



OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE
Commissioner Janeé Hanzlick, Kansas Co-Chair
Mayor Leonard Jones, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, July 18, 2023, at 9:30 a.m.** This meeting will be held in a hybrid in-person/virtual format from the Board Room in the MARC offices at 600 Broadway, Suite 200 in Kansas City, Missouri, 64105 and online via Zoom.

A G E N D A

1. Welcome & Introductions
2. VOTE: Meeting Summary for June 20, 2023*
3. VOTE: Proposed Amendment #7 to Connected KC 2050*
4. VOTE: 2023 3rd Quarter Amendment to the 2022-26 TIP*
5. REPORT: 2024 Unified Planning Work Program Development
6. REPORT: Northern Flyer Alliance
7. REPORT: City of Merriam, Kan. Planning Initiatives Update
8. REPORT: Carbon Reduction Program Update
9. REPORT: Functional Classification System Call for Changes
10. Other Business
11. Adjourn

**Action Items*

The meeting will be open to the public in person or via teleconference. Members of the public who wish to participate in the teleconference please email transportation@marc.org by Noon on Monday July 17, 2023, for instructions.

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
June 20, 2023
Meeting Summary

Members, Alternates Present-Representing

Co-Chair Chuck Adams, Wyandotte County, KS
Municipalities
Co-Chair Mayor Leonard Jones, Jackson
County, MO Municipalities
Monica Brede, Wyandotte EDC
Councilmember Eric Bunch, Kansas City, MO
Cecelie Cochran, FHWA - KS
Matt Davis, Jackson County, MO
Mayor Bryant Delong, Clay County, MO
Municipalities
Councilmember Fred DeMoro, Lee's Summit,
MO
Commissioner Scott Fricker, Platte County, MO
Tom Gerend, Kansas City Streetcar Authority
Commissioner Janeé Hanzlick, Johnson County,
KS
Bob Heim, Platte County, MO
Patty Hilderbrand, Kansas City, MO
Mary Jaeger, Olathe KS
Dick Jarrold, KCATA
Paul Kramer, Leavenworth County, KS
Municipalities
Jill Lawlor, Kansas City, MO
Councilmember Bridget McCandless,
Independence, MO
Mayor Mike McDonough, Jackson County, MO
Municipalities
Commissioner Jerry Nolte, Clay County, MO
Adam Norris, Independence, MO
Brian Nowotny, Jackson County, MO
Joshua Powers, Johnson County, KS
Eric Rogers, BikeWalkKC
Mayor Kathy Rose, Platte County, MO
Municipalities
Eric Sandberg, Miami County, KS
Randi Shannon, Miami County, KS
Municipalities
Mayor John Smedley, Platte County, MO
Municipalities
Michael Spickelmier, Leavenworth County, KS
Municipalities
Chad Thompson, Kansas City, MO
Councilmember Reginald Townsend, Cass
County, MO
Mario Vasquez, Kansas City, MO
Karl Walters, Clay County, MO
Doug Wesselschmidt, Jackson County, MO
Municipalities
Sabin Yanez, Northland Chamber of Commerce

Others Present

Jon Batchelor, TranSystems Corp
Tina Chace, Platte County EDC
John Findlay, Liberty, MO
Randy Gorton, BHC
Thailan Gouldon, Parrish and Sons Construction
Adam Hahs, Vance Brothers
Mark Hoppe, Affinis
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Sarah Long, MoDOT
Haden Mattke, Belton, MO
Jeff McKerrow, Kimley-Horn
Ron McLinden
Davonna Moore, CDM Smith
Britni O'Connor, MoDOT
Fahteema Parrish, Parrish and Sons
Construction
Greg Rokos, Belton, MO
Melissa Schmitz, MoDOT
Sarah Shafer, UG Wyandotte County and KCK
Allison Smith, KDOT
Jason Waldron, Kansas City, MO
Dan Wancura, Northern Flyer Alliance
Marisela Ward, MoDOT
Brett Wood, GBA
Juan Yin, MoDOT

MARC Staff Present

Ron Achelpohl, Director of Transportation &
Environment
Megan Broll, Transportation Program Assistant
Karen Clawson, Principal Planner
Taylor Cunningham, Transportation Planner III
Beth Dawson, Principal Planner
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Tom Jacobs, Environmental Program Director
Kate Ludwig, Environmental Program Assistant
Raquel Ordonez, Transportation Intern
Martin Rivarola, Asst. Director of
Transportation & Land Use
Amy Strange, Digital Communications Manager
Patrick Trouba, Transportation Planner II
Ryan Umberger, Transportation Planner II
Natalie Unruh, Water Quality Planner II
Ray Webb, Manager of Traffic Operations
Selina Zapata Bur, Principal Planner

1) Welcome/Introductions

Kansas Co-Chair Chuck Adams called the meeting to order. Self-introductions for in-person attendees followed.

2) Approval of May 16, 2023 Meeting Summary

Co-Chair Adams called for a motion to approve the May 16, 2023 meeting summary.

Committee Action:

Mayor John Smedley moved to approve the minutes, Commissioner Janeé Hanzlick seconded the motion. There were no objections and the motion passed.

3) VOTE: Missouri Unfunded Needs

Co-Chair Adams introduced Martin Rivarola, Assistant Director of Transportation and Land Use Planning, to present. Mr. Rivarola reviewed recent updates, including the latest MO STP committee meeting. The updated deadline for producing an updated unfunded transportation needs list is now June 30, 2023. Road/bridge project costs have been updated and adjusted for inflation, and committee supported further prioritization of certain road/bridge projects. This update also noted projects that recently received funding through the Missouri legislative process. Mr. Rivarola reviewed the updated priorities table provided in the meeting packet. Multimodal transit and bike/ped projects were identified, as well as freight and aviation projects. Next steps include TTPC and Board review and approval of the unfunded needs list, and Mr. Rivarola noted the 2024 unfunded needs list would be updated later on this year.

Mayor Smedley asked if federal funding was assessed, and Mr. Rivarola replied that a few projects have previously been funded/been removed from the list (such as the I-49 project in Cass County). Marisela Ward of MoDOT commented that all projects are currently unfunded. MARC Director of Transportation & Environment Ron Achelpohl noted this is an advisory recommendation to be used as a planning tool, and MoDOT has the discretion to rearrange projects if needed based on resources. As projects are funded and come off the list, new projects can be added during this annual process. Commissioner Hanzlick called a point of order to clarify that TTPC would be recommending this item for approval to the MARC Board, and that agenda items were voted on individually (versus consent agenda). Ron McLinden shared thoughts provided at a previous TTPC meeting regarding the phrasing of wants versus needs.

Committee Action:

Commissioner Scott Fricker moved to approve the Missouri Unfunded Needs as presented, Mayor John Smedley seconded the motion. There were no objections and the motion passed.

4) VOTE: Proposed Amendment #7 to Connected KC 2050

Martin Rivarola described requests for amendments received from MoDOT, KDOT, and the City of Olathe, labeled MTP Amendment #7. In Missouri, the request was to amend the MO-291 bridge replacement project (Project 1389); in Kansas, amendments were requested to projects in the vicinity of the I-35 and Santa Fe interchange in Olathe, KS (Project 1591, Project 1535, and a request to combine Projects 1065, 1064, 1062, 1225, and 1440). Mr. Rivarola reviewed details about each proposed amendment, which were also included in the meeting packet. These requests were reviewed by MARC's Highway Committee, and they recommended release for public review and comment, and to be submitted for approval by the TTPC in July.

Committee Action:

Mayor Mike McDonough moved to approve Metropolitan Transportation Plan Amendment #7, Commissioner Janeé Hanzlick seconded the motion. There were no objections and the motion passed.

5) *VOTE: 2023 3rd Quarter Amendment to the 2022-26 Transportation Improvement Program*

MARC Principal Planner Marc Hansen reviewed the Transportation Improvement Program (TIP) process; MARC amends the TIP on both a quarterly cycle and as needed to accommodate changes to projects in the TIP. Third quarter amendments are typically large, and the 2023 3rd Quarter Amendment includes 31 new projects and 69 modified projects. Mr. Hansen noted MoDOT has initiated a process by which they'd like to reduce balances on unobligated funds in the region as a way to help bring additional dollars to the state. The Missouri STP committee had almost \$15m of unobligated funds at the start of 2023 (due to a variety of deferred projects, delays, increases in funds from federal infrastructure funding, etc), and through programming work MARC planned to obligate \$10.6m through 5 projects going into 2026. Maintaining a significant balance may make receiving additional federal funds more difficult for the state, so the Missouri STP committee adjusted funding to reduce the balance to just over \$3.4m. KDOT has less pressure to reduce balances, and does not require additional TIP amendments.

Mayor John Smedley asked about funding to counties, and Mr. Hansen confirmed the \$1m amount was in addition to CRSSA funds. Mr. Achelpohl noted potential changes to MARC's own programming work to position projects better to stay on schedule and to have funds obligated in the same year they are programmed. More details about those efforts will be available at a future meeting. Mario Vasquez asked who was involved in process improvement work, and Mr. Achelpohl listed MARC staff, East-West Gateway in St. Louis, Ozark Transportation Organization, and MoDOT staff; most conversation about changes will likely take place in MARC's own MO STP committee. Sabin Yanez asked when MoDOT gets involved with the federal government on the redistribution of funds; Mr. Achelpohl noted they need to provide information by mid-July with their best guess on what will be obligated state-wide, and Federal Highway Administration uses that to redistribute funds. Last year, MoDOT received a smaller share of that redistribution than the past, and this year the amount of funds available overall would be higher, so it was important to take this action to reallocate unobligated funds.

Committee Action:

Mayor John Smedley moved to release the 2023 3rd Quarter Amendment to the 2022-2026 TIP for public review and comment, Sabin Yanez seconded the motion. There were no objections and the motion passed.

6) *Report: Leavenworth County: Priorities for Progress*

Ron Achelpohl introduced Jeff McKerrow of Kimley-Horn, who has been working with MARC, KDOT, and Leavenworth County municipalities to identify county-wide transportation priorities. The plan, branded Priorities for Progress: Connecting Community Opportunities ("P4P"), asked what are priorities today, do they make sense, and how do they come together?

Mr. McKerrow reviewed the process of developing criteria to evaluate projects and studies, then how they developed a prioritization tool that allowed members of the public to rate priorities, and see how they compare to the priorities of related agencies. From community and stakeholder feedback, they developed suggestions for projects and how they can be

consolidated. Feedback demonstrated the desire to have river crossings, better access to Missouri counties, and connections to jobs. Forty-three projects were identified (some of which could be combined), totaling \$1.474b across a wide range of sizes and funding sources. Several categories were used to evaluate projects, and some of these were measured in travel sheds (area that can be reached in a certain amount of time). Travel sheds can demonstrate the regional impact of transportation projects and help quantify some of the categories used to evaluate priorities. P4P allowed subjective opinions on priorities, and also used guidance from MARC, FHWA grants, and KDOT programs to help determine which projects may score the best when pursuing outside funding. Mr. McKerrow identified some examples of high-scoring projects per category, and noted some projects scored in a number of categories. P4P developed recommended actions and priorities, identifying the most competitive projects and discussing action items with each agency (Leavenworth County and individual municipalities).

Mr. McKerrow shared next steps, with a report to follow a final advisory committee held on June 20. Presentations with elected officials and the Port Authority are scheduled for late June/July, with final plans to recommend resolutions to adopt top priorities for each category.

Commissioner Scott Fricker expressed concerns about a potential corridor cutting through an agricultural area in Platte County, and Mr. McKerrow noted that project development is a long process, and larger projects such as the Eastern Gateway that span counties would require engagement from local officials and state DOTs to start the process. Next steps (including reaching out to Platte County, MoDOT, and KDOT) are outlined in the recommendations.

Mayor Kathy Rose asked about the population of Leavenworth County and how many commute to work outside the county; Mr. McKerrow noted this data was included in the project. Eric Rogers of BikeWalkKC asked how transit needs were included in the project, and Mr. McKerrow noted multimodal projects were identified and evaluated. Sara Shafer echoed some of Commissioner Fricker's concerns about projects straddling county lines, and Mr. McKerrow noted additional coordination between jurisdictions would be required to move those projects forward.

7) *REPORT: Transportation Programming Process Review*

Ron Achelpohl informed the committee of programming work to improve processes to address questions, concerns, and criticisms regarding awarding funds to projects. Programs that award these funds are the new Carbon Reduction program, Congestion Mitigation Air Quality program, Surface Transportation Block Grant program as its Set-aside for transportation alternative projects, and the Federal Transit Administration Section 5310 program for older adults and persons with disabilities. Mr. Achelpohl identified key questions and noted we are assembling data from previous programming cycles to evaluate scoring criteria. We are also in the process of updating the Metropolitan Transportation Plan, which contains the policy framework that drives the evaluation criteria that we use in our programming work. A work group will be established to review the programming process, and Mr. Achelpohl invited interested TTPC members to participate. A review of standing transportation committees is planned as well. This work is expected to be completed in time for the 2024 programming cycle, and will be put into the updated Connected KC 2050 plan.

Commissioner Fricker acknowledged the challenge of working with the needs of rural and urban areas. Commissioner Jerry Nolte agreed and expressed interest in participating, and Mr. Achelpohl noted he hopes to start gathering the work group together in July. Co-Chair Adams shared that as a representative from a small community, he appreciated MARC's efforts to include all communities and allow fair competition.

8) *REPORT: Regional Bikeway Plan Report 2023*

Transportation Planner II Patrick Trouba shared the new report on the Regional Bikeway Plan, briefly reviewing the history of the plan. He clarified that this plan deals with on-street bikeways specifically, and described the different implementation classifications of the Regional Bikeway Network. Mr. Trouba reviewed the built mileage by county and municipality, and noted that some implementation miles run along municipal lines, which can impact the numbers for the city to which the miles are attributed.

Mr. Trouba reviewed bike lanes and shared use paths not on the regional network, and also discussed how speed of the roadway impacts the types of implementation used and perception of safety experienced by cyclists. Next steps include interviewing cities and counties about how they use the plan, and how we can structure an update to the plan based on that feedback.

Commissioner Hanzlick asked about statistics for cyclist utilization of the network. Mr. Trouba noted that counting programs are typically handled by municipality, and a regional counting effort has not been established. Commissioner Hanzlick asked about costs for the network; Mr. Trouba noted cost estimates are included in the original plan, and that higher speed roadways require greater infrastructure costs.

Discussion followed regarding counting and measuring usage on a regional scale; while MARC does not have a measuring system in place that allows for this regional data collection, local governments may measure this on their own systems (or borrow counters from agencies such as MARC and BikeWalkKC). Data collection is possible, but not currently included in the plan, and technology exists to determine usage, impacts, travel times, etc. In addition to utilization data, evaluating costs of local expansion and highlighting the relatively low percentage of transportation resources needed for bikeways may help garner support for the plan. Discussion also included safety concerns and education for the public and cyclists themselves.

9) *REPORT: System Performance Report - ConnectedKC 2050 Update*

Principal Planner Selina Zapata Bur reported on the system performance report as part of the MTP update, which is tied to how our region uses performance-based planning to inform future planning decisions. Ms. Zapata Bur reviewed system performance measures, many of which have been provided at TTPC meetings over the previous few months. System performance measures are generally mixed, with the region meeting some reliability and infrastructure targets, but failing safety targets.

Data is grouped by safety measures, infrastructure condition, and system performance, and Ms. Zapata Bur reviewed different ways the data is presented in each category. Previous reports to the TTPC included data from 2021, and the story map has been updated with 2022 data. Ms. Zapata Bur reviewed voluntary performance measures designed to align with the goals of the MTP, including regional targets for Vehicle Miles Traveled (VMT) and ozone levels. Some performance measures do not have developed regional targets yet, but have desired trends (such as increase in protected bike facilities or electric vehicle registrations and charging stations). The Transit Accessibility measure is a new performance measure to monitor transit accessibility to workers throughout the region, with the goal of providing a range of transportation options to communities across the region. The results of the analysis show the population and jobs served by high-frequency transit. MARC intends on sharing the results of this analysis with regional partners to collaborate to grow transit access across the region.

10) REPORT: Update to Regional Stormwater Engineering Standards

Environmental Program Director Tom Jacobs informed the committee of an update to the regional stormwater engineering design standards process that has been in progress for the last several years. The Kansas City Chapter for the American Public Works Association (APWA) facilitated this initiative, providing a vision and recommendations for stormwater management. The last time the standards were reviewed was in 2003, and changes in technology, data and modeling are coupled with the need to address new issues, from integrated watershed management to climate resilience and environmental justice.

Mr. Jacobs reviewed the process of updating the standards, including utilizing a technical advisory committee and procuring consultant support for project implementation. The scope of the work is currently under development, but will address some key issues detailed in the meeting packet. Mr. Jacobs anticipates heavy stakeholder and community engagement across planning, transportation, landscape architecture, and regulating communities. Many of the communities on TTPC are heavily involved in the process, and Mr. Jacobs invites members to participate and discuss the fundamental links between transportation design and stormwater design. Those interested in joining the process may reach out to Tom at tjacobs@marc.org.

11) REPORT: 2024 Unified Planning Work Program Development

Item 11 was deferred to the next meeting due to time.

12) Other Business

Ozone Season Briefing

Principal Planner and Air Quality Program Manager Karen Clawson briefed the committee on the high number of recent ozone alerts. Any monitor's 4th highest 8-hour daily reading above 70ppb violates the standard for the year, however EPA uses a Design Value which helps designate and classify non-attainment areas and assess progress using a three-year rolling average. June has been warmer than average, and relatively stable weather has created perfect conditions for ozone in the region. All six monitors in the region have hit their 4th highest reading exceeding 70ppb. On June 14th, our 2021-2023 Design Value tentatively violated the ozone standard, and another monitor may violate the Design Value before the end of the season.

Ms. Clawson updated the committee on our current Design Values, and addressed the potential implications if we continue to see higher readings. Ms. Clawson noted MARC would share tips on how to reduce ozone throughout the season.

Transition of Committee Co-Chair

Missouri Co-Chair Mayor Leonard Jones announced that Kansas Co-Chair Chuck Adams would be stepping down as Co-Chair. Co-Chair Adams has been a member of the TTPC since 2007, and served as Co-Chair since 2013. Co-Chair Mayor Jones shared the programs, initiatives, and plans that Co-Chair Adams has helped the TTPC achieve, and thanked him for his leadership. Co-Chair Adams shared some closing remarks and thanked the committee and MARC. Commissioner Janeé Hanzlick was appointed the new Kansas Co-Chair.

13) Adjournment

Outgoing Co-Chair Chuck Adams called for any final business; seeing none he adjourned the meeting.

TTPC AGENDA REPORT

July 2023
Item No. 3

ISSUE:

VOTE: Proposed Amendment #7 to *Connected KC 2050*

BACKGROUND:

In June of 2020, the MARC Board of Directors approved *Connected KC 2050* (CKC2050), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). Amendments are made to Connected KC 2050 as new projects, funding, or programs arise. MARC's Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment.

MARC has received requests from MoDOT and KDOT to amend Connected KC 2050. Details of proposed Amendment #7 appear below.

Missouri:

- Amend project [#1389](#) - MO-291 Bridge Replacement and transfer project from high priority illustrative to constrained project listing. Amend project cost to \$78 million. (MoDOT)

Kansas:

- [Project 1591](#) - I-35 (south of Old US 56/I/35 jct to north of 119th St. interchange). (Adjust project limits to 0.65 miles north of interchange instead of 0.28 miles north of interchange).
- [Project 1535](#) - Santa Fe and Ridgeview Road - Remove already constructed project from MTP.
- Combine local projects below into one single NEW Olathe Project in partnership with KDOT - "*I-35 and Santa Fe Corridor Improvement project*".
 - [Project #1065](#) - 135th Street and I-35 Interchange
 - [Project #1064](#) - 135th Street from Ridgeview to Clairborne
 - [Project #1062](#) - 135th from Clairborne to Mur-Len
 - [Project #1225](#) - 133rd from Rawhide to Mur-Len
 - [Project #1440](#) - 133rd Street from Mur-Len to Brougham

PROJECT SPECIFIC INFORMATION (MODOT):

- a. Amend project 1389, Mo-291 Bridge Replacement and transfer project from high priority illustrative to constrained project listing.
 - Sponsor: Missouri Department of Transportation.
 - Cost: \$78 million (2026)
 - Construction Decade: 2021-2030
 - Action: Transfer project from "high priority illustrative" to "Constrained" financially constrained project listing in Connected KC 2050.
 - Financial Constraint: The financial analysis in Connected KC 2050 includes local and federal revenues to support the additional cost.

This project is categorized as an operations/rehabilitation project of existing infrastructure. Projects that maintain, operate or rehabilitate our current system have been prioritized first from financial resources identified for asset management, operations and maintenance. Since

plan approval, this project has been programmed from Major Bridge Funds and is currently slated for FY 2024 construction. The financial analysis in Connected KC 2050 includes state and federal revenues to support the additional cost.

PROJECT SPECIFIC INFORMATION (KDOT):

- b. **Amend project 1591**, I-35 (south of Old US 56/I/35 Jct to north of 119th St. interchange) and adjust project limits to 0.65 miles instead of 0.28 miles north of interchange).
 - Sponsor: Kansas Department of Transportation.
 - Cost: \$105,039,956
 - Construction Decade: 2021-2030
 - Action: Modify project limits
 - Financial Constraint: The financial analysis in Connected KC 2050 includes state and federal revenues to support the additional cost.

- c. **Remove already constructed [Project 1535](#)** from MTP - Santa Fe and Ridgeview Road
 - Sponsor: City of Olathe
 - Cost: \$6,426,000
 - Period: 2021-2030
 - Action: Remove project from MTP. Already constructed.
 - Financial Constraint: Not applicable.

- d. **Combine all projects below into one single NEW CITY OF OLATHE project “I-35 and Santa Fe Corridor Improvement project”, in partnership with KDOT.**
 - [Project #1065](#) - 135th Street and I-35 Interchange
 - [Project #1064](#) - 135th Street from Ridgeview to Clairborne
 - [Project #1062](#) - 135th from Clairborne to Mur-Len
 - [Project #1225](#) - 133rd from Rawhide to Mur-Len
 - [Project #1440](#) - 133rd Street from Mur-Len to Brougham
 - Sponsor: City of Olathe, Kansas and Kansas Department of Transportation
 - Cost: \$187,500,000
 - Construction Decade: 2021-2030
 - Action: Combine 5 projects into one new project.
 - Financial Constraint: The financial analysis in Connected KC 2050 includes state, local and federal revenues to support the additional cost.

Projects are supported by a combination of local and state/federal funds. #1535 is removed, and #1065, #1064, #1062, #1225 and #1440 are combined into one project costing \$187,500,000. This project would be supported by \$40M in local funds and the balance (\$147.5M) federal/state funds. Balance of project funding is supported by new MTP revenue as sponsoring agencies are currently pursuing a discretionary grant award. It can be reasonably anticipated that *Connected KC 2050* includes sufficient state, local and federal revenues to support the additional cost.

PUBLIC COMMENTS FOR BOTH PROPOSED AMENDMENTS:

MARC’s Public Involvement Plan requires proposed amendments to the MTP be released for public review and comment prior to adoption. TTPC released these proposed amendments for review and comment. Two comments were received from the public.

All received comments and proposed MARC responses are included.

POLICY CONSIDERATIONS:

The proposed amendments are financially constrained and consistent with policy guidance from *Connected KC 2050* and policies adopted therein.

RELATED JURISDICTIONS:

Johnson County, Kansas and Clay and Jackson counties in Missouri.

RECOMMENDATION:

Approve MTP Amendment #7.

COMMITTEE ACTION:

The Highway Committee and the TTPC have been previously briefed on this proposed MTP Amendment.

STAFF CONTACT:

Martin Rivarola

Connected KC 2050 Amendment #7 Public Comments and Proposed Responses

TTPC Released CKC2050 Amendment #7 for public review and comment. Two comments were received from the public. These comments and proposed MARC responses are included below:

Name: Jeff Dorsett

Comment #1: “Active transportation is inevitable, coming, and needed, especially as e-bikes become more affordable and available and climate change becomes more threatening. Please allow dedicated bike pathways, separate from traffic, in every new highway project. Specifically the Hwy 68 corridor from Paola to Harrisonville. Connecting the Rock Island/KATY to Flint Hills Trail will be nationally significant. Abilene to Ottawa, to Osawatomie, to Topeka (Landon), to KC to Columbia, to St Louis/St Charles on active transportation”

Proposed Response to Comment #1: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #7. We shared your comment with the project sponsors, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, roadway operational and capacity strategies. MARC shares concerns about the need for complete streets, active transportation facilities and a balanced multi-modal transportation network.

MARC policy does not currently require specific bicycle/pedestrian treatments along roadway/highway projects. However, our current policy encourages consideration and implementation of bicycle/pedestrian facilities for the benefit of users of all ages and abilities, when legally permissible. Project sponsors retain design decision authority over their projects.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Planning](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Name: Luz Ortiz

Comment #2: “Would like to see more focus on WYCO transportation routes and infrastructure including green space in transportation hubs and waiting areas. Bike lanes and sidewalks are missing in much of KCK and WYCO.”

Proposed Response to Comment #2: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #7. We shared your comment with the project sponsors, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, green infrastructure, roadway operational and capacity strategies. MARC shares concerns about the need for complete and green streets, active transportation facilities and a balanced multi-modal transportation network.

MARC policy does not currently require specific bicycle/pedestrian treatments along roadway/highway projects. However, our current policy encourages consideration and implementation of bicycle/pedestrian facilities for the benefit of users of all ages and abilities when legally permissible. Project sponsors retain design decision authority over their projects.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Planning](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

TTPC AGENDA REPORT

July 2023
Item No. 4

ISSUE:

VOTE: 2023 3rd 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 2023 3rd Quarter Amendment to the *2022-26 Transportation Improvement Programs* includes 100 projects:

- 31 new projects to be added, including but not limited to:
 - #165021 - RS 381 Tonganoxie Drive 2025 High Risk Rural Roads (HRRR) Improvements
 - #259217 - S. 55th St. and Metropolitan Avenue Intersection Improvements
 - #350245 - Hemlock and Commercial Entrance Mini-Roundabout
 - #410078 - Second Creek Trail Phase 2
 - #524010 - Stockdale Road Bridge Replacement
 - #880022 - US-169; Bridge Rehabilitation over the Marais Des Cygnes River
- 69 modified projects
 - Scope
 - Schedule
 - Budget

Details of these projects are available for review on the Internet at: www.marc.org/TIP

MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. . One comment from the public was received. The comment received and a proposed response from MARC are included.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Kansas STP Priorities Committee approved the modification for #353089 at their meeting on May 11, 2023.

The Missouri STP Priorities Committee approved the modifications for #611198, #634076, #735028, #735030, and #995212 at their meeting on June 13, 2023.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION

Approve the 2023 3rd Quarter Amendment to the *FFY 2022-2026 TIP*.

STAFF CONTACT

Marc Hansen

2023 3rd Quarter Amendment to the Transportation Improvement Program Public Comment and Response

Comment #1

“Why do the Leavenworth County projects include only SHOULDERS on roadways (like Tonganoxie Dr) that are known bicycle routes. County commission is aware of all the bike traffic on this road, and denied USBRS due to lack of cycling infrastructure on this exact route!

A shoulder is NOT a bicycle lane per KS law. Law gives NO authority to operate any vehicle (except busses in certain area) on the shoulder, and clearly defines the roadway. The same thing was done of the 158th Street reconstruction last year - big shoulders on a 40mph road, but no bike lane despite heavy travel there.

Simply look at MARC's Trail and bike map. Leavenworth county is blank. Time to start somewhere, and bike lanes instead of worthless shoulders would be a good start at a VERY minimal cost!”

Response to Comment #1

Thank you for your recent comment regarding the proposed 2023 3rd Quarter Amendment to the 2022-2026 Transportation Improvement Program. We shared your comments with Leavenworth County, the Kansas Department of Transportation (KDOT), the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

We appreciate your concerns regarding bicycle facilities in Leavenworth County and checked with KDOT staff on the legality of using shoulders for bicycle travel in Kansas. KDOT staff confirmed that cyclists can legally use shoulders for travel and also provided a list on KDOT’s website of bicycle-specific statutes, which you can find [here](#). Additionally, the KDOT website indicates that cyclists are “strongly encouraged” by KDOT to use shoulders that are three feet wide or wider where they are available. More information can be found on the KDOT [website](#).

This is not to imply that bike lanes would not be an appropriate treatment on roads that see frequent cyclist use, only that the shoulders are available for cyclist use. I hope this knowledge makes the road safer and more accessible for your use and the use of other cyclists.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

TTPC AGENDA REPORT

July 2023
Item No. 5

ISSUE:

REPORT: 2024 Unified Planning Work Program Development

BACKGROUND:

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

At this month's TTPC meeting, MARC staff will brief the committee on the efforts underway to prepare the 2024 Unified Planning Work Program including development and coordination activities and schedule.

POLICY CONSIDERATIONS

The UPWP identifies and describes the major transportation planning activities MARC and other agencies will undertake during the year.

BUDGET CONSIDERATIONS

The UPWP is based on funding levels resulting from the passage of IIJA and the 2020 Census counts for urbanized area populations in Kansas and Missouri.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

July 2023
Item No. 6

ISSUE:

REPORT: Northern Flyer Alliance

BACKGROUND:

The Northern Flyer Alliance is a group of 49 cities, 6 counties and 19 Chambers of Commerce along the I-35 corridor stretching from Kansas City to Fort Worth that have joined together to promote intercity passenger rail expansion between Fort Worth and Kansas City through Oklahoma City and Wichita. Their mission is to “advocate for the reinstatement of passenger rail and to link, unify and connect civic minded organizations and individuals who desire economic development opportunities and alternative transportation sources for their communities.”

Representatives of the organization will provide a briefing on the initiative at the meeting.

POLICY CONSIDERATIONS:

Connected KC 2050 supports improved passenger rail connections in this corridor consistent with the Kansas State Rail Plan.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

July 2023
Item No. 7

ISSUE:

REPORT: City of Merriam, Kan. Planning Initiatives Update

BACKGROUND:

Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities impact transportation within their community. Merriam, Kan., will provide an update on development within their community including updates on previous Planning Sustainable Places planning projects that the city has completed.

The presenter will be Bryan Dyer, AICP, Community Development Director, City of Merriam, Kan. To learn more about Merriam's PSP projects, please visit:

<https://www.marc.org/transportation/transportation-programs/planning-sustainable-places>

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS:

This item impacts the City of Merriam, Kansas.

RECOMMENDATION

None. Information only.

STAFF CONTACT

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TTPC AGENDA REPORT

July 2023
Item No. 8

ISSUE:

REPORT: Carbon Reduction Program Update

BACKGROUND:

The Bipartisan Infrastructure Law establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Congress funded this program at a \$6 billion dollar level, with 65% of resources allocated by formula to metropolitan planning organizations. The Kansas City region's share is \$23.5 million over five years.

CRP eligibility defined in the legislation includes over a dozen different [activities](#) that reduce carbon emissions from the transportation system, including such items as public transportation, transportation alternatives, travel demand management strategies and programs, or native landscaping on highway rights of way, among others.

MARC convened a task force that met three times during the fall of 2022 to define the process, priorities and criteria that would guide the project selection process. Members of the committee included representatives from TTPC, Air Quality Forum, Sustainable Places Policy Committee and the Climate and Environment Council.

MARC opened a call for applications from March 30 to May 19. During this period, 26 applications from 22 local governments or organizations were received. In total, the applications amount to \$43 million in federal funding requests—306% greater than funding availability.

MARC staff began scoring applications based on criteria advised upon by the task force. Criteria categories include transportation impacts, community engagement, environmental justice, plan consistency, sustainability, project partnerships, operations and maintenance and emissions reduction. Additionally, all projects were made available for public comment through the month of June. Three-hundred and three comments were received. Scores and comments will be provided the Carbon Reduction Workgroup.

The Carbon Reduction Funding Workgroup will include representatives from TTPC, Air Quality Forum, Sustainable Places Policy Committee and the Climate and Environment Council, and the Kansas and Missouri STP Committees. The Workgroup will have through the month of August to make a funding recommendation. The funding recommendation will then be considered for a recommendation for approval by the Air Quality Forum, Sustainable Places Policy Committee and the Climate and Environment Council before going to TTPC and the MARC Board in September and October.

POLICY CONSIDERATIONS:

Program funds will support implementation of relevant policies from Connected KC 2050 and the Regional Climate Action Plan.

BUDGET CONSIDERATIONS:

The process will guide the allocation of approximately \$23.5 million over five years. MARC will request its 1% project management fee from all selected projects.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACTS:

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TTPC AGENDA REPORT

July 2023
Item No. 9

ISSUE:

REPORT: Functional Classification System Call for Changes

BACKGROUND:

The highway functional classification system is a network of roadways grouped into a hierarchical set of categories, or classes, each defined according to its general purpose with respect to transportation. This system of classifying our nation's vast network of roadway facilities (those public transportation facilities intended primarily for automobile usage) was introduced by the Federal Highway Administration towards the end of the 1960s. The U.S. DOT developed a standard set of concepts and criteria for functional classification procedures, which are to be used as guidelines by local units of government, Metropolitan Planning Organizations (MPOs) and State Departments of Transportation (DOTs) when developing and updating the functional classification system of roadways within their respective jurisdictional boundaries.

The primary purpose of functional classification is the classification or categorization of roadways. Functional classification describes a roadway facility in terms of the character of transportation service it provides or is intended to provide. In addition to being a hierarchical system of classifying roadways based on their general function, the functional classification of a given road facility also has implications for the eligibility of a transportation-related project (on that same facility) to receive and utilize Federal (and sometimes State) transportation funds.

The highway functional classification system is a method of categorizing roads and highways based on where a given facility falls along the spectrum between mobility and access. Thus, high-level facilities such as interstates and major highways are typically characterized as experiencing greater travel speeds, as well as greater daily traffic volumes. On these roadways, the main travel purpose is mobility. Low-level facilities, on the other hand, generally tend to carry fewer vehicles traveling at lower speeds. The main function of these roadways is more related to access, which is more specifically defined, in this context, as access from and to the origins and destinations of automobile trips.

The travel behaviors and patterns that are observed in an urban environment are noticeably different than those that occur in a rural environment. Since the nature and magnitude of travel varies widely between the two settings, a slightly different approach is taken to the designation of a roadway functional classification system for each. In essence, however, the same basic, hierarchical concept applies in either type of roadway system.

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 maintains an interactive web map of the Functional Classification System that allows users to zoom in on an area of interest and turn on additional information

layers. During a call for changes to the system, jurisdictions can review existing classifications as well as propose changes or new classifications using this map.

MARC is accepting proposed changes to the Functional Classification system from July 17, 2023 to August 14, 2023. Jurisdictions can submit their proposed changes during this timeframe through the interactive web map accessible through the MARC Functional Classification System webpage from July 17 to August 14:

<https://www.marc.org/transportation/metropolitan-planning/roadway-functional-classification-system>. MARC follows an established schedule of two updates per year. A updated timeline of these scheduled calls will be provided on the MARC Functional Classification System webpage on July 17.

POLICY CONSIDERATIONS

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.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

This report will also be shared with the Highway Committee on July 26, 2023.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT

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