



**OPEN MEETING NOTICE**  
**TOTAL TRANSPORTATION POLICY COMMITTEE**  
The Honorable Chuck Adams, Kansas Co-Chair  
The Honorable Carson Ross, Missouri Co-Chair

There will be an online meeting of MARC's Total Transportation Policy Committee on **Tuesday, March 15, 2022, at 9:30 a.m.**

**A G E N D A**

1. Welcome & Introductions
2. *VOTE: February 15, 2022, Meeting Summary\**
3. *VOTE: 2022 2nd Quarter Amendment to the 2022-26 Transportation Improvement Program for Public Review and Comment\**
4. REPORT: Major Regional Planning
5. REPORT: Kansas City Streetcar Update
6. REPORT: Bistate Sustainable Reinvestment Corridor
7. Other Business
8. Adjournment

*\*Action Items*

***Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be open to the public via teleconference.*** Members of the public who wish to participate in this meeting please email [transportation@marc.org](mailto:transportation@marc.org) by Noon on Monday March 14, 2022, for instructions to join the teleconference.

**Special Accommodations:** Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our [webpage](#).

**Total Transportation Policy Committee**  
**February 15, 2022**  
**Meeting Summary**

**Members, Alternates Present-Representing**

Councilman Chuck Adams, Wyandotte County Munic.  
Jeff Hardy , MoDOT  
Rick Backlund, FHWA-KS  
Cory Davis, KDOT  
Matt Davis, Jackson County  
Commissioner Janee Hanzlick, Johnson County  
Bob Heim, Platte County  
Leslie Herring, Johnson County Municipalities  
Patty Hilderbrand, City of Kansas City  
Tony Hofmann, City of Overland Park  
Mary Jaeger, City of Olathe  
Dick Jarrold, KCATA  
Greg Kindle, Wyandotte EDC  
Paul Kramer, Leavenworth County Municipalities  
Kent Lage, Johnson County  
Mayor Norman Larkey, Cass County Municipalities  
Nathan Law, Miami County Municipalities  
Mayor Mike McDonough, Jackson County Municipal.  
Janet McRae, Miami County  
Jack Messer, City of Overland Park  
Bill Noll, Leavenworth County  
Commissioner Jerry Nolte, Clay County  
Fahteema Parrish, COMTO  
Eric Rogers, BikeWalkKC  
Melissa Sieben, Unified Govt WyCo/KCK  
Mayor David Slater, Clay County Municipalities  
Mayor John Smedley, Platte County Municipalities  
Chad Thompson, City of Kansas City  
Geoffrey Vohs, Johnson County  
Karl Walters, Clay County  
Mayor Eileen Weir, City of Independence  
Doug Whitacre, Johnson County Municipalities  
Beth Wright, City of Olathe  
Sabin Yanez, Northland Chamber of Commerce  
Beccy Yocham, Johnson County Municipalities

Chris Redline, MoDOT  
Greg Rokos, City of Belton  
Sarah Rose Shafer, Unified Govt WyCo/KCK  
Troy Shaw, Unified Govt WyCo/KCK  
Allison Smith, KDOT  
Mike Spickelmier, City of Lansing  
Mike Waller, KCAD  
Marisela Ward, MoDOT  
Juan Yin, MoDOT

**MARC Staff Present**

Ron Achelpohl, Dir. Of Transportation & Environment  
Rachel Cannon, Transportation Planner I  
Karen Clawson, Prin. Planner/Air Quality Prog. Mgr.  
Beth Dawson, Principal Planner  
Darryl Fields, Principal Planner  
Marc Hansen, Principal Planner  
Amanda Horner, Safety and Mobility Planner  
Tom Jacobs, Environmental Program Director  
Frank Lenk, Director of Research Services  
Kate Ludwig, Environmental Program Assistant  
Doug Norsby, Air Quality Planner III  
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.  
Amy Strange, Digital Communications Manager  
Patrick Trouba, Transportation Planner II  
Chris Upchurch, Technical Project Manager  
Raymond Webb, Manager of Traffic Operations  
Jermain Whitmore, Program Assistant

**Others Present**

Kendra Burgess  
Cecelie Cochran, FHWA-KS  
Mark Green, City of Independence  
Jeff Hardy, MoDOT  
Pam Harris  
Cynthia Herron  
Kevin Klinkenberg, KC Regional Transit Alliance  
Mallie Koehler, KCAD  
Jackie Messer, City of Spring Hill

**1) Welcome/Introductions**

Councilman Chuck Adams, KS Co-Chair, called the meeting to order and self-introductions followed.

**2) Approval of January 18, 2022 Summary\***

There were no additional changes to the January 18, 2022 meeting summary as presented.

**Recommended action: Approve the January 18, 2022 meeting summary.**

**3) Traffic Safety Performance Targets\***

The targets were developed in coordination with State DOTs and regional partners and are consistent with safety targets in the adopted 2018-2022 Regional Safety Blueprint. The five recommended MPO safety performance targets represent a rolling 5-year average (2018-2022) for:

- 1. Number of fatalities — 197.2
- 2. Fatality rate per 100 million VMT — 0.850
- 3. Number of serious injuries — 900.0
- 4. Serious injury rate per 100 million VMT — 4.020
- 5. Number of non-motorized fatalities and serious injuries — 100.0

Through Destination Safe, MARC is working with regional partners to improve traffic safety and implement strategies in the Regional Safety Blueprint. The Blueprint identifies specific strategies related to engineering, enforcement, education, and emergency response. MARC advances these strategies by prioritizing proven safety

Federal regulations require States and Metropolitan Planning Organizations to adopt targets for traffic safety.

The recommended safety targets have been developed with input from the Destination Safe Leadership Team.

One of the committee members asked if the states are responsible for their own targets, and if it will effect their grants if they don't meet the targets. Mr. Achelpohl explained the process and informed the committee that it won't affect them federally, so there are no implications in regards to safety targets.

**Recommended Action: Approve the updated traffic safety performance targets as presented.**

**4) Public Transportation Safety Targets\***

The Federal Transit Administration requires Metropolitan Planning Organizations to adopt regional targets for the performance measures included in Public Transportation Agency Safety Plans (PTASP). These measures include Number of Fatalities, Fatalities per 100,000 Vehicle Revenue Miles (VRM), Number of Injuries, Injuries per 100,000 VRM, Safety Events, Safety Events per 100,000 VRM and System Reliability (VRM Between Failures). These measures apply separately to each mode (the modes in our region include bus, bus rapid transit, streetcar, paratransit, vanpool, and microtransit).

MARC staff consulted local transit agencies' PTASPs. For modes where only one transit agency operates in the region (such as streetcar) staff recommend adopting the agency's targets. For modes that more than one transit agency operates in the region staff have developed regional targets that accommodate all agencies' targets. Staff consulted with local transit agency staff as part of the Regional Transit Coordinating Council Tech Team and incorporated their feedback.

Federal regulations require MARC to adopt Public Transportation Agency Safety Plan Performance Measure Targets.

A committee member asked if the Mr. Upchurch could define safety events, and Mr. Upchurch proceeded to explain.

**Recommended Action: Approve the Public Transportation Agency Safety Plan Performance Measure Targets as presented.**

**5) Functional Classification System Updates\***

Functional classification is the process by which streets and highways are organized according to how they move vehicles across our transportation network. This designation is based on factors such as roadway volume and speed limit, among other criteria established by the Federal Highway Administration. Functional classification is used in transportation planning, roadway design, and is one factor in determining if a roadway project is eligible to receive federal funds.

As the Metropolitan Planning Organization for the Kansas City Region, MARC is responsible for developing and maintaining the Functional Classification system of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC follows an established schedule of two updates per year. Last fall MARC received 32 new requests for functional class changes.

In some cases, functional classification determines the eligibility of roadways to receive federal funds, most notably the STP funds that MARC’s programming committees award every two years.

Staff recommended 29 of the requested changes to the Highway Committee. The Kansas Department of Transportation expressed misgivings about four requested functional classification changes and the Highway Committee delayed a decision on those requested changes until their March meeting. The committee reviewed and recommended approval of the remaining requested functional classification changes on January 26, 2022.

**Recommended Action: Approve the Functional Classification System changes as presented.**

**6) Authorize 2022 Call for Projects & Funding Allocations\***

Staff has also worked with appropriate committees and stakeholders to update the online GIS resources relevant to the project evaluation process to reflect changing demographics, land use, and local planning efforts. These resources are provided to project sponsors as part of the application process.

Given the completion of these activities, staff requests authorization to proceed with a call for projects for CMAQ, STP and TAP funds in early 2022. MARC plans to conduct the 2022 call for projects in two phases. The first phase will assess project applications for consistency with regional plans and policies. The second phase will evaluate project applications using the scoring methodologies established by the various programming committees as in previous funding rounds.

Staff recommends that this call for projects fully fund FFY 2025 and FFY 2026 for CMAQ, STP and TAP as noted in the following table:

<b>2025-2026</b>	<b>Kansas</b>	<b>Missouri</b>
CMAQ	\$ 5,600,000	\$ 6,200,000
STP	\$ 25,600,000	\$ 47,600,000
TAP	\$ 2,000,000	\$ 3,600,000
Total	\$ 33,200,000	\$ 57,400,000

With the recent passage of the Infrastructure Investment and Jobs Act (IIJA), MARC anticipates that these targets may increase as details of the IIJA emerge.

In recent years, MARC has received approval to fund several projects outside of the project selection process. This allows the following regionally significant projects to proceed with an appropriate level of financial stability.

<b>CMAQ 2025-2026</b>	<b>Kansas</b>	<b>Missouri</b>
Active Transportation Program	\$ 72,000	\$ 72,000
Air Quality Public Education	\$ 555,000	\$ 555,000
Rideshare	\$ 300,000	\$ 300,000
Total	\$ 927,000	\$ 927,000

<b>STP 2025-2026</b>	<b>Kansas</b>	<b>Missouri</b>
Operation Greenlight	\$ 500,000	\$ 1,200,000
Total	\$ 500,000	\$ 1,200,000

**Recommended Action: Approve to authorize a call for projects in 2022 for FFY 2025-2026 CMAQ, STBG and TAP funds and approve funding for the projects noted.**

One of the committee members questioned if we an idea at this time of when we might we know just how much is estimated to be available from the IJA for each of the programs, and Mr. Achelpohl responded that it largely depends on when Congress will pass a full appropriations bill, as well as remaining updates on urbanized areas from the 2020 Census. Cecelie Cochran and Rick Backlund provided additional background information.

**Committee Action:**

***Dick Jarrold made a motion to approve items 2 & 6 as presented. Mayor Slater seconded the motion which carried unanimously.***

**7) Missouri Statewide Transportation Improvement Program Development**

Jeff Hardy reported on the process to seek further input into development of the new STIP. MoDOT is responsible for developing the Statewide Transportation Improvement Program (STIP) in consultation with planning partners including MARC. STIP is a short-range planning document that identifies commitments of state and federal funds to surface transportation projects across the state. The 2023-2027 STIP will reflect recent work to prioritize unfunded needs around the state and advance new projects into the funded program.

MARC’s Transportation Improvement Program (TIP) is incorporated into the STIP, and must also be consistent with the Connected KC 2050 metropolitan transportation plan (MTP). Changes to STIP projects in the Kansas City area may require administrative modifications or formal amendments to the TIP and MTP.

A committee member asked what is the year for the I-49 corridor improvements, and Mr. Hardy commented that it will probably be around 2025.

**8) MARC Environmental Leadership & Creation of a Climate and Environment Council**

The Climate and Environment Council will include 25-30 individuals that collectively represent the Kansas City region with a diversity of viewpoints, backgrounds and expertise. Members will include representatives of local governments, subject matter experts, neighborhoods and youth, CAKC and MARC Board leadership and committee members (e.g. AQF).

A joint nomination committee composed of MARC, CAKC and grassroots community leadership will review applications from prospective committee members. The final slate of members would be presented to the MARC Board and CAKC Executive Committee for approval.

Note: MARC staff is also in the process of realigning the Air Quality Forum and Sustainable Places Policy Committee to serve current needs in planning and policy decision-making. The by-laws, including membership structure, of the Air Quality Forum is under review in order to better align its membership with the technical oversight, coordination, and public education function of the committee. The Sustainable Places Policy Committee is developing work plans to provide technical and policy resources for local land use decision making and policy.

Someone inquired about the prospective time commitment for people interested in being on the Council, and Mr. Jacobs remarked that the meetings would take place every other month, but may potentially change as necessary.

#### **9) Kansas City Regional Retail Trends Report 2021**

Patrick Trouba provided highlights of the report at the meeting. Retail is a sector that changes considerably over time, and these changes have transportation and land use implications. At the end of December 2020, MARC began annual reporting on data of the retail sector and sectors closely related to retail. The [Kansas City Regional Retail Trends Report 2020](#) was the first in this series, but it had only limited capacity to analyze the impacts of COVID-19 mitigation measures on the retail industry.

The [Kansas City Regional Retail Trends Report 2021](#) features more data on retail and related industries for the time period of the pandemic. It also continues the tracking of annualized employment and establishments data featured in the 2020 report. The next iteration of the report will seek to utilize more data so that the impacts of changes in the retail industry on transportation and land use are more explicit.

Retail sector performance may impact regional transportation goals for economic vitality.

One of the committee members asked if there was any speculation about the reasons why some counties saw decreased retail sales while others saw increases. Mr. Trouba answered that the data is not detailed enough to discern causes.

#### **10) Operation Green Light Program Update**

Ray Webb provided an update on the program at the meeting. Major work activities for 2022 will include:

- Continued monitoring of traffic patterns including changes related to the COVID-19 pandemic and adjustments to traffic signal timing plans, as needed.
- Monitoring of the newly constructed of traffic responsive signal system hardware and software on US 71 for the Gregory to 55<sup>th</sup> Street intersections.
- Construction using \$1.4 million of CMAQ funding for Kansas and Missouri traffic signal infrastructure enhancements.
- Implementation of new signal timing plans based on the 2022 work plan and as needs arise.
- Development of a systems engineering criteria for the Regional Advanced Traffic Management System software in preparation for an RFP.
- Develop and execute new funding and operations agreements for 2023-2024 with the 27 partner agencies plus the MoDOT and KDOT STP funding agreements.

Further information including regional benefits, regional traffic signal map and coordination reports on the OGL program can be found at: <https://www.marc.org/Transportation/Programs>. Leveraging data and technology is a

priority strategy of the *Connected KC 2050* metropolitan transportation plan. Traffic signal coordination is also a priority strategy of the region *Clean Air Action Plan*.

One of the guests questioned if OGL has considered alternative energy sources for traffic signals, and Mr. Webb explained their process.

**11) Target Setting for Vehicle Miles Travelled and Electric Vehicles**

Chris Upchurch provided more information about this process at the meeting. Because VMT and EV targets touch so many aspects of MARC’s work, we plan to assemble a working group with representation from a wide cross section of our committees and stakeholders to develop recommended targets. Those targets will be circulated to MARC committees and come before TTPC later in the year.

Preparatory work by MARC staff	October 2021-ongoing
Outreach to stakeholders	January-February
Updates for MARC committees	January-March
Working group	March-July
Committee review proposed targets	August-September
TTPC & Board approval	October-November

Setting these targets is part of the implementation of MARC’s Climate Action Plan.

A committee member asked if there was thought to engage members from GM, Ford, the various utilities and some of our larger logistics companies like FedEx and UPS, even the larger school bus companies in regard to the vehicle miles traveled and electric vehicles discussion. Mr. Upchurch responded that they have considered contacting car manufacturers, schools, etc. and will make note.

Another committee member questioned if they anticipate separate EV targets by vehicle and fleet type (e.g. bus, autos, trucks, public fleets, school bus fleets, etc.), and Mr. Upchurch answered that it may be more so by fleet than vehicle type.

Someone else inquired if MARC would consider targets for e-bikes, and Mr. Upchurch commented that they will consider anything that will help reach the targets.

One of the committee members asked how these targets would relate to adoption of electric vehicles and other factors, and Mr. Upchurch confirmed that over time they will be adjusted as needed to reflect actual conditions.

A guest questioned where they would find information on the battery sources for the various projects and where are the batteries coming from. Mr. Upchurch admitted that he was unsure at the moment, but can look into it.

**12) Other Business**

Mr. Achelpohl reminded the committee that MARC is soliciting nominations Regional Leadership Awards, due March 4, 2022.

**13) Adjournment**

With no further business the meeting was adjourned. The next meeting of TTPC will be held April 15, 2022.

## TTPC AGENDA REPORT

March 2022  
Item No. 3

### ISSUE:

VOTE: 2022 2<sup>nd</sup> Quarter Amendment to the 2022-26 Transportation Improvement Program

### BACKGROUND:

The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five-year period. MARC amends the *TIP* on both a quarterly cycle and as needed to accommodate changes to projects in the *TIP*.

The proposed 2022 2<sup>nd</sup> Quarter Amendment to the 2022-26 Transportation Improvement Programs includes 14 projects:

- 5 new projects to be added, including but not limited to:
  - #280175 - K-32: Portland Cement Concrete Pavement (PCCP) Patching
  - #380214 - I-35: Bridge replacement at Pflumm Road
  - #380215 - US-69: Bridge replacement at Johnson Drive
  - #590314 - I-29: Bridge rehabilitation at Guinotte Ave.
  - #590315 - NW Barry Rd: Bridge rehabilitation at US-169
- 9 modified projects
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at:

<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/22Q2amend.aspx>

MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption.

### BUDGET CONSIDERATIONS

None.

### COMMITTEE ACTION

The Active Transportation Programming Committee approved modifications to #259209, #259210, and #259211 at their meeting on February 9, 2022.

### RECOMMENDATION

Approve the release of the 2022 2<sup>nd</sup> Quarter Amendment to the *FFY 2022-2026 TIP* for public review and comment.

### STAFF CONTACT

Marc Hansen



## TOTAL TRANSPORTATION POLICY COMMITTEE AGENDA REPORT

March 2022  
Item No. 4

### ISSUE:

REPORT: Major Regional Planning Initiatives

### BACKGROUND:

MARC planning partners are currently undertaking various planning and project development activities. These include initiatives of local and county-wide significance as well as corridor specific efforts. At this month's TTPC meeting, Staff will provide a high-level overview of these various efforts. From time to time, representatives from relevant agencies will be available to further elaborate on each project or initiative:

#### Major local/county-wide planning initiatives

##### Unified Government of Wyandotte County/Kansas City, Kansas

- **goDotte Strategic Mobility Plan**

This plan is seeking to develop a transportation strategy to help guide the next 10 years of projects, thus ensuring that future transportation investments support the community's goals to improve the county's quality of life. The plan seeks to modernize transportation policy and integrates transportation and land use decision-making to develop a more sustainable network. TTPC received an update on the study on [November 16, 2021](#).

##### Kansas City, Missouri

- **The KC Spirit Playbook - Transportation Element**

Through the City's Comprehensive Plan update, the city is seeking to update a more robust set of transportation policies. The transportation element of this work seeks to provide direction and prioritize investments and policy initiatives using an environmental, safety and equity lens. TTPC received an update on the study on [February 16, 2021](#).

##### Leavenworth County, Kansas

- **Leavenworth County capital improvement plan**

County-wide and regional partners are seeking to develop a prioritized listing of projects. This study will identify transportation needs, develop goals and objectives, and articulate project priorities and determine project costs. The study will focus on prioritization and costs of 15-20 priority projects for the county.

#### Corridor Planning initiatives

##### MoDOT

- **I-70 Second Tier EIS Re-Evaluation**

This study builds on and extended the work of the I-70 First Tier EIS for future I-70 (The Paseo to just east of US. Hw 40). These studies identified options that would improve safety and efficiency for I-70 users, and protect neighborhoods, cultural resources and any environmentally sensitive areas in the corridor.

- **I-35/I-29 Corridor Study**

The corridor study will document existing conditions, freight impact, and potential solutions to better serve people and goods movement in the northern portion of the Kansas City metropolitan area.

## **KDOT**

- **Eisenhower (IKE) Legacy Transportation Program overview**  
IKE is Kansas' legislature approved 10-year transportation program. This program, informed by KDOT's local consult process, selects projects for advancement into development & construction on a 2-year rolling cycle. A number of regionally significant projects have been funded for construction or added to the development pipeline. Significant upcoming studies are envisioned for capacity projects for I-35 (Santa Fe to US-56) and the K-10 (I-435 to K-7) corridors.
- **KDOT Road User Charge (RUC) Study**  
This study focuses on identifying how a RUC system, where drivers pay to use the road based on miles driven (sometimes referred to as vehicle miles traveled fees or a mileage-based user fee, could help fund transportation investments.

## **KC Streetcar**

- **NorthRail Study**  
This study builds on previously completed work from 2014. The prior study was conducted to assess technical feasibility and identify a preferred alternative for a northern streetcar extension across the Missouri River into North Kansas City. This study is required to revisit the technical and financial feasibility, as well as determine the next steps of a streetcar extension into North Kansas City.

## **Regional**

- **East West (KU Med-Stadiums) high-capacity transit study**  
This study will evaluate multi-modal options on an east-west corridor connecting the Truman Sports Complex to the University of Kansas Medical Center in Kansas City, Kansas. This effort was initiated in part by a request from the University of Kansas Health System, to look at opportunities to better connect KU Medical Center with regional medical complexes in Kansas City, Missouri.
- **Bistate Sustainable Reinvestment Corridor initiative.**  
The Bi-State Reinvestment Corridor is a cooperative effort to create and implement a transformational strategy to enhance mobility, transform communities and reduce carbon emissions. The effort focuses a wide range of federal and local investments on a key regional transit corridor that connects three major cities in two states and two counties along State Avenue, Independence Avenue and Truman Road.

## **POLICY CONSIDERATIONS**

Each of these initiatives advances various goals and objectives identified through the *Connected KC 2050* plan.

## **COMMITTEE ACTION**

Not applicable.

## **RECOMMENDATION**

None. Information Only.

## **STAFF CONTACT**

Martin Rivarola

## TTPC AGENDA REPORT

March 2022  
Item No. 5

**ISSUE:**

REPORT: Kansas City Streetcar Update

**BACKGROUND:**

The KC Streetcar has been a significant catalyst for economic development and redevelopment in downtown Kansas City, Missouri and has been among the highest performing systems in the US in terms of ridership per mile. Two streetcar extension projects have been awarded significant federal grants and are under development to increase the system from its current 2.2 mile length to nearly 6.5 miles, ultimately connecting the Berkley Riverfront area to UMKC's Plaza campus via the current downtown route. More recently, two additional planning studies have been initiated to consider other potential extension to North Kansas City and in an east-west corridor between the KU Medical Center campus in Kansas City Kansas and the Truman Sports Complex.

Tom Gerend, executive director of the KC Streetcar Authority, will provide an update on the system.

**BUDGET CONSIDERATIONS:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl

## TTPC AGENDA REPORT

March 2022  
Item No. 6

### **ISSUE:**

REPORT: Bistate Sustainable Reinvestment Corridor

### **BACKGROUND:**

Passage of the federal Infrastructure Investment and Jobs Act has created new opportunities for federal investment in a wide range of infrastructure needs in communities across the nation. Under the leadership of Congressman Emanuel Cleaver, II and Congresswoman Sharice Davids, MARC has been supporting efforts among the cities of Independence, Kansas City, MO and the Unified Government of Wyandotte County/Kansas City, KS to coordinate development of a bistate corridor connecting key activity centers and promising neighborhoods in need of reinvestment and mobility services along State and Independence Avenues from Village West in Wyandotte County to Truman Square in Independence.

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 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 area using sustainable strategies.

The plan is intended to serve as a magnet for attracting federal/state funds to be pursued through multiple grant applications over time. A coordinated, comprehensive investment plan will be more competitive at the federal level and generate greater sustainability, mobility and opportunity outcomes. Many grants will benefit areas of the cities and the region well beyond the corridor. This corridor is also intended serve as a pilot for similar strategies in other parts of the region to link increase the competitiveness and impact by coordinating investment proposals.

Staff will provide more information about the initiative at the meeting.

### **BUDGET CONSIDERATIONS:**

None.

### **COMMITTEE ACTION:**

None.

### **RECOMMENDATION:**

None. Information only.

### **STAFF CONTACT:**

Ron Achelpohl

# Bi-State Sustainable Reinvestment Corridor



The Bi-State Sustainable Reinvestment Corridor is a cooperative effort to create and implement a transformational strategy to enhance mobility, transform communities and reduce carbon emissions by focusing a wide range of federal and local investments on a key regional transit corridor that connects three major cities in two states and two counties along State Avenue, Independence Avenue and Truman Road.

## Objective and Vision

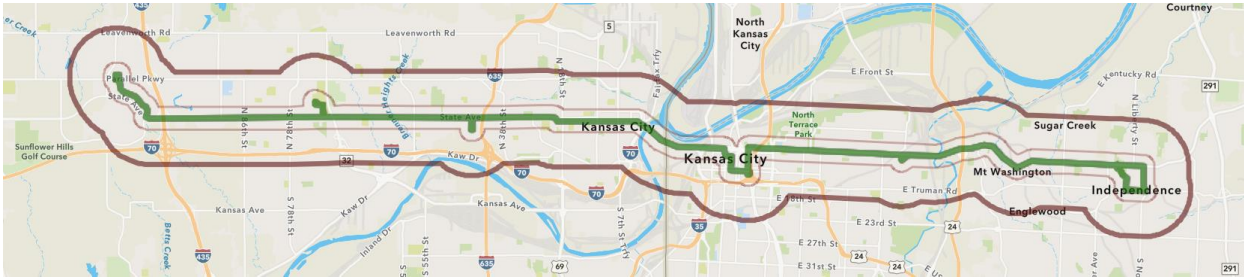
This initiative will identify opportunities, approaches and funding to demonstrate how sustainable communities might be developed in and around a high-capacity, zero-emission transit corridor. This program will support the region’s Climate Action Plan and the regional transit vision of improved access to housing, health care, employment and education, and may be replicated in other corridors nationally and in the Kansas City region.

## Corridor Information

The corridor would link:	Features include:
<ul style="list-style-type: none"> <li>• 24 miles in two states (Kansas and Missouri)</li> <li>• Two counties: Wyandotte County, Kansas, and Jackson County, Missouri</li> <li>• Three cities: Kansas City, Kansas; Kansas City, Missouri; Independence, Missouri</li> <li>• Two congressional districts: Missouri’s 5<sup>th</sup> and Kansas’ 3<sup>rd</sup> congressional districts</li> </ul>	<ul style="list-style-type: none"> <li>• Connections to existing KC Streetcar, Troost and Prospect MAX services</li> <li>• Approximately 84,980 jobs and 90,810 residents within ½ mile of corridor directly served by improvements</li> <li>• Connections to major activity centers along route: Village West District; Kansas City Kansas Community College; Downtown Kansas City, KS; Downtown, Kansas City, MO; Kansas City University; 47<sup>th</sup> and State/East Village/Independence Transit Centers; Historic Independence Square; major historic neighborhoods</li> </ul>

Partners include civic and business organizations along with:





## Program Goals

- Position the corridor for early action on large-scale, strategic investments via a variety of new federal funding opportunities.
- Accelerate implementation of planned community-based investments.
- Demonstrate the potential of integrated investments in zero-emission transit, green infrastructure, affordable housing, workforce development, child care access and other basic services to enhance neighborhood vibrancy, affordability, equity and connectivity as a model for other corridor-based programs.

## Comprehensive Coordinated Investments

- **Zero-emission transportation:** Fast, frequent transit; electric buses; new mobility hubs; pedestrian and bicycle infrastructure.
- **Affordable housing:** Energy-efficient retrofits; new units and construction; transit-oriented development.
- **Green infrastructure:** Enhanced tree canopy; stormwater best management practices; electric vehicle charging; district power generation; residential solar panels.
- **Economic development:** Workforce training; child care access; small business support.
- **Broadband access:** Infrastructure for wired and wireless service; capacities; equipment.
- **Safety and security enhancements:** Shot spotter; license plate readers; Community Improvement Districts; other public safety technology.
- **Public schools and libraries:** Renewable energy and energy efficiency projects

## Transformative Outcomes

- Enhanced access to opportunities for a disadvantaged but promising corridor.
- Reduced emissions and increased climate resilience.
- Promote and demonstrate green solutions and innovations.
- Trained workforce for the future.
- Spur private investment to create a dynamic urban opportunity corridor.

