

Total Transportation Policy Committee meeting

October 15, 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: September 17, 2024, Meeting Summary

Item #3

VOTE: 2024 4th Quarter Amendment to the 2024-2028
Transportation Improvement Program

Presenter: Marc Hansen, MARC

Item #4

VOTE: Proposed 2025 Unified Planning Work Program

Presenter: Marc Hansen, MARC

UPWP Basics

- ▶ Promotes a regional approach to transportation planning to achieve regional goals and objectives
- ▶ Performs three distinct functions:
 - ▶ Describes transportation planning activities proposed in the region
 - ▶ Documents proposed expenditures of federal, state and local resources for transportation planning purposes
 - ▶ Provides a management tool for MARC and other partners in scheduling major transportation planning activities, milestones and products

UPWP Major Activities

- ▶ Respond to planning provisions in the IJA
- ▶ *Connected KC 2050* Update Completion
- ▶ Development of the 2026-2030 Transportation Improvement Program
- ▶ Economic, Demographic and Travel Demand Forecasting
- ▶ Performance Measures and Targets
- ▶ Regional Bikeway Plan Update
- ▶ Regional Freight Plan Completion
- ▶ Development of a Regional Activity Based Travel Demand Model
- ▶ Building Climate Resilience in the Transportation System Study Completion

UPWP Budget

- ▶ Consolidated Planning Grant (CPG)
 - ▶ Major component of MARC work plans
 - ▶ Consistent with 2023 program levels
 - ▶ Kansas \$2,263,935
 - ▶ Missouri \$4,195,980
 - ▶ **Total \$6,459,915**

UPWP Development

- ✓ Initial Coordination
 - ✓ Program Development
 - ✓ Financial Plan
 - ✓ Document Preparation
 - ✓ Preliminary Draft Review
 - ▶ Public Review and Approval
 - **Release for comment**
 - Approval
- June – July
- July – Mid August
- Mid August – Early September
- July – September
- September
- October - November
- October TTPC**
- November TTPC & Board

2025 UPWP

▶ Questions?

Marc Hansen, AICP
mhansen@marc.org

Item #5

VOTE: FFY23-24 FTA Section 5310 Project Funding Recommendations

Presenter: Lukas Yanni, MARC

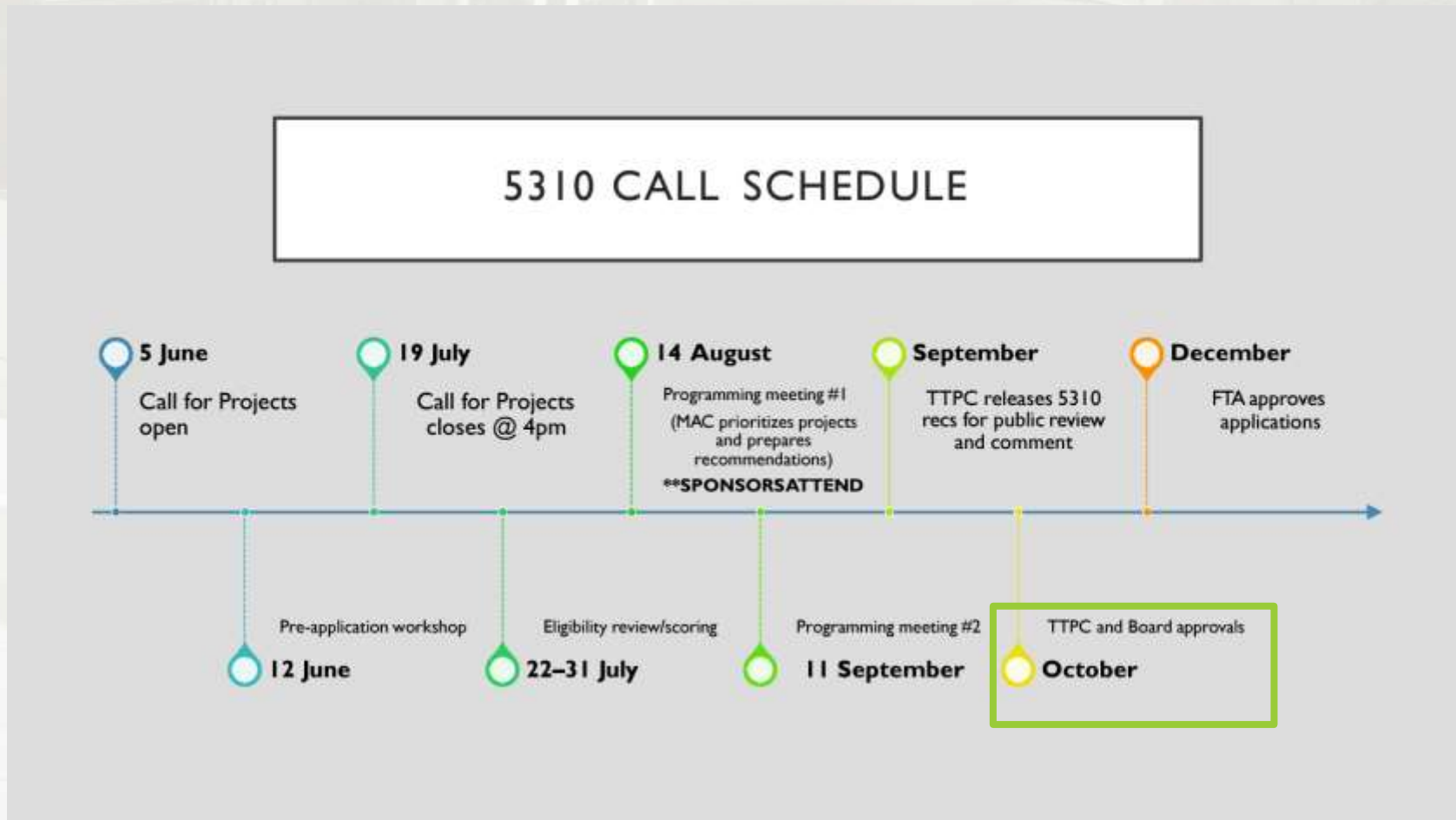
Overview

- FTA Section 5310 is the funding program for Enhanced Mobility of Seniors & Individuals with Disabilities
- The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options.
- Traditional Section 5310 project examples include (but are not limited to):
 - Purchase of buses and vans
 - Wheelchair lifts, ramps, and securement devices
 - Transit-related information technology systems, including scheduling/routing/one-call systems
 - Mobility management programs
 - Acquisition of transportation services under a contract, lease, or other arrangement

Schedule and Process

- A Call for Projects was put out, with a workshop provided to guide applicants through the process
- Programming Meeting #1 allowed for applicants to present their projects to the Mobility Advisory Committee (MAC)
 - The MAC is composed of representatives from various regional organizations that provide transportation services to or work with seniors and individuals with disabilities
- Programming Meeting #2 presented the funding scenarios generated based on project scores
 - Projects are reviewed and scored by MARC and KCATA
 - Recommendations are the result of a decision by the MAC, which is supported by MARC and KCATA

Schedule and Process



Allocation of Funds

- MARC received 11 applications from 10 organizations with a total ask of \$3,584,800
- There are \$1,648,149 in funds to be programmed
- The competitive selection process **only includes capital projects**
- Federal (5310) funds: **80% of total** project cost
- To comply or maintain compliance with **ADA or CAA** may be funded up to **90% of 5310** funds

5310 Funds for KC Region	
2023-2024	
2023	\$2,013,293
2024	\$2,107,079
TOTAL	\$4,120,372
Admin (MARC)	\$144,213
Admin (KCATA)	\$267,824
TOTAL minus all Admin	\$3,708,335
Operations (45%)	\$1,442,130
Capital (55%)	\$2,266,205
Retained Funds	
Operations (45%)	\$1,442,130
Capital (27.27%)	\$618,056
TOTAL Retained Funds by KCATA	\$2,060,186
Funds to be Programmed	\$1,648,149

Project Scores

Applicant	Project Title	Project Purpose/Description	Uses Data to Demonstrate Need	Engages with service population	Demonstrates cost effectiveness	Communicates services effectively	Establish partnerships	Total Score	Total Project Cost	Total 5310 Request
DOWN SYNDROME INNOVATIONS INC	The Down Syndrome Innovations Community Integration and Employment Placement Services	Purchase 3 4-passenger sedans	5	5	5	5	5	25	\$ 145,200	\$ 120,000
Johnson County Mental Health Center	Pathways to Wellness: Accessible Transportation for Mental Health Recovery	Replacement of 4 4-passenger sedans. 3 are in fair condition and 1 is in good condition.	5	5	5	5	5	25	\$ 277,500	\$ 250,000
Life Unlimited Inc.	Life Unlimited Accessible Vans 2024	Replacement of 3 12-passenger vans, a 5-passenger van, and a 4-passenger van with accessible 14 pass. Narrow Body Cut-Away. Purchase of 3 more accessible 14-passenger vans	5	5	5	5	5	25	\$ 887,040	\$ 704,000
Swope Health	Swope Health PACE KC Door-through-door Transportation Services for Older Adults in Jackson County	3 ADA accessible 10-passenger vans with wheelchair lifts, 1 4-passenger sedan to facilitate door through door transportation.	5	5	5	5	5	25	\$ 272,160	\$ 216,000
Developmental Disability Services - EITAS	Developmental Disability Services of Jackson County - eitas Transportation Service Expansion - Phase 1	Purchase 5 10-passenger vans, 5 4-passenger sedans.	5	5	3	5	5	23	\$ 676,680	\$ 559,240
Unified Government Transportation	Accessible Mobility Solutions Initiative	Replace 3 existing paratransit vehicles due to aging and increased maintenance.	5	5	3	5	3	21	\$ 681,714	\$ 563,400
Center for Developmentally Disabled	Individual Supported Living Transportation Program	Purchase of 7 minivans to support ISL homes with transportation.	3	5	5	5	3	21	\$ 342,921	\$ 272,160
Dedicated Transportation Services LLC	Accessible Transportation for Seniors and Disabled: Phase 1	Funding to establish and operate Dedicated Transportation Service.	5	5	5	5	1	21	\$ 303,000	\$ 300,000
Dedicated Transportation Services LLC	Accessible Transportation for Seniors and Disabled: Phase 2	Purchase of 4 10-passenger accessible vans	5	5	5	5	1	21	\$ 303,000	\$ 300,000
The Farmer's House Inc	Community Integration & Employment Services	1 4-passenger sedan, staffing needs	3	5	5	5	1	19	\$ 322,500	\$ 220,000
Easter Seals Midwest dba Easterseals Midwest	Easterseals Midwest Community Connections Day Program and Community Networking Group Services	Replacement of 3 vehicles for 10-passenger accessible vans. 2 are in poor condition and 1 in fair condition.	5	3	3	3	1	15	\$ 100,800	\$ 80,000

Funding Recommendation: 75% of Ask

Applicant	Project Title	Total Score	Total Project Cost	Total 5310 Request	% 5310 Funds	75% of Ask Cumulative	Scenario% Funding	Scenario Total Funding	% of project funded by 5310 Funds
Swope Health	Swope Health PACE KC Door-through-door Transportation Services for Older Adults in Jackson County	25	\$272,160	\$216,000	79%	\$162,000	100%	\$162,000	60%
DOWN SYNDROME INNOVATIONS INC	The Down Syndrome Innovations Community Integration and Employment Placement Services Pathways to Wellness: Accessible Transportation	25	\$145,200	\$120,000	83%	\$252,000	100%	\$90,000	62%
Johnson County Mental Health Center	for Mental Health Recovery	25	\$277,500	\$250,000	90%	\$439,500	100%	\$187,500	68%
Life Unlimited Inc.	Life Unlimited Accessible Vans 2024	25	\$887,040	\$704,000	79%	\$967,500	100%	\$528,000	60%
Developmental Disability Services - EITAS	Developmental Disability Services of Jackson County - eitas Transportation Service Expansion - Phase 1	23	\$676,680	\$559,240	83%	\$1,386,930	100%	\$419,430	62%
Unified Government Transportation	Accessible Mobility Solutions Initiative	21	\$681,714	\$563,400	83%	\$1,809,480	23%	\$129,602	19%
Center for Developmentally Disabled	Individual Supported Living Transportation Program	21	\$342,921	\$272,160	79%		23%	\$62,606	18%
Dedicated Transportation Services LLC	Accessible Transportation for Seniors and Disabled: Phase 1*	21	\$303,000	\$300,000	99%				
Dedicated Transportation Services LLC	Accessible Transportation for Seniors and Disabled: Phase 2	21	\$303,000	\$300,000	99%		23%	\$69,011	23%
The Farmer's House Inc	Community Integration & Employment Services	19	\$322,500	\$220,000	68%				
Easter Seals Midwest dba Easterseals Midwest	Easterseals Midwest Community Connections Day Program and Community Networking Group Services	15	\$100,800	\$80,000	79%				

*Not eligible for Section 5310 Funds

Item #5

Action: the Mobility Advisory Committee recommends the approval of the FTA Section 5310 FFY 23-24 Project Funding Recommendations

Item #6

VOTE: Land Use Population/Household/Employment 2050 Forecast

Presenter: Frank Lenk, MARC

FINAL Regional 2050 Population and Employment Forecasts

Total Transportation Policy Committee

October 15,

2024

Frank Lenk
Director of Research Services
MARC

MARC is preparing long-range population and employment forecasts needed to update the Connected KC 2050.

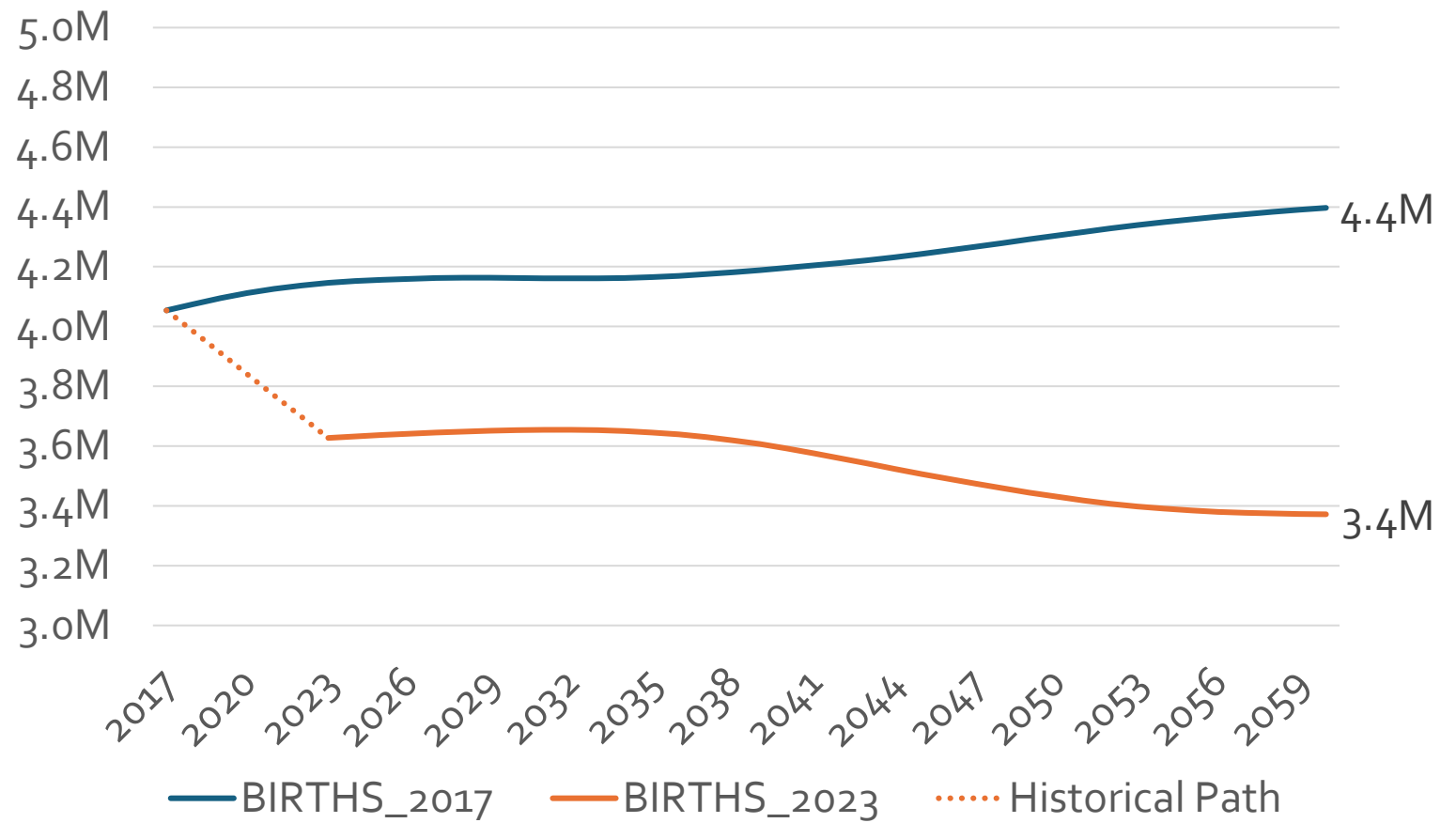
- A two-step process is used:
 1. First forecast how fast the entire region will grow between now and 2050 using the REMI model. This establishes the total number of people and jobs that our future transportation system will need to serve.
 2. Then distribute that growth to communities and neighborhoods using small areas like census tracts and transportation zones using the UrbanSim model
- We lock in the totals first to bound the discussions of how much more each community can be expected grow over the next 25 years.
- Both steps are overseen by the Technical Forecast Committee, comprised mainly of local government planners from around the region.

Control Total Forecasts

- Regional Forecast: REMI
 - From Regional Economic Models, Inc
 - Examines how the regional economy has competed against the rest of the nation for market share at the level of 70 industries
- **This means it requires a national forecast as input into the regional forecast**
 - U.S. Census Bureau for population forecasts
 - U.S. Bureau of Labor Statistics for employment forecasts
- Used by State economic development agencies and MPOs around the country.
 - Model is updated annually
 - MARC has used it since about 1988

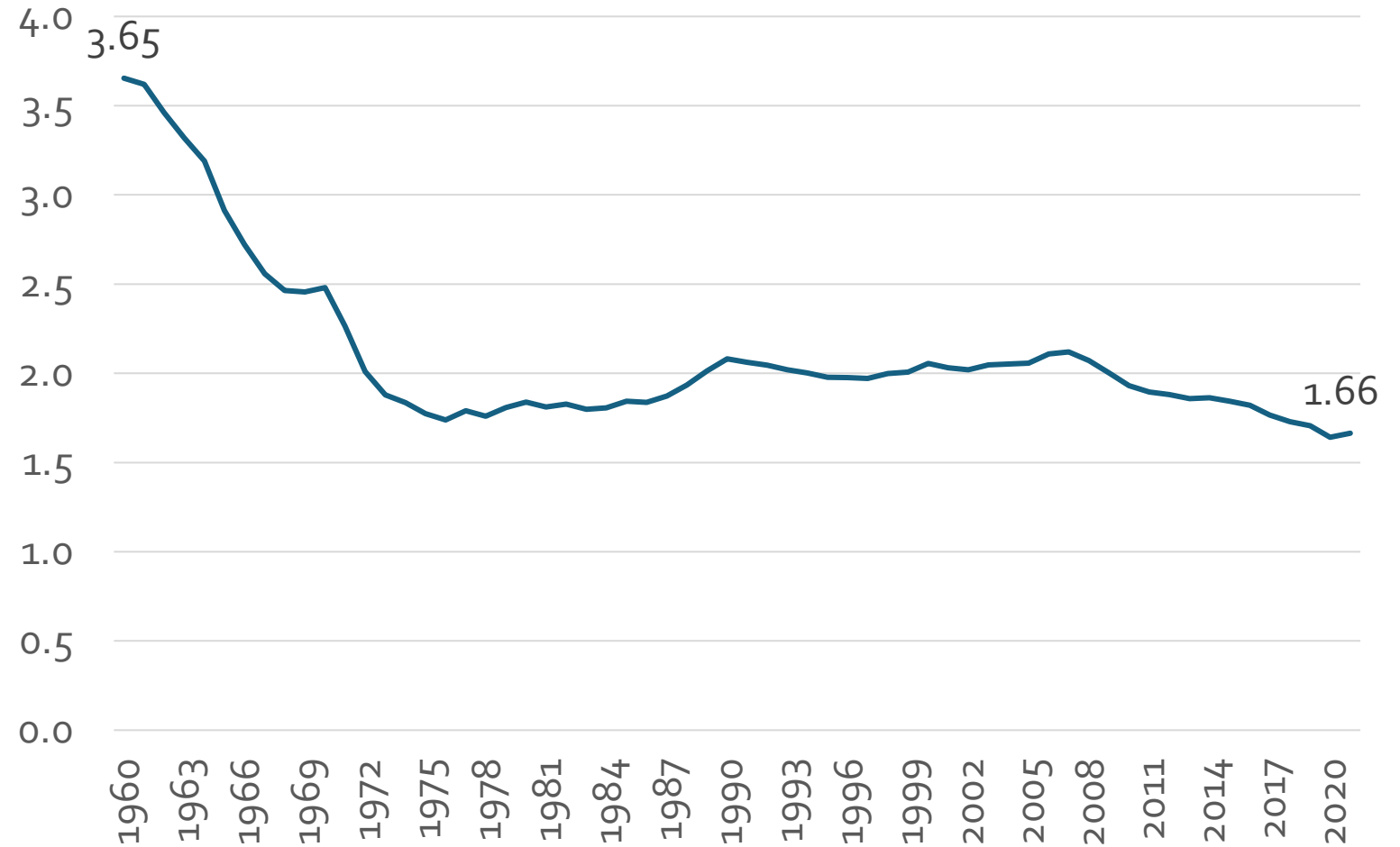
The latest Census Bureau population forecasts significantly lowered forecasts for U.S. population growth

U.S. Population Projection Comparison, 2017 vs. 2023
Births



Mainly because of declining fertility. As late as 2007, U.S. fertility rates were at the replacement level. But in 2008, the Great Recession began and fertility rates started to decline. Unexpectedly, they continued to decline even as the economy rebounded.

U.S. Total Fertility Rate



Assumptions
carried into the KC
DRAFT forecast:

- Birth rates: Census Bureau
- Survival Rates: Census Bureau
- International Migration: Congressional Budget Office.
- Employment growth rate: Bureau of Labor Statistics (*0.3% per year*).

These FINAL forecasts also take into account:

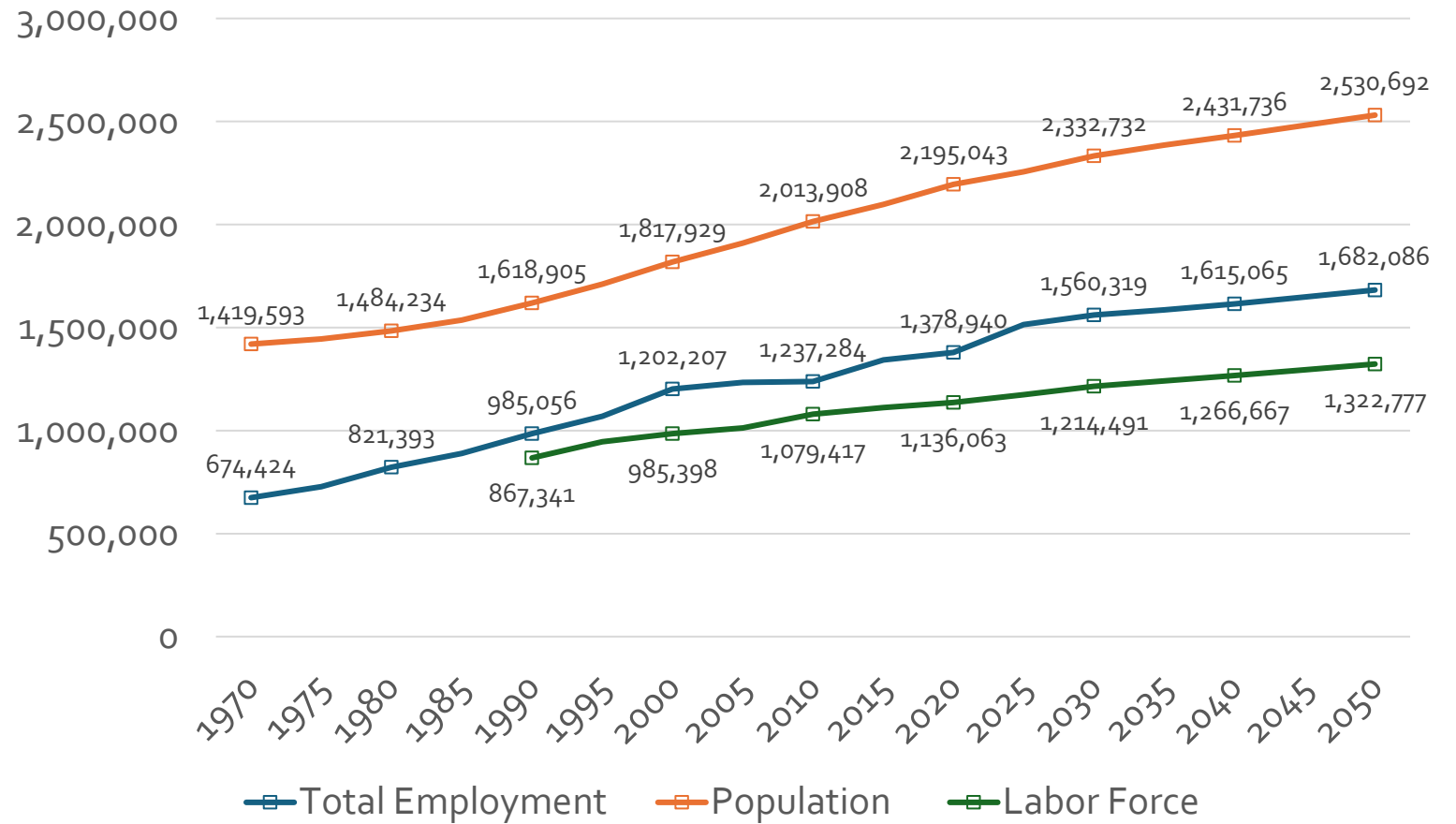
- New national forecasts of population and employment showing a labor-force constrained economy.
- Panasonic plant adds an entirely new manufacturing industry to the region
- Increasing temperatures changes migration patterns with KC modestly benefiting
- On-shoring, or reduced off-shoring, may increase employment in critical manufacturing sectors.
- Convert the MSA forecast to a MARC Region forecast

Forecast results

Total population and employment for KC MSA

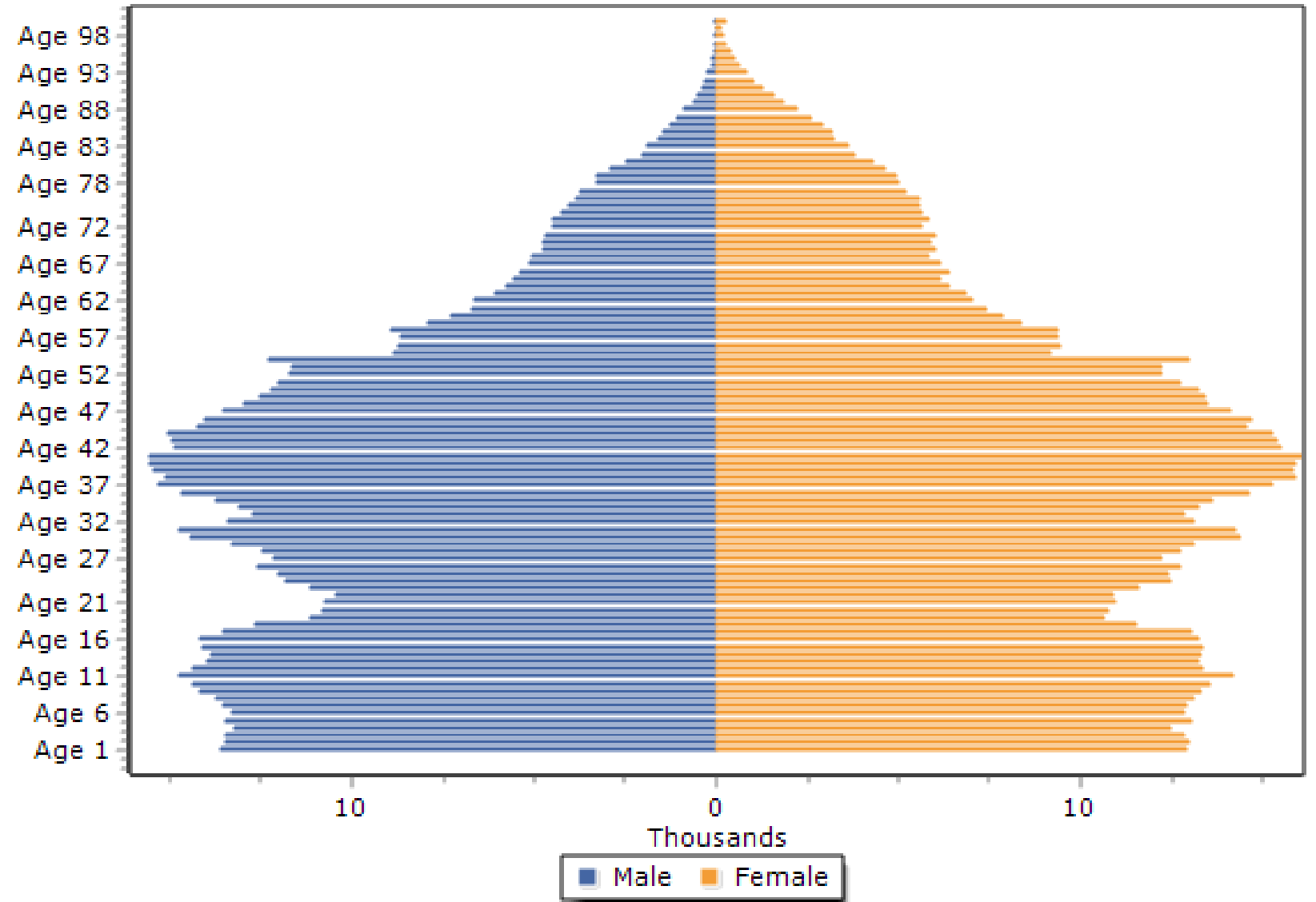
Employment constrained to grow at rate of labor force growth

KC MSA Population, Employment, and Labor Force 1970 - 2050



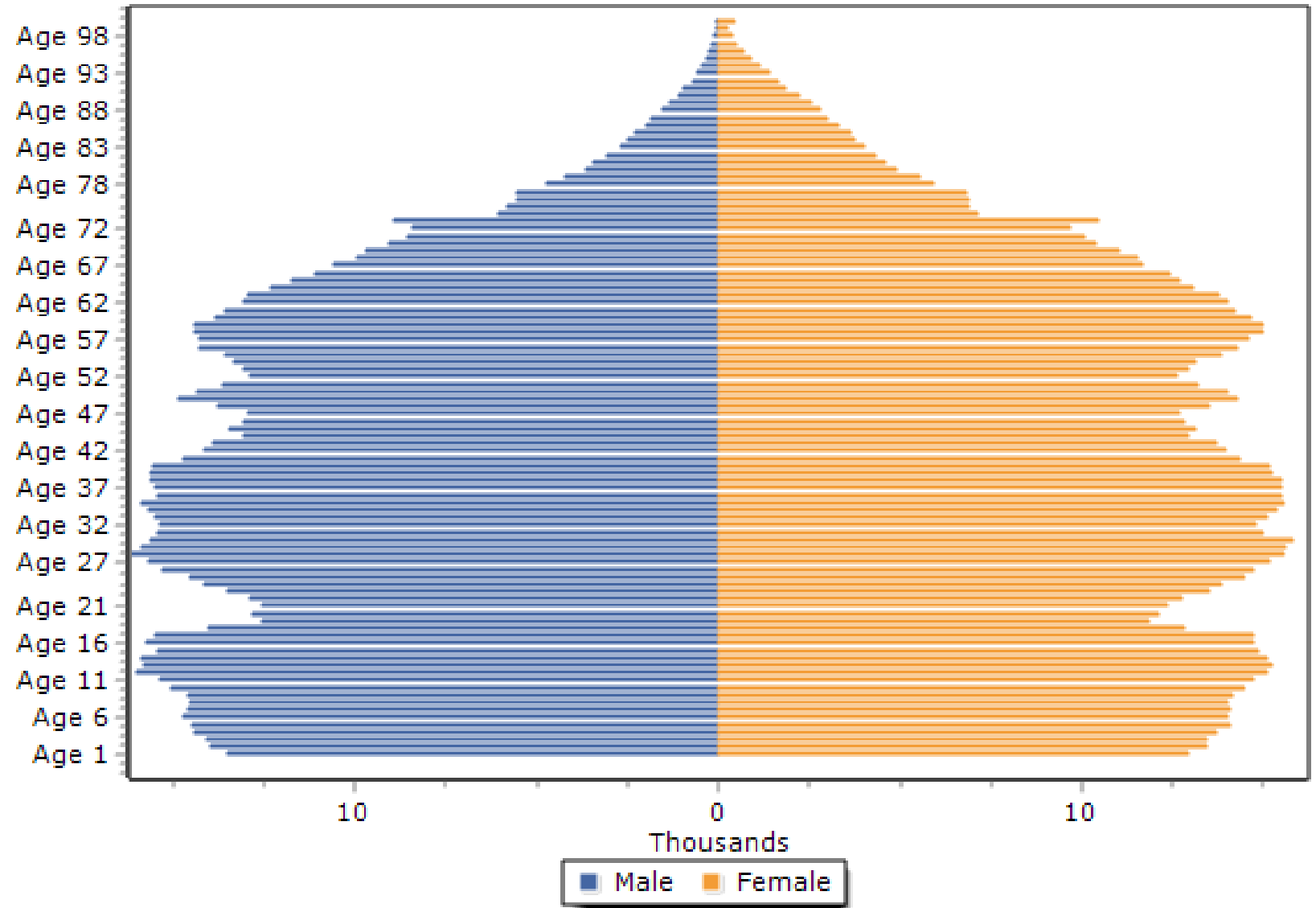
2001

Population 16 and over
that is 55+ = 26%



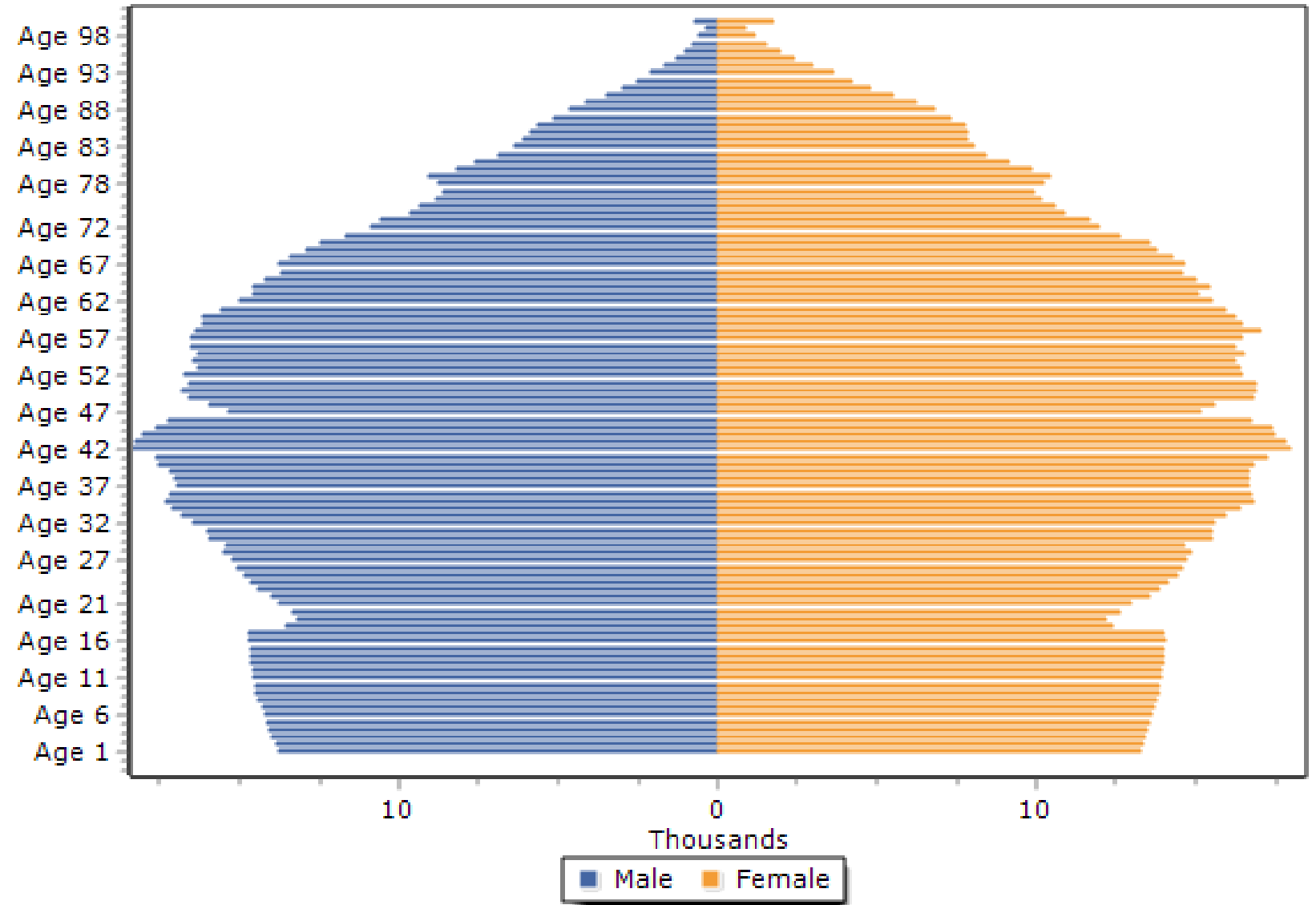
2020

Population 15 and over
that is 55+ = 35%

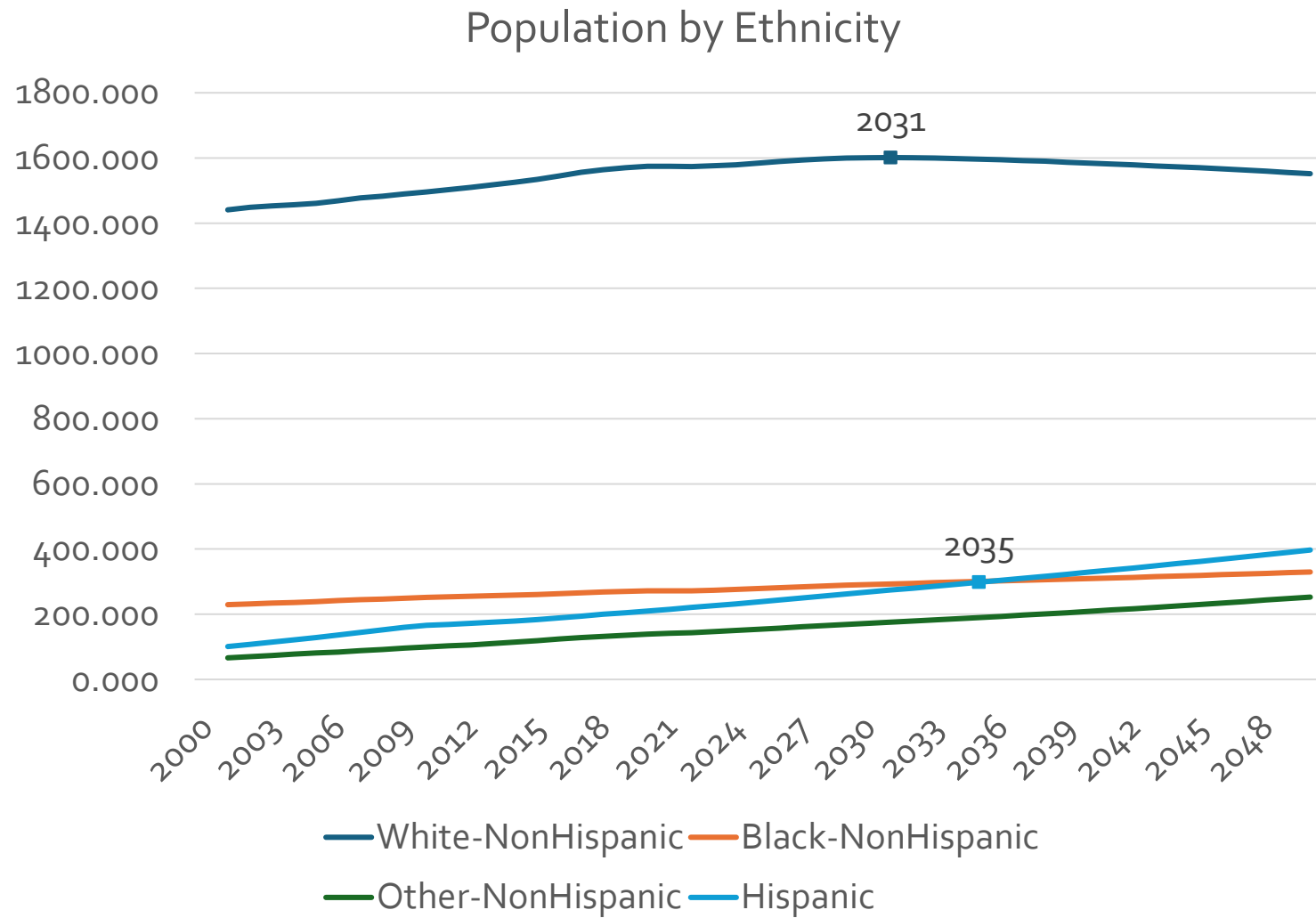


2050

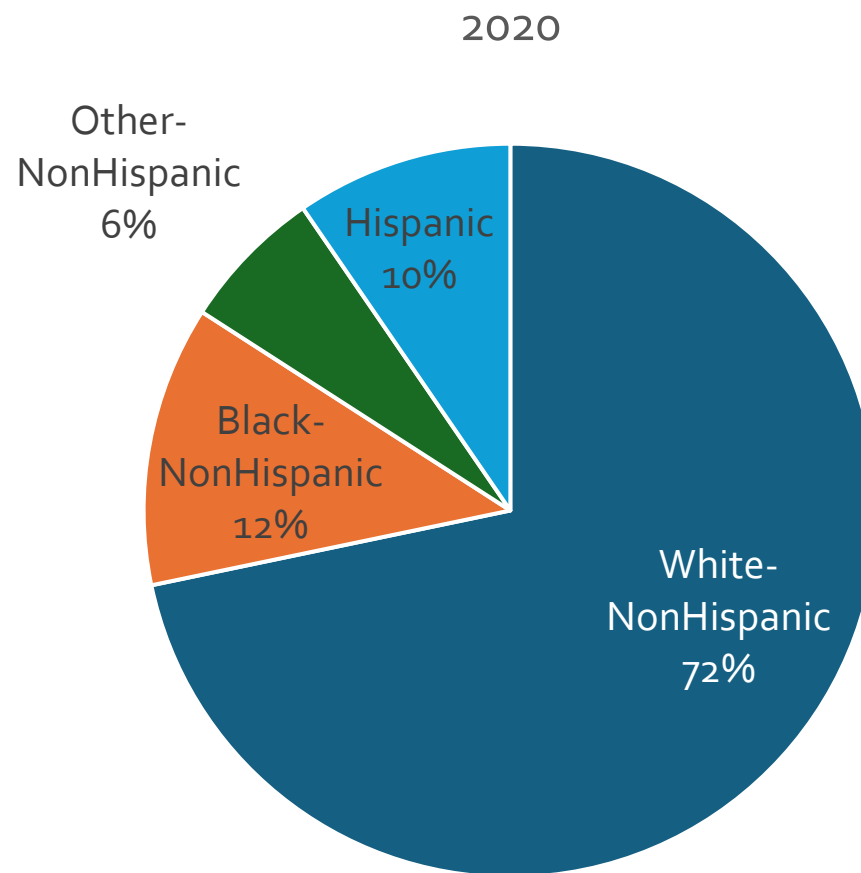
Population 15 and over
that is 55+ = 40%



Population trends, 2001-2050, by race/ethnicity

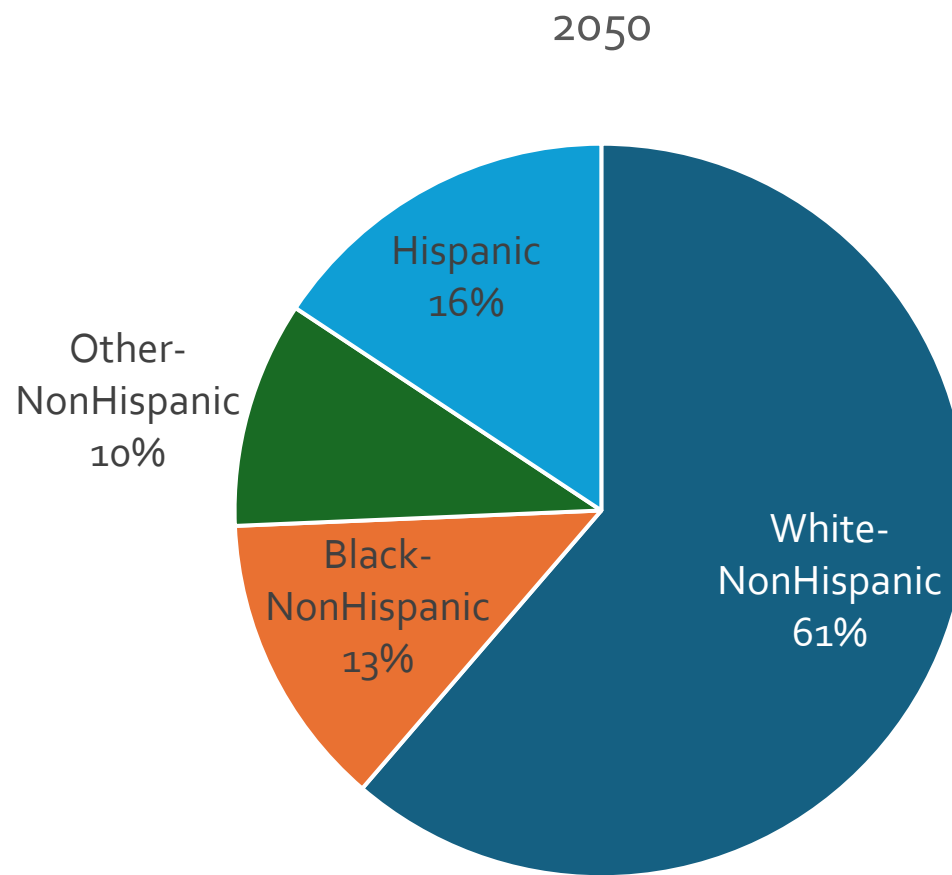


2020 Population Distribution by race/ethnicity



■ White-NonHispanic ■ Black-NonHispanic ■ Other-NonHispanic ■ Hispanic

2050 Population Distribution by race/ethnicity

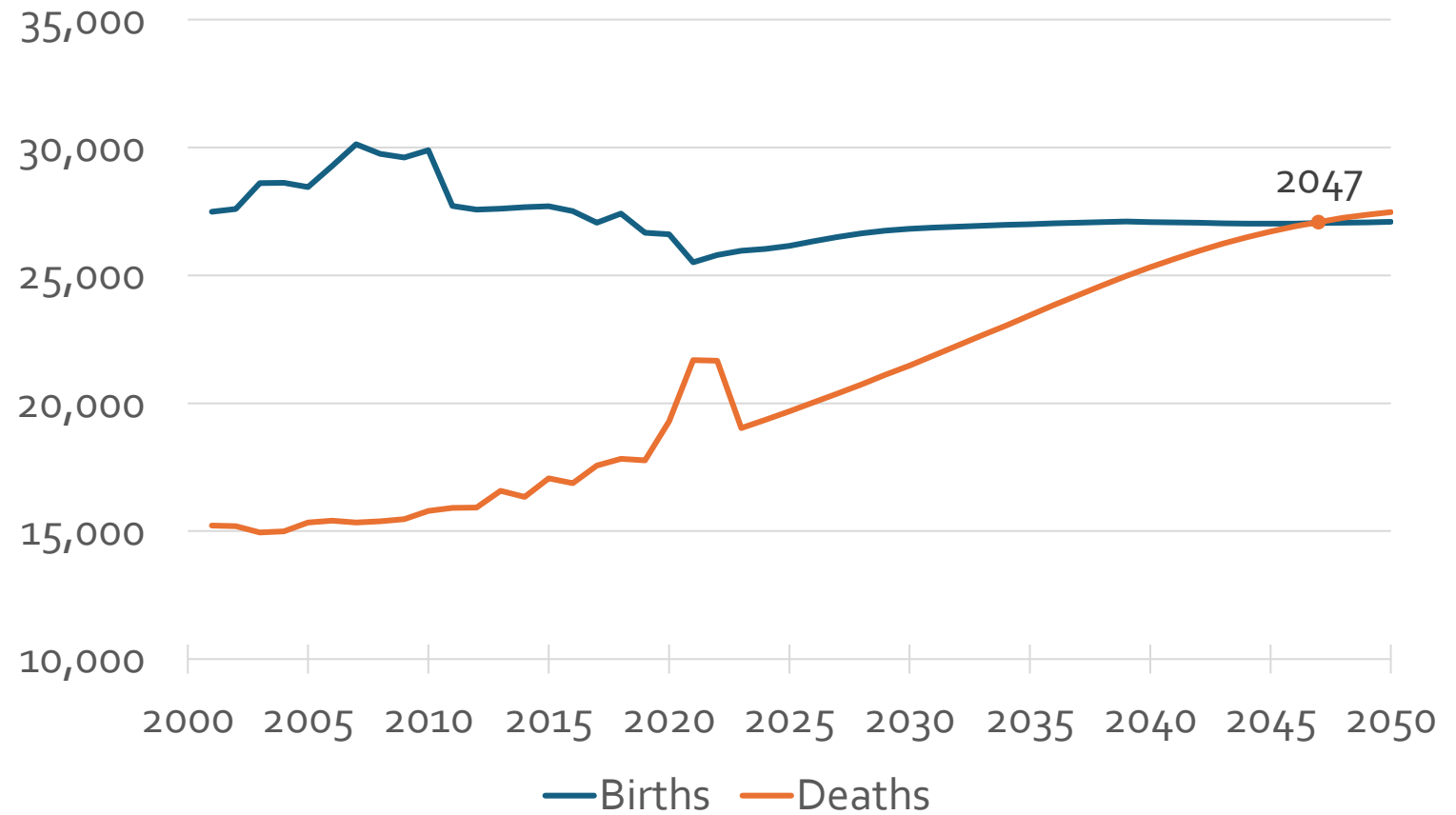


■ White-NonHispanic ■ Black-NonHispanic ■ Other-NonHispanic ■ Hispanic

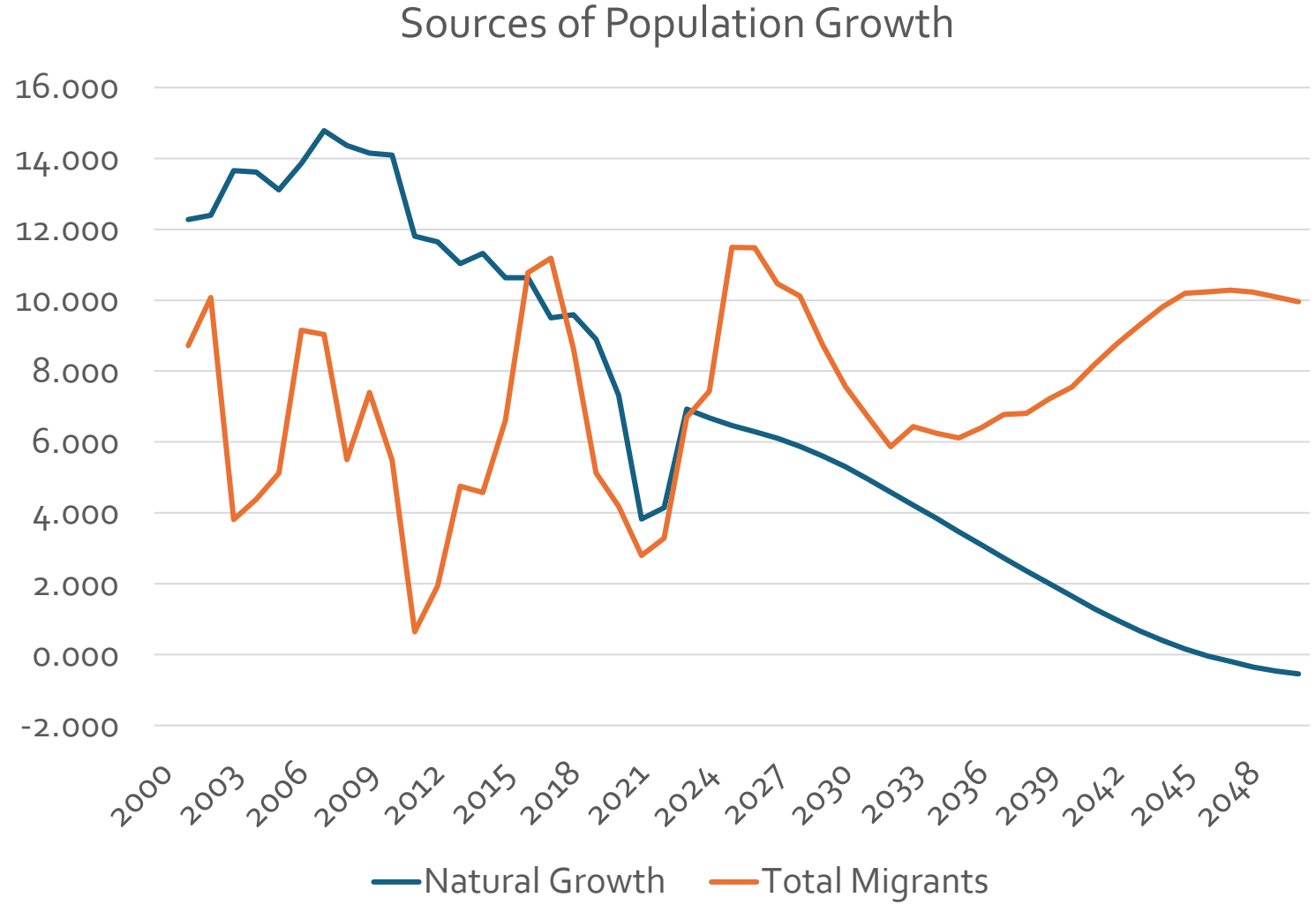
Despite a falling fertility rate, births remain stable, but deaths do not due the aging of the population.

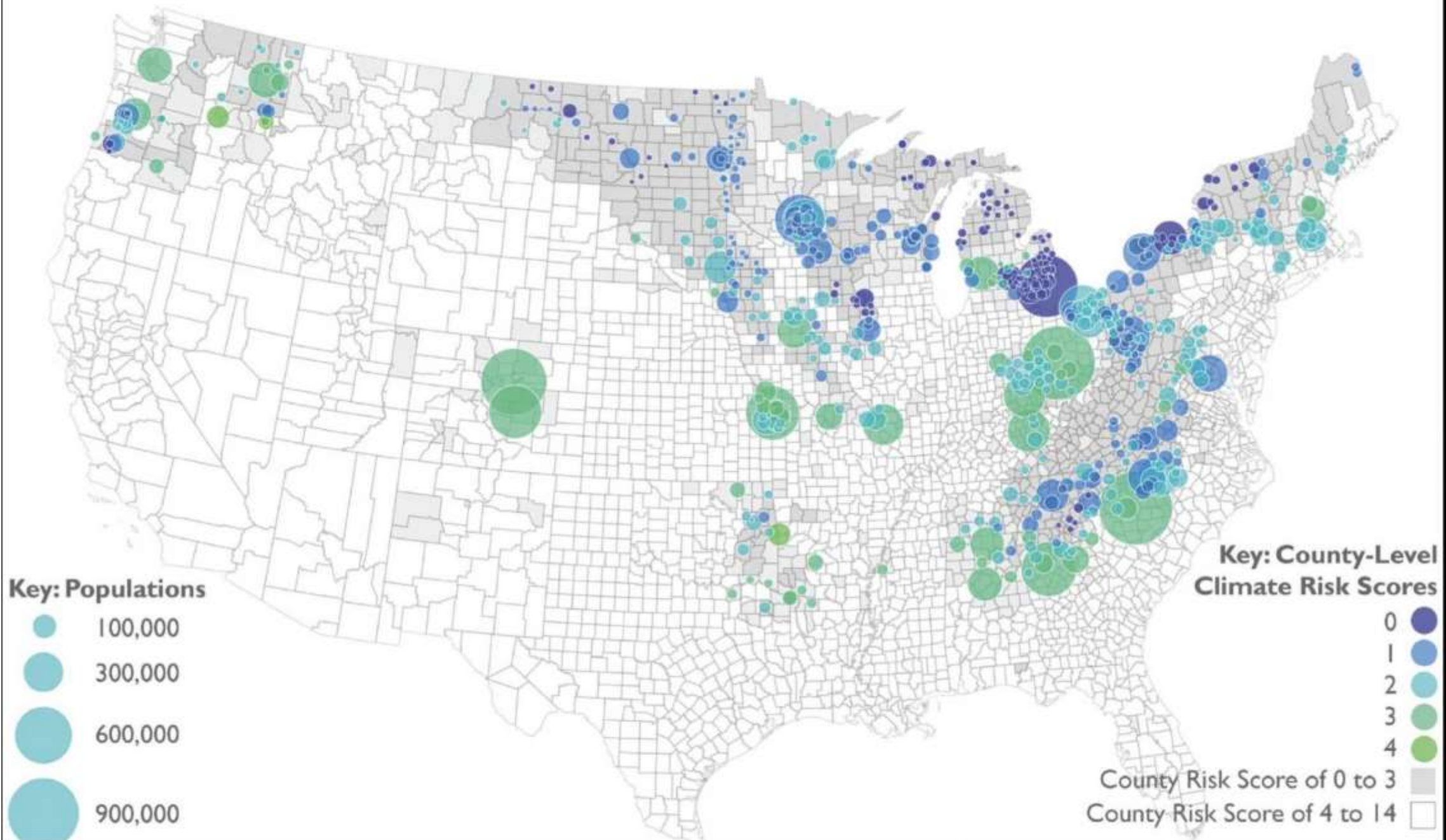
The large but temporary spike in deaths between 2020 and 2022 above what would be expected from trends is the 7,000 to 10,000 excess deaths caused during the Covid-19 pandemic.

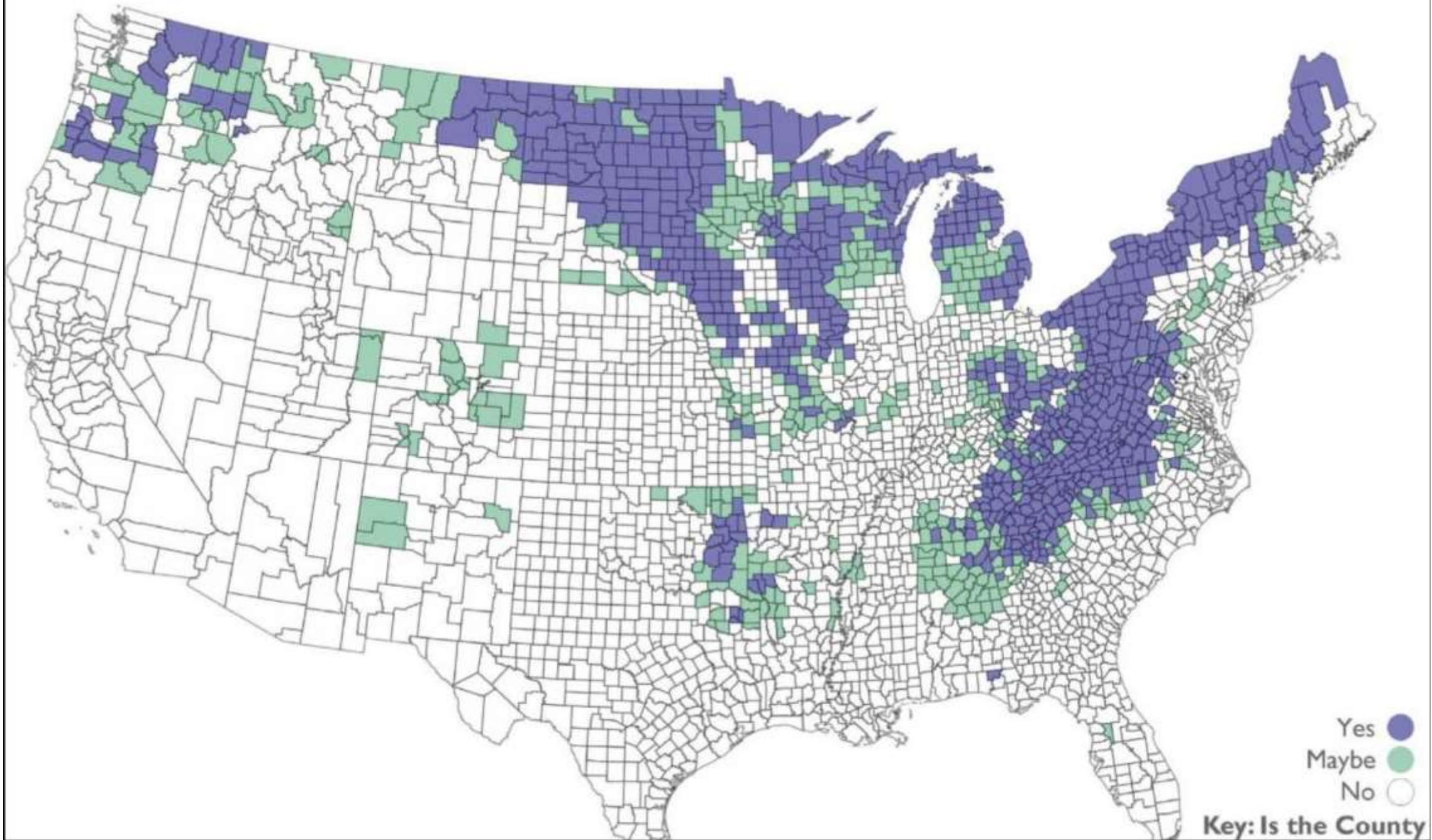
KC MSA Births and Deaths 2001-2050



Net migration accounts for most of the population growth in the last half of the forecast period





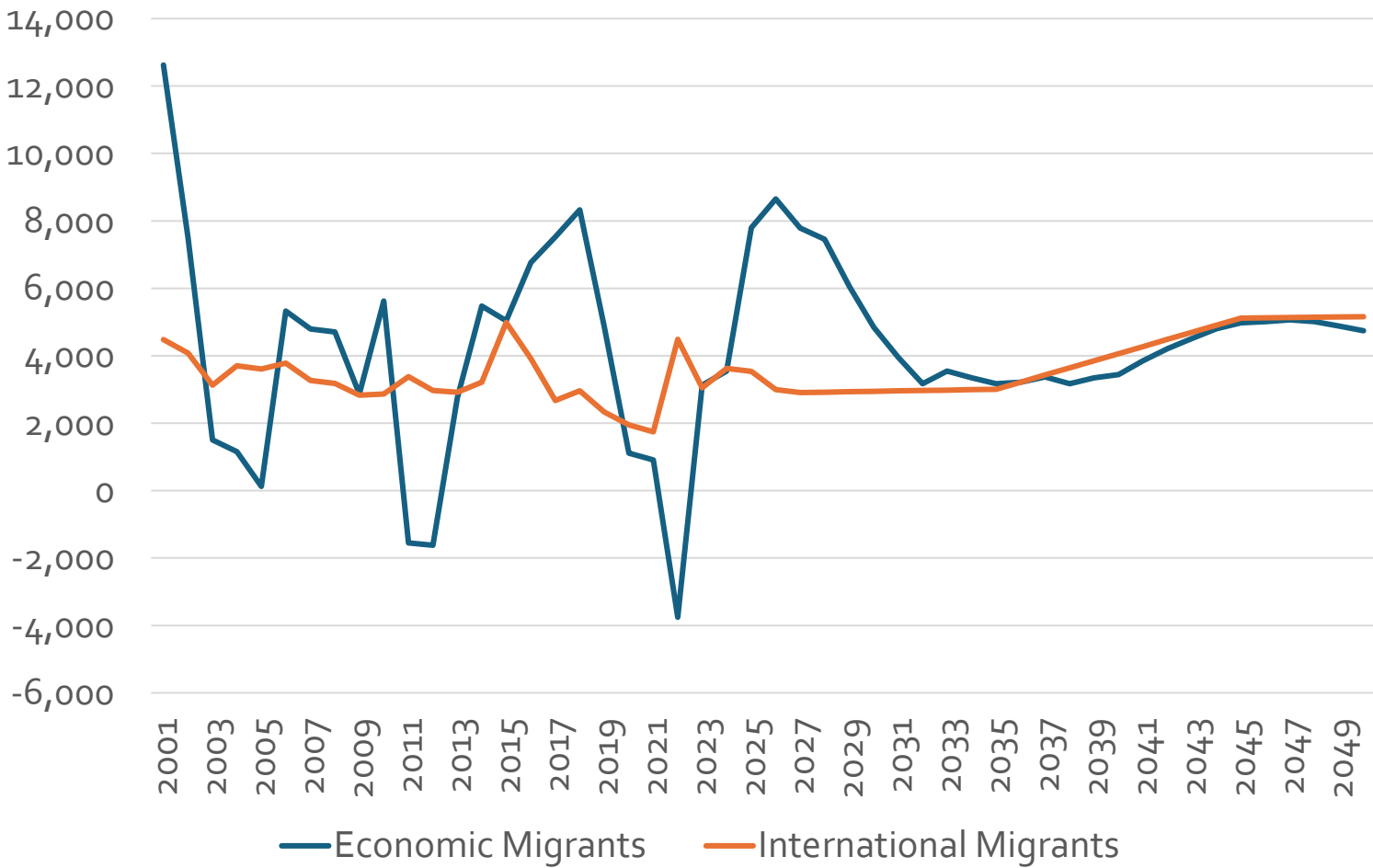


Yes ●
Maybe ●
No ○

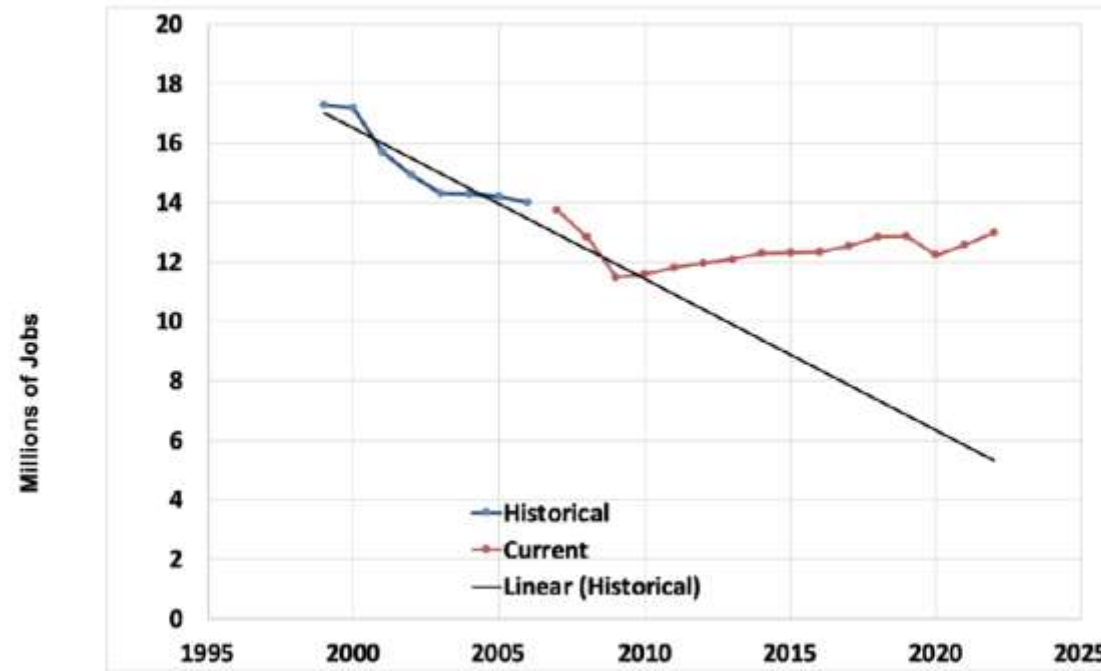
Key: Is the County
Receiving Geography?

Net Migration increases in the last half of the projection period as outmigration to the sunbelt slows.

Economic and International Net Migration



BLS Manufacturing Employment



Source: BLS end-of-year data, Reshoring Initiative calculation

Reshoring Initiative | www.reshorennow.org | 847 867 1144 | info@reshorennow.org

Reshoring assumption

- Manufacturing employment was showing a decline post-2030.
- This is not consistent with recent trends and policy actions
- Input into REMI as a modest, 0.25% per year increase in its baseline growth rate for industries in this sector.

Reshoring assumption impact

	Manufacturing Employment Comparison				
	2020	2030	2040	2050	2030-2050
Prior version	82,193	94,892	93,882	94,438	-454
w/reshoring	82,193	96,106	96,730	98,926	2,819
Difference	0	1,214	2,848	4,488	3,273

Additionally, assumed Panasonic plant adds 4,000 jobs in 2025, expanding to 8,000 by 2030.

Conversion to MARC Region Population and Households

- Convert MSA population by age and race/ethnicity to households using household headship rate forecasts from Harvard's Joint Center for Housing Studies
- Assume all 14-county MSA population and household growth occurs within the 9-county MARC Region.
 - The rural counties have historically grown little overall, experiencing periods of decline and growth with little net change
- Assume group quarters populations remain constant.
- Calculate household population as total population minus group quarters population

MARC Region Population and Households Forecast

That household size declines means areas where housing units remain stable will see slight population decreases.

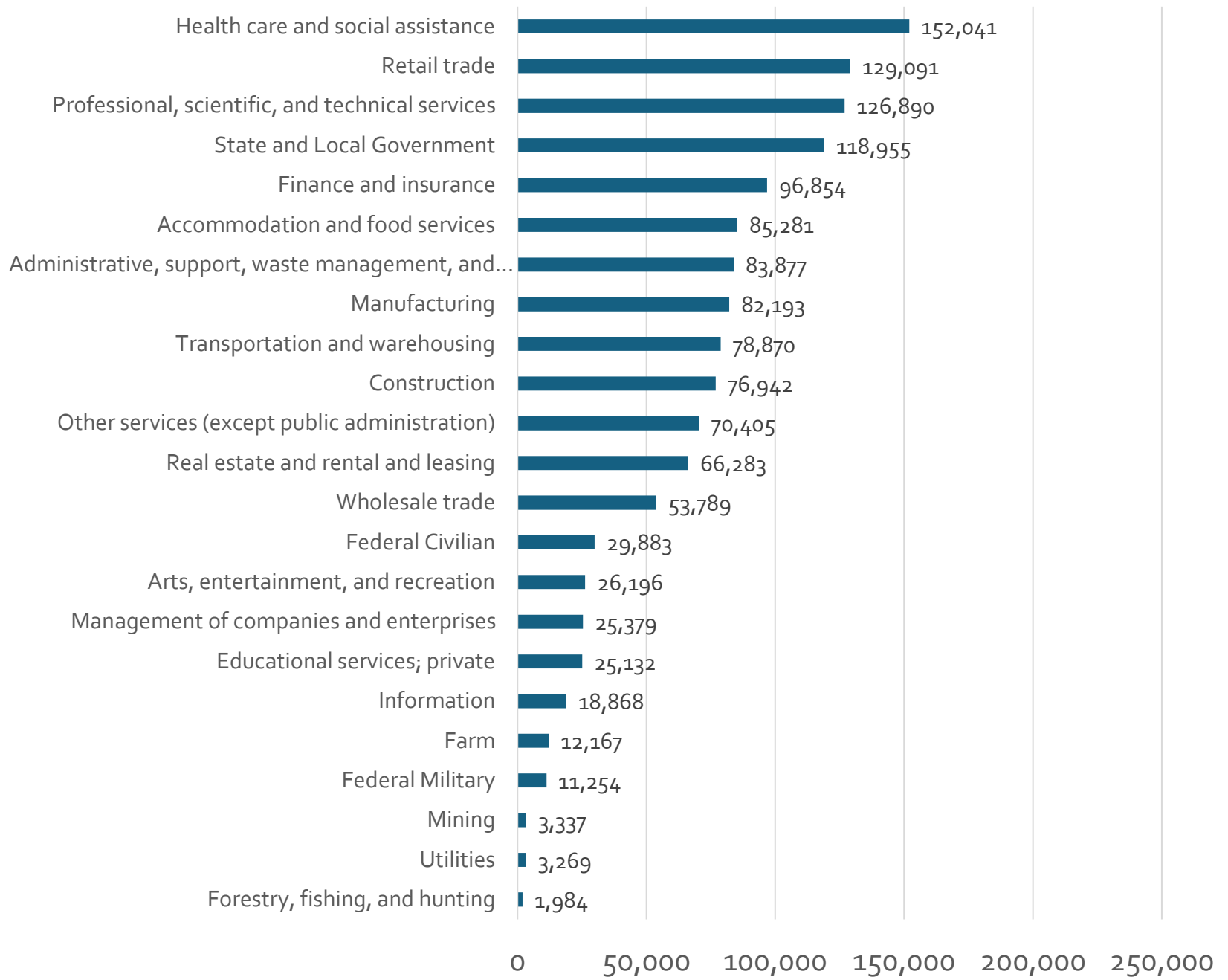
MARC 9-County Region	2020 Census	2030	2040	2050	Change, 2020-2050
Total Population	2,103,419	2,244,005	2,348,648	2,453,637	350,218
GQ Population	31,107	31,107	31,107	31,107	0
Household Population	2,072,312	2,212,898	2,317,541	2,422,530	350,218
Households	833,443	922,780	989,622	1,040,303	206,860
Persons per household	2.49	2.40	2.34	2.33	-0.16

Conversion to MARC Region Employment

- The REMI model uses employment data from the Bureau of Economic Analysis, which includes the self-employed.
- Our travel models are calibrated using the Longitudinal Employer-Households Dynamics data set, which does not.
 - The LEHD data is available at the block level, which can then be aggregated to TAZ. The BEA data is at the county level
 - The self-employed data is by place-of-residence, not place-of-work.
- To make the employment forecast consistent with LEHD, we apply the rates of change at the level of five aggregate industries from the REMI model to a 2020 LEHD base.

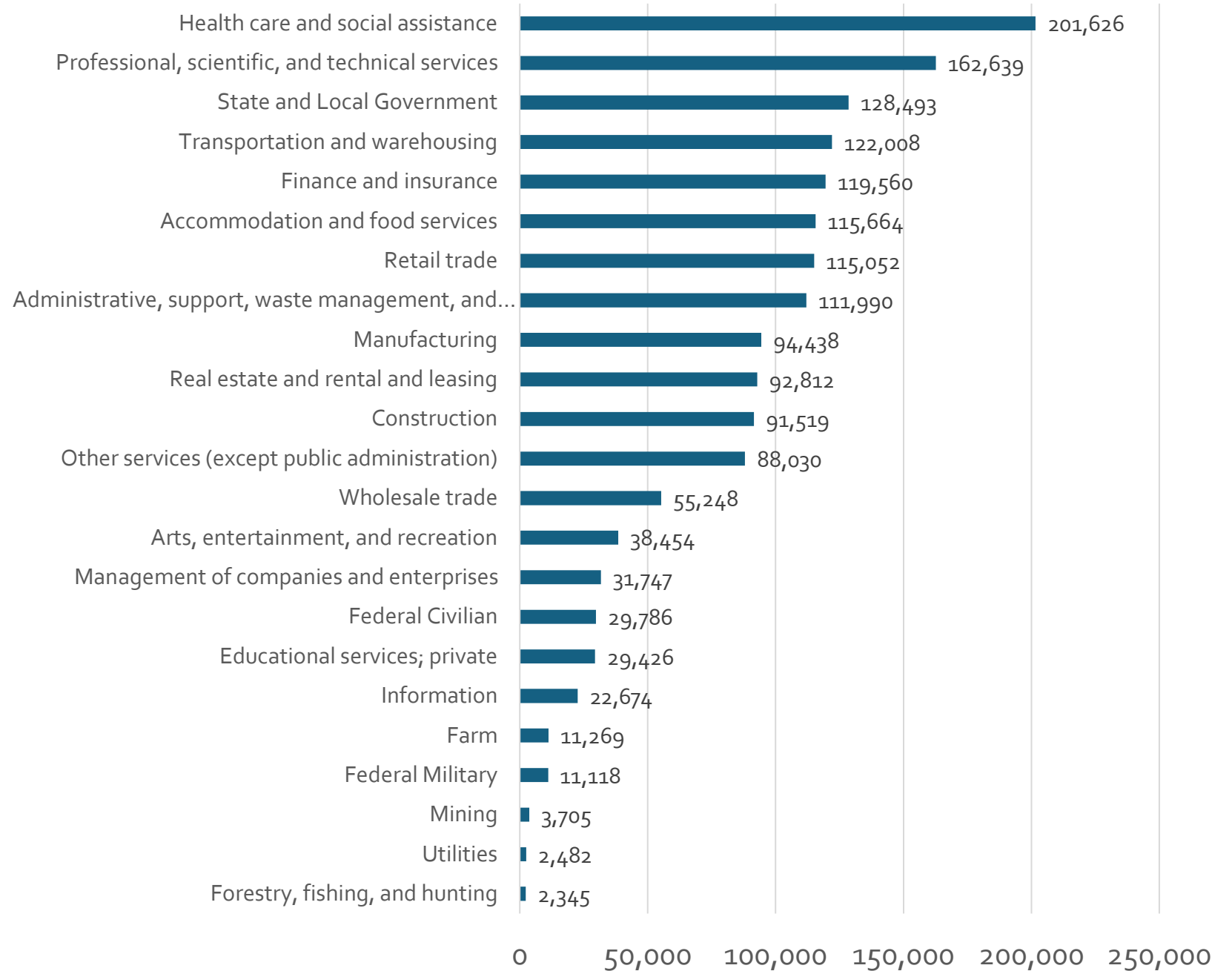
Current industry distribution of employment

2020 Employment by Industry



By 2050, retail employment drops in ranking while warehousing rises

2050 Employment by Industry



Between 2020 and 2050, transportation and warehousing gains the 2nd most jobs after health care, while retail loses jobs.

2020-2050 Employment Change by Industry



MARC Region Employment Forecast

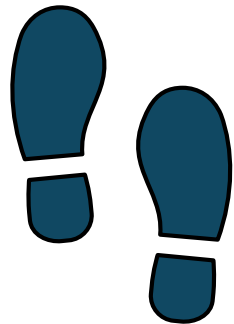
	2020	2030	2040	2050	Change, 2020-2050
Government and Management	62,753	64,852	66,404	68,388	5,635
Basic Industry	137,840	156,136	158,157	162,819	24,979
Transportation and Communications	105,550	125,769	131,911	138,715	33,165
Retail	175,683	192,348	189,988	190,190	14,507
Finance, Insurance and Real Estate Services	75,597	88,921	93,014	98,745	23,148
	454,859	526,723	561,305	596,057	141,198
Total	1,012,282	1,154,750	1,200,778	1,254,914	242,632

PREVIOUSLY ADOPTED FORECAST (2020-2050)



- ✓ 480,000 more people
- ✓ 230,000 more households
- ✓ 225,000 more jobs

NEW MARC REGION FINAL CONTROL TOTALS (2020-2050)



- ✓ 350,000 more people
 - 73% of prior forecast
- ✓ 207,000 more households
 - 90% of prior forecast
(difference due to smaller household sizes)
- ✓ 243,000 more jobs
 - Slightly more than prior forecast
 - The current forecast starts from the Covid recession low point in 2020
 - Nearly 40% of increase is simply rebound as only 150,000 jobs added from 2024

Recommendation

- The forecasts for total MARC Region population, households and employment were recommended by the Technical Forecast Committee to be adopted for use in the update of Connected KC 2050.
- Discussion? Questions?

Item #7

REPORT: CKC2050 Facilitated Policy Discussions and Policy Framework Update

Presenter: Martin Rivarola, MARC

Policy Framework Update

TTPC

October 2024

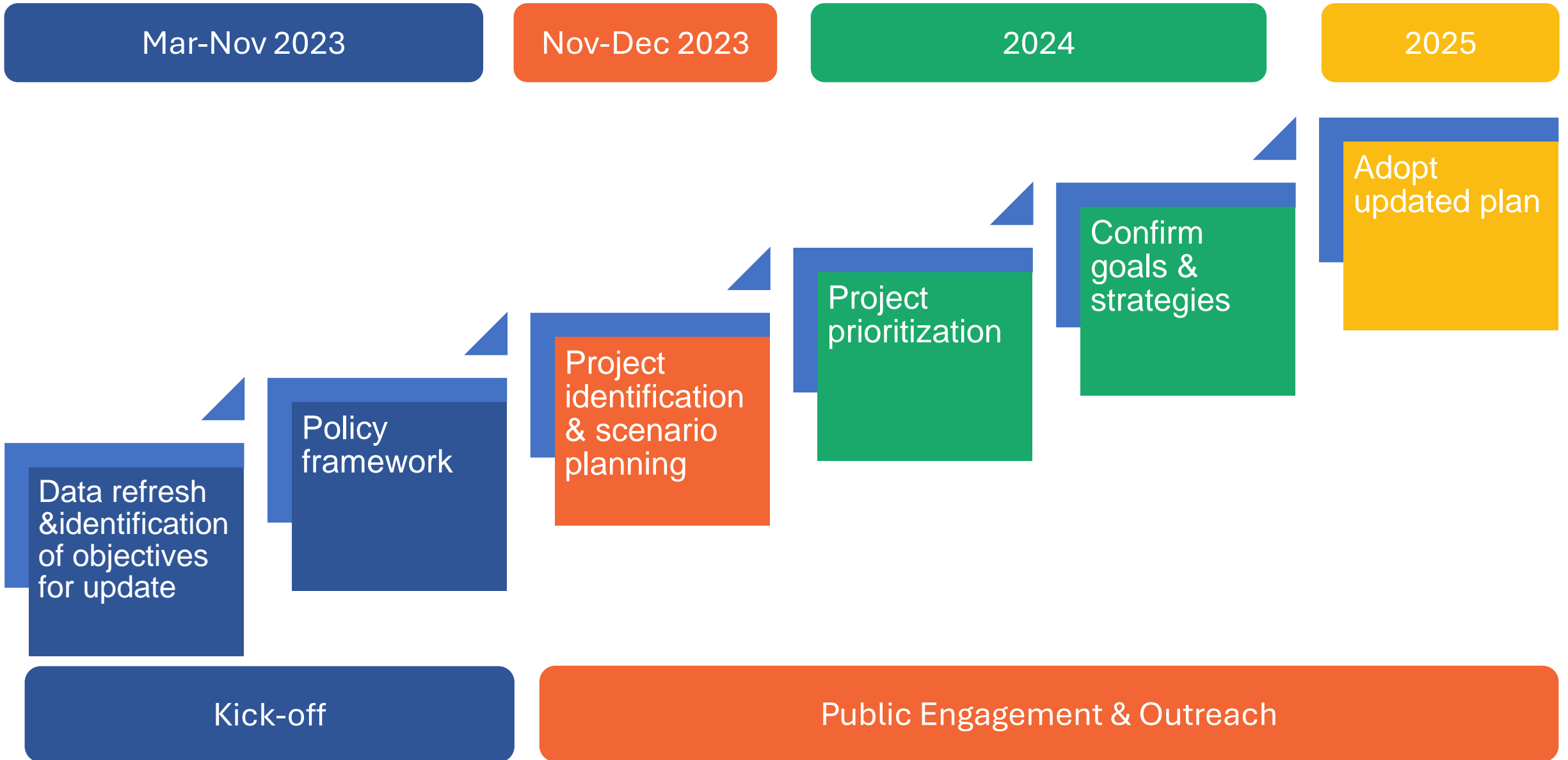
CONNECTED KC
2025 UPDATE
REGIONAL TRANSPORTATION PLAN

THE 2025 UPDATE



[connectedkc.org/
2025-update](https://connectedkc.org/2025-update)

PLAN UPDATE TIMELINE



COMPLETED WORK

- Completed needs assessment & scenario analysis
- Fall '23 engagement (inc. spring '24 random survey w/ETC)
- Land use & financial forecast
- Project evaluation & prioritization
- Constrained project listing developed
- Shared with modal committees
- Policy framework discussions w/ TTPC, SPPC, CEC, AQF

WHAT'S NEXT

- Travel demand modeling & EJ analysis underway
- Policy framework discussions: What did we hear?
- Policy framework: review language & consider revisions?
- What's next? Engagement fall '24
 - Online & In-person (Kick off: Nov. 14)
 - Scenario analysis. Survey update
 - Land use & financial forecast
 - Policy framework update
 - What projects are in the plan?
How do they perform?



connectedkc.org/2025-update

DISCUSSION QUESTIONS

WHAT WE WANT...

- ✓ Access to opportunity
- ✓ Public health and safety
- ✓ Healthy environment
- ✓ Transportation choices
- ✓ Economic vitality



HOW WE'LL GET THERE

- ✓ Focus on centers and corridors
- ✓ Promote climate resiliency
- ✓ Find new funding sources
- ✓ Prioritize investments
- ✓ Leverage data and technology

- Does the policy framework reflect public preferences and priorities? If not, what should be different?
- Will the policy framework advance progress towards all of the goals of the plan? If not, what adjustments are needed to do so?
- How can the proposed policy framework facilitate more balanced outcomes in cases where proposed investments may advance some goals at the expense of others?

POLICY FRAMEWORK DISCUSSION

KEY TAKEAWAYS

- Emphasis on equity for low-income and disadvantaged areas
- Regional planning focus and investments should increasingly support underserved areas
- Improvements are needed in coordinating transportation planning and housing developments, including transit accessibility
- Regional transit needs reevaluated and expanded
- Active transportation and centers and corridors work is high priority
- Safety for all users needs to be emphasized
- Regional planning focus and investments should address areas where progress is not being made in key performance metrics

POLICY FRAMEWORK DISCUSSION

KEY TAKEAWAYS

- Prioritize maintenance/asset management over system expansion
- Connection to downtown KCMO is important but not the only priority for suburban areas
- Unanimous concern that goals are not being reached, concerning healthy environment, public health and safety, and access to opportunity:
 - Concern that not enough progress is being made regarding climate resiliency and air quality metrics
 - Concern that non-motorist safety is declining
 - Concern that access to active transportation and public transit needs to be addressed much quicker

POLICY FRAMEWORK ADJUSTMENTS

WHAT WE WANT...

- ✓ Access to opportunity
- ✓ Public health and safety
- ✓ Healthy environment
- ✓ Transportation choices
- ✓ Economic vitality



HOW WE'LL GET THERE

- ✓ Focus on centers and corridors
- ✓ Promote climate resiliency
- ✓ Find new funding sources
- ✓ Prioritize investments
- ✓ Leverage data and technology

WHAT WE WANT...

NO PROPOSED CHANGES

- We want to maintain a multimodal transportation system that supports the efficient movement of all people and goods and promotes economic development (**Economic vitality**)
- We want to foster healthy communities & individuals by providing safe and secure places to live, walk, bike, roll, ride the bus & drive with clean air to breathe (**Public health and safety**)

WHAT WE WANT...

- Current: We want to support a connected system that enables access to all activities, allowing all people to succeed by removing transportation barriers
(Access to opportunity)
- Proposed: Support a connected system that enables access to **jobs, education, health care, housing, recreation, shopping and other** activities, allowing **everyone in the region** a chance to succeed by removing transportation barriers
- Current: We want to prioritize and support investments that reduce pollution and greenhouse gas emissions and preserve and restore ecosystem health
(Healthy environment)
- Proposed: Prioritize & support investments that **protect air & water quality, restore ecosystem health, reduce pollution & greenhouse gas emissions, and adapt to climate change** **(Climate Resilience)**

WHAT WE WANT...

- Current: We want to provide a range of transportation choices for all communities across the region to allow for ease of travel as well as public health & environmental benefits (**Transportation choices**)
- Proposed: **Expand** the range of transportation modes for all communities across the region to allow for ease of travel as well as public health and environmental benefits
- Current: (None)
- Proposed: Reduce the housing/transportation cost burden for residents and increase attainability of housing by planning for and connecting housing to our region's activity centers and corridors (**Housing — new goal!**)

HOW WE'LL GET THERE? (CURRENT)

OVERARCHING STRATEGIES (5)

- Centers and corridors
- New funding sources
- Prioritize investments
- Climate protection and resilience*
- Data and technology*

* Proposed updates

DETAILED STRATEGIES (19)

- Air quality
- Complete and green streets
- Equitable investment
- Goods movement
- More mode choices
- Public transportation
- Regional connections
- Safety
- System efficiency
- System preservation
- Trails and bikeways
- Electric vehicles*
- Emergency preparedness*
- Equitable access to technology *
- Green infrastructure*
- Mobility hubs*
- Mobility innovations*
- Urban heat islands*
- Weather events*

HOW WE'LL GET THERE?

- **CLIMATE MITIGATION AND ADAPTATION:** Ensure that the transportation system's burden on the climate decreases, builds resilience and reduces climate risks.
- **DATA AND TECHNOLOGY:** Manage and share reliable data and preparing for emerging technologies. **Ensure innovative transportation technology facilities and services are accessible to residents of all races, ages, abilities and income levels.**

HOW WE'LL GET THERE?

- **EMERGENCY PREPAREDNESS AND RESILIENCE:** Integrate emergency preparedness planning into the transportation planning processes, recognizing the important role transportation systems play in emergency response and recovery and emphasizing the needs of vulnerable populations. Strengthen transportation infrastructure against extreme weather like flooding and heat. Enhance operational responses to ensure public safety and mobility. Use technologies to monitor infrastructure integrity and provide real-time data for better responsiveness and mobility.
(Combine previous “Emergency Preparedness and Weather Events” strategies)
- **MOBILITY INNOVATION:** Support new and innovative transportation services, facilities and technologies to ensure safe and efficient travel for people and goods. Collaborate with local governments to create mobility hubs in key areas where transportation options come together. Make it easy to access and switch between bikes, busses, microtransit, rental cars, ride-hailing services and other modes and services.
(Combine previous “Mobility Hubs and Mobility Innovations” strategies)



HOW WE'LL GET THERE?

- **URBAN COOLING AND GREENING:** Reduce heat-absorbing materials in transportation projects using new technologies and best practices. Incorporate extensive tree canopies and green spaces, especially in vulnerable areas, following APWA 5600 standards. Integrate environmental, land use and transportation planning to achieve multiple goals. Implement the regional Green Infrastructure Framework and new stormwater management standards to improve water quality and reduce runoff.
(Combine previous “Urban Heat Islands and Emergency Preparedness” strategies).
- **ZERO EMISSION VEHICLES (Rename from EV Vehicles):** Develop policies and programs to support the purchase of electric and no-emission vehicles for public and private fleets and personal use. Expand access through discounted electric car-sharing programs for low-income individuals. Encourage local governments to require charging facilities in new buildings. Provide educational programs on the benefits and convenience of fleet electrification.

HOW WE'LL GET THERE?

- **DIGITAL CONNECTIVITY & EQUITY:** Support broadband infrastructure investments to serve areas difficult or expensive to service with fiber, particularly for rural areas and urban neighborhoods. Furthermore, set priorities for last mile infrastructure to connect multi-family housing to enable residents to have access to affordable, quality internet services. **(NEW STRATEGY!)**
- **HOUSING COORDINATION:** Prioritize transportation strategies and funding to support multiple housing types in locations near and within activity centers and corridors with transit and bicycle / pedestrian options. Ensure diverse, high-quality, and affordable housing options are available and accessible to all in the Kansas City region. Support regional coordination, awareness, and collaboration of businesses, organizations, and communities with transportation planning. **(NEW STRATEGY!)**

HOW WE'LL GET THERE? (PROPOSED)

OVERARCHING STRATEGIES (5)

- Centers and corridors
- New funding sources
- Prioritize investments
- Climate mitigation and adaptation
- Data and technology

DETAILED STRATEGIES (16)

- Air quality
- Complete and green streets
- Digital connectivity & equity
- Emergency preparedness and resilience
- Equitable investment
- Goods movement
- Housing coordination
- Mobility innovation
- More mode choices
- Public transportation
- Regional connections
- Safe systems
- System efficiency
- System preservation
- Trails and bikeways
- Urban cooling and greening

NEXT STEPS

- Complete travel demand modeling, EJ analysis (3Q ~ 4Q 2024)
- Public outreach & engagement (4Q 2024)
 - In person and online public meeting(s)
 - Targeted stakeholder group discussions
- Final plan write up (1Q ~ 2Q 2025)

JOIN US FOR A PUBLIC MEETING

What's planned:

- Comment on the project list
- Learn about the adjusted goals, forecast and model

RSVP welcome, not required



PLAN UPDATE MEETING

NOV. 14
4:30–6:30 P.M.
MARC Board Room

CONNECTEDKC
2050
REGIONAL TRANSPORTATION PLAN

A graphic for a public meeting. It features a large black circular arrow icon at the top. Below it, the text "PLAN UPDATE MEETING" is written in bold black letters on a yellow rectangular background. Underneath, the date and time "NOV. 14 4:30–6:30 P.M." and the location "MARC Board Room" are listed in black text. At the bottom right, the "CONNECTEDKC 2050 REGIONAL TRANSPORTATION PLAN" logo is displayed. The graphic is set against a white background with orange and green decorative elements.

Policy Framework Update

TTPC

October 2024



THANK YOU!

Item #8

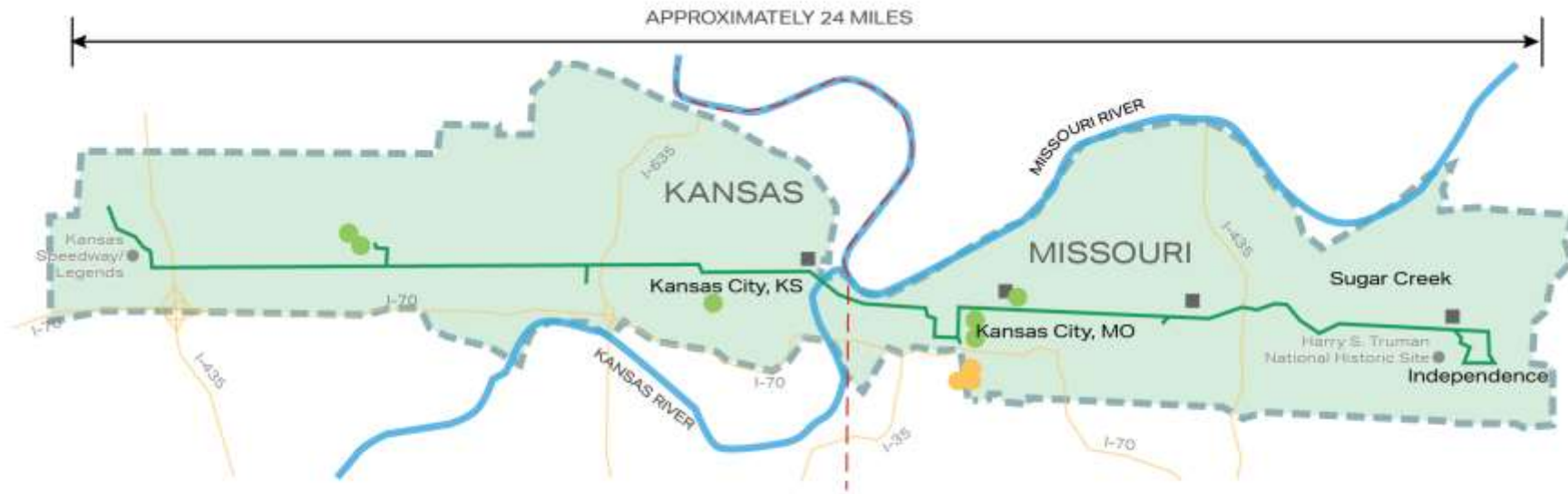
REPORT: Bistate Sustainable Reinvestment Corridor

Presenter: Ron Achelpohl, MARC



Bi-State Sustainable Reinvestment Corridor

Creating opportunity through sustainability and mobility.



Bi-State Sustainable Reinvestment Corridor Project Area

- Corridor
- Highway/Interstate
- River
- - - State Line
- College/University
- Hospital
- Library



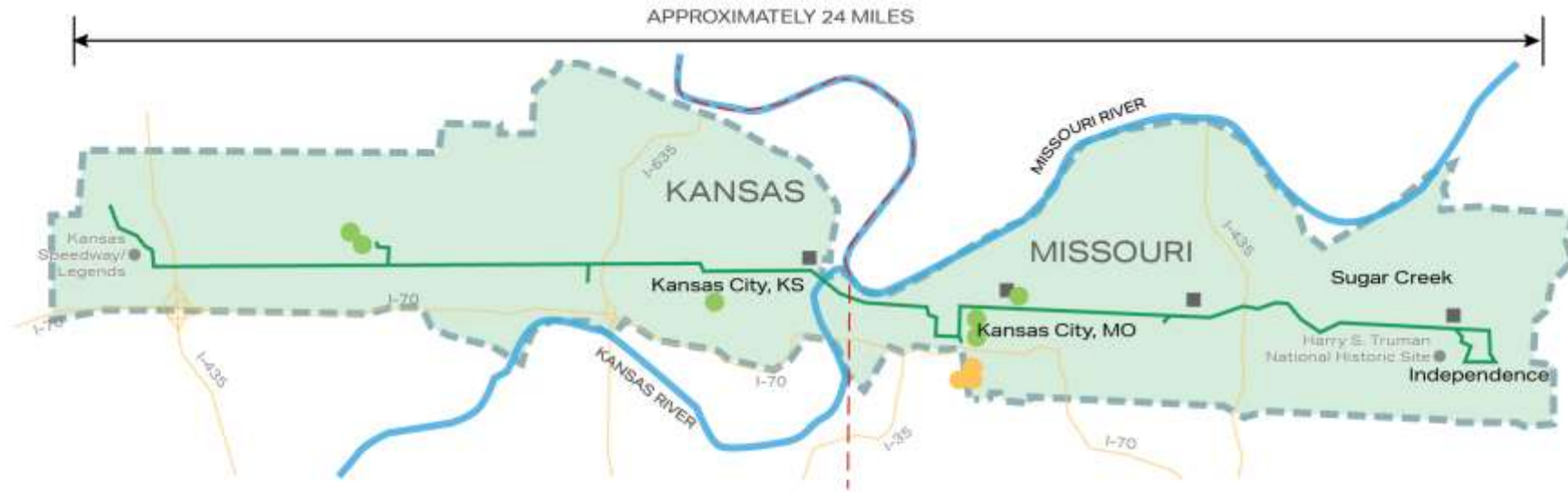
Vision

*Independence Ave, State Ave and adjacent neighborhoods form a **corridor of opportunity** that builds on the strengths and capacities of current and future residents, businesses and communities by connecting them through **comprehensive, sustainable infrastructure, community services and mobility options** to open access to the greater Kansas City region.*



Theory of Change

- ***New Federal infrastructure funding provides a generational opportunity to invest in coordinated, comprehensive transportation, housing, workforce, broadband, green infrastructure, public safety and economic development strategies to support equitable growth and redevelopment of promising but disadvantaged neighborhoods along the Independence and State corridor.***
- ***New resources will accelerate implementation of extensive community-based plans that have already been conducted throughout the corridor.***
- ***Focused investment along and connected to this corridor will enhance its capacity to catalyze growth and opportunity throughout the Kansas City metropolitan area using sustainable strategies.***



Bi-State Sustainable Reinvestment Corridor Project Area





Jackson County's Strategy for the Future



Independence Avenue BRT Feasibility Study

NORTHEAST AREA MASTER PLAN
KANSAS CITY, KANSAS



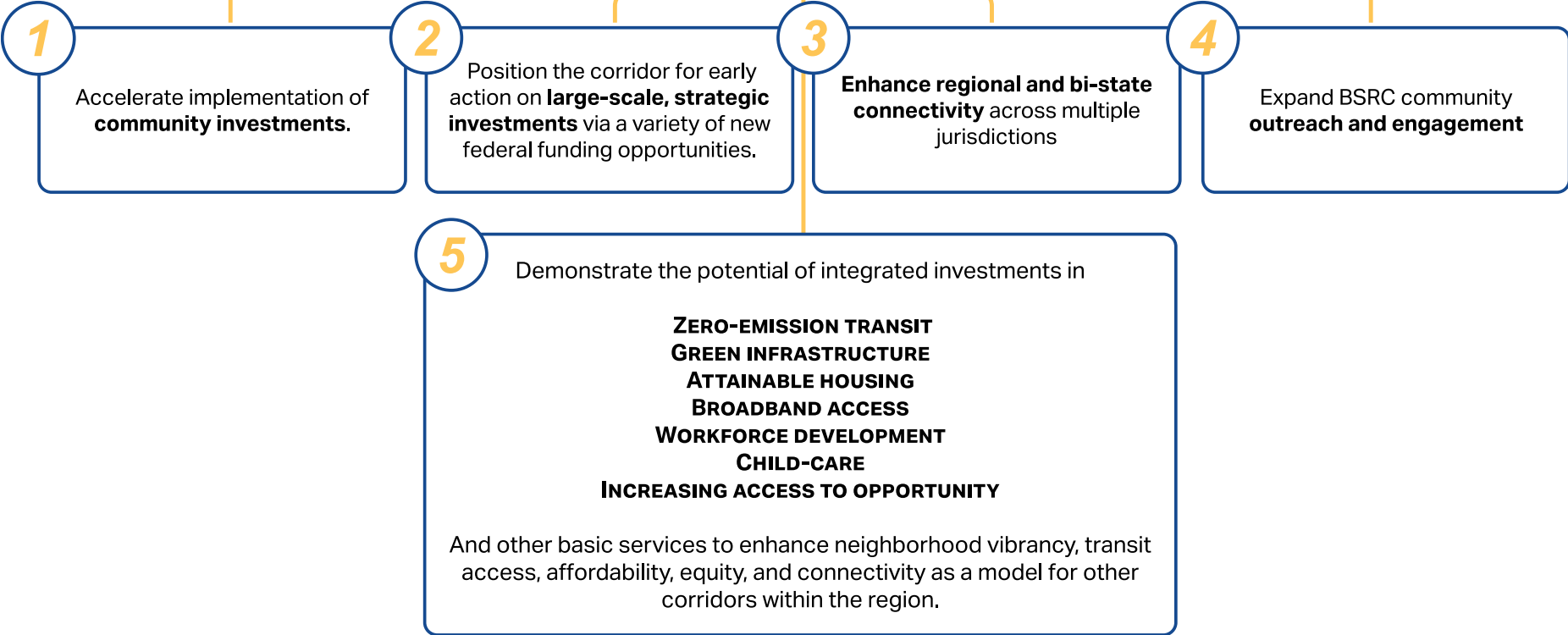
MetroGreen



THE LONG-TERM TRANSIT AND MOBILITY
PLAN FOR THE KANSAS CITY REGION

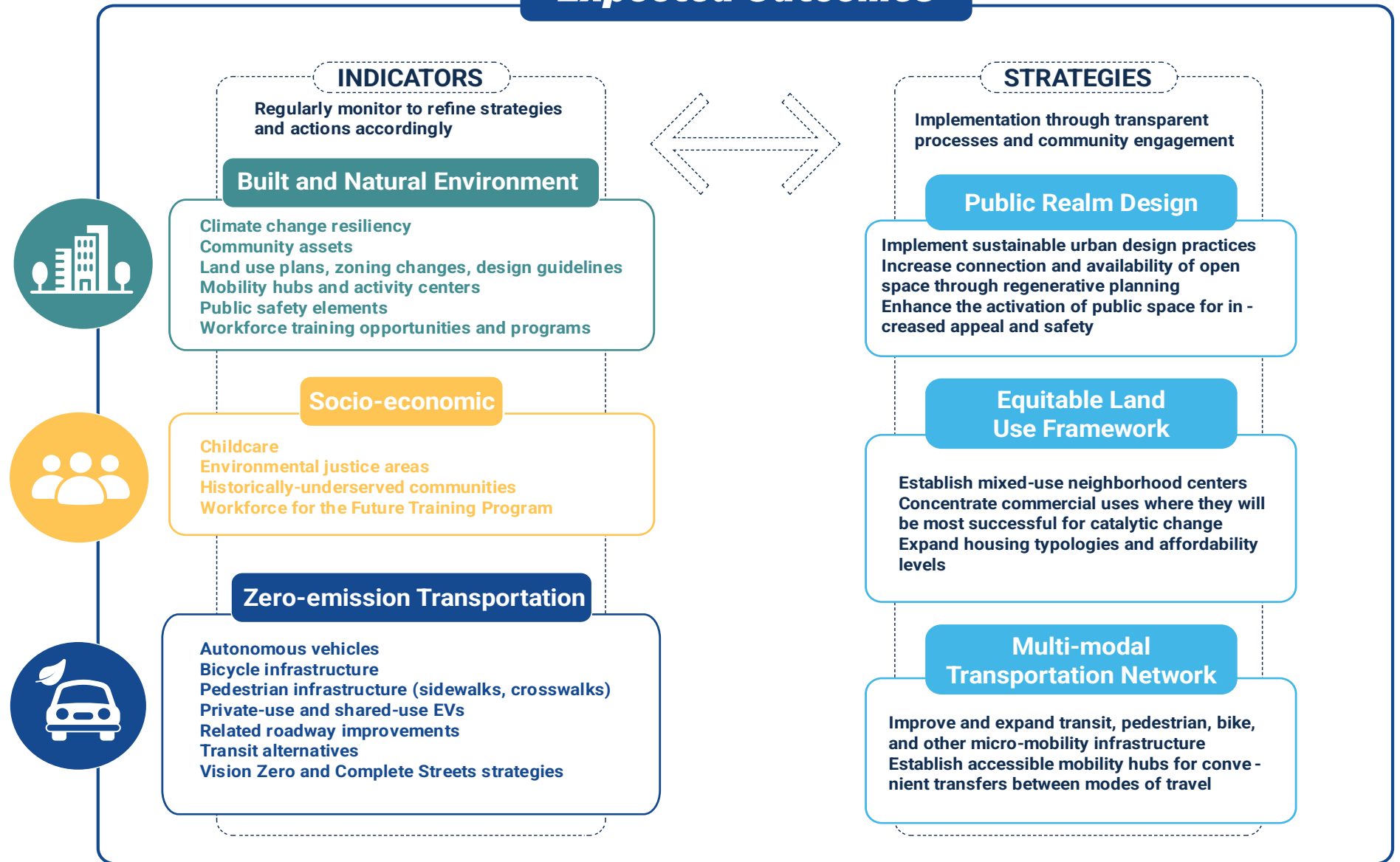


Project Objectives



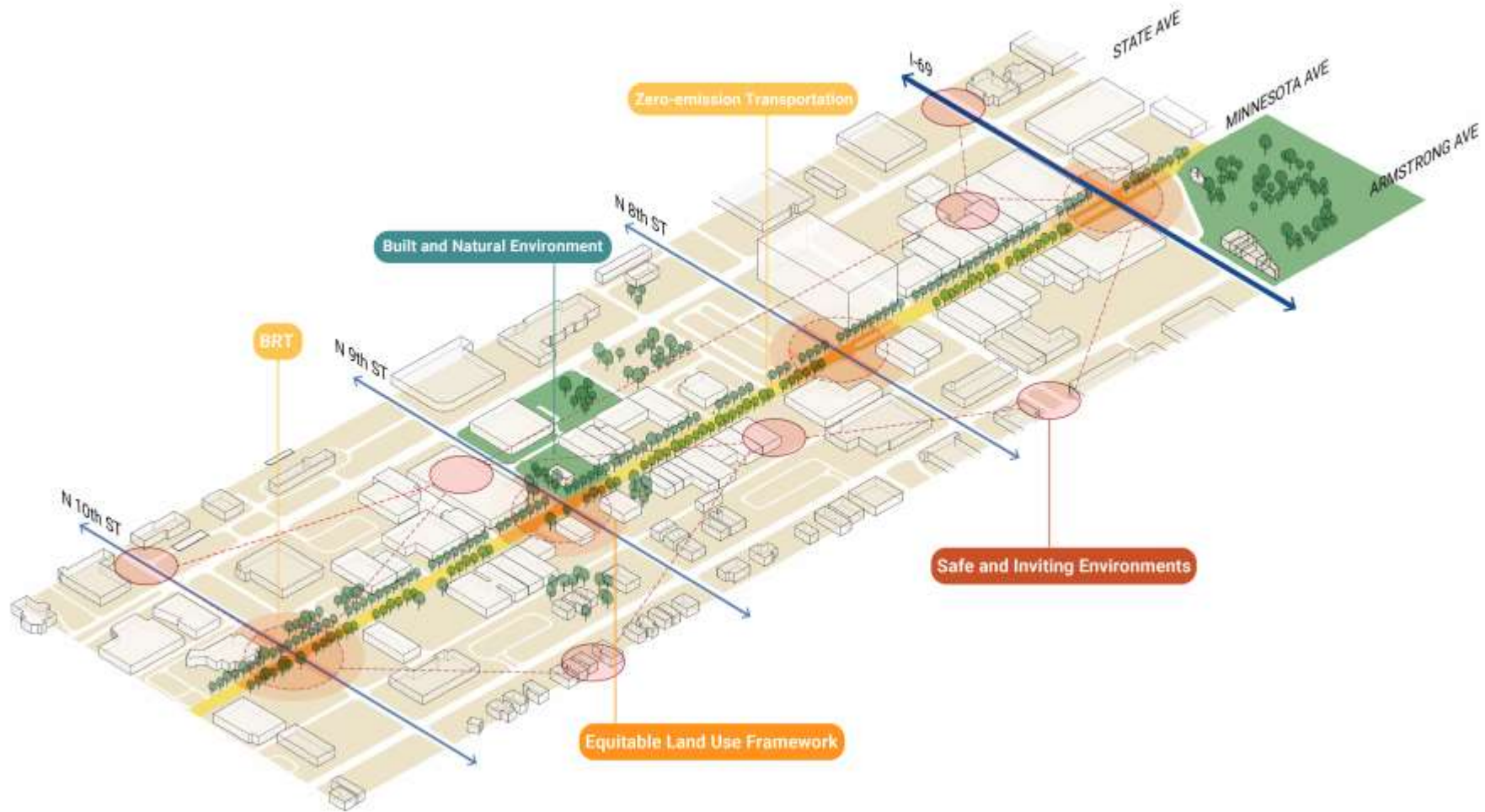


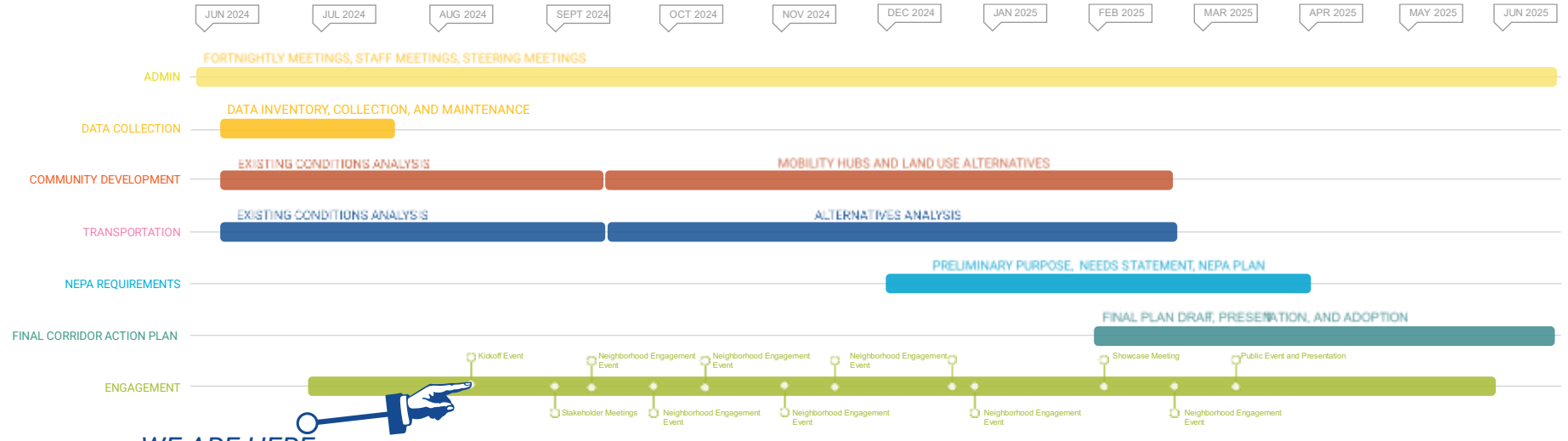
Expected Outcomes





Graphic suggestive of potential interventions along the Corridor between I-69 and N 10th St along Minnesota Ave





WE ARE HERE

MONTHS 1-3

1. Establish general awareness of the project
2. Develop project website
3. Meet with elected officials throughout the project corridor
4. Identify and meet with project champions across the corridor to establish early familiarity and project buy-in
5. Establish Advisory Committee
6. Identify communities with specific needs for translation, transportation, and other specialized services related to learning about the project
7. Identify community meetings and events at which to share information

MONTHS 4-9

1. Support the project team's work at this phase of the project
2. Customize messages based on project findings and needs
3. Continue meeting with federal, state and local elected officials
4. Promote public meetings
5. Conduct surveys to gather data needed by the project team
6. Share messaging at one-on-one meetings and pop up events

MONTHS 10-12

1. Ensure outreach has been comprehensive and diverse
2. Compile summary data
3. Continue meeting with federal, state and local elected officials
4. Complete the cycle of feedback to sharing findings with the communities



Public Meeting:

- October 29
- 5:30–7 p.m.
- BlendWell Community Café
- 10725 E US Hwy 24
- Independence, MO

**Visit the MARC project's website
and sign up for updates**



Item #9

REPORT: Transportation Emissions Committee Update

Presenter: Ryan Umberger, MARC

Congestion Mitigation & Air Quality Program (CMAQ)

19

Applications
received

12

Local governments
and organizations

\$26.6M

Total
request

Missouri Projects

Sponsor	Project	CMAQ Request
Grandview, MO	Highgrove Rd and Byars Rd Intersection Improvements	\$817,600
Lee's Summit, MO	Chipman Road Signal Controller and Detection Upgrades	\$200,000
Liberty, MO	South Liberty Parkway Traffic Signal Interconnect	\$640,000
BikeWalkKC	Missouri Safe Routes to School Program	\$400,000
Independence, MO	23rd Street Mobility & Safety Improvement Project	\$1,000,000
MoDOT	Adding a shared use path on Rte 291 NB bridge over Missouri River	\$1,000,000
Platte County, MO	Route 152 Trail Segment 1	\$2,750,000
Platte County, MO	Route 152 Trail Segment 2	\$2,750,000
Platte County, MO	Route 152 Trail Completion Platte County	\$5,400,000
BikeWalkKC	Missouri Bike Share Program	\$300,000
KCATA	Expanded Flex Service	\$400,000
KCATA	New Bus and Micromobility Services	\$600,000
MO Total		\$16,257,600
Available Funding		\$6,200,000
MO Oversubscription		262%

Kansas Projects

Sponsor	Project	CMAQ Request
Johnson County Transit	Airport Express Services Pilot	\$2,400,000
Lenexa, KS	95th Street and Lackman	\$2,600,000
Overland Park, KS	179th Street and Grant Street Roundabout	\$750,000
Lenexa, KS	Pedestrian Accommodations at Traffic Signals and connecting sidewalk links	\$1,100,000
Lenexa, KS	Signalization and Pedestrian accommodations at 87th Street and Scarborough	\$1,100,000
BikeWalkKC	Kansas Safe Routes to School Program	\$300,000
Mission, KS	Martway Complete Streets	\$1,141,000
KCATA	Expanded Flex Service	\$400,000
KCATA	New Bus and Micromobility Services	\$600,000
KS Total		\$10,391,000
Available Funding		\$5,600,000
KS Oversubscription		186%

Carbon Reduction Program (CRP)

19

Applications
received

10

Local governments
and organizations

\$36.3M

Total
request

Missouri Projects

Sponsor	Project	CRP Request
Harrisonville, MO	EV charging stations	\$300,000
BikeWalkKC	Missouri Bike Share Program	\$1,040,000
Liberty, MO	South Liberty Parkway Traffic Signal Interconnect	\$640,000
Platte County, MO	Route 152 Trail Segment 1	\$2,750,000
Platte County, MO	Route 152 Trail Segment 2	\$2,750,000
Platte County, MO	Route 152 Trail Completion Platte County	\$5,400,000
Platte County, MO	Brush Creek Trail North Segment 1	\$1,500,000
Independence, MO	23rd Street Mobility & Safety Improvement Project	\$3,000,000
Liberty, MO	Little Shoal Creek Trail	\$1,000,000
Independence, MO	23rd Street (M-78) Sidewalks Speck Rd. to Jackson Dr.	\$1,191,269
MoDOT	Adding a shared use path on Rte 291 NB bridge over Missouri River	\$1,000,000
KCATA	Regional Alternate Fuel Buses, Charging Infrastructure and Training (KS & MO)	\$3,000,000
	MO Total	\$23,571,269
	Available Funding	\$14,600,000
	MO Oversubscription	161%

Kansas Projects

Sponsor	Project	CRP Request
BikeWalkKC	Kansas Safe Routes to School Program	\$300,000
Basehor, KS	Coralberry Trail - Metro Green Extension	\$1,684,000
Basehor, KS	Trails at Basehor Town Center	\$2,512,000
Lenexa, KS	Pedestrian Accommodations at Traffic Signals and connecting sidewalk links	\$1,100,000
Lenexa, KS	Signalization and Pedestrian accommodations at 87th Street and Scarborough	\$1,100,000
Lenexa, KS	95th Street and Lackman	\$2,600,000
Olathe, KS	Olathe LED Streetlights	\$500,000
KCATA	Regional Alternate Fuel Buses, Charging Infrastructure and Training (KS & MO)	\$3,000,000
KS Total		\$12,796,000
Available Funding		\$8,000,000
KS Oversubscription		160%

TEC Special Meeting Schedule

- 10/14 Project Sponsor Presentations
 - **10/28 – Programming Meeting #1** **2:00 – 4:00 PM**
 - **11/4 – Programming Meeting #2** **10:00 AM – Noon**
 - **11/5 – Programming Meeting #3** **1:00 – 3:00 PM**
 - **11/13 – Programming Meeting #4** **9:00 AM - Noon**
-

Remaining Vacancies

- Cass County, MO
 - Clay County, MO
 - Jackson County, MO
 - Jackson County, MO Municipalities
 - Johnson County, KS Municipalities
 - Miami County, KS
 - Miami County, KS Municipalities
 - Ray County, MO
 - Unified Government of Wyandotte County and Kansas City, KS
 - Wyandotte County, KS Municipalities
 - Kansas City, MO
 - Olathe, KS
 - Overland Park, KS
 - Kansas City Area Transportation Authority
 - Total Transportation Policy Committee
-

Item #10

Other Business

Item #11

Adjournment
