



**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, October 17, 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 September 19, 2023\*
3. VOTE: MPO Self-Certification Statement\*
4. VOTE: 2024-2028 Transportation Improvement Program\*
5. VOTE: 2023 Unified Planning Work Program – Amendment #2\*
6. VOTE: Proposed 2024 Unified Planning Work Program\*
7. VOTE: Public Participation Plan Update\*
8. REPORT: New Community Member Introductions
9. REPORT: Kansas Carbon Reduction Strategy
10. REPORT: Climate Action Update
11. REPORT Complete Streets & Congestion Management Policies Update
12. REPORT: Operation Green Light Update
13. REPORT: KCI Airport Public Transit Action Plan
14. Other Business
15. 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](mailto:transportation@marc.org) by Noon on Monday October 16, 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**  
**September 19, 2023**  
**Meeting Summary**

**Members, Alternates Present-Representing**

Co-Chair Commissioner Janeé Hanzlick,  
Johnson County, KS  
Co-Chair Mayor Leonard Jones, Jackson  
County, MO Municipalities  
Richard Backlund, FHWA - KS  
Nate Baldwin, Olathe, KS  
Lorraine Basalo, Overland Park, KS  
Matt Davis, Jackson County, MO  
Mayor Bryant DeLong, Clay County, MO  
Municipalities  
Councilmember Fred DeMoro, Lee's Summit,  
MO  
Heidi Eilers, WTS  
Commissioner Scott Fricker, Platte County, MO  
Tom Gerend, Kansas City Streetcar Authority  
Bob Heim, Platte County, MO  
Leslie Herring, Johnson County, KS  
Municipalities  
Patty Hilderbrand, Kansas City, MO  
Dick Jarrod, KCATA  
Joe Johnson, Johnson County, KS Municipalities  
Lee Kellenberger, Johnson County, KS  
Matthew Kleinmann, HETF Wyandotte County  
Paul Kramer, Leavenworth County, KS  
Municipalities  
Lane Massey, Johnson County, KS Municipalities  
Councilmember Bridget McCandless,  
Independence, MO  
Janet McRae, Miami County, KS  
Mike Moriarty, KDOT  
Matt Nolker, Ray County, MO  
Commissioner Jerry Nolte, Clay County, MO  
Luz Ortiz, HETF Wyandotte County  
Aaron Otto, Johnson County, KS  
Michael Park, Lee's Summit, MO  
Josh Powers, Johnson County, KS  
Eric Rogers, BikeWalkKC  
Randi Shannon, Miami County, KS  
Municipalities  
Mayor John Smedley, Platte County, MO  
Municipalities  
Michael Spickelmier, Leavenworth County, KS  
Municipalities  
Councilmember Reginal Townsend, Cass  
County, MO  
Kevin Ward, FHWA-MO  
Doug Wesselschmidt, Jackson County, MO  
Municipalities  
Sabin Yanez, Northland Regional Chamber of  
Commerce

**Others Present**

Iain Blair, HDR  
James Gorham, Richmond, MO  
Randy Gorton, BHC  
Art Gough  
Mark Hoppe, Affinis  
Katie Jardieu, MoDOT  
Krystal Jolly, MoDOT  
Scott Komarek, Bartlett & West Inc.  
Sarah Long, MoDOT  
Tony Luppino, UMKC  
Rayan Makarem, Clean Air Now  
Andrew Ngui, Kansas City, MO  
Britni O'Connor, MoDOT  
Bryce Reynolds, HDR  
Melissa Schmitz, MoDOT  
Sarah Shafer, Unified Government of  
Wyandotte County and Kansas City, KS  
Janelle Sjue, UMKC  
Allison Smith, KDOT  
Krystal Voth, Basehor, KS  
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  
Jonathan Feverston, Transportation Planner II  
Darryl Fields, Principal Planner  
Marc Hansen, Principal Planner  
Sara Hintze, Digital Services Manager  
Alicia Hunter, Transportation Planner III  
Tom Jacobs, Environmental Program Director  
Rachel Krause, Rideshare Program Outreach  
Coordinator  
Kate Ludwig, Environmental Program Assistant  
Emily Miller, Senior Environmental Planner  
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

### **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 August 15, 2023, Meeting Summary**

Co-Chair Jones called for a motion to approve the August 15, 2023 Total Transportation Policy Committee (TTPC) meeting summary.

#### **Committee Action:**

**Mayor John Smedley** motioned to approve the meeting summary. **Janet McRae** seconded the motion and the motion passed.

### **3) VOTE: Carbon Reduction Program Recommendations**

Ryan Umberger, Transportation Planner II reviewed the Carbon Reduction Program (CRP), established by the Bipartisan Infrastructure Law to provide funds for projects designed to reduce transportation emissions from on-road or highway sources. Over \$14 million is set to be programmed for the Kansas City area for 2022-2024 projects, and another \$9.8 million will be programmed in 2024 for 2025-2026 projects. MARC convened a work group including representatives from TTPC and other MARC committees to program funds, and received 26 applications requesting \$43 million in funding. Mr. Umberger showed applications received by state, category, and inclusion of environmental justice tracts, then reviewed scoring criteria and the full list of recommended projects.

All but one project applications received in Kansas were recommended for funding, and the KCATA electric bus project split funding between Kansas and Missouri. Missouri projects requested over four times the amount of funding available, and eight of the seventeen projects were selected for funding. Mr. Umberger reviewed the programming schedule and noted the recommendations were approved by other MARC committees.

Co-Chair Jones thanked Mr. Umberger for his presentation and thanked volunteers of the work group for their feedback and participation. Co-chair Commissioner Janeé Hanzlick asked if details about the projects were available online; project listings and public comments are still available on the website at: <https://www.marc.org/transportation/funding/carbon-reduction-program>. MARC will program funds every other year, and may combine this program with a larger call for projects along with the Surface Transportation Block Grant program, Surface Transportation Block Grant set-aside program, and Congestion Mitigation Air Quality program. It has not yet been determined if this will be part of a single application for all the above programs, or if CRP funds will remain a stand-alone application.

Committee discussion followed, confirming that school districts would be eligible to apply for electric buses and that EPA also has funding for their Clean School Bus program. Commissioner Scott Fricker commented that he believed the scoring criteria and carbon reduction ranking was not clear, and expressed concern for bias in favor of the urban core. MoDOT staff expressed interest in criteria that accounts for previous funding received for the same or similar projects, as well as if an entity has been able to spend funding previously awarded. Ron Achelpohl, MARC Director of Transportation and Environment, clarified that this agenda item was seeking approval of the project list to add to the new Transportation Improvement Program (TIP) described in the next agenda item, which would require it to go out for further public review and comment.

**Committee Action:**

Dick Jarrold moved to approve the CRP project list, and Commissioner Janeé Hanzlick seconded the motion. Commissioner Scott Fricker voted against the motion. The motion passed.

**4) *REPORT: Draft 2024-2028 Transportation Improvement Program***

Co-Chair Jones introduced Principal Planner Marc Hansen, who noted the Transportation Improvement Program (TIP) is updated quarterly, and every other year another two years are added to the TIP. Mr. Hansen reviewed background information about the TIP, which is similar to a short-range capital improvements program (but uses federal surface transportation funds and applies to the MARC region). This document covers a five year period and tracks funding and projects through the project development timeline. This program is developed cooperatively with local governments, states, and transit operators, and implements policies and strategies of Connected KC 2050.

The TIP includes all federally funded surface transportation projects, as well as regionally significant projects (regardless of funding source). Since the previous TIP, there has been an increase in number of projects and project sponsors due to coming out of covid and new federal transportation legislation (the Infrastructure and Investment Jobs Act, IIJA). The TIP includes over \$3 billion in expenditures, and Mr. Hansen showed a breakdown of expenditures by county, acknowledging that most investments correlate with population across the region. Mr. Hansen shared some significant projects, including transit service, bridge replacements, and a multi-modal corridor in Independence.

Mr. Hansen reviewed environmental justice areas in the region and factors to consider in the TIP. At the regional level, there does not appear to be any disproportionately high and adverse impacts on environmental justice populations, however, there has been a steady increase in bicycle and pedestrian crashes in environmental justice areas. This TIP includes more funding for bicycle and pedestrian stand-alone projects in environmental justice areas over previous years, and overall most projects include multimodal elements such as upgrading sidewalks and bicycle lanes (though tracking those investments can be difficult when they are part of larger projects).

Mr. Hansen noted more information is available on the TIP website (<https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program>), including an online interactive map that shows details of projects, with enhancements to the map expected in the future. Mr. Hansen reviewed the next steps in the process, with review of public comments and request for approval of the TIP to occur at the next TTPC meeting in October.

Committee discussion followed on increased bicycle/pedestrian accidents, including what multimodal facilities are available, speed reduction, driver education, and adherence to traffic laws across modes. Ron Achelpohl noted fatal crashes primarily impact pedestrians, and MARC is investigating the issue via the Destination Safe committee, conducting a vulnerable road user assessment for the region, and applying for grants to fund safe streets for all projects.

**Committee Action:**

Sabin Yanez moved to release the draft 2024-2028 Transportation Improvement Program for public review and comment, and Janet McRae seconded the motion. There were no objections and the motion passed.

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

Marc Hansen shared a proposed amendment to the Unified Planning Work Program (UPWP) to add a new project funded through the Reconnecting Communities Pilot Program (led by Kansas City, MO Public Works), and to update Appendix D to account for inclusion of the project. It is a significant investment of over \$1.3 million of federal and local funding, and includes building safe multi-modal connections. Rick Backlund of Federal Highway Administration-Kansas (FHWA-KS) asked if this project would coordinate across state lines and encouraged that consideration, and Mr. Hansen noted he would include that feedback with public comments.

**Committee Action:**

Dick Jarrold moved to approve the release of the 2023 Unified Planning Work Program - Amendment #2 for public review and comment, and Commissioner Janeé Hanzlick seconded the motion. There were no objections and the motion passed.

**6) REPORT: Public Participation Plan Update**

Transportation Planner I Jonathan Feverston presented the Public Participation Plan (PPP), which guides the public engagement processes and activities for MARC's transportation and environmental projects. The plan updates every three years to reflect the needs of the region, and includes Title VI and environmental justice language. Input was collected from MARC staff, city staff and non-profits who work closely with MARC, members of the public, and plans from other MPOs.

Mr. Feverston reviewed the update timeline and shared the survey and interview process. A draft plan will be presented to the TTPC at the October meeting for approval to release for public review and comment. The final plan is expected to be ready for consideration to adopt by December of this year.

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

Program Coordinator Rachel Krause informed the committee of the rebranding of the RideshareKC program to Way to Go, providing a history of the program and the process of assessing the community's needs, interests, and challenges post-pandemic. Community feedback demonstrated that residents are overwhelmed with options, but are interested in access to education, resources, and opportunities to get involved. Employers are interested in sustainable transportation from both a climate resiliency and recruitment and retention lens, and business leaders are interested in collaborating with similar industries to increase impact.

Ms. Krause reviewed core objectives of the program: reducing emissions and congestion, increasing transportation solutions, maximizing commuter success and satisfaction, and fostering a culture around sustainable transportation. The program offers consulting services, relationship building opportunities, education and support, trip planning services and an accompanying app, and community building programming such as the Green Commute Challenge. Ms. Krause asked committee members to review the media toolkit distributed to their jurisdictions, which includes information on how to help guide residents to the newly updated website at <https://waytogokc.org/>.

Committee members expressed concern for commuters working outside of normal business hours, and Ms. Krause noted that the app offers the ability to customize preferences based on daily shift schedules. The app can also be used for a single trip for special events. Co-Chairs Jones and Hanzlick complimented the rebranding and asked for a future update on how it has impacted usage of the program.

**8) *REPORT: Connected KC 2050 Update on Completed/Upcoming Milestones***

Martin Rivarola, Assistant Director of Transportation and Land Use provided an update on the long range Metropolitan Transportation Plan (MTP), named Connected KC 2050. Mr. Rivarola reviewed the objectives of the plan, and the two and a half year plan update process and schedule. He summarized the update kick-off held in April of this year, where there was a general consensus and understanding of most policy goals, with some differing opinions on healthy environment and transportation choice goals. There was also a high level of consensus in the importance of the selected strategies to achieve these goals. Over the summer, staff have worked to update the financial capacity analysis, which includes scenarios for investment levels that account for increased federal and state funding as well as increased inflation. Staff are also working on scenario development, demonstrating how varying levels of population and employment growth may affect different transportation improvement scenarios.

Mr. Rivarola shared plans for future public engagement activities, including an update to the website at <https://connectedkc.org/>, an online survey, pop-up events in each MARC county, and public/online meetings. Mr. Rivarola invited committee members to reach out if they are interested in scheduling additional public meetings. A call for projects to be considered for inclusion in the plan will open on October 24, intended for new projects and any existing projects that need to resubmit with any updates or changes. Mr. Rivarola shared the timeline of reviewing projects, with committee review anticipated after February of 2024.

Commissioner Jerry Nolte asked Mr. Rivarola about capacity projects; Mr. Rivarola clarified that the specific project referenced by Commissioner Nolte is currently included in the plan, and requested projects to be resubmitted as needed. Determination of inclusion will be based on policies updated by the MARC Board (such as the Congestion Management Policy). The plan does allow for capacity projects within certain conditions, but resources are limited as a region, so projects likely to advance will address multiple policy goals. Mr. Achelpohl encouraged local governments to coordinate with relevant DOTs for routes on the state system to help prioritize projects.

In response to a question about scenario planning, Mr. Rivarola noted that scenarios are designed to test models on opposite ends of the population/employment growth spectrum, to determine if proposed investments are robust enough to sustain a variety of outcomes. Committee discussion continued to confirm Spanish speaking resources would be available at some of the public engagement events, and to plan ahead for the call for projects window. Mr. Backlund of FHWA-KS encouraged localities to make a plan if they don't receive full funding for future projects, and Mr. Rivarola and Mr. Achelpohl clarified that although this call for projects does not specify funding, future funding opportunities or requests for letters of support may require projects to be included in the MTP.

**9) *REPORT: Regional Activity Center Map Update***

Sara Hintze, Digital Services Manager shared the interactive Activity Center Map with the committee. The map was recently updated, with changes to methodology to allow for consistent updates. Ms. Hintze explained the sources of data and how different layers can overlap to show land use, population, and a variety of other demographics. A slider on the

map allows for easy comparison of 2021 data and the newest update in 2023. This resource can be helpful in call for projects/evaluating and scoring, as well as developing comprehensive plans. Opportunities for feedback are embedded in the map and committee members are invited to provide comments to help keep the map up to date. The map is available at: <https://marc-gis.maps.arcgis.com/apps/webappviewer/index.html?id=948661000b344dd2a1456f3f4f7d19b8>

**10) *Other Business***

Ron Achelpohl noted the next TTPC meeting will be on October 17, and later that afternoon KDOT will be conducting their series of local consult meetings in the Kansas City area.

**11) *Adjournment***

Co-Chair Jones adjourned the meeting.

## TTPC AGENDA REPORT

October 2023  
Item No. 3

### **ISSUE:**

VOTE: MPO Self-Certification Statement\*

### **BACKGROUND:**

Federal transportation regulations require that MARC, as the region's metropolitan planning organization (MPO), certify that it is carrying out the continuing, cooperative, and comprehensive transportation planning process outlined in federal law and regulation. The certification must occur at least every four years, concurrent with the submittal of the Transportation improvement Program (TIP) to USDOT. The statement, which MARC includes in the TIP, is attached.

Also attached is a Self-Certification Checklist that has been developed by staff to assess MARC's compliance with federal requirements. The checklist demonstrates that the primary products of the metropolitan planning process have been completed and are current.

### **POLICY CONSIDERATIONS:**

None.

### **BUDGET CONSIDERATIONS:**

Compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the region to continue to receive federal transportation funds.

### **COMMITTEE ACTION:**

None.

### **RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

### **RECOMMENDATION:**

That TTPC recommend to the MARC Board of Directors that the Executive Director be authorized to sign the self-certification statement.

### **STAFF CONTACT**

Marc Hansen



## MPO Self-Certification

The Kansas Department of Transportation, the Missouri Department of Transportation and the Mid-America Regional Council certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

\_\_\_\_\_  
Michael Moriarty  
Chief of Transportation Planning  
Kansas Department of Transportation

Date \_\_\_\_\_

\_\_\_\_\_  
Chris Redline  
Kansas City District Engineer  
Missouri Department of Transportation

Date \_\_\_\_\_

\_\_\_\_\_  
David A. Warm  
Executive Director  
Mid-America Regional Council

Date \_\_\_\_\_

**TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION CHECK LIST**  
October 2023

The following products of the metropolitan planning process have been completed, adopted and/or approved and demonstrate that the Mid-America Regional Council is carrying out a continuing, cooperative and comprehensive transportation planning process for the Kansas City metropolitan area.

	Item	Date Completed, Adopted or Approved
✓	Congestion Management Process (continuous)	Policy adopted: April 28, 2020
✓	Coordinated Public Transit - Human Services Transportation Plan	May 25, 2021
✓	Disadvantaged Business Enterprise Plan and Goal	July 15, 2021
✓	Environmental Justice Analysis/Assessment <ul style="list-style-type: none"> <li>▪ Long-Range Transportation Plan</li> <li>▪ Transportation Improvement Program</li> </ul> 2022-2026 2024-2028	June 23, 2020  October 26, 2021 Pending: (approval assumed October 24, 2023)
✓	Equal Employment Opportunity Filing (EEO Type 1)	Jackson County, Missouri: February 22, 2023
✓	Federal Certification Review	October 1, 2021
✓	Limited English Proficiency Plan 2021-2025	November 28, 2022
✓	Long-Range Transportation Plan	June 23, 2020

	Item	Date Completed, Adopted or Approved
✓	Performance Measure Targets <ul style="list-style-type: none"> <li>• NHS Condition (PM2)</li> <li>• NHS Performance (PM3)</li> <li>• Safety</li> <li>• Transit State of Good Repair</li> <li>• Transit Safety</li> </ul>	April 25, 2023 April 25, 2023 February 28, 2023 May 23, 2023 May 23, 2023
✓	Public Participation Plan	December 20, 2020
✓	Regional ITS Architecture	June 26, 2018
✓	Title VI Plan 2021-2025	November 28, 2022
✓	Transportation Improvement Program 2022-2026 2024-2028	October 21, 2021 Pending: (approval assumed October 24, 2023)
✓	Unified Planning Work Program 2023 2024	November 22, 2022 Pending: (approval assumed November 21, 2023)

## TTPC AGENDA REPORT

October 2023  
Item No. 4

### ISSUE:

VOTE: 2024-2028 Transportation Improvement Program\*

### BACKGROUND:

MARC has prepared the 2024-2028 Transportation Improvement Program (TIP) for public review and comment. The 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 2024-2028 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 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 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 the TIP be released for public review and comment prior to adoption. One comment from the public was received during the comment period. The comment and a proposed response from MARC are included.

### BUDGET CONSIDERATIONS:

None.

### COMMITTEE ACTION:

TTPC released the draft 2024-2028 TIP for public review and comment at their September 19, 2023, meeting.

### RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

That TTPC approve the 2024-2028 Transportation Improvement Program (TIP), including the Financial Plan and Environmental Justice analysis.

**STAFF CONTACT**

Marc Hansen

## **2024-2028 Transportation Improvement Program Public Comment and Response**

### **Comment #1**

“That is a lot of good information to weed through. I am concerned about the access and infrastructure needs in the eastern portion of KCK. Each closure or project creates a domino effect and people in this area are becoming increasingly isolated. There needs to be a comprehensive view and better coordination of projects and critical infrastructure needs in eastern KCK must be addressed for example re-opening the Central Avenue Bridge which is the main public transit route and provides workforce access for residents in the downtown KCK area. It is also the access needed for the area to benefit from future economic growth in the west bottoms. This is critical infrastructure that our citizens and city need. There are currently 4 bridges closed that impact this area with 18th Street soon to be closed for 2 years.”

### **Response to Comment #1**

Thank you for your recent comment regarding the proposed 2024-2028 Transportation Improvement Program. We shared your comments with the Unified Government of Wyandotte County/Kansas City, KS, 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 the timing and potential impacts of multiple projects in the same area. The Transportation Improvement Program (TIP) provides a chance to identify these situations and initiate discussion about potential opportunities for mitigation. It should also be noted that the project schedules listed in the TIP reflect the current best estimate and that it is not uncommon for the schedules to change as project development progresses.

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

October 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. One comment from the public was received during the comment period. The comment and a proposed response from MARC are included.

### BUDGET CONSIDERATIONS

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

### COMMITTEE ACTION

TTPC released this amendment for public review and comment at their September 19, 2023, meeting.

### RELATED JURISDICTIONS

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

### RECOMMENDATION

Approve Amendment #2 to the 2023 Unified Planning Work Program.

### STAFF CONTACT

Marc Hansen

**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	\$ 264,655	
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		Other		
					KDOT <sup>(1)</sup>	MoDOT <sup>(2)</sup>	Amount	Agency	
1.1	Transportation Administration	\$19,268							\$459,119
1.2	Public Participation	\$10,464			\$187,483	\$252,368			\$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					\$71,000
5.8	Comprehensive TOD Plan for the Prospect MAX Corridor <sup>3</sup>			\$100,000			\$400,000	FTA TOD Pilot	\$500,000
5.9	Planning and Environmental Linkages (PEL) Study: I-35&I-29 <sup>4</sup>			\$160,000	\$160,000		\$640,000	FHWA BUILD	\$960,000
5.10	Leavenworth County Surface Transportation Study <sup>4</sup>		\$250,000	\$300,000					\$550,000
5.11	RideKC Bi-State Green Corridor Planning Investments <sup>4</sup>						\$514,045	FTA Route Planning Restoration	\$514,045
5.12	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts <sup>4</sup>			\$55,555			\$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			\$500,000			\$2,000,000	RAISE	\$2,500,000
5.18	Stormwater Engineering Standards Update			\$700,000					\$700,000
5.19	Overland Park Comprehensive Plan Update Transportation Component			\$150,000					\$150,000
5.20	Kansas City, MO Disparity Study			\$450,000					\$450,000
5.21	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood			\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
F.1	Operation Green Light			\$600,000			\$600,000	FHWA STP	\$1,200,000
F.2	Air Quality Public Education			\$138,750			\$555,000	FHWA CMAQ	\$693,750
F.3	RideShare Program						\$250,000	FHWA CMAQ	\$250,000
F.4	Active Transportation Programs			\$18,000			\$72,000	FHWA CMAQ	\$90,000
F.5	Planning Sustainable Places Program			\$375,000			\$1,500,000	FHWA STP	\$1,875,000
F.6	Noland Road and 35th Street Intersection Safety and Operational Analysis			\$3,500			\$12,000	FHWA TEAP	\$15,500
F.7	US 69 Highway North Intersection Safety and Operational Analysis			\$3,000			\$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.

**Amendment #2 to 2023 Unified Planning Work Program  
Public Comment and Proposed Response**

**Comment #1**

“Try grants to see if pedestrians may still be able to stay adjusted to bus being free as far as taking care of business for and why for those who do not have their own transportation but rely on public transportation. But I suggest for employees who are bus drivers to be allowed split shift or transfer and shift incentives which allow them to possibly complete full or part-time hours. Allow economy to refer back to claiming tax on or against grants loans which may repay themselves through cooperation and efforts towards money and cost use such as gas or base grants and funding around routes taken or given allow drivers to contribute route destinations where bus stops can be put placed at with seat allowable to be seated until bus arrival. Also have a conversation based around transportation covering a little more of the East and north and southbound areas if go based on route maybe it'll cover more destinations then territorial.”

**Proposed Response to Comment #1**

Thank you for your recent comment regarding the proposed Amendment #2 to the 2023 Unified Planning Work Program. We shared your comments with the City of Kansas City, Missouri, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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

October 2023  
Item No. 6

### ISSUE:

VOTE: Proposed 2024 Unified Planning Work Program\*

### 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. A draft of the 2024 UPWP is available at: <https://www.marc.org/transportation/plans-and-studies/unified-planning-work-program>

Major Transportation Planning Initiatives proposed for 2024 include:

- Respond to planning provisions in the IIJA - Tasks 1.1, 2.2, 3.9, 4.1, and 5.5
- Continuation of the Connected KC 2050 Update - Task 2.2
- Suballocated Federal Funds Programming - Task 4.1
- Economic, Demographic and Travel Demand Forecasting - Tasks 2.1 and 3.1
- Performance Measures and Targets - Tasks 2.2, 3.9, and 4.1
- Regional Active Transportation Planning - Task 3.4
- Regional Freight Plan - Task 5.12
- Regional Travel Demand Model Expansion - Task 3.1
- Building Climate Resilience in the Transportation System (Phase 1) Plan - Task 5.10

### POLICY CONSIDERATIONS

None.

### BUDGET CONSIDERATIONS

The Draft 2024 UPWP has been developed based on funding levels resulting from the passage of IIJA and the 2020 Census counts for urbanized area populations in Kansas and Missouri.

### COMMITTEE ACTION

MARC hosted a virtual meeting on July 17, 2023, with its planning partners to coordinate development of the 2024 UPWP. An initial version of the 2024 UPWP was circulated among the planning partners for comment in September 2023.

### RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

### RECOMMENDATION

Approve the release of the proposed 2024 Unified Planning Work Program for public review and comment.

### STAFF CONTACT

Marc Hansen

## TTPC AGENDA REPORT

October 2023  
Item No. 7

### **ISSUE:**

VOTE: 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.

A survey was distributed to city and county staff members, MARC program managers, non-profit organization staff members who participate in MARC Transportation committees, and staff members with private consultant groups who work with MARC on planning programs such as Planning Sustainable Places. The survey was also distributed to members of the Total Transportation Policy Committee (TTPC). The goal of the survey was to understand public engagement practices and policies across the region to help inform the revised language of the Public Participation Plan. The survey was open to respondents for one week.

The responses from the survey were incorporated into the revised language of the plan. Plan areas with significant additions and updates include a new section regarding comments made by the Public on MARC social media posts, amended language about public notices in newspapers, and updating and adding engagement techniques that promote regional partnerships and ongoing education efforts about transportation planning topics.

MARC staff intend to release a draft of the updated Public Participation Plan for public comment no later than October 23, and will provide 45 days for members of the public to comment on the draft before creating a final draft to bring to the TTPC in December 2023.

### **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:**

Release the draft Public Participation Plan for public review and comment.

### **STAFF CONTACT:**

Jonathan Feverston

## TTPC AGENDA REPORT

October 2023  
Item No. 8

**ISSUE:**

REPORT: New Community Member Introductions

**BACKGROUND:**

The Total Transportation Policy Committee provides four seats for “related organizations” to be appointed by the committee Co-Chairs. In July, after an open call for nominations for these seats, the Co-Chairs reappointed BikeWalk KC and the Northland Regional Chamber of Commerce to serve additional two-year terms and appointed the Health Equity Task Force of Wyandotte County and the WTS Kansas City Chapter as new members, also serving two-year terms.

Representatives of both new organizations will provide an update to on their current initiatives.

**POLICY CONSIDERATIONS:**

None.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl

## TTPC AGENDA REPORT

October 2023  
Item No. 9

### **ISSUE:**

REPORT: Kansas Carbon Reduction Strategy

### **BACKGROUND:**

The Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law, or “BIL,” was signed by the President on November 15, 2021, and has been codified at 23 United States Code (U.S.C.) 175. The BIL authorizes a new Carbon Reduction Program (CRP) and related formula funding for the purpose of reducing transportation emissions from on road highway sources. In order to fulfill this purpose, the BIL requires each State to develop a carbon reduction strategy and to fund projects that are designed to reduce transportation emissions. The Carbon Reduction Strategy is due to the Federal Highway Administration no later than two years following the enactment of BIL.

States are required to develop the Carbon Reduction Strategy in consultation and coordination with any MPO designated within the State (23 U.S.C. 175(d)(1)). Sixty-five percent of the state’s CRP apportionment is required to be obligated in urbanized areas and is further outlined in the federal guidance, while the remaining thirty-five percent of CRP apportionment is available to be obligated anywhere in the state. The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. It must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)). States are encouraged to obligate CRP funding for projects that support implementation of the Strategy that is developed. States are encouraged to develop their Carbon Reduction Strategies as an integral part of their long-range transportation planning processes, but they may be standalone documents at the discretion of the agencies.

KDOT’s Carbon Reduction Program will encompass a comprehensive Carbon Reduction Strategy inclusive of all content requirements per federal guidance, incorporate the need for consultation and coordination with MPOs and rural stakeholders, and contain a plan for the immediate and long-range investments with respect to this funding in order to achieve quantifiable transportation emission reductions. CRP guidance can be found at [https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp\\_guidance.pdf](https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf).

KDOT staff and consultants will provide an update on the process to develop the Carbon reduction Strategy at the meeting.

### **POLICY CONSIDERATIONS:**

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

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RELATED JURISDICTIONS:**

This item impacts all Kansas counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl

## TTPC AGENDA REPORT

October 2023  
Item No. 10

### **ISSUE:**

REPORT: Climate Action Update

### **BACKGROUND:**

MARC is leading several efforts in support of the Regional Kansas City Climate Action Plan's implementation. A significant effort is underway to identify priority strategies and projects to be included in a Priority Climate Action Plan (due March 1, 2024), a requirement of EPA's Climate Pollution Reduction Program (CRPG). This planning process will involve stakeholders from all over the region, with a focus on identifying multi-benefit projects and programs to reduce greenhouse gas emissions. Projects will be evaluated for emission reduction potential, benefits in environmental justice communities and cost effectiveness among other criteria.

MARC staff held two workshops in early September to begin identifying community needs, ideas and projects. Feedback from these workshops will help determine priority focus areas; and, further engagement with local governments, low-income/disadvantaged communities and other stakeholders will build upon and refine projects that can be included in a regional CRPG implementation grant application due on April 1, 2024.

Staff will also share information about two Request for Proposals that were recently released that TTPC should be aware of: the Regional Electric Vehicle Readiness Plan and the Regional Transportation Resilience Study.

### **POLICY CONSIDERATIONS:**

EPA's Climate Pollution Reduction Program will refine and prioritize measures in the existing regional climate action plan. These priorities will also be included in the 2025 update to the Connected KC 2050 plan. The Regional EV Readiness Plan and Transportation Resilience Study directly support greenhouse gas mitigation and climate adaptation strategies in Connected KC 2050 and 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:**

Tom Jacobs  
Karen Clawson



## TTPC AGENDA REPORT

October 2023  
Item No. 11

### ISSUE:

REPORT: Complete Streets Policy & Congestion Management Policy Update

### BACKGROUND:

MARC's [Complete Streets Policy](#) was first adopted by the MARC Board in 2012 and updated in December of 2015. The Policy requires that planned and programmed projects shall provide safe accommodations for all users who have legal access and who may reasonably be expected to use the facilities, while being sensitive to both current and future community context. The Policy applies to all MARC planning activities that involve public rights-of-way, including the metropolitan transportation plan and any activities conducted by MARC to program federal funds for projects in the Transportation Improvement Program.

In accordance with the Policy's requirement that it be re-evaluated regularly – “at a minimum, before adopting each new or updated metropolitan transportation plan”.

The [Congestion Management Policy](#) 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.

MARC staff have conducted an update process that has included engagement with MARC planning, policy and programming committees, and the formation of a special volunteer workgroup composed of attendees from these committees. Highlights of the draft updated policies include:

- Complete Streets Policy
  - Increased transparency around the criteria that MARC may use to assess compliance with the Policy.
  - Integration of the Complete Streets Network Assessment, particularly regarding performance measures.
  - Integration of the Major River Crossing Policy.
- Congestion Management Policy & Toolbox
  - Clarifying steps and exemptions related to the Single Occupancy Vehicle (SOV) Capacity Analysis.
  - Modifying language regarding the conditions under which a project sponsor may justify the addition of SOV capacity.
  - Improving readability and usability of the policy.

A comment period on the draft policies will be open from October 16 through November 3. The draft policies will be posted on the [Complete Streets page](#) and [Congestion Management Process page](#) on the MARC website. During this month's TTPC committee meeting, staff will provide an overview of work completed to date, major themes discussed during policy update discussions and next steps.

**POLICY CONSIDERATIONS:**

These are direct updates to the Complete Streets Policy and Congestion Management Policies which support goals of *Connected KC 2050*.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

MARC planning, policy, and programming committees have been briefed on Policy update progress and asked for input. A special volunteer workgroup was formed from attendees of those committees to give MARC staff further input.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Patrick Trouba (Complete Streets)  
Selina Zapata Bur (Congestion Management)

## TTPC AGENDA REPORT

October 2023  
Item No. 12

**ISSUE:**

REPORT: Operation Green Light Program Update

**BACKGROUND:**

Operation Green Light (OGL) is an initiative that assists state and local governments that own and operate traffic signals on regional arterial roadways in working together to manage traffic signals to improve traffic flow, reduce excessive fuel consumption and reduce emissions. MARC staff currently assist in the management and operation of traffic signals for over 755 intersections in 27 jurisdictions throughout the region.

The agencies that support OGL have developed a Strategic Plan that guides OGL operations. MARC leads the region with funds to support the regional arterial system software and communications network owned and operated by MARC.

Details of the program including OGL's strategic plan, partner agencies, brochure and handout on arterial operations, traffic signal basics, a GIS map of the regions traffic signals and information on the OGL Steering committee can be found online at <https://www.marc.org/transportation/transportation-programs/operation-green-light>.

At the meeting, staff will provide an update on current efforts including ongoing signal timing and real-time operations, a recent USDOT SMART grant award, Missouri and Kansas DOT State Transportation Innovation Council (STIC) funding and Missouri and Kansas CMAQ construction projects.

**POLICY CONSIDERATIONS:**

None

**RELATED JURISDICTIONS:**

Cities of Belton, Blue Springs, Gladstone, Grandview, Independence, Kansas City, Lee's Summit, Liberty, Missouri Department of Transportation, North Kansas City, Raymore in Missouri and the Cities of Bonner Springs, Fairway, Lansing, Leavenworth, Leawood, Lenexa, Merriam, Mission, Mission Woods, Olathe, Overland Park, Prairie Village, Roeland Park, Shawnee, Westwood and the Unified Government of Wyandotte County/Kansas City and the Kansas Department of Transportation in Kansas.

**RECOMMENDATION:**

None

**COMMITTEE ACTION:**

None

**STAFF CONTACT:**

Ray Webb

## TTPC AGENDA REPORT

October 2023  
Item No. 13

### **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**. Kimley-Horn & Parsons is providing consultant support to this effort.

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.

The planning team has concluded the fact-finding phases of work and is currently in the process of developing some service improvement strategies. Public engagement efforts took place over the late summer months including an in-person open house, an online meeting and a public survey.

**A detailed report** on the results of summer engagement efforts, and alternatives development and evaluation **can be found [here](#)**.

During this month's TTPC Meeting, staff will provide a summarized 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)