

# **Total Transportation Policy Committee meeting**

July 16, 2024

Item #1

## **Welcome and introductions**

**Zoom attendees, please:**

- **Sign into the chat box to register your attendance.**
  - **Use your full name for your screen name.**
  - **Mute your microphones unless speaking to the group.**
  - **Turn on your cameras when speaking to the group.**
  - **Type questions in the chat box.**
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Item #2

## **VOTE:** June 18, 2024, Meeting Summary

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Item #3

**VOTE:** 2024 3rd Quarter Amendment to the 2024-2028  
Transportation Improvement Program

Presenter: Marc Hansen, MARC

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Item #4

# **VOTE: 2024 Unified Planning Work Program – Amendment #4**

Presenter: Marc Hansen, MARC

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Item #5

**VOTE: CKC2050 MTP Amendment #8**

Presenter: Martin Rivarola, MARC

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# MTP Amendment #8

## Connected KC 2050



I-70 Corridor Blue Springs to Bates City (MO)

Source: [connectedkc.org](http://connectedkc.org)

### Amend Project 1466 I-70 Capacity Expansion Project (Mo Rt 7 to Mo Rt F)

- Amend eastern limits of project to Jackson/Lafayette County line
- Amend project costs to \$150 M
- List as “high priority financially constrained” project

# I-70 Capacity Expansion Project (Mo Rt 7 to Mo Rt F) MTP amendment request

**Sponsor:** Missouri Department of Transportation

**Cost:** \$150 million (2025)

## **Financial Capacity:**

- Project awarded non-federal construction funds by State of Missouri & moving towards near-term construction
- Part of the broader “Improve I-70” project, which seeks to “construct, reconstruct, rehabilitate and repair three lanes in each direction from Blue Springs to Wentzville”.

<https://www.modot.org/improvei70/home>

- These funds are considered **new** and **additional** non-federal funds. Therefore, sufficient financial capacity exists to support this plan amendment.



# **MTP Amendment #8 Connected KC 2050**

**Amendment #8 released for public review and comment:**

One (1) received comment

Comment and proposed response in packet

**RECOMMENDATION:**

Approve *Connected KC 2050* Amendment #8

Item #6

# **VOTE: 2025-2027 Disadvantaged Business Enterprise (DBE) Goal**

Presenter: Darryl Fields, MARC

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Item #7

# **REPORT: Peer Regions Transit Report**

Presenter: Martin Rivarola, MARC

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# PEER REGIONS TRANSIT REPORT SUMMARY

**MARC TTPC**  
**July 16, 2024**



## PEER REGIONS TRANSIT REPORT SUMMARY

Mid-America Regional Council  
Transportation Department

**MARC**  
MID-AMERICA REGIONAL COUNCIL

- The **Peer Regions Transit Report** was created in 2011 to:
  - Support work by Johnson County's Transit Funding Task Force (START)
  - Aid in ongoing discussions regarding the development of a strategy for regional transit investment in Kansas City.
- Updates were made in 2014, 2018, and 2023

- Distinct goal of this update is to measure pandemic-related effects on transit operations and help measure the impact on our region against others.
- Data sources include National Transit Database (NTD), American Community Survey (ACS), peer transit agencies survey, local government budget information and transit agency websites.

# REGIONS REVIEWED

- **Peer Regions**

- Cincinnati, OH
- Columbus, OH
- Indianapolis, IN
- Louisville, KY
- Memphis, TN
- Milwaukee, WI
- Nashville, TN
- Oklahoma City, OK\*
- Pittsburgh, PA<
- St. Louis, MO

- **Aspirational Regions**

- Austin, TX>
- Charlotte, NC>
- Denver, CO
- Minneapolis, MN

\*: Added to this update  
<: Moved from Aspirational to Peer  
>: Moved from Peer to Aspirational



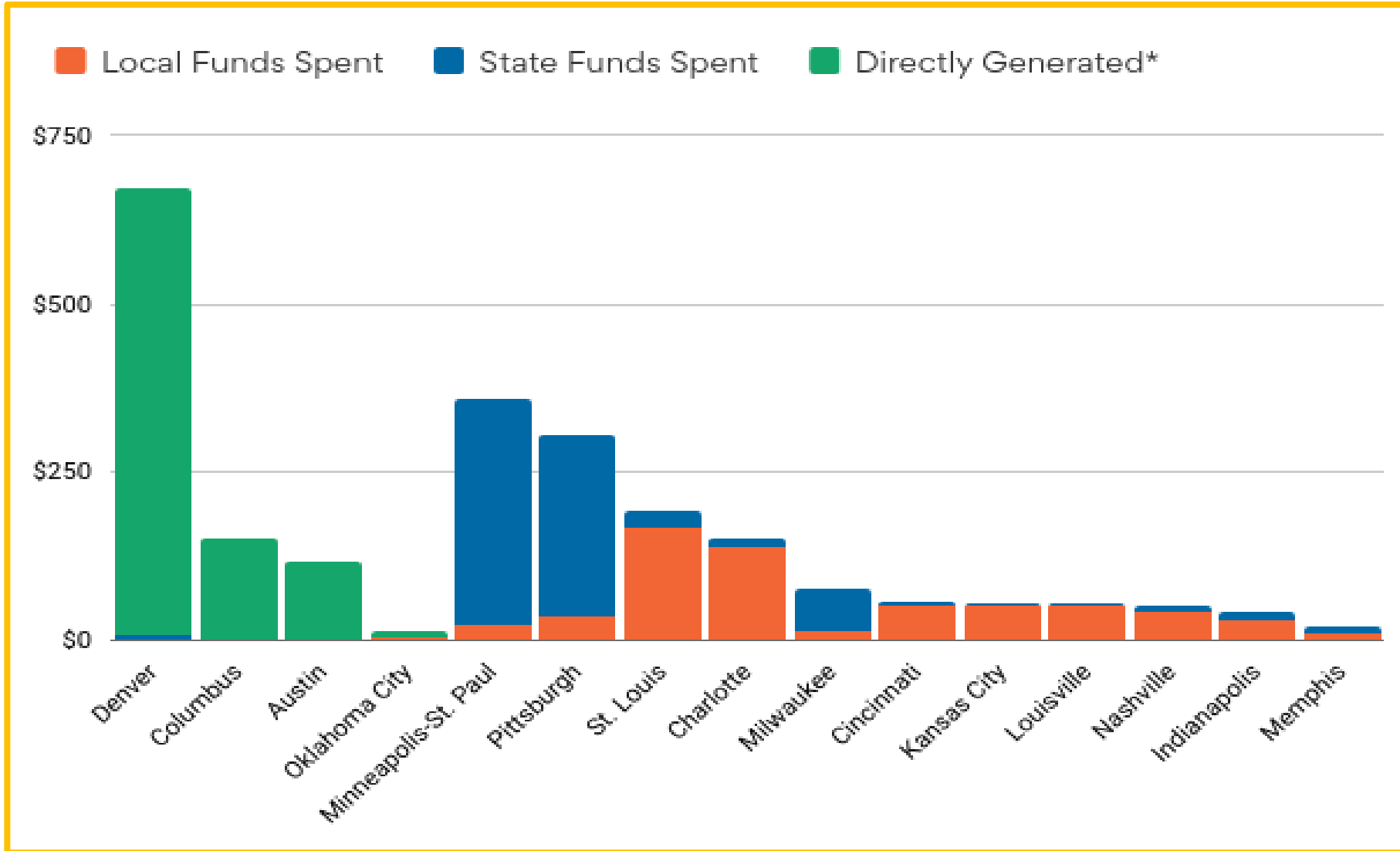
# STATE AND LOCAL FUNDING PER CAPITA

- In 2022, Kansas City transit agencies spent **\$46.53 per person** in operating funds generated from state and local sources, ranking 12th out of 15 UZAs.
  - Down from **\$59.51 in 2016\***.
- Minneapolis, Pittsburgh and Milwaukee UZAs receive much of their operating funding from their respective states.
- Columbus, Denver and Austin receive much of their funding from fares and directly generated revenue (such as regional or county-wide funding models)

\* adjusted for inflation

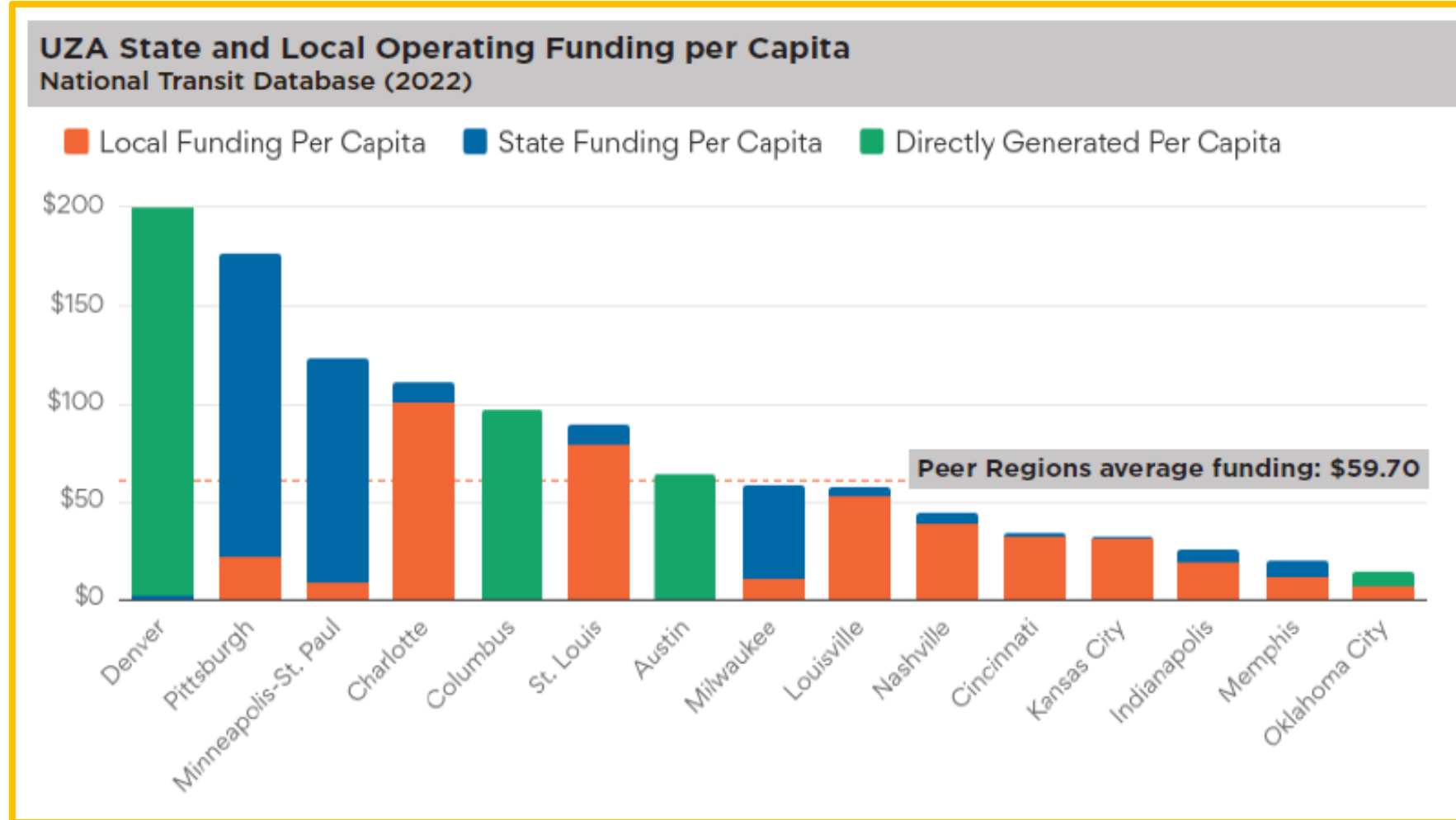


# STATE AND LOCAL FUNDING EXPENDED



# STATE AND LOCAL FUNDING PER CAPITA

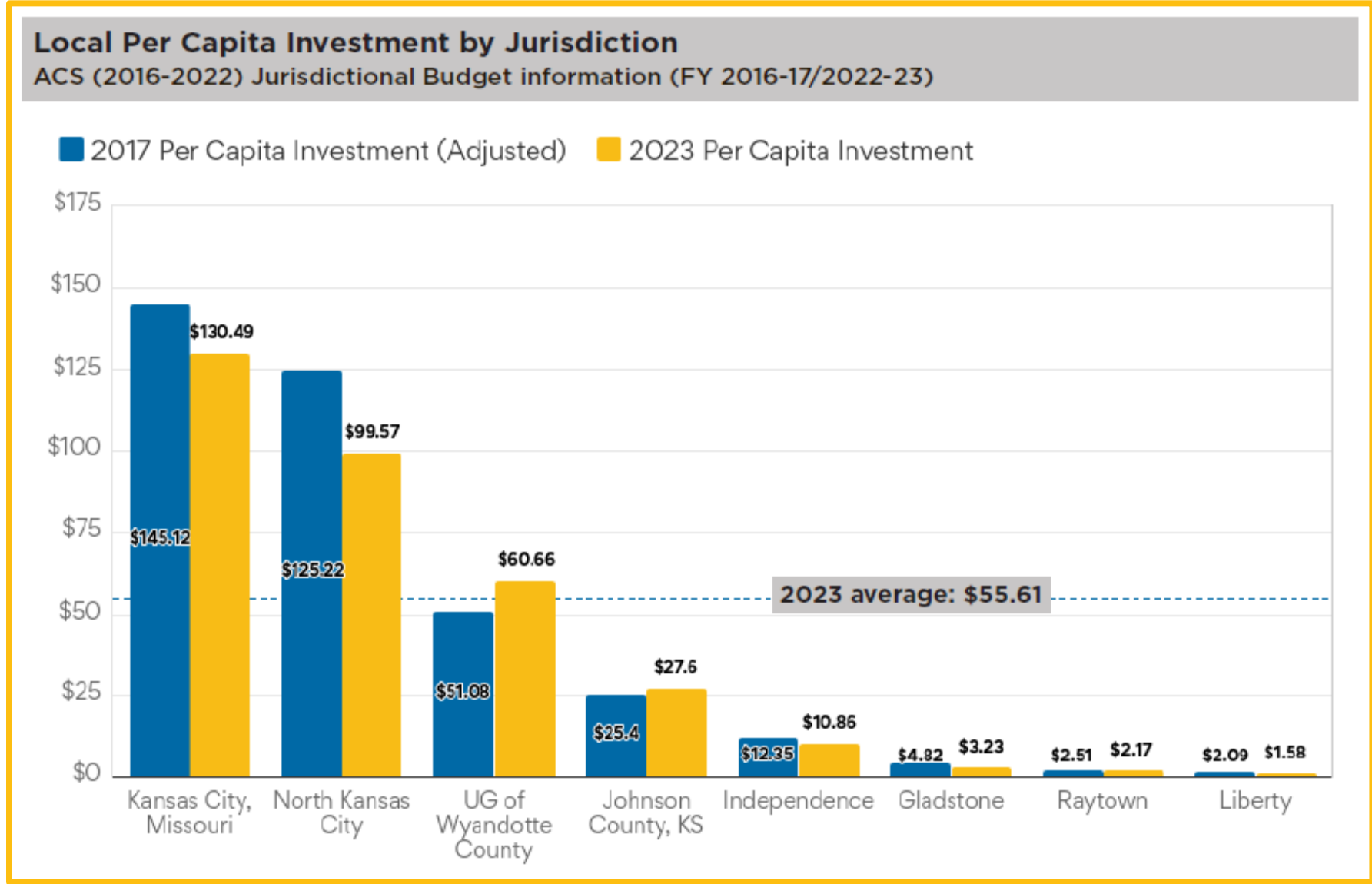
- The average combined state and local per capita operating funding for peer UZAs, including Kansas City, is \$59.70 per capita.
- The average combined state, local and directly generated revenues per capita for aspirational regions is \$138.34.



- In 2021, the Kansas City UZA spent \$1.39 million in state operating funding, ranking 10 out of 15 peer and aspirational UZAs
  - Down from \$2.6 million in 2016
- Kansas agencies spent \$986,182 of this total, while Missouri spent \$403,312
- Below the median of peer cities of \$8.7 million, while aspirational cities on average received \$148 million

# LOCAL INVESTMENTS

- In 2023, the contributing jurisdictions in the Kansas City region averaged \$55.61 per capita on transit services.
- Locally, Kansas City, Missouri, had the highest contribution with \$130.49 in local investment per capita.



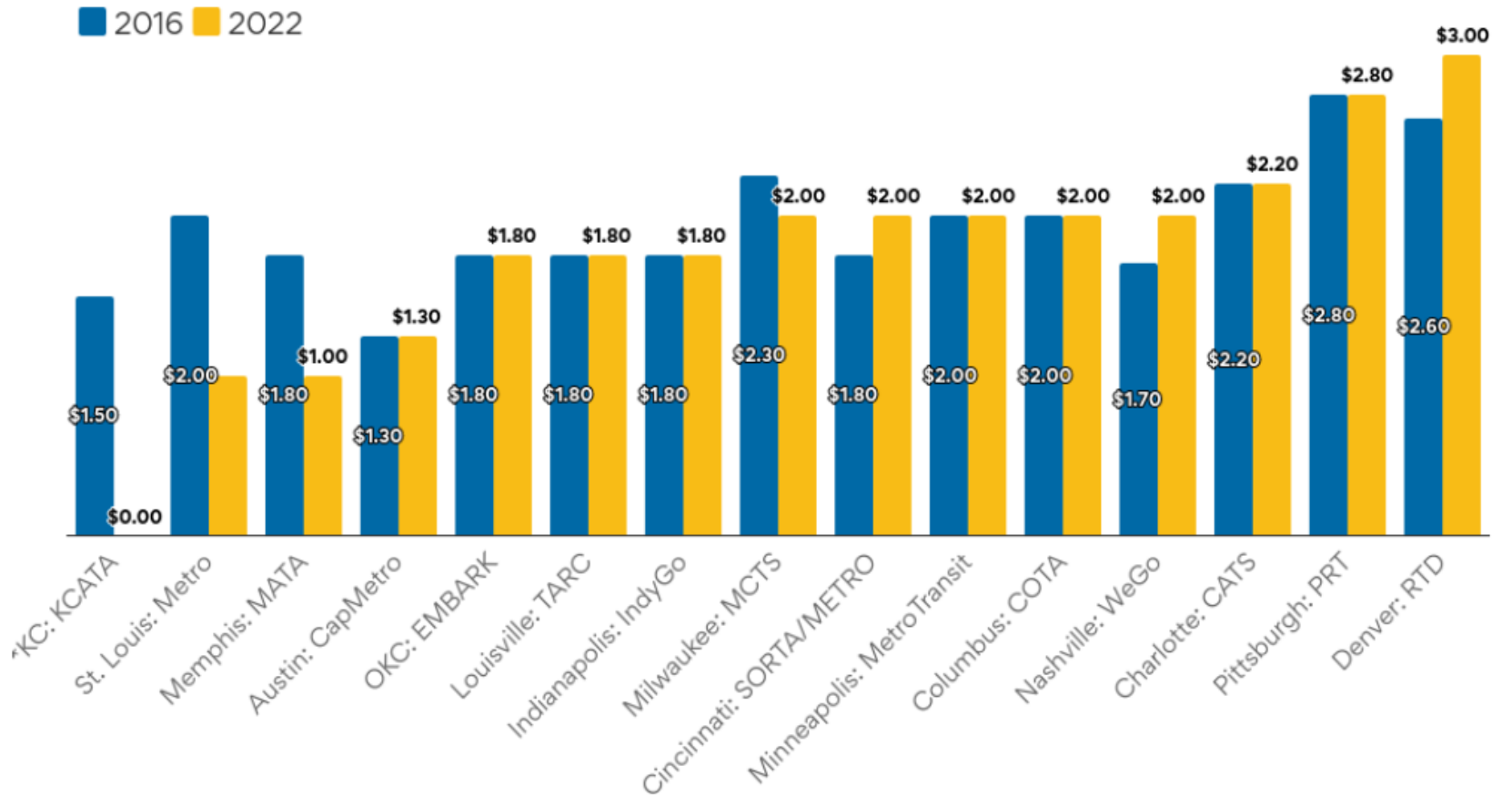
# OTHER TRANSIT REVENUES

- **Austin:** 1 percent sales tax on service area members
- **Cincinnati:** A permanent, 0.8 percent countywide sales tax levy passed in 2020 to replace City of Cincinnati-based payroll tax, with 25 percent of the taxes collected going towards sidewalks, road, and bridge repairs along transit routes
- **Columbus, Ohio:** 1/4 percent permanent sales and use tax on voters in the COTA service area, as well as an additional 1/4 percent temporary sales tax with a ten-year renewal passed in 2016
- **Denver:** 1 percent sales and use tax in the regional transportation district

# FARE COMPARISON

- KCATA is the only primary agency with a fare-free system as of 2023. Other agencies provide a few free routes or modes such as streetcars.
- Metro Transit in Minneapolis utilizes rush hour pricing at busier times each weekday.
- RTD in Denver uses zone and distance-based fares, with fare prices increasing as the trip distance increases.

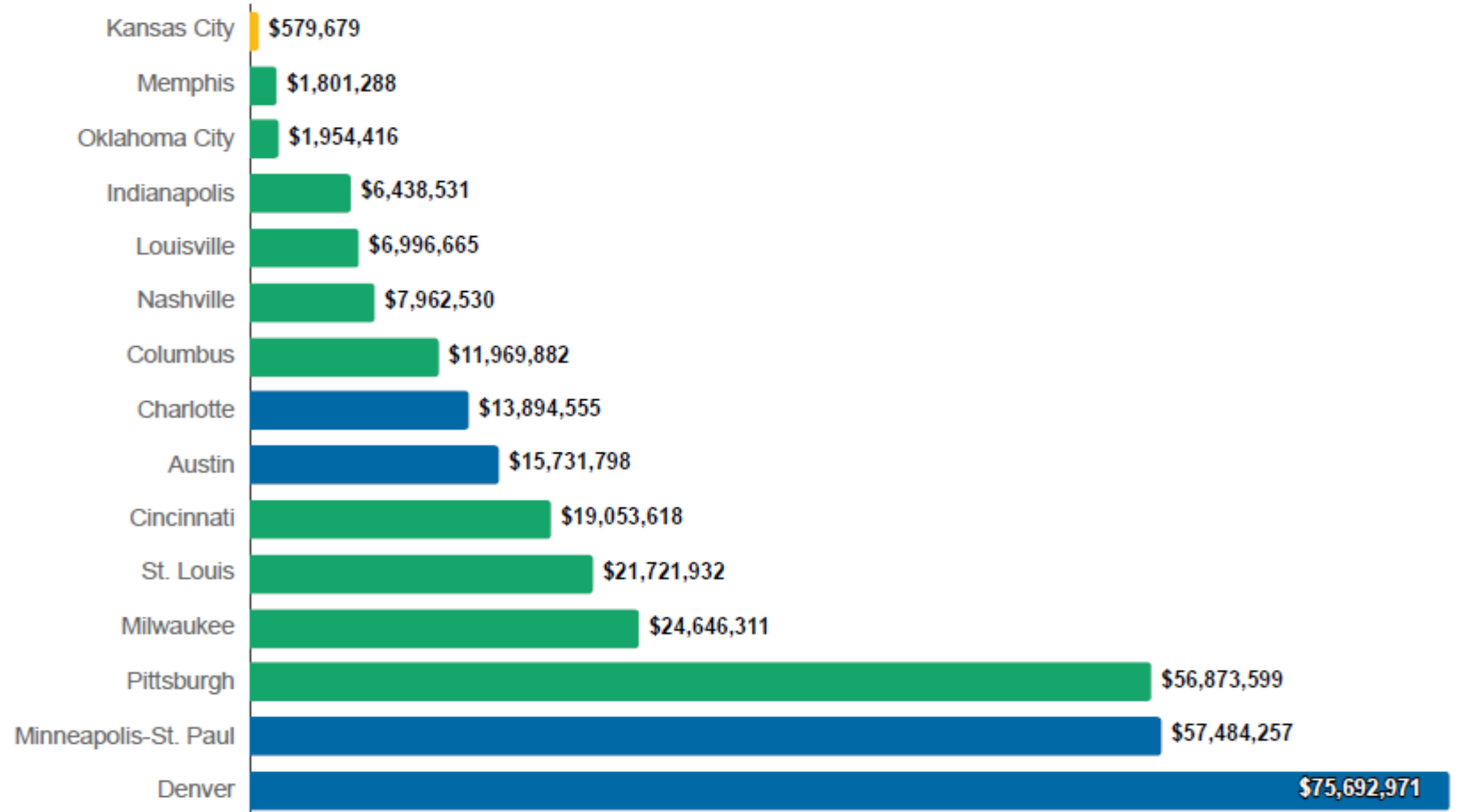
Single Ride Bus Fare by Primary Agency  
Agency Websites (2016/2022)



# FARE REVENUE

- St. Louis Metro has free fare for low income (household income of \$69,000 per year or less) riders under 25 years old until the end of 2024.
- Austin offers free passes for those registered as homeless with HMIS (Homeless Management Information System).
- Milwaukee, Pittsburgh, and others offer free ridership through colleges and universities to students.

Fare Revenues by UZA  
National Transit Database (2022)



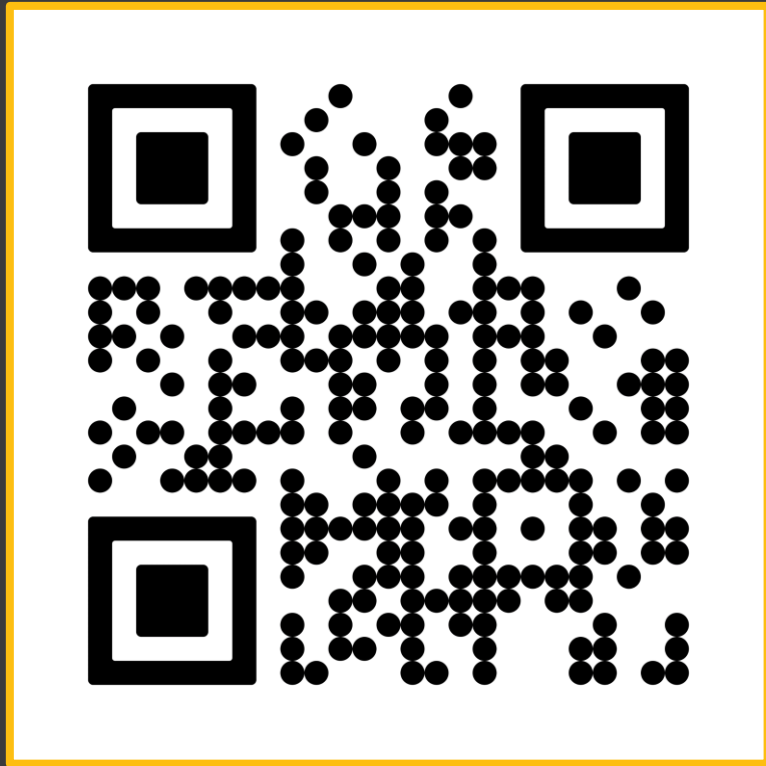
- KCATA was the 5th-highest transit system ridden out of 11 peer primary agencies, and 8th out of all 15 agencies.
- While ridership decreased 26 percent since 2018, this decrease in ridership is among the smallest decreases compared to other agencies.
- The median decrease amongst all peer and aspirational primary agencies was 52.8 percent.

Annual Ridership by Primary Agency			
UZA	2016	2022	% change
Austin	31,048,807	20,417,077	-34
Charlotte	26,248,940	12,640,017	-52
Cincinnati	15,566,731	9,847,273	-37
Columbus	18,827,815	10,275,316	-45
Denver	103,340,797	61,284,680	-41
Indianapolis	9,494,784	5,751,302	-39
Kansas City	14,220,399	10,572,362	-26
Louisville	14,087,286	5,341,409	-62
Memphis	7,762,476	2,976,709	-62
Milwaukee	40,709,350	18,849,230	-54
Minneapolis-St. Paul	82,624,619	38,794,641	-53
Nashville	9,915,984	6,370,413	-36
Oklahoma City	3,265,299	2,512,635	-23
Pittsburgh	63,823,513	32,328,532	-49
St. Louis	44,046,960	18,508,770	-58



- Final report will break the data and information in the summary down by mode and in some cases smaller local agencies.
- Other additional data in the full report:
  - 2000-2021 VRM, VRH, and ridership, and fare revenue
  - Funding breakout by source (local, state, federal, assistance)
    - Bar graph comparing to other agencies
  - Revenue collected from local and regional taxation, state credits, and other revenue sources
  - Breakdown of survey results about funding and transit planning responses
- Executive Summary here:
  - [www.marc.org/transportation/plans-and-studies/peer-regions-transit-report](http://www.marc.org/transportation/plans-and-studies/peer-regions-transit-report)

# READ THE FULL SUMMARY



## QUESTIONS?

A central graphic on a dark grey background features a white city skyline icon. This central icon is connected by white lines to ten circular icons, each representing a different transit mode: a train, a bicycle, a trolley, a bus, a wheelchair, a car, a traffic light, a streetcar, a tram, and a light rail vehicle. The entire graphic is enclosed in a yellow border.

**PEER REGIONS  
TRANSIT REPORT  
SUMMARY**

Mid-America Regional Council  
Transportation Department

**MARC**  
MID-AMERICA REGIONAL COUNCIL

Item #8

# **REPORT:** Electric Vehicle Readiness Plan Update

Presenter: Karen Clawson, MARC

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# Kansas City Regional Electric Vehicle (EV) Readiness Plan

Total Transportation Policy Committee

July 16, 2024

# Anticipated Outcomes

- The final KC Regional EV Readiness Plan will:
  - **Respect** the need to decrease Greenhouse Gas (GHG) emissions
  - **Complement** electrification strategies described in the regional Climate Action Plan, Clean Air Action Plan, Connected KC 2050, and other local plans
  - **Leverage** the region's position as an electrification hub
  - **Support** EV use as a mode of clean transportation and grow the market



# Regional EV Readiness Plan Deliverables

- **Identify locations** for new charging infrastructure
- Prioritize recommendations for **policies/programs** to lower barriers
- Develop a **roadmap to help municipalities** deploy EV charging infrastructure and pursue funding options
- Support **grant applications** with data and information



# Intended Audience for the Plan

- ✓ Municipalities
- ✓ Counties
- ✓ School districts and institutional uses
- ✓ Multifamily developments
- ✓ Utility providers
- ✓ Commercial and industrial areas
- ✓ General public

# Stakeholder Engagement





# Electric Vehicle Readiness Planning

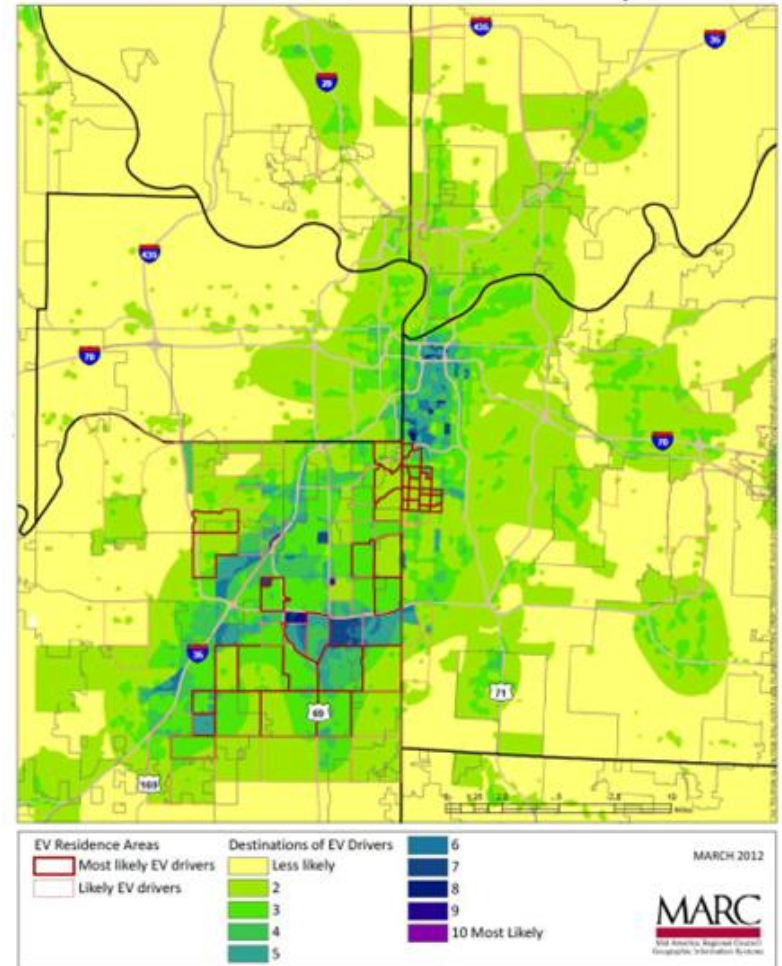
- Objective: determine best locations for future public charging infrastructure
- Emphasis given to public DC fast charging stations (as shown in photo)



# Existing EV Projects/Plans in the Region

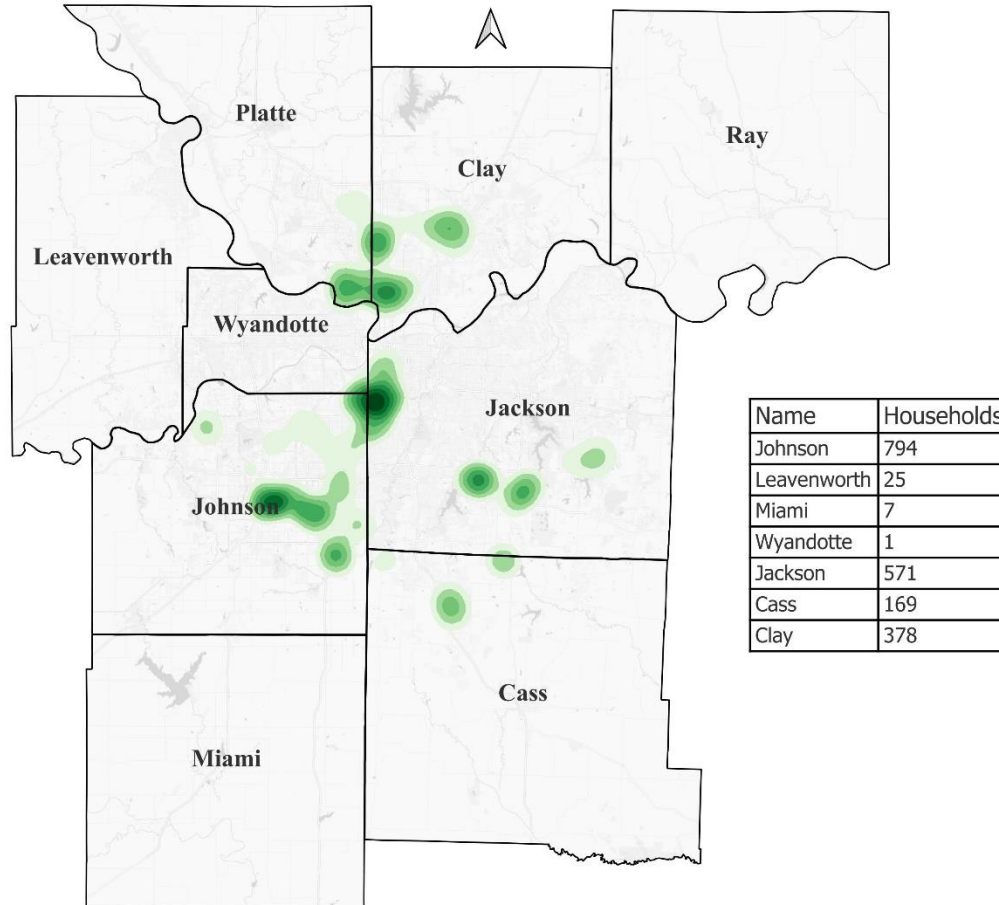
- Electrify Heartland (2012)
- Evergy's (KCPL) Clean Energy Network (2015)
- Clean Air Action Plan (2018)
- Climate Action Plan (2021)
- Overland Park EV Readiness Plan (2023)
- North Kansas City EV Readiness Plan (In progress)
- Connected 2050 (2024)
- Kansas NEVI Plan (2023)
- Missouri NEVI Plan (2023)

Likely Destination of EV Drivers



# Existing Plans & Programs

(Evergy Rebate Residential Participation, 2023)

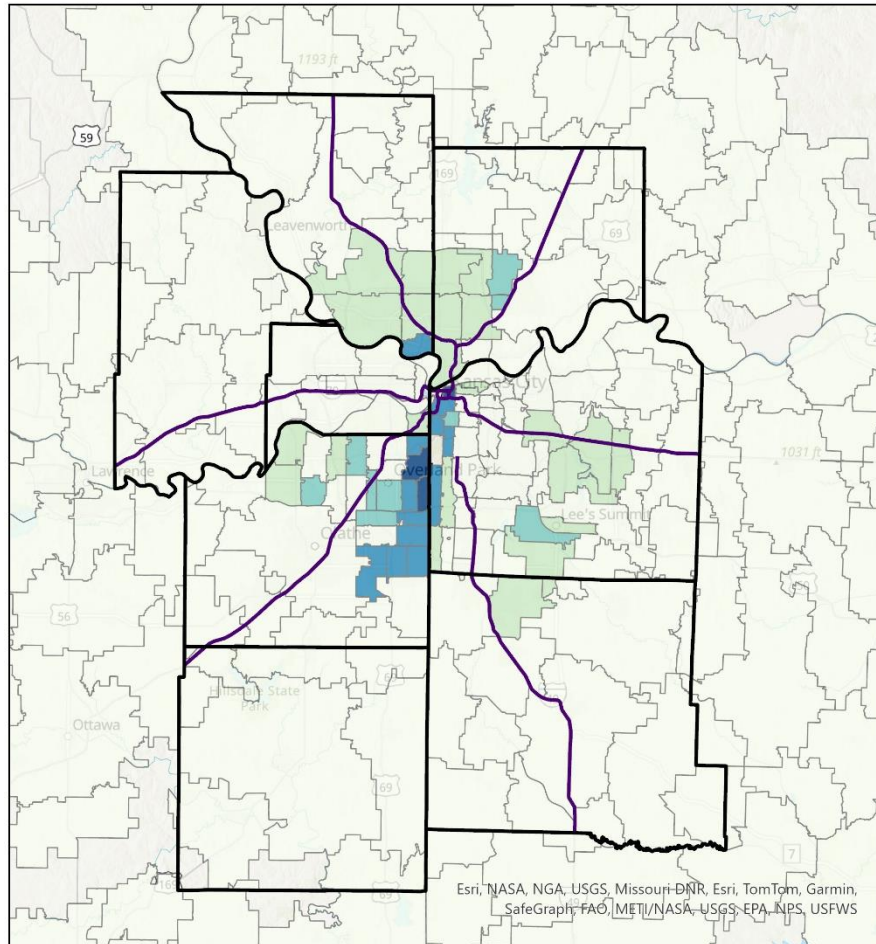


Evergy Rebate Participation: Number of Households per Census Tract, anonymized.  
OSM Standard

- Kansas
  - \$500 rebate on home EV charger costs if enrolling in a time-of-use (TOU) rate plan
  - \$250 rebate on home EV charger costs for those not enrolled in a TOU rate plan
- Missouri
  - \$500 rebate, requires enrollment in TOU rate plan
- Average bill increase of \$19.52 (TOU rates)
- Limited commercial participation through 2023

Note: this only includes households in areas where Evergy is the retail electricity provider.

# Existing Electric Vehicles



**Electric Vehicle Density**

## Legend

- Alternative Fuel Corridors
- Counties
- EV Density**
- EVs per Square Mile**
- 0.0 - 5.0
- 5.1 - 15.0
- 15.1 - 30.0
- 30.1 - 60.0
- 60.1 - 100.0

## 2023 Electric Vehicle Totals by County

County	# of EVs	%
Cass, MO	424	0.28%
Clay, MO	1,310	0.41%
Jackson, MO	3,613	0.38%
Platte, MO	1,426	0.90%
Johnson, KS	6,393	0.61%
Leavenworth, KS	224	0.14%
Miami, KS	77	0.09%
Wyandotte, KS	213	0.06%

Source: Kansas & Missouri departments of revenue



0 20  
Miles



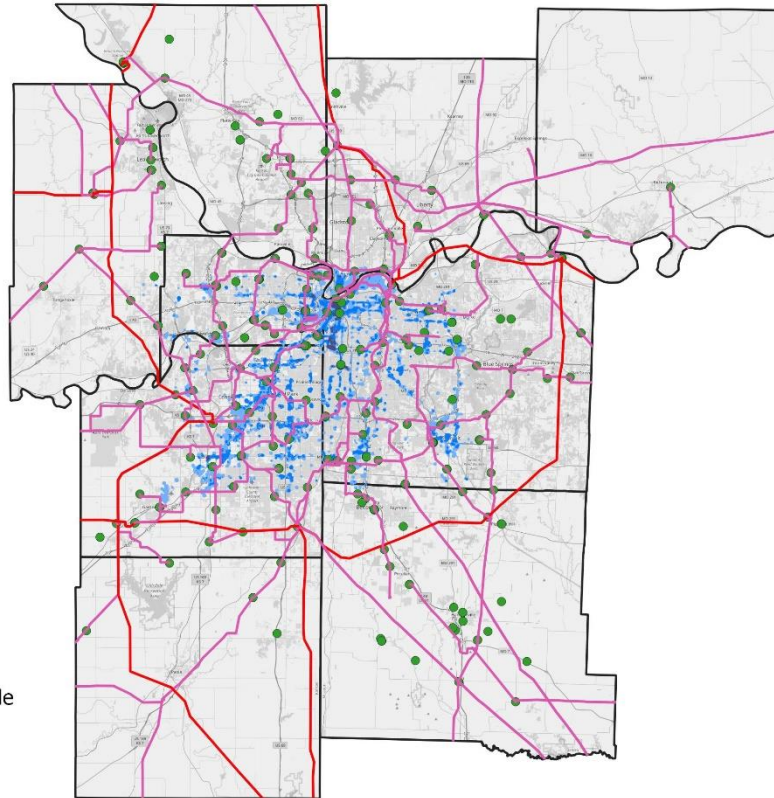
# Existing Electric Vehicles

Sales Growth, 2021-2023 (Kansas data only)

	2021	2022	2023
<b>Johnson</b>	3,579	4,671	6,393
<b>Leavenworth</b>	109	143	224
<b>Miami</b>	47	57	77
<b>Wyandotte</b>	128	152	213
<b>Total</b>	<b>3,863</b>	<b>5,023</b>	<b>6,907</b>
<b>YoY Growth</b>		<b>30%</b>	<b>38%</b>

- EVs make up a small but growing percentage of total registered vehicles.
- Additional vehicle models coming to market over next few years could see this trend continue.

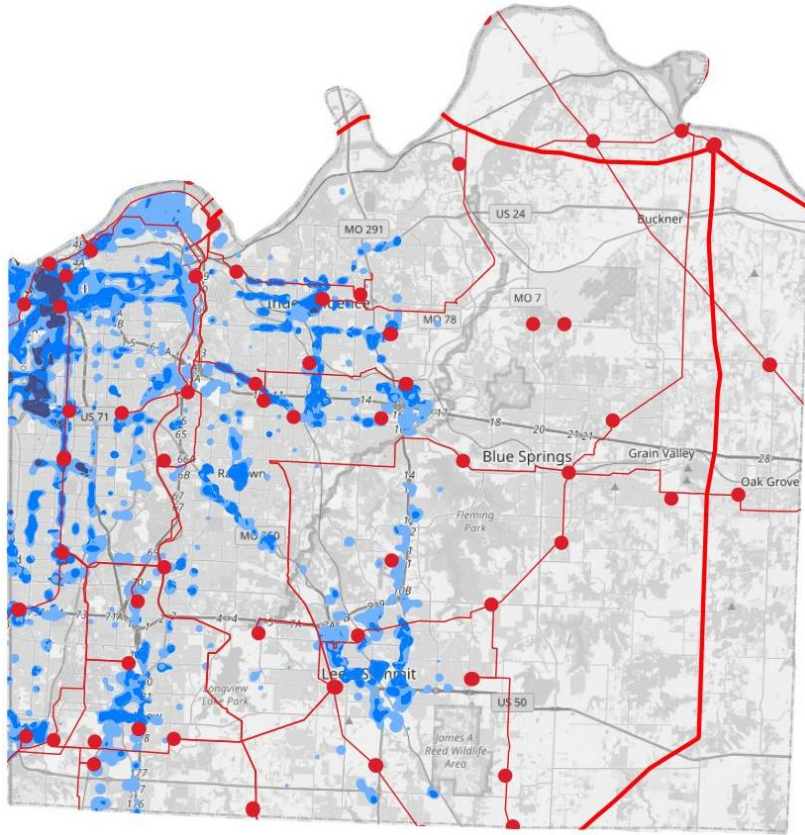
# Electric Grid – Metro Area



- Activity Centers
- Most Developed/Walkable
  - Moderately Developed/Walkable
  - Other Activity Centers
- T-lines\_MARC\_region
- 100-161
  - 345
- power\_substation

- KC is served by a 345kV (red) transmission line backbone feeding a 161kV network (purple).
- Regional reliability and long-term planning handled by Southwest Power Pool in collaboration with local utilities.

# Utility Infrastructure – Jackson County



- Methodology:
  - Proximity to a utility substation will be weighted more favorably when identifying preferred locations for public DC fast chargers.
  - Utilities will be asked to review identified parcels against known future capacity constraints on their system(s).

# FHWA Charging and Fueling Infrastructure Grant

- Deployment of EV Charging and alternative fuel infrastructure in publicly accessible locations
- \$2.5 billion available over 5 years
  - \$1.3 billion in round 2 for 2024
- 2024 applications due August 28
- 80/20 Federal/Local







# Thank you!

**Karen Clawson**, MARC Co-Project Manager  
816-474-4240 or [kclawson@marc.org](mailto:kclawson@marc.org)

**Ryan Umberger**, MARC Co-Project Manager  
816-474-4240 or [rumberger@marc.org](mailto:rumberger@marc.org)

Item #9

# **REPORT: 2024 Missouri Local Federal-Aid Program Management**

Presenter: Marc Hansen, MARC

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## 2024 Obligation Targets (120% of OL) by Program

Program	2024 Allocation	120% Target
STBG	\$ 26,137,911.00	\$ 31,365,493.20
TA	\$ 5,502,981.00	\$ 6,603,577.20
CRP	\$ 3,118,291.00	\$ 3,741,949.20
CMAQ	\$ 2,845,866.00	\$ 3,415,039.20
TOTAL	\$ 37,605,049.00	\$ 45,126,058.80

Previous adjustments to STBG and TA projects to account for deferred projects were approved by TTPC in March

Since then, additional deferments placed MARC at risk of not meeting the established targets and a potential loss of funds

Additional modifications were made in the STBG and CMAQ programs to boost obligations

## July 2024 Administrative Modifications

### STBG Projects Receiving Additional Funding

Sponsor	Project	Existing Funds	Potential Increase	Revised Total
Belton	Markey Parkway	\$3,000,000	\$750,000	\$3,750,000
Kansas City	Front Street	\$5,791,430	\$1,447,857	\$7,239,287
KCATA	Berkley Riverfront	\$1,220,184	\$305,046	\$1,525,230
Lawson	Salem Road	\$1,000,000	\$250,000	\$1,250,000
Lee's Summit	Pryor Road	\$13,930,000	\$3,482,500	\$17,412,500
	<b>Total</b>	<b>\$24,941,614</b>	<b>\$6,235,403</b>	<b>\$31,177,017</b>

### Other Administrative Modifications

KCATA Transit Vehicles - Buses & Charging Infrastructure & Training (MO)  
 Advance \$2,541,460 of CMAQ from 2026 to 2024

## 2024 Obligation Targets (120% of OL) by Program

Program	2024 Allocation	120% Target	Expected Obligations	De-Obligations	Total Obligations	% of Target
STBG	\$ 26,137,911.00	\$ 31,365,493.20	\$ 33,842,017.50	\$ 1,275,081.87	\$ 32,566,935.63	103.8%
TA	\$ 5,502,981.00	\$ 6,603,577.20	\$ 7,769,529.00	\$ -	\$ 7,769,529.00	117.7%
CRP	\$ 3,118,291.00	\$ 3,741,949.20	\$ 2,659,888.00	\$ -	\$ 2,659,888.00	71.1%
CMAQ	\$ 2,845,866.00	\$ 3,415,039.20	\$ 3,698,675.00	\$ 108,780.00	\$ 3,589,895.00	105.1%
TOTAL	\$ 37,605,049.00	\$ 45,126,058.80	\$ 47,970,109.50	\$ 1,383,861.87	\$ 46,586,247.63	103.2%

Item #10

## **Other Business**

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Item #11

# Adjournment

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