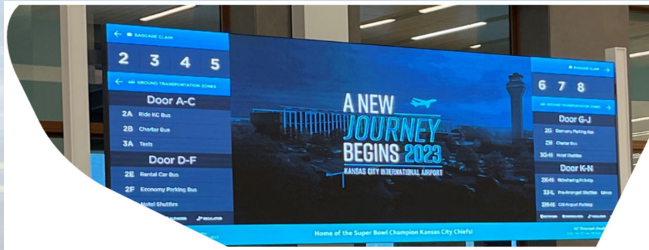


KCI Airport Transit Service Action Plan

MARC Total Transportation Policy Committee and Board of Directors
December 19, 2023

Martin Rivarola | MARC
AJ Farris | KCATA
Jeff McKerrow & Anthony Gallo | Kimley-Horn



RideKC Kansas City Area
Transportation Authority



1

The Kansas City Region Is Ready For Takeoff!

- Kansas City is elevating its profile as a destination city
 - **New KCI terminal** in 2023
 - Investments in convention hotel and other visitor amenities
 - Major events – NFL Draft, FIFA World Cup, conventions
 - Additional jobs and development of job centers
 - Recent transit success stories → desire for next big win
- Need to serve daily workers, visitors, and residents
 - Readily expanded for major events
- Need to connect KCI to key regional activity centers

*The time is now for
a reliable,
accessible **public
transit system** that
serves KCI and key
destinations around
the region.*

RideKC Kansas City Area
Transportation Authority



2

Plan Overview

- **Objective: Identify regional transit service investment strategies**
 - Supporting growth in KCI travel and employment
 - Focused on short-term implementation
 - Entire KC metro area region
 - Feasible, effective, scalable for large events
- **Six-month process**
 - Assess market opportunities and needs
 - Evaluate potential service alternatives
 - Develop potential implementation strategies for various regional opportunities



3

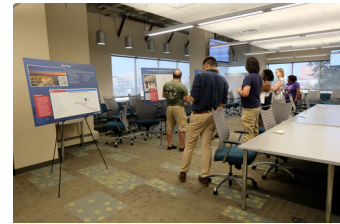
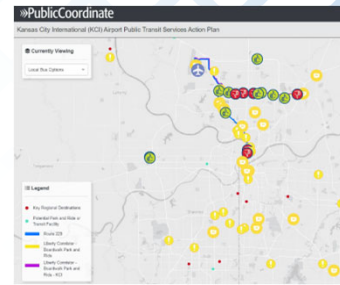
Key Partners

- Cities: Kansas City, Missouri; Unified Government of Wyandotte Co./KCK; Overland Park, Independence, Riverside, Leavenworth
- Counties: Jackson, Platte, Clay, Wyandotte, Johnson, Leavenworth
- KC aviation; other key local and state government agencies
- Transit providers: KCATA, UG, JOCO Transit, Independence and KC Streetcar
- Chambers of Commerce and other civic, business and industry leaders (Wyandotte County EDC and others)
- Visit KC/KCK, KC Sports Commission, local World Cup planning team
- General public

4

Public and Stakeholder Engagement

- Project Advisory Team
- Focus group workshops
 - Civic / chamber
 - Event planning / ridesharing
 - Hotel / lodging
 - KCPD
 - Public safety
 - Sports / entertainment
 - Transportation
- Targeted 1-on-1 conversations
- Pop-up events
 - NFL Draft
 - KCI baggage claim during major convention
 - KCI employee lot
 - City Market, OP Farmers Market, First Fridays
- Public open house
- Online interactive map / survey



**Kansas City Area
Transportation Authority**

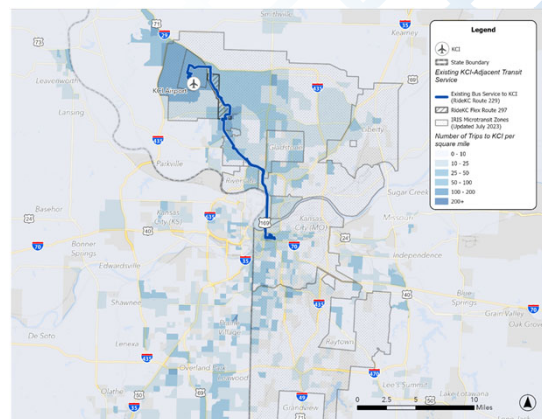
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5

Demand for Public Transit to KCI

- Data-driven analysis of travel demand
- Stakeholder / public outreach feedback
- Peer cities assessment

KCI Employee Needs	KCI Traveler Needs
<ul style="list-style-type: none"> • Improved frequency (30- or 15-minute) • Better alignment w/ shift times • Free / affordable fares • Wider geographic coverage than just I-29 • Access to employee pools beyond KCMO / Northland • Improved safety / perception of safety • Competitive travel time w/ driving + parking 	<ul style="list-style-type: none"> • Express (no interim stops) • Frequent • Consistent / reliable • Cost-effective (not necessarily free) • Baggage-accessible buses • Convenient pick-up/drop-off at both ends • Connections to regional transit (streetcar) • Clean / safe • Well-advertised / branded



Estimated Daily Trips to KCI (per sq mi)

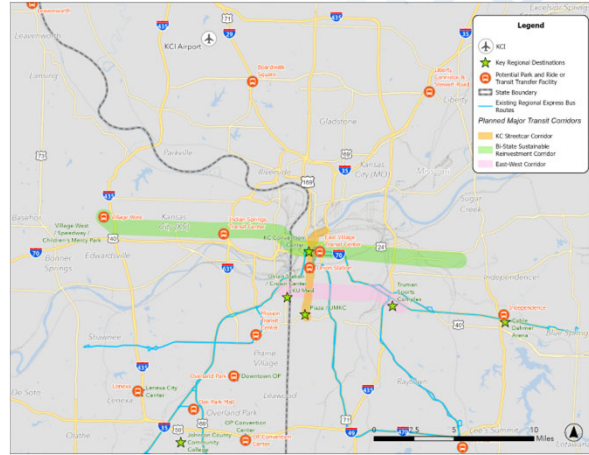
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Transportation Authority**

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Service Alternatives and Evaluation

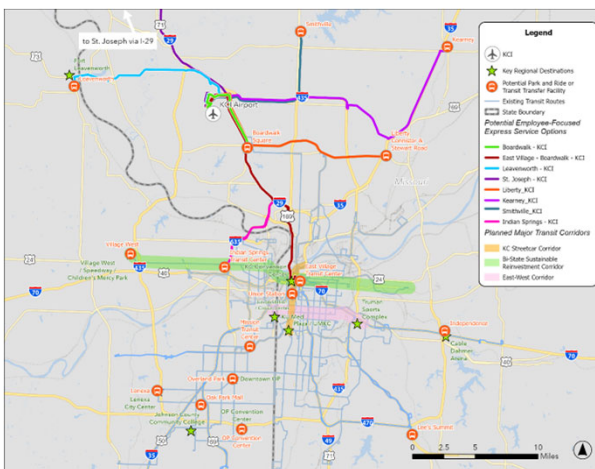
- Modes considered – local bus, express bus, microtransit
- Rail considerations
- Connections to major regional transit investments
- Alternatives development
 - KCI employees vs. KCI travelers
- Evaluation
 - Travel time competitiveness
 - Potential rider shed – metro area residents/jobs, hotel rooms, KCI employee home locations
 - Planning-level capital and O&M costs



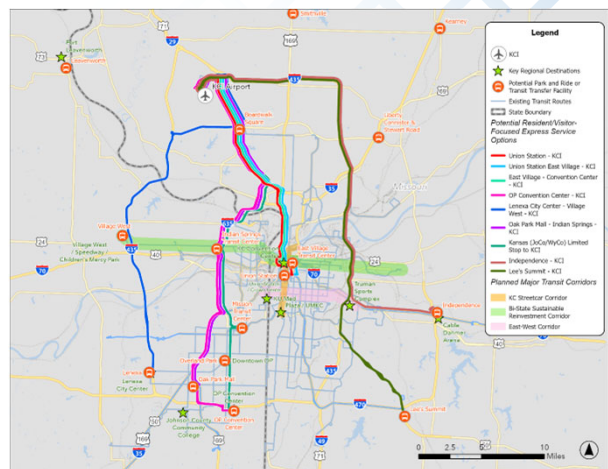
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7

Service Alternatives and Evaluation



KCI Employee-Focused Express Bus Alternatives



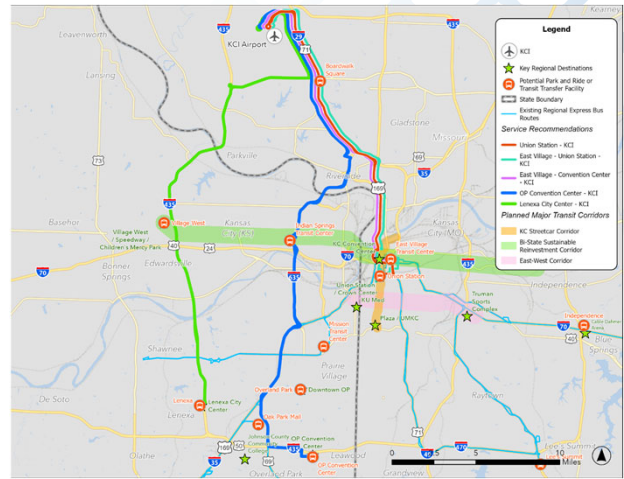
KCI Traveler-Focused Express Bus Alternatives

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Service Implementation

- Routes / stops
 - Pick-up and drop-off points
- Service span / frequency
- Fleet
- Additional capital investments
 - Amenities at pick-up/drop-off
 - Vehicle storage / fueling / maintenance
- Advertising / branding



Starter Route Recommendations

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Service Implementation

- Cost estimate
 - Capital – fleet, signage/amenities, advertising
 - Operations
- Funding opportunities
 - Local / regional / federal
 - Fares
 - Partnerships
- Scalability
- Title VI considerations

Route	Fleet Costs (\$M)			Total Capital Cost (Range, \$M)*	Annual O&M Cost (\$M)	10-Year Program Cost (\$M)
	Buses Needed (incl/ Spares)	Fleet Cost - Low (Diesel)	Fleet Cost - High (Electric)			
Union Station - KCI	4	\$2.6	\$4.8	\$6.6 - \$8.8	\$3.7	\$52.1
East Village - Convention Center - KCI	5	\$3.3	\$6.0	\$7.3 - \$10	\$4.6	\$63.9
East Village - Union Station - KCI	5	\$3.3	\$6.0	\$7.3 - \$10	\$4.5	\$62.7
OP Convention Center - KCI	5	\$3.3	\$6.0	\$7.3 - \$10	\$5.9	\$79.5
OP Convention Center - Indian Springs - KCI	5	\$3.3	\$6.0	\$7.3 - \$10	\$6.0	\$80.7
Lenexa City Center - KCI	5	\$3.3	\$6.0	\$7.3 - \$10	\$5.6	\$75.9
Lenexa City Center - Village West - KCI	5	\$3.3	\$6.0	\$7.3 - \$10	\$5.8	\$78.3

*Total capital cost includes additional capital costs (pick-up/drop-off amenities, promotion of service)

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Next Steps

- Identify lead agency(s)
- Identify funding source(s)
- Identify service operator(s)
- Procure vehicles
- Secure commitment for termini locations
- Capital improvements at termini
- Advertising/promotion
- Begin operations



Draft plan is being shared with jurisdictional partners (Project Advisory Team) late December / early January 2024.