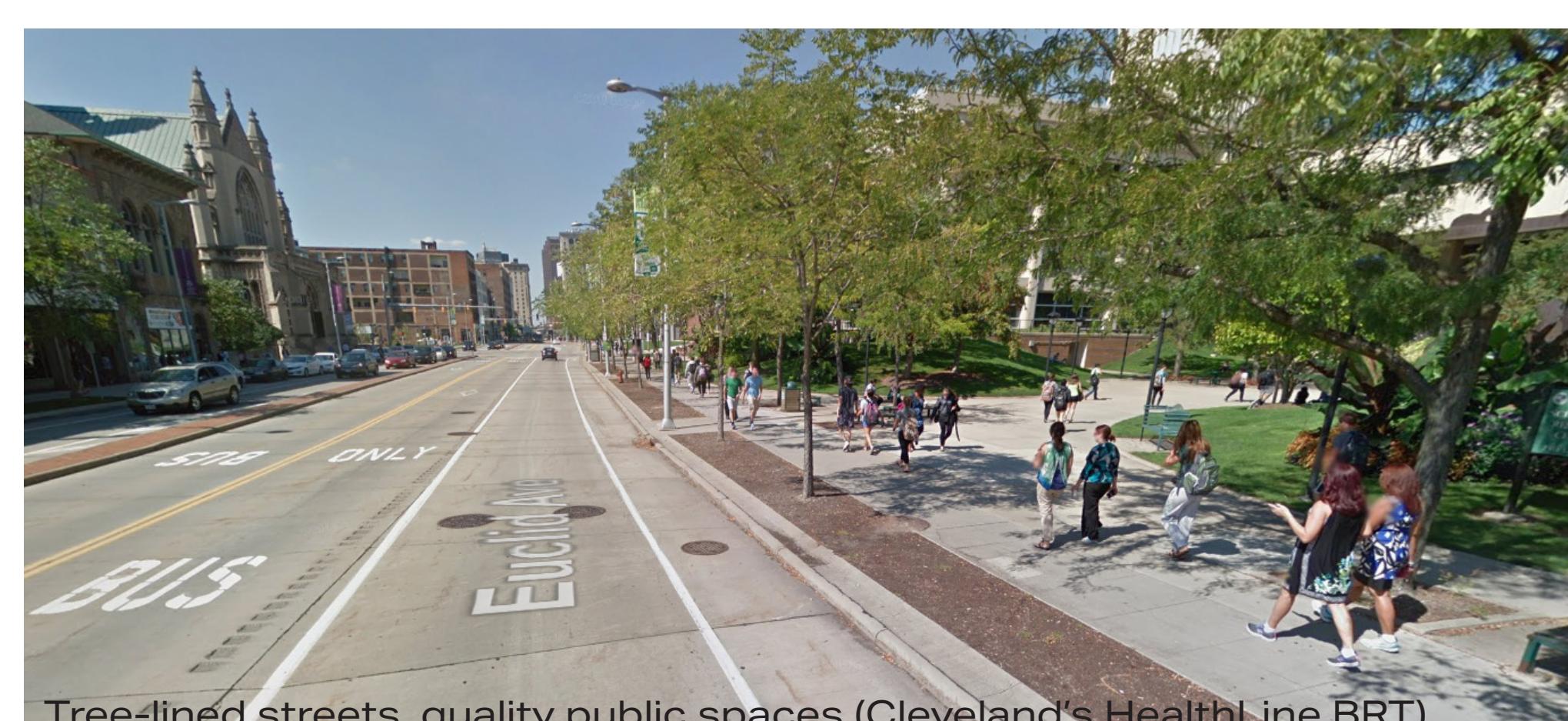
- Zoning changes
- Property redevelopment
- Adaptive Reuse of buildings
- Infill development
- Parking study
- District parking
- Mixed income housing
- Brownfields assessment and mitigation



## Urban Design & Placemaking

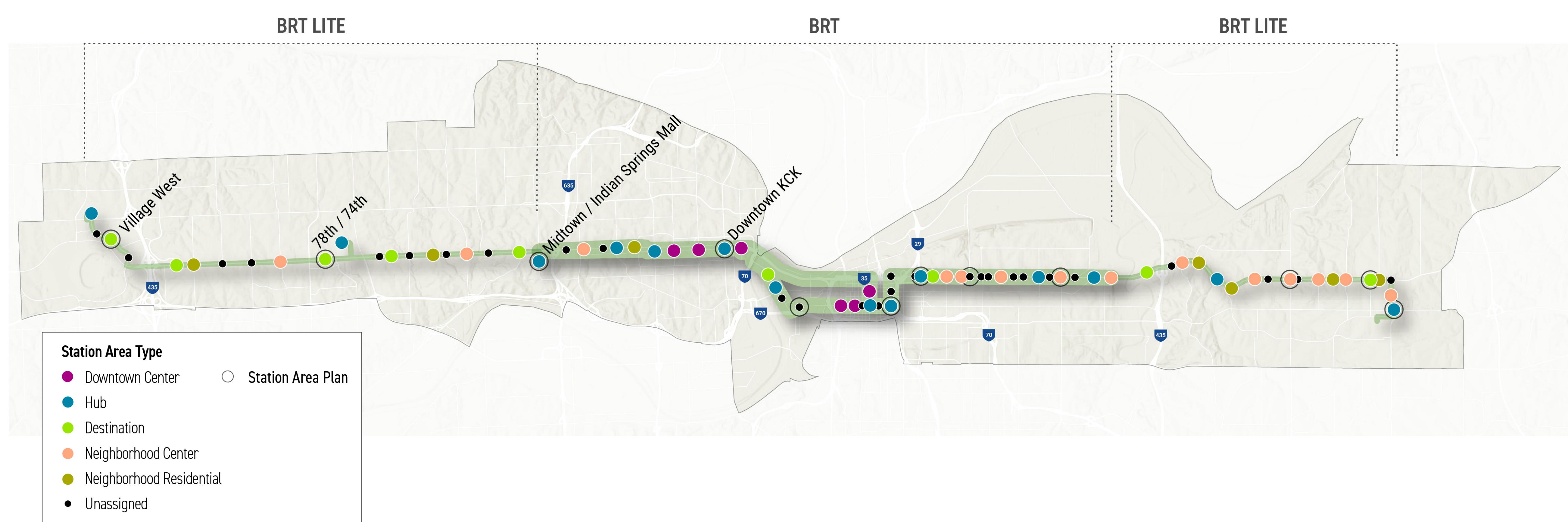
**Strategies to make each station area feel welcoming, safe, connected, with great public spaces.**

- Streetscape enhancements (trees, lighting)
- Wayfinding and signage
- Facade improvements
- Gateway features
- Enhanced buffering and/or screening
- Community programming
- Crime Prevention Through Environmental Design





The map below shows the transit alignment, proposed stations, and station area types. In KCK, a station area plan is being prepared for the 4 stations that are labeled below.



## Applicable Plans

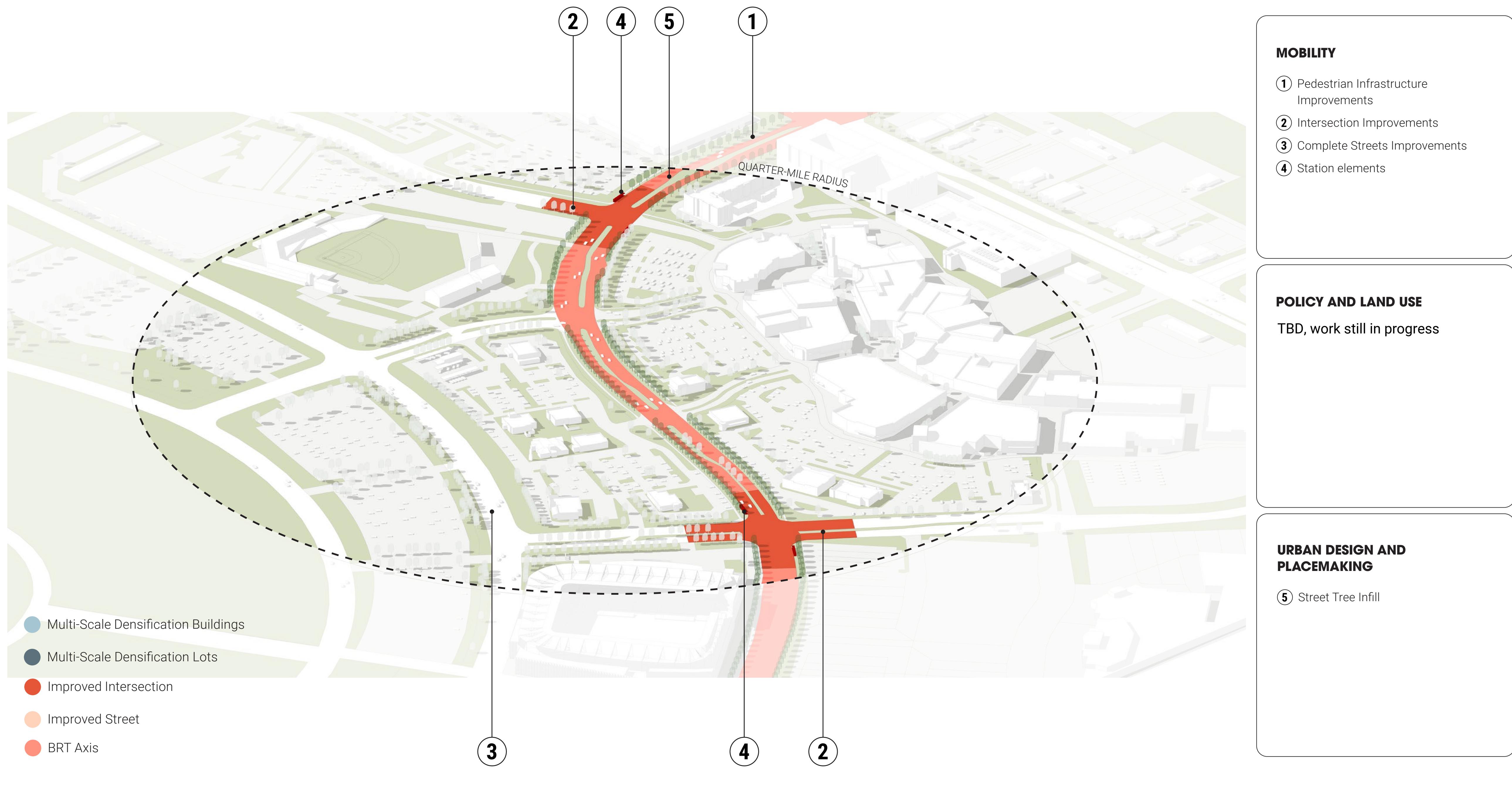
The following plans help shape how future stations and their surrounding neighborhoods grow. By building on past community-driven guidance, the station area plans ensure each station supports local priorities, improves mobility, and encourages thoughtful reinvestment. Some plans apply only to certain stations.

- **Plan KCK Citywide Comprehensive Plan** – Guides equitable growth by reinvesting in established neighborhoods and strengthening key corridors.
- **goDotte Strategic Mobility Plan** – Makes State Avenue the core transit spine and prioritizes safer, multimodal streets.
- **State Avenue Corridor Redevelopment** – Sets a long-term vision for State Avenue as a high-capacity, transit-oriented corridor.
- **Central Area Master Plan** (Downtown KCK station) – Supports revitalization along State and Minnesota Avenues and strengthens neighborhood assets.
- **Prairie Delaware Piper Plan** (Village West station) – Provides long-range land-use direction and zoning guidance for future growth in the Piper area.

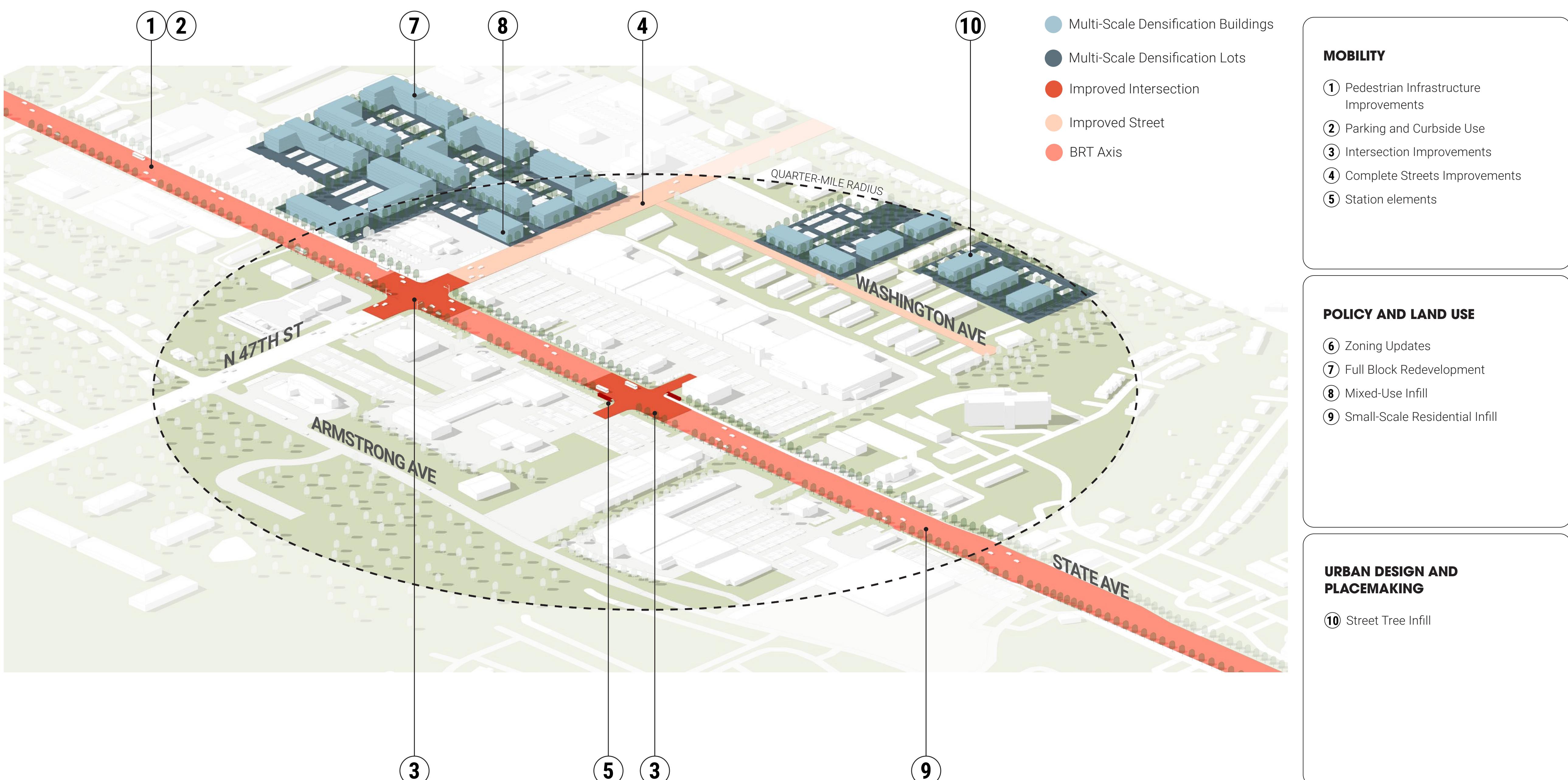
**What plans and/or policies are missing?**

# KCK STATION AREA CONCEPT PLANS

## Village West

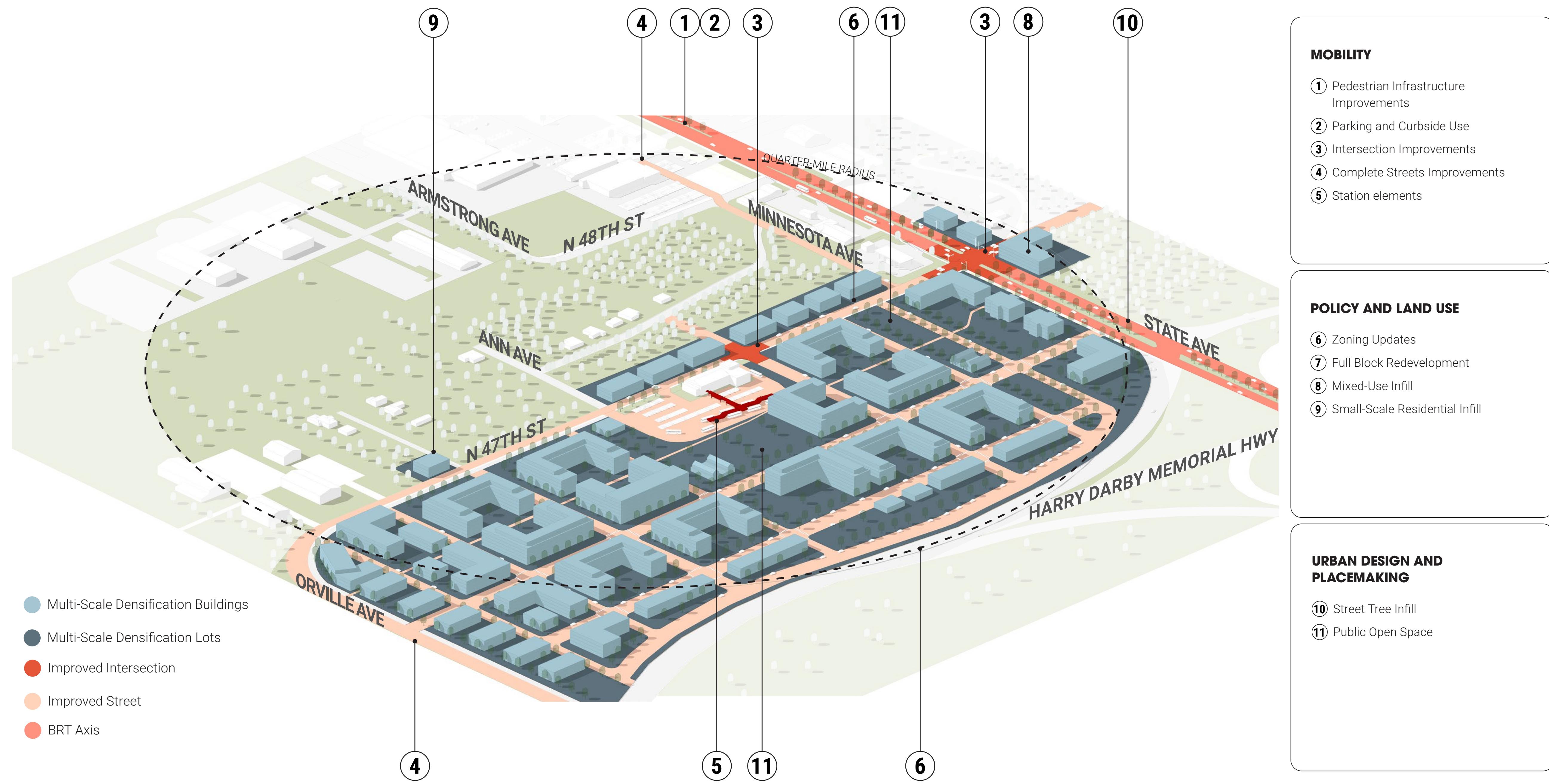


## 78th / 74th

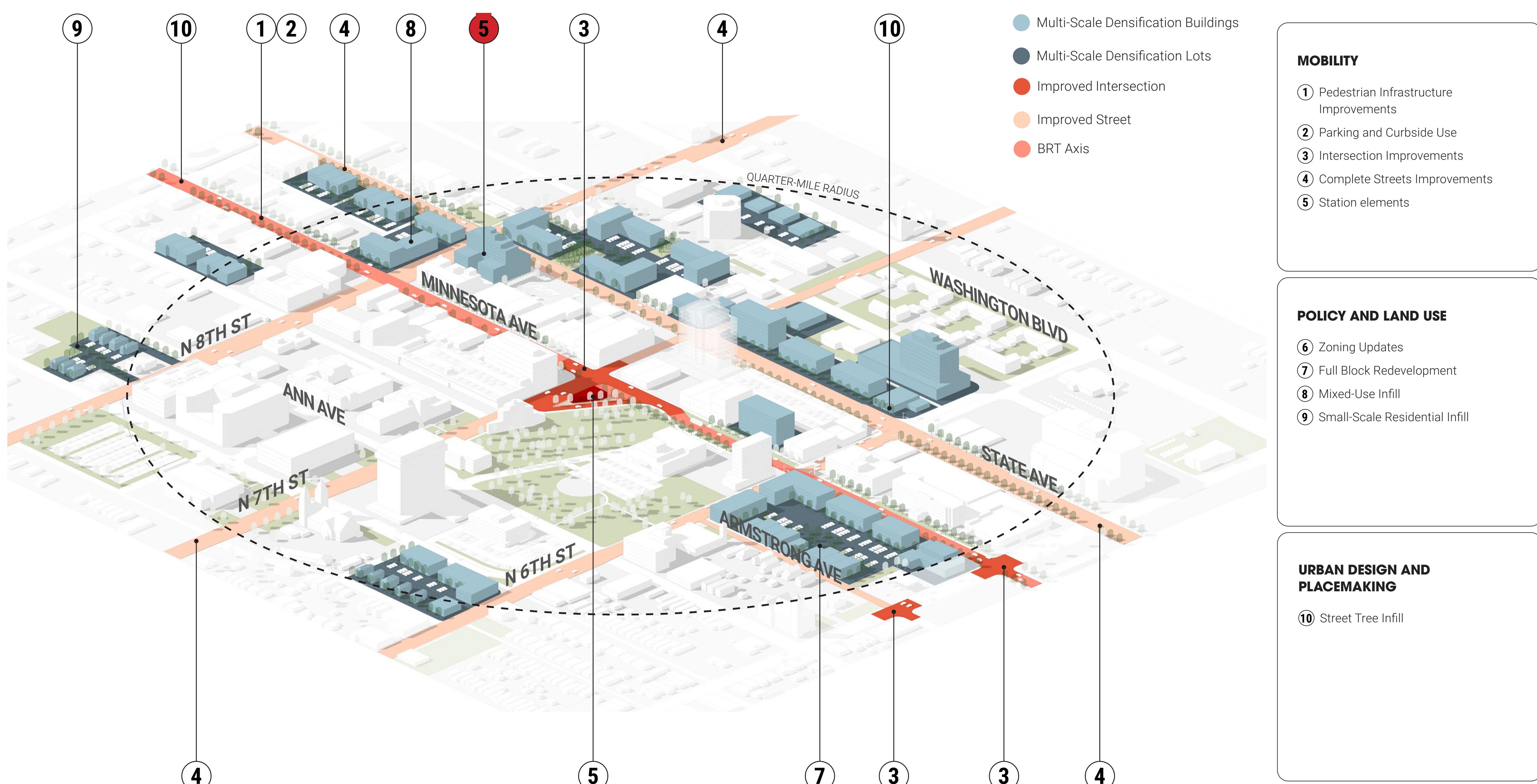


# KCK STATION AREA CONCEPT PLANS

## Midtown / Indian Springs Mall



## Downtown KCK





## BSRC Purpose & Need Statement

The purpose of the BSRC project is to develop an integrated and forward-thinking transportation and infrastructure framework that enhances mobility, reduces carbon output, and promotes fair access to housing, employment, education, and healthcare along a key east-west corridor within the Kansas City metropolitan region. The project aims to align transportation improvements with community needs, foster economic growth, and address environmental quality goals in collaboration with regional, state, and local partners.

## Measures of Effectiveness

*These measures show whether the corridor improvements are truly benefiting the community by helping answer questions like: Is it easier to get around? Are streets safer? Does it improve local opportunity?*

 Cost of Good Repair

 Redevelopment Potential

 Roadway Impacts

 Access

 Socio-Economic

 Local Opportunity

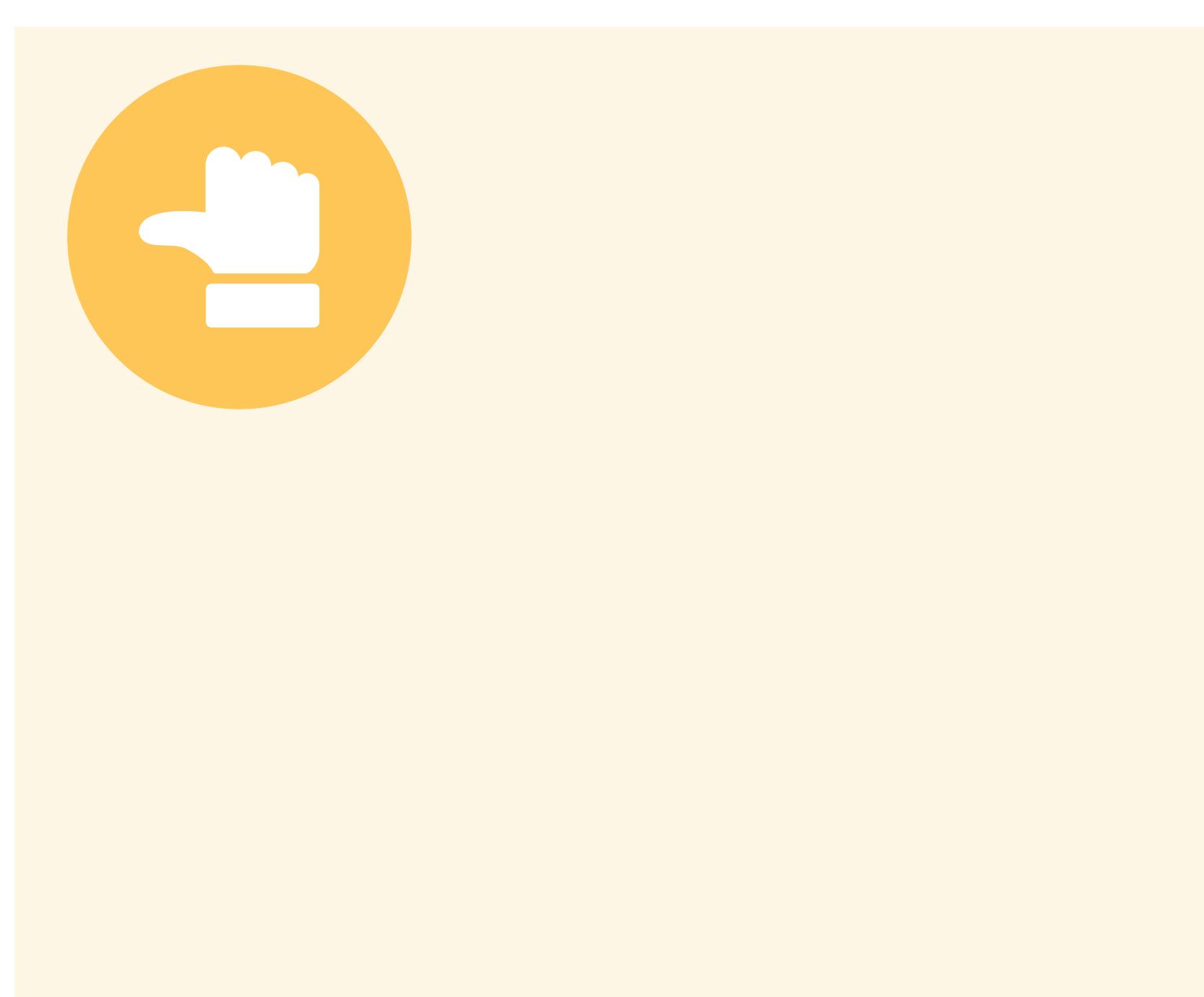
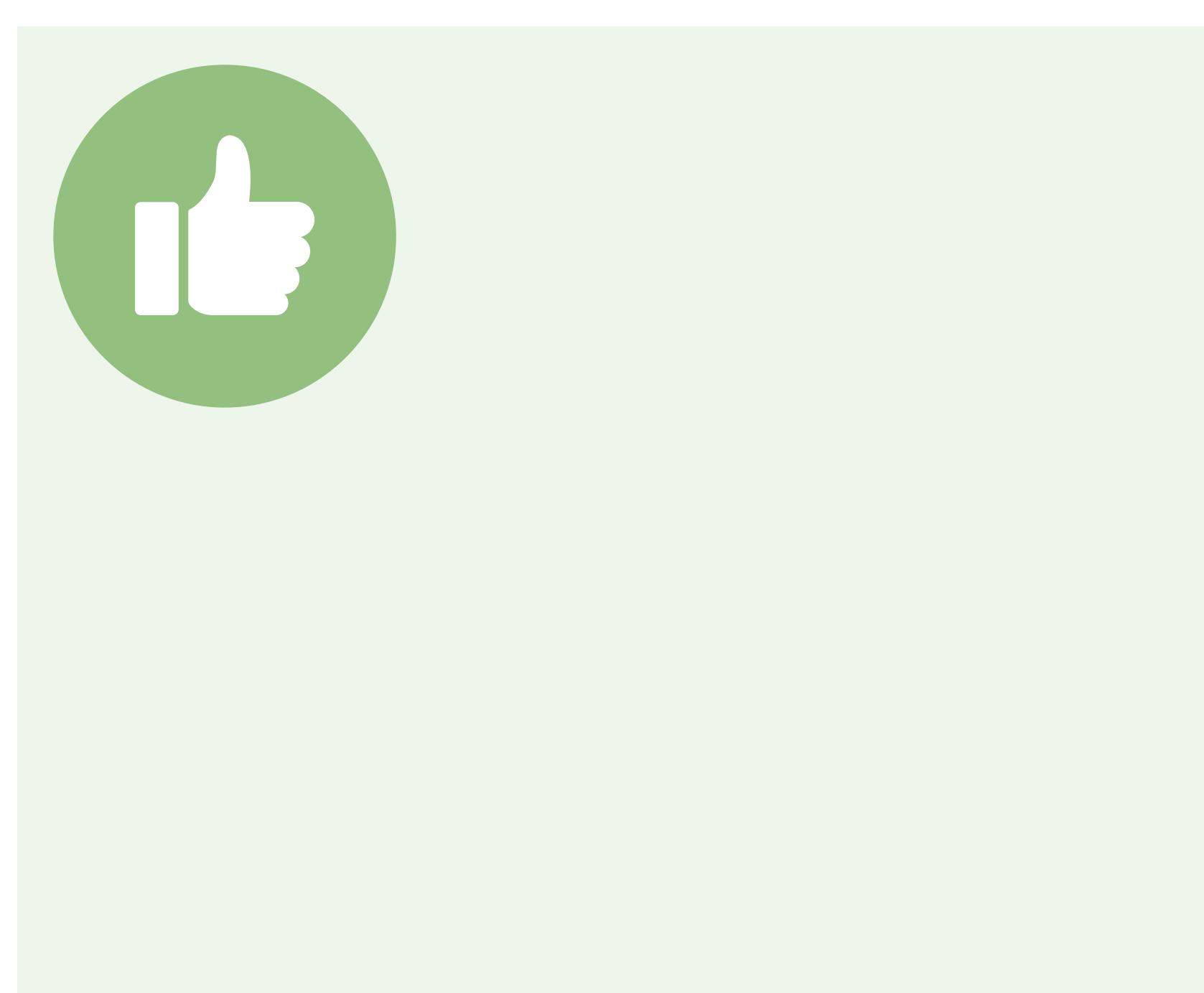
 Transit Readiness

 Transit Connectivity

 Safety

**Do the recommended strategies for KCK's station area plans help implement the Purpose & Need Statement and Measures of Effectiveness?**

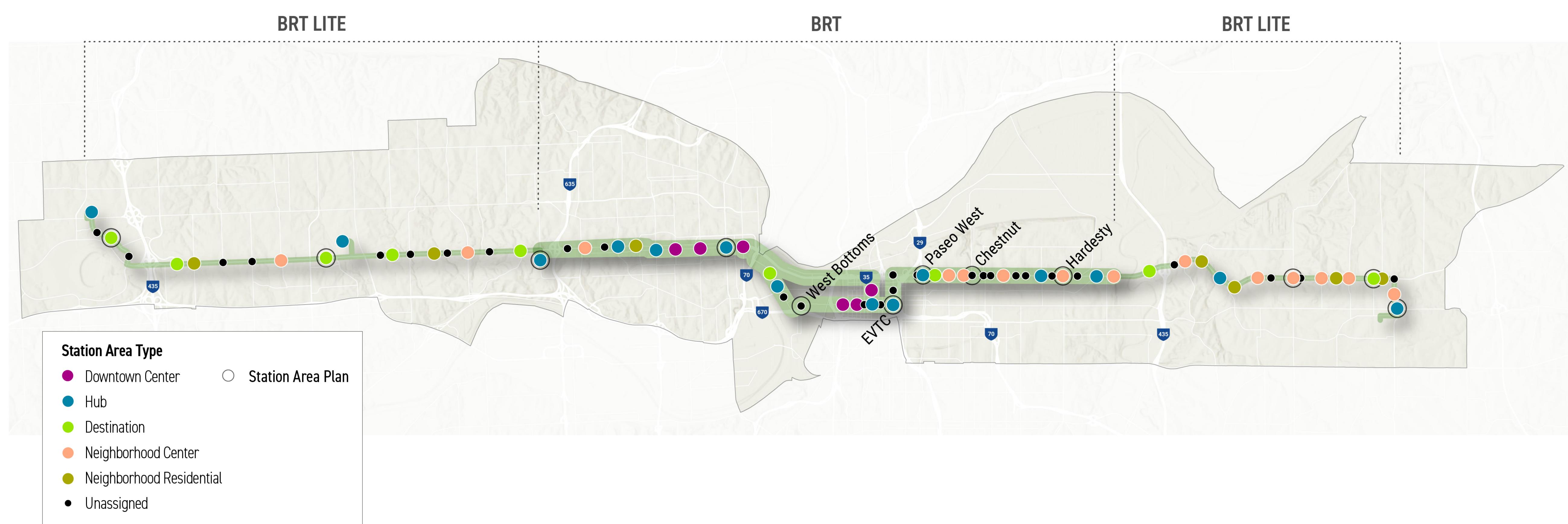
*Please place a sticker below to vote and/or leave a comment with a post-it.*





# KANSAS CITY, MISSOURI (KCMO)

The map below shows the transit alignment, proposed stations, and station area types. In KCMO, a station area plan is being prepared for the 5 stations that are labeled below.



## Applicable Plans

The following plans help shape how future stations and their surrounding neighborhoods grow. By building on past community-driven guidance, the station area plans ensure each station supports local priorities, improves mobility, and encourages thoughtful reinvestment. Some plans apply only to certain stations.

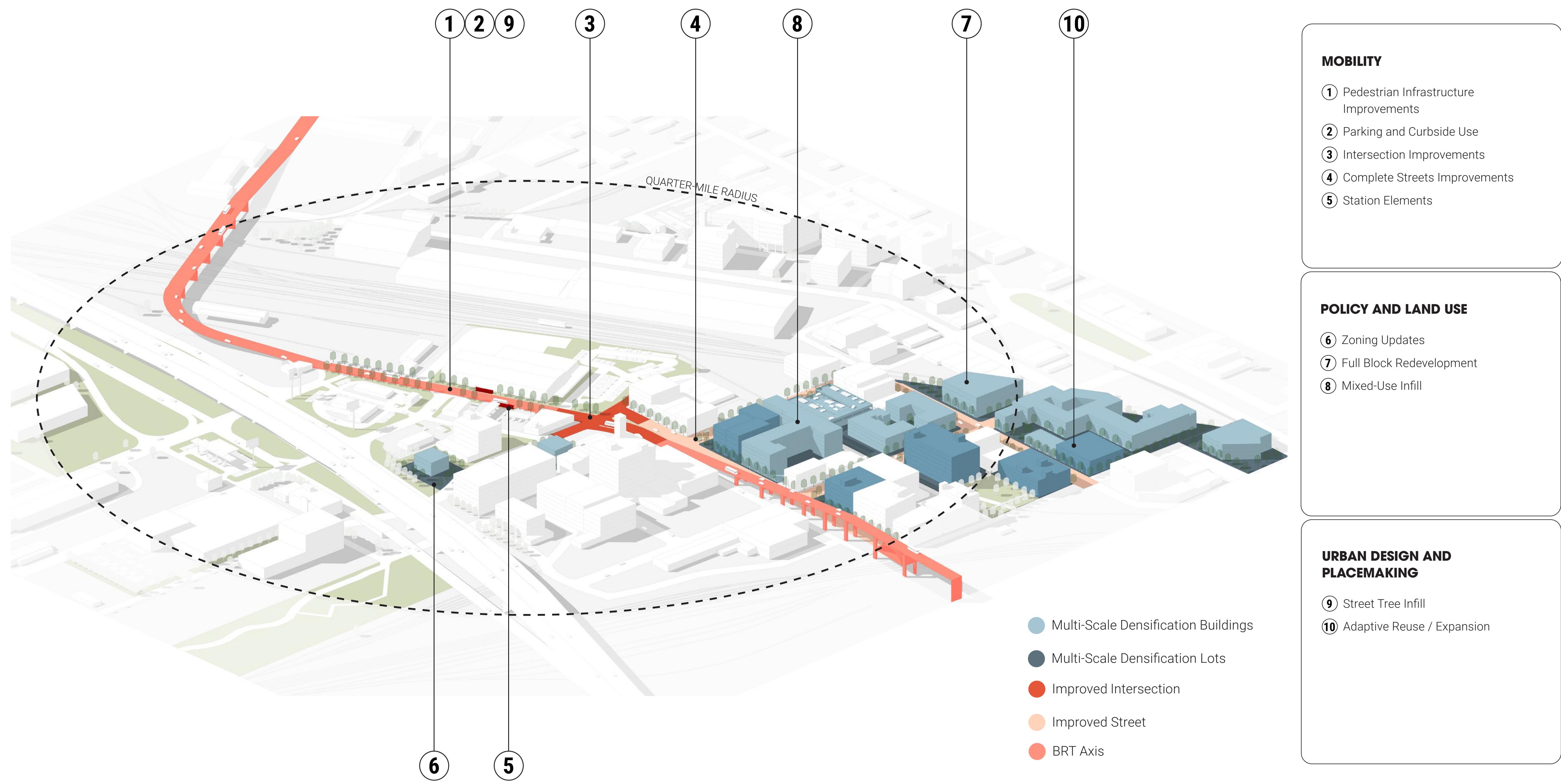
- Truman Plaza Area Plan (Stations: Paseo, Chestnut, Hardesty)
- Heart of the City Area Plan (Stations: West Bottoms, East Village, Paseo West)
- ProspectUS Equitable TOD Strategic Plan (All Stations)
- KC Spirit Playbook Comprehensive Plan (All Stations)
- Imagine Downtown 2030 Strategic Plan (Stations: West Bottoms, East Village)
- Independence BRT Planning & Feasibility Study (Stations: Paseo West, Chestnut, Hardesty)
- Woodland Plaza Equitable Mobility Study
- BikeKC Master Plan (All stations)
- Greater Downtown Area Plan (All stations)
- Independence Avenue Pedestrian Safety Improvements Study (Stations: Paseo West, Chestnut, Hardesty)
- Truman Road Complete Streets Plan (Stations: Paseo West, Chestnut)
- Transit Oriented Development Policy (All stations)
- West Bottoms Streetscape & Wayfinding Plan (Station: West Bottoms)

**What plans and/or policies are missing?**

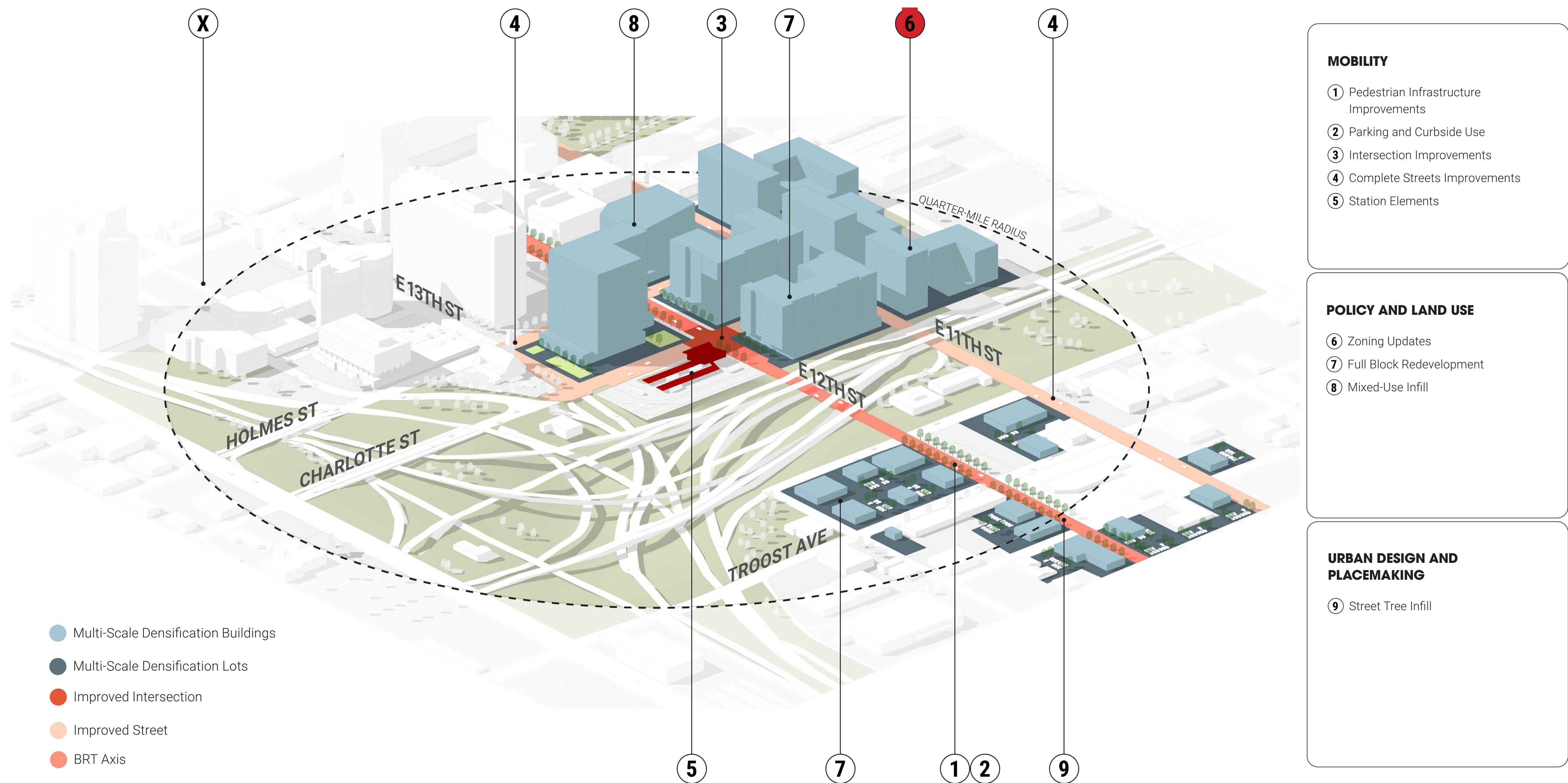
**Bi-State Sustainable Reinvestment Corridor**

# KCMO STATION AREA CONCEPT PLANS

## West Bottoms

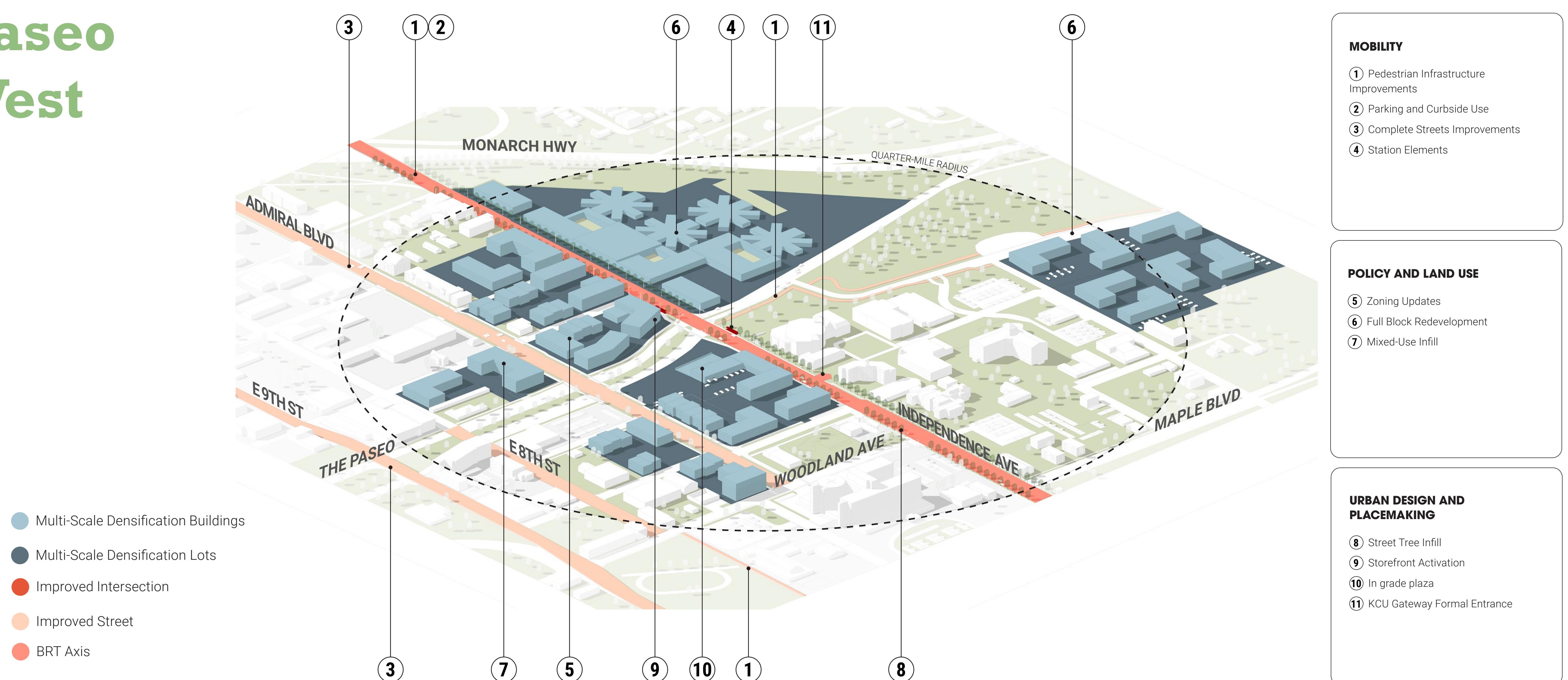


## East Village Transit Center

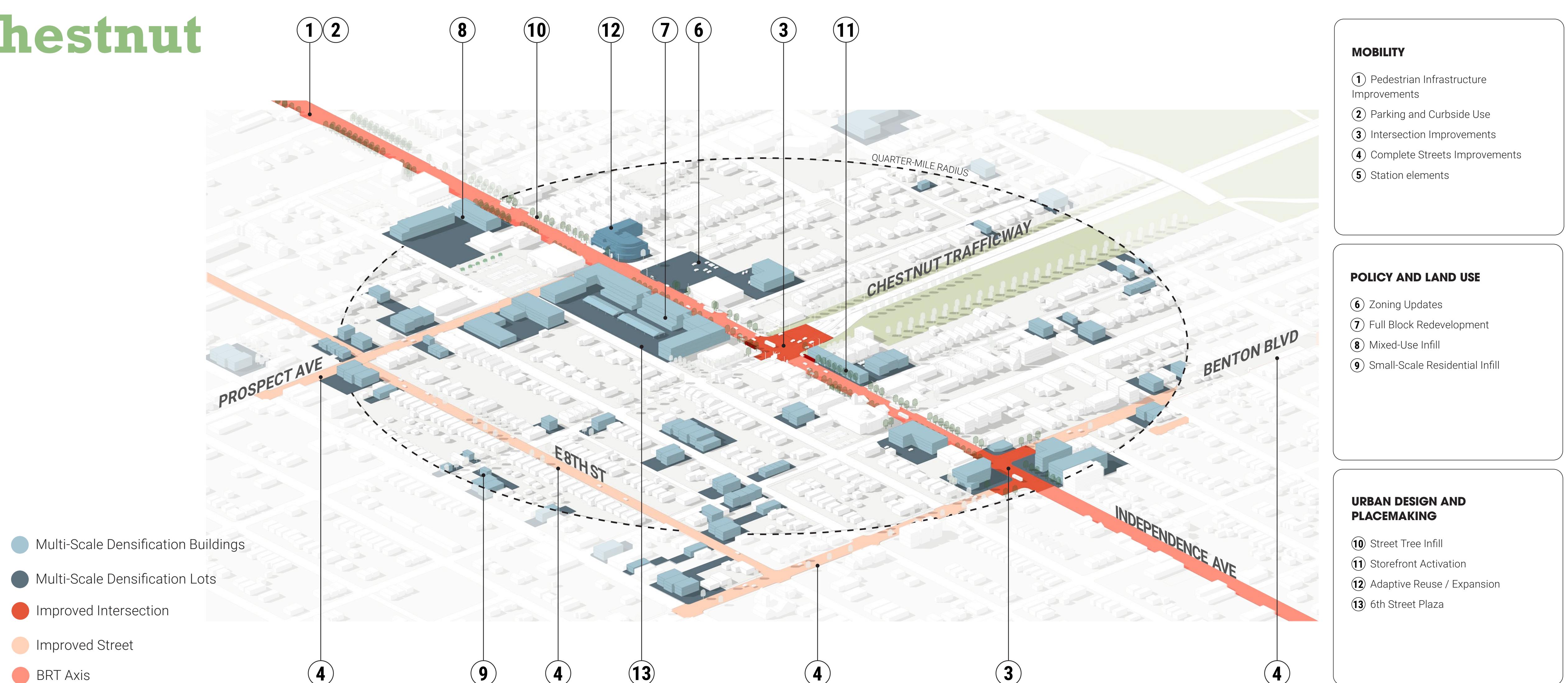


# KCMO STATION AREA CONCEPT PLANS

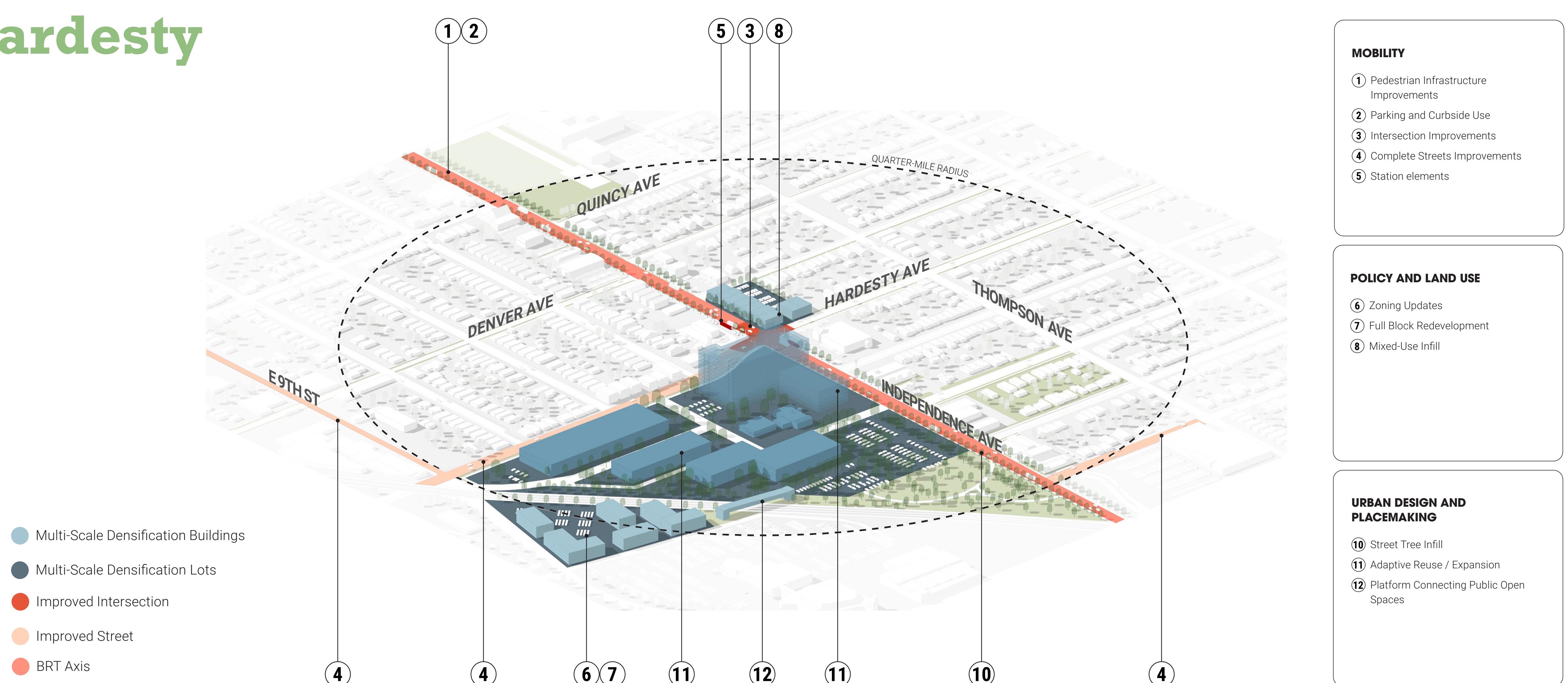
## Paseo West



## Chestnut



## Hardesty





# KCMO

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 Cost of Good Repair

 Redevelopment Potential

 Roadway Impacts

 Access

 Socio-Economic

 Local Opportunity

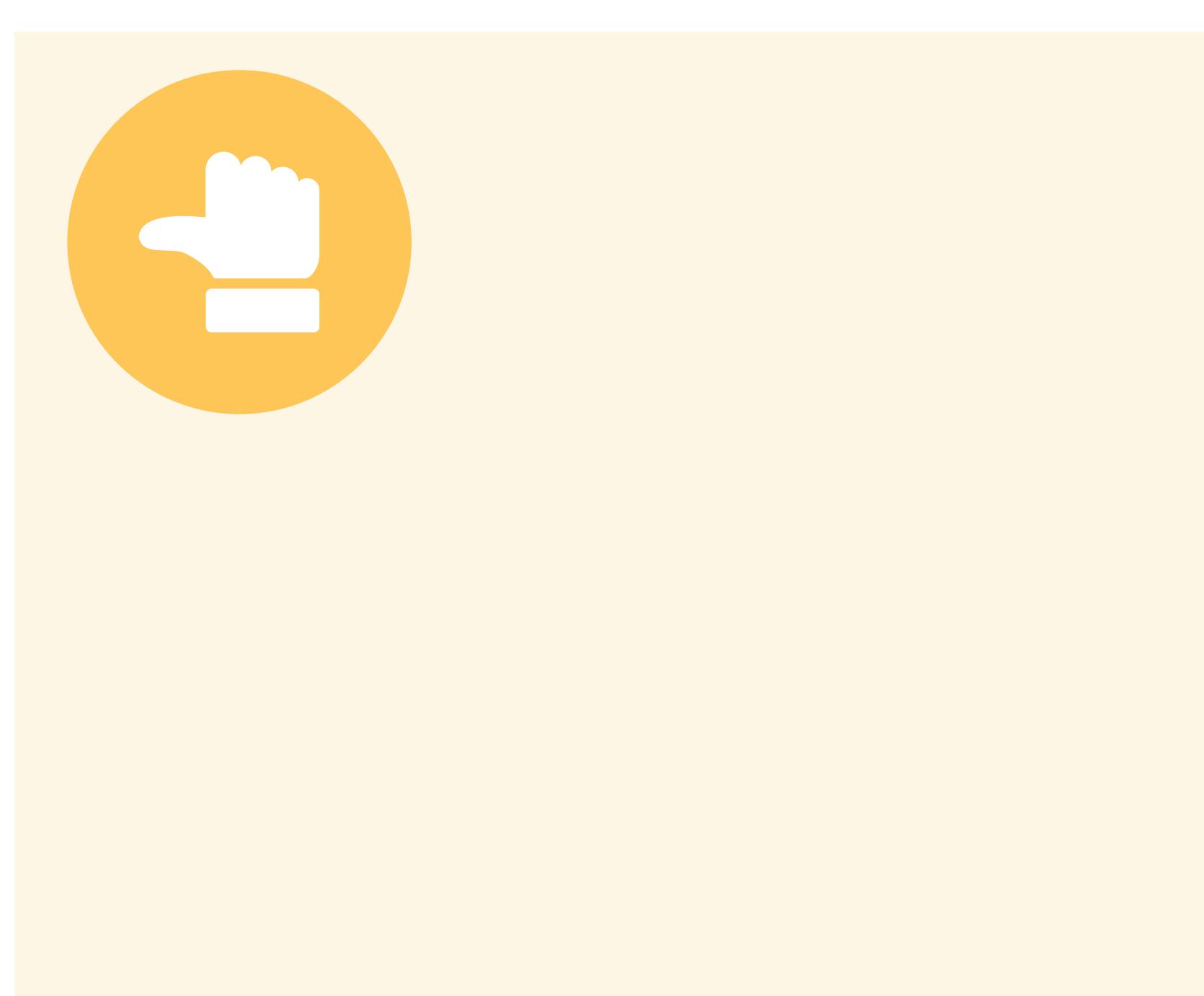
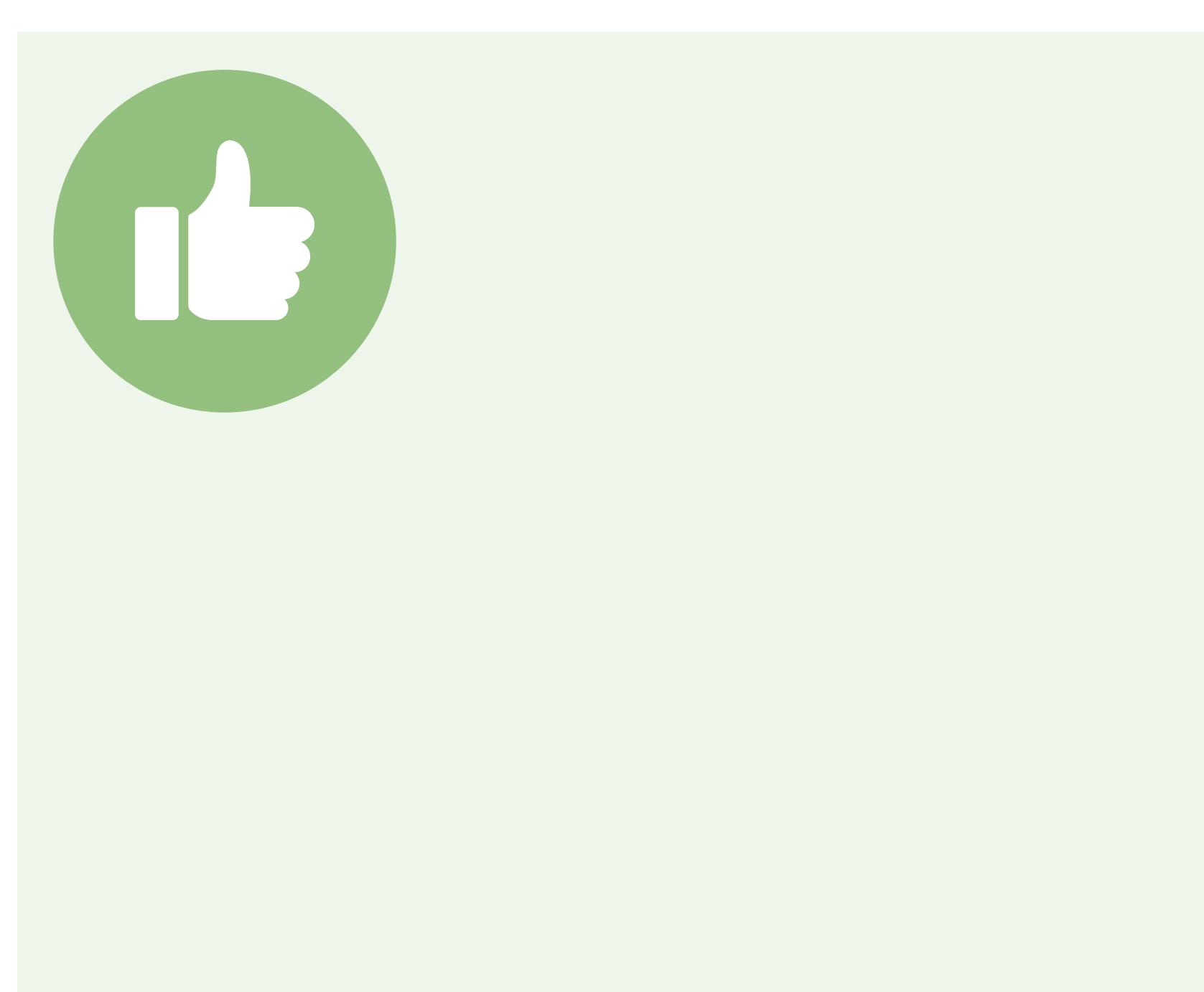
 Transit Readiness

 Transit Connectivity

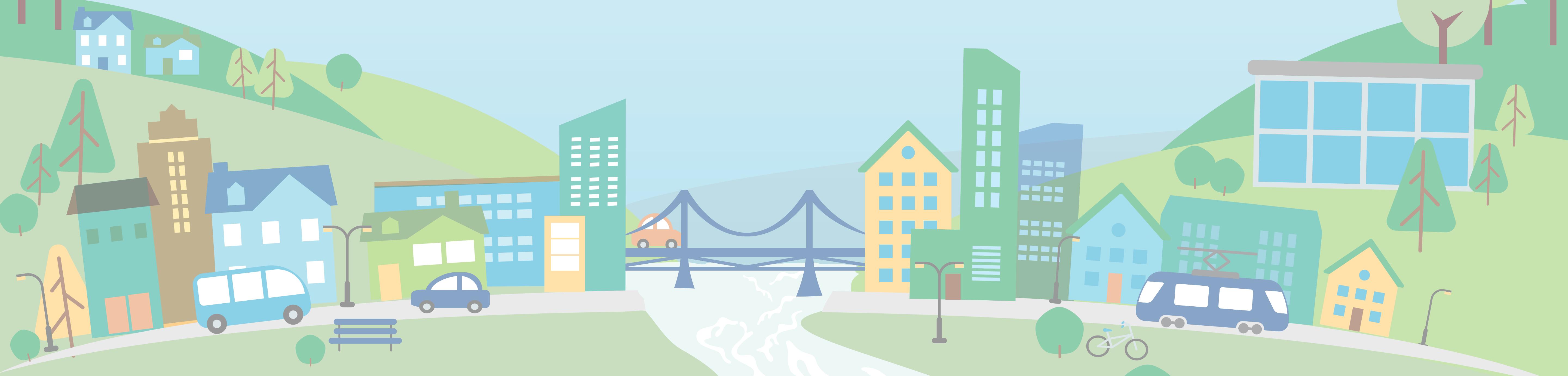
 Safety

**Do the recommended strategies for KCMO's station area plans help implement the Purpose & Need Statement and Measures of Effectiveness?**

*Please place a sticker below to vote and/or leave a comment with a post-it.*

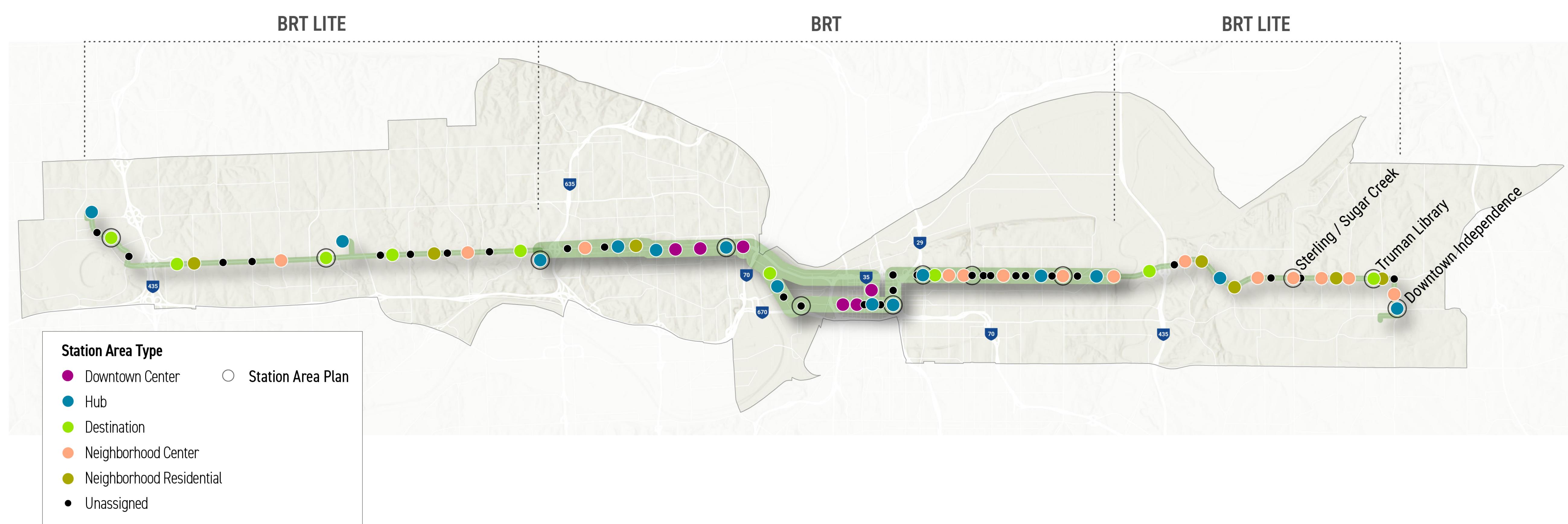


## Bi-State Sustainable Reinvestment Corridor



# INDEPENDENCE & SUGAR CREEK

The map below shows the transit alignment, proposed stations, and station area types. In Independence and Sugar Creek, a station area plan is being prepared for the 3 stations that are labeled below.



## Applicable Plans

The following plans help shape how future stations and their surrounding neighborhoods grow. By building on past community-driven guidance, the station area plans ensure each station supports local priorities, improves mobility, and encourages thoughtful reinvestment. Some plans apply only to certain stations.

### Independence Stations:

- Transportation for All Plan (2024)
- Reshaping the Square Master Plan (2024) (Applicable to Downtown Station)
- Independence Housing Study (2022)
- Truman Connected Plan (2020)
- Independence BRT Planning and Feasibility Study (2019)
- Imagine Independence Comprehensive Plan 2040 (2018)
- Truman / Winner Road Plan (2016)
- Truman Road Green Gateway Plan (2014)

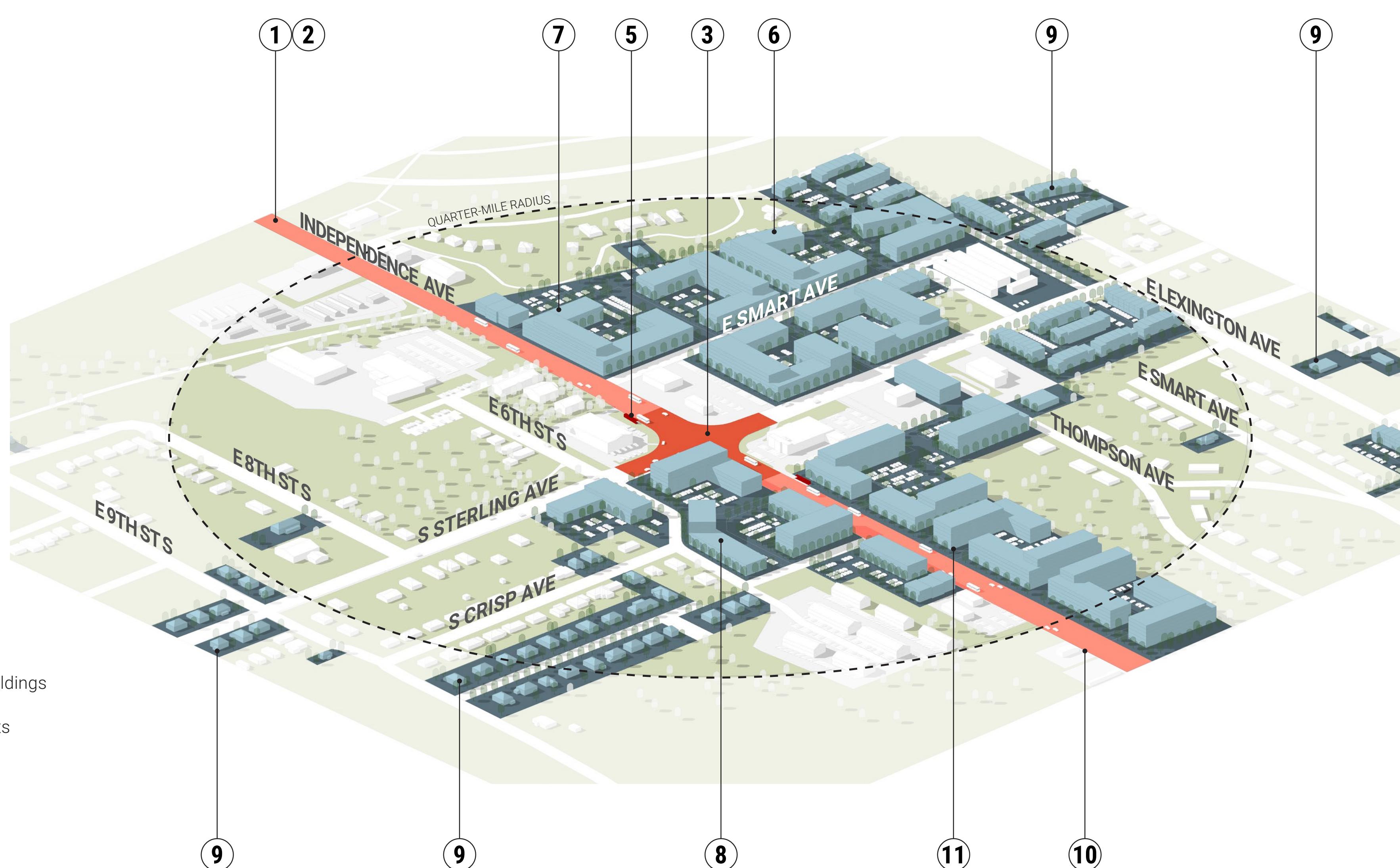
### Sterling / Sugar Creek Station:

- Fairmount District Plan (2017)
- Highway 24 Corridor Plan (2006)

**What plans and/or policies are missing?**

# INDEPENDENCE & SUGAR CREEK STATION AREA CONCEPT PLANS

## Sterling/ Sugar Creek



**MOBILITY**

- ① Pedestrian Infrastructure Improvements
- ② Parking and Curbside Use
- ③ Intersection Improvements
- ④ Complete Streets Improvements
- ⑤ Station elements

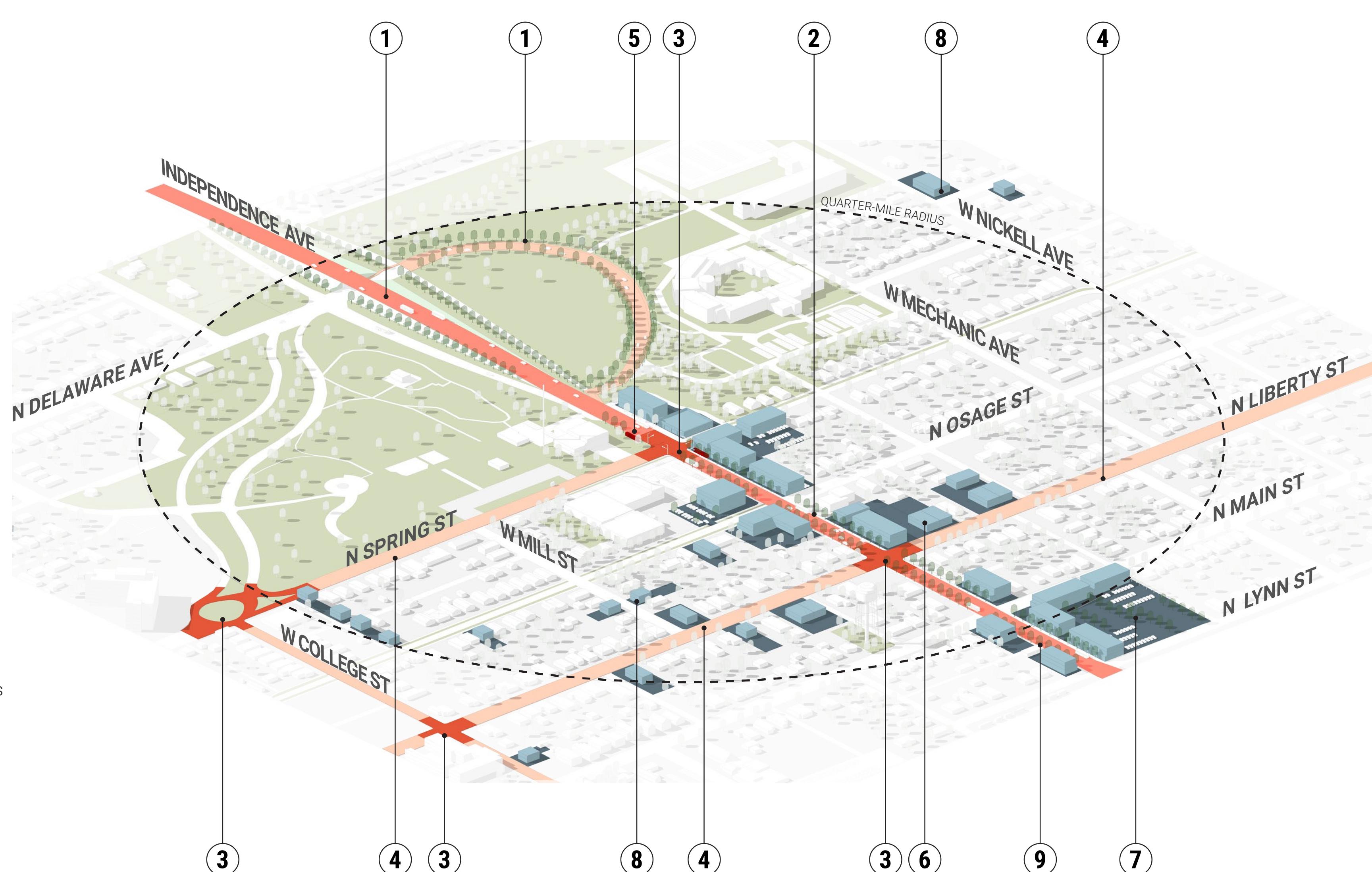
**POLICY AND LAND USE**

- ⑥ Zoning Updates
- ⑦ Full Block Redevelopment
- ⑧ Mixed-Use Infill
- ⑨ Small-Scale Residential Infill

**URBAN DESIGN AND PLACEMAKING**

- ⑩ Street Tree Infill
- ⑪ Storefront Activation

## Truman Library



**MOBILITY**

- ① Pedestrian Infrastructure Improvements
- ② Parking and Curbside Use
- ③ Intersection Improvements
- ④ Complete Streets Improvements
- ⑤ Station elements

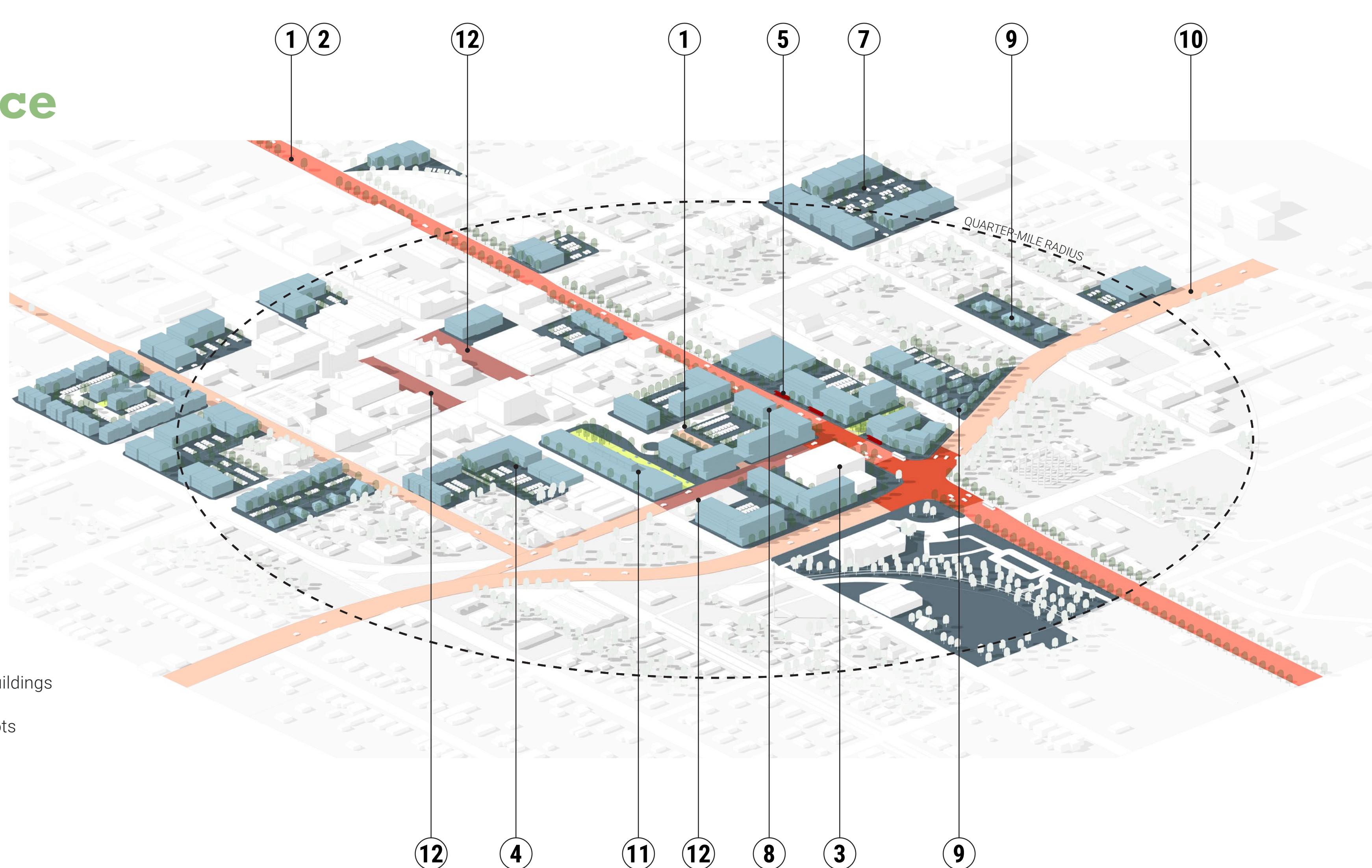
**POLICY AND LAND USE**

- ⑥ Zoning Updates
- ⑦ Mixed-Use Infill
- ⑧ Small-Scale Residential Infill

**URBAN DESIGN AND PLACEMAKING**

- ⑨ Street Tree Infill

## Downtown Independence



**MOBILITY**

- ① Pedestrian Infrastructure Improvements
- ② Parking and Curbside Use
- ③ Intersection Improvements
- ④ Complete Streets Improvements
- ⑤ Station elements

**POLICY AND LAND USE**

- ⑥ Zoning Updates
- ⑦ Full Block Redevelopment
- ⑧ Mixed-Use Infill
- ⑨ Small-Scale Residential Infill

**URBAN DESIGN AND PLACEMAKING**

- ⑩ Street Tree Infill
- ⑪ New Library and Plaza
- ⑫ Festival Street



# INDEPENDENCE & SUGAR CREEK

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 Cost of Good Repair

 Redevelopment Potential

 Roadway Impacts

 Access

 Socio-Economic

 Local Opportunity

 Transit Readiness

 Transit Connectivity

 Safety

**Do the recommended strategies for Independence and Sugar Creek station area plans help implement the Purpose & Need Statement and Measures of Effectiveness?**

*Please place a sticker below to vote and/or leave a comment with a post-it.*

