



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, August 15, 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 July 18, 2023*
3. VOTE: Ray County Request to Enter the Metropolitan Planning Area*
4. REPORT: KC Scout & Operation Green Light Update
5. REPORT: Regional Mobility Initiatives
6. REPORT: KCI Airport Public Transit Action Plan
7. REPORT: Congestion Management Policy & Toolbox and Complete Streets Policy Updates
8. REPORT: Public Participation Plan Update
9. Other Business
10. 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 August 14, 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
July 18, 2023
Meeting Summary

Members, Alternates Present-Representing

Co-Chair Commissioner Janeé Hanzlick,
Johnson County, KS
Co-Chair Mayor Leonard Jones, Jackson
County, MO Municipalities
Cecelie Cochran, FHWA - KS
Mayor Bryant DeLong, Clay County, MO
Municipalities
AJ Farris, KCATA
Commissioner Scott Fricker, Platte County, MO
Jeff Hardy, MoDOT
Bob Heim, Platte County, MO
AJ Herrman, Kansas City, MO
Patty Hilderbrand, Kansas City, MO
Mary Jaeger, Olathe, KS
Dick Jarrold, KCATA
Lee Kellenberger, Johnson County, KS
Jill Lawlor, Kansas City, MO
Lane Massey, Johnson County, KS Municipalities
Mayor Mike McDonough, Jackson County, MO
Municipalities
Mike Moriarty, KDOT
Matt Nolker, Ray County, MO
Commissioner Jerry Nolte, Clay County, MO
Adam Norris, Independence, MO
Brian Nowotny, Jackson County, MO
Joshua Powers, Johnson County, KS
Chris Redline, MoDOT
Eric Rogers, BikeWalkKC
Michael Spickelmier, Leavenworth County, KS
Municipalities
Councilmember Reginald Townsend, Cass
County, MO
Geoffrey Vohs, Johnson County, KS
Karl Walters, Clay County, MO
Doug Wesselschmidt, Jackson County, MO
Municipalities
Beth Wright, Olathe, KS
Sabin Yanez, Northland Chamber of Commerce

Others Present

Santos Arellano, Platte County EDC
Iain Blair, HDR
Jill Bruss, MoDOT
Jasmin Busters, Merriam, KS
Tina Chace, Platte County EDC
Mark Corrison, Northern Flyer Alliance
Bryan Dyer, Merriam, KS
John Findlay, Liberty, MO
Deborah Fischer Stout, Northern Flyer Alliance
Randy Gorton, BHC

Others Present (cont.)

Art Gough
Thailan Gouldon, Parrish and Sons Construction
Adam Hahs, Vance Brothers
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Scott Komarek, Bartlett & West
Sarah Long, MoDOT
Haden Mattke, Belton, MO
Tim McEldowney, Gardner, KS
Ron McLinden
Davonna Moore, CDM Smith
Andrew Ngui, Kansas City, MO
Britni O'Connor, MoDOT
Terri O'Toole, zTrip
Fahteema Parrish, Parrish and Sons
Construction
Hannah Pearce, Office of Commissioner Janeé
Hanzlick
Andrew Robertson, GBA
Greg Rokos, Belton, MO
Melissa Schmitz, MoDOT
Steve Schultz, Bartlett & West
Sarah Shafer, UG Wyandotte County and KCK
Allison Smith, KDOT
Tim Vandall, Lansing, KS
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
Raymart Dinglas, Public Affairs Coordinator II
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Alicia Hunter, Transportation Planner III
Tom Jacobs, Environmental Program Director
Raquel Ordonez, Transportation Intern
Martin Rivarola, Asst. Director of
Transportation & Land Use
Patrick Trouba, Transportation Planner II
Ryan Umberger, Transportation Planner II
Natalie Unruh, Water Quality Planner II
Josh Woody, Transportation Intern
Selina Zapata Bur, Principal Planner

1) Welcome/Introductions

Missouri Co-Chair Mayor Leonard Jones called the meeting to order. Online guests were asked to introduce themselves in the chat, and self-introductions for in-person attendees followed.

2) Approval of June 20, 2023 Meeting Summary

Co-Chair Jones called for a motion to approve the June 20, 2023 meeting summary.

Committee Action:

AJ Herrmann moved to approve the minutes, Commissioner Jerry Nolte seconded the motion. There were no objections and the motion passed.

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

Co-Chair Adams introduced Martin Rivarola, Assistant Director of Transportation and Land Use Planning, to present. Mr. Rivarola reviewed recent updates that were presented at the June 2023 Total Transportation Policy Committee (TTPC) meeting, which were released for public review and comment. Two comments were received, and the comments and their proposed responses were included in the meeting packet. Ron McLinden shared an opinion and questioned if the public comment process was effective.

Committee Action:

Mary Jaeger moved to approve Connected KC 2050 Amendment #7, Mayor Mike McDonough seconded the motion. There were no objections and the motion passed.

4) VOTE: 2023 3rd Quarter Amendment to the 2022-26 TIP

Marc Hansen, Principal Planner, reviewed the request from the previous TTPC meeting to release the proposed amendment for public comment. Mr. Hansen provided details for the single comment received in regards to a project in Leavenworth County, and both comment and proposed response were included in the meeting packet.

Committee Action:

Mike Spickelmier moved to approve the 2023 3rd Quarter Amendment to the 2022-26 TIP, Dick Jarrold seconded the motion. There were no objections and the motion passed.

5) REPORT: 2024 Unified Planning Work Program Development

Marc Hansen reviewed basics of the Unified Planning Work Program (UPWP), which is one of the core transportation planning documents required by federal regulations. Mr. Hansen briefed the committee on the efforts underway to prepare the 2024 Unified Planning Work Program, including development and coordination activities and schedule. Major activities include an MTP update in 2025, programming for suballocated federal funds for federal fiscal years 2027 and 2028, transit planning, and a potential update to the SMART Moves Transit and Mobility Plan. MARC will continue to update the TTPC and will have the document ready for the committee in September. Mr. Hansen also asked committee members who are conducting non-federally funded planning studies with impact to the regional transportation system in 2024 to consider allowing MARC to use the value of the study as matching funds for the UPWP.

6) REPORT: Northern Flyer Alliance

Ron Achelpohl, MARC Director of Transportation & Environment, introduced Dan Wancura to present on the Northern Flyer Alliance. The alliance is advocating for closing the service gap in passenger rail service between Newton, KS and Oklahoma City, OK. Track exists on the route, but is currently used by freight only and would need to be upgraded to accommodate passenger service. The Northern Flyer Alliance has requested corridor designation from the Federal Railroad

Administration for Oklahoma City to Newton, and the alliance wants to extend the designation of the corridor to Kansas City (or designate the entire route between Kansas City and Dallas/Fort Worth, TX). The proposed route would be labeled the Heartland Flyer, and the alliance promotes running two trains per day. Passenger rail service has bipartisan support from OK and KS legislatures. The Northern Flyer Alliance is lobbying for prioritization of available federal funding.

Questions and discussion from the committee followed, and Deborah Fischer Stout, Northern Flyer Alliance President, provided additional details. Cost is estimated at \$124.4m to run one train per day (determined via needs assessment produced by BNSF in 2020); for a standalone daytime train (directly from Kansas City to Dallas/Ft. Worth), the cost would exceed \$300m. Minor stops planned along that route would include Lawrence and Topeka. Committee members asked about connection to the River Runner (route between St. Louis and Kansas City); the proposed Heartland Flyer does not have a planned route extending to St. Louis. However, MoDOT has applied for a third round trip on the River Runner, and the new Kansas state rail plan includes an extension of the River Runner to Topeka, which would provide more options for transfers. In response to a question about the Amtrak 2035 Connect US plan, Ms. Fischer Stout noted that the plan needs corridor designation in order to receive federal funding. Impact on freight service is yet to be determined.

7) *REPORT: City of Merriam, Kan. Planning Initiatives Update*

Principal Planner and Planning Sustainable Places (PSP) Program Manager Beth Dawson introduced Bryan Dyer, Community Development Director for the City of Merriam, Kansas. Bryan Dyer reviewed the Shawnee Mission Parkway (SMP) Corridor Plan (2013) and the Downtown Merriam Drive Corridor Plan (2021). The SMP Corridor Plan allowed the city to set expectations on redevelopment for the vacated Kmart site, and the Downtown Merriam Drive Plan addressed the recently completed 2040 Comprehensive Improvement Plan, in which residents expressed a desire to redevelop downtown.

The SMP Corridor Plan included a partnership with the Johnson County library at that location, and redevelopment opportunities have led to an interest in a pedestrian connection to the north and south sides of SMP. The development area includes apartment housing, retail and restaurant space, and multimodal access. The Downtown Merriam Drive Corridor Plan includes an entryway feature, reconfiguring the roadway, making it more bicycle/pedestrian accessible, and an overall vision that adheres to their Comprehensive Plan.

In response to questions from the committee, Mr. Dyer commented that in the SMP Corridor Plan, apartment parking ratios are 1-1.5 per unit, and as a new development their parking is less than city code requirements. Parking facilities are under the apartment complexes, and also serve as a retaining wall for the change in grade. A new bus transit station is included in the plan, and they hope the increase in residents and transit will lead to increased bus service to that area. Pedestrian connections were also discussed.

8) *REPORT: Carbon Reduction Program Update*

Co-Chair Jones introduced Karen Clawson, Principal Planner and Air Quality Program Manager, to present on the Carbon Reduction Program (CRP). The CRP is a new programming process, and Ms. Clawson reviewed the applications received from 22 local governments and organizations across the region. Ms. Clawson highlighted three project types; bicycle pedestrian (which made up half of the applications), transit, and green infrastructure. When developing the CRP, the preliminary workgroup targeted these three types to receive at least 50% of funding; applications received in these categories totaled 91% of available funding, easily meeting that desired threshold.

Ms. Clawson briefly reviewed applications received, as well as scoring approach. She also shared the programming schedule, which includes presenting recommendations to TTPC at the September 19th meeting.

Discussion followed, clarifying the scoring process and how committee chairs and MARC staff worked together to appoint members from various committees to the workgroup to develop the scoring criteria. Developing this new program was somewhat expedited in order to work with both Kansas and Missouri to manage balances of unobligated federal funds, so creating a new funding process was driven by the fact that funding needed to be programmed and added to the TIP quickly. Long-standing criteria for each of the application categories is similar to what is used by other committees. Timing of calls for projects was discussed, with Matt Nolker noting that stacking funding opportunities in a short time frame was difficult for municipalities with small staff. In the past, programming committees have expressed support in condensing calls for projects to minimize the number of deadlines needing to be tracked. In response to additional questions, Ms. Clawson clarified that the CRP focuses on carbon dioxide, as calculators available don't produce numbers for carbon dioxide equivalents. Metrics are available from the Federal Highway Administration (FHWA), but MARC staff are available to offer methodology to provide consistency if needed.

9) *REPORT: Functional Classification System Call for Changes*

Principal Planner Selina Zapata Bur reviewed the Functional Classification system, which groups streets and highways based on traffic service and determines which roads/highways are eligible for federal transportation funds. High levels of access (opportunity for entry/exit) on local roads are bridged via collectors to arterials with high levels of mobility (higher speeds/longer distances). Collectors are classified as minor or major. FHWA recommends updating Functional Classification system continually and provides general guidelines. Calls for changes occur twice a year, and the 2023 Fall Call for Changes is currently open (the next will open in January of 2024). Committee members are encouraged to review the functional classifications in their jurisdictions, and to look ahead to Calls for Projects and to ensure any necessary changes are made before applying for funding.

10) *Other Business*

Ron Achelpohl updated the committee on the Ray County Work Group, which plans to review and develop a draft recommendation for the TTPC to consider at the August meeting.

11) *Adjournment*

Co-Chair Jones called for a motion to adjourn the meeting. Mayor Mike McDonough motioned to adjourn, and was seconded by Sabin Yanez. The motion passed and the meeting adjourned.

TTPC AGENDA REPORT

August 2023
Item No. 3

ISSUE:

VOTE: Ray County Request to Enter the Metropolitan Planning Area

BACKGROUND:

Ray County, Missouri is a founding member of the Mid-America Regional Council and is an active participant in the region's area agency on aging, emergency management and 911 systems, solid waste management district and other initiatives. County officials have recently requested MARC to expand the planning area of MARC's metropolitan planning organization (MPO) for transportation to include Ray County.

Metropolitan planning area (MPA) boundaries are established and may be adjusted by agreement between the Governor and MPO. These boundaries must include the region's existing urbanized area and any areas estimated to become urbanized within the next 20 years but may also be expanded to encompass additional territory up to and including the entire metropolitan statistical area. While the 2020 Census did not extend the Kansas City urbanized area into Ray County, current federal regulations will require MARC and its planning partners to review the boundary and would allow the MPA boundary to extend into all or part of the county if agreeable to the affected parties. More information about potential impacts of this boundary change is included in the attached briefing paper.

POLICY CONSIDERATIONS:

Potential benefits to MARC would include the opportunity to expand transportation planning services to a MARC member county and its cities and to coordinate these services with other MARC programs. The proposed boundary change would also benefit the cities of Excelsior Springs and Lawson, Missouri which straddle the Clay-Ray County line by improving their ability to plan and coordinate transportation priorities with MARC and MoDOT.

Potential costs include increased competition for federal funds allocated to MARC and costs to expand the travel demand model and other technical tools and data. If added to the MPA, transportation projects in Ray County would need to be addressed in MARC planning products including the Metropolitan Transportation Plan, Transportation Improvement Program and Unified Planning Work Program.

Ray County would also need to become a signatory to the "Memorandum of Understanding Conducting the Continuing, cooperative and Comprehensive Transportation Planning Process for the Kansas City, MO-KS Metropolitan Area" last updated in 2018.

COMMITTEE ACTION:

To consider Ray County's request, staff established a work group of representatives from Cass, Clay, Jackson, Platte and Ray counties, the cities of Independence, Kansas City and Lee's Summit, and MoDOT to review information and develop a recommendation for TTPC and the MARC Board of Directors. This work group met June 30, 2023, to identify and discuss policy, technical and funding issues and concerns to research, and again on July 18, 2023, to develop this recommendation for TTPC.

BUDGET CONSIDERATIONS:

The proposed boundary change will not impact the amount of Federal transportation funds suballocated to MARC, however, there may be a modest increase in the amount of MoDOT funds distributed to the region through the Missouri Highways and Transportation Commission distribution formula for state-system projects.

RELATED JURISDICTIONS:

MARC member cities and counties in Missouri.

RECOMMENDATION:

Approve change to the MARC Metropolitan Planning Area boundary to add the entirety of Ray County.

STAFF CONTACT:

Ron Achelpohl

Considerations for Potential Ray County Membership in MARC Metropolitan Planning Organization

Background

Ray County, Missouri is a founding member of the Mid-America Regional Council and is an active participant in the region's area agency on aging, emergency management and 911 systems, solid waste management district and other initiatives. However, the county is not a member of MARC's metropolitan planning organization (MPO) for transportation.

MPOs are responsible for conducting cooperative transportation planning process in partnership with their states, local governments, public transportation providers and other stakeholders to provide frameworks for the investment of federal surface transportation funds in eligible projects and programs. In areas over 200,000 population additional responsibilities including authority to program federal funds allocated to the region.

Under the federal Infrastructure Investment and Jobs Act (IIJA), MPOs are required to be designated in metropolitan areas with populations greater than 50,000 "...by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population, as named by the Bureau of the Census) or in accordance with procedures established by applicable State or local law."¹

Metropolitan planning area (MPA) boundaries are established and may be adjusted by agreement between the Governor and MPO². These boundaries must include the region's existing urbanized area and any areas estimated to become urbanized within the next 20 years but may also be expanded to encompass additional territory up to and including the entire metropolitan statistical area. Furthermore, "(t)he MPO (in cooperation with the State and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s), and shall adjust them as necessary."³

While the 2020 Census did not extend the Kansas City urbanized area into Ray county, current federal regulations will require MARC and its planning partners to review the boundary and would allow the boundary to extend into all or part of the county if agreeable to the affected parties.

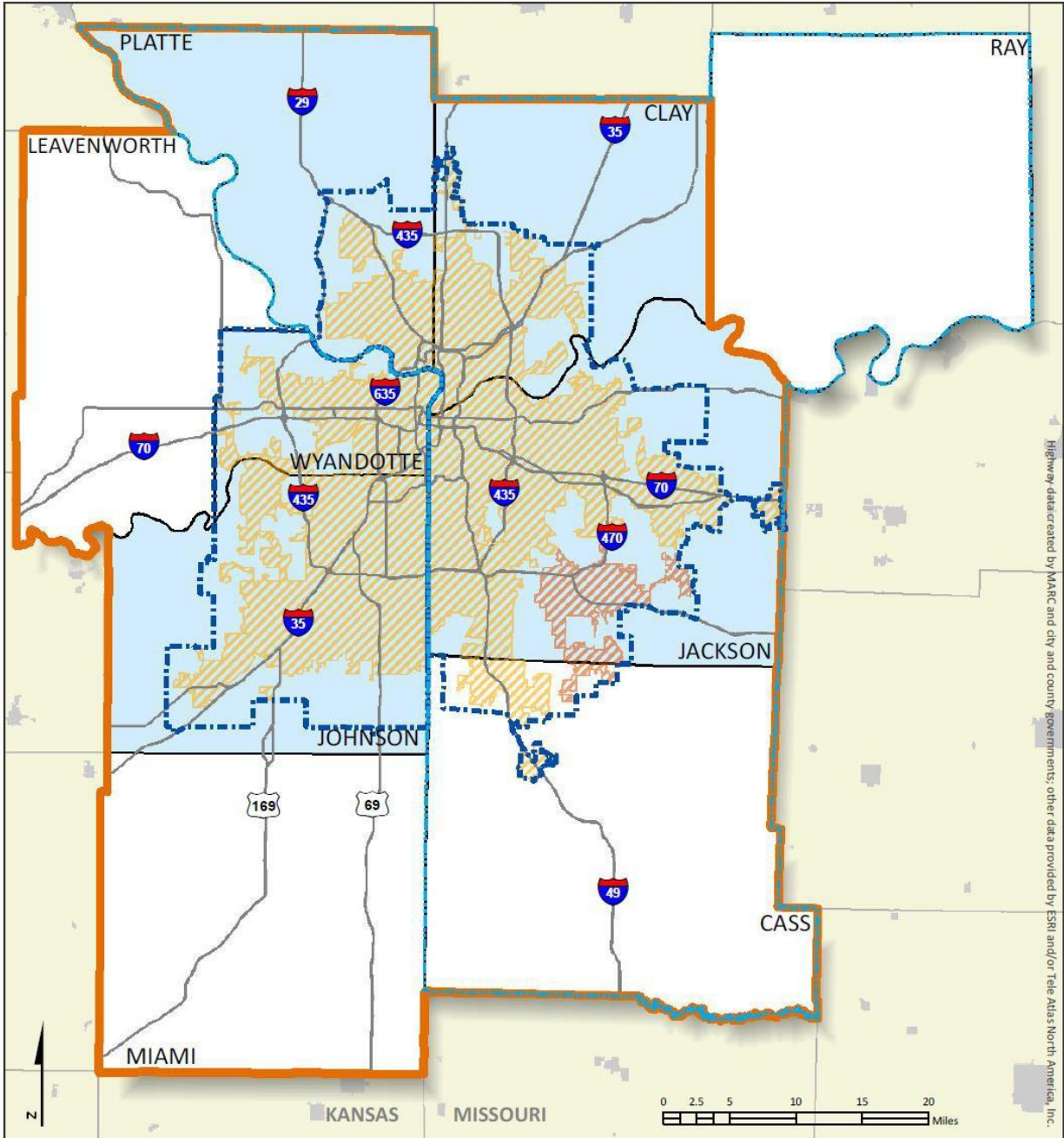
MARC has modified the membership and MPA for the MPO three times since 1991. In 2009, at the request of Leavenworth County in Kansas and Clay and Platte Counties in Missouri, the planning area boundary was extended to include the entirety of each county. In 2006 Miami County, Kansas joined MARC and in 2015, at the county's request the MPA was extended to include the entire county. In the 2010 Census, the urbanized area extended into a small portion of Lafayette County, Missouri and so the MPO boundary was also adjusted as required to include this area in 2015. The current MPO boundary is shown below.









¹ 23 CFR 450.310

² 23 CFR 450.312

³ ibid

Regional Planning Boundaries in Greater Kansas City



<ul style="list-style-type: none">  RPC (Regional Planning Commission) Boundary  FHWA Adjusted Urban Area Boundary (2012)  MPO (Metropolitan Planning Organization Boundary)  Air Quality Boundary 	<p>Urbanized Areas (2010)</p> <ul style="list-style-type: none">  Kansas City, MO--KS Urbanized Area  Lee's Summit, MO Urbanized Area  Counties 	<p>JANUARY 2014</p>  <p>More information and land use policy available at www.marc.org/gis</p>
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Process to consider changes to MPO membership

All previous changes to MPO membership, other than the required adjustment in Lafayette County in 2015, have been initiated by request of the relevant local governments. MARC is open to discussion about expanding the MPO but does not actively seek to expand its membership to new areas unless voluntarily requested to do so or required to by law.

Upon request, MARC will provide information about the benefits and costs of MPO membership to interested jurisdictions, assess relevant economic, demographic and transportation data to evaluate planning rationale for expanding the MPA and facilitate discussions with state and local planning partners before considering any changes.

Potential benefits and costs for Ray County

Benefits	Costs
MARC support for multimodal transportation planning and state and federal project prioritization as transportation needs shift in response to an evolving economy and new technologies.	MPO planning requirements for federal projects: <ul style="list-style-type: none"> • Consistency with Metropolitan Transportation Plan • Inclusion in MARC Transportation Improvement Program
Opportunity to compete for federal MPO funds: <ul style="list-style-type: none"> • Surface Transportation Block Grant (STBG) program (formerly STP) • STBG Set-aside program (formerly TAP) • Planning Sustainable Places program 	Loss of access to Statewide STBG set-aside funds.
Access to MoDOT KC District Urban funds for state-system projects. (Transfer of approximately \$3.7 million from rural to urban counties in KC District starting in SFY 2025.)	Loss of access to MoDOT KC District Rural funds.
Voting membership on MARC transportation Committees.	

Potential benefits and costs for MARC

Benefits	Costs
Opportunity for expanded service to existing MARC member county and cities.	Costs to expand travel demand model and other technical tools and data.
Opportunity to coordinate existing services in Ray County with transportation planning.	Increased competition for federal funds for existing MARC MPO members.
Improved coordination for Excelsior Springs and Lawson, MO which currently straddle the MPA Boundary.	

Potential benefits and costs for MoDOT

Benefits	Costs
Strengthen planning partnership with Ray County jurisdictions.	Adjustments to funding formula calculations, performance data collection and reporting.

For more information, please contact Ron Achelpohl, MARC’s director of transportation & environment, at rona@marc.com or (816) 701-8327.

TTPC AGENDA REPORT

August 2023
Item No. 4

ISSUE:

REPORT: KC Scout and Operation Green Light Update

BACKGROUND:

Kansas City Scout is the nation's first and only bi-state traffic management system. Funded by both KDOT and MoDOT, the mission is to enhance safety and improve traffic reliability while reducing congestion, fuel consumption and air pollutants throughout the bi-state area. This task is coordinated through the 9 different functional areas of KC Scout that include: Traffic Management Center, Incident Management, Project Delivery, Traffic Engineering, Internal Network, External Network, Underground Locates, KDOT Liaison Support and other Support teams (Financial and Communications). Real time video and roadside messages are delivered to our customers by utilizing over 320 cameras and nearly 90 Dynamic Message Sign (DMS) boards located along the metro roadways. This vital information can also be found on our website (www.kcscout.net) and Scout traffic app.

A few highlights of KC Scout include:

- Hosting a June 14, 2023 Collaboration Celebration honoring a combined 94 years of service for:
 - MoDOT Emergency Response - 30 years
 - KDOT/Kansas Highway Patrol Motorist Assist - 29 years
 - KC Scout - 20 years
 - MARC Operation Green Light - 15 years
- Participation in the NFL Draft Command Center and helping to monitor added highway traffic downtown and the surrounding area
- Past Innovations
 - Pothole CPR is a tool that allows customers to quickly and accurately report potholes via the WAZE™ app
 - Digital Alert System is a technology that enables emergency response vehicles to send real warnings to nearby motorists through apps such as WAZE™
 - JAWS is a vehicle mounted debris removal system that allows employees to safely remove roadway debris without getting out of the truck
- Current Construction Projects
 - Replacing end-of-life DMS with color DMS boards
 - Updating end-of-life CCTV cameras to those affording better night vision
 - Replacing end-of-life network communications equipment in roadside cabinets

Real Time information can be found 24/7/365 at www.kcscout.net and on our KCScout traffic app.

Operation Green Light (OGL) joined the Collaboration Celebration honoring the milestone efforts. OGL officially celebrated its 15 years of full operation working with KC Scout and had limited operations as early as 2005 as the program was built out. The program has grown to support over 750 signals and 27 partner agencies. Current efforts include ongoing signal

timing work, software enhancements, updated technology plan and a recent award from USDOT Smart grant program of \$734,000.

Details of the program can be found on [MARC's website](#) which includes OGL's strategic plan, partner agencies, traffic signal basics and a GIS map of the regions traffic signals.

POLICY CONSIDERATIONS:

Both KC Scout and Operation Green Light support regional goals for public health and safety, healthy environment, economic vitality and data and technology as articulated in the *Connected KC 2050* regional transportation plan.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl
Ray Webb

TTPC AGENDA REPORT

August 2023
Item No. 5

ISSUE:

REPORT: Regional Mobility Initiatives

BACKGROUND:

A number of app-based on demand services commonly referred to as “microtransit” are currently provided by various entities in the Kansas City Region. These public ride hailing services can increase access to larger geographic areas that are often harder to reach with fixed route services. In our region, these services include:

- [RideKC IRIS](#)
- [Johnson County 499 Micro Transit](#)
- [KCK/Wyandotte County \(199 Micro Transit\)](#)
- [RideLV \(Leavenworth\)](#)

At this month’s TTPC Meeting, Tyler Means from the KCATA and Josh Powers from Johnson County Transit will be available to provide additional information about these services. This report will include a discussion on the role microtransit can play in delivery of public transportation options. The speakers will also discuss other items such as coverage area, coordination with fixed route transit services, costs of services and ridership statistics, etc.

POLICY CONSIDERATIONS:

Microtransit services provide on-demand ride hailing options and can support advancement of strategies identified in the KC Smart Moves plan.

RELATED JURISDICTIONS:

Areas served by KCATA in Kansas City, Gladstone, Riverside and North Kansas City, Missouri.
Areas served by Microtransit services in Johnson County, Kansas.

RECOMMENDATION:

None. Information Only.

COMMITTEE ACTION:

None. Information only.

STAFF CONTACT:

Martin Rivarola
Tyler Means (KCATA)
Josh Powers (Johnson County)

TTPC AGENDA REPORT

August 2023
Item No. 6

ISSUE:

REPORT: KCI Airport Public Transit Action Plan

BACKGROUND:

MARC is collaborating with the Kansas City Area Transportation Authority (KCATA), the City of Kansas City (MO), KC Aviation Dept and a number of other regional partners on the **Kansas City International (KCI) Airport Public Transit Services Action Plan**. The goal of this plan is to evaluate public transit options to serve transportation needs to/from the airport. The plan will seek to identify flexible and scalable enhanced services for a variety of potential users including workforce, residents and travelers for business, recreation and large public events.

With the opening of the new KCI terminal in 2023, the recent success of the 2023 NFL Draft, and the upcoming 2026 FIFA World Cup, Kansas City is poised as a premier destination for arts, entertainment and culture. The demand is more pressing for a reliable, accessible, and multimodal public rapid transit system that serves KCI, surrounding area businesses and key destinations around the region.

The planning team has concluded the initial fact-finding phases of work and is currently in the process of developing some service improvement strategies. Initial public engagement has been scheduled. Main key future efforts include:

- **MARC Board & TTPC-Open House preview**. August 22nd 1:30-2pm. Location: MARC Offices.
- **Public Open House** - August 22nd 4-6pm. Location: MARC Offices.
- **Online Public Meeting** - Kicks off August 22nd (approximately 2+ weeks).

During this month's TTPC Meeting, staff will provide a status briefing on this initiative, including major upcoming milestones.

POLICY CONSIDERATIONS:

This action plan would develop an implementation strategy for key services as outlined in the KC Smart Moves plan.

RELATED JURISDICTIONS:

7-county service area for transit agencies in region, including Jackson, Platte, Clay and Cass counties in Missouri and Wyandotte, Johnson and Leavenworth Counties in Kansas.

RECOMMENDATION:

None. Information Only.

COMMITTEE ACTION:

This work was included in the MARC Board approved Transportation Unified Planning Work Program (UPWP). The UPWP was approved on November 22, 2022.

STAFF CONTACT:

Martin Rivarola
Tyler Means (KCATA)

TTPC AGENDA REPORT

August 2023
Item No. 7

ISSUE:

REPORT: Congestion Management Policy & Toolbox and Complete Streets Policy Updates

BACKGROUND:

MARC has initiated an update of the [Congestion Management Policy](#), which describes MARC's Congestion Management Process, a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region's multi-modal transportation systems; evaluating and recommending alternative strategies to manage current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage congestion. The CMP also responds to requirements set forth by federal transportation legislation (23 CFR 450.320).

A policy update is required in coordination with updates to the metropolitan transportation plan, and review and update of the [Congestion Management Toolbox](#) is recommended at least every four years.

The [Complete Streets Policy](#) applies to MARC's planning processes, including the programming of suballocated federal transportation funds. It seeks the implementation of Complete Streets, which are "streets, highways, bridges and facilities that are planned, designed, operated and maintained for the needs and safety of all users along and across the entire public right of way. This includes people of all ages and abilities who are walking; using powered, street-legal vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or mobility aids; and freight shippers. Complete Streets integrate contextually-appropriate green infrastructure techniques."

A re-evaluation of the policy before each new or updated metropolitan transportation plan is stipulated by the Complete Streets Policy itself. There is also an opportunity to integrate the [Complete Streets Network Assessment](#) into the policy.

POLICY CONSIDERATIONS:

Staff are soliciting comments and ideas from MARC committees and stakeholders about ways to update the Congestion Management Policy & Toolbox and Complete Streets Policy.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

Staff has solicited input from MARC committees and stakeholders to frame forthcoming discussions with a workgroup. TTPC members and interested parties are invited to participate in the workgroup. The workgroup will dive more into the updates to both the Congestion Management and Complete Streets Policies, as well as the Congestion Management Toolbox.

Dates/Times

August 23, 12-2pm

August 30, 12-2pm

Email sbur@marc.org or ptrouba@marc.org by 5pm on August 15th to volunteer. Volunteers will be notified by August 18th regarding participation in the workgroup.

An update to these policies will be presented to MARC committees in September through October 2023 and to TTPC for approval by December 2023.

A survey for committee members and stakeholders to provide additional input can be found [here](#).

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Selina Zapata Bur

Patrick Trouba

TTPC AGENDA REPORT

August 2023
Item No. 8

ISSUE:

REPORT: Public Participation Plan Update

BACKGROUND:

The Public Participation Plan (PPP) guides the public engagement processes and activities of the Mid-America Regional Council's Transportation and Environment Planning Department. The PPP provides a framework that guides public involvement in transportation planning projects; and specifies goals, strategies, and techniques that encourage successful public participation.

The intention of this update is to review the current plan and focus update areas on the commitment to public participation, the approach to public participation, and tools and techniques. Public Participation Plans from peer and other MPOs are being reviewed to identify update opportunities, and other resources from the FTA and IAP2 are being reviewed as part of the update.

The last plan update was adopted in December 2020 during the COVID-19 pandemic. Attention within the review and update will focus on the learned knowledge from the virtual engagement activities during the pandemic, to guide recommended engagement strategies in the future. This plan is to be updated every three years.

During this month's TTPC meeting, staff will provide a brief overview of the update's objectives, scope, and update schedule.

POLICY CONSIDERATIONS:

Plan update will consider new and revised public engagement goals and strategies for MARC planning activities from 2024 to 2026.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Jonathan Feverston