

# **Total Transportation Policy Committee meeting**

February 18, 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.**
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Item #2

## **VOTE:** January 21, 2024, Meeting Summary

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Item #3

# **REPORT:** Federal Transportation Funding Update

Presenter: Ron Achelpohl, MARC

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Item #3

## **REPORT:** Federal Transportation Funding Update

- Obligated funds are generally being reimbursed
- New grant agreements are being processed on a case-by-case basis
- NEVI and CFI grant awards have been paused
- Special scrutiny for discretionary grants and congressionally directed projects
- Special scrutiny for programs, projects and grant applications pertaining to climate, electric vehicles, environmental justice and diversity, equity and inclusion under IIJA and IRA

Presenter: Ron Achelpohl, MARC

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Item #4

# **REPORT: 2025 Hazard Mitigation Plan Update**

Presenter: Marlene Nagel, MARC

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# Regional Multi-Hazard Mitigation Plan Cass, Clay, Jackson, Platte and Ray counties

KANSAS COUNTIES UPDATED IN 2024  
MISSOURI IN 2025

FEMA Requirements

Participants

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Purpose/Value

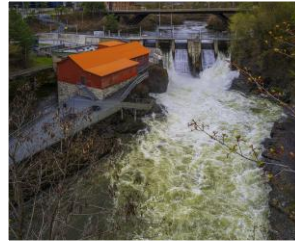
Plan Process & Contents



# Hazard Analysis and Risk Assessment



Five Natural  
Hazards Identified:



Floods, levee and  
dam failure



Tornadoes



Severe  
Thunderstorms



Severe Cold



Severe Heat and  
Drought

Each hazard profile includes:

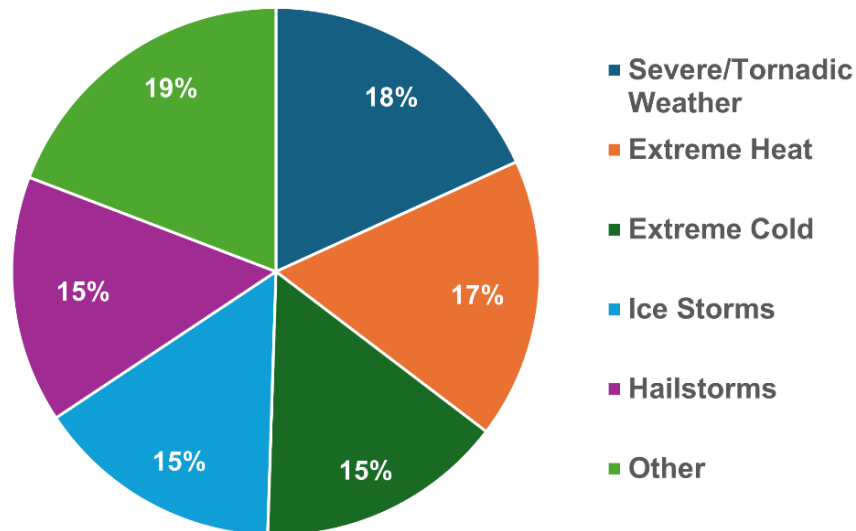
- Description
- Historical Occurrences
- Impact
- Probability of Future Occurrence
- Vulnerability Analysis



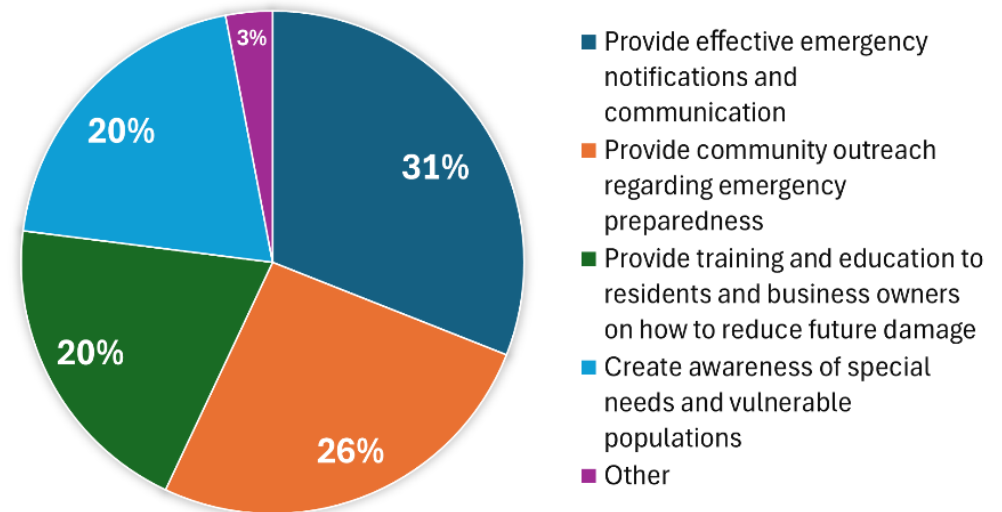
# Public Survey Results

Survey conducted at meetings, through social media, through local jurisdiction outreach – what hazards are the public most concerned about and what should their local community do?

Which of the following disasters have you or someone in your household experienced where you live?



HOW CAN THE COUNTY HELP YOU BECOME BETTER PREPARED FOR A DISASTER?



# Local Capabilities/Safe Growth Review

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- Counties, Cities, Special Districts  
Planning and Regulatory  
Administrative and Technical Resources  
Financial Options  
Education and Outreach Programs  
Safe Growth Policies  
Floodplain Management/National Flood Insurance Program
- School Districts & Colleges



# HMP Goals/Actions

## City/County/Schools

Goals and Actions for Each Natural Hazard

- Actions – Both short-term and long-term
- Priorities to Reduce Risks
- Responsible Party
- Cost Benefit to the Jurisdiction

## • Regional Strategies

- Education and Outreach
- Partnerships
- APWA Stormwater Standards
- Adopt goals and actions into regional and other local plans
- Review annually



# Transportation-Related Aspects of the Plan

- [Guide to Expanding Mitigation: Making the Connection to Transportation](#)

## FEMA Guide

Have evacuation routes been identified for vulnerable locations?

How will a transportation project affect local evacuation routes?

Has the project been designed to withstand current and future hazards?

Does the project account for underlying risks, like repetitive wash outs or flooding?

Do local officials know where low water crossings might affect the safety of vehicles during heavy rain events?

How might systems like KC Scout help inform the public about possible hazard events?

Will new developments with impervious surfaces create additional runoff?



# Next Steps and Opportunities

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- Complete plan review, local jurisdictions adopt plan
- MARC submits final plan to the state and FEMA by late spring
- Evaluate grant opportunities and possible local actions
  - BRIC grant program, including Technical Assistance
  - Pre-Disaster Mitigation Grant program
  - Identify regional & local opportunities, strengthen partnerships
- Incorporate recommendations into other local plans and regional plans as appropriate



Item #5

# **REPORT: Operation Green Light Program and USDOT SMART Grant Update**

Presenter: Ray Webb, MARC

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***Total Transportation Policy  
Committee***

## AGENCIES & PARTNERS

MID-AMERICA  
REGIONAL  
COUNCIL

FEDERAL HIGHWAY  
ADMINISTRATION



KANSAS  
DEPARTMENT OF  
TRANSPORTATION

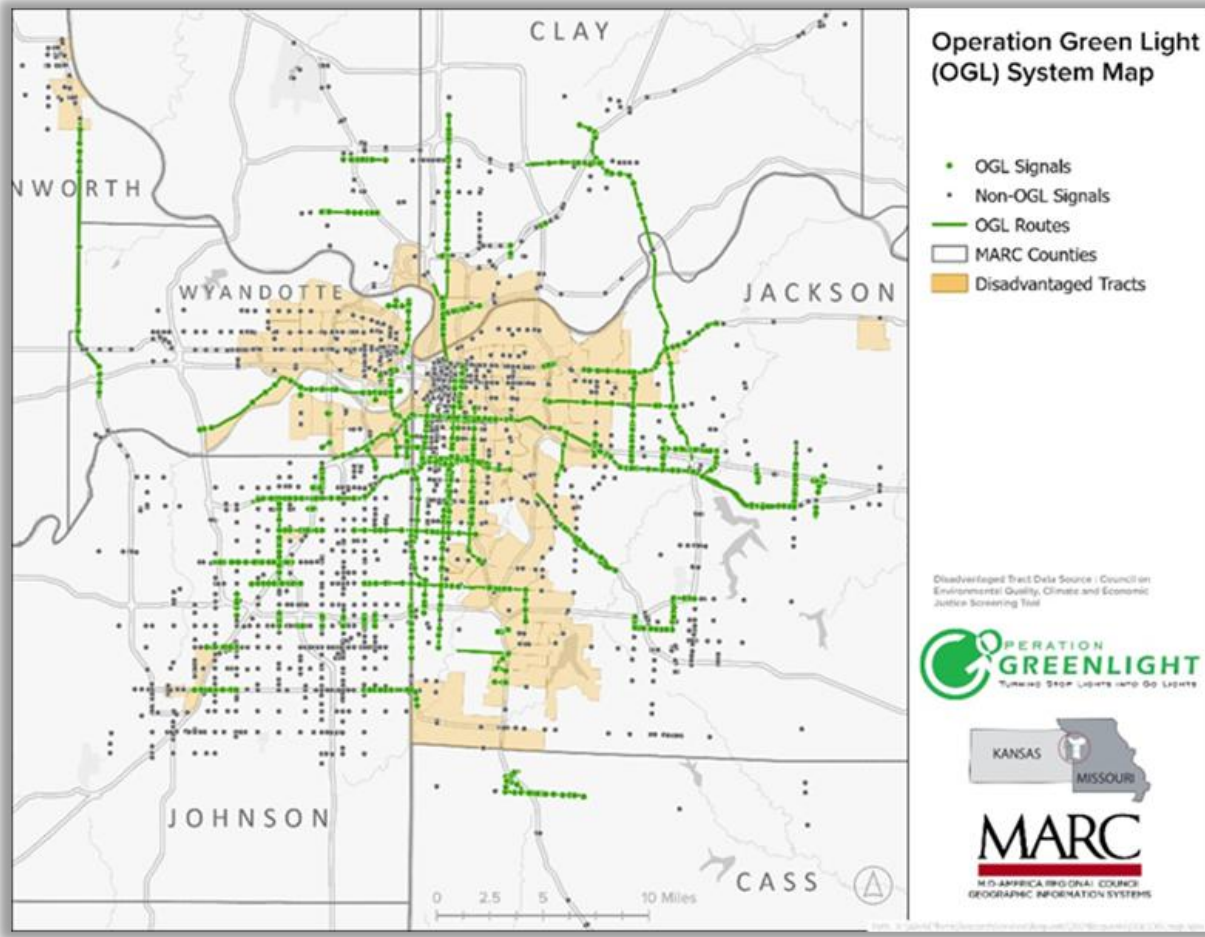
MISSOURI  
DEPARTMENT OF  
TRANSPORTATION

### MISSOURI

Belton	Kansas City
Blue Springs	Lee's Summit
Gladstone	Liberty
Grandview	North Kansas City
Independence	Raymore
	Raytown

### KANSAS

Bonner Springs	Mission
Fairway	Mission Woods
Kansas City	Olathe
Lansing	Overland Park
Leavenworth	Prairie Village
Leawood	Roeland Park
Lenexa	Shawnee
Meriam	Westwood





## ***Vision***

*State and local governments work together through Operation Green Light using best practices in traffic management to provide safe and efficient movement for people and goods across a seamless regional transportation system.*

### **FAST FACTS**

**750+** Traffic Signals

**200+** Roadway Miles

**1.7 Million** Trips/Day

**50/50** Local Agency/Federal Funding

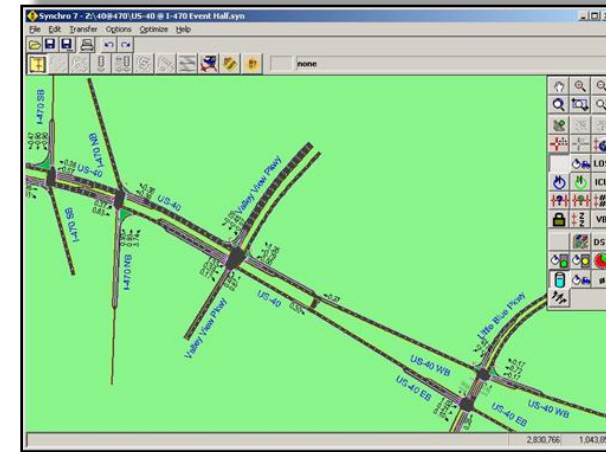
**\$800** Local Agency Annual Cost Per Signal

**58/42%**



# Program Elements

- Traffic Signal Timing / Coordination
- Regional Communication Network
- Regional Traffic Signal Software
- Traffic Camera Server



## ***Traffic Signal Investigations / Dispatching***

- 673

## ***Network Repair Tickets***

- 95

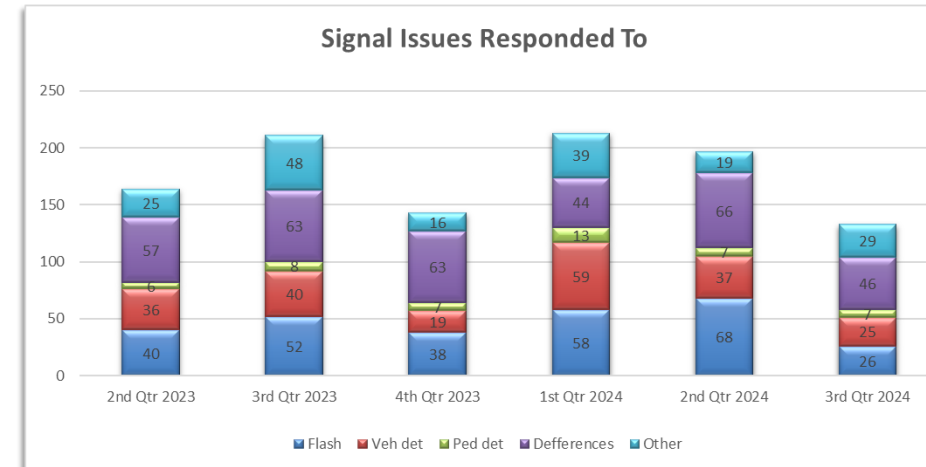
## ***Traffic Data Collection***

- 74 locations

## ***Signal Retiming***

- 73 intersections
- Numerous real-time responses to crashes, work zones locations and minor adjustments

## ***Incident Responses – 395***



SOURCE	AMOUNT
2023-2024 Funding* (2 years) MO \$980, KS \$420k, Local \$1.2	<b>\$2.6M</b>
2025-2026 Funding* (2 years) MO \$1.2M, KS \$500k, Local \$1.2	<b>\$2.9M</b>
2027-2028 Funding* (2 years) MO \$1.8M, KS \$780k, Local \$1.2	<b>\$3.8M</b>
*off the top	

## Grants and Awards

USDOT SMART Grant (performance measures)

- \$734,653, no required match

2023 CMAQ funded ATMS Software Project

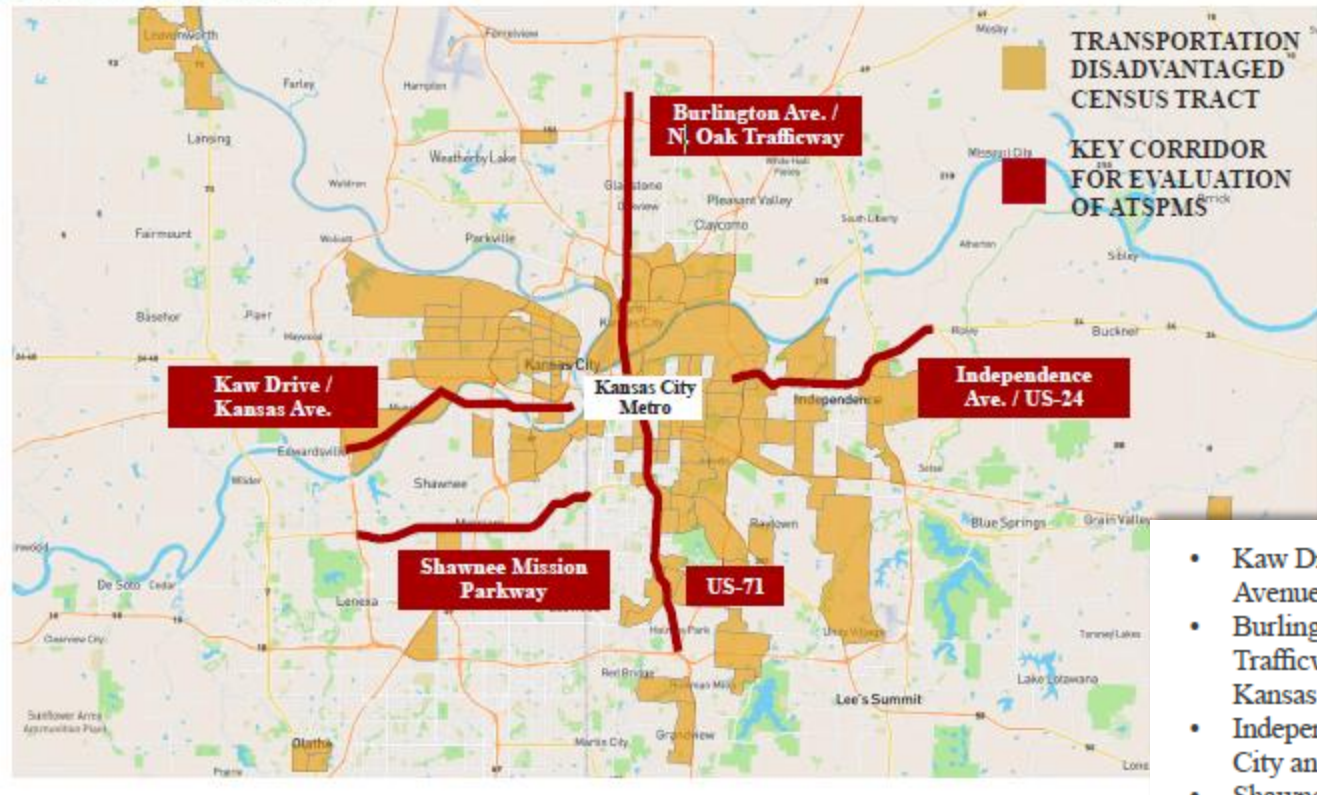
- \$960,000 CMAQ, \$240,000 match

2025-2026 CMAQ for Arterial Performance Measures

- \$421,680 CMAQ, \$105,420 match

# SMART Grant in the KC Region

PROJECT AREA MAP





- Kaw Drive/K-32 and Kansas Avenue/K-132 in Kansas City, Kansas
- Burlington Avenue and North Oak Trafficway connecting Kansas City, North Kansas City and Gladstone, Missouri
- Independence Avenue/US-24 in Kansas City and Independence, Missouri
- Shawnee Mission Parkway connecting multiple cities in Johnson County, Kansas
- US Highway 71 in Kansas City, Missouri

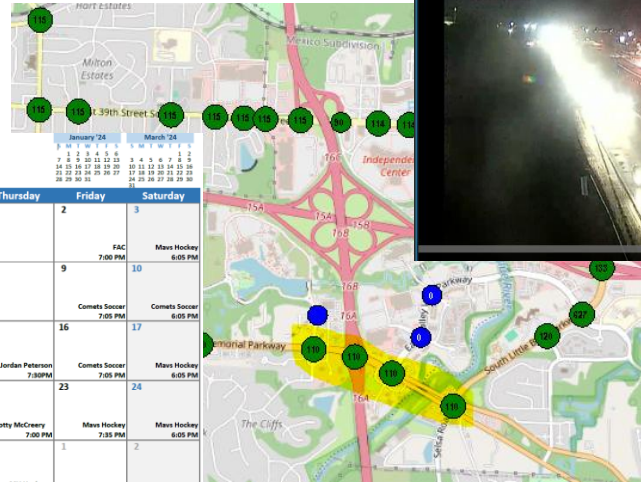


# Cable Dahmer - Independence

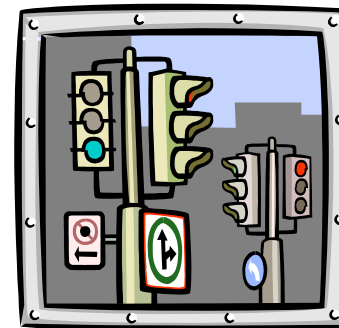
- All events noted in OGL calendars
- Event attendance estimates provided by event mgrs.
- Special signal plan

## February 2024

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	1	2
3	4	 <b>CABLE DAHMER ARENA</b> 				



- USDOT Crowd Source project
- Complete KS CMAQ Construction (550,000) **DONE**
- Begin MO CMAQ Construction (\$600,000)
- Carbon Reduction Project, \$200k – Mission, KS
- Project Construction Standards & JSP's
- Advance Transportation System Management and Operations (TSMO)
- Cybersecurity Enhancements





## ***For More Information:***

Ray M. Webb, PE, PTOE  
OGL Program Manager

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Kansas City, MO 64105

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816.701.8358

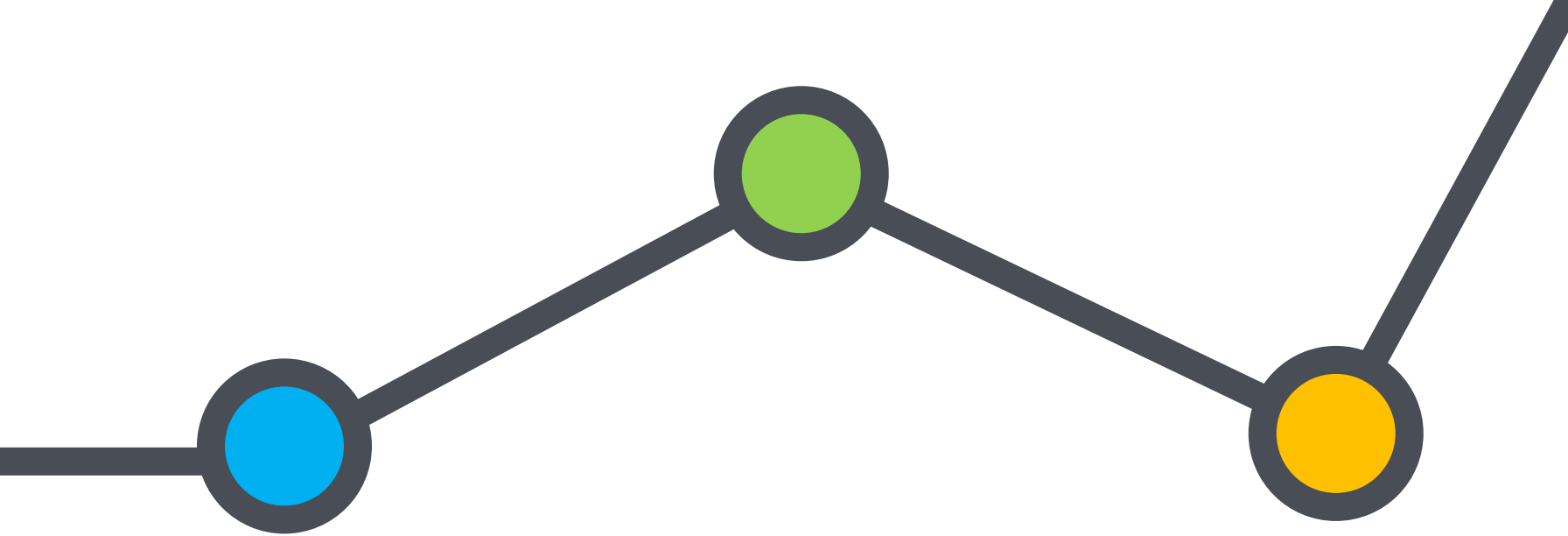


Item #6

# **REPORT: SmartMoves Transit Plan Update**

Presenter: Martin Rivarola, MARC

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# Smart Moves

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Regional Transit Plan Update

<http://www.kcsmartmoves.org/>

# Background

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- Smart Moves 3.0 adopted in 2017 by MARC and KCATA Boards
- The plan outlined strategies and recommendations for improving transit and mobility in the Kansas City region

# Smart Moves 3.0 Recap

Strategies



**Mobility Hubs**



**Partnerships**



**High Demand Corridors**

**Mobility Innovation**

**Vibrant Places**



# Implementation to date

## Successes

- KC Streetcar expansion
- Prospect & Troost MAX deployment
- New Microtransit services (IRIS and Others)
- New & enhanced services in some local routes
- Transit Oriented Development
- Multiple studies contemplate new or expanded transit services
  - Northrail Study across the Missouri River
  - East-West Corridor (31st/39th Street) streetcar corridor
  - Bistate Sustainable Reinvestment Corridor
  - KCI Airport Service Action Plan, among others

# Implementation to date

## Setbacks

- Services recommended by completed planning work have failed to secure funding to advance
- Reduction or elimination of some fixed route services

Regional Routes Summary	
Active Fixed Routes 2017	76
Active Fixed Routes 2025	57
<i>Change</i>	<i>-19</i>
Average Peak Frequency 2017	40 min
Average Peak Frequency 2025	51 min
<i>Change</i>	<i>+11 min</i>

- Much of this due to lack of dedicated funding for operation of services

# 2025 Opportunities

- *Strong employer demand*
- *Political & civic community interest to invest in transit*
- *East-west connectivity*
- *Expanded service hours*
- *Infill redevelopment along some transit corridors*
- *Major events (such as world cup) which highlight need and opportunity*



# 2025 Challenges

## Transit System

- *Low job access by transit*
- *Declining service levels and elimination of fixed route services*
- *Limited east-west connectivity within system*
- *Limited evening and weekend services*
- *High cost to serve suburban employment centers*

## Funding

- *Low levels of funding compared to peers (& declining)*
- *Loss of one-time COVID relief \$\$*
- *Fragmented funding in region*
- *Little private sector participation*
- *Need to offset zero-fare programs with sustained funding*

# Current Planning

- East-West Transit Connection Corridor Design
- North Rail
- Bi-State Sustainable Reinvestment Corridor
- Johnson County Transit Strategic Planning Process
- World Cup mobility efforts

# Update Considerations

- **Post-pandemic Trends and Impacts**
  - Telecommuting
  - Development Patterns
  - Increased Costs
- **Service Models**
- **Fares and Funding Models**
- **Governance Models**

# Plan Update - Purpose and Need

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- Benchmark progress towards meeting 2017 recommendations
- Why now?
  - There is a **sense of urgency** due to rising needs and declining services
  - This initiative will produce an **implementation strategy**, not merely a plan update
  - This strategy will be rooted in **local priorities** served by variable service types that are **regionally connected**
  - This initiative will build civic **awareness and support** as it is developed

# Objectives

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- Acknowledge **points of coordination** among regional partners
- Focus on opportunities to deploy **enhanced transit services** at a (regionally connected) **local or county-based level**
- Identify **priority routes and services/programs for each of the subject counties**, building from prior planning work
- Identify annual/long-term **capital and operating costs** for enhanced transit services and programs
- Explore **statutory requirements** and identify **potential funding and governance mechanisms**
- Build **consensus around action steps** to be taken towards **implementation** of enhanced transit services

# External/Consultant Tasks

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- Funding mechanisms legal review
- Update costs for priority routes, services and programs
- Funding and governance alternatives
- Define priority services

# Internal MARC Team Tasks

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- Smart Moves 3.0 Implementation Scorecard and existing conditions analysis
- Stakeholder outreach to political leadership/government bodies, public polling to gauge support for funding mechanisms
- Literature review of how other peer regions fund their transit, identify success stories to share and emulate
- Public facing reports and presentation of findings
- Transit Enhancement Implementation Strategy document

# Project Timeline – Phase 1

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## January 2025

- Legal review (revenue mechanisms & capacity)
- Stakeholder discussions

## February 2025

- Update of cost estimates & potential revenue estimates
- Key Stakeholder interviews (sample questions below)
  - What are your public transportation priorities? Key destinations which could be served?
  - If funding proposal moves forward, what would have to be in it? What may be approved by your residents?
  - Who else do we engage with?



# Project Timeline – Phase 1

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## March/April 2025

- Prioritization of routes (by county) / alternative development

## May 2025

- Development of Strategy/Action Plan
- Stakeholder Outreach

## June 2025

- **Final Recommendations / Outreach.**
- **Documentation**

# Project Timeline – Phase 2 (3Q-4Q 2025)

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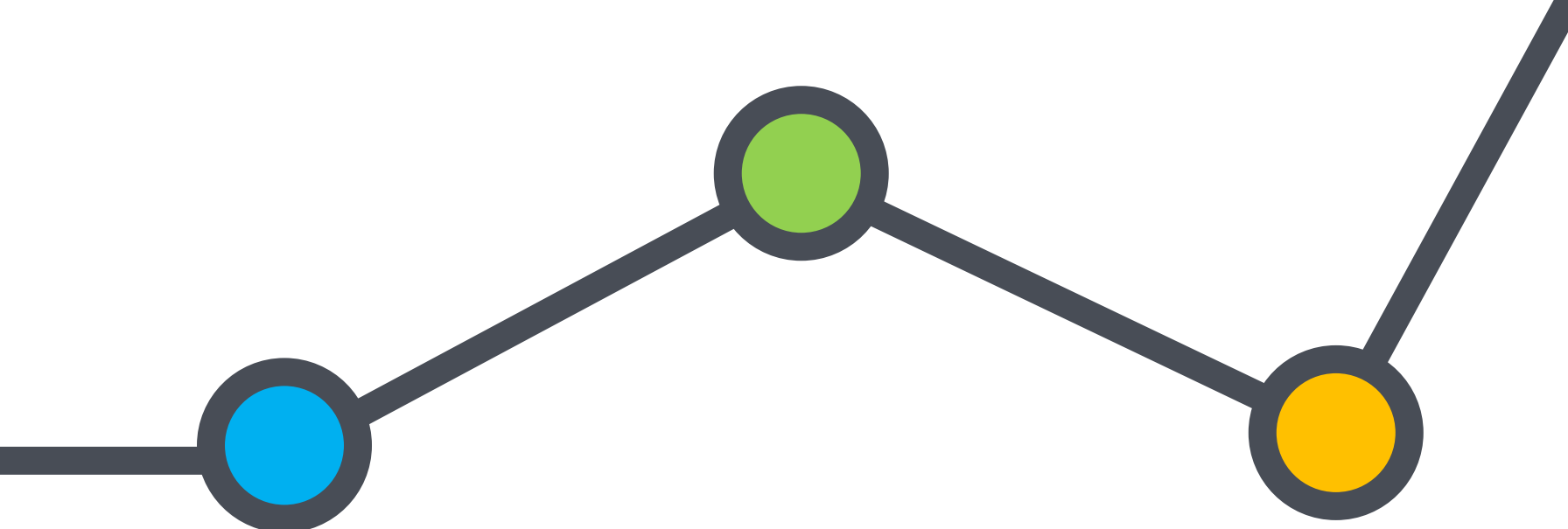
- Benefit/Cost Analysis
  - Ridership estimates
  - Economic Benefit
  - Jobs Accessibility Gains
  - Air Quality/Emissions Reduction Benefits
- Successful peer region research.
  - Capturing lessons learned?
  - How are these relevant to our metro?
- Production of educational materials

# Planning work outputs

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## *Transit Enhancement Implementation Strategy:*

- Fast and Frequent Routes (by mode and vehicle type), supporting services and programs, annual and long-term capital and operating costs. Organized by County
- Implementation priority matrix
- Potential funding and associated governance mechanisms
- Action steps for key partners and stakeholders
- Benefit/cost Analysis. Peer region (lessons learned) review
- Communication materials: Written materials, reports, press releases and PowerPoint presentations



# Smart Moves

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Regional Transit Plan Update

<http://www.kcsmartmoves.org/>

Item #7

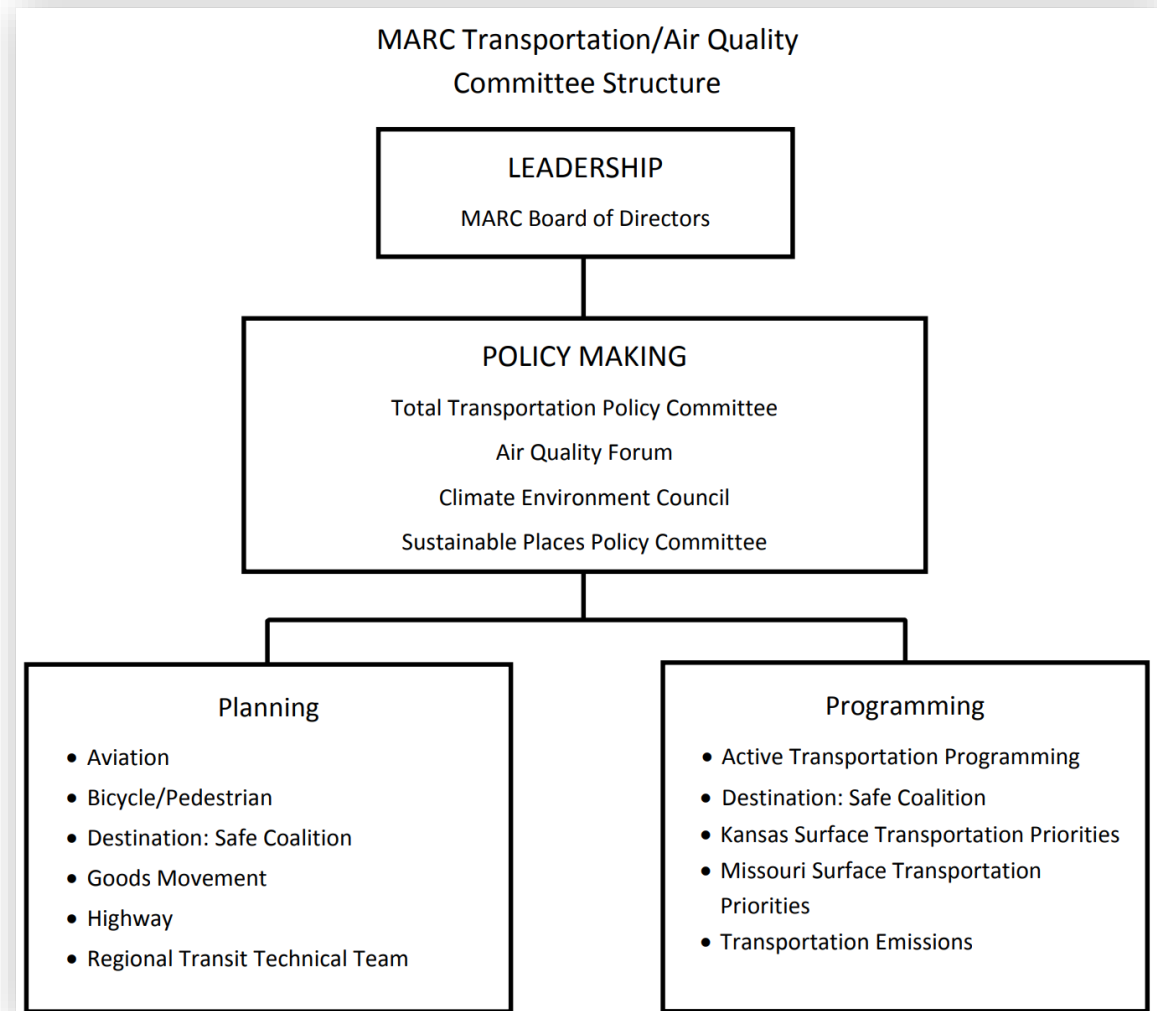
# **REPORT: MARC Committee Structure and Process Review**

Presenter: Martin Rivarola, MARC

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## Current Committee Structure

- Policy Committee
  - TTPC provides policy level input to MARC's Board
- Planning Modal Committees
  - Planning / Technical support on focus area for committee
  - Long range planning
  - Forum for broader engagement in MARC transportation work
- Programming Committees
  - Mainly provide guidance on award of federal funds to projects



## Issues to address

- Feedback received by MARC:
    - Committee process can be overly complex and burdensome
    - Committee process requires extensive staff time for member agencies to track, attend and participate
  - Significant membership overlap between various committees, which leads to a series of duplicative presentations to committee members
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## Issues to address

- Committee membership/voting may not closely correlate with regional population distribution
  - Attendance at committee meetings can be low
  - Hybrid-nature of meetings leads to decreased participation (virtual attendees)
  - Difficult to provide workplan for substantive business before committees
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## Benefits and disadvantages of current structure

- Pros
    - Opportunity for networking amongst community peers
    - Open, transparent, community-driven (bottom up) decision-making
    - Focused attention on areas of interest for diversity of committee
  - Cons
    - Complex and time-intensive process, requires extensive staff resources to support and participate
    - Dispersal of programming responsibilities leads to need stagger programming committees in specific timelines
    - Low participation and engagement for some planning modal committees
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## Peer MPO committee process & structure review

- Generally, peer MPO's are organized and rely on support of fewer # of committees
  - Many peer MPO's are organized with combination of single planning advisory / technical / programming committees
  - In many instances, programming recommendations are generated by MPO staff and vetted by a policy board (TTPC-equivalent)
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## Peer MPO committee process & structure review

MPO	Metropolitan Area, State	Lead Transportation Policy Committee	# of Policy Committee	# of planning advisory committees	# programming committees	# of Transportation committees
Maricopa Association of Governments (MAG)	Phoenix, AZ	Transportation Policy Committee	3	4	13	20
MARC	Kansas City Mo / KS	TTPC	4	7	5	16
Metro Council	Minneapolis MN, WI	Committee of the Whole	3	10	2	15
DVRPC	Philadelphia PA / NJ	DVRPC Board	1	8	2	11
SACOG	Sacramento CA	Transportation Committee	6	4	N/A	10
Atlanta Regional Commission	Atlanta GA	ARC Board	2	6	1	9
Southeast Michigan COG	Detroit MI	General Assembly	2	5	2	9
East West Gateway COG	St. Louis MO / IL	Executive Advisory Committee	1	6	2	9
Wasatch Front	Salt Lake City, UT	Transportation Coordinating Committee (Trans Com)	4	2	N/A	6

## Discussion & next steps

- Is simplification of committee structure desired?
    - Combine duplicative efforts into fewer committees?
  - Interest in more predictable, substantive, full body of work for various committees?
  - MARC will work with transportation committees and regional leadership to develop recommendations on potential structure changes
  - Anticipated by summer of 2025
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Item #8

## **Other Business**

- **Bistate Sustainable Reinvestment Corridor**  
**Public Meeting:** Feb 25, 5 to 7 pm, 849B N. 47<sup>th</sup> Street, Kansas City, Kansas
  - **Connected Freight KC Workshop:** Feb 26, 10:30 am to 1:30 pm, Orange EV, 900 N. 69<sup>th</sup> Street, Kansas City, KS 66102
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Item #9

# **Adjournment**

**Next meeting: Tuesday, March 18, 2025**

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