

Total Transportation Policy Committee meeting

June 17, 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 #7

REPORT: Kansas Secretary of Transportation's Report

Presenters: Ron Achelpohl, MARC;
Secretary Calvin Reed, KDOT

Item #2

VOTE: May 20, 2025, Meeting Summary

Item #3

VOTE: 2025 Special Amendment #1 to the 2024-28 Transportation Improvement Program

Presenter: Marc Hansen, MARC

Item #4

VOTE: 2025 3rd Quarter Amendment to the 2024-2028
Transportation Improvement Program

Presenter: Marc Hansen, MARC

Item #5

VOTE: Approve Connected KC 2050 Plan Update

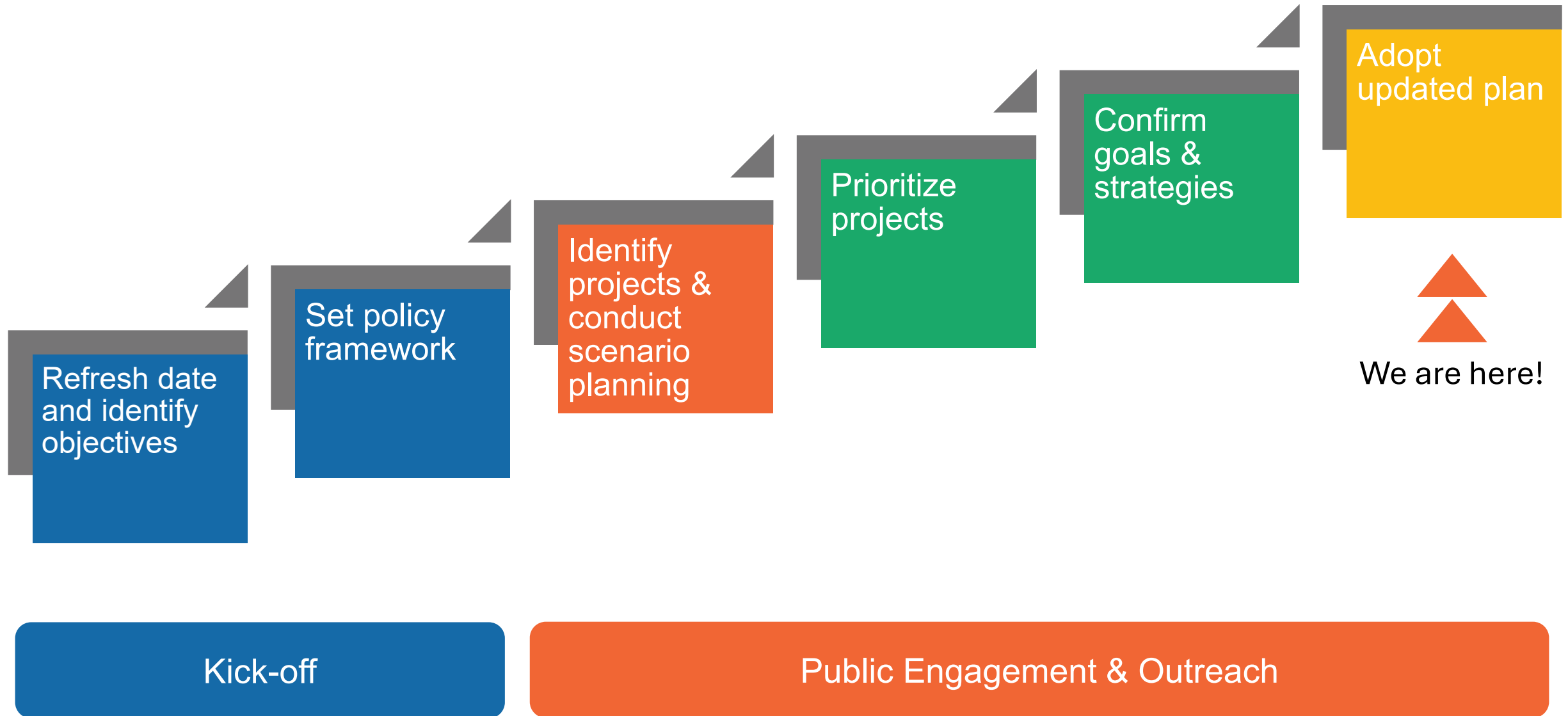
Presenter: Martin Rivarola, MARC



TTPC

JUNE 17, 2025

UPDATE TIMELINE

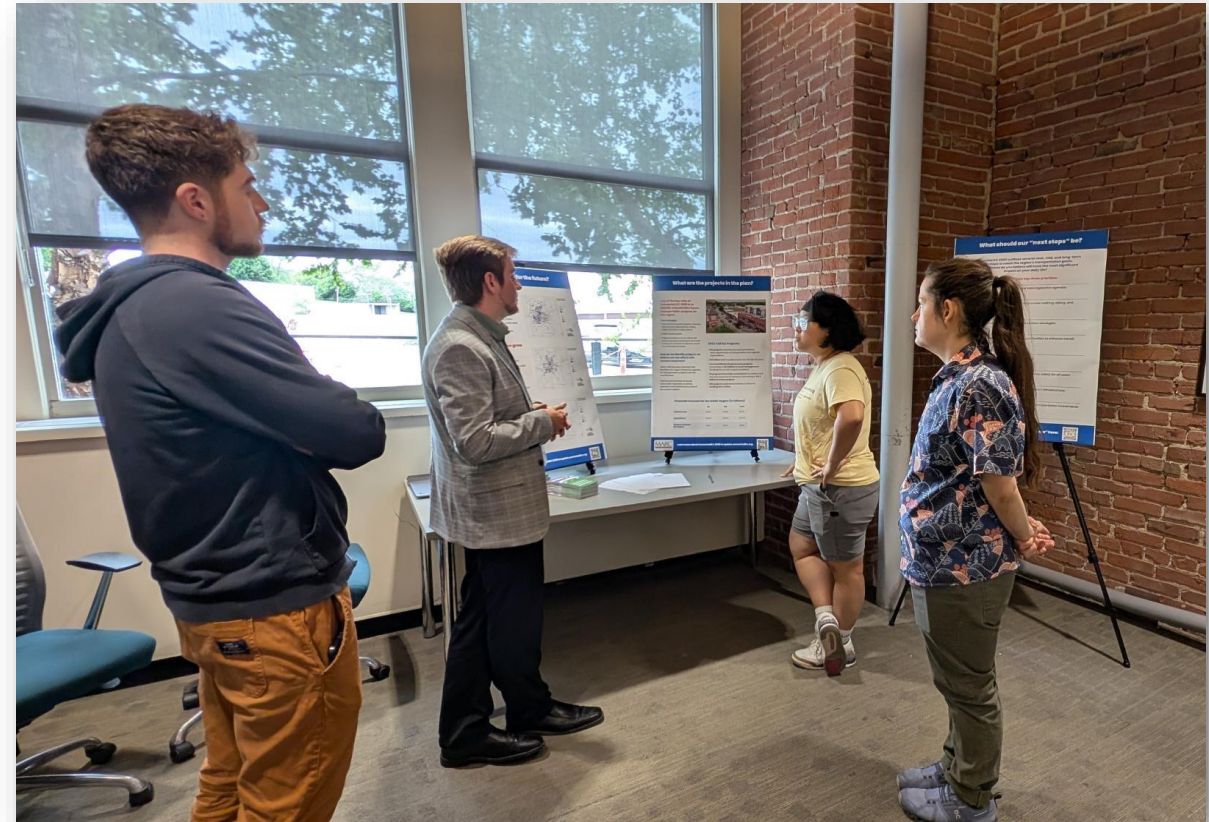


MAJOR PLAN ELEMENTS

- Regional **vision** statement and **policy framework** update
 - Housing related goal and strategy added
 - Digital connectivity strategy added
- Travel demand **modeling**
- **Land use** and **financial** revenue **forecast** updates, **project prioritization**
- **Revisions** to better align with **current administration's policy** priorities
- Development/update of various **performance measures** and system **targets**

FINAL OUTREACH & ENGAGEMENT

- Public review and comment — open April 16 through May 30
- Stakeholder engagement — outreach to MARC and external stakeholder groups
- Website and social media — advertised plan and **comment form**
- Two open houses/Office hours at MARC offices
 - Tuesday, May 20 11 a.m.–6 p.m.
 - Tuesday, May 27 11 a.m.–6 p.m.
- **No comments** that indicated the plan is missing important elements or failed to address important needs for the region



RESULTS

MAJOR THEMES EMERGED:

- High support for goals & projects surrounding increasing **public transit** and its **funding mechanisms**
- High support for retrofitting local roads with **complete street** designs to accommodate all users
- Feedback received to **remove references** to certain demographic-based analysis to **better align** with the **current administration's federal policy priorities**

MARC will continue to work with regional stakeholders to implement goals and strategies in the plan in accordance with this public feedback and priorities.

PLAN ADJUSTMENTS

FINAL MINOR ADJUSTMENTS:

- Updated land use forecast, travel demand and MOVES model results.
- Added note in “Next Steps” to indicate MARC will continue to advance transportation/housing work to further integrate housing and transportation plans.
- Replaced community impact analysis story map with a brief summary statement in “How we developed the plan?”
- Added necessary links to various plan pages in “Federal Requirements” plan section.

PLAN ADJUSTMENTS

FINAL MINOR ADJUSTMENTS:

- Completed final proofing throughout plan.
- Updated project information and maps for a variety of projects, based on public/sponsor agency feedback, as follows:
 - Corrected geography of MoDOT project #1345 along Interstates 35 and 29 and projects #1136 and #1707 in Platte County .
 - Removed project #1559 due to mis-labeling/mistitling/inaccurate description.
 - Updated Independence Avenue (formerly U.S. 24) project #1390 to reflect change from MoDOT system to local system.

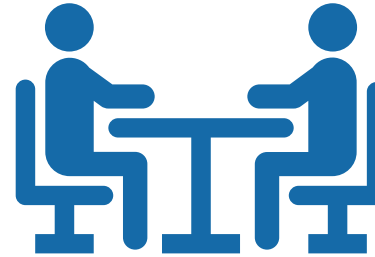
WHAT'S NEXT?



**Complete draft
plan
write up
(1Q ~ 2Q 2025)**



**Release draft plan
for public review
and comment
(April 2025)**



**Final round
of public
engagement
(May 2025)**



**Approval by TTPC
and MARC Board
of Directors
(June 2025)**



UPCOMING WORK (POST ADOPTION)



Invest more in transit
— Smart Moves
implementation



Continue Complete
Streets implementation
across region



MARC Committee
structure and process
review



Identify, select and
prioritize multimodal
freight projects



Reconsider
CMAQ funds
distribution targets



Support various
corridor planning
studies



CONNECTEDKC
2050 **UPDATE**
REGIONAL TRANSPORTATION PLAN
THANK YOU!

update.connectedkc.org

Item #6

VOTE: Approve Regional Freight Study

Presenters: Cy Splichal, MARC;
Davonna Moore-Edeh, CDM Smith

Connected Freight KC Plan 2050

A Plan in Action

June 17, 2025 | Plan Overview

Total Transportation Policy Committee

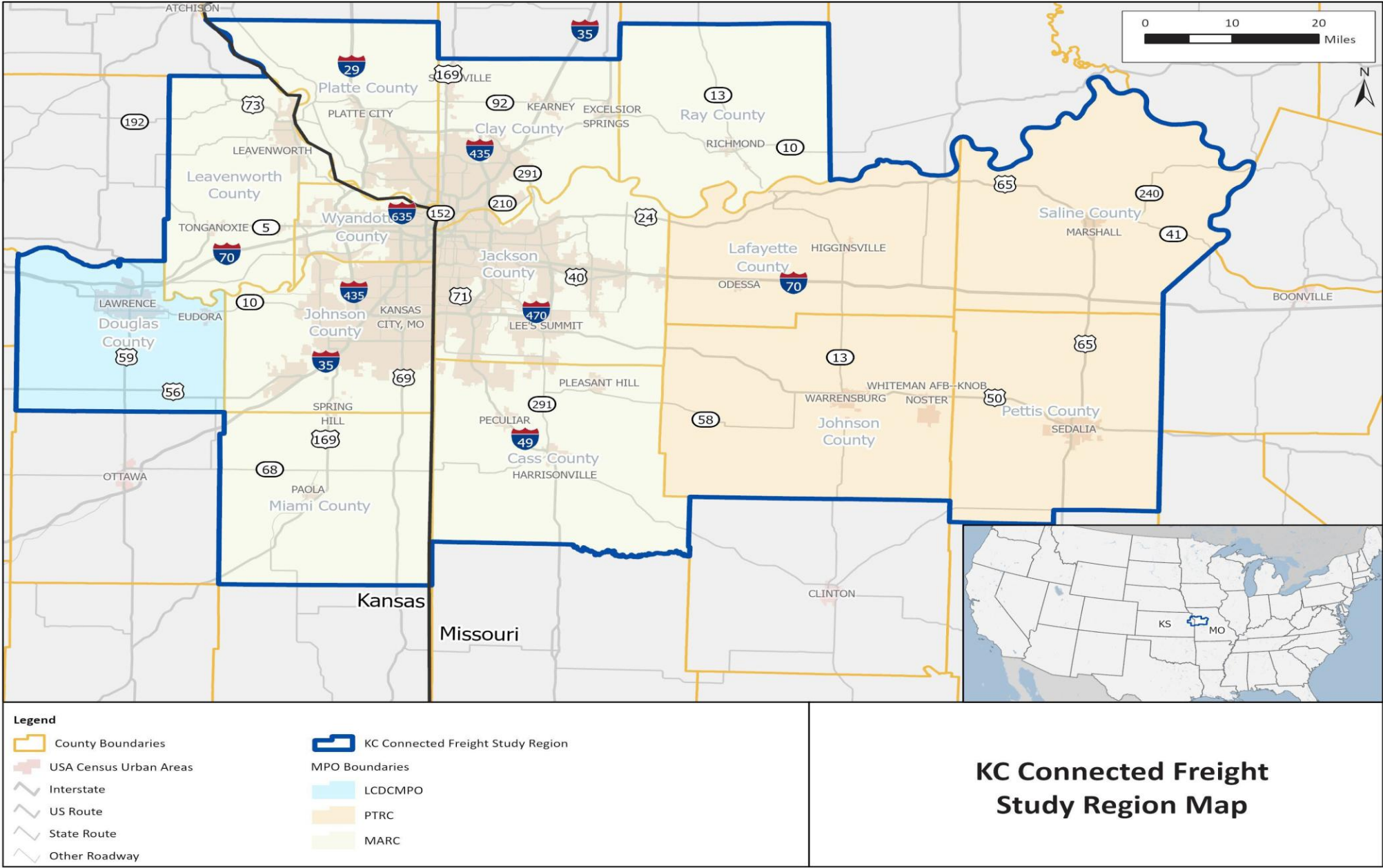


MARC
MID-AMERICA REGIONAL COUNCIL

LAWRENCE - DOUGLAS COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

Pioneer Trails
REGIONAL
PLANNING
COMMISSION

Study Region



Plan Outline

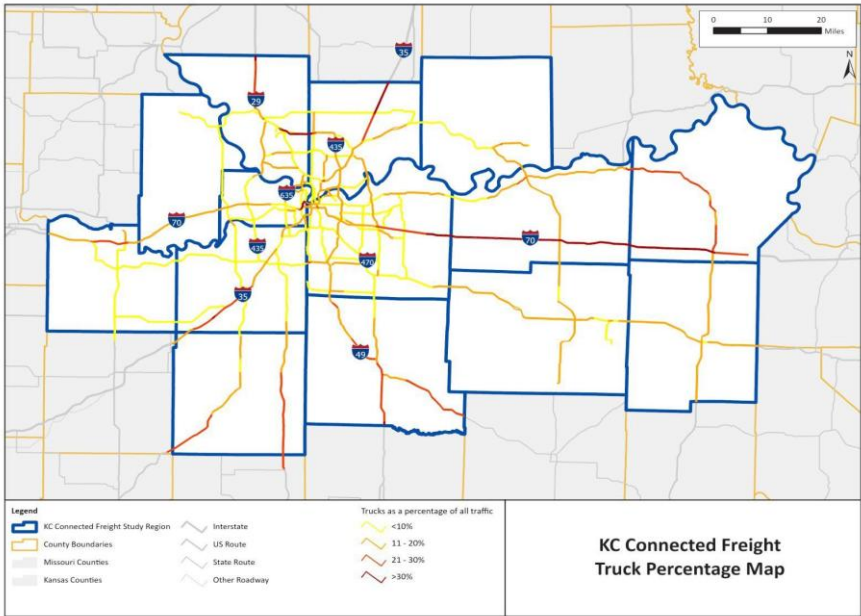
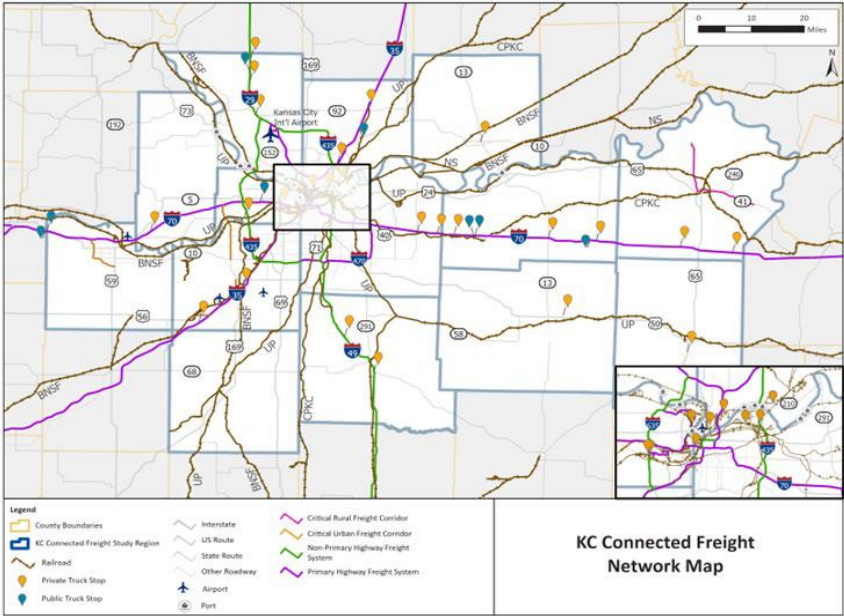
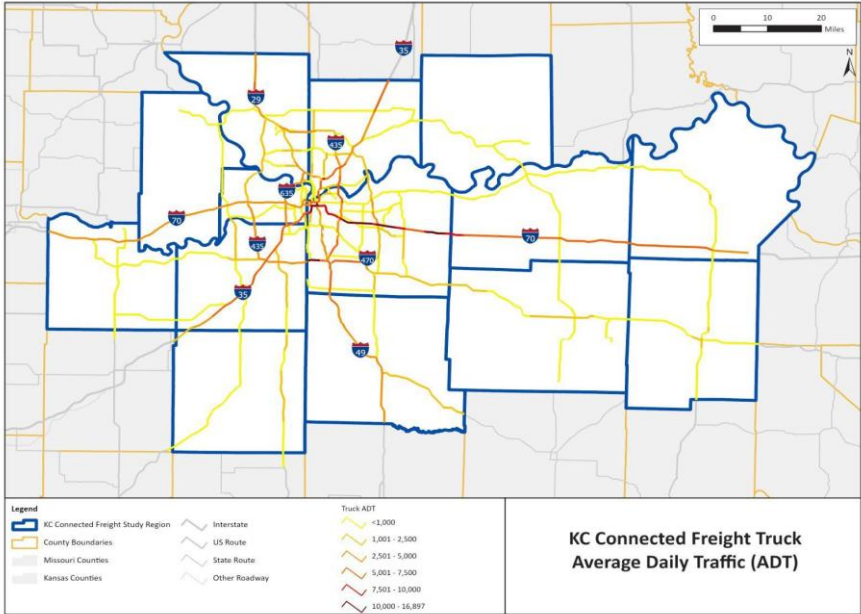
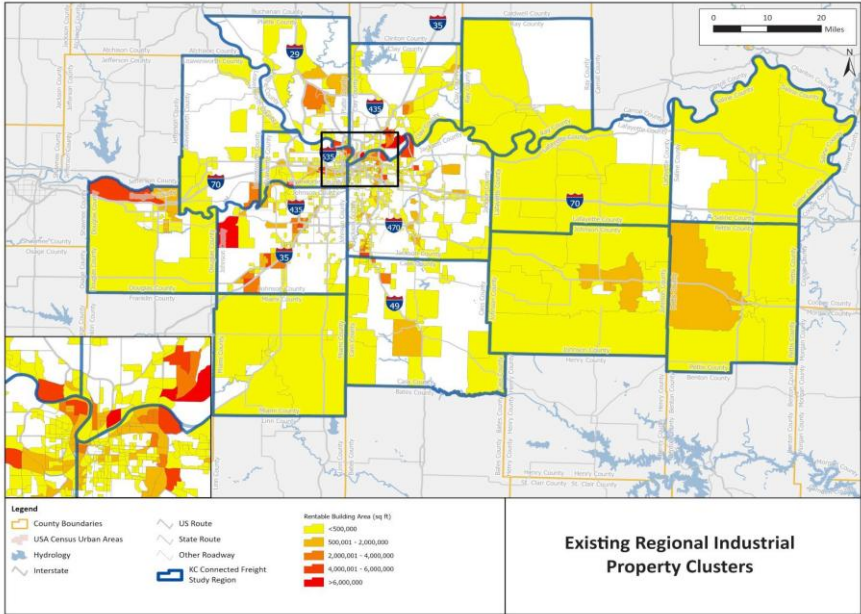
Technical Memo Summary

- ☐ Outreach and Engagement
- ☐ Infrastructure Assessment
- ☐ Land Use
- ☐ Economic Overview

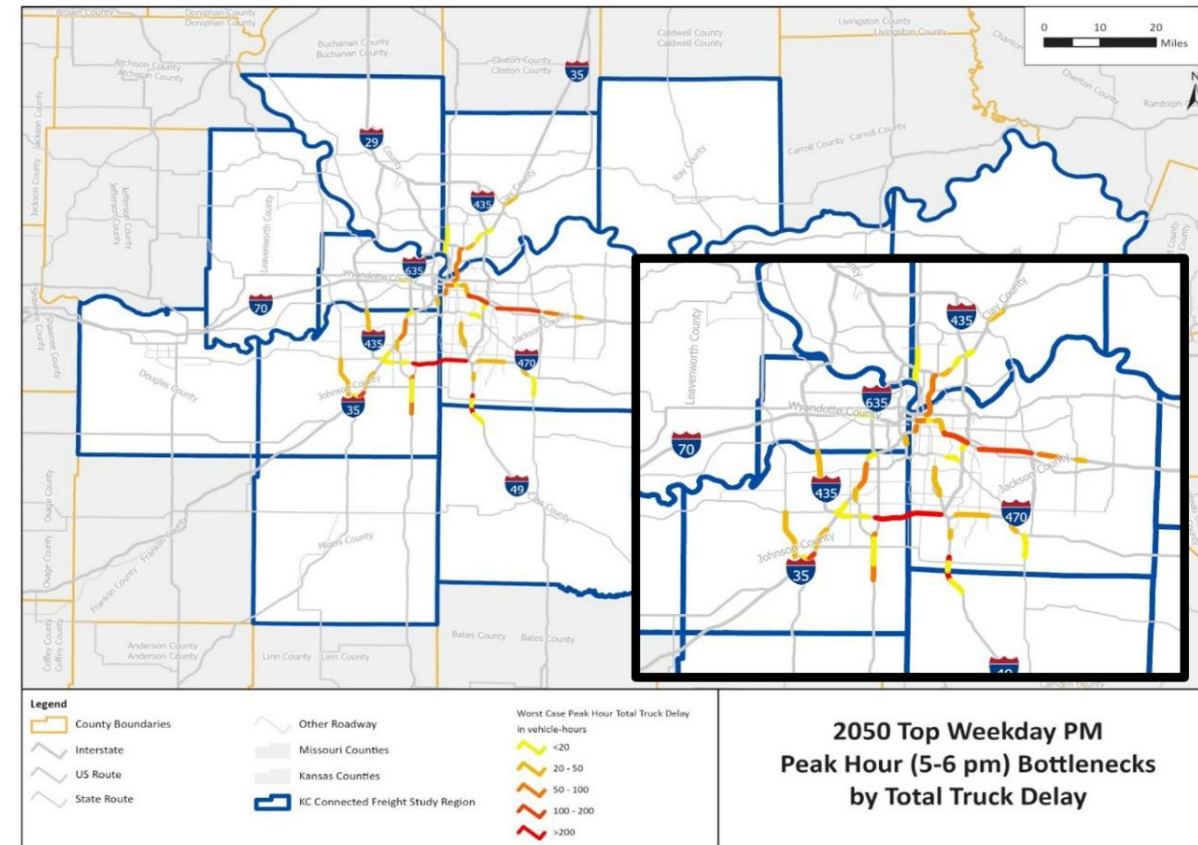
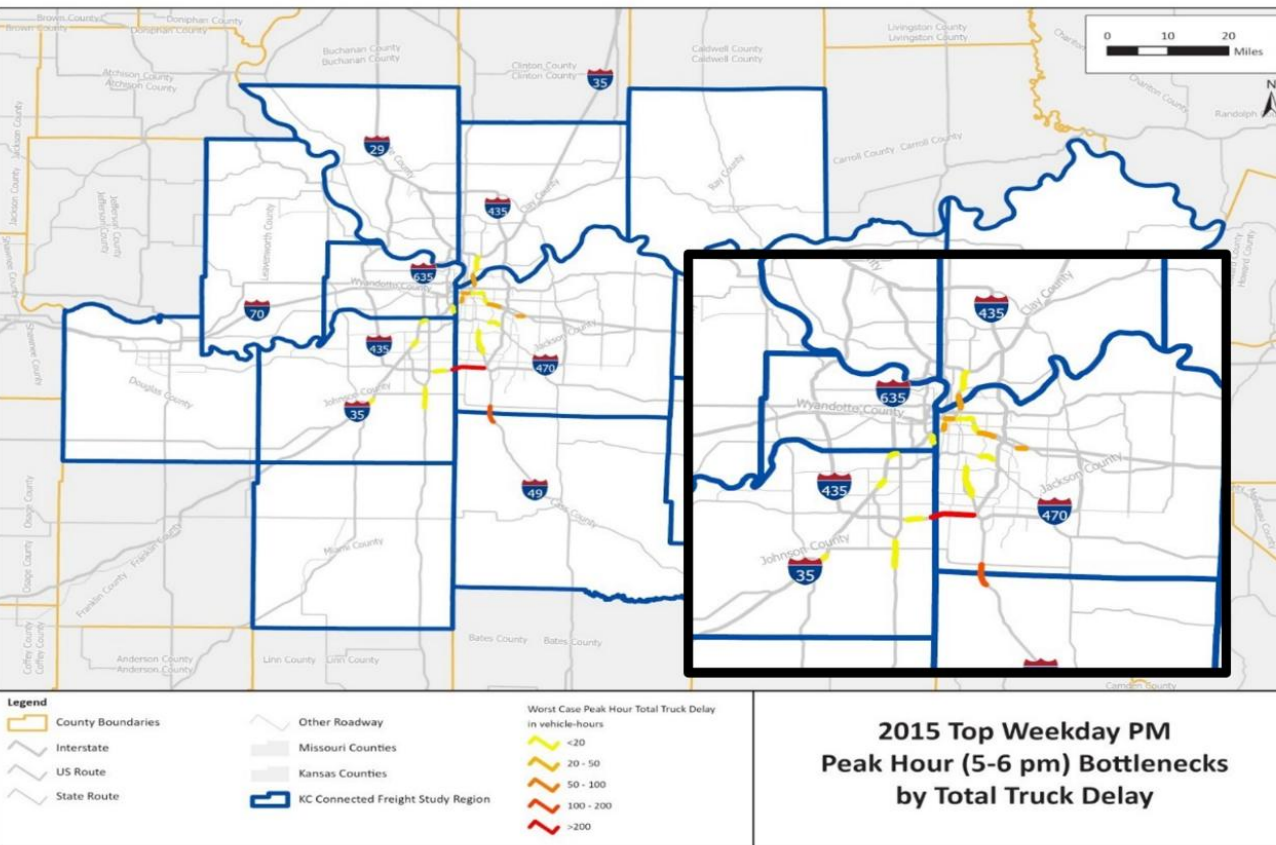
Proactive Planning Framework

- ☐ Critical Issues
- ☐ Proactive Planning Objectives
- ☐ Key Themes
- ☐ Planning Recommendations

Infrastructure Assessment



2050 Bottleneck Analysis



Guide for Local Freight Planning

Transportation Infrastructure

Safety Considerations

Accessibility, Connectivity, and Siting

Service Infrastructure and
Environmental Considerations

Offsite Impacts and Economic
Development





Economic Impact- KC Region

KC is the second busiest and largest rail hub in the nation in terms of tonnage

Trends in the region suggests a workforce need that will outpace population growth.

Most freight tonnage and value is moved by truck in both Kansas and Missouri.

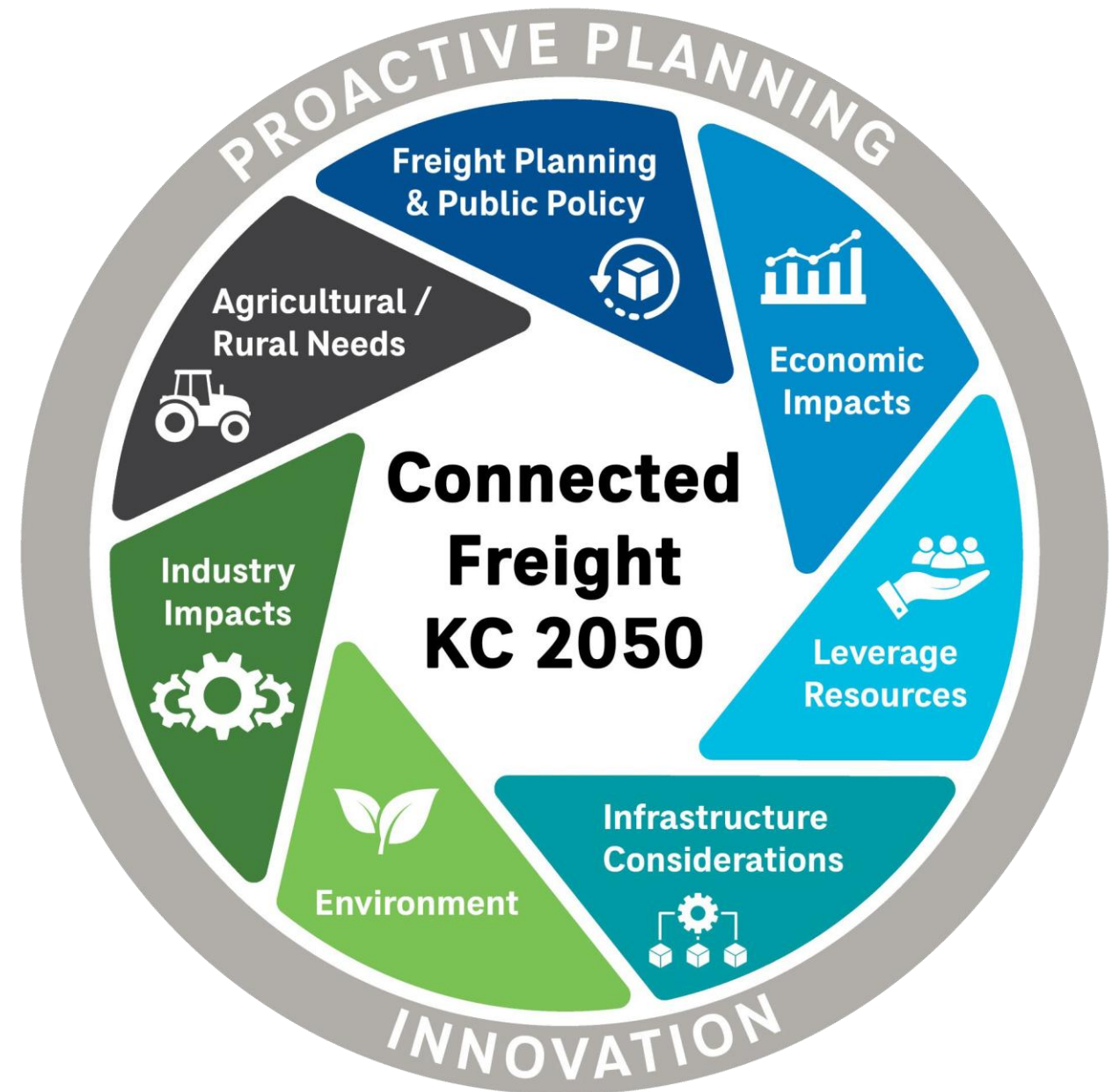
The Kansas City District has roughly one quarter of the statewide freight Industry jobs.

Wholesale is the leading industry, followed by advanced manufacturing, transportation and logistics.

Proactive Planning

Key Themes

- On-going and iterative
- Freight planning and public policy
- Economic impacts
- Agricultural and rural needs
- Leveraging resources
- Infrastructure considerations
- Environment
- Industry impacts



Recommendations - Example

Critical Issues	Proactive Planning Objective	Planning Recommendations
Key Theme: Leverage Resource and Partnerships		
#2 #3	<ul style="list-style-type: none">■ Establish a Proactive Freight Planning Process■ Leverage MARC-LDCMPO-PTRPC partnership■ Convey the economic resilience to freight industry success	<ul style="list-style-type: none">■ Expand GMC membership to include more planning agencies to develop a “One-Voice” Freight Strategy■ Leverage advanced data models, GIS mapping, and freight flow analysis to monitor trends and support decision-making for future freight investments■ Harmonize freight policies across jurisdictions to enhance consistency and adaptability■ Develop tailored emergency preparedness plans for communities, addressing freight continuity during disruptions caused by extreme weather or other hazards■ Collaborate with educational institutions to align curriculum with the needs of the freight and logistics industries■ Invest in training programs for truck drivers, logisticians, and warehouse managers to meet workforce demands■ Engage diverse stakeholder groups to address workforce challenges and leverage regional educational resources effectively.



A Plan in Action

The Goods Movement Committee has voted to recommend the Total Transportation Policy Committee approve the regional freight study *Connected Freight KC 2050.*

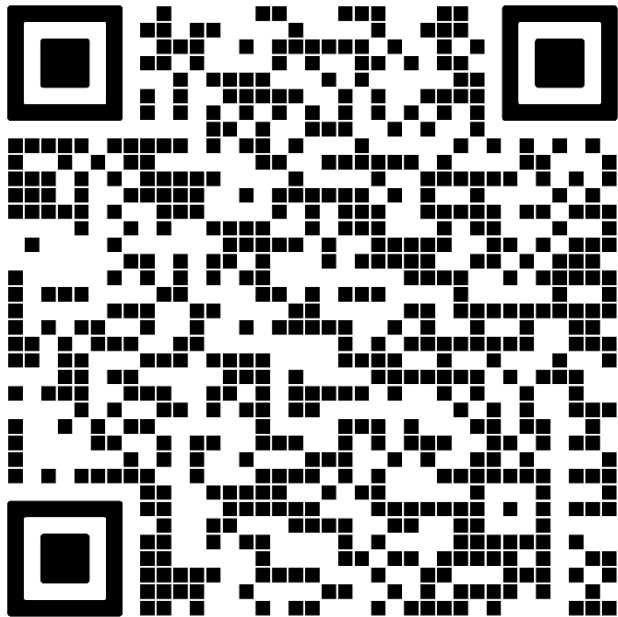


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COMMISSION

Thank you!



Cy Splichal, MARC Transportation Planner
816-701-4240 or Csplichal@marc.org

Davonna C. Moore-Edeh, CDM Smith Project Manager
816-412-3131 or mooredc@cdmsmith.com

Item #8

REPORT: Electric Vehicle Readiness Plan

Presenters: Ryan Umberger, MARC;
Phil Jennings, WSP

Introduction & Vision

- Support plug-in EV readiness region-wide
- Identify key partnerships and actionable strategies
- Prepare for and stimulate community adoption



Plan Components

1. Existing Conditions
 2. Utility & Electric Grid Analysis
 3. Stakeholder & Community Engagement
 4. Identification of Needs
 5. Strategic Recommendations
 6. Implementation Resources
-

Existing Conditions: Infrastructure Needs, Barriers, & Community Engagement



Level 1 Charging

- 2-4 miles per hour of charging
- 1.5 kW max power level (12 A)
- Uses standard 120V household outlets



Level 2 Charging

- 15-30 miles per hour of charging
- 19.2 kW max power level (80 A)
- Typically hardwired, but some can be plugged in to appropriately rated outlets
- Portable or permanently installed

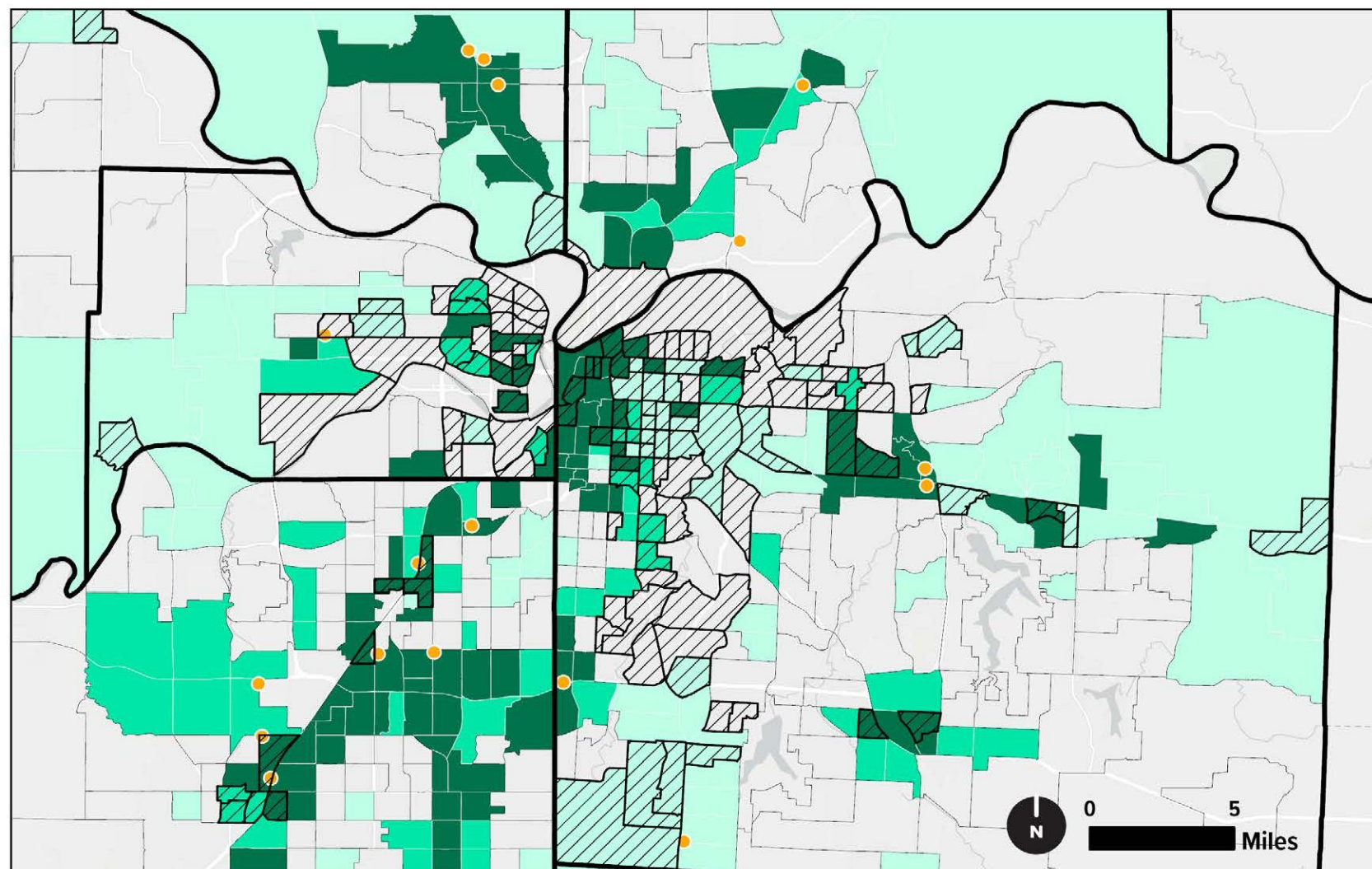


DC Fast Charging

- Up to 300 miles per hour of charging
- Many newer EVs can add significant charge in under 20 minutes
- 50 - 350 kW max power level
- Requires 480 V, three-phase (industrial) power connection

- Utility Grid Analysis
 - Providers
 - Regional Grid Planning & Reliability
- Stakeholders and Community Engagement
 - Steering Committee
 - Opinion Survey
 - Pop-ups

Where to focus? Priority Charging Locations



Legend

Disadvantaged Census Tracts

MARC Region Counties

Existing DCFC Sites

EV Priority Tiers

priority_tiers

Priority 1 (Highest)

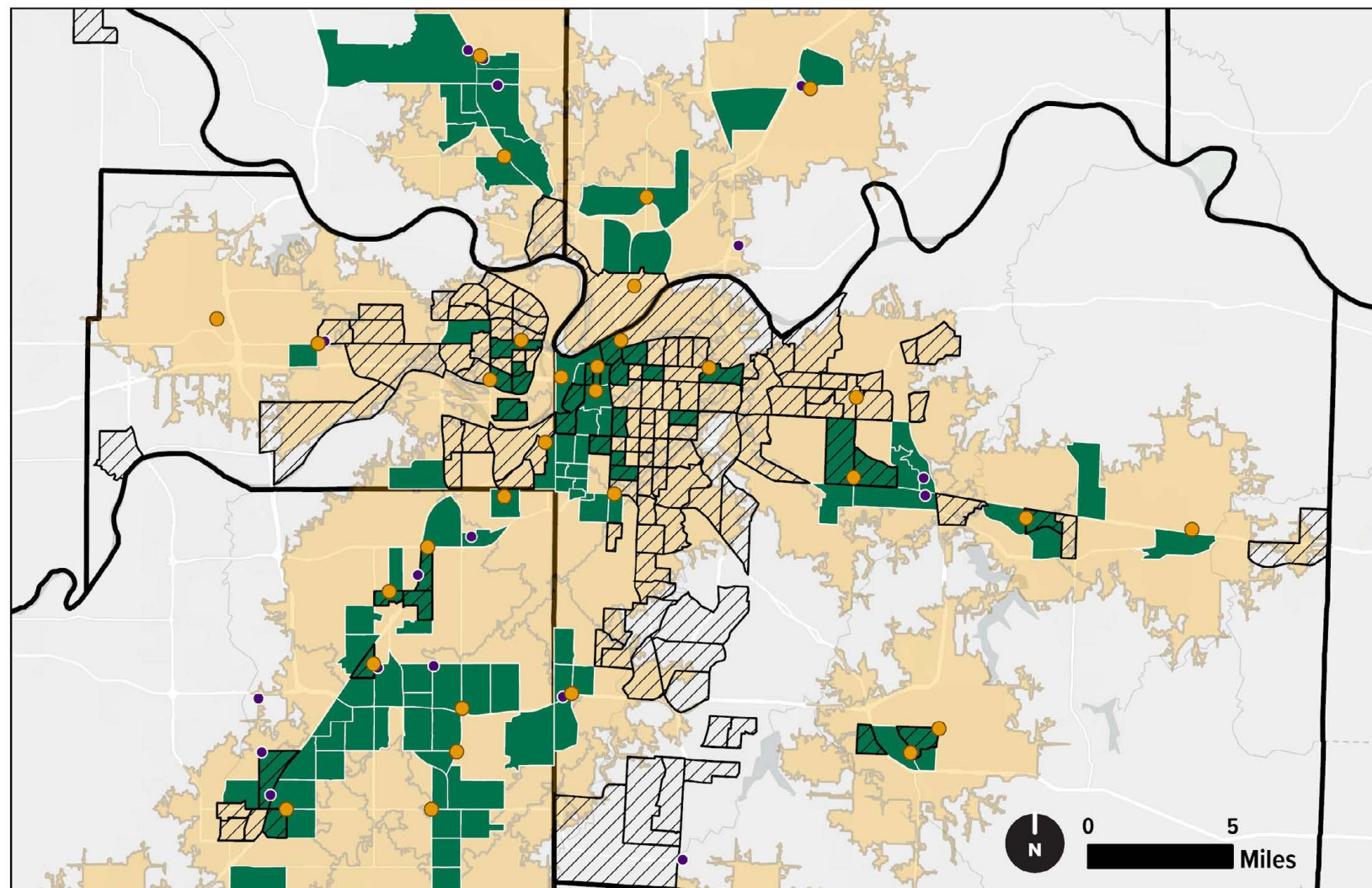
Priority 2

Priority 3







Lower Priority

Source: WSP EV Needs Analysis

Where to focus? Priority Charging Locations



Legend

-  Disadvantaged Census Tracts
-  MARC Region Counties
-  Top Priority Census Tracts
-  Priority DCFC Sites
-  Existing DCFC Sites
-  5 Mile Network Distance of Priority Site

Source: WSP Priority EV Site Analysis; Mapbox Isodistance Boundaries

Strategic Recommendations & Next Steps

- Streamline and Accelerate Permitting
 - Encourage EV Charging at Multi-Unit Dwellings
 - Targeted Education Campaigns
 - Expand Access in Low-income Communities
 - Implementation Resources
-

Item #9

REPORT: Comprehensive Climate Action Plan Update

Presenter: Karen Clawson, MARC



Regional CLIMATE ACTION PLAN

-- UPDATE IN PROGRESS --

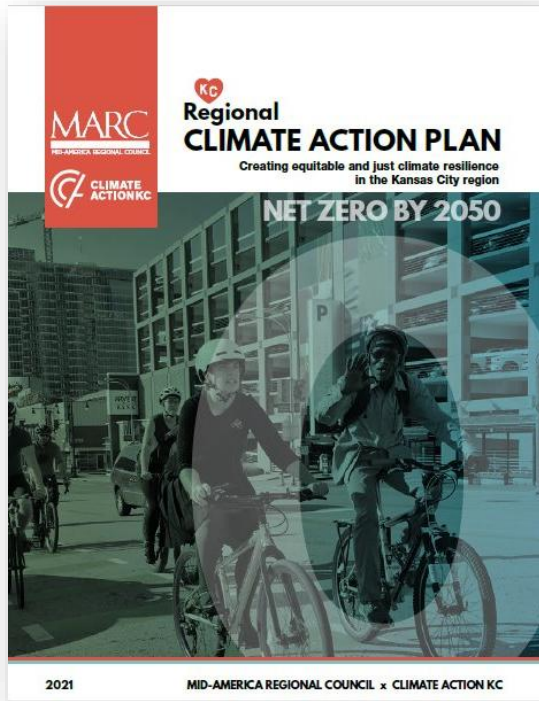
kcmetroclimateplan.org



NET ZERO
REGION
BY 2050



Climate Action Plan Update



● GHG Inventory Update

- Stationary Energy
 - Transportation
 - Waste
 - Industry
 - Agriculture, forestry, land use and other
- + Projections
+ Targets
+ Metrics

● Climate Risk Assessment

● Climate Scenario Modeling

● Mitigation & Adaption Measures

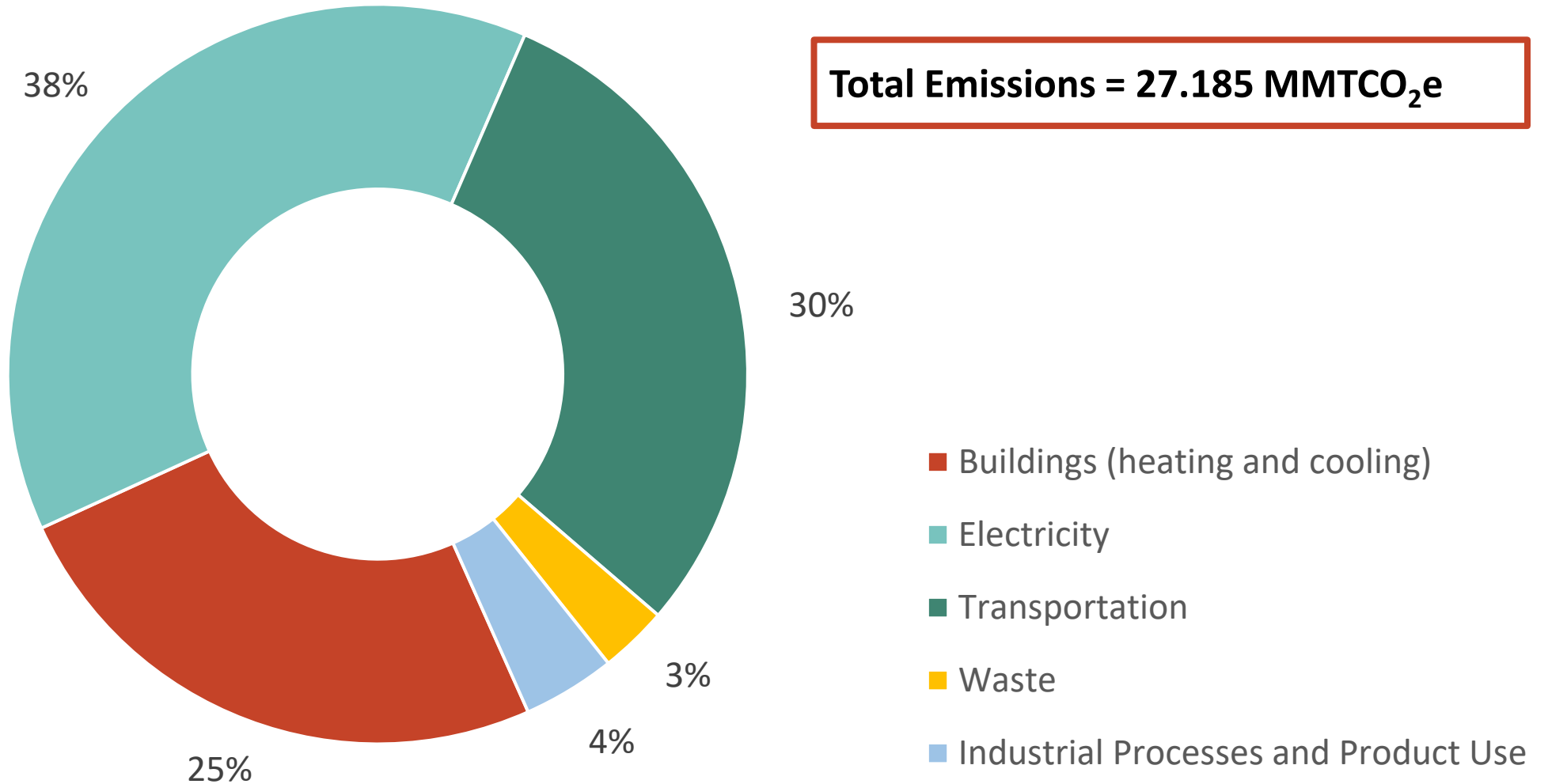
● Benefits Analysis

● Low-income/Disadvantaged Communities Analysis

● Workforce Planning Analysis

Plan due to EPA
on December 1

Regional Greenhouse Gas Inventory



Climate Risk Assessment

1. Climate conditions data
2. Hazards and risk assessment
3. Vulnerability assessment (community and physical)
4. Adaptive capacity



Climate Conditions

TEMPERATURE

By 2050, the Kansas City Region is expected to :

- **2°F increase** (from 58°F to 61°F) in average annual temperatures.
- Experience **13 more days** that reach above 95°F (from 27 days to 40 days per year).



PRECIPITATION

By 2050, the Kansas City Region is expected to have a **0.8" decrease** (from 39.8" to 39") in average annual precipitation.

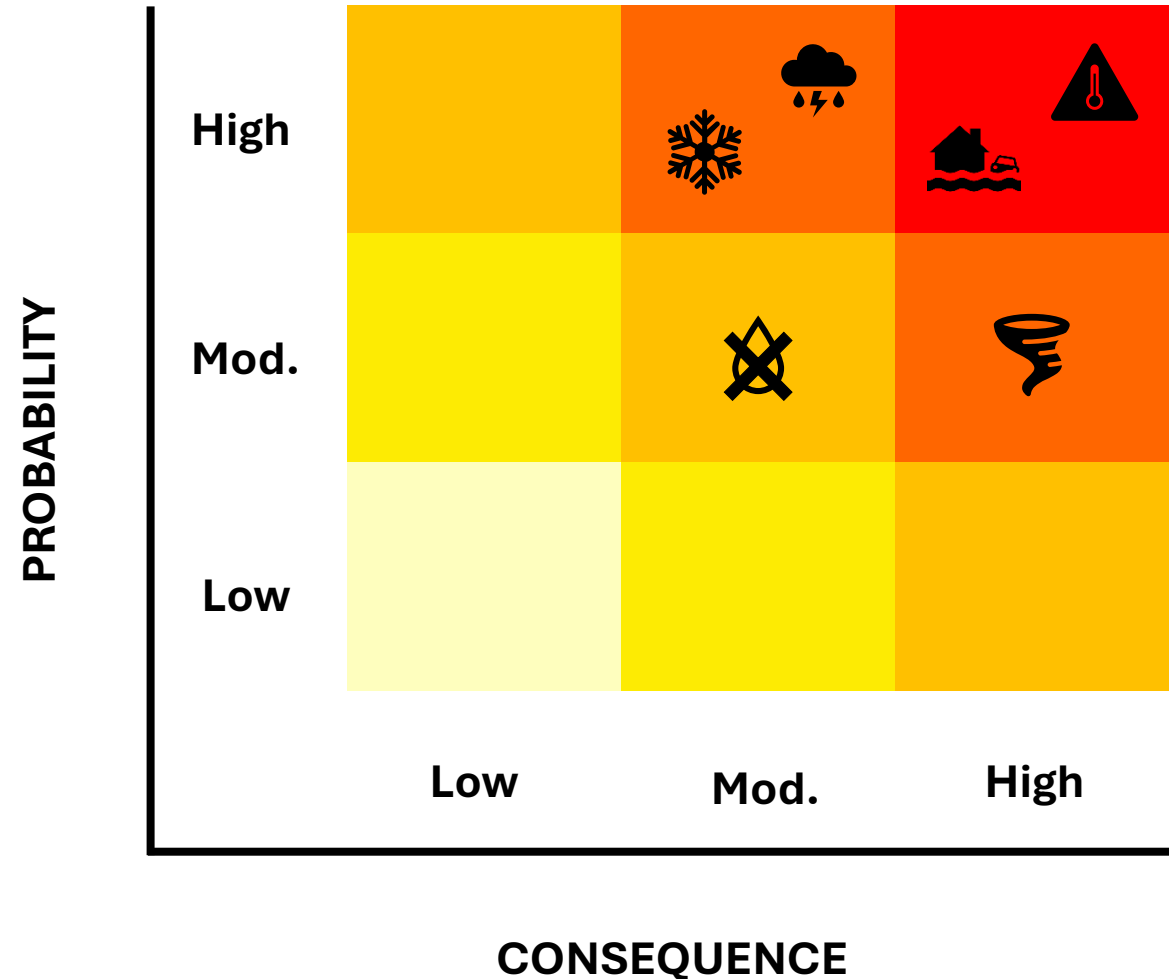
Source: Neighborhoods at Risk



Hazards Assessment

- ✓ Extreme Heat
- ✓ Flooding
- ✓ Severe Thunderstorms
- ✓ Tornadoes
- ✓ Severe Winter Weather
- ✓ Drought

- Hazard Mitigation Plan
- FEMA National Risk Assessment



Transportation Impacts of Extreme Weather

Flooding

- Increased frequency of flooded roads/ Restricted access
- Need for replacement of roads and bridges more frequently

Extreme Heat

- Health impacts to those using active modes
- Infrastructure buckling, expanding, warping
- Shrinking walk shed
- May impact public transit use
- Flight delays/cancellations (runway heat)

Severe Thunderstorms

- Roads may also be blocked, and traffic disrupted by downed trees, tree limbs and power lines
- Electrification and reliance on the grid for transport
- Rain-slick roads may result in traffic accidents

Severe Winter Weather

- Transport of goods and access to services will be impacted
- Education will be impacted by closures and lack of access
- Labor supply will be limited by severe weather and access
- Infrastructure/streets will need additional maintenance

Tornadoes

- Damage to infrastructure, disrupting traffic flow and creating safety hazards
- Delays in passenger and freight transportation

Socioeconomic Stress in the KC Region

% of Population Below 200% of Poverty

% of Population Age 65+ that are Living Alone

% of Housing Units Built Prior to 1960

% of Households with No Vehicles

% of Occupied Households with More than 1 Person per Room

% of Population that is Disabled

Unemployment Rate

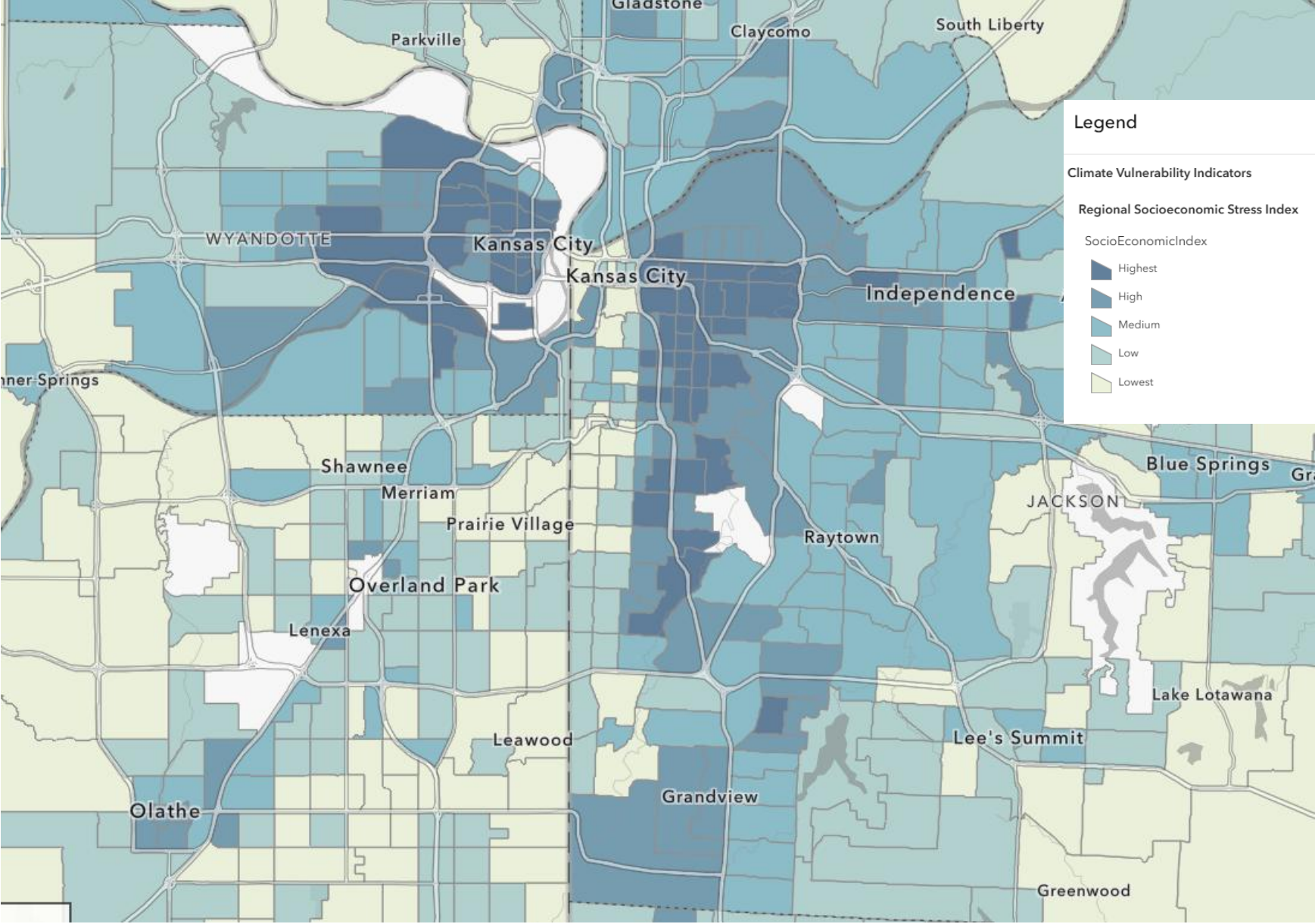
% of Population that is Uninsured

% of Population Age 25+ with Less than a High School Education

% of Population with a Disability

% of Households with Limited English Proficiency

% of Structures with 10+ Units



Kansas City Regional Extreme Weather Map
<https://tinyurl.com/kcrewmap>

Climate Action Plan

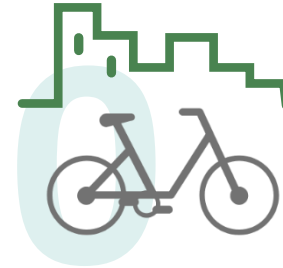
-DRAFT Strategies-



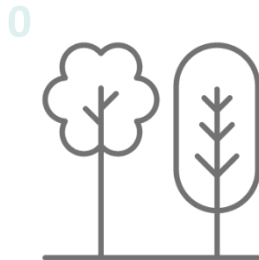
Renewable
Energy



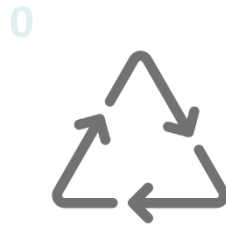
Buildings/
Energy
Efficiency



Transportation
& Land Use



Urban
Greening



Industry &
Resource
Management



Food
& Agriculture

Transportation

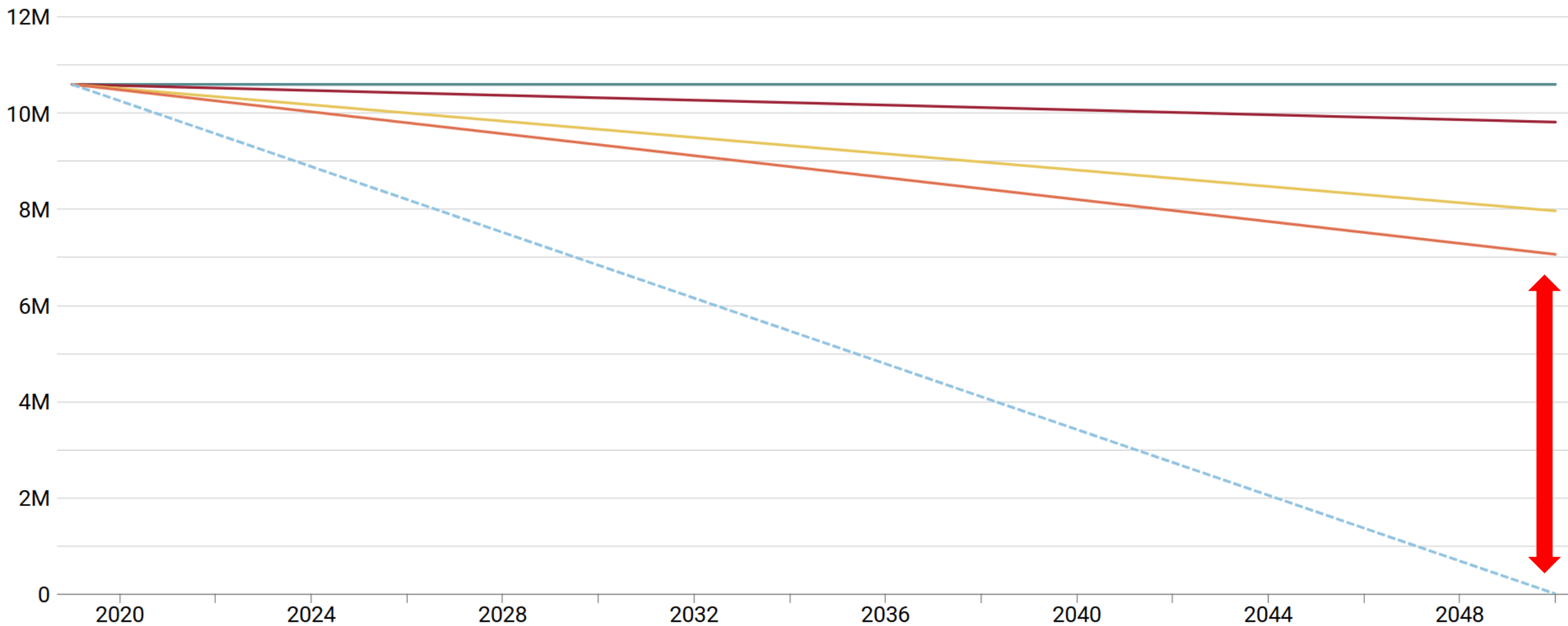
1. Increase **complete and green streets** throughout the region
2. Increase and target **sustainable mixed-use** and mixed-income development at key activity centers and corridors where infrastructure is already in place with a focus on establishing 15-minute cities
3. Support zero-tailpipe emissions vehicles throughout the region

Transportation (cont.)

5. Encourage a **shift to other modes** of transportation through policy, safety and infrastructure improvements and programs.
6. Build out the **Smart Moves** transit and mobility system, including the network of mobility hubs.
7. **Redesign and upgrade critical and vulnerable infrastructure**, including integrating water resource management
8. Use **technology to monitor integrity of transportation infrastructure** and relay real-time data to ensure responsiveness and limit disruptions to users

CO2 Levels by Metric Tons Under Different Scenarios

— Base Year 2019 — Fast Dispersed — Slow Dispersed — Slow Focus - - - Target



Climate Scenario Planning

- Explore uncertainty
- Inform long-term decision-making
- Stress test policies and strategies
 - GHG and co-pollutants reductions
 - Cost/ Return on investment
 - Workforce requirements and gaps
 - Metrics
 - Targets

Business-As-Usual

Business-As-Planned

Low-Carbon 1:
The Market and Technology Will Save Us

Low-Carbon 2:
Culture Shift

Aligning/ Integrating Other Planning

- Connected KC 2050
- Natural Hazard Transportation Risk Assessment
- Clean Air Action Plan
- Smart Moves Transit Plan
- Regional Bikeway Plan
- Workforce Planning
- Local environmental plans

Aligning Performance Metrics:

- GHG
- Commute Alternative Mode-share
- Daily VMT/Capita
- EV Registrations
- Tree Canopy

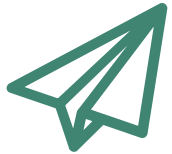
Next Steps

1. Complete climate scenario modeling
2. Plan development
3. Final phase of public engagement (June-September)
4. Adoption (November)
5. Submit to EPA (December 1)



Regional CLIMATE ACTION PLAN

-- UPDATE IN PROGRESS --



Karen Clawson
kclawson@marc.org

kcmetroclimateplan.org



NET ZERO REGION BY 2050

Item #10

Other Business

Item #11

Adjournment

Next meeting: Tuesday, July 15, 2025
