

Kansas City Regional Multimodal Transportation Priorities

The greater Kansas City region is a pinnacle community for growth, development, and workforce attraction. Our diverse community is positioned to grow exponentially in the next three years as we attract major economic development projects regionwide, open a new world class air terminal, host the FIFA World Cup, and work to develop world class infrastructure throughout our region.

Well-planned, connected, state-of-the-art, fully funded transportation infrastructure is imperative for the inclusive growth of the bistate region as we work to connect residents to jobs, education, and healthcare and connect business to workforce and the marketplace. To achieve this, the Kansas City region needs a set of region-wide transportation infrastructure/ transit priorities.

Partners across our two states have helped the KC Chamber to identify multimodal transportation priorities to be used for developing a long-term regional funding framework and strategy to advance mobility in our diverse region. This is what we learned.

REGIONAL TRANSPORTATION PRIORITIES

A. MO-92 Enhancements Connecting Centennial Bridge to Kearney, MO

Improve and Expand MO-92 from Leavenworth to Kearney including additional bike, pedestrian and vehicle lanes to move goods and services across the Northland sector of the region.

Estimated Cost: \$185,000,000

B. I-435/State Avenue Diverging Diamond Interchange in Kansas City, KS

Reconstruct key interchange into diverging diamond interchange to ease congestion and improve safety.

Estimated Cost: \$32,000,000

C. KC Connect Bi-State River Bridge Replacement in Kansas City, KS and Kansas City, MO

Replace existing bridge over Kansas River with similar structure on parallel offset alignment. Reconstruct Kansas Avenue and Avenida Cesar Chavez corridors to Complete Street standards. Improve ADA, pedestrian, bicycle, and multi modal accommodations along entire project length.

Estimated Cost: \$120,400,000

D. K-10 Corridor Expansion & Gateway Project Reconstruction in Johnson Co., KS

Expand K-10 Corridor from K-7 to I-435 and reconstruct the I-435/I-35/K-10 interchange to improve safety, congestion and increase mobility and connectivity.

Estimated Cost: \$250,000,000

E. I-35 Corridor Improvements from Old 56 Highway to 119th in Olathe, KS

The I-35, Santa Fe and Old 56 Highway Corridor Improvements will improve traffic operations and safety on I-35 from Old 56 Highway to 119th Street and on the major arterial of Santa Fe Street in the city of Olathe, Kansas.

Estimated Cost: \$180,000,000

F. Highway 69 Improvements & Expansion, 151st TO 179th St. in Overland Park, KS

Improve Highway 69 and reconstruct key interchanges from 151st to 179th Street as an extension of the Hwy 69 expansion to be funded by express toll lanes. Expand Highway from 179th to 151st Street.

PARTIALLY FUNDED

G. I-49 Corridor Improvements & Expansion in South Jackson & North Cass Counties

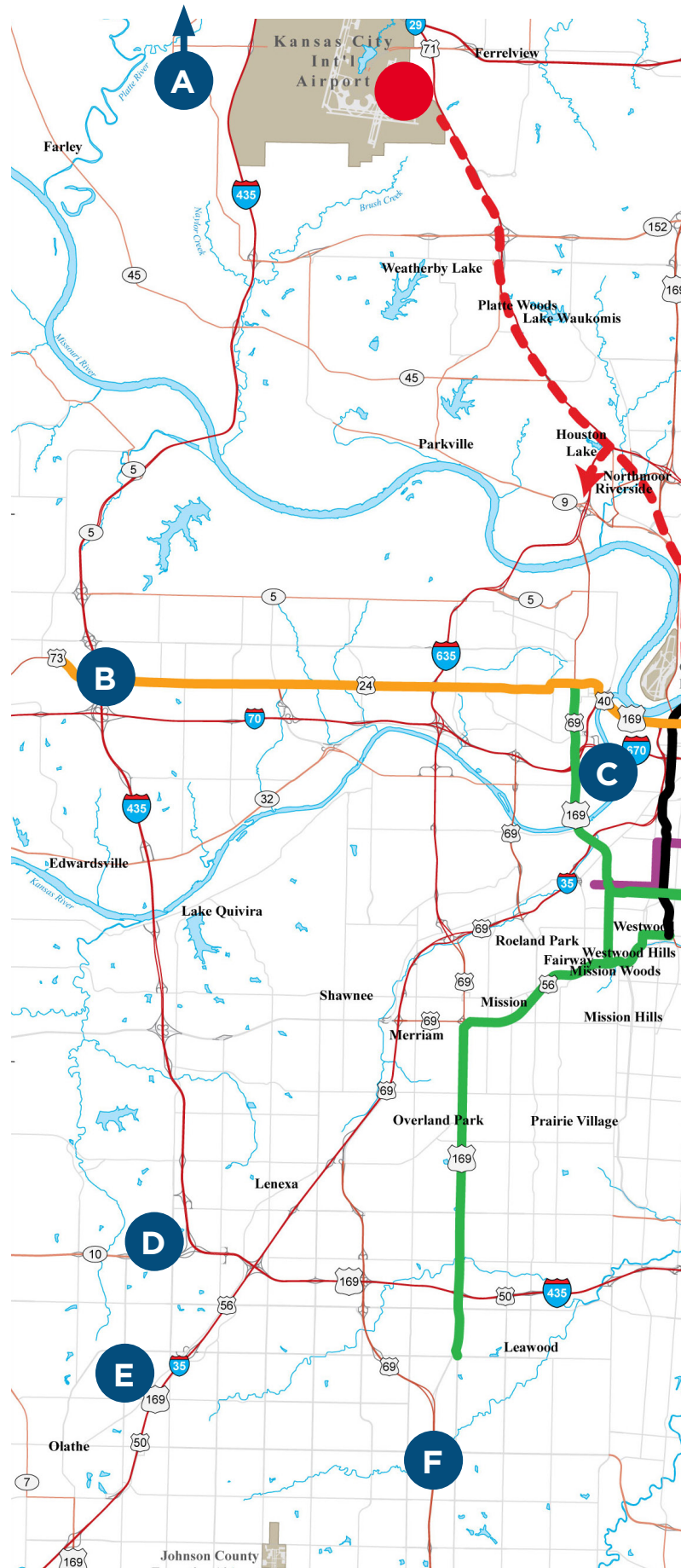
Expand third lane south from Grandview (155th St. Intersection) to North Cass Parkway intersection south of Belton.

PARTIALLY FUNDED

H. US-71 Safety & Community Connectivity Improvements in Kansas City, MO

Create safe, accessible, and non-motorized travel routes traversing the corridor between 85th St. and Martin Luther King Jr. Boulevard.

Estimated Cost: \$110,000,000



*Cost estimates are based on order of magnitude and p



I. I-70 Corridor Improvements and Expansion Between I-670 & I-470 in Kansas City, MO

To accommodate traffic, construction will focus on operational and safety improvements such as ramp metering, hard shoulders, and bridge and pavement enhancements.

Estimated Cost: \$276,000,000

J. Missouri River Terminal Project at I-435, Wilson Rd. & KC Terminal Rail Road in Kansas City, MO

Project to bring road, rail and waterway intermodal and freight movement to single location for trans loading and distribution.

K. I-35/I-29 Interchange Improvements in Kansas City, MO

Improve safety and reduce congestion by adding auxiliary lanes and improve acceleration and deceleration lanes.

Estimated Cost: \$174,000,000

KC Streetcar North Rail Expansion

Streetcar expansion over the Missouri River to connect the existing downtown streetcar system with the rapidly growing northland, City of North Kansas City, and KC North beyond.

Estimated Costs: \$1,000,000 (Advanced Planning and Environmental) \$400,000,000 (Capital)

KC Streetcar Midtown East-West Expansion

Develop an east-west Streetcar corridor along 39th Street and Linwood Boulevard, connecting the KU Medical Center Complex in Kansas and employment centers in Eastern Jackson County, Missouri.

Estimated Cost: \$5,000,000 (Advanced Planning, Environmental & Project Development) \$800,000,000 (Capital)

Fast and Frequent Ride KC Expansion Projects

Develop and expand multimodal service to better connect passengers to jobs, healthcare, and childcare with possible focus on State Ave.; 31st/Rock Island to Stadiums; Metcalf and Downtown OP; Burlington/North Oak; Independence Ave.; MLK Jr. Blvd, 75th St.; and 7th St.

Bistate Sustainable Reinvestment Corridor

Development of east-west high-capacity transit corridor from Village West in Wyandotte Co. through downtown Kansas City, MO to Independence, MO, reducing emissions and enhancing transit, bike, pedestrian, and traffic signal infrastructure and improving access to sustainable mobility options including EV charging stations.

Estimated Cost: \$100,000,000

KCI Airport High Capacity Rapid Transit Service

Develop new regional transit service providing direct connection between Downtown Kansas City and other major hubs throughout the region and KCI Terminal.

Various studies underway

Streetcar Spine

The existing 2.2 miles downtown starter line in addition to currently funded projects to extend the line south from Union Station to UMKC, and north from the City Market to Berkley Riverfront Park.

PROGRAMMATIC OPPORTUNITIES

Expanded On-Demand/Micro Transit Connecting Residents to Jobs, Healthcare, and Education Throughout Metro

RideKC system expansion to add capacity and improve transit opportunities to move workforce members to jobs in employments centers such as Panasonic in De Soto, KS, manufacturing center in Edwardsville, KS and Jobs Centers around KCI and to offer additional flexible service to better connect residents throughout the bi-state region to healthcare, education, childcare and jobs.

Sustainable, Zero Emissions Fleet Conversion

Updating Regional bus fleet to reduce emissions and costs while improving rider experience and attracting increased ridership.

Estimated Cost: \$1M per bus including infrastructure & training (2-year lead time on delivery)

Bi-State Shared Use Mobility Expansion & Renewal

Renew and replace bike share system, expand mobility network, and introduce new technologies to the bike and pedestrian system throughout the metro.

Estimated Cost: \$7,400,000

Vision Zero KC: Safe, Healthy, and Equitable Streets for All

Vision Zero is a concept that embraces a transformative mindset and approach to making all roads safe for all users. Vision Zero aims to create a transportation system where no one is killed or seriously injured. Integrating a Vision Zero mindset into traffic safety activities requires a long-term commitment from a range of stakeholders. In May 2020, the City of Kansas City, Missouri passed the Vision Zero resolution to eliminate traffic fatalities and serious injuries on our streets by 2030, while increasing safe, healthy, equitable mobility for all.



Thank You, KC Chamber Transportation Sponsors!



Enterprise Holdings • Kansas City Area Transportation Authority • T-Mobile
The University of Kansas Health System • Trekk Design Group

The regional transportation infrastructure priorities outlined in this document have been studied, researched, vetted, and approved through an extended process with a broad group of regional transportation stakeholders in Missouri and Kansas led by KC Chamber Transportation Steering Committee co-chairs Burns & McDonnell and HNTB. The set of priorities is a living document and is eligible for review and editing throughout the year and at a minimum on an annual basis.