

JACKSON COUNTY/ KANSAS CITY REGIONAL ALTERNATIVES ANALYSIS APPLICATION

July 9, 2010



CITY OF FOUNTAINS
HEART OF THE NATION



KANSAS CITY
MISSOURI



LOCATION:

Kansas City metropolitan area
Missouri Congressional Districts 4, 5, 6

REQUESTED AMOUNT:

\$2,000,000

FTA RECIPIENT ID NUMBER:

1851

PRIMARY CONTACT:

Tom Gerend
Assistant Director of Transportation
Mid-America Regional Council
600 Broadway, Suite 200
Kansas City, MO 64105-1659
816-701-8303
tgerend@marc.org

JACKSON COUNTY/KANSAS CITY REGIONAL ALTERNATIVES ANALYSIS APPLICATION
TABLE OF CONTENTS

I. PROJECT DESCRIPTION 2

- A. Study Partners 2
- B. Project / Study Supporters 3

II. APPLICANT INFORMATION 3

III. EVALUATION CRITERIA..... 4

- A. Demonstrated Need..... 4
 - 1. Description of Study Area, Transportation Problems and Needs 4
 - 2. Description of Conceptual Alternatives..... 11
 - 3. Preliminary Evaluation Criteria 16
- B. Technical Capacity of Applicant..... 19
- C. Potential Impact on Decision Making..... 20

IV. WORK PLAN & BUDGET 22

- A. Work Plan 22
- B. Timeline 23
- C. Budget 23

APPENDIX: LETTERS OF SUPPORT

I. PROJECT DESCRIPTION

Greater Kansas City is a region on the move, poised to take the next critical steps toward a dynamic regional vision of a more sustainable and livable future. The Jackson County/Kansas City Regional Alternatives Analysis application articulates a regional vision and commitment to advance comprehensive improvements in public transit service that align with federal sustainability and livability priorities. The proposal represents an ongoing, coordinated regional dialogue and extensive partnerships between public and private stakeholders in the region, including Jackson County, Kansas City, Mo., the Kansas City Area Transportation Authority, and other nontransportation public agencies.

Greater Kansas City is emerging as a community to watch and emulate. President Obama's recent visit to locally based Smith Electric Vehicles; federal funding of the Green Impact Zone, a national model for place-based investment; and the Kansas City, Mo., combined-sewer-overflow control project as a national case study for implementing green infrastructure practices are three of many examples that demonstrate the community's growing role as an incubator of excellence in sustainability. This proposal seeks to capitalize on these efforts of entrepreneurship and innovation by strengthening the connection of multimodal transportation to regional development and community-based reinvestment strategies.

The goal of the Jackson County/Kansas City Alternatives Analysis is to advance implementation of a vision for regional transit service by laying the foundation for a transformative, innovative and integrated high-capacity urban and commuter transit system that connects the region's urban and suburban communities to employment, entertainment and housing opportunities throughout the region. The proposal specifically builds on findings from ongoing system-planning efforts, and seeks to formally identify preferred service alternatives needed to support a sustainable region through an integrated and seamless commuter and urban transit network.

The alternatives analysis will study the region's most travelled and densely populated corridor and its subareas. Findings and recommendations associated with the study will support the implementation of the most cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, which spurs investment in neighborhoods and revitalizes depressed areas, and improves the region's overall quality of life.

“What you are proving here at Smith Electric is the promise of a brighter future. What you are proving is that if we hold fast to the spirit of entrepreneurship and innovation that has always defined us as a people, we will not only emerge from this period of turmoil, we will emerge stronger than ever before. What you are proving is that as long as we keep moving forward, America's best days are still ahead.”

– President Barak Obama
(July 8, 2010, visit to Kansas City, Mo.)

A. Study Partners

- Mid-America Regional Council (**APPLICANT**)
- City of Kansas City, Mo.
- Jackson County, Mo.
- Kansas City Area Transportation Authority

B. Project / Study Supporters

Legislators

- U.S. Rep. Emanuel Cleaver II (D-Mo.)
- U.S. Rep. Ike Skelton (D-Mo.)
- U.S. Rep. Dennis Moore (D-Ks.)
- U.S. Sen. Christopher Bond (R-Mo.)
- U.S. Sen. Claire McCaskill (D-Mo.)
- U.S. Sen. Sam Brownback (R-Ks.)

Local Governments

- City of Blue Springs, Mo.
- City of Independence, Mo.
- City of Lee's Summit, Mo.
- City of Raytown, Mo.
- Metropolitan Mayors' Caucus (Cass, Clay, Jackson and Platte counties)
- Eastern Jackson County Betterment Council
- Unified Government of Wyandotte County/Kansas City, Kan.

Economic Development Agencies

- Downtown Council of Kansas City
- Greater Kansas City Chamber of Commerce
- International Brotherhood of Electrical Workers (IBEW Local Union 124)
- Northland Regional Chamber of Commerce
- Partnership for Community Growth and Development (Liberty, Mo.)
- Three Trails Community Improvement District

Community Groups

- Fairlane Homes Association
- River Market Community Association
- Ruskin Heights Homes Association
- Ruskin Hills Homes Association
- Southern Communities Coalition
- Regional Transit Alliance

II. APPLICANT INFORMATION

Mid-America Regional Council
600 Broadway, Suite 200
Kansas City, MO 64105-1659
Phone: 816-474-4240
www.marc.org

Missouri Congressional Districts: 4, 5, 6
FTA recipient ID number: 1851

PRIMARY CONTACT:
Thomas Gerend
Assistant Director of Transportation
600 Broadway, Suite 200
Kansas City, MO 64105-1659
tgerend@marc.org
Phone: 816-701-8301
Fax: 816-421-7758

The Mid-America Regional Council (MARC) serves as the Kansas City region's metropolitan planning organization (MPO) and is responsible for conducting the transportation-planning process for the bistate metro. This area includes Cass, Clay, Jackson and Platte counties in Missouri, and Johnson, Leavenworth and Wyandotte counties in Kansas. In addition to serving as the region's MPO, MARC supports a range of additional regional planning and coordination functions, including:

- Area Agency on Aging (Missouri)
- Head Start and Early Head Start programs (Missouri)
- Regional environmental planning
- Energy efficiency and conservation program coordination
- Community development
- Homeland security
- Regional 9-1-1 system services
- Research and geographic information systems

III. EVALUATION CRITERIA

A. Demonstrated Need

1. Description of Study Area, Transportation Problems and Needs

STUDY AREA

The Kansas City region, located in the geographic center of the nation, straddles the Missouri-Kansas border at the confluence of the Missouri and Kansas rivers. With a population of 1,831,105 people, the Kansas City metropolitan planning area encompasses seven counties and 3,259 square miles.

Greater Kansas City has a diverse economy with strengths in many industries. The largest industries are trade, transportation logistics and utilities. Kansas City's history and position in freight transportation continue to play a major role in the larger regional and national economies, and are evidence of a region with a passion and capacity for advancing innovative transportation solutions.

Kansas City originated in the 1800s as the starting point for the three trails — California, Oregon and Santa Fe — that facilitated the country's westward expansion. As railroads were built across the nation, the city became a significant rail hub, and today it is the second-largest rail hub in the United States. At one time, more than a dozen different railroads operated in Kansas City. From its beginnings through the 1940s, Kansas City was a bustling center of activity and commerce in the Midwest. As the rail system evolved, becoming more efficient, railroads merged and redundant lines were abandoned. As the number of rail miles diminished, highway miles expanded.

The region has more freeway lane-miles per capita than any other large metropolitan area in the United States — over 27 percent more than the second-place Dallas/Fort Worth Metroplex, and over 50 percent more than the average American metro area. Three major interstate highways converge in Kansas City: I-35, I-70 and I-29. The interstates serve freight and passenger transportation needs between states, and provide area residents access to work, shopping and entertainment.

Kansas City grew tremendously after World War II, resulting in many outlying “bedroom communities,” each with its own personality. Since then, many of these communities have developed business centers of their own. Today, urban land-use strip development, major highways, sprawl, and low-density residential subdivisions define the Kansas City landscape. As this urban landscape has expanded, outward growth has dispersed people and jobs, limiting the region's ability to efficiently and affordably provide transportation, housing and lifestyle options. One result of the outward expansion is that some central areas have deteriorated, leaving pockets of urban blight and decay. In the last decade, extensive efforts have been made to revitalize downtown and transform our local economy through

FIGURE 1. MARC Metropolitan Planning Boundary



the Power and Light Entertainment District, the Sprint Center Arena, the renovation of buildings as residential lofts in the Central Business District, a new consolidated Internal Revenue Service processing center, and expanded federal office buildings, among other developments. Although the community recognizes the need for a more robust regional transit system to support this revitalization, supportive transportation investment has been slow to materialize.

According to MARC's population and employment forecasts outlined in the land-use forecast process for *Transportation Outlook 2040*, the region's new long-range transportation plan, population is expected to increase by 795,000 and employment by 600,000 between 2008 and 2040. Of that total growth, Jackson County's population could grow 18 percent and employment 20 percent over the next 30 years.

The proposed Jackson County/Kansas City Regional Alternatives Analysis targets a key portion of the metro area primarily focused in Jackson County, but also crossing into neighboring Lafayette and Cass counties in Missouri. The study corridor has been divided into two subareas: 1) the I-70 and Rock Island commuter corridor alignments, and 2) the downtown distribution subarea. (See *Figure 2*.)

COMMUTER CORRIDORS

The commuter corridor subarea is intended to capture major commuter travel patterns running from eastern Jackson County, Mo., into downtown Kansas City, Mo., and leverage unique opportunities through underused railroad right of way and strong and willing local railroad partners. The subarea and potential alignments were identified as high-priority commuter corridors in the region's long-range transportation plan and Smart Moves Regional Transit Vision, and are proposed to undergo detailed alternatives analysis planning.

I-70 CORRIDOR ALIGNMENT

The western terminus for the commuter system is in downtown Kansas City, Mo., with a proposed hub at the historic Union Station. The I-70 alignment heads east from Union Station, running in a shared corridor, to approximately the I-70/I-435 interchange, where it then runs east along I-70 through the cities of Independence, Blue Springs, Grain Valley, Oak Grove and Odessa. Much of the I-70 alignment consists of existing railroad infrastructure owned by Kansas City Southern Railroad, which is minimally used for current freight activity. Kansas City Southern has been a strong regional partner in the pursuit of expanded transit and is willing to further investigate the use of this alignment for potential rail transit service.

In addition, this section of I-70 is one of the most congested and heavily traveled corridors in the region, with more than 100,000 vehicles traveling through it per day, and a projected 30 percent increase over the next 30 years.

The eastern terminus of the I-70 corridor alignment is planned for downtown Odessa, Mo.

ROCK ISLAND CORRIDOR ALIGNMENT

The Rock Island alignment proposed for study is southeast of downtown, generally along Missouri Route 350, and specifically along the former Rock Island railroad right of way (not currently in railroad service). The Rock Island corridor, an inactive rail alignment in the urban core of Kansas City, poses a unique opportunity to leverage a rail corridor connecting the heart of Kansas City to major activity centers and outlying communities through a direct, existing right of way. This alignment connects on its western end with the I-70 alignment in the vicinity of I-435 and I-70, and the alignment runs through the communities of Raytown, Lee's Summit, Greenwood and Pleasant Hill. The southeastern terminus of the Rock Island alignment is the west side of Pleasant Hill in northern Cass County, Mo.

With the recent extension of the statewide Missouri Katy Trail to Pleasant Hill, the Rock Island corridor also presents an opportunity to connect this statewide recreational and environmental treasure west to the urban core of Kansas City, where it would be a major community asset to enhance quality of life, improve public health, and provide a recreational amenity for adjoining urban and suburban communities.

DOWNTOWN CIRCULATOR SUBAREA

The downtown subarea has significant residential density, employment concentrations and regional activity centers. It is the regional employment and event center and has sizeable commuter traffic from Jackson County. In 2009, the Kansas City Area Transportation Authority, in partnership with the city of Kansas City, Mo., concluded a two-year transit alternatives analysis of the north-south corridor centered on downtown Kansas City, Mo. Although a locally preferred alternative was not formally established, the study did develop information about the mobility needs and transportation options in the downtown subarea that will be used in this proposed regional alternatives analysis, and helped to identify the most viable segments and alignment for additional assessment.

One of the conclusions reached in the North-South Corridor Alternatives Analysis was that the downtown core area is a good candidate for improved transit to enhance mobility and urban livability based on its location as the hub for existing local and regional transit services, high population and employment density, and connectivity with major regional employment centers. This proposed regional alternatives analysis will study options for improving circulation within the downtown area, while considering how the improved downtown circulation system can serve as a distribution system for commuter services from the eastern Jackson County. As noted earlier, the goals of this section of the study include identifying — in conjunction with the commuter corridors subarea analysis — a preferred downtown circulation system mode (bus, streetcar, bus rapid transit, light-rail transit, etc.) and preferred alignments; identifying needed connections and transfer opportunities with commuter services; developing operating scenarios and costs; identifying financing options for development/ construction and operations of the downtown circulator; identifying and assessing overall costs and benefits; and addressing federal alternatives analysis and New Starts/Small Starts requirements.

Like the rest of the region, downtown Kansas City spreads out over considerable territory, encompassing approximately 25 blocks north and south, and almost the same on the east-west axis. This large area requires a circulator system to improve functionality and access throughout the downtown area. The proposed downtown circulator element would run north-south through downtown Kansas City from the River Market District in the north to the Crown Center District in the south. The downtown circulator would serve as a critical transportation asset that enhances mobility for local residents and visitors, spurs and reinforces economic activity and transit-oriented development, and enables commuters from outlying towns to access all parts of the Central Business District. The Union Station area — the proposed terminus of the regional commuter system — is located on Main Street and allows full connectivity between urban and commuter systems. Union Station underwent a complete restoration from 1997 to 1999, funded in part by federal investments. Amtrak service currently operates two passenger trains daily to and from St. Louis, two trains daily to Chicago (one via St. Louis), and one train daily to the southwest (ultimately to Los Angeles).

TRANSPORTATION PROBLEMS & NEEDS

For the past four decades, the Kansas City region has been characterized by low-density growth and development oriented toward the single-occupant passenger vehicle. This land-use pattern has resulted in the need for larger roadway networks, an ever-increasing maintenance and operations burden on local and state governments, limited travel alternatives, and high transportation costs per capita. Despite this type of growth and decreasing densities region-wide, the downtown core of Kansas City, Mo., has retained substantial residential and employment density. But due to a long-term focus on the regional roadway network, the area has limited mobility and transit options. The byproducts of this development pattern are becoming increasingly obvious in Kansas City, including air pollution, traffic congestion, a loss of sense of community, gross disparities among neighborhoods, loss of open space, and increased tax burdens to pay for roads and the extension of public services.

■ **Unsustainable growth patterns** – Growth in the Kansas City metro area over the past three decades has been outward, such that between 1982 and 1997 the urbanized area grew 36 percent. Areas within traditional urban centers have seen an exodus of population and businesses to the suburbs, leaving pockets of urban blight. Half of the region's residents live in census tracts where population decreased between 1990 and 2000. If this trend continues, invaluable farmland and high-quality natural areas will be consumed by the ever-growing metropolitan footprint and will be nearly impossible to reclaim. Sustainable growth, development, and land-use patterns have been identified as a regional priority through *Transportation Outlook 2040*. Transit is a critical element in supporting vibrant, mixed-use centers of activity, accessible and affordable housing, and greater access between and within existing communities.

■ **Limited travel alternatives** – For residents without access to an automobile — including many young, elderly, disabled and low-income residents — the current public transit system limits access to many employment and activity

centers that have emerged in outlying areas. Limited transportation choices prevent inner-city residents without access to a car from seeking employment in many parts of the suburbs. Many lower-income and minority workers live in the corridor outside of the urban core and commute to work in urban areas. Many lower income workers also rely on transit because of affordability. Residents with access to an automobile deem the flexibility of driving one's own car preferable to bus transit, which is offered in limited routes and at limited times. This is particularly true for people who need to travel outside of typical work hours, and those destined for locations outside the Central Business District. Furthermore, car owners who use transit may feel stranded at their destination, unable to easily get to other destinations by walking or taking local or bus rapid transit.

While there are more transit options available in the downtown urban core than elsewhere in the metro, the need for enhanced transit options is growing throughout the region. Enhanced transit options, combined with appropriate city development policies, will support transit-oriented development and focus development around key urban transit stations, fostering a more livable urban core.

■ **Energy use and environmental quality** – The transportation sector accounts for one-third of U.S. carbon dioxide emissions, the largest contributor of end-use sectors. Transportation makes up almost 30 percent of total U.S. energy use, and oil provides nearly all of this energy. Proactively safeguarding a healthy natural environment is essential to a high quality of life for residents in Greater Kansas City. Our region's growth, built landscape, and transportation system can be planned and designed in a way that protects high-value natural resources, green spaces, water and air, and protects wildlife.

Public transportation can support reduction in fossil fuels by attracting new transit riders and reducing the number of single-occupant vehicles on the region's roadways. High-capacity public transportation can reduce the need for building new roadways and lessen the disruption of sensitive natural areas, wildlife habitats, and prime farmland.

■ **Demand for larger roadway networks** – Rush-hour traffic on interstates and highways is often stop and go. Capacity — particularly at peak periods — is constrained. In its *2009 Annual Urban Mobility Report*, the Texas Transportation Institute reported an annual congestion cost in Kansas City of \$267 million in wasted fuel and lost productivity.¹ Kansas City ranks 47 out of 439 urban areas for total congestion cost. The Missouri Department of Transportation reports that an investment in regional highways of \$1 billion is needed to support traffic growth over the next 30 years in the I-70 corridor alone, and the region anticipates it will only have 50 percent of the resources needed to support all of the currently desired local and state roadway investments. An improved regional transit system will increase transit use, decrease demand on local and regional roadways, and reduce the need for continued network expansion.

■ **Growing maintenance and operation burden** – For years, regional growth has meant building new homes, retail and business centers — along with the sewers, roads and utilities to support them — on what used to be fields and farms. In many parts of the region, the cost of maintaining infrastructure in such low-density development grows faster than the tax revenues available to pay for it. The maintenance and operation burden placed on local communities cannot be sustained over time. A well-used transit route will consume less gas, produce fewer emissions, create less congestion, and cause less damage to infrastructure than the growing number of single-occupant vehicles required to transport travelers.

■ **High per-capita transportation costs** – According to the Center for Housing Policy's 2005 study *Something's Gotta Give: Working Families and the Cost of Housing*, increasing commuting distance is a common strategy for

¹ *2009 Annual Urban Mobility Report, Congestion Data for Your City*. http://mobility.tamu.edu/ums/congestion_data/tables/Kansas_city.pdf, accessed 6/29/10.

working families to cope with high housing costs. Yet, national statistics show that working families spend 77 cents on transportation for every \$1 decrease in housing costs. Working families in the Kansas City region must make a tradeoff between paying more for housing or facing long commutes and high transportation costs. Because of the region's low-density urban form and lack of public transit for a large part of the metro, transportation costs per capita are among the highest in the country.² According to the Consumer Expenditure Survey 1988–2004 (Bureau of Labor Statistics), the Kansas City metropolitan area spends an average of 51 percent of household income annually on housing and transportation combined. *Transportation Outlook 2040* calls for a reduction in combined housing and transportation costs to 45 percent of the region's median income by 2040, which will require continued focus on, and investment in, an affordable regional transit solutions.

Greater Kansas City has responded to these challenges by adopting a shared regional vision for a more livable, sustainable region, known as *Transportation Outlook 2040*.³ This transformational long-range plan recognizes the critical links between growth, development and transportation systems, and outlines a policy framework that targets improved accessibility, public health, energy and the environment, place making, economic vitality and other priority goals. The plan identifies key regional land-use objectives that support these goals through increased redevelopment, infill, and mixed uses, and couples them with transportation systems necessary to complement and support these objectives — none more significant than expanded, high-capacity transit service.

The Jackson County/Kansas City Regional Alternatives Analysis is positioned to advance transportation solutions that are critical to the community's regional vision and would serve as key components of a more robust, competitive, and innovative regional economy.

² Center for Neighborhood Technology's Housing + Transportation Affordability Index
Transportation Outlook 2040 plan performance measures http://www.marc.org/2040/documents/draftplan/3.0_PlanPerformanceMeasures.pdf

³ *Transportation Outlook 2040* <http://www.marc.org/2040>

2. Description of Conceptual Alternatives

REGIONAL TRANSIT PLAN

The Smart Moves Regional Transit Vision (www.kcsmartmoves.org), originally developed in 2002 and updated in 2008, articulates how transit should serve the Kansas City metropolitan area in the decades ahead. Local progress has been achieved and momentum has grown steadily as transportation costs have continued to rise. This momentum is highlighted by the completion of the Metro Area Express (MAX) bus rapid transit (BRT) service on Main Street in 2005, the construction of the Troost Avenue BRT service currently underway, and the region's 2010 Transportation Investment Generating Economic Recovery (TIGER) award that will partially fund transit improvements such as transit centers, stations, and technology integration in two additional planned bistate BRT corridors.

Since 2008, MARC has worked in partnership with the region's transit providers and local jurisdictions to further refine Smart Moves through the development of a more detailed Regional Transit Implementation Plan.⁴ This plan consists of two study phases and identifies near-term strategies related to both an improved urban corridors BRT network and an improved commuter corridors transit network. The Phase II Commuter Corridors planning process leveraged extensive local interest to investigate opportunities for a regional commuter rail system, reflected in the development of the regional rapid-rail service concept. This phase of study helped prioritize the most viable corridors for further study, which are a partial focus of this application.

A comprehensive transit system can foster more sustainable growth patterns, serve as a catalyst for an economic renaissance, and improve transportation equity for all travelers. Pursuing the direction set by Smart Moves and leveraging federal investment in Greater Kansas City is a regional priority. The proposed Jackson County/Kansas City Regional Alternatives Analysis will consider a broad range of strategies to improve travel conditions in the Jackson County corridor. Through the proposed alternatives analysis, the region will determine the type of transit that can best facilitate positive changes for the citizens of Greater Kansas City with commuter and urban service.

FIGURE 3. Kansas City's Smart Moves Regional Transit Vision Conceptual Map



⁴ Smart Moves Regional Transit Implementation Plan Phase I: Urban Corridors Final Report
http://www.kcsmartmoves.org/pdf/Implementation_UrbanCorridors_FINALREPORT.pdf

Commuter Service

Commuter services are intended to connect suburban communities to jobs and activity centers around the region and help reduce commuter congestion along major interstate corridors. The operating strategy will focus on high-speed service with limited local access points. To achieve this, the service will be provided on a dedicated right of way through high-occupancy vehicle (HOV) lanes, grade separation, or other means. Various modal strategies will be evaluated, including express bus, light rail and commuter rail.

CONCEPT ALTERNATIVES

■ **Express Bus:** The express-bus alternative builds on existing service in the I-70 and Rock Island alignments. Today, commuter-bus service serves suburban communities, although it does not operate in its own right of way. Enhancing and expanding this operation to improve reliability and public perception — as well as higher average speeds by using reserved lanes within existing rights of way and bus-on-shoulder options — will be explored. An express-bus operating system uses vehicles similar in size to a standard 40-foot bus. Vehicles provide low floors with multiple entry and exit points to facilitate boarding. The vehicles are ADA-compliant, can accommodate bicycles, and may feature Wi-Fi connections. Express buses operating on street would travel at posted speed limits, anywhere from 30 to 45 miles per hour along a typical arterial. In pedestrian zones, operating speeds would decrease to 15 miles per hour.

■ **Light Rail:** The light-rail transit (LRT) alternative consists of an electric-powered, fixed-guideway transit system. The median of existing city streets and highways would be used for portions of the system that require new construction. LRT vehicles operating on street would travel at posted speed limits, anywhere from 30 to 45 miles per hour along a typical arterial. In pedestrian zones, operating speeds would decrease to 15 miles per hour. LRT vehicles provide enhanced operation at signalized intersections with the use of signal-priority systems. Light-rail vehicles (LRVs) range in size and capacity depending on the system where they are operated. Typically, vehicles are 100 feet long and nine feet wide. This width allows vehicles to travel in existing standard roadway lanes. LRVs are articulated for use in urban areas with tight turning radii. Trains can be operated with multiple units, allowing for a capacity of approximately 200 riders.

COMMUTER SERVICE OVERVIEW

Conceptual Alternatives

EXPRESS BUS

- Low-floor, multiple-entry-and-exit bus vehicles
- Reserved lanes or dedicated right of way
- Enhance and expand existing service

LIGHT-RAIL TRANSIT

- Electric-powered, fixed-guideway vehicles
- On street or dedicated right of way
- Enhanced operation through use of technology

REGIONAL RAPID RAIL

- Federal Railroad Administration-compliant, fixed-guideway passenger cars
- Self-propelled diesel multiple units or standard locomotives
- Dedicated or shared right of way
- High speed, acceleration, deceleration and passenger capacity

Alignment

- System hub located at historic Union Station
- Common alignment serves Kansas City's core
- Alignment diverges to serve major markets
- Communities served include Kansas City, Independence, Blue Springs, Grain Valley, Oak Grove, Odessa, Raytown, Lee's Summit, Greenwood and Pleasant Hill

Operating Strategy

- High-speed service
- Limited local access points

Service Levels

- Continuous service throughout the day
- 16 hours of service on weekdays
- Peak service every 30 minutes
- Off-peak service every 60 minutes
- Special event service

■ **Commuter Rail:** The commuter-rail alternative that will be evaluated is termed regional rapid rail. Regional rapid rail is a transit system that can operate on a dedicated or shared right of way, using technology that allows the system to reach rapid-transit characteristics. Rapid-transit characteristics include high speeds, high acceleration and deceleration rates, large passenger capacity and superior design standards. Equipment selected for this alternative must be compliant with Federal Railroad Administration passenger-car safety standards when operating on existing freight railroads. Different types of equipment will be considered, including self-propelled, diesel multiple units and standard locomotive-hauled coaches.

Diesel multiple units (DMUs) combine passenger seating and motive power within a single unit. DMUs offer push-pull capacity, eliminating the need to turn the train at the end of its run. This equipment is more fuel efficient and quieter than diesel locomotives and can achieve maximum speeds of 75 to 90 miles per hour. DMUs are ADA-compliant, can accommodate bicycles, and may feature Wi-Fi connections. Single DMUs provide capacity to hold 200 passengers, but can offer additional passenger capacity when coupled together.

Standard diesel locomotive systems feature bilevel passenger cars. A single bilevel passenger car typically seats from 140 to 180 passengers. The train set would consist of a diesel locomotive, an appropriate number of bilevel passenger cars for needed capacity and a bilevel cab car to operate the train. Standard locomotive-driven coaches are ADA-compliant, can accommodate bicycles and may feature Wi-Fi connections.

ALIGNMENTS

Two primary commuter corridor alignments will be evaluated. The first heads east from downtown and Union Station using the I-70 corridor. This corridor includes several roadway options: I-70, US-40, Truman Road, and also the existing Kansas City Southern Railway corridor. The second corridor, Rock Island, heads southeast paralleling and including Route 350 and the Rock Island rail right of way.

Both corridor alignments under consideration were identified as regional priorities based on their role in supporting and kick starting a more comprehensive regional system, and on their unique characteristics that support near-term implementation, including significant level of travel demand, corridor right-of-way availability, and connectivity within and between communities.

Both alignments begin at Union Station, the proposed western terminus for the Jackson County corridor commuter service, with a common alignment. The alignment would operate on approximately five miles of new construction east of Union Station. The initial alignment under consideration would run through the Crossroads Arts District, adjacent to the Power and Light District, before turning east to a point near I-435 and 23rd Street, where existing rail is available. The alignment would then turn south toward the interchange of I-435 and I-70, where it joins with existing railroad right-of-way near Leeds Junction. At this point, the proposed alignment for both commuter-rail and light-rail options would be on the Rock Island right of way. The Rock Island right of way is owned by the Union Pacific Railroad, but has not had any trains operating on it since 1982. The Union Pacific Railroad has an additional route east via the Sedalia Subdivision, does not require the Rock Island portion for freight capacity, and has conveyed a willingness to work toward a transfer of unused right of way to public ownership and/or use. The alignment would then travel past the Truman Sports Complex, consisting of the Kansas City Chiefs football stadium and Kansas City Royals baseball stadium. At this point, the line diverges in two directions to serve the I-70 and Rock Island corridor alignments separately.

The Rock Island alignment is proposed to follow the existing out-of-service railroad alignment from Leeds Junction in east Kansas City to Pleasant Hill, Mo. Communities along this proposed alignment include Raytown, Lee's Summit, Greenwood and Pleasant Hill. For express-bus options, various roadway options would be examined, including I-70, Route 350 and I-470. Activity centers that could be served include Raytown City Hall, and medical, retirement and

education complexes such as Truman Medical Center East–Lakewood Campus, John Knox Village and Longview Community College.

After diverging from the Rock Island right of way near the Truman Sports Complex, the I-70 alignment follows greenbelt and highway right of way to a point where it runs adjacent to existing freight railroad right of way owned by the Union Pacific Railroad near Noland Road. The alignment then joins with the Kansas City Southern Railway along the Mexico Subdivision, traveling east to Odessa. The Kansas City Southern Railway operates five trains daily on the Mexico Subdivision, considers this route to be underused and, as mentioned previously, continues to be a willing partner in further investigation of rail transit usage in this corridor. Communities along this alignment include Independence, Blue Springs, Grain Valley, Oak Grove and Odessa. Activity centers that could be served include Independence Center Mall and the new Independence Event Center. Numerous commercial and employment centers are also located along this alignment.

OPERATING STRATEGIES AND SERVICE LEVELS

Service standards under all modal alternatives would be driven by the corridor-demand assessment. The public demand for continuous service throughout the day would provide a more attractive option for choice riders and nontraditional employment schedules. Service would be offered 16 hours per weekday, from about 5 a.m. to about 9 p.m. weekdays; from about 8 a.m. to midnight on Saturdays; and 8 a.m. to 5 p.m. on Sundays. Peak service would be every 30 or 40 minutes, while off-peak service would be every 60 or 75 minutes. Event service to the Sprint Center and Truman Sports complex could extend operating service hours and shorten headways. The service levels described would be contingent on, and tailored to, the specific alternative ultimately developed and evaluated.

One distinct benefit of serving two alignments with a common commuter alignment to Union Station is the ability to increase service frequency and ridership. The common alignment would have peak-service headways every 15 or 20 minutes, while off-peak service would be every 30 to 35 minutes.

Downtown Circulator Service

Downtown circulator service in the Central Business District is critical to support urban reinvestment and revitalization, but is also necessary to support commuter service and connect residents and visitors with local employment, commercial and retail sites. It is intended to offer access to downtown destinations and activity centers while providing opportunities for urban revitalization and increased density through the use of transit-oriented development and other locally planned initiatives. The operating strategy will focus on a downtown circulator with frequent service and access. Various operating strategies will be evaluated, including bus rapid transit, streetcars and light-rail transit.

CONCEPTUAL ALTERNATIVES

■ **Local Bus and Bus Rapid Transit** – Local bus services could be structured and enhanced in the downtown area to improve circulation and provide better distribution services for commuters. Bus rapid transit (BRT) is deployed in Kansas City through the Metro Area Express (MAX) service on Main Street. The existing MAX features state-of-the-art technology to deliver reliable, fast and comfortable service to riders. BRT is similar to conventional bus service, yet its use of unique branding and identity, dedicated lanes, and technology with real-time schedule displays at exclusive stops provides benefits beyond conventional bus systems. Although the Kansas City BRT system uses vehicles similar in size to a standard 40-foot bus, larger, higher-capacity buses could be used for enhanced circulator service. The BRT vehicles are ADA-compliant, can accommodate bicycles, and may feature Wi-Fi connections.

■ **Streetcar** – Streetcar is a form of light-rail transit. It is a fixed-guideway, electric-rail system that operates at street level. Modern streetcars are designed to operate in urban environments like the downtown distribution subarea.

Conceptual design of this alternative includes streetcars that operate in mixed traffic along the curb lane or in a median. Streetcars are able to operate in areas with vehicle and pedestrian traffic. As a street-running system, modern streetcars would operate at posted speed limits on city streets. Vehicles for a modern streetcar system are electric-rail cars between 60 and 70 feet long. The vehicles can hold between 100 and 150 passengers (seated and standing). Modern streetcars operate with push-pull capacity, eliminating the need to turn the streetcar at the end of its run. The vehicles are articulated to allow for tight turns in urban environments. The vehicles are ADA-compliant, can accommodate bicycles and may feature Wi-Fi connections.

■ **Light Rail** – The light-rail transit (LRT) alternative consists of an electric-powered, fixed-guideway transit system. The median of existing city streets and highways would be used. LRT vehicles operating on street would travel at posted speed limits, anywhere from 30 to 45 miles per hour along a typical arterial. In pedestrian zones operating speeds would decrease to 15 miles per hour. LRT vehicles provide enhanced operation at signalized intersections with the use of signal-priority systems. Light-rail vehicles (LRVs) range in size and capacity depending on the system where they are operated. Typically, vehicles are 100 feet long and nine feet wide. This width allows vehicles to travel in existing standard roadway lanes. LRVs are articulated for use in urban areas with tight turning radii. Trains can be operated with multiple units, allowing for a capacity of approximately 200 riders.

ALIGNMENTS

The alignments under consideration for the downtown circulator begin in the historic River Market District, home to Kansas City’s oldest neighborhood and largest farmers’ market. Several street options to connect to the financial, commercial, convention and entertainment centers of Kansas City’s Central Business District, Crossroads Arts District and Crown Center (retail, hotel and office district) will be considered. In the heart of the Crown Center commercial and shopping district is Union Station, the hub of the region’s proposed commuter system. The terminus is located in the Crown Center District near Main Street and Pershing Road.

DOWNTOWN CIRCULATOR SERVICE OVERVIEW

Conceptual Alternatives

BUS RAPID TRANSIT

- Low-floor, multiple-entry-and-exit bus vehicles
- On street or reserved lanes
- Enhance and expand existing service

STREETCAR

- Electric-powered, fixed-guideway vehicles
- On street or reserved lanes
- Push-pull capacity, articulated for urban environments

LIGHT-RAIL TRANSIT

- Electric-powered, fixed-guideway vehicles
- On-street or dedicated right of way
- Enhanced operation through use of technology

Alignment

- Serves system hub located at historic Union Station
- Accesses downtown destinations and activity centers
- Areas served in Kansas City include River Market, Central Business District, Crossroads Arts District, and Crown Center

Operating Strategy

- Supports commuter service
- Downtown circulation
- Frequent service and access points

Service Levels

- Continuous service throughout the day
- 22 hours of service per day
- Peak service every 10 minutes
- Off-peak service every 20 to 30 minutes
- Stops every three or four city blocks

OPERATING STRATEGIES AND SERVICE LEVELS

The service plan for the downtown circulator under any modal alternative would have stops every three or four city blocks and at key activity centers and transit nodes. Service frequency would be provided up to 22 hours per day, seven days per week. Service frequency would likely be 10 minutes during rush hour, 20 minutes during midday, and 30 minutes late at night and early morning.

FINANCING PLAN

The alternatives analysis review of the downtown subarea will include examining alternatives for funding the circulator system, taking into consideration both the initial implementation costs and ongoing operations and maintenance costs.

3. Preliminary Evaluation Criteria

Based on the region's desire to leverage transportation investment and expanded transit service as a means to increase transportation choice and foster a more livable and sustainable region, it is important that the study's objectives and measures reinforce this direction. The regional vision for sustainability and the evaluation criteria identified below recognize this important connection, and integrate the six livability principles that serve as the foundation for the Partnership for Livable Communities (Housing and Urban Development, Environmental Protection Agency, and Department of Transportation).

As with any transit corridor analysis, it will be important to assess how each of the different alternatives addresses specific corridor-level problems and issues identified during the development of the corridor-specific purpose and need statement, and compare the cost effectiveness of the alternatives. In addition to traditional and federally required (to qualify for New Starts/Small Starts funding), corridor-based evaluation factors, the Jackson County/Kansas City Regional Alternatives Analysis also will include a targeted regional assessment based on evaluation criteria that support the regional and national vision for sustainability and livability.

The Six Livability Principles of the Partnership for Sustainable Communities

1. Provide more transportation choices.

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse-gas emissions and promote public health.

Increasing transportation choice in Kansas City is often cited as the primary barrier to a more sustainable future. U.S. Census data from 1990 show that only 2.1 percent of trips in the metropolitan area were made by transit. In 2000, this figure decreased to 1.3 percent. These percentages are low for a metropolitan area of Kansas City's size, which suggests that transit is not a robust or competitive mode of transportation. Our historically auto-centric development pattern has proved difficult to serve with public transportation, and has limited the form development has taken regionwide. The Jackson County/Kansas City Regional Alternatives Analysis proposes to raise the profile and viability of alternative transportation options, and assess concepts and service options based, in part, on their ability to provide a meaningful increase in transportation choice and to invest limited dollars wisely by making sure resources are put toward investments that provide the most benefits for the maximum number of users..

Evaluation Criteria:

- a) The extent to which service concepts will promote more transportation choice.
- b) The extent to which service concepts will improve or expand existing transit services.
- c) The extent to which service concepts will improve or expand the use of nonmotorized forms of travel.
- d) The extent to which service concepts will reduce vehicle miles traveled.

2. Promote equitable, affordable housing.

Expand energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

Promoting equitable, affordable and accessible housing is critical for ensuring equal access to opportunities for all of the region's residents. Greater Kansas City currently suffers from a disconnect between affordable housing and jobs, with past development trends focused on areas lacking transit service, which limited job access for lower-income, transit-dependent populations. The Jackson County/Kansas City Regional Alternatives Analysis will strive to connect urban and suburban job centers with a range of housing choices as a means to enhance job and housing connectivity and choice. The study proposes to assess concepts and service options based, in part, on their ability to serve areas of economic distress and low income, and pursue enhanced connections to economic opportunities regionwide.

Evaluation Criteria:

- a) The extent to which service concepts serve areas of economic distress and low-income populations.
- b) The extent to which service concepts connect equitable, low-income, and mixed-income housing to jobs and other opportunities.

3. Enhance economic competitiveness.

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs for workers, as well as expanded business access to markets.

Transportation infrastructure and resulting accessibility is a keystone for ensuring economic competitiveness. Creating attractive places for people to live, work and play is imperative. This is especially true for younger generations, who demand downtown vitality, environmental sustainability and transportation choices — including a robust public transportation system. While the region has worked to advance exciting regional initiatives that target economic competitiveness (Power and Light District, Sprint Center, etc.), the supporting transportation system remains an unmet need. The Jackson County/Kansas City Regional Alternatives Analysis proposes advancing the critical transportation elements necessary to support this robust economic objective, and proposes to assess concepts and service options based, in part, on their ability to support and connect high-priority local and regional activity centers, and areas of economic activity and investment.

Evaluation Criteria:

- a) The extent to which service concepts connect regionally significant activity centers.
- b) The extent to which service concepts support identified local, regional and national economic development objectives.

4. Support existing communities.

Target federal funding toward existing communities — through such strategies as transit-oriented, mixed-use

development and land recycling — to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

A sustainable region cannot afford to accommodate new growth and development at the expense or detriment of existing communities. The Jackson County/Kansas City Regional Alternatives Analysis recognizes the need to support existing communities. This study seeks to leverage existing local plans and visions, like the Blue Springs Downtown Master Plan, to help sustain and improve local places, while advancing both local and national visions. The list of study supporters (*listed in Section 1b*) is a demonstration of the buy-in and support demonstrated by the region's communities, who support the direction of the proposed study and, more importantly, understand its critical role in supporting the realization of our collective vision. The Jackson County/Kansas City Regional Alternatives Analysis proposes to assess concepts and service options based, in part, on their ability to support existing communities, and existing land-use and economic-development objectives.

Evaluation Criteria:

- a) The extent to which service concepts support and value existing communities.
- b) The extent to which service concepts promote identified land-use and development objectives, including the desire to promote increased redevelopment; infill; and walkable, transit-oriented, mixed-use development.
- c) The extent to which service concepts are cost effective.
- d) The extent to which the patterns of urban and suburban development improve quality of life.

5. Coordinate policies and leverage investment.

Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

The Kansas City region has made great strides in aligning multiple interests, disciplines and partners to work together toward a common vision of sustainability and livability. As a metropolitan area of nearly two million residents, spanning two states and including 120 municipalities, coordination and cooperation are essential to advance innovation, efficient use of resources, and collaborative problem solving. The Kansas City region has laid the foundation for a coordinated effort, and the Jackson County/Kansas City Regional Alternatives Analysis proposes to assess concepts and service options based, in part, on their ability to leverage ongoing efforts and reap greater collective benefits than any one element could realize on its own.

Evaluation Criteria:

- a) The extent to which service concepts leverage existing transportation, housing, or environmental investments, partnerships and processes.

6. Value communities and neighborhoods.

Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods — rural, urban or suburban.

Long-term sustainability will require stable communities and neighborhoods. Quality places, complete with a range of housing and transportation options and dynamic public spaces, are places that are built to last. These quality places have the ability to remain vibrant through the ebbs and flows of the national and global economy, and provide an attractive physical environment that leads to a high-quality life and choice for all. For the past three decades, the Kansas City region has developed in a manner that focused on short-term

benefits with less regard for long-term costs. The Jackson County/Kansas City Regional Alternatives Analysis proposes to maximize and leverage the unique qualities that area communities have to offer, and hold them up as assets to build from and strengthen. The alternatives analysis proposes to assess concepts and service options based, in part, on their ability to support, strengthen and leverage communities and neighborhoods, and support land-use strategies necessary to advance the region's strategy for sustainable growth and development.

Evaluation Criteria:

- a) The extent to which service concepts promote identified land-use and development objectives, including the desire to promote increased redevelopment; infill, and walkable, transit-oriented, mixed-use development.
- b) The extent to which service concepts will support compact, mixed land uses.

B. Technical Capacity of Applicant

MARC, as the Kansas City region's MPO, is responsible for conducting the metropolitan transportation-planning process. MARC's staff of 23 transportation-planning professionals includes experience in transit/paratransit planning and operations, traffic operations and management, safety planning, bicycle/pedestrian planning, freight planning, comprehensive planning and development, travel-demand modeling and transportation-database management. MARC's transportation professionals are supported by additional expertise at MARC in land-use and community-development planning, environmental planning, geographic information systems and research, citizen engagement and public education and financial management.

In addition to conducting the planning, programming and systems-management aspects of the MPO process, MARC has a long history of conducting transit-systems planning, corridor studies, and environmental studies. The following examples demonstrate MARC's capacity to successfully complete studies that inform key regional decisions and result in specific actions.

- **Metropolitan Transit Initiative Demand Assessment (1998–2005)** – A transit systems-planning study that resulted in Smart Moves, the region's long-range transit vision. The vision served as the basis for implementation of Metro Area Express, the region's first bus rapid transit project, and led to several corridor and system planning projects by the region's transit agencies.
- **Missouri River Corridor Environmental Studies (1998–2004)** – A draft environmental impact statement for a proposed highway corridor and two completed environmental assessments for segments of independent utility. Segments are currently under design and construction.
- **Regional Commuter Rail Study (2000–2002)** – A system-level study of the feasibility of using existing freight-rail corridors to support commuter-rail services in metropolitan Kansas City. The most feasible corridor (I-70 east) moved forward into an alternatives analysis.
- **I-70 Alternatives Analysis (2004–2007)** – An analysis of transit alternatives in the I-70 corridor in Jackson County, Mo. The study resulted in a recommendation of express bus in the near term, but promoted continued efforts to develop the commuter-rail option by addressing the challenges of Central Business District connectivity and creating more supportive land uses in the corridor.
- **U.S. 24/40 Corridor Management Plan (2006–2007)** – A plan to manage mobility, land use and corridor identity along a recently improved state highway corridor experiencing development growth pressure. The study resulted in a multijurisdictional agreement regarding future land uses and points of access.
- **Smart Moves Update (2008)** – An update to the region's transit vision to reflect corridor and system planning that was undertaken following the original Smart Moves Plan.

- **Regional High-Occupancy Vehicle Study (2009)** – A systems-level assessment of opportunities to deploy high-occupancy vehicle strategies on the Kansas City regional freeway network.
- **Smart Moves Implementation Plan (2009–2010)** – Funded by the American Recovery and Reinvestment Act, the activity resulted in detailed urban and commuter corridor strategies that informed a successful regional application for TIGER funding, and served as the basis for this alternatives analysis application.

The Kansas City Area Transportation Authority has many years of experience conducting, managing and completing transit studies, including federal alternatives analyses. In the past five years, KCATA has led several alternatives analysis efforts, and has participated as a partner in many other regional transportation and transit studies. The three most recent alternatives analyses completed by KCATA are:

- **State Avenue Corridor Alternatives Analysis (2009)** – Wyandotte County, Kan., and Kansas City, Mo.
- **North-South Corridor Alternatives Analysis (2008)** – Kansas City and North Kansas City, Mo.
- **Troost Avenue Corridor Transit Study/Alternatives Analysis (2006)** – Kansas City, Mo., resulting in the Troost Avenue BRT project currently under construction.

Information gathered and lessons learned through these and related processes will support the efficient development and implementation of findings associated with this proposal.

C. Potential Impact on Decision Making

The projects outlined in this application build on and strengthen the comprehensive policy decisions made at both local and regional levels, and leverage the local commitment currently in place to advance the resulting study findings.

At the regional level, MARC has adopted as part of its new long-range transportation plan, *Transportation Outlook 2040*, a policy direction on regional growth and land use⁵ that extends beyond transportation and takes on a broader context of sustainability. This direction was developed through a process that evaluated local planning policy in the areas of housing, environment and transportation, and integrates various common principles and ideas into one cohesive regional direction.

This plan integration process and the resulting regional policy framework, which is the foundation of *Transportation Outlook 2040*, has been vetted through the MARC committee structure, involving stakeholders and elected officials representing interests that include multimodal transportation, aging, air quality, economic growth, housing, poverty, energy, environment, etc. In addition to MARC committees, the regional policy framework has been presented to over 100 community groups and organizations in the region.

The integration of policy and the development of the long-range transportation plan complement and reinforce local planning. In return, implementation activities that carry out the goals of the plan help strengthen and focus local direction and implementation activity.

The following are local examples that illustrate this concept of mutual local-regional support and the integration of the broader planning context.

- **Kansas City Power & Light District (Downtown Kansas City, Mo.)** – This new district in the heart of Kansas City, Mo., encompasses nine blocks of mixed-used development focused on entertainment and shopping, with a housing component in development.

⁵ *Transportation Outlook 2040* <http://www.marc.org/2040>

- **The Crossroads Arts District (Kansas City, Mo.)** – This historic district is Kansas City’s center of visual and performing arts and lies between downtown and Crown Center. This very active area is a neighborhood of its own and includes luxury and affordable housing, shopping, dining, live music and a wide range of businesses.
- **Crown Center (Kansas City, Mo.)** – A commercial complex and neighborhood that contains numerous residences, retail establishments, entertainment venues and restaurants. It is home to Kansas City’s two largest hotels, the global headquarters of Hallmark Cards and the headquarters two of Kansas City’s largest law firms.
- **Truman Sports Complex** – This complex is home to the Kansas City Chiefs football team and Kansas City Royals baseball team, and is located in the I-70 corridor east of downtown Kansas City, Mo.
- **Blue Springs Downtown Master Plan (Blue Springs, Mo.)** – The city of Blue Springs has created a vision for a vibrant, mixed-use downtown that is the economic and social heart of the community. This plan incorporates a transit village concept that would use transit-oriented development principles to integrate bus and rail service and surrounding land uses.
- **Downtown Raytown TIF Plan (Raytown, Mo.)** – The city of Raytown is planning to revitalize its downtown through mixed-used office, commercial and residential. Raytown plans to increase residential density through infill development, which will support existing and expanded transit service in the area.
- **Rock Island Corridor Coalition** – The old Rock Island railroad corridor from Pleasant Hill to the Truman Sports Complex in Kansas City is protected by the coalition for trail and transit use, and provides the primary connection for Kansas City to the Missouri Katy Trail State Park, one of the nation’s most successful rails-to-trails initiatives. This corridor is also part of MetroGreen, an interconnected system of public and private natural areas, greenways and trails linking communities throughout the Kansas City area. The coalition consists of representatives from municipalities along the corridor, and private sector representatives including chambers of commerce, school districts, bicycle clubs, walking organizations, running clubs, health organizations, transit advocacy groups, environmental organizations and businesses.

The proposed Jackson County/Kansas City Regional Alternatives Analysis has been requested by local officials (Jackson County, Kansas City, Mo., and other jurisdictions) in the context of the new directions that the shift in regional emphasis mentioned above has caused. These decision makers, as well as staff involved in local transportation, housing, land-use, and development decisions, will be part of the team providing input and direction throughout the alternatives analysis study — from start to finish. MARC will continue to facilitate consensus building and meaningful involvement of stakeholders from multiple disciplines to achieve the ultimate implementation and sustainability of this transit concept.

The region’s residents will also play a key role in decision making, as they have done most recently in the process to develop *Transportation Outlook 2040*. Multiple public coordination meetings will occur throughout each of the subareas and the region, and the important connection between transportation, land-use decisions, and housing will be emphasized in these meetings.

In 1999, MARC launched an initiative to examine how to foster the design of quality places in communities throughout the Kansas City region. The Creating Quality Places program’s 20 principles foreshadow the recent interest in sustainability and serve as a guide to quality development in many local communities, like Blue Springs and Raytown mentioned above. The Kansas City region has been on the path to a greener, more vibrant and better connected future for more than a decade. This alternatives analysis would significantly move that agenda forward in a place eager to embrace these principles.

IV. WORK PLAN & BUDGET

A. Work Plan

The proposed Jackson County/Kansas City Regional Alternatives Analysis will build on extensive local, regional and national partnerships, existing investments, and the momentum of continued economic recovery, sustainable investment, and an improved quality of life today and for future generations. The Kansas City region has laid an extensive foundation for success through these partnerships and investments, demonstrated through on-the-ground success and action that includes the following:

- Adopted regional vision of sustainability (*Transportation Outlook 2040*)
- Green Impact Zone investments
 - \$26 million Kansas City regional TIGER Award
 - \$24 million energy-efficiency award for demonstration “Smart Grid” technology
- Regional transit momentum
 - Federal Transit Administration funding for bus rapid transit (Main Street & Troost Avenue)
 - \$24 million TIGER Award (State Avenue & Metcalf Avenue)
- Regional \$24 Energy Works KC energy efficiency partnership, \$3 million for work at MARC
- Regional sustainable housing conference co-sponsored w/HUD, FDIC, EPA, FRB, FHLB, & BDC

Building on these key efforts, this alternatives analysis seeks to advance the critical role regional transit service will play in promoting a truly sustainable region through improved economic competitiveness, improved access to opportunity for all, and improved environmental sustainability. The study will focus on the Jackson County corridor study area (*see Figure 2*). This corridor, one element of a larger regional transit vision, was selected based on extensive systems planning and detailed implementation planning that identified the near-term functions these core transit services would play in a broader regional network.

The work plan and study area identify two corridor subareas: 1) the I-70 and Rock Island commuter corridor alignments and 2) the downtown distribution subarea.

The work plan described below will identify the preferred service alternative(s) within the study corridor that best address the identified problem statement (*described in section IV*) and best achieve the desired outcomes outlined in the preliminary evaluation factors.

The alternatives analysis will evaluate both the commuter transit service needs within the corridor as well as transit improvement alternatives in the downtown core of Kansas City, Mo., that can address the need for enhanced mobility options in downtown and the need to distribute travelers commuting to and from downtown. The integration of these assessments will provide a more complete understanding of potential service alternatives and address the makeup of regional and local travel patterns and resulting transportation needs. The study will consist of the following tasks:

- Task 1: Study Management
- Task 2: Public Participation Plan
- Task 3: Existing and Future Conditions
- Task 4: Purpose and Need Statement
- Task 5: Identification of Initial Alternatives
- Task 6: Evaluation of Corridor(s) and Initial Alternatives Screening
- Task 7: Conceptual Design

- Task 8: Operations Plans
- Task 9: Ridership Estimates and Transportation Impact Assessment
- Task 10: Capital, Operating and Life Cycle Cost Estimates and Financial Planning
- Task 11: Social, Economic and Environmental Impact Evaluation
- Task 12: Evaluation and Recommendation of a Locally Preferred Alternative
- Task 13: Study Report and Development of New Starts/Small Starts Criteria (as necessary)

B. TIMELINE

Extensive systems-planning work and previous corridor assessments have been completed on significant elements of the study corridor and potential alignments. The alternatives analysis can be initiated within six months of notification of grant approval, and it is expected that the Jackson County/Kansas City Regional Alternatives Analysis could be completed approximately 18 months from the date of initiation.

C. BUDGET

TABLE 1. Jackson County/Kansas City Regional Alternatives Analysis Budget Summary			
Element	Federal	Local	Total
Downtown Circulator	\$ 600,000	\$ 150,000 ⁶	\$ 750,000
Commuter Corridors	\$ 1,400,000	\$ 350,000 ⁷	\$ 1,750,000
Total	\$ 2,000,000	\$ 500,000	\$ 2,500,000

TABLE 2. Jackson County/Kansas City Regional Alternatives Analysis Local Match Sources		
Jurisdiction	Amount	Percent
Kansas City, Mo.	\$ 150,000	30%
Jackson County, Mo	\$ 350,000	70%
Total	\$ 500,000	100%

⁶ Kansas City, Mo. – \$150,000 local match for downtown circulator

⁷ Jackson County, Mo. – \$250,000 local match for commuter corridors

TABLE 3. Jackson County/Kansas City Regional Alternatives Analysis Draft Task Budget

Task #	Task Description	Estimated Cost	Federal	Local
Task 1	Study Management	\$ 250,000	\$ 200,000	\$ 50,000
Task 2	Public Participation Plan	\$ 250,000	\$ 200,000	\$ 50,000
Task 3	Existing and Future Conditions	\$ 125,000	\$ 100,000	\$ 25,000
Task 4	Purpose and Need Statement	\$ 125,000	\$ 100,000	\$ 25,000
Task 5	Identification of Initial Alternatives	\$ 125,000	\$ 100,000	\$ 25,000
Task 6	Evaluation of Corridor(s) and Initial Alternatives Screening	\$ 375,000	\$ 300,000	\$ 75,000
Task 7	Conceptual Design	\$ 375,000	\$ 300,000	\$ 75,000
Task 8	Operations Plans	\$ 125,000	\$ 100,000	\$ 25,000
Task 9	Ridership Estimates and Transportation Impact Assessment	\$ 125,000	\$ 200,000	\$ 50,000
Task 10	Capital, Operating and Life Cycle Cost Estimates and Financing	\$ 125,000	\$ 100,000	\$ 25,000
Task 11	Social, Economic and Environmental Impact Evaluation	\$ 250,000	\$ 100,000	\$ 25,000
Task 12	Evaluation and Recommendation of a Locally Preferred Alternative	\$ 125,000	\$ 100,000	\$ 25,000
Task 13	Study Report and New Starts/Small Starts Submission (if applicable)	\$ 125,000	\$ 100,000	\$ 25,000
	Total Study Cost	\$ 2,500,000	\$ 2,000,000	\$ 500,000

JACKSON COUNTY / KANSAS CITY REGIONAL
ALTERNATIVES ANALYSIS APPLICATION

APPENDIX: LETTERS OF SUPPORT

July 9, 2010



CITY OF FOUNTAINS
HEART OF THE NATION



KANSAS CITY
MISSOURI



LOCATION:

Kansas City metropolitan area
Missouri Congressional Districts 4, 5, 6

REQUESTED AMOUNT:

\$2,000,000

FTA RECIPIENT ID NUMBER:

1851

PRIMARY CONTACT:

Tom Gerend
Assistant Director of Transportation
Mid-America Regional Council
600 Broadway, Suite 200
Kansas City, MO 64105-1659
816-701-8303
tgerend@marc.org

5TH DISTRICT, MISSOURI
FINANCIAL SERVICES COMMITTEE
HOMELAND SECURITY COMMITTEE
SELECT COMMITTEE ON
ENERGY INDEPENDENCE AND
GLOBAL WARMING
1ST VICE CHAIR
CONGRESSIONAL BLACK CAUCUS
REGIONAL WHIP (Region 4)



Congress of the United States
House of Representatives
Emanuel Cleaver, II

WASHINGTON, D.C. OFFICE
1027 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4535 (PHONE)
(202) 225-4433 (FAX)

KANSAS CITY OFFICE
101 WEST 21ST STREET
KANSAS CITY, MO 64108
(816) 842-4545 (PHONE)
(816) 471-6216 (FAX)

SPRINGFIELD OFFICE
211 WEST MARLE AVENUE
SPRINGFIELD, MO 65802
(417) 833-4545 (PHONE)
(417) 833-2881 (FAX)

<http://www.house.gov/Cleaver>

July 8, 2010

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

Please accept this letter in support of the Mid-America Regional Council (MARC) Alternatives Analysis proposal that is being submitted to the Federal Transit Administration pursuant to the notice of funding availability for the FY2010 Discretionary Livability Funding Opportunity: Alternatives Analysis Program. This program is authorized by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU). The proposal submitted by MARC reflects a coordinated regional approach (in collaboration with Jackson County and others) which (1) reflects a first and necessary step in assessing the costs and benefits associated with the proposed rapid rail project; (2) leverages prior state, local and federal investments; and (3) advances the livability outcomes as articulated in the Department of Transportation (DOT), Department of Housing and Urban Development (HUD), and Environmental Protection Agency (EPA) Partnership for Sustainable Communities.

Over the last several months, the Kansas City region has been pleased to host a number of agency heads (including DOT, HUD, and EPA), and most recently President Obama. These visits signal the emergence of the Kansas City area as a model community for livability and sustainability strategies. Efforts associated with Smart Electric Vehicles, the Green Impact Zone, the City's Combined Sewer Overflow plan, funding under TIGER I, and Bus Rapid Transit (BRT) are indicative of how local efforts align with national policy and demonstrate the level of public/private commitment driving the strategic implementation of complementary elements.

The funding sought for an Alternatives Analysis will further inform and support the successful implementation of a regional vision that will provide more transportation choices, promote economic development, reduce congestion, while preserving communities.

Over time, potential favorable outcomes include:

- Providing another transit option to commuters, including inner-city residents who have no means to seek or maintain employment in surrounding communities;

- Providing multi-modal connectivity, accommodating pedestrian access, commuter parking, bus access, and connections to the airport, Amtrak, bike trails, and potentially the high-speed rail network.
- Encouraging mix-use development around stations in already developed and depressed areas;
- Utilization of "green" transit technologies and approaches;
- Elimination of approximately 20,000 vehicles from the roads, thus reducing carbon emissions.

It is my hope that you will give this application every favorable consideration. Should you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Emanuel Cleaver, II". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Emanuel Cleaver, II
Member of Congress

IKE SKELTON

4th District, Missouri

2208 Rayburn House Office Building
Washington, DC 20515-2808
Telephone: (202) 225-2878
website: www.house.gov/skelton

Congress of the United States
House of Representatives

Washington, DC 20515-2504

April 6, 2010

514-B N.W. Seven-Hollow
Blue Springs, MO 64074-2752
(816) 225-4242

1401 Southway Blvd., Suite 101
Jacksboro, MO 64508-2429
(816) 626-3499

219 North Adams Street
Lamar, MO 65250-0020
(417) 532-7994

808 Independence Blvd.
Berkeley, MO 65201-4583
(660) 626-2475

The Honorable Peter Rogoff
FTA Administrator
1200 New Jersey Ave, SE
Washington, DC 20580

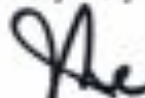
Dear Mr. Rogoff:

It has come to my attention that the Jackson County Executive Office has submitted an application to the Federal Transit Authority for approval of a project grant for the Kansas City Regional Rapid Rail. It is my understanding that the "targeted area" would be well served by rail transportation.

Receiving a grant from the Federal Transit Authority would provide needed assistance for this project and the betterment of the Jackson, Clay and Platte County communities.

I trust that this application will receive every proper consideration.

Very truly yours,



IKE SKELTON
Member of Congress

IS: kw

July 8, 2010

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I am writing to strongly support the Mid-America Regional Council (MARC) Alternatives Analysis proposal for the Kansas City Regional Rapid Rail project. MARC has applied for competitive funding in the FY2010 Discretionary Livability Funding Opportunity Alternatives Analysis Program.

The proposal submitted by MARC is the beginning stage of a bold rapid rail plan for the Kansas City region and the nation. It is the first step towards establishing a modern and viable transportation network in the region that would address future growth and spur economic development.

The Kansas City area is a part of America's heartland and is a major freight rail and commerce corridor for the nation. The region confronts many challenges associated with the efficient movement of goods and people, including congestion, carbon emissions, economic development and the preservation of neighborhoods. The MARC proposal is the extension of comprehensive regional efforts underway that promote sustainability in various industry and public sectors. The local planning agency and others have identified the provision of rapid rail as an important missing link.

The funding sought for an Alternatives Analysis will support the successful implementation of a regional vision that will provide more transportation choices, reduce congestion, while preserving communities. The project would also fulfill the livability goals that have been outlined by your department and others agencies related to sustainable communities.

Over time, potential favorable outcomes include:

- Providing another transit option to commuters, including inner-city residents who have no means to seek or maintain employment in surrounding communities;
- Providing multi-modal connectivity, accommodating pedestrian access, commuter parking, bus access, and connections to the airport, Amtrak, bike trails, and potentially the high-speed rail network;
- Encouraging mix-use development around stations in already developed and depressed areas;

- Utilization of "green" transit technologies and approaches; and
- Elimination of approximately 20,000 vehicles from the roads, thus reducing carbon emissions.

Please accept this letter in support of the MARC Alternatives Analysis application. I ask that it receive every favorable consideration. Should you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Claire McCaskill
United States Senator

United States Senate

WASHINGTON, DC 20510-2900

July 7, 2010

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

It has been brought to my attention that the Mid-America Regional Council (MARC) has submitted an application for federal funding for an alternative analysis on behalf of the Kansas City Regional Rapid Rail plan. As community support builds for a regional plan, an alternatives analysis is an important first step in assessing the viability of the Kansas City Regional Rapid Rail plan.

It is my hope you will give their applications full and favorable consideration. If you have any questions or concerns, please feel free to contact my office.

Sincerely,

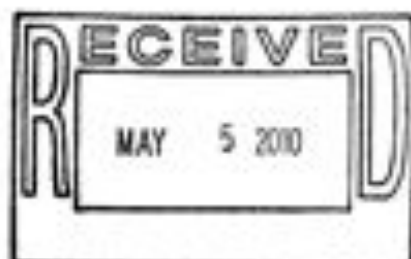


Christopher Bond



RMCA Officers:
Deb Churchill, President
Courtney Besant, Vice President
Mel Mallin, Treasurer
Noel Langdon, Secretary

Board Members:
John DeBauche
Dana Gibson
Mike Hurd
Frank Johnson
Lori Kindle
Zoraya Lara
Fred Maxwell
Brand Smith
Yachiyo Smith
Matthew Staub
John Wilhoit



May 3, 2010

County Executive Michael D. Sanders
Jackson County Courthouse
Suite 200
415 E. 12th St
Kansas City MO 64106

RE: Kansas City Regional Rapid Rail

Dear Mr. Sanders,

After having seen your Kansas City Regional Rapid Rail presentation at our River Market Community Association luncheon, and discussing this unique system with you, I'm confident that this system will help move people from their homes to their jobs and throughout the community. Our organization knows that other local businesses and organizations have shown their support to this plan and we would like to show our support for the project with this letter.

We understand that you recently traveled to Washington to meet with our local and regional representatives to discuss the next steps, with the first step being to pursue funding for an Alternatives Analysis to further investigate the feasibility of Kansas City Regional Rapid Rail and how it can serve our community. We think this is an appropriate next step to complete due diligence.

We are especially excited about the economic revitalization that is possible with Kansas City Regional Rapid Rail and the fact that it is compatible with our other existing and potential circulator modes. It is to this end that Kansas City Regional Rapid Rail is a comprehensive transportation system that can have a positive effect on the citizens, businesses, organizations, cities and counties of this area.

Please let me know how the River Market Community Association can help further support Kansas City Regional Rapid Rail and the Alternatives Analysis. We appreciate the time you have placed into developing and presenting this comprehensive transportation system to benefit the Kansas City metropolitan area.

Sincerely,

Deb Churchill
President
River Market Community Association

Congress of the United States
House of Representatives

DENNIS MOORE
Third District, Kansas
<http://moore.house.gov>
July 9, 2010

1117 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-1603
Phone: 202-226-3865
Fax: 202-226-2867
8117 SANTA FE DRIVE, #101
OVERLAND PARK, KS 66212
Phone: 913-883-2012
Fax: 913-883-2888
800 STATE AVENUE, #106
KANASAS CITY, KS 66101
Phone: 913-821-8832
Fax: 913-821-1132
301 KENFORD STREET, #208
LEWISBURG, KS 66048
Phone: 785-842-3312
Fax: 785-842-3288
TDD (hearing-impaired/voice-mail):
1-800-708-3777

THE HONORABLE RAY LAHOOD
SECRETARY
DEPARTMENT OF TRANSPORTATION
1200 NEW JERSEY AVE SE
WASHINGTON, DC 20590-0001

Dear Secretary LaHood:

I am writing today in support of the Jackson County/Kansas City Regional proposal submitted by the Mid-America Regional Council (MARC), pursuant to the FY2010 Discretionary Livability Funding Opportunity for Alternatives Analysis Program.

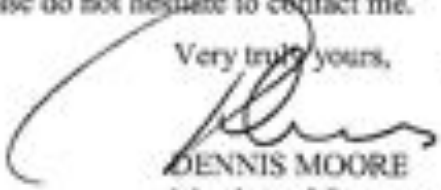
As part of a bold effort to promote sustainability, the proposal outlines the initial phase of a transformative commuter corridor concept for the region. Federal funding assistance with this Alternatives Analysis study will promote expanded transportation options, encourage economic development, strengthen communities and neighborhoods, and reduce congestion and pollution.

As you know, I represent the Kansas side of the greater Kansas City metropolitan area in Congress. This area is one economy, divided by a state line, and far too often that state line has divided our common interests. I am happy say that this program envisions services to Wyandotte County in my congressional district, an area that would greatly benefit from new transit options.

I am encouraged that the proposal would greatly improve livability in the Kansas City area on both sides of the state line, and may very well serve as a model initiative to be replicated nationally.

I ask that MARC's proposal be given very careful consideration. If you have any questions or concerns, please do not hesitate to contact me.

Very truly yours,


DENNIS MOORE
Member of Congress

DM: cw

*Thank you for your
consideration of
this request!*

United States Senate
WASHINGTON, DC 20510-1604

July 8, 2010

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to offer my support of the Mid-America Regional Council (MARC) Alternatives Analysis proposal. Competitive funding is available through the Federal Transit Administration pursuant to the notice of funding availability for the FY2010 Discretionary Livability Funding Opportunity: Alternatives Analysis Program. Funding for this program is authorized by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU).

The proposal submitted by MARC outlines the beginning of a bold rapid rail plan for the region and the nation. The Kansas City area is a part of America's heartland, and as such confronts many challenges associated with the efficient movement of goods and people, including congestion, economic development, and the preservation of neighborhoods.

Unlike other communities, however, the proposal developed by MARC is an extension of comprehensive regional efforts underway that promote sustainability in various industry and public sectors. The local planning agency and others have identified the provision of rapid rail as an important missing link.

The funding sought for an Alternatives Analysis will further inform and support the successful implementation of a regional vision that will provide more transportation choices, promote economic development, reduce congestion, while preserving communities -- and which most importantly fulfill the livability goals that have been outlined by your department and others agencies related to sustainable communities..

Please accept this letter in support of the MARC Alternatives Analysis application. I ask that it receive every favorable consideration. Should you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Sam Brownback
U.S. Senator, Kansas

SB:rs

March 25, 2010

Mr. Mike Sanders
Jackson County Executive
415 E 12th Street Ste. 200
Kansas City, MO 64106

RE: KCATA Commissioners' Support of Rapid Rail Plan Alternatives Analysis

Dear Mr. Sanders:

Thank you for attending the KCATA Board of Commissioners meeting on March 24, 2010, to present your Regional Rapid Rail concept plan. The Board appreciated the opportunity to hear directly from you regarding this important regional initiative.

The KCATA Board is pleased to support your request for an earmark request to conduct an Alternatives Analysis for the Regional Rapid Rail plan, downtown street car project, and a bus network redesign plan. We believe a study of this nature will provide critical information needed to make sound policy decisions on the future of public transit in our region.

Please let me or Mark Huffer, KCATA General Manager, know what we can do to support you in this endeavor.

Regards,



Gary Mallory
Board Chairman

GM:MEH:cdf

cc: Jim Terry, TranSystems
KCATA Board Members
Irene Caudillo
Marge Vogt
George Huvendick
A.J. Dusek
James White
Robbie Makinen
Juan M. Rangel, Jr.
Donovan Mouton
Michael Short
Mark Huffer, KCATA General Manager

June 30, 2010

Mr. Peter M. Rogoff
Administrator
Federal Transit Administration
400 Seventh Street SW, Room 9328
Washington, DC 20590

RE: FY 2010 Discretionary Livability Funding Opportunity: Alternatives Analysis Program

Dear Administrator Rogoff,

I am pleased to offer this endorsement for a joint application with Jackson County, Missouri, requesting a grant award in support of an alternatives analysis in the Kansas City, Missouri, region. This request is made in response to your recent Notification of Funding Availability (FTA-2010-009-TPE-AA) issued June 3, 2010.

You will note this application is unique in that it is not only sponsored by multiple entities, but is also multi-modal in nature. We believe that an alternatives analysis in the corridors identified in the application would provide essential direction for Kansas City's long-range, strategic transit plan.

We appreciate the opportunity to submit this application and look forward to your reply.

Sincerely,



Mark E. Huffer
General Manager

MEH:cdf



111 E Maple
Independence, MO 64050



Monday, April 26, 2010

Blue Springs
Beckner
Grain Valley
Independence
Lake Lotawana
Lee's Summit
Raytown
Sugar Creek

County Executive Michael D. Sanders
Jackson County Courthouse
Suite 200
415 E. 12th St
Kansas City MO 64106

RE: Kansas City Regional Rapid Rail

Dear Mr. Sanders,

After having seen your Kansas City Regional Rapid Rail presentation, and discussing this unique system with you, I'm confident that this system will help move people from their homes to their jobs. Our organization knows that other local businesses and organizations have shown their support to this plan and we would like to show our support for the project with this letter.

Jackson
County
Economic
Development
Council

We understand that you recently traveled to Washington to meet with our local and regional representatives to discuss the next steps, with the first step being to pursue funding for an Alternatives Analysis to further investigate the feasibility of Kansas City Regional Rapid Rail and how it can serve our community. We think this is an appropriate next step to complete due diligence.

Eastern
Jackson
County
Bar
Association

We are especially excited about the economic revitalization that is possible with Kansas City Regional Rapid Rail and the fact that it is compatible with our other existing and potential circulator modes. It is to this end that Kansas City Regional Rapid Rail is a comprehensive transportation system that can have a positive effect on the citizens, businesses, organizations, cities and counties of this area.

Please let us know how we can help further support Kansas City Regional Rapid Rail and the Alternatives Analysis. We appreciate the time you have placed into developing and presenting this comprehensive transportation system to benefit the Kansas City metropolitan area.

Sincerely,

Carson Ross
Mayor of Blue Springs

Don Reimal
Mayor of Independence

UNITED IN PROGRESS



Office of the Mayor
CARSON ROSS
Blue Springs, Missouri

April 28, 2010

To Whom It May Concern:

I am writing as Mayor of Blue Springs in support of the Transportation Alternative Analysis Application that has been submitted by the Mid-America Regional Council ("MARC").

It is critical to have sufficient information as to what is required to meet not only the current transportation needs of the region, but the needs of the future that will best serve our citizens and economic growth in my City's downtown corridor.

The funding of the Application will allow MARC to conduct the study that will help us make the most informed decisions as to what will best serve the region's transportation needs.

I am available to answer any questions in support of the Application.

Sincerely,

Carson Ross
Mayor

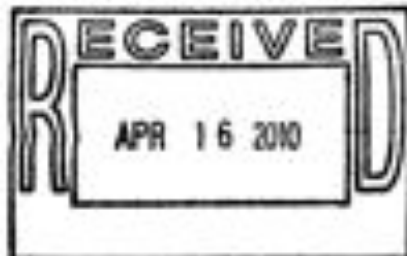


City of Independence

Office of the Mayor, Don B. Reimal

Wednesday, April 14, 2010

County Executive Michael D. Sanders
Jackson County Courthouse
Suite 200
415 E. 12th St
Kansas City MO 64106



RE: Kansas City Regional Rapid Rail

Dear Mr. Sanders,

After having seen your Kansas City Regional Rapid Rail presentation, and discussing this unique system with you, I'm confident that this system will help move people from their homes to their jobs. Our organization knows that other local businesses and organizations have shown their support to this plan and we would like to show our support for the project with this letter.

We understand that you recently traveled to Washington to meet with our local and regional representatives to discuss the next steps, with the first step being to pursue funding for an Alternatives Analysis to further investigate the feasibility of Kansas City Regional Rapid Rail and how it can serve our community. We think this is an appropriate next step to complete due diligence.

We are especially excited about the economic revitalization that is possible with Kansas City Regional Rapid Rail and the fact that it is compatible with our other existing and potential circulator modes. It is to this end that Kansas City Regional Rapid Rail is a comprehensive transportation system that can have a positive effect on the citizens, businesses, organizations, cities and counties of this area.

Please let us know how we can help further support Kansas City Regional Rapid Rail and the Alternatives Analysis. We appreciate the time you have placed into developing and presenting this comprehensive transportation system to benefit the Kansas City metropolitan area.

Sincerely,

Don B. Reimal
Mayor



OFFICE OF MAYOR DAVID BOWER

10000 EAST 59TH STREET
RAYTOWN, MISSOURI 64133-3993
PHONE: 816-737-6003
FAX: 816-737-6097

July 8, 2010

The Honorable Ray LaHood
Secretary, U.S. Department of Transportation
1200 new Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

As the Mayor of the City of Raytown, Missouri, I fully endorse the Mid-America Regional Council (MARC) application that is being submitted to your Department. As you may know, the Federal Transit Administration (FTA) has identified funds under the Alternative Analysis Program, as authorized by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for users (SAFETEA-LU) for which provides needed resources to conduct a comprehensive alternatives analysis study that could ultimately determine the feasibility and economic impact of the Kansas City Regional Rapid Rail project.

This project holds great promise for our region, and the community in which I represent, in terms of congestion reduction, economic development, expanding access to jobs, services, events and communities for those who live and work in our area.

Thank you for your time and consideration of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "David W. Bower", is written over a horizontal line.

David W. Bower
Mayor

DB/rtn



Randall L. Rhoads, Mayor
City of Lee's Summit

July 7, 2010

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

As the Mayor of Lee's Summit, Missouri, I write in support of the proposal being submitted to your Department by the Mid-America Regional Council (MARC). MARC is applying for funding under the Alternatives Analysis Program, as authorized by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU). Funds are being made available by the Federal Transit Administration (FTA).

Receiving a grant from the FTA would provide resources needed to conduct a comprehensive alternatives analysis study that will ultimately determine the feasibility and economic impact of the Kansas City Regional Rapid Rail project. In terms of congestion reduction, economic development, expanding access to jobs, services and events, this project holds great promise for the region and the community I represent, particularly for those who live and work in the community.

Thank you for your time and for giving the application every proper consideration.

Sincerely,

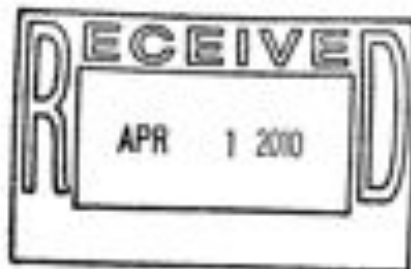
Randall L. Rhoads
Mayor



Unified Government of
Wyandotte County/Kansas City, Kansas

Joseph F. Reardon, Mayor/CEO

701 North 7th Street, Suite 926
Kansas City, Kansas 66101
Phone: (913) 573-5610
Fax: (913) 573-5020



March 29, 2010

To Whom It May Concern:

I am pleased to offer my strong support for Kansas City Regional Rapid Rail (KC RRR). This comprehensive regional transit plan significantly incorporates major corridors of Wyandotte County into the details.

I support this plan for several reasons, including the following:

This system manages under-utilized rail assets with a minimal amount of additional property needed to connect rail lines creating a comprehensive regional transit system by the most economical means possible. Adjacent hiking/biking trails are proposed, making this truly multi-modal transportation system.

Livability in Kansas City, Kansas, and throughout Wyandotte County, will be greatly improved by the option of rapid commutes to various employment centers throughout the entire Kansas City metro region. Non-work trips to major shopping areas, sporting and entertainment events will also be available as this plan offers service beyond traditional commute "rush-hour" timelizes.

Many economic development studies show that businesses are fostered and thrive near major transit stops and throughout the corridors of major transit systems. I believe KC RRR in Wyandotte County will attract new businesses, as many companies make relocation decisions based on the availability of affordable, efficient and "green" transit systems.

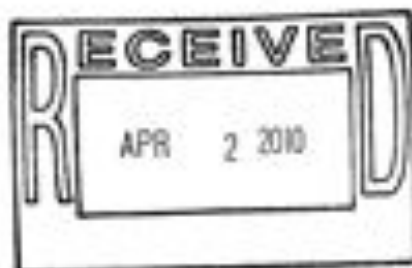
These are among the reasons that I am happy to endorse KC RRR. I feel its fruition will benefit my constituency throughout Wyandotte County as well as the entire Kansas City metro region by making us very attractive to businesses and organizations looking for a permanent place in which to "live, work and play."

Sincerely,

Joe Reardon
Mayor/CEO



THE CHAMBER
Greater Kansas City Chamber of Commerce



The Honorable Mike Sanders
Jackson County Courthouse
415 E. 12th Street
Kansas City, MO 64106

April 1, 2010

Dear County Executive Sanders:

The Greater Kansas City Chamber of Commerce voted on Monday, March 22, 2010, to support your efforts to acquire federal funding to commission an alternative analysis study for your commuter rail proposal. The Chamber believes your innovative approach to create a regional commuter transportation system utilizing existing railroad right of way could greatly improve the quality of life in the region.

The Chamber has long advocated for greater investment in all areas of transportation, including public transportation projects. The alternative analysis study you have requested is an important first step in realizing a comprehensive public rail system that would benefit residents and businesses.

The Chamber Board of Directors unanimously endorsed your application and will continue to collaborate with you on this important effort.

Sincerely,

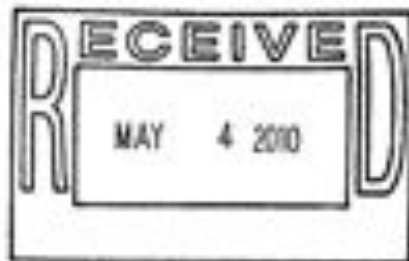
Kristi Smith Wyatt
Interim President

The Chamber. It Works. In Kansas and Missouri.



IBEW Local Union 124

May 3, 2010



Michael D. Sanders, County Executive
Jackson County Courthouse
Suite 200
415 E. 12th St
Kansas City, MO 64108

RE: Kansas City Regional Rapid Rail

Dear Mr. Sanders,

After having seen your Kansas City Regional Rapid Rail presentation, and discussing this unique system with you, I'm confident that this system will help move people from their homes to their jobs. Our organization knows that other local businesses and organizations have shown their support to this plan and we would like to show our support for the project with this letter.

We understand that you recently traveled to Washington to meet with our local and regional representatives to discuss the next steps, with the first step being to pursue funding for an Alternatives Analysis to further investigate the feasibility of Kansas City Regional Rapid Rail and how it can serve our community. We think this is an appropriate next step to complete due diligence.

We are especially excited about the economic revitalization that is possible with Kansas City Regional Rapid Rail and the fact that it is compatible with our other existing and potential circulator modes. It is to this end that Kansas City Regional Rapid Rail is a comprehensive transportation system that can have a positive effect on the citizens, businesses, organizations, cities and counties of this area.

Please let us know how we can help further support Kansas City Regional Rapid Rail and the Alternatives Analysis. We appreciate the time you have placed into developing and presenting this comprehensive transportation system to benefit the Kansas City metropolitan area.

Sincerely,

A handwritten signature in black ink, appearing to read "Terral S. Akins".

Terral S. Akins
Business Manager

TSA:Ita/opelu-320



Labor-Management Council of Greater Kansas City

July 12, 2010

Officers

Co-Chair
Jim Delaney
Vice President
Turner Construction Co.

Terry Akim
Business Manager
I.B.E.W. Local 124

Vice Co-Chair
Eric Rogers
Business Manager
Devator Constructors Local 12

Secretary
David Kendrick
Business Manager
Greater Kansas City Building
and Construction Trades Council

Treasurer
Don Greenwell
President
Builders' Association

Executive Director
Bob Jacobi, Jr

Executive Committee
Donna Birks
President
AFL-CIO Tri-County Labor Council

John Phillips
Partner
Blackwell Sanders Peper Martin

Bridgette Williams
President
Greater Kansas City AFL-CIO

Lois Wright
President
Fire Fighters Local 42

Immediate Past Co-Chairs
Kheesa Karim
Past Executive Director
SMACNA-KC

Kevin Sexton
Business Manager
Plasterers' & Cement Masons
Local 118

Hon. Ray LaHood
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, D.C. 20590

Dear Secretary LaHood,

The Labor-Management Council of Greater Kansas City urges your support for the Mid-America Regional Council (MARC) submission for SAFETEA-LU Alternatives Analysis Program funding from the Federal Transit Administration.

As an association of companies, unions and governments, the Labor-Management Council understands that transportation is critical to economic development and quality of life. The FTA grant would allow for a comprehensive analysis of the Kansas City Regional Rapid Rail proposal that we hope can uniquely address economic development, environmental and quality of life issues in the metropolitan area. The results of such an analysis would be greatly helpful to our ability to move the region forward.

Thank you for your time and consideration as well as your service to our nation. Please feel free to contact us with any questions.

Sincerely,

Bob Jacobi
Executive Director

1100 Berkhurst Road • Kansas City, MO 64116
Phone: (816) 261-1266 • Fax (816) 261-2158 • Email: bob.jacobi@berkhurst.edu
Web: <http://labormanagementkc.ty3pod.com>



**Metro
Mayors'
Caucus**

Platte, Clay, Jackson & Cass Counties
Missouri

EXECUTIVE COMMITTEE

Mayor Kathleen Rose, Riverside
Chair

Mayor Jimmy Odom, Belton
1st Vice Chair

Mayor Don Reimal, Independence
2nd Vice Chair

Mayor Carson Ross, Blue Springs
Immediate Past Chair

Mayor Mark Funikouser, Kansas
City Member

Mayor David Sater, Pleasant Valley
Member

Mayor Juan Alonso, Raymore
Member

Mayor Les Smith, Gladstone
Member

April 23, 2010

To Whom It May Concern:

I am writing as chair of the Metropolitan Mayors' Caucus of the Kansas City Region ("the Caucus"), to advise you of our support for funding of the Transportation Alternative Analysis Application that has been submitted by the Mid America Regional Council ("MARC").

It is critical that we as mayors of the Kansas City Region have sufficient information as to what is required to meet not only the current transportation needs of the region, but the needs of the future that will best serve our citizens and businesses.

The funding of the Application will allow MARC to conduct the study that will help us make the most informed decisions as to what will best serve the region's transportation needs.

We are available as a Caucus to answer any questions or make further statements in support of the Application.

Sincerely,



Kathleen L. Rose
Mayor, Riverside, Missouri
Chair, Metropolitan Mayors' Caucus



NORTHLAND REGIONAL
CHAMBER OF COMMERCE

The mission of the

Northland Regional

Chamber of Commerce

is to enhance

the business community,

economic growth,

and quality of life

in the Northland.

April 27, 2010

Mike Sanders
Prosecutor's Office
Jackson County
415 East 12th Street
Kansas City, MO 64106

Mike,

The mission of the Northland Regional Chamber of Commerce is to enhance the business community, economic growth and quality of life in the Northland. The Northland represents Clay and Platte Counties and approximately 300,000 Missourians. The Northland has experienced many successes and is growing rapidly. Transportation is a priority for the organization and is a key to continued success for the region.

Because of this priority, the Northland Regional Chamber of Commerce supports the preparation of the Alternatives Analysis for the Regional Commuter Rail System. The estimated cost for this is \$4.5 million.

Sincerely,

Sheila Tracy, CCE
President

cc: Frank Weatherford, TranSystems Corporation

634 NW Englewood Road

Kansas City, MO 64116

tel. 816.455.9911

fax. 816.455.9933

www.northlandchamber.com



June 14, 2010

Mike Sanders
Jackson County Executive
415 E. 12th Street
Kansas City, MO 64106

Dear Mike:

The Board of Directors of the Partnership for Community Growth & Development understands the need for infrastructure in order to fully develop and serve a community. Addressing infrastructure needs such as water, sanitary sewer, storm water and transportation will make the difference in community growth.

In April, our Board heard your plan for a rapid rail system. We fully support a federally funded plan. The opportunity to use federal funds to improve our area's transportation system should not be missed. The economic development potential around a rapid rail stop in Liberty would be a great benefit to our community.

Kudos on a common sense plan with costs covered with federal funds. At a time when communities are struggling with financial burdens, using federal funds to build infrastructure and put people to work is an excellent plan. We appreciate your work on behalf of the entire metro area.

Sincerely,

Alicia Stephens
Executive Director

Cc: Jim Terry, TranSystems



Southern Communities Coalition



6103 E. 109th St. Kansas City, Mo. 64134

MAY 24, 2010

MR. JAMES L. TERKY, SR. VICE-PRESIDENT
TRANSSYSTEMS
2400 PERSHING RD., STE. 400
KANSAS CITY, MO. 64108

RE: K.C. REGIONAL RAPID RAIL SYSTEM

The Southern Communities Coalition, an umbrella group consisting of Homes Associations, Neighborhood Groups, Concerned Individuals (approximately 8,000 residents) in the southeast part of the 6th District, after hearing your presentation about the above Rapid Rail System and a Rail Transit Station within or adjacent to our District on Wednesday, May 19th, wholeheartedly support this proposal on all levels.


CAROL MCCLURE,
CO-CHAIRMAN


JERRY DARTER,
CO-CHAIRMAN

CC: MIKE SANDERS, COUNTY EXECUTIVE ✓
JOHN SHARP, 6th DISTRICT COUNCILMAN
CATHY JOLLY, 6th DISTRICT COUNCILWOMAN-AT-LG.
EMANUEL CLEVER, II U.S. CONGRESSMAN
CLAIRE MCCASKILL, U.S. SENATOR



March 18, 2010



Officers

W. Lynn Craighead, Chair
Mike Deppendorf, Vice Chair
Ron Coker, Vice Chair
Brett Gordon, Vice Chair
Charles F. Miller, Secretary
James L. Gegg, Treasurer

Board of Directors

Hugh Andrews
Suzanne Aring
Jonathan E. Baum
Nick Benjamin
John Bennett
Scott A. Berghelm
Rosana Phillips Bonde
Rick Boyd
Larry J. Bridges
Chris Christian
Dan Cohen
Kevin Connor
Kevin Cook
Jim Copelan
Eve Craig
Vincent P. Davis, Jr.
Ava Dickinson
Michael Droge
Stephen D. Dunn
Jeff Dykes
E. Frank Ellis
Warren K. Erdman
Mark R. Faber
John H. Farfield
Mark S. Foster
Debbie Frederiksen
Harvey Filled
Andrew Fry
Sara Gasker
Dana Gibson
Leonard J. Graham
Robert J. Graham
David Grunwald
George Guenther
Michael D. Hagedorn
Skip Johnson
Cristy Kemper III
Jonathan Kasper
Jeff Krum
Bill Lucas
Babette Macy
Robert Mann
Troy Marquis
Cindy Martin
Stephen E. McInnis
Steve McDowell
C. Patrick McLemay
Susan Moore
Fred R. Nelson, Jr.
Frank O. Origo
Karen Orsola
Carol Pincus
Steve Pinn
Jerry Rieardin
David Reese
David Richardson
Katherine Reed
Jerry D. Riffe
Madeline Rumbous
Mark Singsby
Doug Stockman
Stephen K. Taylor
Spencer R. Thomas
Jim Tomlinson
Thomas H. Traben
Jody Trice
Tucker Triller
H. Darby Trotter, PhD
Debra Tupper
Rick Watkins
John Whitford
Thomas R. Willard
George E. Wolf II
Peter Yelton

The Honorable Michael Sanders
County Executive
Jackson County
415 East 12th Street, Suite 200
Kansas City, Missouri 64108

RE: Regional Transit Plan

Dear Mr. Sanders:

The Downtown Council is pleased to support and endorse the Kansas City Regional Rapid Rail proposal. The Downtown Council believes that an effective public transit system is needed to sustain the positive momentum of Downtown development and to grow a healthy, diverse Downtown economy.

Your Regional Rapid Rail proposal will create economic opportunity in Kansas City and will not only increase mobility throughout our urban center, but could serve as the foundation for a future regional system that could spur growth throughout the entire Kansas City region. Additionally, rail offers a "green solution" to our transit needs, taking automobiles off our roads.

We understand that the next step is to perform an Alternatives Analysis to further investigate the feasibility of Kansas City Regional Rapid Rail and how it can serve our community. We appreciate your recognition of the importance of the inclusion of a Downtown Circulator Streetcar System in the Alternatives Analysis. This will be integral to the system's success. We think this is an appropriate next step to complete due diligence and support your efforts to pursue federal funding for this study.

Please let us know how we can help further support Kansas City Regional Rapid Rail. We appreciate your time and commitment to developing a comprehensive transportation system to benefit the Kansas City metropolitan area.

Sincerely,

Bill Dietrich
President/CEO

3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT

RESOLUTION OF THE 3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT (THE "DISTRICT") TO EXPRESS SUPPORT FOR THE KANSAS CITY REGIONAL RAPID RAIL SYSTEM AND APPROVAL OF THE PLACEMENT OF A RAIL TRANSIT STATION WITHIN OR ADJACENT TO THE DISTRICT.

WHEREAS, the District is a public body created under the authority of the "Missouri Community Improvement District Act," Section 67.1401, *et seq.*, Rs Mo., as amended (the "Act") and is transacting business and exercising powers granted by the Act;

WHEREAS, on November 4, 2002 the District adopted Resolution No.: 2002-14 expressing the District's intent to pursue and support sustainable economic development and other beneficial activity within the district;

WHEREAS, the District recognizes that a passenger rail transit system will promote sustainable economic development, revitalization and an enhanced quality of life throughout the Kansas City metropolitan region;

WHEREAS, a passenger rail line and rail transit station which connects the District to the region will encourage economic development and business opportunities within the District, help retain existing business and promote the general welfare of the District and the surrounding community;

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the District:

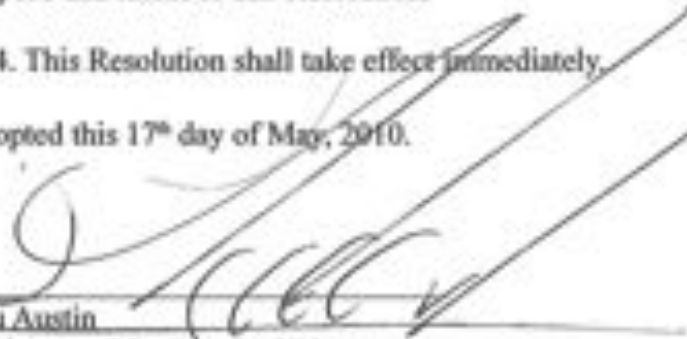
1. That the District supports the planning, construction and implementation of the Kansas City Regional Rapid Rail System.

2. That the District approves the placement of the South Line across the District together with a rail transit station, provided such line and station are fully compatible with the development plan for the District and approved by the developer of such plan.

3. The Chairman is authorized and directed to take any further action necessary to carry out the purpose and intent of this Resolution.

4. This Resolution shall take effect immediately.

Adopted this 17th day of May, 2010.


Erin Austin
Chairman of the Board of Directors



3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT

RESOLUTION OF THE BOARD OF DIRECTORS ("BOARD OF DIRECTORS") OF THE 3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT ("DISTRICT") EXPRESSING SUPPORT FOR AN ALTERNATIVE STUDY ANALYSIS FOR THE KANSAS CITY REGIONAL RAPID RAIL TRANSIT SYSTEM.

WHEREAS, the District, was formed on July 7, 2002, by Ordinance Number 020753, and amended by Ordinance Number 050769 on July 3, 2005 adopted by the City Council, is a public body created under the authority of the "Missouri Community Improvement District Act, "Section 67.1401, *et seq.*, R.s. Mo., as amended (the "Act") and is transacting business and exercising powers granted by the Act;

WHEREAS, on November 4, 2002 the Board of Directors adopted Resolution No.: 2002-14 expressing the District's intent to pursue and support sustainable economic development and other beneficial activity within the District;

WHEREAS, the Board of Directors on January 1, 2009 adopted Resolution No.: 2009-01 expressing support for a Regional Transit system;

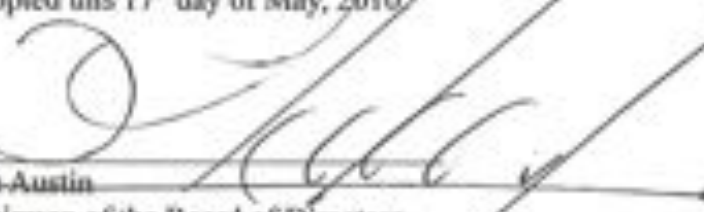
WHEREAS, the Board has determined that a regional rapid rail system would be beneficial to the District and to the South Kansas City Community;

WHEREAS, Section 67.1451 of the Act authorizes the Board of Directors to act on behalf of the District;

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the District:

1. That the District supports procurement of Federal funding to implement an "alternative analysis" study for the Kansas City Regional Rapid Rail System.
2. The Chairman is authorized and directed to take any further action necessary to carry out the purpose and intent of this Resolution.
3. This Resolution shall take effect immediately.

Adopted this 17th day of May, 2010.


Leo Austin
Chairman of the Board of Directors



3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT

RESOLUTION OF THE BOARD OF DIRECTORS ("BOARD OF DIRECTORS") OF THE 3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT ("DISTRICT") AUTHORIZING FUNDING FOR A RIDERSHIP AND SUSTAINABLE ECONOMIC DEVELOPMENT STUDY OF THE SOUTH LINE SEGMENT OF THE KANSAS CITY REGIONAL RAPID RAIL INITIATIVE.

WHEREAS, the District, was formed on July 7, 2002, by Ordinance Number 020753, and amended by Ordinance Number 050769 on July 3, 2005 adopted by the City Council, is a public body created under the authority of the "Missouri Community Improvement District Act," Section 67.1401, *et seq.*, R.s. Mo., as amended (the "Act") and is transacting business and exercising powers granted by the Act;

WHEREAS, on November 4, 2002 the Board of Directors adopted Resolution No.: 2002-14 expressing the intent to pursue and support sustainable economic and other beneficial activity within the District;

WHEREAS, the Board of Directors on January 1, 2009 adopted Resolution No.: 2009-01 expressing support for a Kansas City Regional Rapid Rail Transit system;

WHEREAS, the Board of Directors has determined that a regional rapid rail system would be beneficial to the District and to the South Kansas City Community;

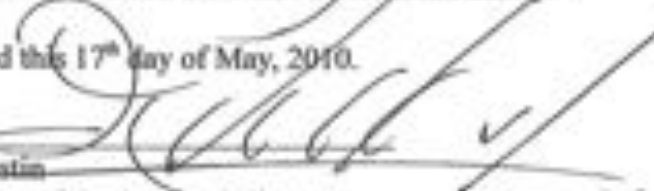
WHEREAS, the Board of Directors in furtherance of its support of a Regional Rapid Rail system has determined a ridership and sustainable economic development study for the South line of the Regional Rapid Rail would be of benefit to the District and to the South Kansas City Community;

WHEREAS, Section 67.1451 of the Act authorizes the Board of Directors to act on behalf of the District;

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the District:

1. That the District actively support, along with other stakeholders, a ridership and sustainable economic development study for the South line of the Kansas City Regional Rapid Rail system.
2. That the District allocate \$15,000.00 from unappropriated funds to a reserve account for a ridership and sustainable economic development study of the South Line of the Kansas City Regional Rapid Rail system.
3. That any payment from the this reserve account shall be approved by the the Board of Directors of the District.
4. The Chairman is authorized and directed to take any further action necessary to carry out the purpose and intent of this Resolution.
5. This Resolution shall take effect immediately.

Adopted this 17th day of May, 2010.


Lisa Austin
Chairman of the Board of Directors



KANSAS CITY
regional transit

A L L I A N C E

CITIZENS FOR EFFECTIVE,
SENSIBLE & MODERN TRANSIT

April 27, 2010

Jackson County Executive Mike Sanders
Jackson County Courthouse
415 East 12th Street
Kansas City, MO 64106

Mr. Sanders:

The Kansas City Regional Transit Alliance supports Jackson County's efforts to seek funding for the region's Regional Rapid Rail alternatives analysis. The area is fortunate to have your leadership on a subject matter that elicits great amounts of passion from different perspectives.

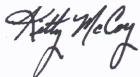
If we can come together as a region for the start of a multi-modal transit network, the strategic result will combine several modes of public transit for a successful implementation. This will no doubt include the integration of buses, bus rapid transit, and streetcars.

By working with the Mid America Regional Council (MARC), the Kansas City Area Transportation Authority (KCATA), and various surrounding municipalities, the area stands to satisfy the public needs we continue to hear from transit dependents, young professionals, and seniors.

We need to start somewhere that can reasonably and cost effectively satisfy the need for better accessibility to education, employment, and entertainment and initial presentations regarding commuter rail appear to tie the region together for what could become a holistic regional transit network.

Good luck with the case for an alternatives analysis and we look forward to working together to expand, enhance, and improve the public transit landscape.

Sincerely,



Kitty McCoy, Chair

Kansas City Regional Transit Alliance
1000 Walnut Street, Suite 224
Kansas City, MO 64105
(816) 471-6808

6/29/10

June 8, 2010

County Executive Michael D. Sanders
Jackson County Courthouse
Suite 200
415 E. 12th St
Kansas City MO 64106

RE: Kansas City Regional Rapid Rail

Dear Mr. Sanders,

After having seen your Kansas City Regional Rapid Rail presentation, and discussing this unique system with you, I'm confident that this system will help move people from their homes to their jobs. Our organization knows that other local businesses and organizations have shown their support to this plan and we would like to show our support for the project with this letter.

We understand that you recently traveled to Washington to meet with our local and regional representatives to discuss the next steps, with the first step being to pursue funding for an Alternatives Analysis to further investigate the feasibility of Kansas City Regional Rapid Rail and how it can serve our community. We think this is an appropriate next step to complete due diligence.

We are especially excited about the economic revitalization that is possible with Kansas City Regional Rapid Rail and the fact that it is compatible with our other existing and potential circulator modes. It is to this end that Kansas City Regional Rapid Rail is a comprehensive transportation system that can have a positive effect on the citizens, businesses, organizations, cities and counties of this area.

Please let us know how we can help further support Kansas City Regional Rapid Rail and the Alternatives Analysis. We appreciate the time you have placed into developing and presenting this comprehensive transportation system to benefit the Kansas City metropolitan area.

This is SO very IMPORTANT to the Economic Development of Southern Kansas City. We are urging you to get the work done so that it can be on the November 2010 Ballot.

Sincerely,

Ruskin Heights Homes Association

Anthony P. [Signature] President _____

Eva [Signature] Vice-Pres _____

[Signature] Sec _____

Regina L. [Signature] Treas _____

July W. Mitchell _____

[Signature] _____

[Signature] _____

6/29/10

June 8, 2010

County Executive Michael D. Sanders
Jackson County Courthouse
Suite 200
415 E. 12th St
Kansas City MO 64106

RE: Kansas City Regional Rapid Rail

Dear Mr. Sanders,

After having seen your Kansas City Regional Rapid Rail presentation, and discussing this unique system with you, I'm confident that this system will help move people from their homes to their jobs. Our organization knows that other local businesses and organizations have shown their support to this plan and we would like to show our support for the project with this letter.

We understand that you recently traveled to Washington to meet with our local and regional representatives to discuss the next steps, with the first step being to pursue funding for an Alternatives Analysis to further investigate the feasibility of Kansas City Regional Rapid Rail and how it can serve our community. We think this is an appropriate next step to complete due diligence.

We are especially excited about the economic revitalization that is possible with Kansas City Regional Rapid Rail and the fact that it is compatible with our other existing and potential circulator modes. It is to this end that Kansas City Regional Rapid Rail is a comprehensive transportation system that can have a positive effect on the citizens, businesses, organizations, cities and counties of this area.

Please let us know how we can help further support Kansas City Regional Rapid Rail and the Alternatives Analysis. We appreciate the time you have placed into developing and presenting this comprehensive transportation system to benefit the Kansas City metropolitan area.

This is SO very IMPORTANT to the Economic Development of Southern Kansas City. We are urging you to get the work done so that it can be on the November 2010 Ballot.

Sincerely,

Fairlane Homes Association

Michael Badstuber President Fairlane Homes Assoc

[Signature] [603-0 200] Vice-Pres _____

Estelle Jenkins Sec _____

John W. Westman Treas _____

Barbara Cloddy _____ John Keeler

Alison Strick _____ James F. Gray