



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, September 19, 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 August 15, 2023*
3. VOTE: Carbon Reduction Program Recommendations*
4. VOTE: Draft 2024-2028 Transportation Improvement Program*
5. VOTE: 2023 Unified Planning Work Program – Amendment #2*
6. REPORT: Public Participation Plan Update
7. REPORT: RideshareKC Update: Launch of New Brand, Trip Planner, and Strategy Refresh
8. REPORT: Connected KC 2050 Update on Completed/Upcoming Milestones
9. REPORT: Regional Activity Center Map Update
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 September 18, 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
August 15, 2023
Meeting Summary

Members, Alternates Present-Representing

Co-Chair Commissioner Janeé Hanzlick,
Johnson County, KS
Co-Chair Mayor Leonard Jones, Jackson
County, MO Municipalities
Lorraine Basalo, Overland Park, KS
Cecelie Cochran, FHWA - MO
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
Jeff Hardy, MoDOT
Bob Heim, Platte County, MO
AJ Herrman, Kansas City, MO
Patty Hilderbrand, Kansas City, MO
Dick Jarrold, KCATA
Lee Kellenberger, Johnson County, KS
Michael Kelley, BikeWalkKC
Matthew Kleinmann, HETF Wyandotte County
Paul Kramer, Leavenworth County, KS
Municipalities
Mayor Norman Larkey, Cass County, MO
Municipalities
Lane Massey, Johnson County, KS Municipalities
Councilmember Bridget McCandless,
Independence, MO
Mayor Mike McDonough, Jackson County, MO
Municipalities
Janet McRae, Miami County, KS
Bill Noll, Leavenworth County, KS
Commissioner Jerry Nolte, Clay County, MO
Adam Norris, Independence, MO
Tawn Nugent, WTS
Luz Ortiz, HETF Wyandotte County
Michael Park, Lee's Summit, MO
Josh Powers, Johnson County, KS
Lisa Reynolds, Independence, MO
Eric Rogers, BikeWalkKC
Mayor Kathy Rose, Platte County, MO
Municipalities
Brian Shields, Overland Park, KS
Michele Silsbee, Miami County, KS
Municipalities
Michael Spickelmier, Leavenworth County, KS
Municipalities
Geoffrey Vohs, Johnson County, KS
Beth Wright, Olathe, KS
Sabin Yanez, Northland Chamber of Commerce

Others Present

Santos Arellano, Platte County EDC
Iain Blair, HDR
Tom Degenhardt, Blue Springs, MO
John Findlay, Liberty, MO
James Gorham, Richmond, MO
Randy Gorton, BHC
Mark Green, Independence, MO
Katie Jardieu, MoDOT
Randy Johnson, KC Scout
Sarah Long, MoDOT
Haden Mattke, Belton, MO
Ron McLinden
Tyler Means, KCATA
Andrew Ngui, Kansas City, MO
Britni O'Connor, MoDOT
Jeff Penfield, Lee's Summit, MO
Greg Rokos, Belton, MO
Melissa Schmitz, MoDOT
Allison Smith, KDOT
Brett Wood, GBA
Juan Yin, MoDOT

MARC Staff Present

Ron Achelpohl, Director of Transportation &
Environment
Megan Broll, Transportation Program Assistant
Beth Dawson, Principal Planner
Raymart Dinglas, Public Affairs Coordinator II
Jonathan Feverston, Transportation Planner II
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Tom Jacobs, Environmental Program Director
Kate Ludwig, Environmental Program Assistant
Doug Norsby, Air Quality Planner III
Raquel Ordonez, Transportation Intern
Martin Rivarola, Asst. Director of
Transportation & Land Use
Patrick Trouba, Transportation Planner II
Ryan Umberger, Transportation Planner II
Ray Webb, Manager of Traffic Operations,
Operation Green Light
Josh Woody, Transportation Intern
Selina Zapata Bur, Principal Planner

1) Welcome/Introductions

Kansas Co-Chair Commissioner Janeé Hanzlick called the meeting to order. Online guests were asked to introduce themselves in the chat, and self-introductions for in-person attendees followed. New community members were announced, and Co-Chair Hanzlick welcomed Luz Ortiz from Health Equity Task Force of Wyandotte County and Tawn Nugent of WTS. BikeWalkKC and Northland Regional Chamber of Commerce maintained the remaining community seats, and Co-Chair Hanzlick thanked outgoing community members for their service.

2) Approval of July 18, 2023, Meeting Summary

Co-Chair Hanzlick corrected Item 3 of the meeting summary to show “Co-Chair Jones” in place of “Co-Chair Adams.” No other corrections were suggested.

Committee Action:

Bridget McCandless motioned to approve the meeting summary with corrections. **Josh Powers** seconded the motion and the motion passed.

3) VOTE: Ray County Request to Enter the Metropolitan Planning Area

Co-Chair Hanzlick introduced Ron Achelpohl, Director of Transportation & Environment, to review the item. Mr. Achelpohl briefly reviewed Ray County’s involvement with MARC and information that was previously shared with the committee at the May TTPC meeting. Mr. Achelpohl also reviewed potential impacts, including minor changes to MoDOT fund distribution (but no impact to USDOT fund distribution). This recommendation and agenda item is only to approve the change to the MARC Metropolitan Planning Area boundary to add the entirety of Ray County; bylaws regarding voting status will be addressed at the September TTPC meeting.

Dick Jarrold confirmed that there would be no impact on federal funds, but asked which funds would be affected by the change. Mr. Achelpohl listed Surface Transportation Block Grant (STBG) funds, STBG Set Aside funds, and Carbon Reduction Program (CRP) funds (Ray County was not eligible for the current CRP call for projects but would be next year). Tom Gerend asked if there will be a need to amend the current Metropolitan Transportation Plan (MTP). Mr. Achelpohl noted that moving MoDOT projects from the state STP to the MARC TIP will require amendments, and MARC plans to incorporate this change in the update of the new MTP. Mayor Kathy Rose asked to compare population; Miami County is about 35,000 and Ray County is about 25,000.

Committee Action:

Sabin Yanez moved to approve changing the MARC Metropolitan Planning Area to include the entirety of Ray County, and **Janet McRae** seconded the motion. There were no objections and the motion passed.

4) REPORT: KC Scout & Operation Green Light Update

Mr. Achelpohl introduced Randy Johnson, Traffic Operations Center Manager for Kansas City Scout, and Ray Webb, Operation Green Light Manager. Randy Johnson highlighted the 94 years of combined service through MoDOT Emergency Response (30 years), KDOT/KHP Motorist Assist (29 years), KC Scout (20 years), and MARC’s Operation Green Light (15 years), and took time to recognize committee members Sabin Yanez and Beth Wright for their early involvement with KC Scout. KC Scout is funded by KDOT and MoDOT, and Mr. Johnson described recent projects and innovations such as helping monitor traffic during the NFL

Draft, development and implementation of the JAWS device (which allows for safe removal of road debris), and technology updates that allow for emergency warnings and pothole reporting. For asset management, KC Scout is updating dynamic message sign (DMS) boards to allow for quickly recognizable signage and replacing old communications and camera equipment. For the Move Over Law, KC Scout partnered with the Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA) to create a program to automatically collect data for motorists moving aside for emergency vehicles, which was previously done manually.

Ray Webb reviewed the Operation Green Light (OGL) program and highlighted the long years of service for OGL staff. OGL owns and maintains over 1200 pieces of network equipment; it is unique for an MPO to be in charge of signal operations and have a singular product shared throughout the region, which helps increase cost efficiency for the region. Private companies have improved performance measures available for arterial roadways, and in addition to KDOT and MoDOT funding, OGL has received a grant from the US DOT for \$734,000.

Co-Chair Hanzlick asked if there was a plan in place for publicizing the Move Over Law, and Mr. Johnson replied that NHTSA typically covers that information and KC Scout, KDOT, and MoDOT did not have plans yet, but that Emergency Response Week in November would be a great time for sharing that information with the region.

5) *REPORT: Regional Mobility Initiatives*

Co-Chair Hanzlick invited Martin Rivarola, Assistant Director of Transportation and Land Use Planning, to introduce guest speakers for this agenda item. Mr. Rivarola defined microtransit as app-based on-demand transportation services, provided by a number of different agencies throughout the region. These public ride-hailing programs can provide services to larger geographic areas that can be hard to serve with existing transit services. Mr. Rivarola introduced Tyler Means, Chief Mobility and Strategy Officer with KCATA, and Josh Powers, Director of Transit Division with Johnson County (and TTPC member).

Tyler Means started his presentation on IRIS on-demand services in Kansas City, MO, and noted that IRIS is also present (and very successful) in the city of Leavenworth, and a variety of microtransit services are available in Wyandotte County. Kansas City contracts with KCATA to manage IRIS services on their behalf, which began operation in March of 2023. IRIS services in Kansas City were expanded to accommodate the NFL Draft in April, then in July of 2023, KCATA adjusted the model used earlier in the year to use larger zones in an expanded service area. After July, service usage dramatically increased. Connecting IRIS users to fixed route locations through transfer points helps drive ridership and helps reach people who previously didn't have access to the transit system. Shared rides are also increasing, helping add efficiency to the system. Evaluating usage along common routes will help show potential opportunities for fixed route planning in the future.

Committee members asked about incentivizing rides to fixed route locations; rides are free to fixed route transfer points. The service is open to the public (usage does not require a means test), vehicles can accommodate from 4-6 based on vehicle type, and riders can request vehicles with a bike rack or wheelchair accessibility (roughly half the fleet is ADA accessible). Shared rides are encouraged and allow for tax benefits. KCATA put out an RFP for a multi-modal trip planner that allows for mapping fixed-route, bike share, and microtransit services in one place. Committee members expressed appreciation for how microtransit services can

accommodate less dense areas like the Northland and provide safe and flexible options to residents.

In combination with promoting shared rides, IRIS vehicles stage near transfer points to help mitigate deadhead miles/inefficiencies; IRIS does not pick up door-to-door, and riders may be up to a quarter mile away from any given pick-up point. KCATA has set stipulations for trip time and pickup time, and reporting helps show how many rides perform within those targets; reporting and algorithm forecasting help inform KCATA of how many vehicles are needed for current service or potential expansion (they currently have a fleet of 30 vehicles). Service costs are difficult to determine as a collective whole, but average per trip went from \$237 in March to under \$80 now (para-transit costs per ride are higher), and Mr. Means expects the cost per trip to continue dropping over the next year to below \$30 per trip, making it a viable solution for transit for both cost and flexibility (especially for those needing ADA accommodations). Local funding dollars currently offset the difference between cost per ride and rider fares; language to include federal funding was included in the original bid but has not been utilized yet. There is no active planning for advanced air mobility currently underway.

Josh Powers presented on microtransit in Johnson County, which is contracted with WHC. Contrary to IRIS, their contract has no set number of vehicles but can flex based on needs. The service was implemented quickly and aggressively in 2019, and after multiple expansions has spread across a large service area, which considerably limits the ability for shared rides.

Problems encountered are no-shows and riders attempting to gain faster pickups by double booking or cancelling and rebooking rides (the county is working with the software provider to address that issue). After their last service area expansion in July 2022, productivity fell. Mr. Powers noted that offering convenient, low fare microtransit service has unintentionally led to the cannibalization of their fixed route service. To address this, they intend to pursue some new policy decisions (raising fares, incentivizing connections to fixed transit, geographic limitations tied to fares). While Johnson County offers trips to Ward Parkway and the Plaza, IRIS does not currently have routes that cross into Kansas. KCATA hopes to build connections with other counties and municipalities in the future once the service becomes more established.

6) *REPORT: KCI Airport Public Transit Action Plan*

Martin Rivarola noted the recent attention and investment in Kansas City as a destination/host city, and existing gaps to connect the airport to destinations around the region. A six-month planning process to identify regional transit service investment strategies was launched earlier this year and involves a number of key partners around the region. Mr. Rivarola reviewed the scope of the process and public engagement efforts and reminded the committee of upcoming outreach events: an open house preview for MARC Board and TTPC members is scheduled for August 22nd from 1:30-2:00pm at the MARC offices, with a public open house to follow that afternoon and evening. This event will kick off the online public meeting and accompanying survey. An action plan is expected to be ready for action by the TTPC by the end of this year. More information is available at www.marc.org/KCITransitActionPlan.

7) *REPORT: Congestion Management Policy & Toolbox and Complete Streets Policy Updates*

Co-Chair Hanzlick introduced Principal Planner Selina Zapata Bur and Transportation Planner II Patrick Trouba. Ms. Zapata Bur explained the Congestion Management Process (CMP), and that the CMP is integrated with the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) and is due for an update. The Congestion Management Toolbox is also recommended for an update. Ms. Zapata Bur outlined the steps and schedule of the process, and reviewed input collected from MARC committees on the functionality of the current CMP Policy, and elements to explore and improve.

Mr. Trouba reviewed the Complete Streets Policy, defining Complete Streets and highlighting important aspects of the policy. The update allows for integration of the Complete Streets Network Assessment, as well as an opportunity to review policy language and assess compliance. Input on the Complete Streets Policy was also collected from MARC committees, and comments included interest in design guides, freight and land use, and the importance of place-making elements and tree canopy. Mr. Trouba noted that opinions differed by committee regarding how well each mode has been served by the Complete Streets Policy.

The Congestion Management Process Policy will be updated alongside the Complete Streets Policy. A work group will review the updates for both policies as well as the Congestion Management Toolbox, and committee members are invited to participate (current work group meeting dates are August 23rd and August 30th). Drafts are expected to be presented to TTPC for review and approval by the end of this year.

8) *REPORT: Public Participation Plan Update*

Due to time constraints, this item was postponed to the September TTPC meeting.

9) *Other Business*

Ron Achelpohl promoted a training opportunity for Uncrewed Aircraft Systems Training, hosted by K-State and MARC. This drone training is funded by KDOT and is offered September 18-22 in Olathe and is expected to be offered again in the spring.

Tyler Means announced a KCATA open house to be held August 22nd at 3pm (prior to the KCI open house) at 1824 Paseo Boulevard. This event is to report KCATA activities to the community.

10) *Adjournment*

Co-Chair Hanzlick called for a motion to adjourn the meeting. Janet McRae motioned to adjourn, which was seconded by Sabin Yanez. The motion passed and the meeting adjourned.

TTPC AGENDA REPORT

September 2023
Item No. 3

ISSUE:

VOTE: Carbon Reduction Program Recommendations

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 scored 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 were first provided to the Carbon Reduction Workgroup in preparation for a meeting on Wednesday, July 26th. At the meeting representatives from TTPC, Air Quality Forum, Sustainable Places Policy Committee, the Climate and Environment Council, and the Kansas and Missouri STP Committees were briefed on previous Carbon Reduction Program efforts, project scores, and scopes. The workgroup voted to accept the scoring as recommended by staff; they also discussed potential funding scenarios for Kansas project applications. Prior to adjourning, the workgroup voted to split the cost of two buses for the KCATA Electric Buses and Charging Infrastructure and Training project. The Workgroup reconvened on Friday, August 4th where they recommended funding for Kansas and Missouri projects as shown in Attachment A.

POLICY CONSIDERATIONS:

Program funds will support implementation of relevant carbon reduction 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.

COMMITTEE ACTION:

The workgroup's recommendations were recommended for approval by the Climate and Environment Council and Sustainable Places Policy Committee, unanimously at meetings on August 25th and September 8th, respectively. The item is scheduled to be heard by the Air Quality Forum on September 11th before being considered by the MARC Board in September and October.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the recommended program of projects.

STAFF CONTACT:

Karen Clawson
Ryan Umberger
Tom Jacobs
Martin Rivarola

2023 Carbon Reduction Program Workgroup Recommendation

September 19, 2023 Total Transportation Policy Committee meeting

Kansas

Project Sponsor	Project Name	Carbon Redux		Requested Funding	Recommended Funding
		Ranking	Total Score		
KCATA	Electric Buses and Charging Infrastructure and Training	1	86	\$1,932,000	\$1,320,000
Johnson County	"Connecting JOCO" -A Coordinated Public Electric Vehicle Infrastructure Pilot Project	4	81	\$1,791,416	\$1,433,000
City of Merriam	Citywide Streetlight LED Upgrades	2	71	\$1,115,908	\$522,867
Unified Government	Northeast KCK Heritage Trail	7	71	\$1,600,000	\$1,200,000
MARC	Johnson Drive Traffic Signal Enhancements	6	68	\$157,904	\$157,904
City of Overland Park	Sustainable Medians Pilot Project	10	67	\$192,000	\$150,000
City of Mission	Bike Share in Northeast Johnson County	9	66	\$503,046	\$503,046
City of Gardner	Gardner Traffic Signal Interconnect	5	64	\$240,000	\$240,000
City of Overland Park	Driver Feedback Sign Speed Management	3	57	\$100,000	\$100,000
City of Roeland Park	2025 Electric Street Sweeper Purchase	8	46	\$496,000	\$0

Missouri

Project Sponsor	Project Name	Carbon Redux		Requested Funding	Recommended Funding
		Ranking	Total Score		
KCATA	Electric Buses and Charging Infrastructure and Training	1	86	\$1,932,000	\$1,320,000
BikeWalkKC	Bike Share battery upgrades and NKC expansion	10	85	\$364,787	\$319,188
Heartland Conservation Alliance (in partnership with Foundation for Regeneration, MoDot, and Good Oa)	Cloverleaf Ramp Regeneration	2	81	\$100,000	\$0
City of Kansas City	Montgall Avenue Pedestrian Path	7	80	\$6,400,000	\$1,904,150
City of Independence	Truman Connected Phase 2	3	80	\$5,544,000	\$3,500,000
City of Gladstone	Vivion Road Trail	6	80	\$3,072,005	\$0
Kansas City Streetcar Authority	KC Streetcar Riverfront Extension	4	77	\$6,000,000	\$1,000,000
The City of Grandview	Blue Ridge Boulevard - Intersection Conversions	8	74	\$3,716,240	\$0
Platte County	Running Horse Road and NW 136th Street Shared Use Path Extension and Crosswalk	13	73	\$1,208,200	\$0
City of Liberty	Liberty Drive Sidewalk/Trail Missing Link Connection	11	70	\$400,000	\$250,000
City of Peculiar	Trail Crossings	9	69	\$20,000	\$20,000
Platte County	Route 152 Trail Segment 1 and 2	5	65	\$4,674,306	\$0
North Kansas City	Burlington Corridor Cycle Track	14	64	\$600,000	\$247,082
City of Lee's Summit	Mouse Creek Trail Arterial Crossing	12	58	\$760,000	\$0
City of Grandview	Transition to Electric Vehicles	16	55	\$80,000	\$0
City of Peculiar	EV Charging Station	15	50	\$8,000	\$0
City of Peculiar	Electric Vehicles	17	22	\$56,000	\$0

TTPC AGENDA REPORT

September 2023

Item No. 4

ISSUE:

VOTE: Draft 2024-2028 Transportation Improvement Program*

BACKGROUND:

MARC has prepared the Draft 2024-2028 Transportation Improvement Program (TIP) for public review and comment. The Draft TIP includes all federally funded surface transportation projects, and all regionally significant surface transportation projects regardless of funding source, planned for the Kansas City metropolitan area in Federal Fiscal Years 2024-2028.

The Draft 2028-2028 TIP has been developed by MARC in accordance with regulations contained in the Infrastructure and Investment Jobs Act (IIJA), the most recent legislation governing the federal transportation program. In accordance with these regulations the Draft 2024-2028 TIP includes:

- A financial plan that accounts for inflation and includes system-level estimates of operation & maintenance costs and revenues.
- An environmental justice analysis that examines transportation investments and other considerations.
- Discussion as to the effect of the programmed investments toward achieving performance targets.
- Visualization techniques to help convey information.

The complete Draft 2024-2028 Transportation Improvement Program is available for review at: <https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program>

POLICY CONSIDERATIONS:

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

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

That TTPC release the Draft 2024-2028 Transportation Improvement Program (TIP), including the Financial Plan and Environmental Justice analysis for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

September 2023
Item No. 5

ISSUE:

VOTE: 2023 Unified Planning Work Program - Amendment #2*

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.

The proposed 2023 *UPWP* Amendment #2 will make the following modifications:

- Add a new project (5.21) funded through the Reconnecting Communities Pilot Program
 - Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood - Lead Agency: City of Kansas City, Missouri Public Works
- Revise Appendix D as necessary to account for the inclusion of this project.

The revisions are detailed at: <https://www.marc.org/transportation/plans-and-studies/unified-planning-work-program>

POLICY CONSIDERATIONS

These revisions add federally funded activities to the UPWP and should be released for public review and comment.

BUDGET CONSIDERATIONS

The activities being added are funded through the Reconnecting Communities Pilot Program (RCP).

COMMITTEE ACTION

None.

RELATED JURISDICTIONS

This amendment adds federal funded transportation planning work in Kansas City, MO.

RECOMMENDATION

Approve the release of Amendment #2 to the 2023 Unified Planning Work Program for public review and comment.

STAFF CONTACT

Marc Hansen

2023 Unified Planning Work Program
Amendment #2 - Add New Activities

5.21 Reconnecting Kansas City: Repairing Connections for Kansas City’s Westside Neighborhood – Lead Agency: City of Kansas City, Missouri Public Works

Program Objectives

The Reconnecting Kansas City initiative is designed to address the issues created by the infrastructure programs of the past, and specifically will:

- Plan for the replacement of the aging I-35 viaduct.
- Designate and design multimodal connections within the Westside community and with the central business district.
- Create design solutions for Beardsley Road, connecting the Westside with the imminent economic and residential development in the West Bottoms.

Background/Previous Work

In previous generations, federal infrastructure programs were designed and constructed to further divide the Westside community from the central business district and bisect the neighborhood. In the late 1960s, I-35 was constructed at the eastern border of the neighborhood, cutting off connections between the residents and businesses in the Westside and the Central Business District. I-670 was constructed through the Westside in January 1990, bisecting the area creating a northern and southern section of the community. These infrastructure programs, combined with the railroad construction earlier in the century has created a community that is more disconnected and divided than any other community in Kansas City.

This project is complemented by several completed and ongoing projects including:

- Greater Downtown Area Plan
- Connected KC 2050
- Reconnect the Westside and Revitalization Plan
- West Pennway Community Street Redesign
- Southwest Boulevard Transportation Study, PSP initiated in 2023.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Project Management.* Manage the overall project execution, coordination, cost control, and quality control process (ongoing).
2. *ACTIVITY: Public Engagement.* : Develop and execute a robust and effective public engagement strategy to facilitate broad public input into the Plan (ongoing).
3. *ACTIVITY: Develop Conceptual Layouts and Costs.* Synthesize all inputs and leverage professional expertise and best practices to develop alternatives. (March 2025).
4. *ACTIVITY: Coordination.* Coordinate with project partners and FHWA on changes to the interstate system and compliance with NEPA. (July 2025).
5. *PRODUCT: Final Conceptual Plan and Cost Estimate.* Develop the final plan report, including implementation recommendations and supporting maps and graphics (January 2026).

Funding

Federal	\$1,058,620	FHWA-RCP-MO
Local	<u>\$ 264,655</u>	
Activity Total	\$1,323,275	

**APPENDIX D - SCHEDULE 1
FY 2023 FUNDING SUMMARY TABLE**

Work Element	STATE and LOCAL				Federal				Total	
	MARC	KDOT	MoDOT	Other	CPG Funds		Amount	Other Agency		
					KDOT ⁽¹⁾	MoDOT ⁽²⁾				
1.1	Transportation Administration	\$19,268				\$187,483	\$252,368		\$459,119	
1.2	Public Participation	\$10,464				\$101,824	\$137,061		\$249,349	
2.1	Land Use, Demographic & Comprehensive Planning	\$22,170				\$215,709	\$290,359		\$528,238	
2.2	Metropolitan Transportation Plan	\$13,759				\$133,871	\$180,199		\$327,829	
3.1	Transportation Modeling/Forecasting	\$41,816				\$406,881	\$547,684		\$996,381	
3.2	Transportation Research & Database Management	\$24,579				\$239,152	\$321,910		\$585,641	
3.3	Air Quality Planning	\$4,453				\$43,323	\$58,314		\$106,090	
3.4	Active Transportation	\$16,478				\$160,330	\$215,814		\$392,622	
3.5	Transportation Technology	\$1,686				\$16,402	\$22,076		\$40,164	
3.6	Transportation Safety Planning	\$4,377				\$42,584	\$57,315		\$104,276	
3.7	Congestion Management System	\$2,623				\$25,521	\$34,352		\$62,496	
3.8	Management & Operations Planning	\$1,841				\$17,915	\$24,114		\$43,870	
3.9	Performance Measurement & Target Setting	\$3,526				\$34,310	\$46,183		\$84,019	
4.1	Transportation Improvement Program	\$10,073				\$98,007	\$131,920		\$240,000	
5.1	RideKC Short-Range and Ongoing Transportation Planning				\$80,000			\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning				\$130,000			\$650,000	FTA 5307, 5309	\$780,000
5.3	Goods Movement/Freight Planning	\$3,654				\$35,556	\$47,861		\$87,071	
5.4	Corridor Studies	\$499				\$4,855	\$6,534		\$11,888	
5.5	Aviation Planning	\$109				\$1,060	\$1,425		\$2,594	
5.6	MoDOT Traffic Studies				\$350,527				\$350,527	
5.7	Economic Equity Value Atlas Regional Customization								\$71,000	
5.8	Comprehensive TOD Plan for the Prospect MAX Corridor ³							\$400,000	FTA TOD Pilot	\$500,000
5.9	Planning and Environmental Linkages (PEL) Study: I-35&I-29 ⁴				\$160,000	\$160,000		\$640,000	FHWA BUILD	\$960,000
5.10	Leavenworth County Surface Transportation Study ⁴				\$250,000	\$300,000				\$550,000
5.11	RideKC Bi-State Green Corridor Planning Investments ⁴							\$514,045	FTA Route Planning Restoration	\$514,045
5.12	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ⁴							\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.13	Kansas City International Airport Transit Service Action Plan	\$8,394				\$81,671	\$109,935			\$200,000
5.14	Building Climate Resilience in the Transportation System (Phase 1)	\$8,394				\$81,671	\$109,935			\$200,000
5.15	Electric Vehicle Readiness Plan	\$8,394				\$81,671	\$109,935			\$200,000
5.16	Regional Freight Plan	\$37,772				\$367,522	\$494,706			\$900,000
5.17	Bi-State Sustainable Reinvestment Corridor							\$2,000,000	RAISE	\$2,500,000
5.18	Stormwater Engineering Standards Update									\$700,000
5.19	Overland Park Comprehensive Plan Update Transportation Component									\$150,000
5.20	Kansas City, MO Disparity Study									\$450,000
5.21	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood							\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
F.1	Operation Green Light							\$600,000	FHWA STP	\$1,200,000
F.2	Air Quality Public Education							\$555,000	FHWA CMAQ	\$693,750
F.3	RideShare Program							\$250,000	FHWA CMAQ	\$250,000
F.4	Active Transportation Programs							\$72,000	FHWA CMAQ	\$90,000
F.5	Planning Sustainable Places Program							\$1,500,000	FHWA STP	\$1,875,000
F.6	Noland Road and 35th Street Intersection Safety and Operational Analysis							\$12,000	FHWA TEAP	\$15,500
F.7	US 69 Highway North Intersection Safety and Operational Analysis							\$12,000	FHWA TEAP	\$15,000
		\$244,329	\$250,000	\$510,527	\$4,099,460	\$2,377,317	\$3,200,000	\$9,163,665		\$19,845,298

(1) For Kansas CPG funds, MARC estimates a carryover balance of \$1,318,579 and new 2023 allocated funding of \$2,188,938. MARC anticipates using direct cost value of \$350,000 to match Kansas CPG funds and increase Kansas CPG to \$2,377,317 as calculated in Appendix D - Schedule 2. Carryover CPG from 2022 is estimated at \$1,318,579.

(2) For Missouri CPG funds, MARC estimates a carryover balance of \$2,022,490 and new 2023 allocated funding of \$2,512,000. MARC anticipates using direct cost value of \$800,000 to match Missouri CPG funds and increase Missouri CPG to \$3,200,000 as calculated in Appendix D - Schedule 2. Carryover CPG from 2022 is estimated at \$2,190,311.

(3) Study was initiated in 2020 and extends into 2023.

(4) Study was initiated in 2020 and extends into 2023.

TTPC AGENDA REPORT

September 2023

Item No. 6

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 were 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

TTPC AGENDA REPORT

September 2023
Item No. 7

ISSUE:

REPORT: RideshareKC Update: Launch of New Brand, Trip Planner, and Strategy Refresh

BACKGROUND:

RideshareKC, now known as WAY TO GO, is the region's transportation demand management program. The program began in 1980 to reduce congestion on roadways and improve air quality by promoting carpooling to communities and area employers and helping match workers to form carpools. The program has evolved over the years by incorporating ride-matching software, commuter challenges, and tailored outreach to area employers and events.

The program supports employers, like Hallmark, Spectrum, Fed Ex, Amazon, KU Med, Johnson County and UMB, with sustainable transportation resources and consulting services to improve recruitment and retention rates and create employer commute programs. Individual commuters are supported through our commuter help line and in-person outreach.

Earlier this year, the RideshareKC team started a rebranding and strategic planning process in response to the changing post-pandemic landscape of transportation, the urgent need to reduce carbon emissions and to better respond to the needs of employers and commuters.

MARC staff will share the strategic plan for the rebranded program and how local governments can become a WAY TO GO partner.

POLICY CONSIDERATIONS:

The WAY TO GO program supports the goals in ConnectedKC 2050 (metropolitan transportation plan, the Clean Air Action Plan and the Regional Kansas City Climate Action Plan.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Rachel Krause
Karen Clawson

TTPC AGENDA REPORT

September 2023

Item No. 8

ISSUE:

REPORT: Connected KC 2050 Update on Completed/Upcoming Milestones

BACKGROUND:

In June of 2020, the MARC Board approved [Connected KC 2050 \(CKC2050\)](#), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). MARC is required to update its MTP on a five-year cycle with an update deadline of June of 2025. Work towards an update of the plan continues.

During the TTPC meeting, staff will describe:

- Overview of completed milestones (policy goals, plan update objectives, etc.)
- Overview of major milestones and anticipated timeline, including:
 - Scenario planning and land use, population and employment forecast activities
 - Upcoming public outreach and engagement efforts for the fall of 2023
 - Upcoming call for projects to be considered for inclusion in Connected KC 2050

POLICY CONSIDERATIONS:

This plan is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next three decades and is a requirement of the Federal metropolitan planning process. CKC2050 describes the evolving surface transportation needs of the metropolitan area and identifies anticipated transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. CKC provides policy guidance to MARC transportation planning and programming work.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. This item is for informational purposes only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

September 2023

Item No. 9

ISSUE:

REPORT: Regional Activity Center Map Update

BACKGROUND:

One of the key strategies underlying Connected KC 2050 and other regional plans is to support sustainable growth, development and redevelopment in locally identified activity centers and along the transportation corridors that connect them.

The activity center map that was updated in 2021 has been refined and updated with more current data. The map has been used as a resource to advance the region's focus on these centers to help promote livable, vibrant, resilient and adaptable places. Beyond planning work, the map has also been used to score projects for inclusion in the long-range transportation plan, funding programming processes and other activities.

An online version of the map will be distributed widely in order to collect feedback and comments on methodology, incorrect data, or other observations. The online version can be found here:

<https://marc-gis.maps.arcgis.com/apps/webappviewer/index.html?id=948661000b344dd2a1456f3f4f7d19b8>

Staff will describe this work during the upcoming TTPC meeting.

POLICY CONSIDERATIONS

The regional activity centers map supports MARC's transportation planning and programming activities.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

COMMITTEE ACTION

Shared with the Sustainable Places Policy Committee on September 8th and will be shared at the Planning Directors Lunch and the Planners' Roundtable on September 22nd.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Beth Dawson

Martin Rivarola