

Total Transportation Policy Committee meeting

January 21, 2025

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.**
-

Item #2

VOTE: December 17, 2024, Meeting Summary

Item #3

VOTE: 2025 1st Quarter Amendment to the 2024-28 Transportation
Improvement Program

Presenter: Marc Hansen, MARC

Item #4

VOTE: 2025 Unified Planning Work Program – Amendment #1

Presenter: Marc Hansen, MARC

Item #5

VOTE: Change to the Olathe and Spring Hill boundary of the FHWA
Adjusted Urban Area within MARC MPO

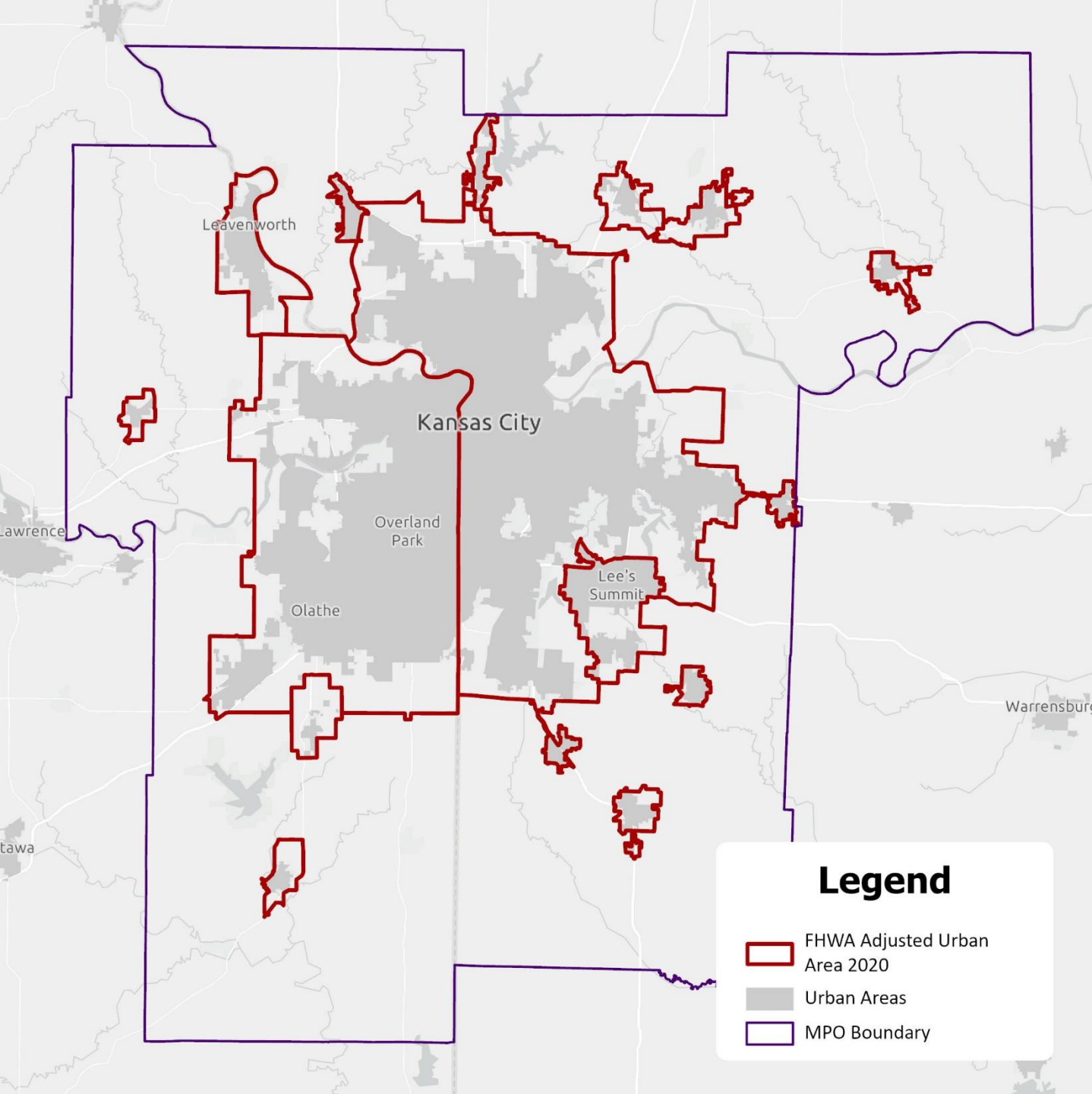
Presenter: Bobby Evans, MARC

Overview

- Decennial update approved April 2024
- Urban boundaries impact
 - Roadway federal aid eligibility
 - A minor collector inside the urban area is part of the federal aid system.
- All census id'd urban areas must be in the FHWA-adjusted urban areas.
- “FHWA-Adjusted Urban Boundary follow either political jurisdictional boundaries or physical features (e.g., rivers, streams, irrigation canals, transmission lines, railroads, streets or highways).”
 - FHWA guidance

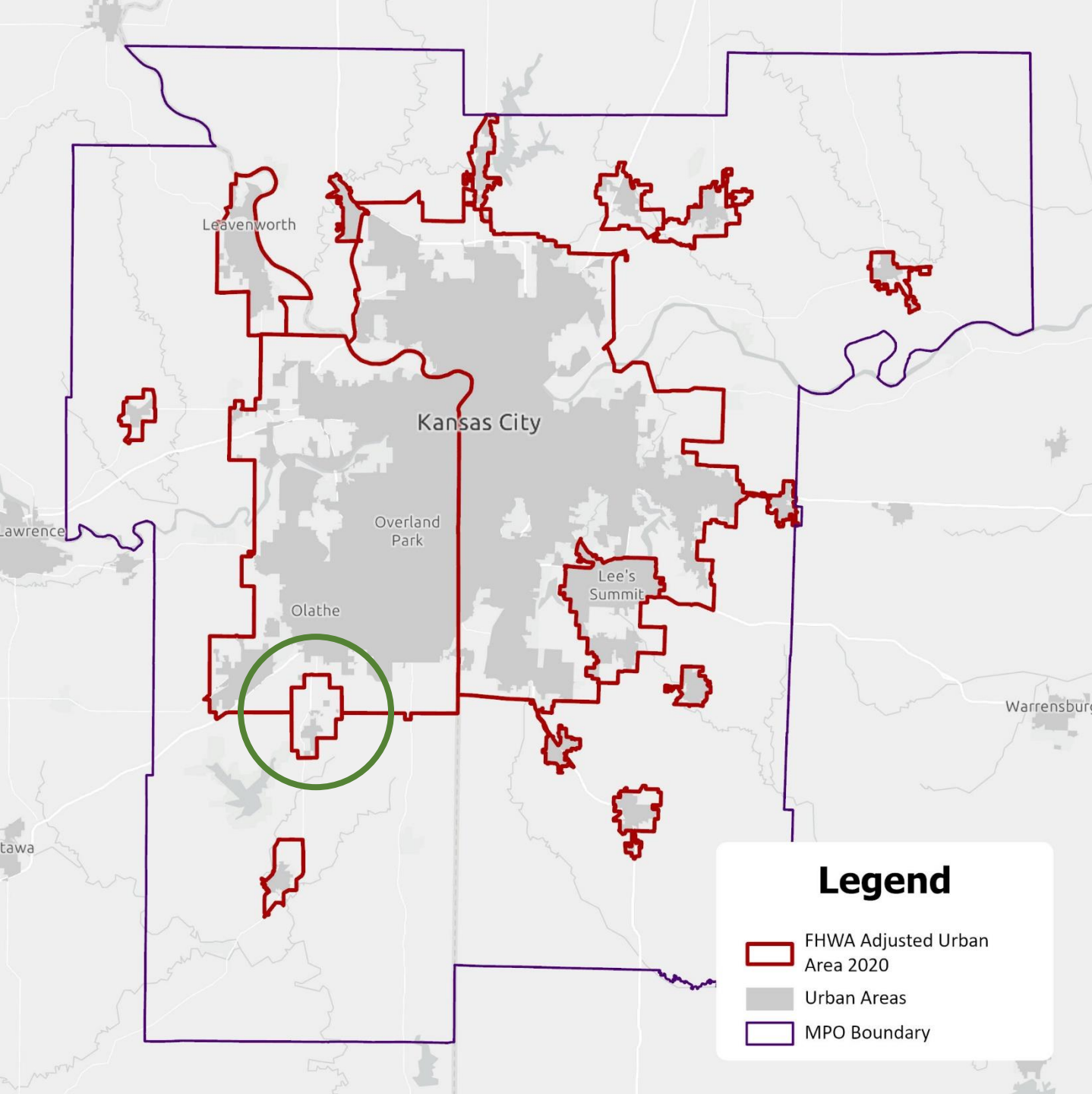
Overview

- There are several census urban areas, and associated FHWA-adjusted urban areas, within the MARC MPO.
- The largest is the Kansas City Urban Area.



Overview

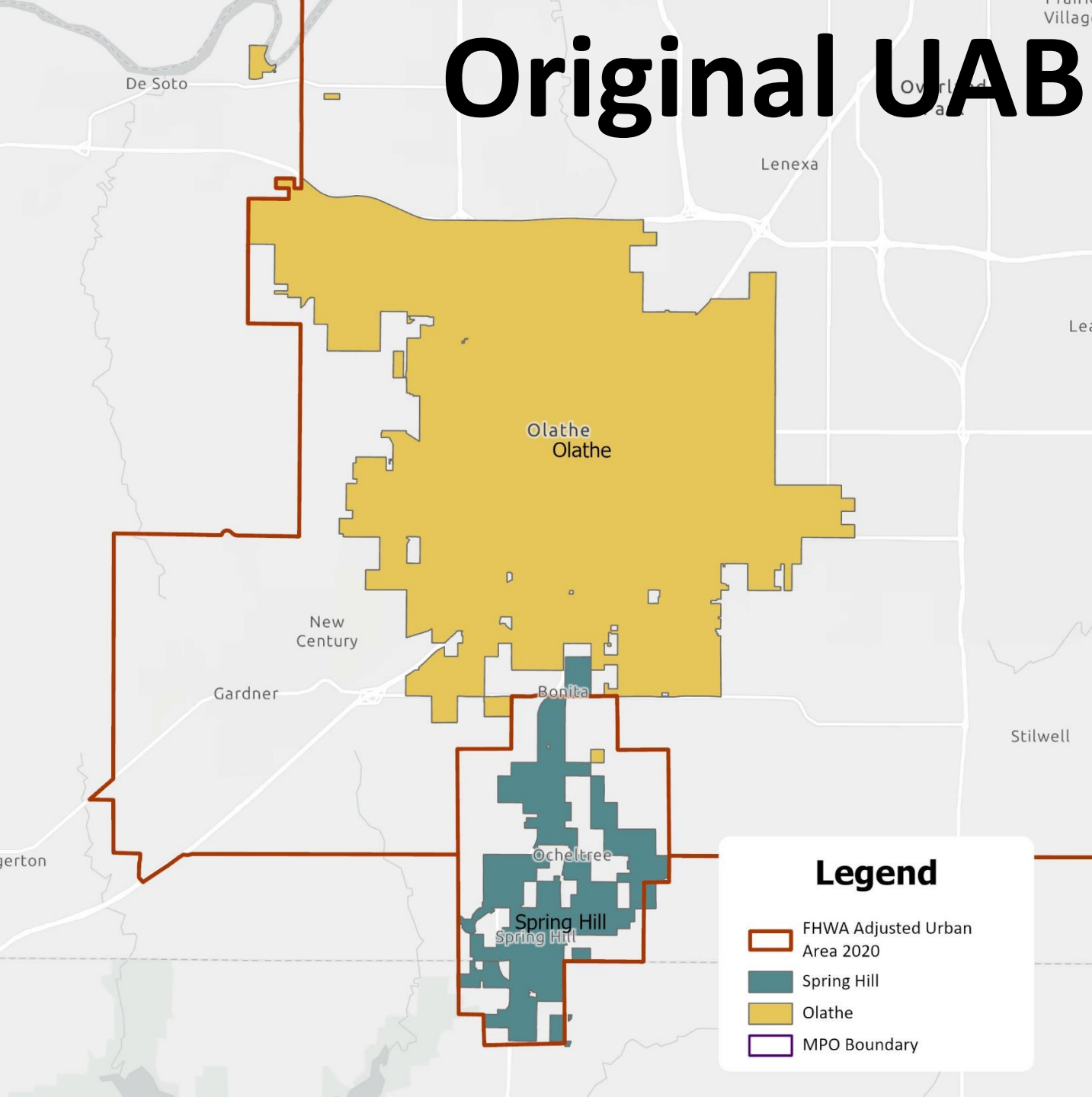
- There are several census urban areas, and associated FHWA-adjusted urban areas, within the MARC MPO.
- The largest is the Kansas City Urban Area.



Original UAB

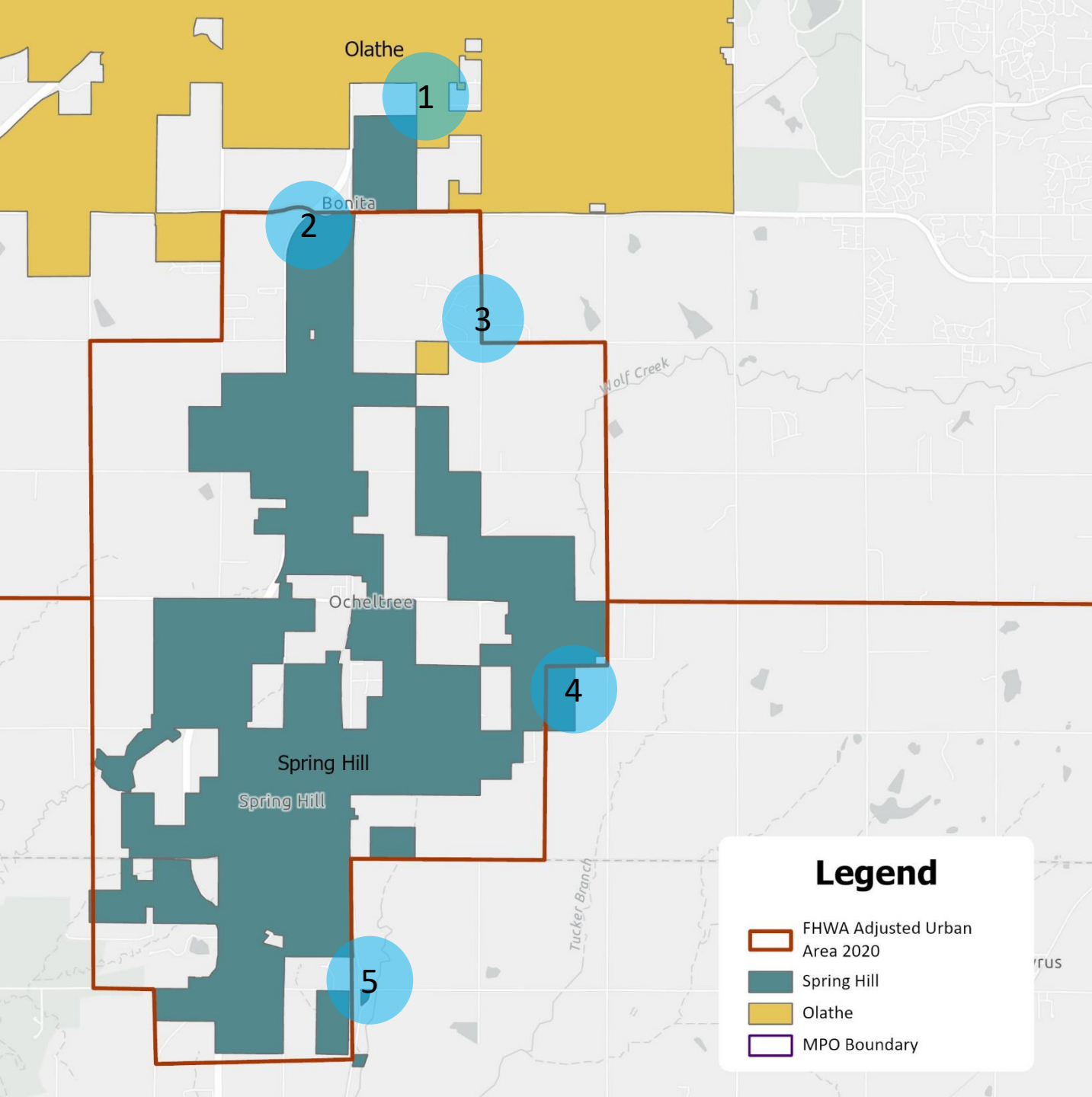
Olathe – Spring Hill

- KDOT – Olathe –Spring Hill – MARC Coordination
- Spring Hill Parcels in KC Urban Area
- Olathe Parcel in Spring Hill Urban Area



More Detail

1. Spring Hill parcel in KC Urban Area
2. Border should follow I-69
3. Olathe Parkland donated from a will
4. Boundary correction to include entire Spring Hill parcel
5. Boundary change to roadway *from* railroad to include this parcel

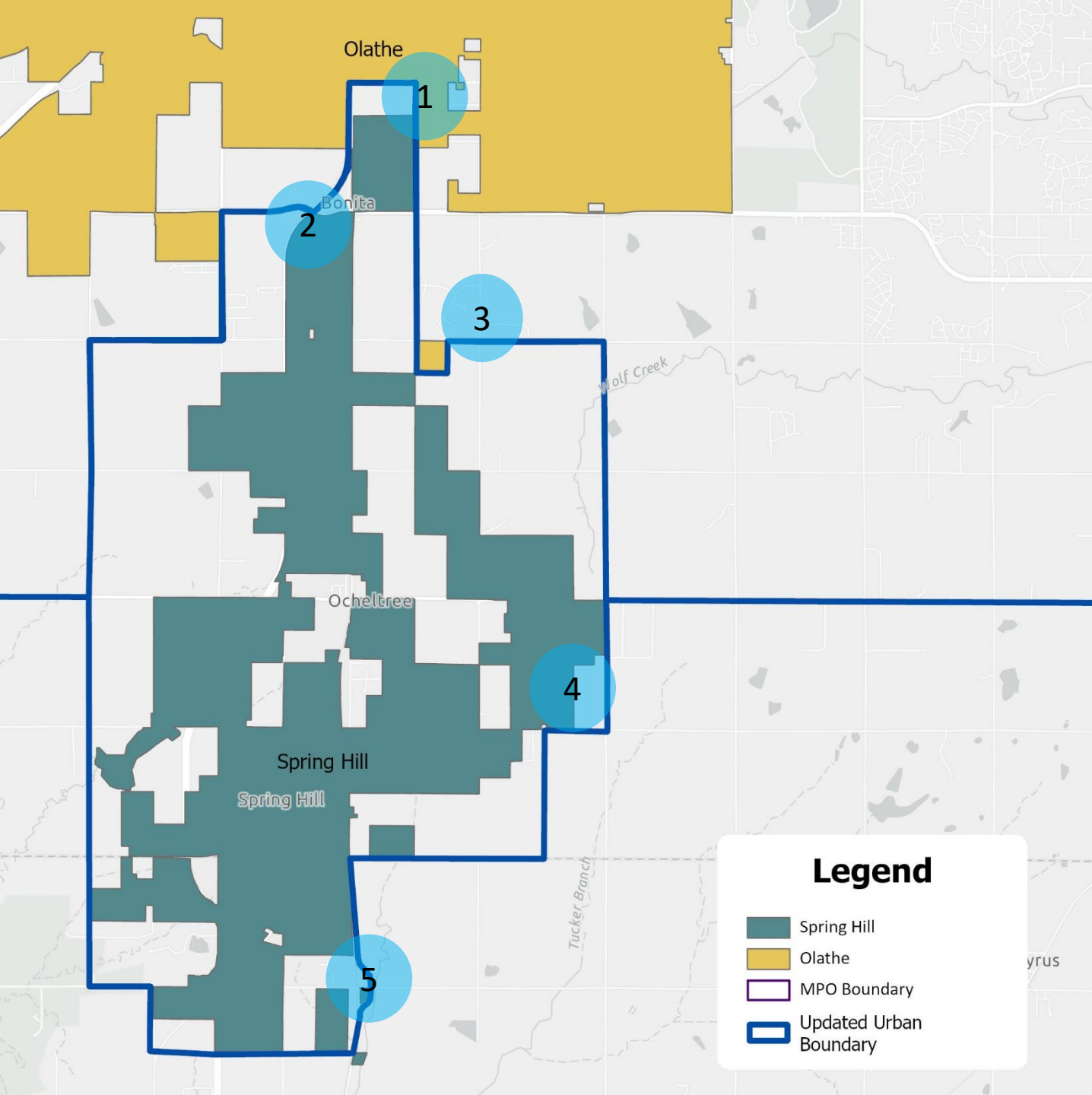


Legend

-  FHWA Adjusted Urban Area 2020
-  Spring Hill
-  Olathe
-  MPO Boundary

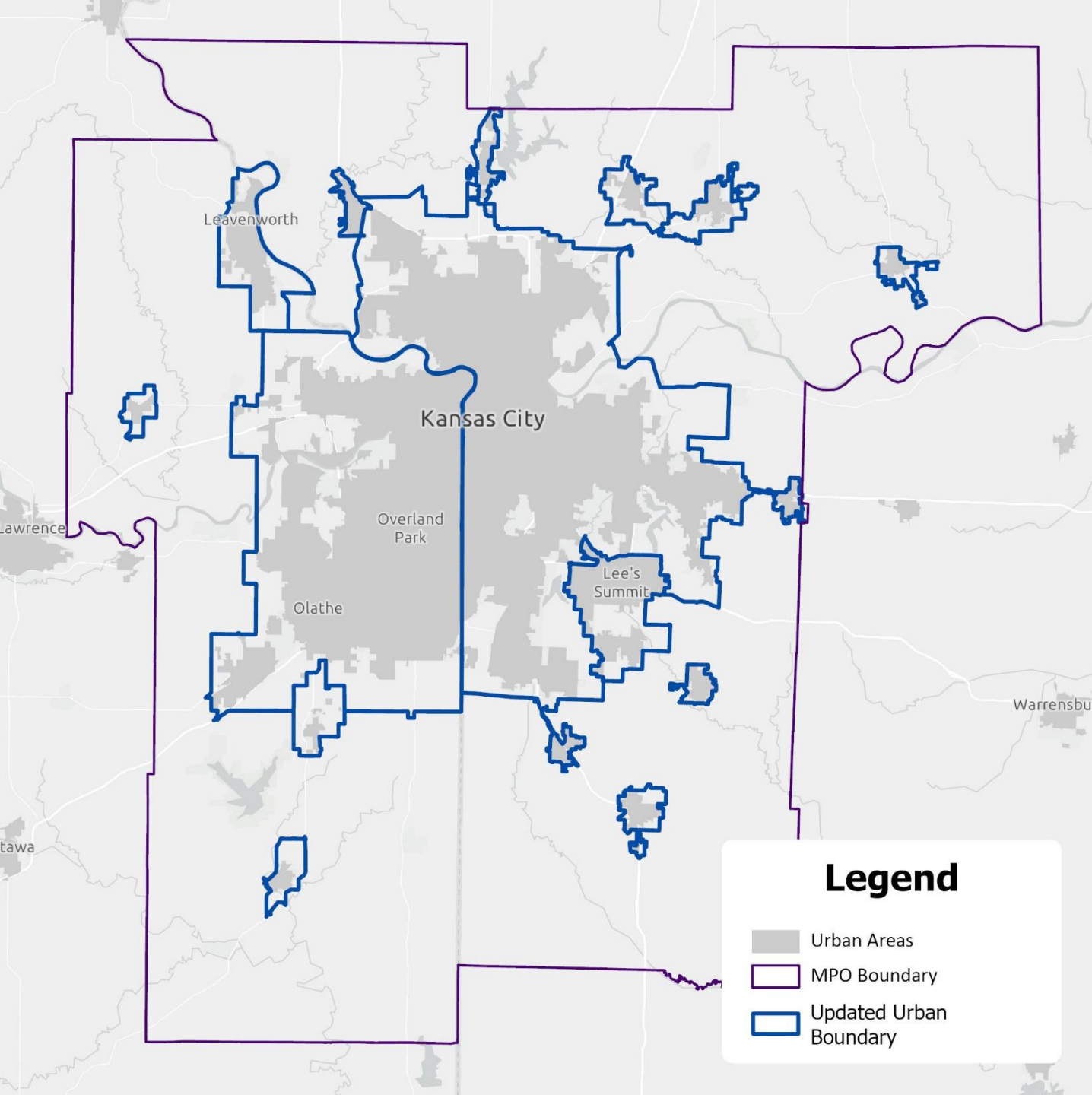
Proposed Boundary

1. Spring Hill parcel back in correct boundary
2. Border follow I-69
3. Olathe Parkland in KC Urban Area
4. Boundary correction to include entire Spring Hill parcel
5. Boundary change to roadway *from* railroad to include this parcel



Next Steps

- KDOT Approval on 12/30/2024
- TTPC Approval
- Board Approval
 - Meeting Minutes to KDOT



Thank you

Bobby Evans

Principal Planner

bevans@marc.org

816.701.8319

Item #6

REPORT: Transportation Planning Committee Work Plans

Presenter: Martin Rivarola, MARC

Committee workplans

- Highway Committee
 - Bicycle Pedestrian Advisory Committee (BPAC)
 - Goods Movement Committee
 - Aviation Committee
 - Transit Coordination Technical Team
 - Mobility Advisory Committee (MAC)
 - Destination Safe Coalition
-

All Committees

- Debrief and review 2024 programming activities, including MTP alignment preapplication process
 - Support Connected KC 2050 update. Review Draft Final Plan
 - Review proposed Connected KC 2050 amendments relevant to committee's work
 - Review ongoing Complete Street Network Assessment, as necessary
 - Monitor and support regional planning activities related to committee's focus area
 - Review and recommendation of state and federal legislative platforms
-

Highway Committee

- Consider Functional Classification Changes, as necessary
 - Performance management/target setting: Update the required USDOT performance measures as necessary (PM1, PM2, PM3)
 - Support target-setting for certain voluntary measures (ex: Vehicle Miles Traveled, greenhouse gas reduction per-capita targets)
 - Support development of 2025 Congestion Management Report
-

Bicycle Pedestrian Advisory Committee

- Monitor the update of the Regional Bikeway Plan and other MARC plans that have bike/ped intersections
 - Learn about new national standards and resources
 - Learn about new activities and infrastructure occurring in the region
 - Discuss issues of the day through media such as news articles
-

Goods Movement Committee

- Complete regional freight planning study to identify and prioritize multimodal freight projects.
 - Review/update metro area freight activity center locations
 - Participation in KS's and MO's freight advisory councils
-

Transit Coordination Technical Team

- Convene transit providers and funders. Knowledge sharing.
 - Support to various transit corridor planning activities (Northrail study, Bistate transit corridor study, etc.)
 - Update and review transit performance measures (federally required and non-required) Public Transit Agency Safety Plan (PTASP) review/transit safety PM coordination
 - Vet other MARC and transit agency efforts (i.e. jobs accessibility analysis and performance measures)
-

Mobility Advisory Committee

- Debrief FTA Section 5310 funds Programming
 - Support development of Coordinated Public Transit and Human Services Plan
 - Convene special transportation services providers and funders. Knowledge sharing.
-

Aviation Committee

- Convene aviation stakeholders for knowledge sharing around industry initiatives
 - World cup & general aviation services coordination & discussions
 - Coordinate/facilitate regional general aviation policy with KS and MO statewide aviation policies
-

Destination Safe Coalition

- Prepare for and launch DS Call for Projects for education, emergency response and/or enforcement funds. Prioritize applications.
 - Update FY2026 priority objectives for the Destination Safe Work Plan.
 - Develop and test new crash data dashboard platforms.
 - Support planning and engagement efforts and the development of the MARC-DS SS4A Comprehensive Safety Action Plan (CSAP) Project.
 - Expand Destination Safe partner organizations, increase active participation, and improve regional coordination.
-

Item #7

REPORT: 2025 Performance Measures Report

Presenter: Bobby Evans, MARC

How is our region performing?

- Mid-America Regional Council (MARC) is required to establish targets that measure the performance of the region's transportation system.
- Additionally, MARC assesses a set of voluntary measures that work towards regional goals identified in Connected KC 2050.



How is our region performing?

- **Federally Required Performance Measures**

- Safety
- Infrastructure Condition
- System Performance
- Transit Asset Management
- Public Transportation Agency Safety Plan

- **Voluntary Performance Measures**

- Ozone
- PM2.5
- Trips by Alternative Modes
- Protected Bike Facilities
- Transit Accessibility
- Daily VMT
- Electric Vehicle – Registrations + Charging Stations
- Tree Canopy Coverage

Performance Categories



Met targets and holding steady or getting better



Met targets but getting worse



Did not meet targets but getting better

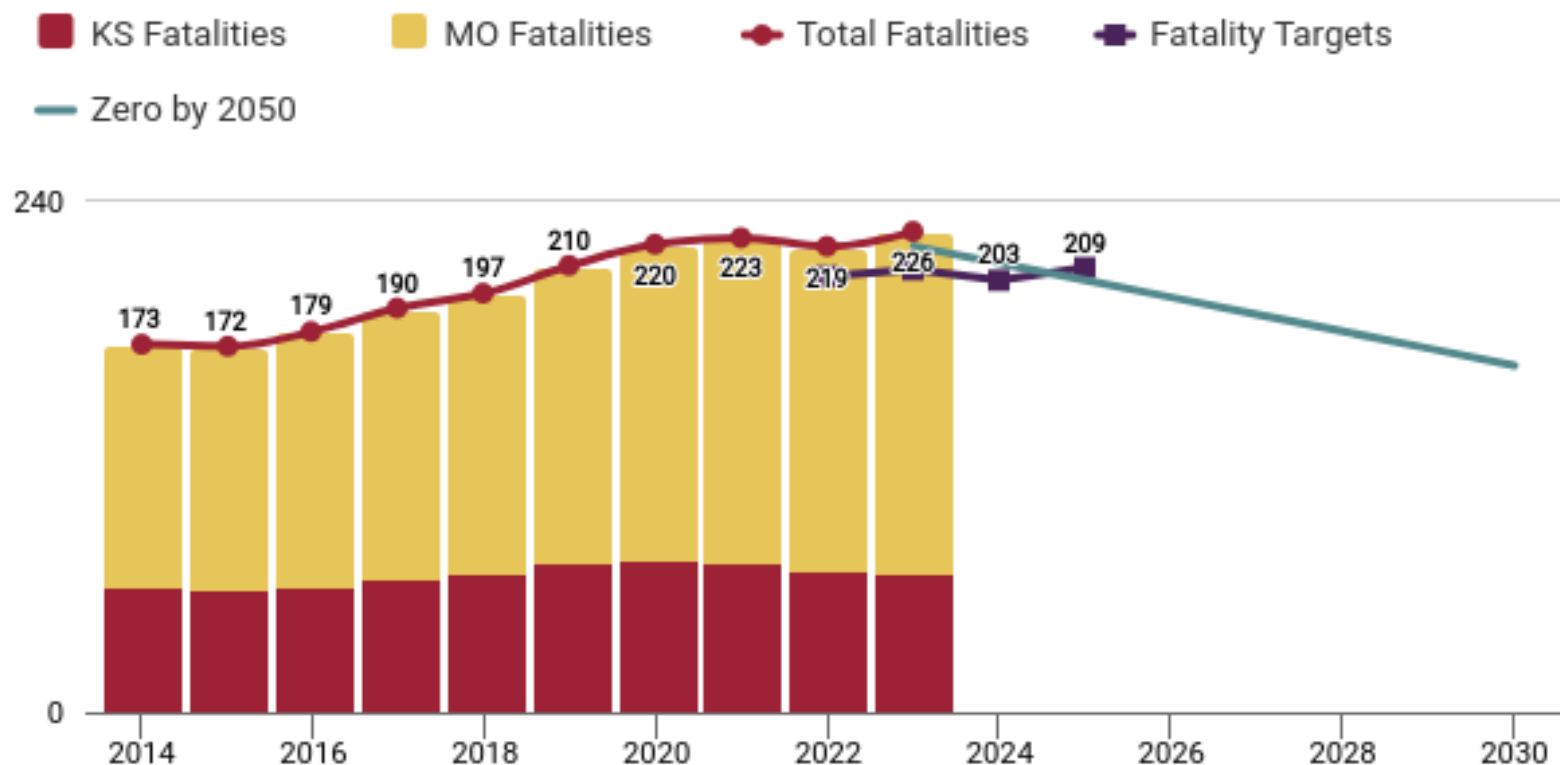



Did not meet targets and getting worse

PM1 – Safety | Fatalities

Fatalities

Five-Year Averages by State, Targets, and Trendline to ZERO by 2050



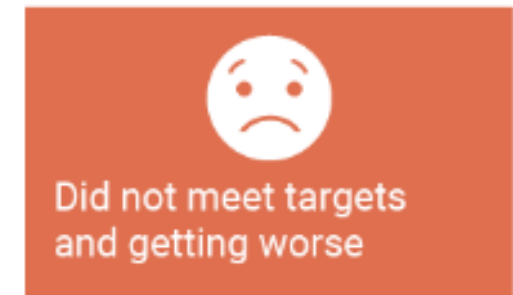
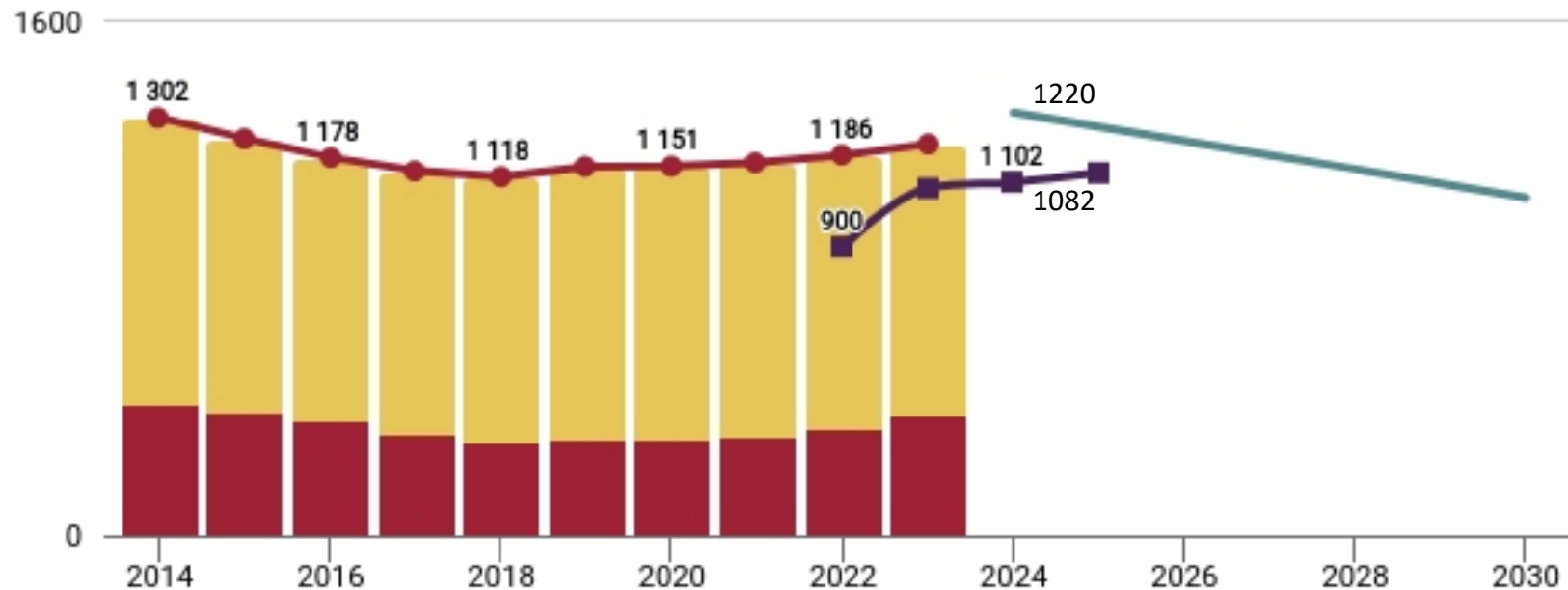
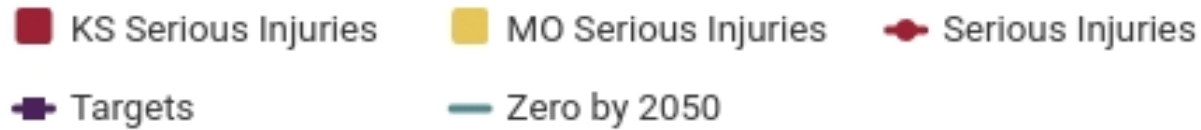

Did not meet targets
and getting worse

Sources: Kansas Dept of Transportation, Missouri Dept of Transportation 2014-2023

PM1 – Safety | Serious Injuries

Serious Injuries

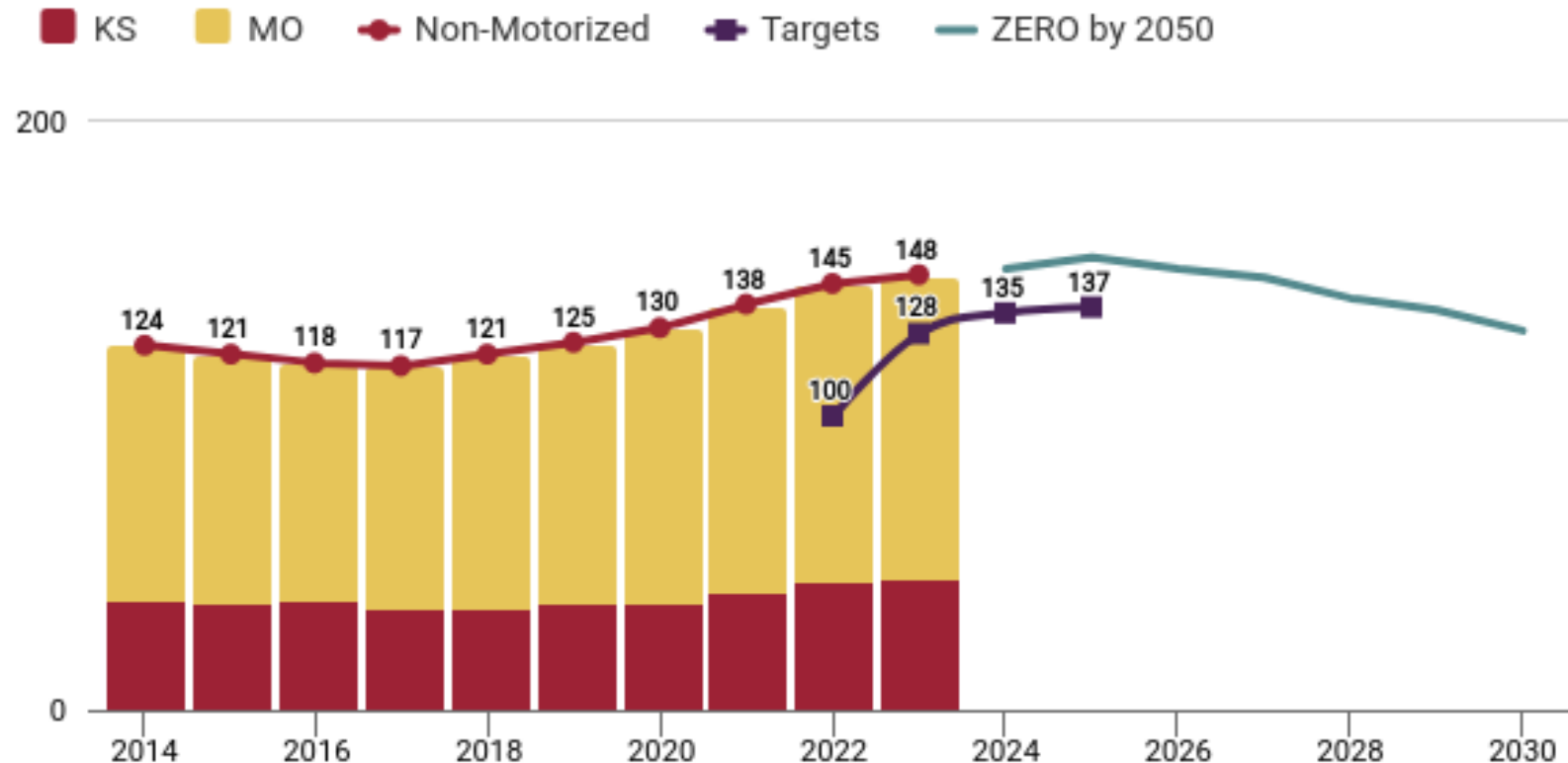
Five-Year Averages by State, Targets and Trendline to ZERO by 2050




PM1 – Safety | Serious Injuries

Non-Motorized Fatalities and Serious Injuries

Five-Year Averages by State, Targets and Trendline to ZERO by 2050



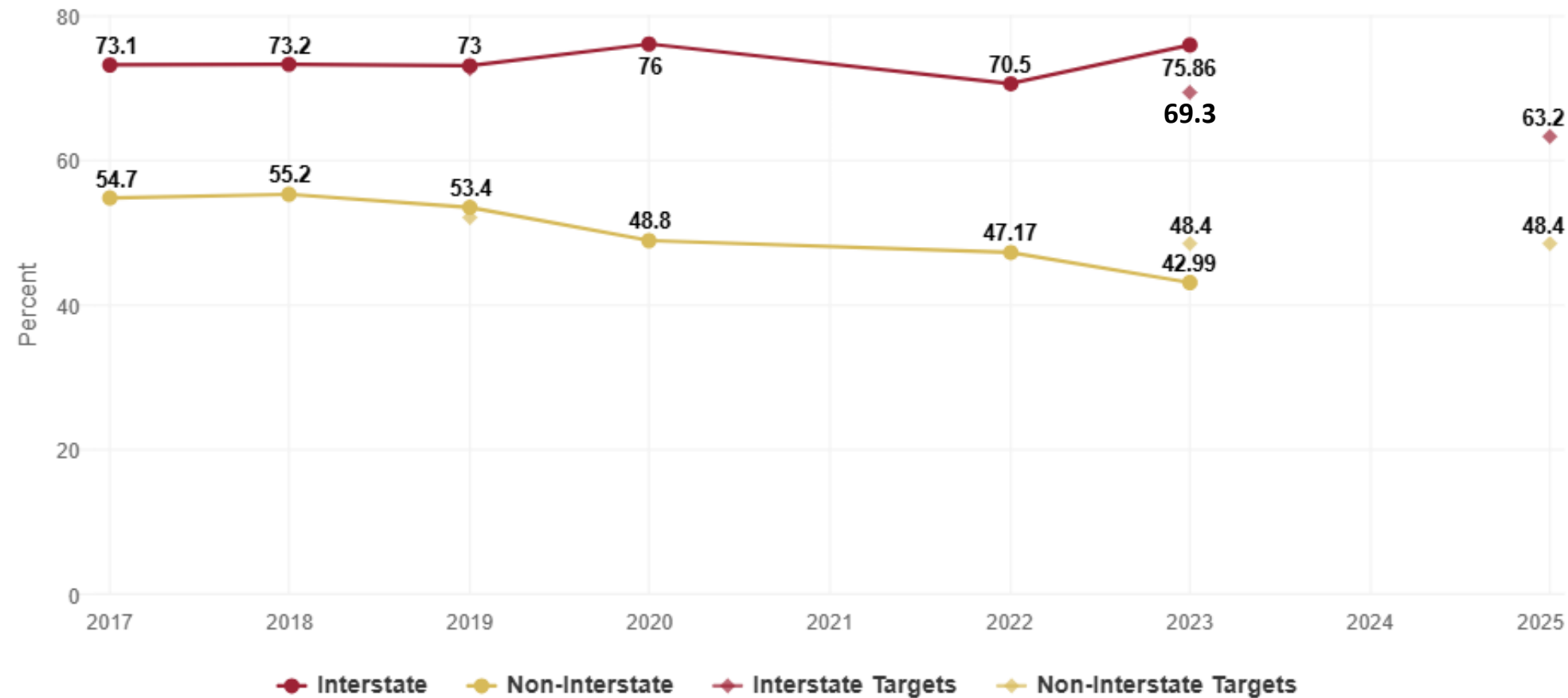

Did not meet targets
and getting worse

Sources: Kansas Dept of Transportation, Missouri Dept of Transportation 2014-2023

PM2 – Infrastructure Condition | Good Pavement on NHS

Good Pavement Condition on the National Highway System

Percentage of pavement in good condition



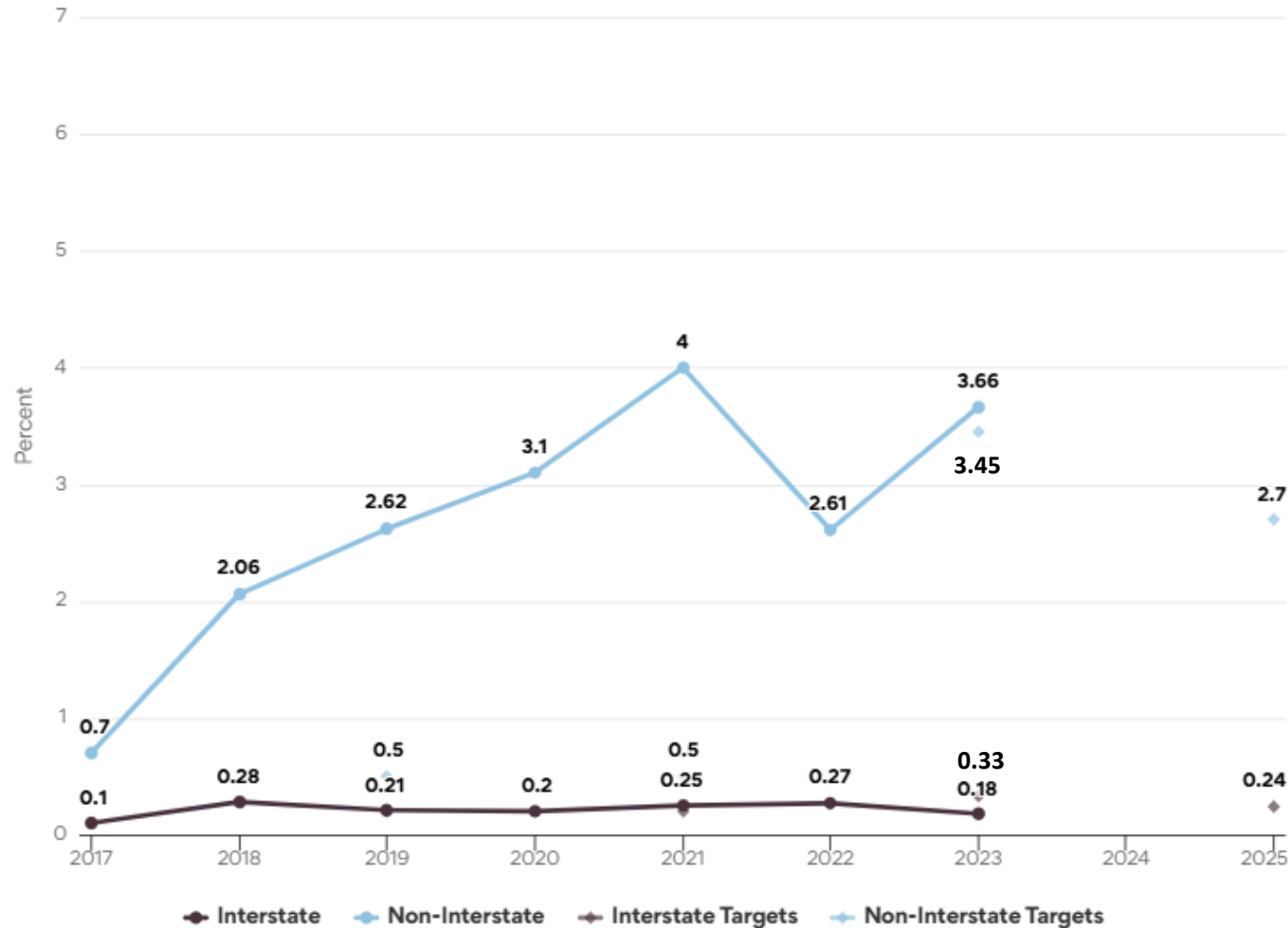

Met targets and holding steady or getting better

Did not meet targets and getting worse


PM2 – Infrastructure Condition | Poor Pavement on NHS

Poor Pavement Condition on the National Highway System

Percentage of pavement in poor condition

Did not meet targets and getting worse

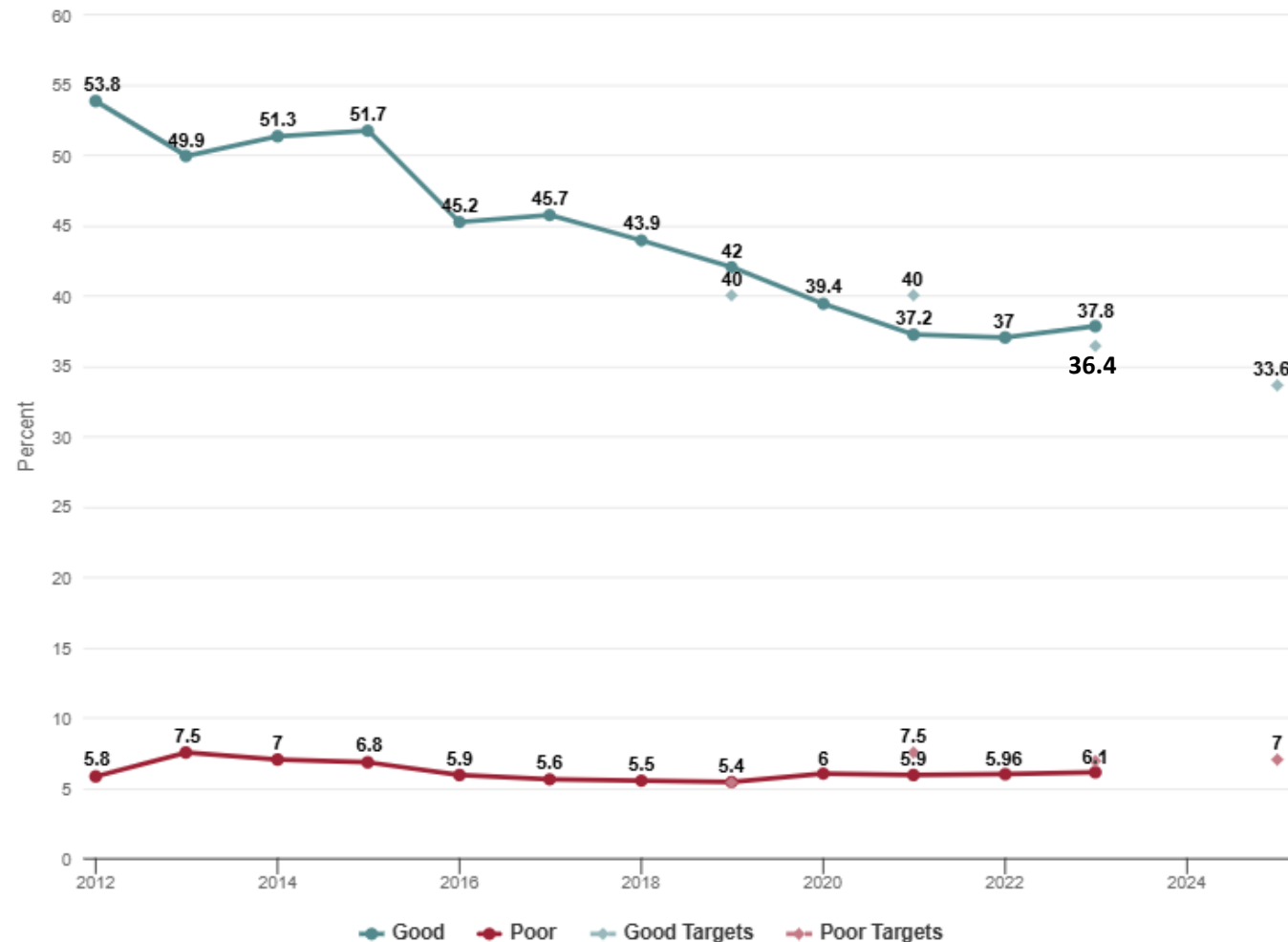



Met targets and holding steady or getting better


PM2 – Infrastructure Condition | NHS Bridge Condition

Bridge Condition on the National Highway System

Percentage of bridges in good and poor condition



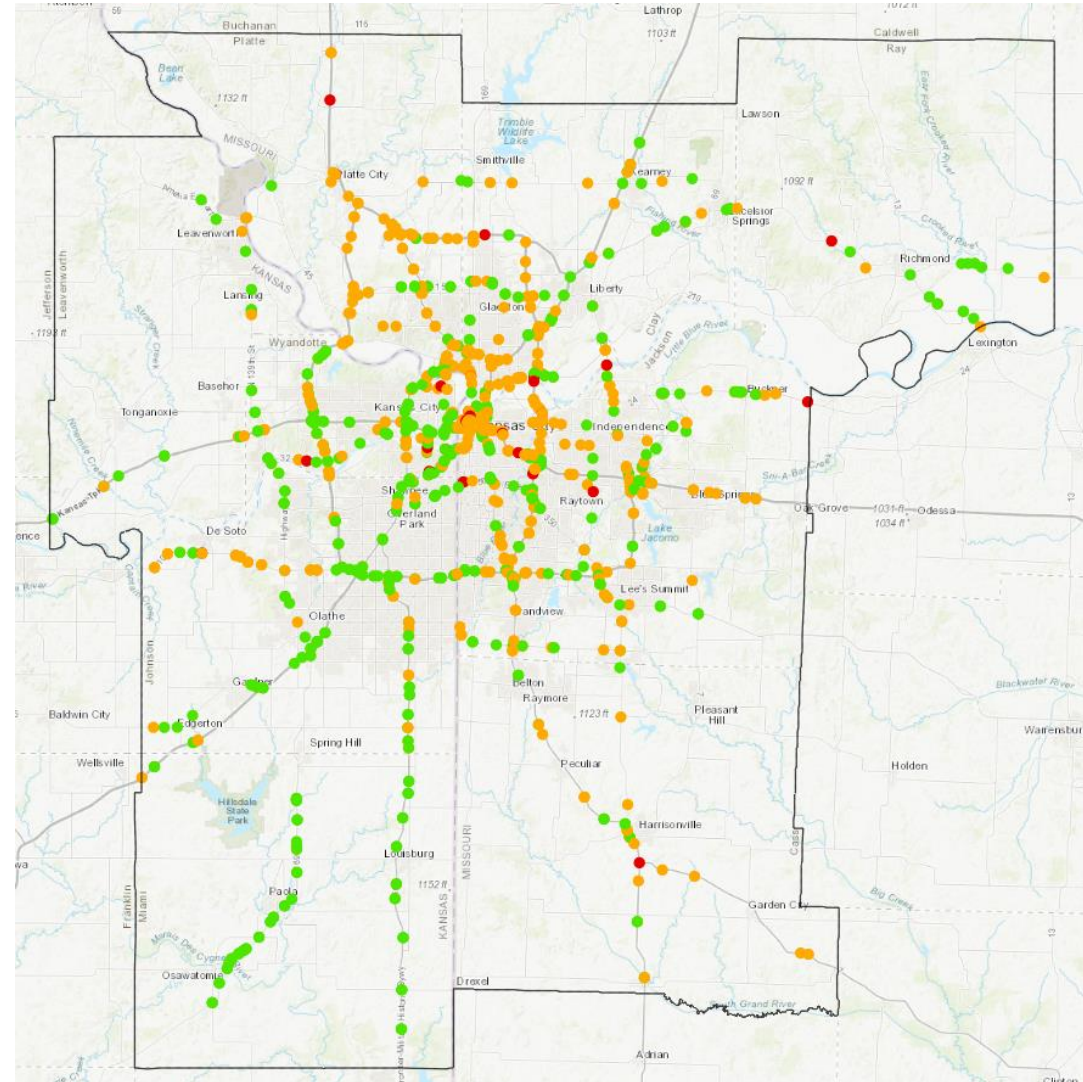

Met targets and holding steady or getting better


Met targets but getting worse

PM2 – Infrastructure Condition | NHS Bridge Condition

PerformanceReportLayers 2025 - Bridge Condition (NHS) 2023

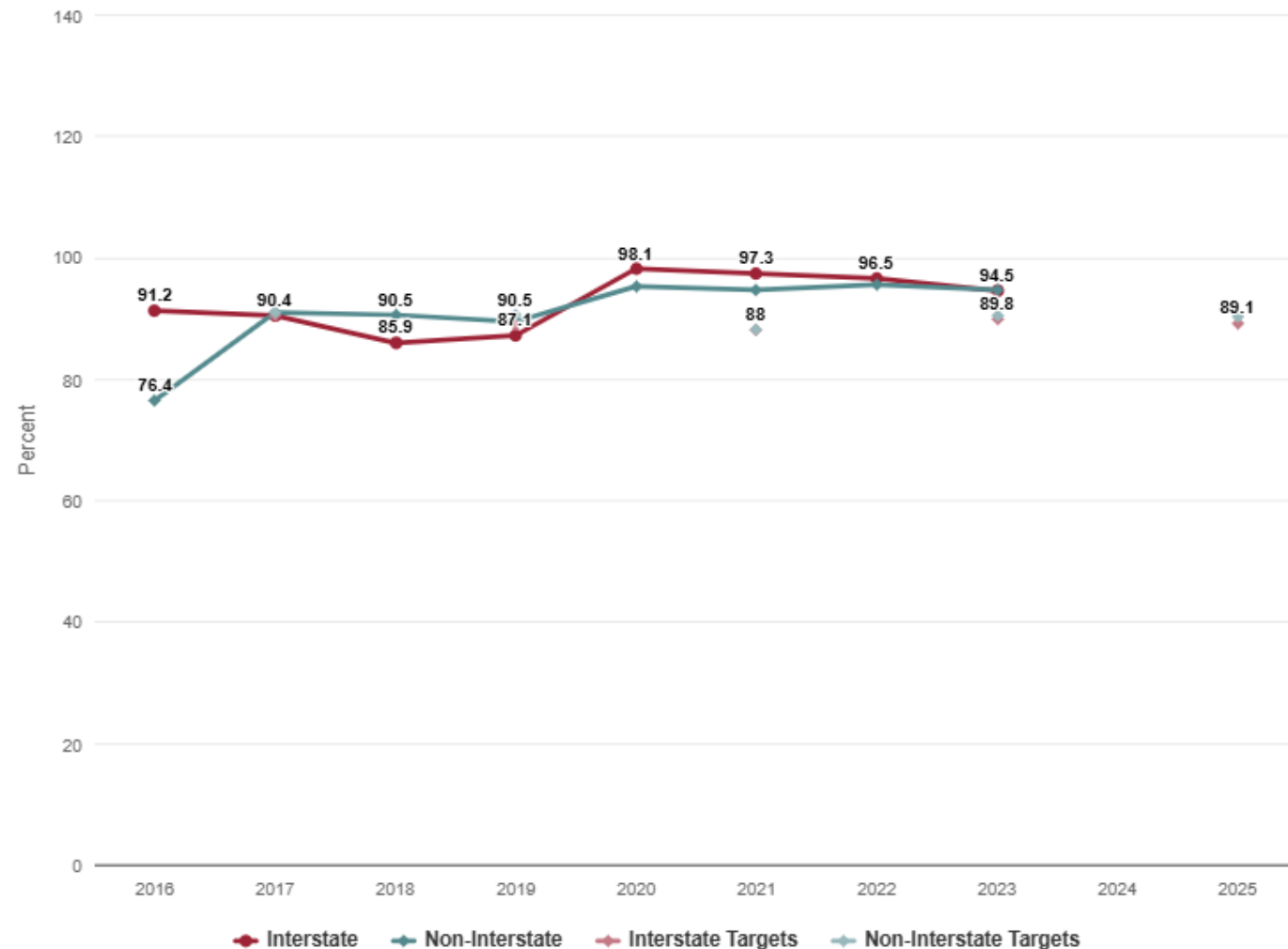
- Fair
- Good
- Poor



PM3 – Reliability | Reliable Person Miles Traveled on NHS

Reliability on the National Highway System

Percent of person-miles traveled on NHS that are reliable



PM3 – Reliability | Reliable Person Miles Traveled on NHS

PM Service 2024 - Travel Time Reliability (Non-Interstate NHS) 2023

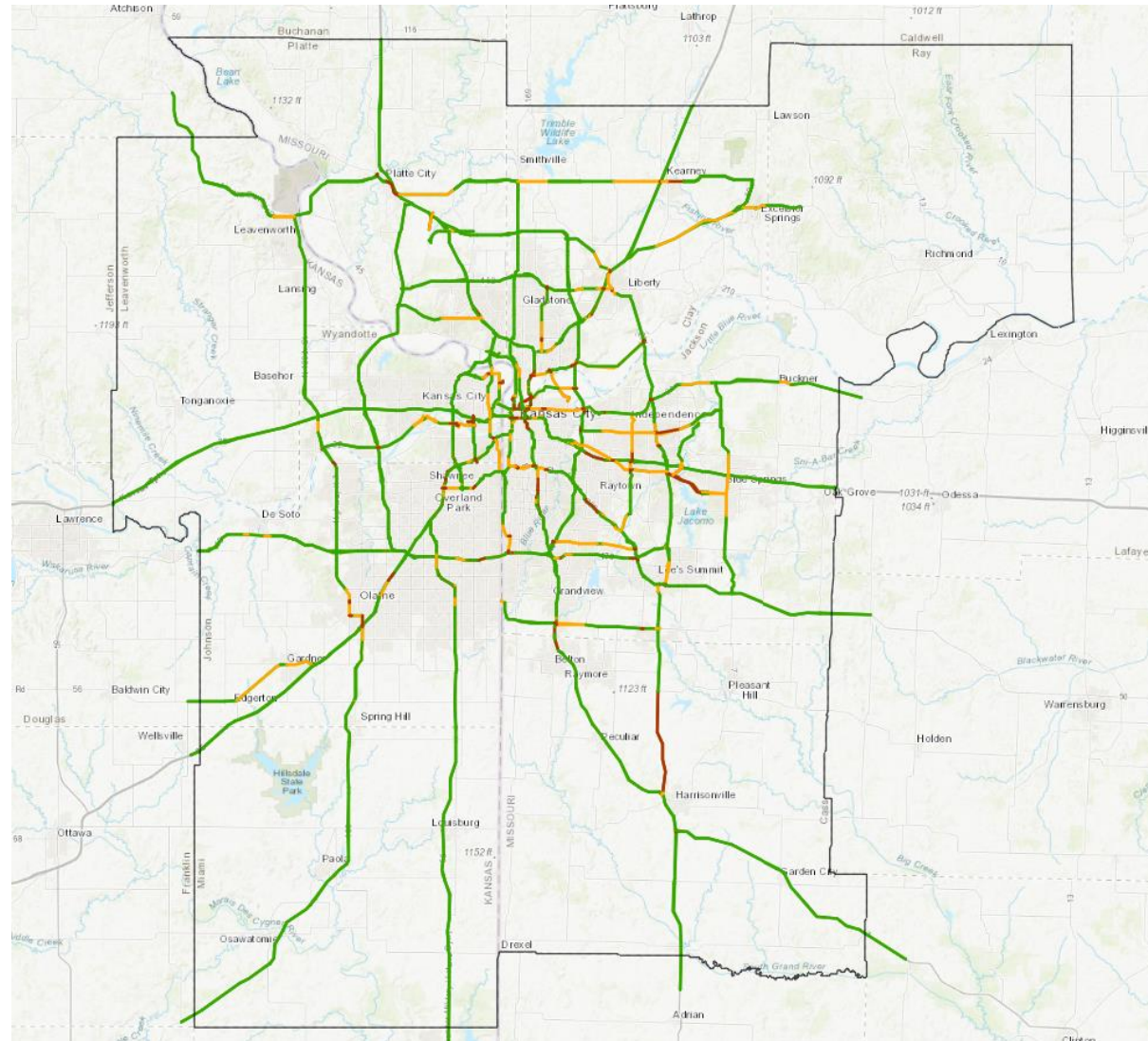
lottr

- Poor
- Fair
- Good

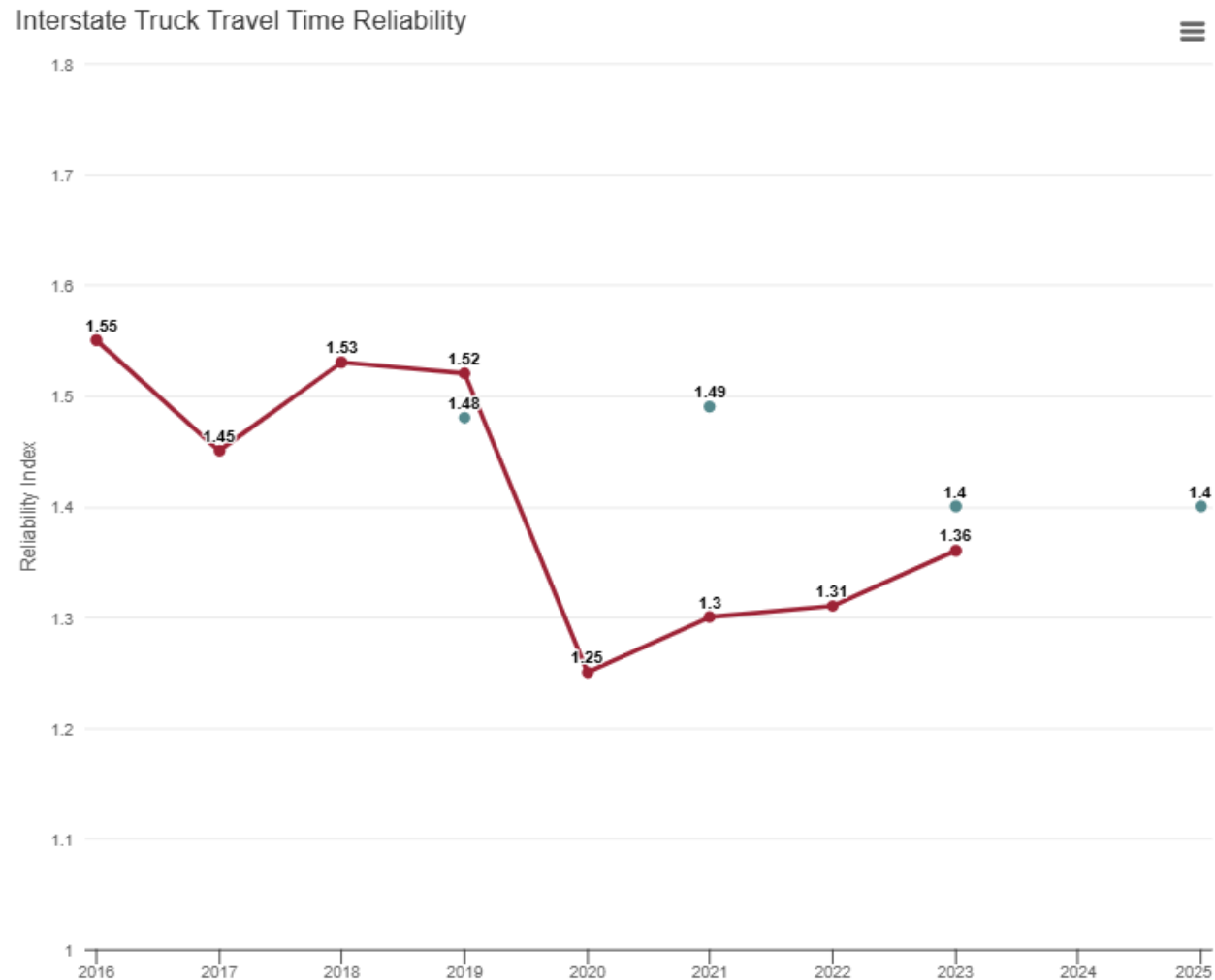
PM Service 2024 - Travel Time Reliability (Interstate) 2023

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- Poor
- Fair
- Good



PM3 – Reliability | Interstate Truck Travel Time Reliability

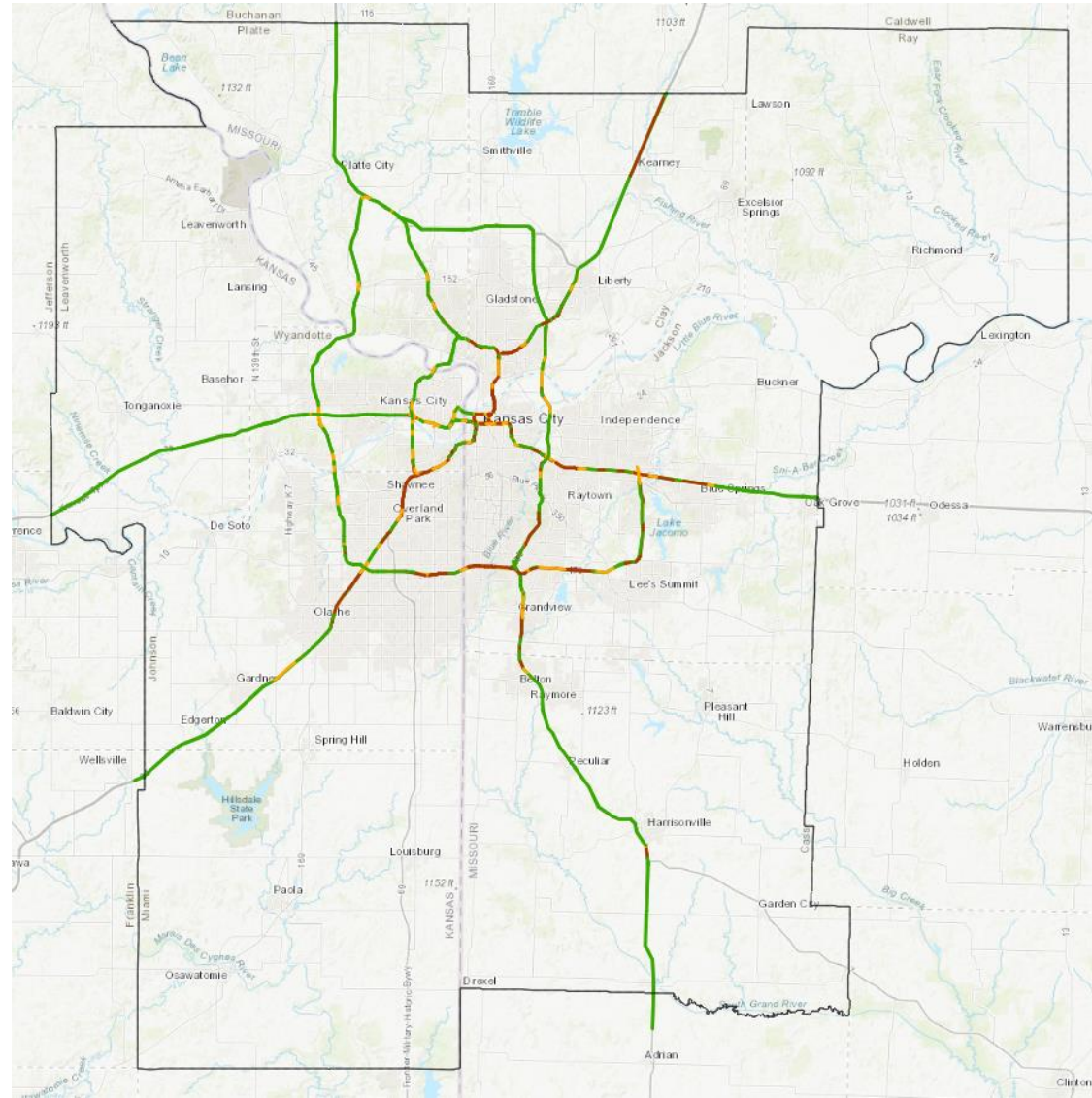


PM3 – Reliability | Interstate Truck Travel Time Reliability

PM Service 2024 - Truck Travel Time Reliability 2023

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- Poor
- Fair
- Good

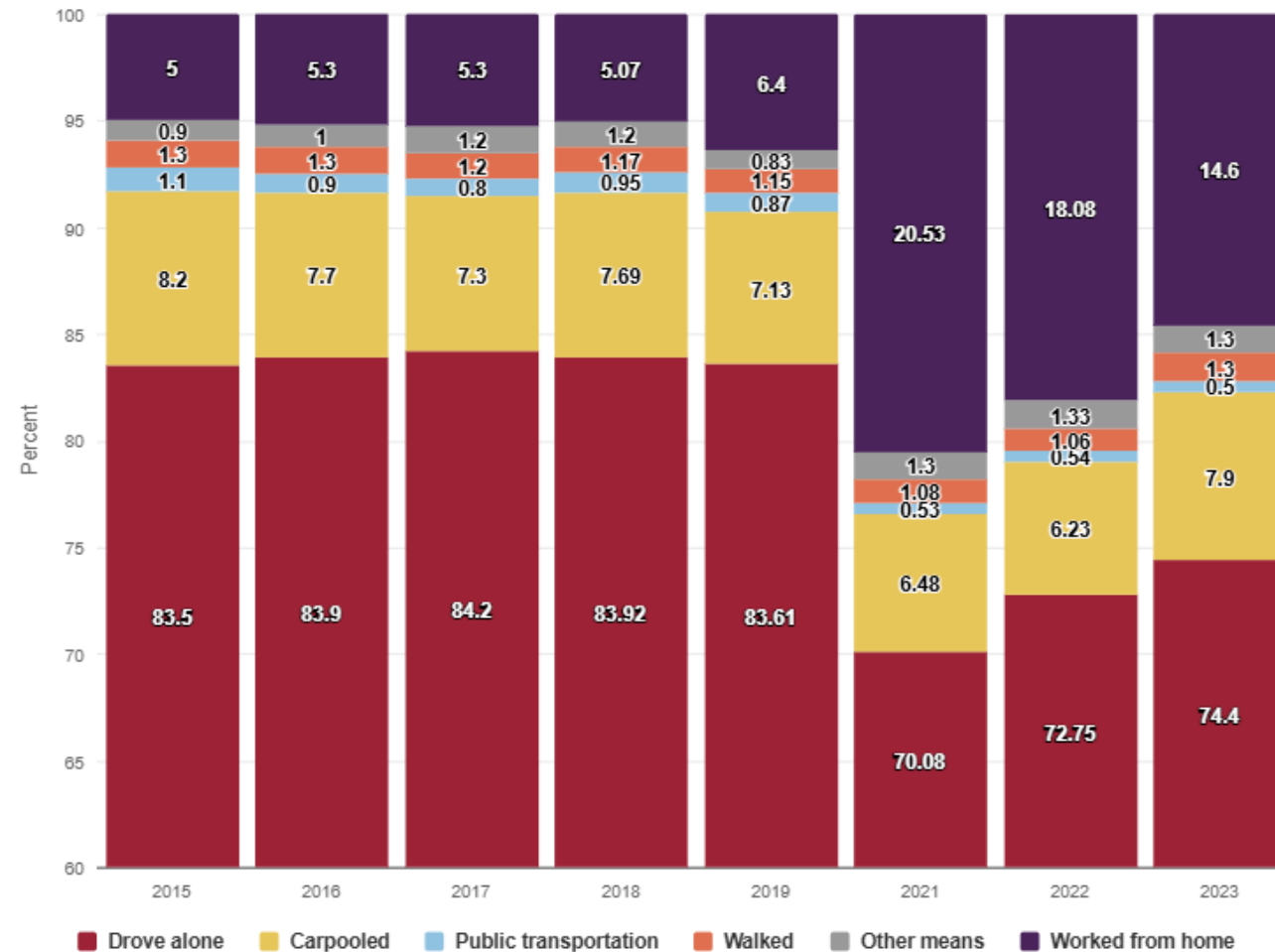


Voluntary Performance Measures (VPM)

- Trips by Alternative Modes
- Protected Bike Facilities
- Transit Accessibility
- Ozone
- PM2.5
- Daily VMT
- Electric Vehicle – Registrations + Charging Stations
- Tree Canopy Coverage

VPM | Trips by Alternative Modes

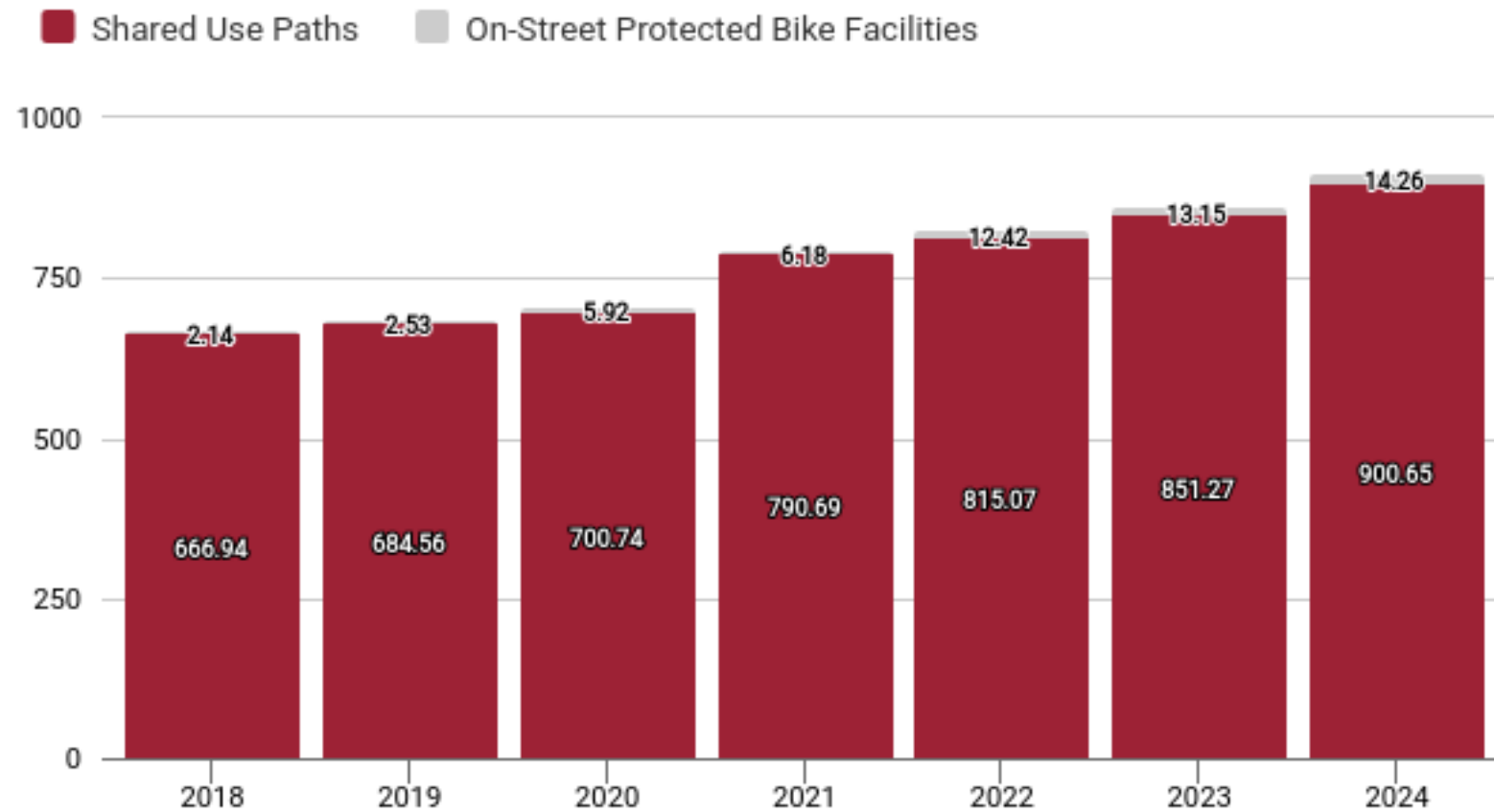
Percentage Work Trips by Mode



VPM | Protected Bike Facilities

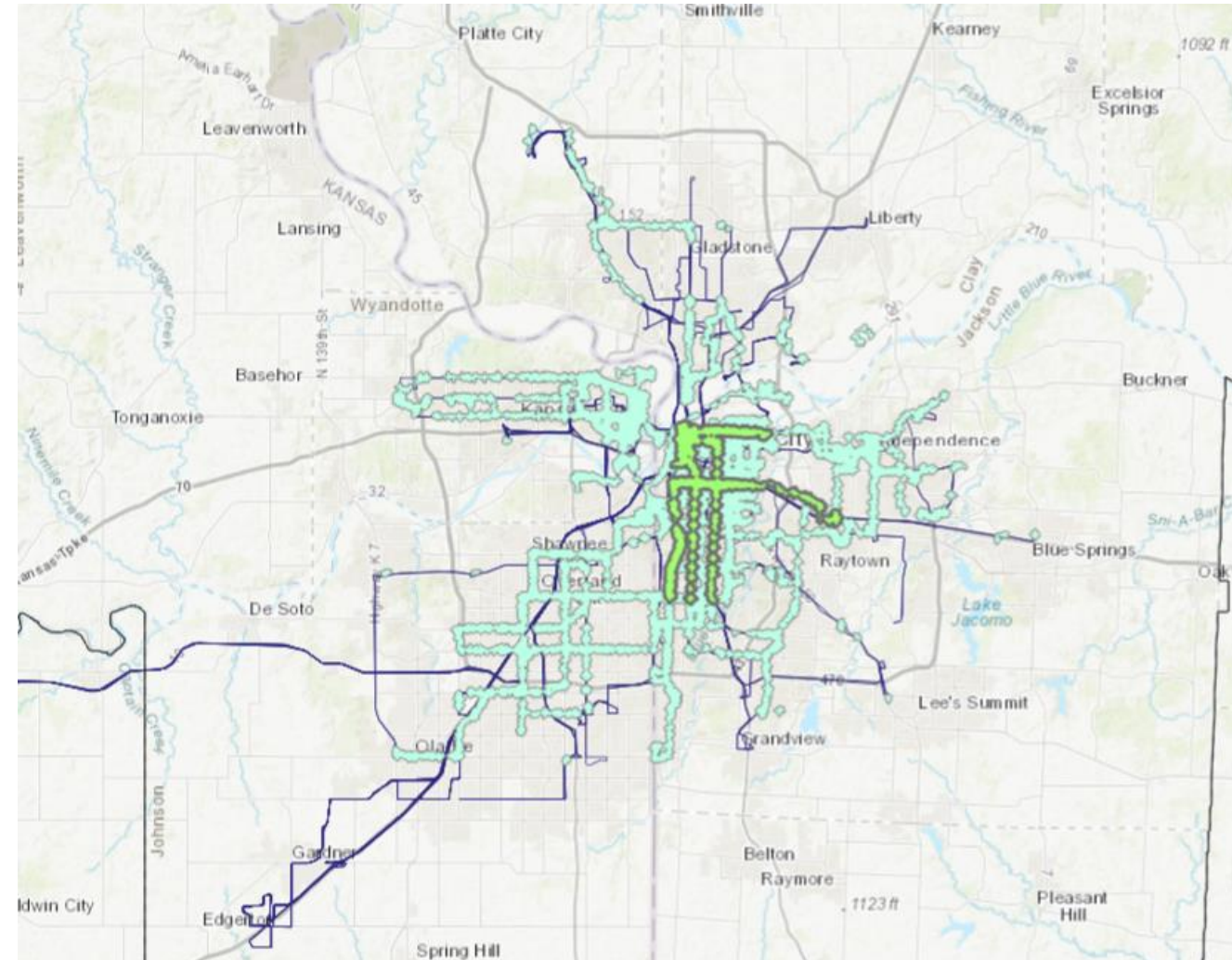
Protected Bike Facilities in the MARC Region

Miles, 2018-2024

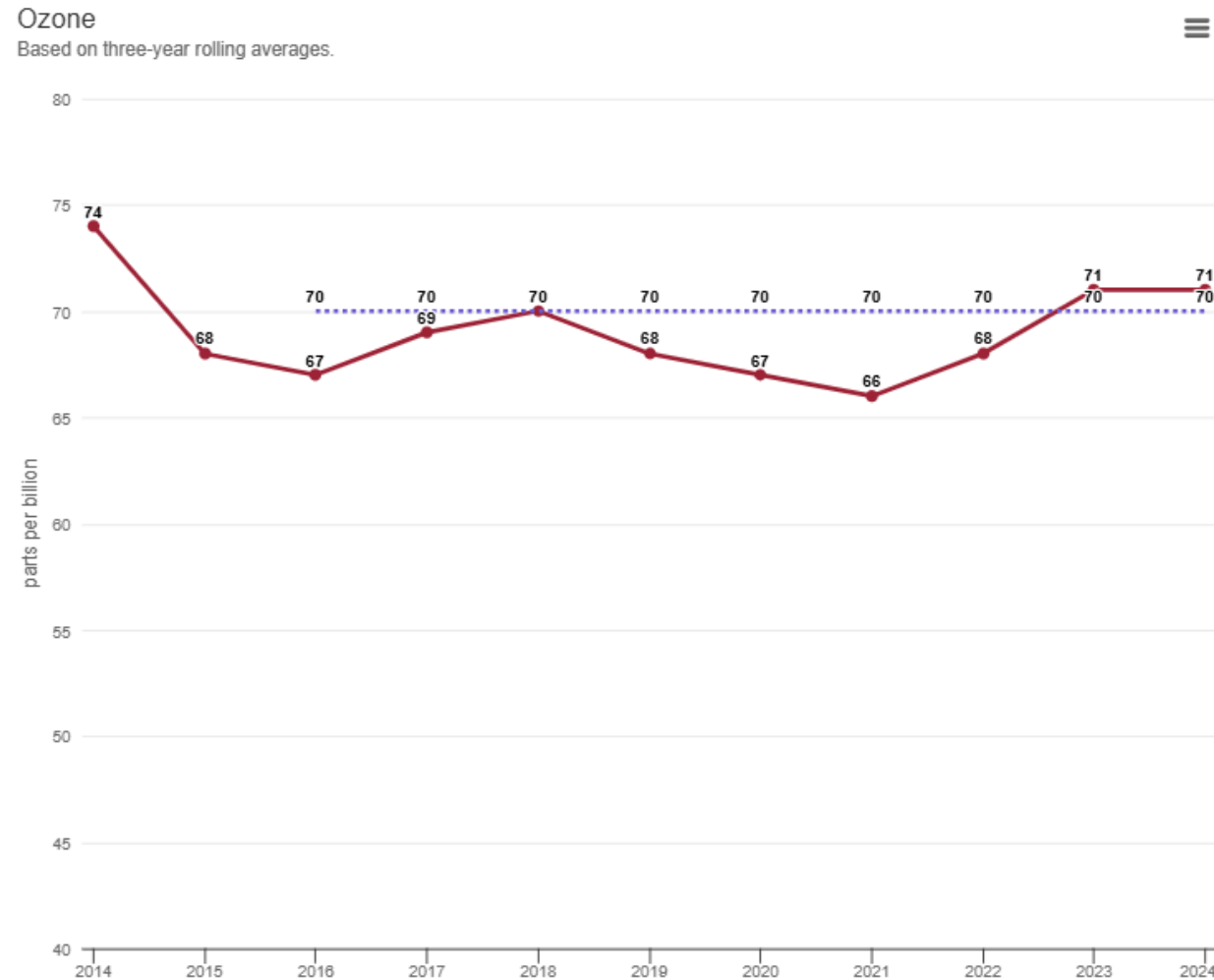


VPM | Transit Access

Groups with Access to Transit	Population	Jobs
Served by All Transit (#)	351, 856	267, 510
Served by All Transit (%)	18.7%	26.2%
Served by Fast & Frequent Transit (#)	73, 505	99, 242
Served by Fast & Frequent Transit (%)	3.9%	9.7%
% of All Service Identified as Fast & Frequent	20.9%	37.1%



VPM | Levels of Ozone



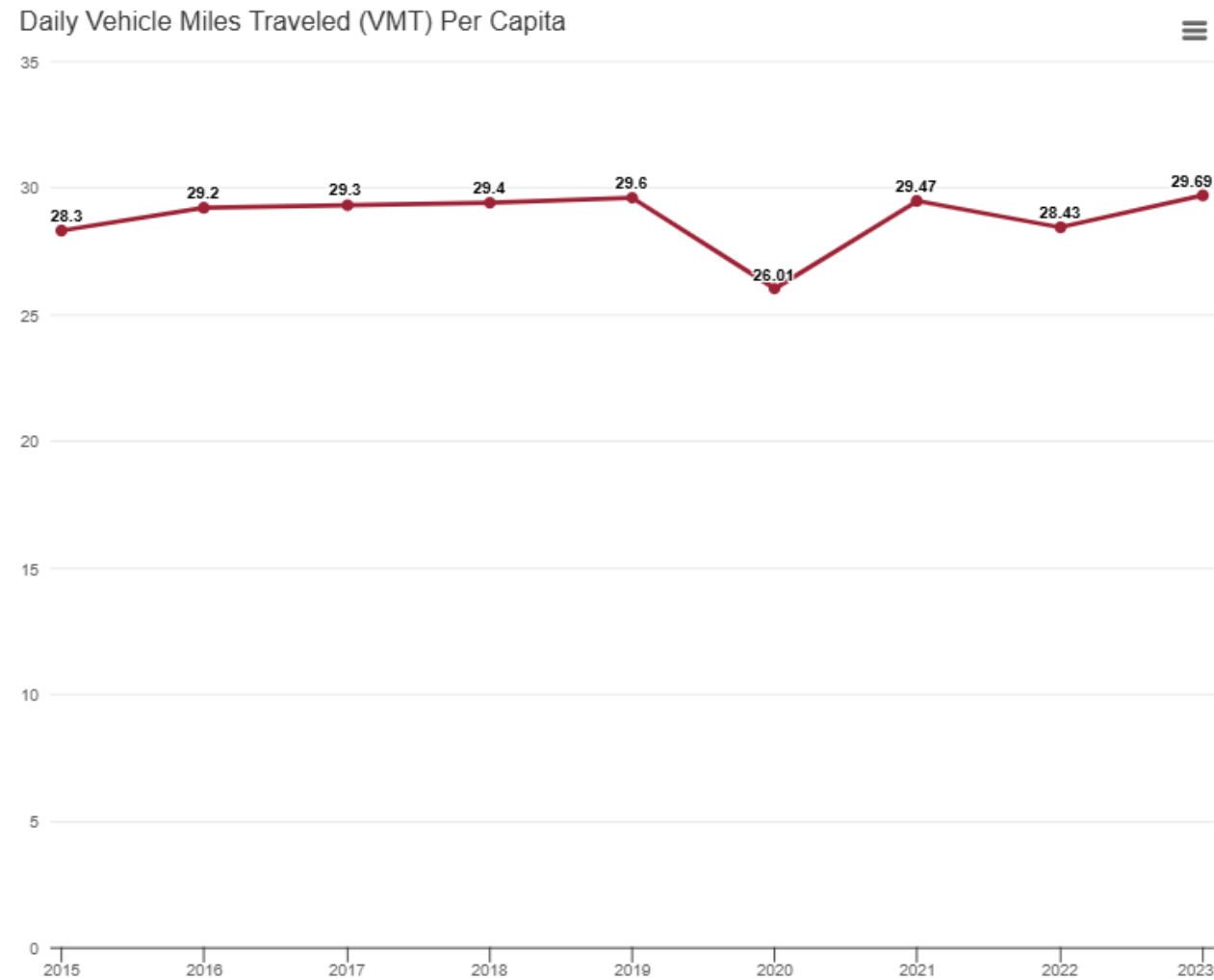
VPM | Levels of PM2.5

PM2.5 Levels

Highest level monitored by year

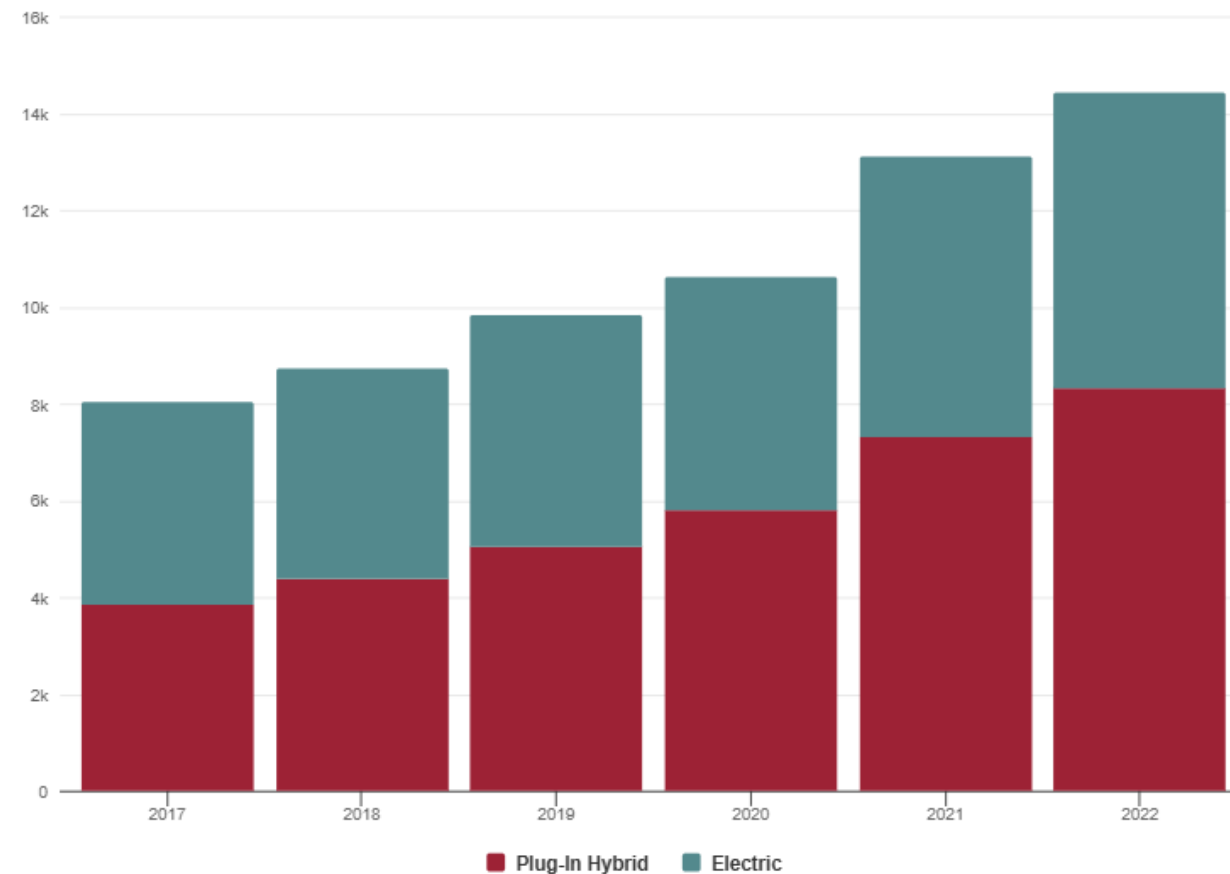


VPM | Daily Vehicle Miles Traveled/Capita



VPM | EV/PHEV Registrations

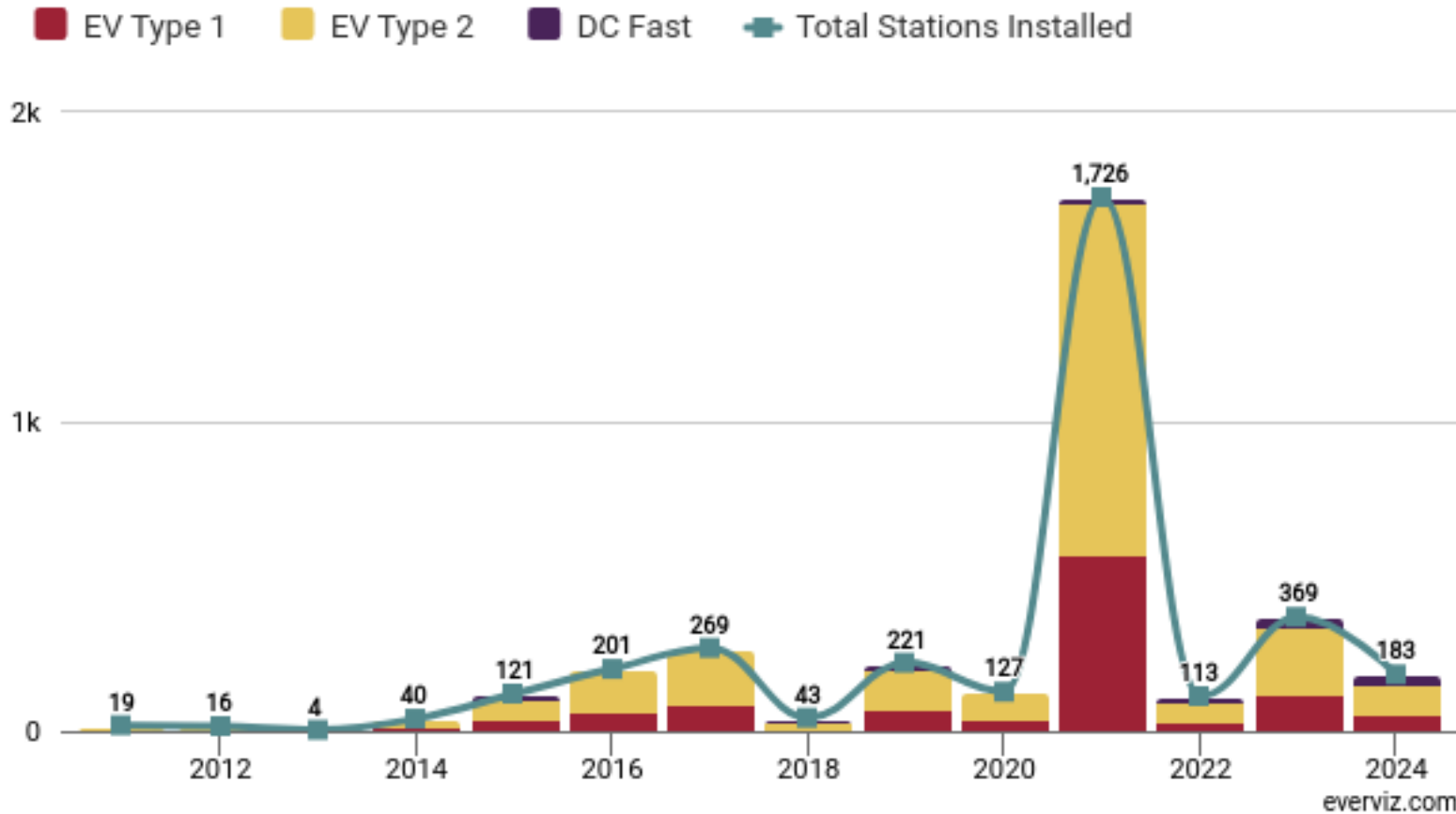
Electric Vehicle Registrations



Sources: Kansas and Missouri Depts of Revenue

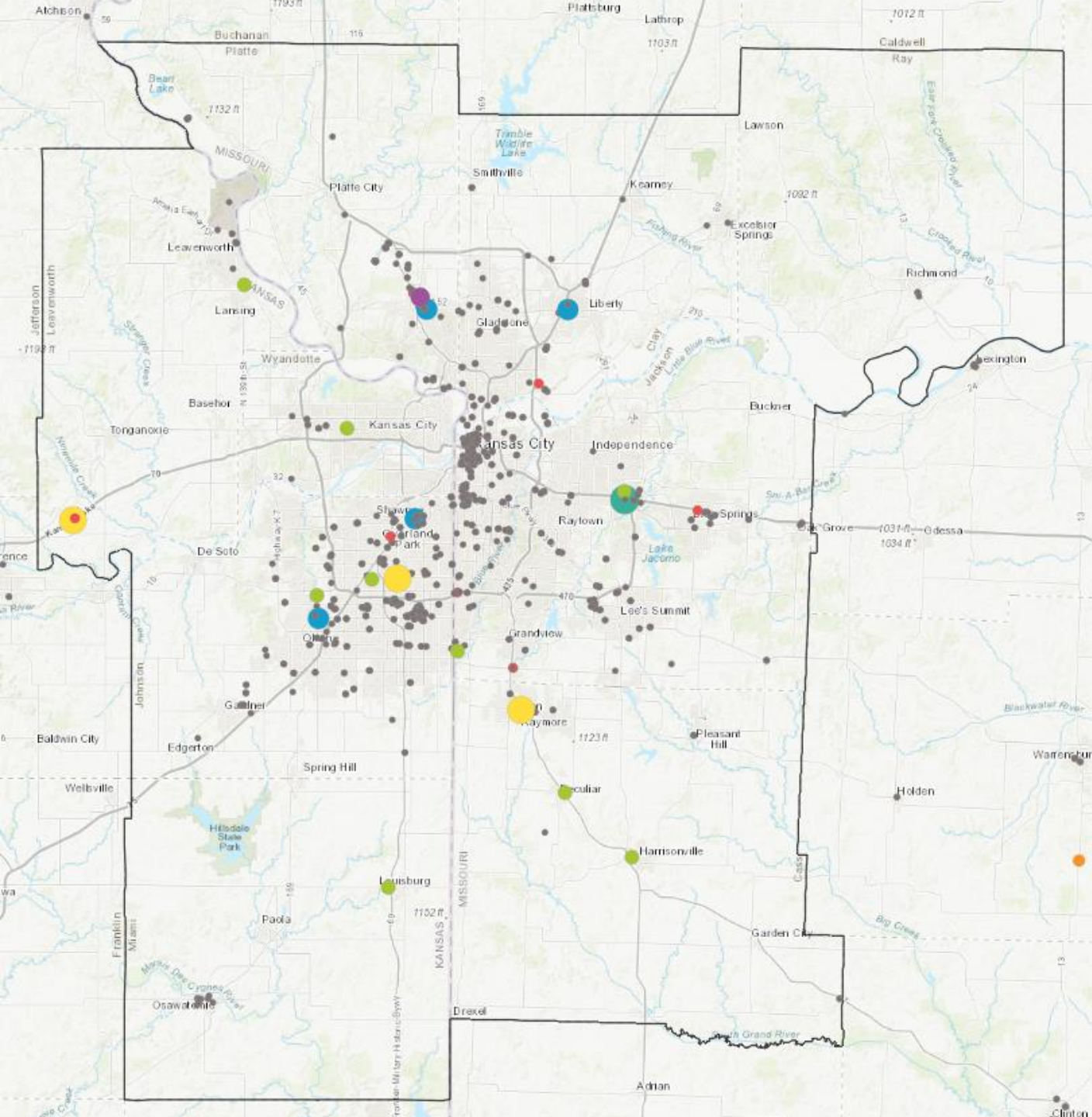
VPM | EV Charging Stations

Electric Vehicle Charging Stations by Type
2011-2024



Year	Grand Total # Charging Stations
2020	1061
2021	2787
2022	2900
2023	3269
2024	3452

VPM | EV Charging Stations



EV Charging Stations 2023

of DC Fast or Tesla chargers

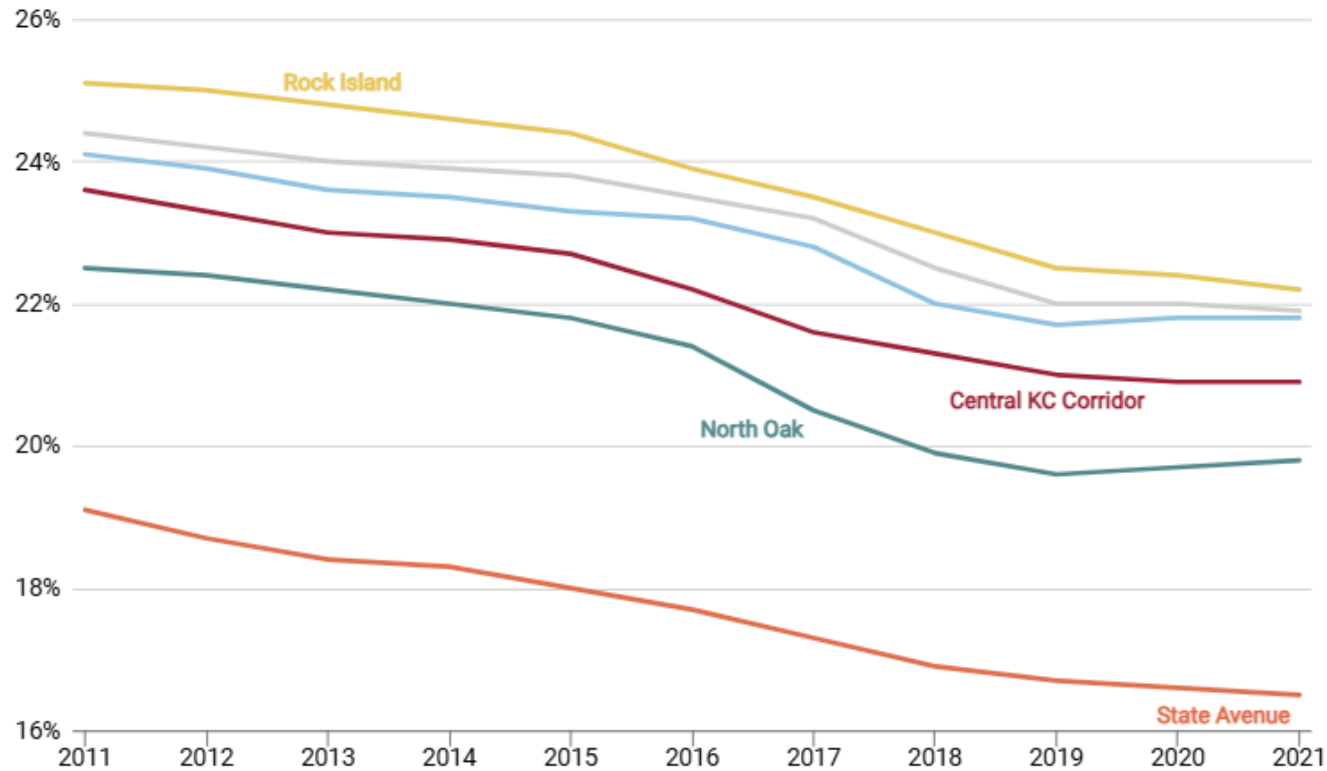
- 1.0
- 2.0
- 3.0
- 4.0
- 5.0
- 6.0
- 8.0
- 10.0
- 12.0
- 14.0
- 16.0
- 20.0

● Level 1 or 2 chargers

VPM | Tree Canopy Coverage

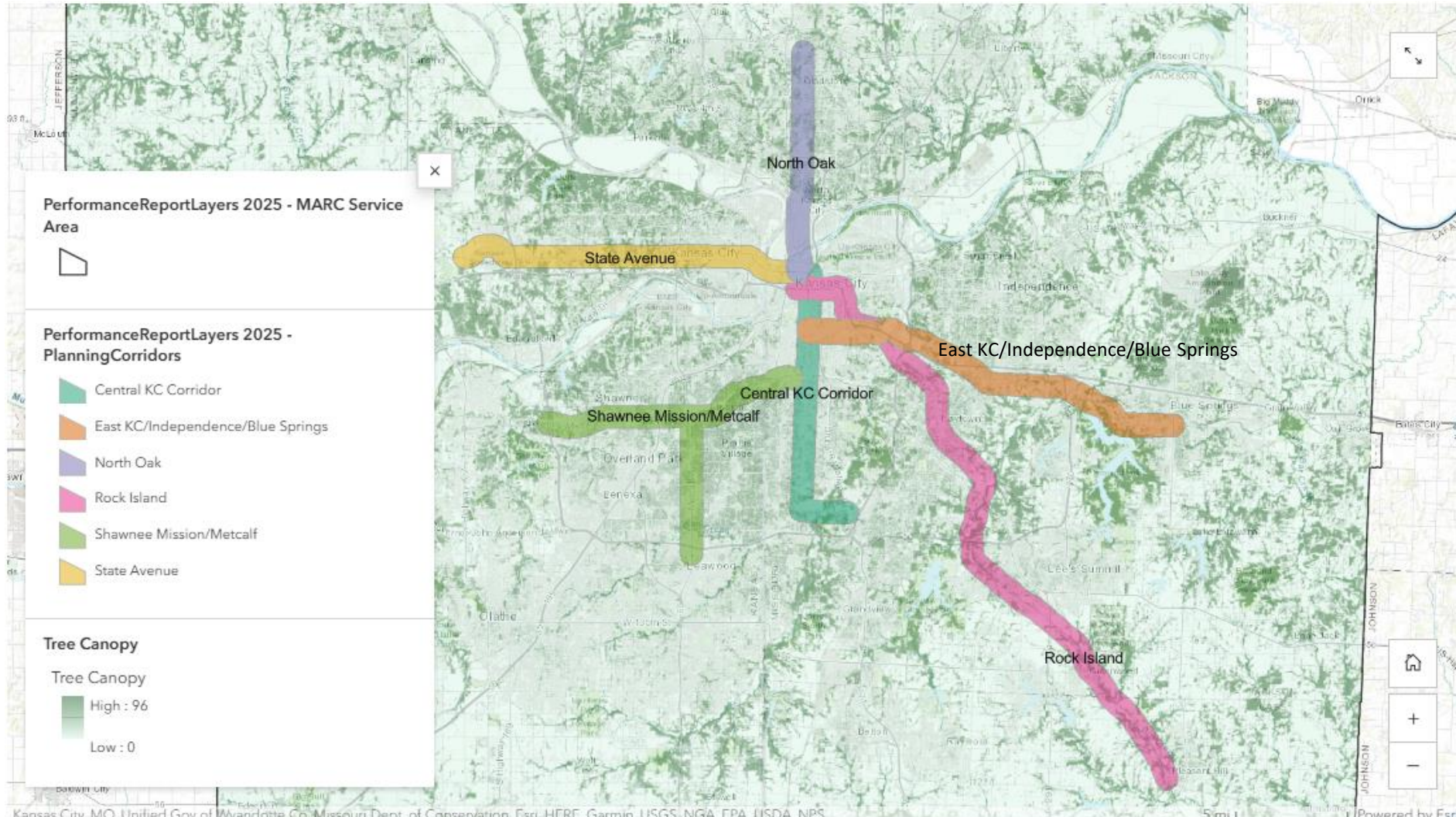
Tree Canopy Coverage

2011–2021 by Corridor



- Central KC Corridor
- East KC/Independence/Blue Springs
- North Oak
- Rock Island
- Shawnee Mission/Metcalf
- State Avenue

VPM | Tree Canopy Coverage



Item #8

REPORT: Connected KC 2050 Public Outreach and Engagement
Update

Presenter: Cy Splichal, MARC



PUBLIC OUTREACH AND ENGAGEMENT

THE PLAN UPDATE IS NEARING THE FINISH LINE OF A A 3-YEAR PROCESS...

We are here





IN FALL 2024, MARC CONDUCTED A ROUND OF PUBLIC ENGAGEMENT TO CONFIRM THE UPDATED GOAL, STRATEGIES AND FORECASTS...

Public Meeting

Community Organization Outreach

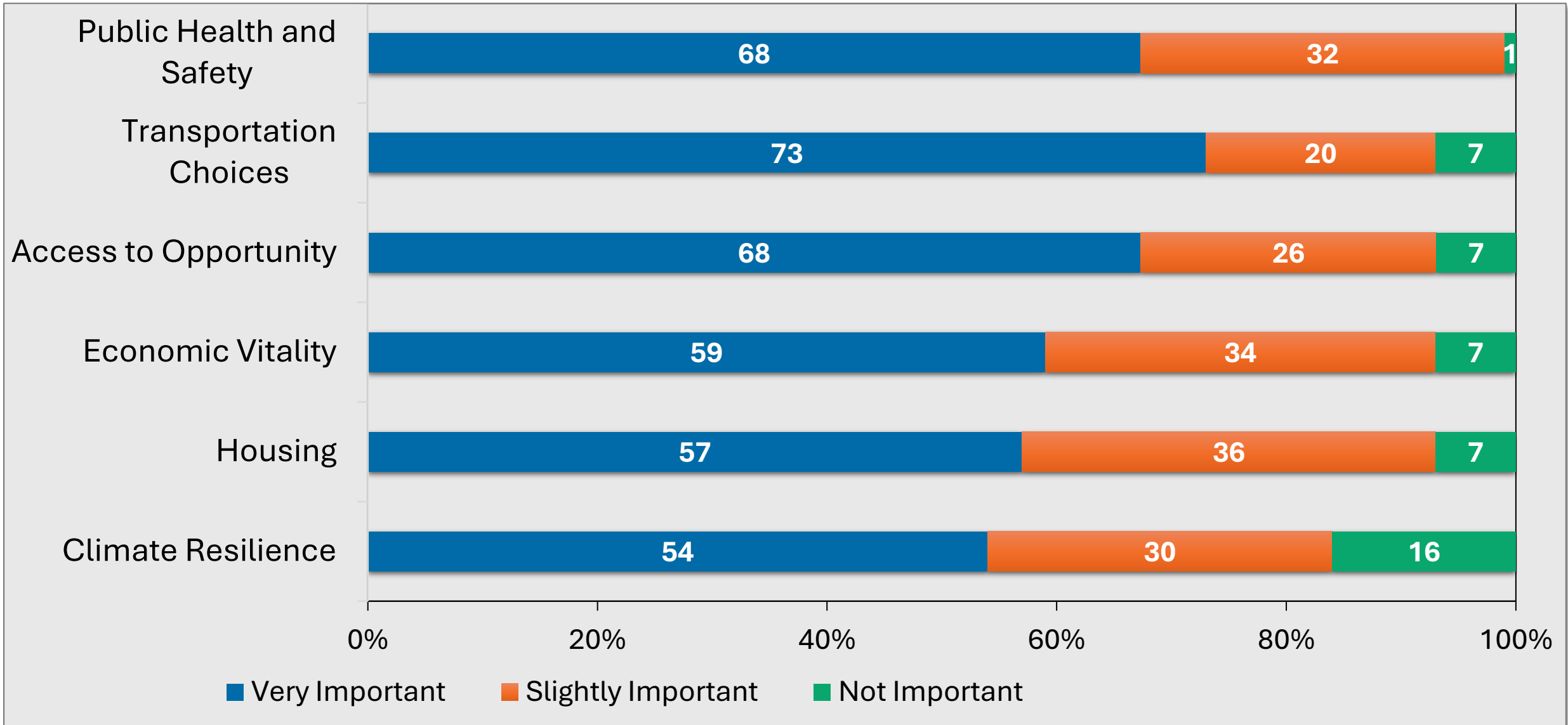
Marketing Campaign

Online Mapping Tools

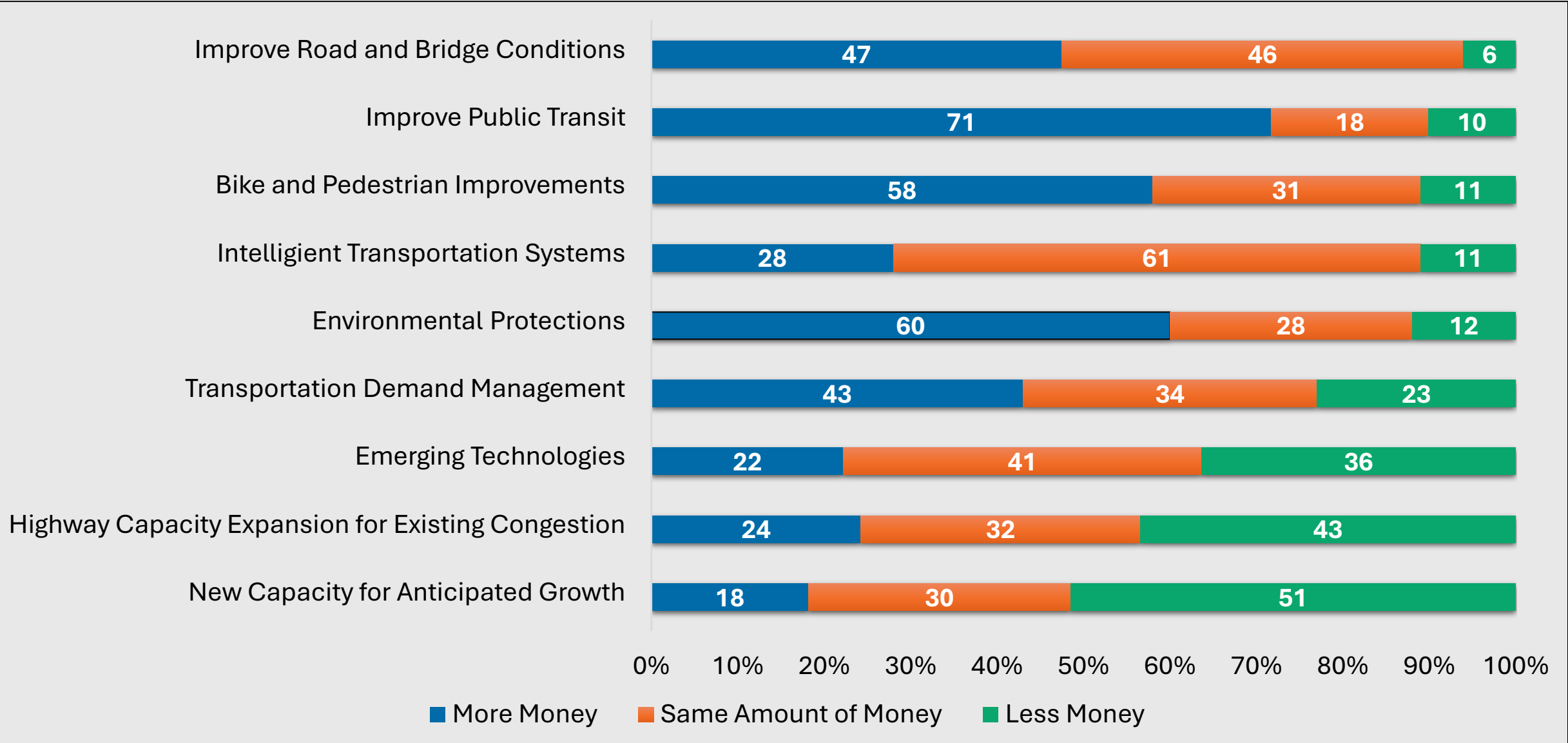
Online Survey



Q1. BASED ON WHAT WE HEARD FROM RESIDENTS SO FAR, THESE ARE THE THINGS WE WANT OUR PLAN TO ACHIEVE. PLEASE PUT THEM IN ORDER OF IMPORTANCE TO YOU:



Q2. MONEY FOR FUTURE TRANSPORTATION PROJECTS IS LIMITED. WE'VE THOUGHT ABOUT FINDING NEW WAYS TO RAISE MONEY, LIKE TAXES, TOLLS, AND FEES. FOR EACH TYPE OF PROJECT, TELL US IF YOU THINK IT IS IMPORTANT TO FUND A WAY TO PAY FOR THESE PROJECTS:



LONG RANGE TRANSPORTATION PLANNING SURVEY COMPARISON

TOP 3 ITEMS FROM CONNECTED KC 2050 MARC SURVEY

“What should receive more funding?”

- Make our public transit better
- Protect the environment with green infrastructure
- Make it easier for people who bike and walk

TOP 3 ITEMS FROM STATISTICALLY-VALID ETC INSTITUTE SURVEY

“What should receive the most emphasis from regional leaders?”

- Support projects and programs that address the needs of disadvantaged populations
- Expand and enhance public transportation services in high demand areas
- Use nature-based solutions to reduce flooding and protect water quality

SUMMARY

CONFIRMED PREVIOUS ENGAGEMENT AND PUBLIC SUPPORT FOR THE GOALS AND STRATEGIES

PUBLIC INTEREST IN EXPANDING TRANSIT FUNDING OPTIONS

BROAD SUPPORT FOR DEVELOPING A CONNECTED, MULTIMODAL TRANSPORTATION SYSTEM OVER THE NEXT 25 YEARS THAT FOCUSES ON DEVELOPING ACTIVITY CENTERS

PUBLIC DID NOT EXPRESS HIGH PRIORITY FOR HIGHWAY EXPANSION PROJECTS (EXCEPT I-35 IN NE JOHNSON COUNTY AND NORTHLAND)

NEXT STEPS

- Final updates to Connected KC 2050 are underway.
- Another round of public engagement for the draft plan will occur April–May 2025.
- The final plan will then be presented for approval in June 2025.



CONNECTED KC
2050
UPDATE
REGIONAL TRANSPORTATION PLAN

THANK YOU

Item #9

REPORT: Update to Total Transportation Policy Committee
Membership

Presenter: Ron Achelpohl, MARC

Item #10

REPORT: Annual Policy Review

Presenter: Ron Achelpohl, MARC

Item #11

Other Business

Item #12

Adjournment
