



KCStat Follow-Up Memo  
Transportation and Infrastructure  
KCStat Meeting  
March 5, 2019, 9:00 AM

Full presentation and link to video (once available) can be found here: <http://kcmo.gov/kcstat/meetings>  
Live-tweet stream can be found by searching Twitter for #kcstat

At the March 5, 2019 KCStat meeting, we reported progress on the goal of Infrastructure and Transportation in the 2018 Update to the Citywide Business Plan. Major discussion points and follow-up items from the meeting for each objective and strategy are summarized below. Follow-up items will be discussed at the next Infrastructure and Transportation KCStat meeting, which is scheduled for September 3, 2019. Please contact Kate Bender from DataKC with any questions ([kate.bender@kcmo.org](mailto:kate.bender@kcmo.org)).

## Objective 1

***Enhance the City's connectivity through a safe, efficient, convenient, and sustainable multi-modal transportation system.***

### Strategy A

**Seek and implement Smart City opportunities and operationalize technologies. (Office of Innovation)**

- The Phase 1 Smart City Project has been measured via metrics in the area of wi-fi usage, kiosk usage, and KCMO brand enhancement; notably 2.5 million unique devices have accessed the wi-fi network since May 2016.
- From the 3<sup>rd</sup> class of the Innovation Partnership program, the City had 2 of 6 partners continue to work with the city. Overall, of 27 companies that have partnered with the City through IPP, 12 are still working with the City in some capacity. The fourth class of the IPP in the fall of 2019 will be managed by BizCare, in the City Manager's Office.

### Strategy B

**Optimize the City's transit investment, through existing and new transit service such as the streetcar, RideKC activities, MAX bus services, and others. (Public Works)**

- According to the most recent quarterly resident survey, 41% of residents have not used the bus or streetcar in the last year. This is down from 64% in June 2016.
- In 2018, RideKC provided over 14 million trips regionally. Major specialized programs include veteran rides, and fixed-route and on-demand rides for ADA customers. RideKC also piloted free transit access programs for 3 local school districts.
- Prospect MAX service will begin in 2019. A live streaming video of construction is available online: <http://ridekc.org/blog/prospect-max-camera>.
- KCATA is pursuing a system redesign that will focus on providing fast and frequent routes, 7 days a week, to the core of the system, with coverage extended via new mobility options like on-demand routes. Currently, 15 routes take 75% of ridership.
- Streetcar ridership continued to grow in 2018, with year-over-year increases for most months over 2017. Average daily ridership is 5,777, more than double the projected daily ridership of 2,700. This is in part due to a core group of riders who live/work downtown and are dependent on the streetcar for transportation. To address high ridership, 2 additional streetcars will come on line before the end of the summer; on high ridership days (greater than 12,000) four cars will be in operation.
- The Riverfront Extension design work is 30% complete, and in the process of crafting a funding plan. The Main Street Extension design is 15% complete. We have made a New Start application to the federal government to match the TDD contribution and are waiting on next steps.

### Strategy C

#### **Develop a plan to enhance pedestrian connectivity through sidewalk repair, replacement, and gap removal, in conjunction with GO KC bond funding. (Public Works)**

- In year 1 of the GO bond (FY17-18), 71 sidewalk block repair projects were complete; 89 are underway in year 2 (FY18-19). Residents can see the location of year 1 and 2 sidewalk repair projects on a map at [KCMO.gov/sidewalks](http://KCMO.gov/sidewalks).
- An initial analysis of resident satisfaction with sidewalks compared to location of sidewalk repairs showed that 1) areas targeted for repairs were more dissatisfied to begin with; 2) areas within ¼ mile of sidewalk repairs saw a decrease in dissatisfaction; 3) areas outside ¼ miles of sidewalk repairs saw an increase in dissatisfaction. This analyze will be updated as more data is gathered and more projects completed.
- We are piloting 3 different inspection methods for sidewalks to identify the best option. Once an inspection method is identified, the goal is to inspect all sidewalks 2 times within the GO bond period.
- ADA curb ramp repair targets approximately 250 repairs per year – we are looking to increase this to 400 per year, which would complete the backlog of un-ramped corners within 3 to 4 years.

### Strategy D

#### **Update and implement the Bike KC Trails Plan. (City Planning and Development)**

- The 2-year process of the Bicycle Master Plan is entering the adoption phase – it has been approved by the Parks Board and the Bike-Ped Advisory Committee, and will go to Council this spring.
- The network recommendations have been sorted into 3 phases: Phase 1 is those projects under study or planned; Phase 2 links gaps in infrastructure; Phase 3 involves upgrades to existing infrastructure. The plan will be reviewed and updated every 5 years.
- Responses to the RFP for shared active transportation are currently being reviewed and selections will be made this spring.

## Objective 3

### ***Engage in efforts to strategically invest in the City's infrastructure.***

#### Strategy A

#### **Develop an infrastructure asset management plan that maximizes the useful life of all assets and meets federal requirements. (Public Works)**

- Public Works has completed or is in process of creating plans for the following asset classes: roadways/pavement, bridges/culverts, traffic signals, and street lights. Condition is still being assessed for signs.
- In 2019, Public Works has put out 3 resurfacing contracts, one micro-surfacing contract, and one crack-seal contract. Prioritization of street preservation activities will be done using updated data on street condition, plus data on traffic volume, pothole requests, and accidents. The proposed budget increases the budget for pavement from \$10 million to \$16 million.
- We have seen a massive increase in pothole requests in January/February 2019 compared to prior years due to extreme freeze/thaw cycles and an earlier start to snow/ice season. A new resource, Thump Pads, provides a temporary solution to potholes until availability allows crews to repair.
- Out of the 95,000-100,000 streetlights in the city, 97.2% are in good or better condition. Public Works has identified one-time funds for a pilot LED conversion for 4,000 streetlights north of the river as part of the scheduled re-lamping process. The projected annual savings in electricity and maintenance for these conversions is \$175,000.

- Water Services fell slightly below their goal of 28 water main miles replaced, with 22 miles projected. Prioritization of repairs continues to be based a heat map that is based on consequence of failure combined with likelihood of failure. Due in part to a dry summer, we are projecting an increase in water main breaks this fiscal year.
- In January 2019, the Corps of Engineers announced that all Kansas City levees will be federally funded. This will save the City \$30 million in local match dollars. The goal is to complete \$350 million projects within 3 years.

### Strategy E

**Develop a park and trail management plan to improve accessibility, enhance way-finding, assess trail and park conditions, and promote proactive maintenance. (NEW - Parks and Recreation)**

- Parks and Rec has completed assessments on its parks and facilities that identified maintenance needs of approximately \$36.6M. The ADA assessment and transition plan additionally identified \$30M+ in needs.
- Parks is working with Urban Land Institute and implementing an asset management system to work toward prioritization of projects.

### Strategy B

**Implement a plan to expand the public art program to a broader category of assets, with the inclusion of the maintenance of those efforts. (General Services)**

- In addition to the expansion of the Public Art Program that extended 1% for Art to the GO Bond projects, the Public Art Program has also been working with external stakeholders on private and public projects.
- A future expansion of the program could extend a requirement for a set-aside for art or cultural programming for all tax-incentivized private development projects.

### Strategy C

**Implement the City's Americans with Disabilities Act (ADA) plan to meet the Department of Justice's settlement agreement and ensure that all projects meet ADA standards. (ADA Program, Office of the City Manager)**

- The elevator project was completed in early 2019 to make elevators ADA compliant by adding audio and visual options for elevator calling and arrival, as well as the ability to slow the elevator doors. The new system has also resulted in increased efficiency.
- Mobilization on other City Hall projects (bathrooms, breakrooms, and door levels) will start in March. The Starlight Phase 2 project is planned to occur in Year 4 of the GO Bond.

### Strategy D

**ADA Awareness Training for City Employees. (ADA Program, Office of the City Manager)**

- ADA training was provided to 2,000 City employees via 24 live sessions. Since then ADA training is incorporated into the new employee orientation process.

## Objective 2

***Develop environmentally sound and sustainable infrastructure strategies.***

### Strategy A

**Develop a citywide climate and man-made resiliency plan to safeguard and restore critical City buildings and infrastructure and assist neighborhoods that will be impacted by climate change in Kansas City. (Office of Environmental Quality)**

- We are seeking to partner with the Health Forward Foundation on an application to the Partners for Places grant, which does 1-year \$150K or 2-year \$300K grants to support resiliency planning.

## Strategy B

### **Update and implement the City's Climate Protection Plan to include Envision Sustainable practices, the Envision Sustainable Infrastructure Rating System, and other measures. (Office of Environmental Quality)**

- The updated greenhouse gas emission inventory for 2017 showed a 21% reduction in emissions community-wide and a 40% reduction in emissions from municipal operations since 2000.
- Much of this reduction is due to improved fuel-mix from KCP&L, which is committed to continuing that trajectory.
- The Climate Protection Steering Committee will be beginning the process of updating the Climate Protection Plan, which will focus on updating targets based on current emissions levels, as well as developing/honing strategies for transportation, which has grown as a percentage of emissions sources (as electricity has decreased).
- **FOLLOW-UP:** What is the formula for the number of new EV charging stations in new parking lot construction? (Office of Environmental Quality)

## Strategy G

### **Establish sector-by-sector targets of 100% clean, renewable energy per Resolution No. 180475. (NEW - Office of Environmental Quality)**

- KCP&L received approval from the Missouri Public Service Commission for a renewal energy rider to provide large energy users with 100% of their renewable energy via a 100-200 MW wind farm. City staff are evaluating a proposed agreement for the City's participation that will be taken to Council soon.
- The PSC also approved a "Solar Subscription Pilot Rider" that allows residential and commercial customers to voluntarily subscribe to electricity produced from a new 5 MW solar facility.

## Strategy F

### **Reduce greenhouse gas emissions in City fleet by reducing existing gas and diesel based fuel vehicles. (NEW - General Services – Fleet)**

- KCMO currently has fleet powered by four basic fuel types – compressed natural gas (CNG), electricity, gas, and diesel. The majority of the fleet is still powered by gasoline, followed by diesel.
- The city's current strategy for improving the efficiency and cleanliness of its fleet is to convert/replace heavy equipment from diesel to CNG, and to convert lighter equipment from diesel to gasoline. Electric vehicles are only feasible for sedans (a small proportion of the fleet) and also come at a high cost premium.
- Currently 12% of the City's fleet is powered by alternative fuels. Progress has been made from 2015 through 2019 in moving away from diesel, the dirtiest fuel and most expensive to maintain.
- Neighborhoods and Housing Services sedans are being moved to electric using a DOE grant.

## Strategy D

### **Reduce financial impacts of the City's Smart Sewer Program by proactively working with EPA to adjust the timeline for project completion and proposing additional green infrastructure solutions. (Smart Sewers Program)**

- The third consent decree modification is underway with EPA; it includes a focus on creating a more financially sustainable plan by using existing infrastructure and green infrastructure to meet water quality goals. The estimated agreement date for this modification is June 2019.

## Strategy E

### **Implement the City's Smart Sewer Program to meet the City's federal consent decree requirements. (Smart Sewers Program)**

- The 7<sup>th</sup> annual Smart Infrastructure Roll-out had record attendance of 400+ contractors. The report card provided this event is available online: [kcmo.gov/smartsewer/resources](http://kcmo.gov/smartsewer/resources).
- The Smart Sewer project is on schedule in contracting \$618 million out of a \$4.7 billion project.
- The Keep Out the Rain program has resulted in over 25 million gallons of flow removed per day at a cost of \$0.63/gallon and 99% customer satisfaction.
- Sewer system data has increased from 80 gigabytes in 2017 to 5,400 gigabytes in 2018 as a result of the Smart Sewer program.

## Objective 4

*Increase and support local workforce development and minority, women, and locally-owned businesses.*

### Strategy A

**Utilize advertisements, the Annual Capital Improvement Overview, and City-sponsored learning opportunities to increase awareness and response to City-issued Requests for Qualifications/Proposals (RFQ/Ps). (Human Relations)**

- The City continues its outreach to contractors via media, outreach, workshops, and direct solicitation.
- The changes to the M/WBE ordinance last fall resulted in a number of changes to the program, including: credit for self-performed work from M/WBE primes; opportunity for minority women-owned businesses to certify as MBE and WBE (but only receive credit for one on a given project); creation of a personal wealth cap for minority or women owners; a decreased timeframe for time in business before certification from one year to six months; and allowing participation from M/WBE suppliers and construction materials contractors.

### Strategy B

**Update and implement Workforce Strategic Plans on all City and statutory agencies' projects. (Human Relations)**

- Workforce strategic plans are contingent on completion of the City's Construction Workforce Disparity Study to identify availability of workers in the community. The study is underway and results are anticipated in spring 2019.

### Strategy C

**Develop and implement Community Benefit Agreements and local preference plans for use in City and statutory agency projects. (Human Relations)**

- This is contingent on Workforce Disparity Study (see update above).