1. Project Priorities
2. Regional Transportation Plan 2050
3. Coordinated Plan Update/ 5310 Programming
4. Legislative Update
5. Planning Sustainable Places Projects
6. Paratransit Eligibility Modifications
7. Member Updates
Transit Project Priorities

Call for Projects

for MARC Transportation Funding Programs
Project Priorities for Upcoming MARC Call for Projects

Role for Regional Transit Coordinating Council

• Project identification & prioritization

• Coordinated Transit Project Submission

• Project recommendation by planning priorities (some programs)

• Project selection & recommendation (some programs)
## Upcoming Call for Projects

### Open January - March 2018

<table>
<thead>
<tr>
<th>Program</th>
<th>FY2021-22</th>
<th>Kansas</th>
<th>Missouri</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Mitigation/Air Quality (CMAQ)</td>
<td></td>
<td>$5.8M</td>
<td>$5.3M</td>
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<tr>
<td>Surface Transportation Program (STP)</td>
<td></td>
<td>$26.0M</td>
<td>$35.4M</td>
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<tr>
<td>Surface Transportation Program Set-Aside (TAP)</td>
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<td>$2.4M</td>
<td>$3.0M</td>
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</tbody>
</table>

### Open Spring 2018

- Section 5310 Program: FY2017-2018

### Open Summer 2018

- Planning Sustainable Places Program: FY2019
<table>
<thead>
<tr>
<th>Project</th>
<th>State</th>
<th>Capital / Operating / Planning</th>
<th>Total Cost</th>
<th>Federal Share</th>
<th>Local Match</th>
<th>CMAQ</th>
<th>STP</th>
<th>PSP</th>
<th>CMAQ</th>
<th>STP</th>
<th>PSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Fare Collection / Mobile Ticketing (Validators)</td>
<td>MO (KS already secured)</td>
<td>Capital</td>
<td>$ 2,000,000</td>
<td>$ 1,600,000</td>
<td>Regional Partners</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Clean Transit Vehicle Program</td>
<td>KS / MO</td>
<td>Capital</td>
<td>$ 8,750,000</td>
<td>$ 7,000,000</td>
<td>ATA, UG, JoCo</td>
<td>$ 1,000,000</td>
<td>$ 3,000,000</td>
<td>$ 2,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prospect MAX Enhanced Transit Service (BRT) Operating Assistance</td>
<td>MO</td>
<td>Operating</td>
<td>$ 1,500,000</td>
<td>$ 1,200,000</td>
<td>ATA</td>
<td>$ 1,200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outreach related to regional fare support programs (funding to match contributions from employers, non-profit institutions, etc.)</td>
<td>KS / MO</td>
<td>Operating</td>
<td>$ 1,000,000</td>
<td>$ 800,000</td>
<td>Regional Partners</td>
<td>$ 400,000</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>New Regional Services (KCI, 435, others)</td>
<td>KS / MO</td>
<td>Operating</td>
<td>$ 625,000</td>
<td>$ 500,000</td>
<td>Regional Partners</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Planning Sustainable Places Program</td>
<td>KS / MO</td>
<td>Planning</td>
<td>$ 1,875,000</td>
<td>$ 1,500,000</td>
<td>Cities Using the funds</td>
<td>$ 800,000</td>
<td></td>
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</tr>
<tr>
<td>Multi-modal Branding &amp; Wayfinding</td>
<td>KS/MO</td>
<td>Planning</td>
<td>$ 375,000</td>
<td>$ 300,000</td>
<td>KCATA and local partners</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$ 16,125,000</strong></td>
<td><strong>$ 12,900,000</strong></td>
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<td></td>
<td><strong>$ 2,900,000</strong></td>
<td><strong>$ 5,400,000</strong></td>
<td><strong>$ 150,000</strong></td>
<td></td>
<td><strong>$ 2,700,000</strong></td>
</tr>
</tbody>
</table>

**Notes:**
- MO: Missouri
- KS: Kansas
- CMAQ: Clean Air Interstate Rule
- STP: Statewide Transportation Program
- PSP: Planning Sustainable Places Program
<table>
<thead>
<tr>
<th>Project</th>
<th>Applicant</th>
<th>Proposed Partners</th>
<th>State</th>
<th>Project Scope</th>
<th>Funding Source</th>
<th>Capital/Operating / Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Fare Collection / Mobile Ticketing (Validators)</td>
<td>KCATA</td>
<td>All Transit Operators-KCATA, Independence, Johnson Co., Wyandotte Co., Streetcar</td>
<td>KS / MO</td>
<td>Purchase of mobile ticket validator systems and equipment.</td>
<td>STP / CMAQ</td>
<td>Capital</td>
</tr>
<tr>
<td>Regional Clean Transit Vehicle Program</td>
<td>KCATA</td>
<td>Johnson Co., Wyandotte Co. and KCATA</td>
<td>KS / MO</td>
<td>Replace buses that have reached their useful life with new CNG or propane buses</td>
<td>STP / CMAQ</td>
<td>Capital</td>
</tr>
<tr>
<td>New Job Access Services (KCI, 435, others)</td>
<td>KCATA</td>
<td>Transit Agencies and others TBD</td>
<td>KS / MO</td>
<td>Fund new or expanded services, including new service delivery models, with a jobs access focus.</td>
<td>CMAQ</td>
<td>Operating</td>
</tr>
<tr>
<td>Prospect MAX Enhanced Transit Service (BRT) Operating Assistance</td>
<td>KCATA</td>
<td>KCATA, Kansas City, Mo.</td>
<td>MO</td>
<td>Operating Expenses of new BRT Services</td>
<td>CMAQ</td>
<td>Operating</td>
</tr>
<tr>
<td>Outreach for Regional Fare Support (match to Private Invest, non-profit funding, etc.)</td>
<td>KCATA or others</td>
<td>Non-profits, private sector groups, CID's etc.</td>
<td>KS / MO</td>
<td>Promote transit pass programs and funding support from the private sector and non-profit institutions - with federal funds supplementing or matching funds from outside groups providing passes.</td>
<td>CMAQ</td>
<td>Operating</td>
</tr>
<tr>
<td>Project</td>
<td>Applicant</td>
<td>Proposed Partners</td>
<td>State</td>
<td>Project Scope</td>
<td>Funding Source</td>
<td>Capital/Operating/Planning</td>
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<tr>
<td><strong>STP</strong></td>
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<td>KCATA</td>
<td>All Transit Operators-KCATA, Independence, Johnson Co., Wyandotte Co., Streetcar</td>
<td>KS / MO</td>
<td>Purchase of mobile ticket validator systems and equipment for Mo bus fleet.</td>
<td>STP/CMAQ</td>
<td>Capital</td>
</tr>
<tr>
<td>Regional Clean Transit Vehicle Program</td>
<td>KCATA</td>
<td>Johnson Co., Wyandotte Co. and KCATA</td>
<td>KS / MO</td>
<td>Replace buses that have reached their useful life with new CNG or propane buses.</td>
<td>STP / CMAQ</td>
<td>Capital</td>
</tr>
<tr>
<td>Planning Sustainable Places Program</td>
<td>MARC</td>
<td>All</td>
<td>KS / MO</td>
<td>Continuation of bi-state program</td>
<td>STP</td>
<td>Planning</td>
</tr>
<tr>
<td><strong>PSP</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Multimodal Branding &amp; Wayfinding</td>
<td>KCATA</td>
<td>KCAT, MARC, local governments</td>
<td>KS / MO</td>
<td>Branding and wayfinding for mobility hubs, MetroGreen, and regional bikeways.</td>
<td>PSP</td>
<td>Planning</td>
</tr>
</tbody>
</table>
AGENDA

1. What is RTP 2050?
2. Objectives for this plan
3. Major task areas
4. Public Feedback
5. Next steps
What is the RTP?

- What does it do and why are we updating it?
- Establishes a *regional vision* for transportation.
- Develops *policies and strategies* for implementing this vision.
- Identifies regionally *significant projects* that correspond with this vision.
**TO2040 Policy Framework**

**Vibrant**

**Economic vitality**
Support an innovative, competitive 21st-century economy.

**Placemaking**
Coordinate transportation and land-use investment along the region’s corridors and centers as a means to create vibrant places and strengthen the quality of the region.

**Equity**
Ensure all people have the opportunity to thrive.
Transportation choices
Expand affordable, accessible, multimodal transportation options in order to better connect residents and visitors to jobs and services.

Safety and security
Improve safety and security for all transportation users.

System condition
Ensure transportation systems are maintained in good condition.

System performance
Manage existing systems to achieve reliable and efficient performance and maximize the value of existing investments.
TO2040 Policy Framework

**Public health**
Facilitate healthy, active living.

**Environment**
Protect and restore our region’s natural resources (land, water and air) through proactive environmental stewardship.

**Climate change and energy use**
Decrease the use of fossil fuels through reduced travel demand, technology advancements and a transition to renewable energy sources.
Future Driving Forces

We’re living in a time of great change, driven by forces largely beyond our control.

- Rapidly emerging new technologies
- Climate change — more weather extremes
- Globalization of our regional economy
- Shifting demographics
How can we stay on track to achieve our vision of vibrant, connected and green region? How can we take advantage of the opportunities, and limit the difficulties, these forces create?

**Future vision for the Kansas City region**

Greater Kansas City is a resilient region that strives to build and sustain a globally competitive economy, a healthy natural environment and a diverse population, creating opportunities and expanding choices for current and future residents.
Objectives for this RTP update

• Respond to issues uncovered through scenario planning work including technology, demographics, climate change and economic forces.
• Develop a more adaptive plan that asks "what if?"
• Facilitate adoption of emerging transportation technologies.
• Develop scenarios for new revenues.
• Incorporate recent planning work into RTP.
• Develop a more integrated approach to regional planning.
Timeline & Current Tasks

- **Spring 2018**: Discovery & Needs Assessment, Storytelling & Policy Framework
- **Fall 2018**: Investment Scenarios
- **Summer/Fall 2019**: Project Selection
- **Spring 2020**: Plan Development
- **Spring 2020**: Plan Adoption

Public Engagement:
- Complete Needs Assessment
- Develop Policy Framework
- Tell the Story

- Public Engagement:
  - Survey
  - Pop up meetings
  - Facebook Live
**Pop-Ups**

- 13 regional pop-ups
- Focus: Awareness-building & survey push
Facebook Live

- 590 views and counting
- Focus: Intro to plan process & survey report back
Survey Feedback

- Objectives:
  - Which current goals are most important?
  - Are we achieving these goals in the eyes of the public?
  - What regional needs should be addressed by the plan and how do these needs impact or relate to current goals?
  - Outputs: Updated Needs Assessment & Policy Framework
- 800+ participants
Goals

• What goals are most important to you?

Ranking of Policy Areas by Importance

1. Transportation Choices
2. Safety & Security
3. Economic Vitality
4. System Performance
5. System Condition
6. Public Health
7. Equity
8. Environment
9. Climate Change & Energy Use
10. Placemaking

☆ Open-ended comments indicate “placemaking” goal is not well understood
Goals

- How is the region performing in achieving these goals?
Needs

• What regional needs do you think are most important for the plan to address?

- Sustainable growth & development
- Connectivity, continuity, and cohesiveness in the transportation system
- Access to jobs and other opportunities
- Accommodating/adapting to existing and emerging technologies
- Funding/ Financial Sustainability

- Survey Results: www.marc.org/2050
Notable Findings

• Majority of the 800 total comments about goals and needs were about public transportation and support of transportation choices.

• Survey respondents appear to be “neutral” to question: “how are we doing achieving our various goals?” Lowest perception of success - transportation choice goal.

• ‘Placemaking’ goal not well understood
  • Ranked low importance but high number of comments supporting sustainable growth and development
Next steps

- Update Needs Assessment & Policy Framework to reflect public feedback
- TTPC & MARC Board review (March)
- Targeted engagement & MARC Committee (March-April)
- TTPC & MARC Board review (April)
- Investment Scenarios (Summer-Fall)
Project Timeline

- **Outreach / Engagement**
  - Nov 11 RTCC

- **Data Analysis**
  - Dec 13 Findings Report

- **Feedback / Revision**
  - Feb 14 MAC Meeting

- **Plan Finalization**
  - March 6 MAC

- **Committee Approval**
  - March 14, 20 RTCC / TTPC Approval

- **Call For Projects**
  - April 5 5310 Call For Projects

- **Pre-App Workshop**
  - April 18 Pre-App Workshop
Agenda

1. Review needs analysis
2. Review strategies
3. Approve Coordinated Plan
Gaps Analysis

Fall 2017 – Spring 2018
Mid-America Regional Council
Geographic Gaps

- Rural areas have fewer resources
- Fewer resources are available in Wyandotte County
- Fixed-route transit near and beyond the I-435 / I-470 / Mo-291 loop is lacking.
- There is geographic duplication of services in Johnson and Jackson counties
Level of Service Gaps

• Night and weekend service is lacking
• Few services provide assistance beyond “curb-to-curb” pick-up and drop-off
Gaps in Information and Accessibility

- Users need better and easier-to-find information
- Users want to access network by sidewalks, bike lanes/trails
- Older adult and disabled participants are less likely to own a smartphone.
Gaps in Capacity

- Funding is the primary barrier to expanding services.
- Transportation-disadvantaged populations will grow substantially over the next fifteen years.
User Satisfaction Gaps

• Users were less likely to report strong feelings of mobility independence

• Users want expanded service, infrastructure improvements and to be allowed to take more diverse types of trips.
## 2018 Coordinated Plan Goals (Prioritized)

<table>
<thead>
<tr>
<th>1.</th>
<th>Maintain Existing Service Levels</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.</td>
<td>Expand service levels for mobility service users in the region</td>
</tr>
<tr>
<td>3.</td>
<td>Improve quality and accessibility of information available to the public</td>
</tr>
<tr>
<td>4.</td>
<td>Bridge Infrastructure Gaps</td>
</tr>
</tbody>
</table>
Goal 1: Maintain existing service levels for mobility service users in the region

• Strategies
  • Ensure that existing service levels are maintained by:
    • Replacing vehicles past their useful life
    • Sustaining funding levels for subsidized fare programs
  • Secure sustainable funding partnerships
Goal 2: Expand service levels for mobility service users in the region

• Strategies
  • Expand...
    • Service hours into nights, early mornings, or increase service frequency and/or responsiveness
    • Days of service, including weekends
    • Level of service from curb-to-curb to door-to-door, door-through-door, or beyond
    • Types of trips that are eligible for service populations
    • Geographic coverage, particularly into environmental justice tracts or areas of need as identified in this plan
  • Leverage partnerships to reduce duplication
  • Improve cross-jurisdictional transportation through administrative efficiency
Goal 3: Improve the quality and accessibility of information to the public

- Strategies
  - Continue to improve the region’s One-Call/One-Click capabilities
  - Reduce the complexity of information being conveyed to the public
  - Publicize existing services, changes, and/or the introduction of new services
  - Engage transportation-disadvantaged populations directly
  - Utilize data to make informed decisions about enhanced mobility services
    - Establish regional service standards
    - Ensure that all service providers are equipped with data tracking capabilities
    - Ensure that service providers are coordinating with MARC staff to map, analyze, and publicize service areas, trends, and network gaps.
Goal 4: Bridge gaps in the built environment to improve network accessibility

- Strategies:
  - Construct ADA-accessible infrastructure around transit facilities
  - Integrate universal design principles into local development policies
  - Support the implementation *Smart Moves 3.0* recommendations, including mobility hubs and active transportation infrastructure
Scoring Criteria

- All projects, regardless of goal/strategy, will be scored with the same scoring criteria on a high/medium/low scale:
  1. Uses data to demonstrate need
  2. Engages with service populations
  3. Demonstrates cost effectiveness
  4. Establishes partnerships
  5. Communicates services effectively
  6. Service is regional in nature
Prioritization Method

MAC will be provided with two scores by MARC staff:
  • Weighted
  • Non-Weighted
And asked to recommend a program of projects based on those scores to achieve the goals identified in the Coordinated Plan
Next Steps

• We will ask for your recommendation of approval for the Coordinated Plan

• TTPC will be asked to release the Coordinated Plan for public comment

• MARC Board will be asked to adopt the Coordinated Plan as an amendment to *TO2040*
  • The Coordinated Plan will be Appendix F

• MAC will recommend a 5310 POP to RTCC in July
5310 Programming Timeline

**Legend**
- Coordinated Planning
- 5310 Programming

- **March 14, 20**
  - RTCC / TTPC Approval

- **April 5**
  - 5310 Call For Projects

- **April 18**
  - Pre-App Workshop

- **April 24, 25**
  - MARC / KCATA Board Approval

- **May 17**
  - Sub. deadline

- **June 13**
  - MAC 5310 Programming

- **July 11**
  - MAC Rex. To RTCC

- **Fall**
  - POP submission to FTA

- **Public Comment**
- **MARC Staff Scoring**
Feedback?

Any thoughts / questions, feel free to reach out to Drew Stiehl
dstiehl@marc.org
816-701-8247
Planning Sustainable Places Program

ADVANCING A SUSTAINABLE REGION PLACE BY PLACE

Regional Transit Coordinating Council

March 14, 2018
Both the Missouri and Kansas American Planning Association chapters recognized PSP at the Quad State conference in late October.

The Missouri award for Outstanding Public Outreach, Program, Project, Tool, Community Initiative.

The Kansas award is the Pioneer Award in an urban setting.
2017 Planning Sustainable Places Projects

- Projects limited to local governments furthering local planning projects in a variety of settings
- Mix of projects, a portion proceeding from 2015 funding mixed with new projects
- Covers the spectrum of settings from rural to urban
Kansas City Area Transportation Authority/Johnson County

Josh Powers, Johnson County

Project Type:
Sustainable Places Plan

Funding:
$ 35,800 KS STP
$ 10,000 Match

New Project in 2017
• 75th & Metcalf is connection point between Johnson County’s two “key corridor” routes.
• Unsafe/inaccessible bus stops on 75th Street
• Gaps in sidewalk network
75th & Metcalf Avenue Access Improvement Plan

- Existing Conditions analysis
- Walking tour
- 3-Day workshop near intersection
- Concepts modified in public workshop setting
• Benefits of Planning Sustainable Places
  – Funding
    • STP (capital), 5310
  – MARC resources and best practices
  – Project management assistance
  – Consultant experience on similar projects
Two Concepts in Final Plan:

- A: Within existing ROW
- B: Requires additional ROW

Cost Estimates

Transit and traffic flow improvements

Integrate with upcoming Metcalf Avenue planning and engineering (Overland Park)
75th & Metcalf Avenue Access Improvement Plan

Plan Highlights:
- No right-of-way impacts
- Lane widths reduced to 11 ft on 75th Street to accommodate new sidewalk along CVS
- Eastbound & westbound transit stops consolidated as new nearside stops
- Marty Street closed to thru traffic
- New median added to control turning movements onto Floyd
- Modernized crosswalks & curb ramps at intersection

Creating Sustainable Places
75th & Metcalf Avenue Access Improvement Plan

CREATING SUSTAINABLE PLACES

VIBRANT | CONNECTED | GREEN

PLAN HIGHLIGHTS
- RIGHT-OF-WAY IMPACTS
- LANE WIDTHS REDUCED TO 11 FT ON 75TH STREET TO ACCOMMODATE NEW MEDIAN
- EASTBOUND TRANSIT STOP CONSOLIDATED AS NEW, FARSIDE STOP
- MARTY STREET RE-ALIGNED WITH FLOYD STREET (VISION METCALF)
- NEW MEDIAN ADDED TO CONTROL TURNING MOVEMENTS ONTO FLOYD
- MODERNIZED CROSSWALKS & CURB RAMPS AT INTERSECTION
- ACCESS MANAGEMENT, INCLUDING SHARED-USE DRIVES
Leavenworth Transit Plan

Kansas City Area Transportation Authority/City of Leavenworth

Laura Machala, MARC

Project Type:
Sustainable Places Plan

Funding:
$35,800 STP
$10,000 Match

New Project in 2017
Leavenworth Transit Plan

- Leavenworth County has no existing public transit
- Need and demand indicated by previous studies (e.g. KDOT 5-County study)
- Desire to connect to Kansas City region
Leavenworth Transit Plan

- Demographics and Journey-to-Work analysis
- Advisory Committee meetings
- Pop-up public meetings
  - Grocery store
  - Church community meal
  - University of St. Mary
- Community Survey
• Benefits of Planning Sustainable Places
  – Funding
    • 5311 a likely source to cover a large portion of implementation
  – MARC SmartMoves background
  – Project management assistance
  – Consultant experience on similar projects
Two Alternatives in Final Plan

- Alternative 1: Community Circulator – On-demand/flex service within Leavenworth
- Alternative 2: Commuter Connector – Fixed route linking Leavenworth with Village West area in UG

Conceptual schedules and costs

Funding options
Leavenworth Transit Plan

• Alternative 1
  – Community Circulator
  – On-demand/Flex
  – Two vehicles
  – M-F, 12 hrs/day
Leavenworth Transit Plan

• Alternative 2
  – Regional Connector
  – Fixed route
  – One bus
  – M-F, 12 hrs/day
Southwest Johnson County Transit Plan

Kansas City Area Transportation Authority/Johnson County

Josh Powers, Johnson County

Project Type:
Sustainable Places Plan

Funding:
$21,450 STP
$6,000 Match

New Project in 2017
Southwest Johnson County Transit Plan

• Connect areas with limited existing transit service but a growing need for access to jobs and activity centers

• Determine additional services that will be needed to adequately serve southwest Johnson County and best meet the needs of employers
Southwest Johnson County Transit Plan

• Demographics and Journey-to-Work analysis
• Advisory Committee meetings
• Pop-up public meetings
  – Grocery store
  – Church community meal
  – University of St. Mary
• Community Survey
Southwest Johnson County Transit Plan

• Benefits of Planning Sustainable Places
  – Funding
    • 5311, CMAQ, STP
  – MARC SmartMoves background
  – Project management assistance
  – Consultant experience on similar projects
Southwest Johnson County Transit Plan

- Four alternatives evaluated
- Recommended alternative combines features of each
  - Modification of existing 595 route to add reverse commute trips to New Century, Gardner, and Edgerton
  - Direct service from downtown KCMO and KCK
  - Loops through Logistics Park KC at primary shift times (vanpool available for other shifts)
  - Six morning trips, seven evening trips on weekdays. Limited Saturday service
  - Existing commuter service maintained
Southwest Johnson County Transit Plan

Shift times served:

- **Monday – Friday**
  - 6:00, 7:00, 7:30, 8:00, 8:30 & 9:00 AM
  - 3:00, 3:30, 4:00, 4:30, 5:00, 5:30 & 6:00 PM

- **Saturday**
  - 6:00, 7:00 & 8:00 AM
  - 3:00, 4:00 & 5:00 PM
Southwest Johnson County Transit Plan

- Service begins April 2, 2018
Southwest Johnson County Transit Plan

- Additional service to 3-Trails Transit Center
- KDOT Commuter Discretionary Funding
- Begins July 2018