



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, May 21, 2024, 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: April 16, 2024 Meeting Summary*
3. VOTE: 2024 Unified Planning Work Program – Amendment #3*
4. VOTE: 2025-2027 Disadvantaged Business Enterprise (DBE) Goal for Public Review and Comment*
5. VOTE: 2024 Missouri Unfunded Needs*
6. VOTE: Programming Committee for Carbon Reduction Program Funds
7. REPORT: Kansas Infrastructure Hub
8. REPORT: FY23 Safe Streets & Roads for All (SS4A) Grant Update
9. REPORT: Connected KC 2050 Regional Survey
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, May 20, 2024, 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
April 16, 2024
Meeting Summary

Members and Alternates Present

Co-Chair Commissioner Janeé Hanzlick, Johnson County, KS
Co-Chair Mayor Leonard Jones, Jackson County, MO Municipalities
Nate Baldwin, Olathe, KS
Lorraine Basalo, Overland Park, KS
Cecelie Cochran, FHWA-MO
Thomas Cole, Leavenworth County, KS
Councilmember Fred DeMoro, Lee's Summit, MO
Councilmember Lindsay French, Kansas City, MO (Northland)
Tom Gerend, Kansas City Streetcar Authority
Jeff Hardy, MoDOT
Leslie Herring, Johnson County, KS Municipalities
A.J. Herrmann, Kansas City, MO
Joe Johnson, Johnson County, KS Municipalities
Councilmember Jerry Kaylor, Jackson County, MO Municipalities
Lee Kellenberger, Johnson County, KS
Michael Kelley, BikeWalkKC
Jill Lawlor, Kansas City, MO (Northland)
Jack Messer, Overland Park, KS
Wes Minder, Platte County, MO
Matt Nolker, Ray County, MO
Bill Noll, Leavenworth County, KS
Commissioner Jerry Nolte, Clay County, MO
Luz Ortiz, HETF Wyandotte County
Michael Park, Lee's Summit, MO
Josh Powers, Johnson County, KS
J.D. Rios, Unified Government of Wyandotte County and Kansas City, KS
Eric Rogers, BikeWalkKC
Eric Sandberg, Miami County, KS
Randi Shannon, Miami County, KS Municipalities
Mayor John Smedley, Platte County, MO Municipalities
Chuck Soules, Clay County, MO Municipalities
Michael Spickelmier, Leavenworth County, KS Municipalities
Chad Thompson, Kansas City, MO
Councilmember Dean Vakas, Olathe, KS
Mario Vasquez, Kansas City, MO
Mayor Dana Webb, Jackson County, MO Municipalities
Doug Wesselschmidt, Jackson County, MO
Sabin Yanez, Northland Regional Chamber of Commerce

Others Present

Kyaira Boughton, Raytown, MO
Jill Bruss, MoDOT
John Findlay, Liberty, MO
Edgar Galicia, Central Avenue Betterment Association
Randy Gorton, BHC
Art Gough
Ezekiel Hall, MoDOT
Bob Heim, Platte County, MO
Bradley Hocevar, Edwardsville, KS
Mark Hoppe, Affinis
Krystal Jolly, MoDOT
Tim McEldowney, Gardner, KS
Andrew Ngui, Kansas City, MO
Mitchell Quigley, SE3
Greg Rokos, Belton, MO
Allison Smith, KDOT
Krystal Voth, Basehor, KS
Mike Wilson, Black & Veatch
Brett Wood, GBA
Juan Yin, MoDOT
Mike Zeller, Flying Truss

MARC Staff Present

Megan Broll, Transportation Program Assistant
Karen Clawson, Air and Climate Programs Manager
Taylor Cunningham, Transportation Planner III
Raymart Dinglas, Public Affairs Coordinator II
Darryl Fields, Principal Planner
Alicia Hunter, Transportation Planner III
Tom Jacobs, Chief Resilience Officer & Environmental Programs Director
Rachel Krause, WAY TO GO Program Outreach Coordinator
Frank Lenk, Director of Research Services
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, Traffic Operations Director, Operation Green Light
Selina Zapata Bur, Principal Planner

1) *Welcome/Introductions*

Kansas Co-Chair Commissioner Janeé Hanzlick confirmed a quorum and 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 March 19, 2024, Meeting Summary*

Co-Chair Hanzlick called for a motion to approve the March 19, 2024 Total Transportation Policy Committee (TTPC) meeting summary.

Committee Action:

J.D. Rios moved to approve the meeting summary. Mayor John Smedley seconded the motion, and the motion passed.

3) *VOTE: 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program*

Assistant Director of Transportation and Land Use Martin Rivarola reminded the committee this Transportation Improvement Program (TIP) amendment was released to the public for review and comment, and included 42 projects: 14 new projects and 28 modified projects (modified in scope, budget, and/or schedule). Details of the amendment are available at: <https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program>. This amendment was reported on in greater detail at a previous Total Transportation Policy Committee (TTPC) meeting prior to being released for public review. Mr. Rivarola informed the committee that four comments were received from the public, and those comments and their draft responses were included in the meeting packet. Co-Chair Hanzlick reminded the committee the TIP is amended on a quarterly schedule and as needed.

Committee Action:

J.D. Rios moved to approve the 2024 2nd Quarter Amendment to the 2024-28 TIP. Josh Powers seconded the motion, and the motion passed.

4) *VOTE: 2024 Unified Planning Work Program - Amendment #3*

Martin Rivarola noted the Unified Planning Work Program (UPWP) is a document that describes the transportation planning activities that MARC and regional partners undertake over the course of a year, and the UPWP also documents the expenditures of federal, state, and local resources in order to support those activities. Amendment #3 to the UPWP makes a modification to the scope of work to reflect a change to the Johnson County transit strategic plan, shifts language from a short-range to a long-range strategic plan, adjusts the schedule for completion, and adjusts the budget from \$150,000 to \$380,000.

Co-Chair Hanzlick expressed excitement for the plan's goals to improve the county's transit system, and Leslie Herring thanked Johnson County representatives for hosting the transit peer exchange and discussions on microtransit.

Committee Action:

JD Rios moved to release the 2024 Unified Planning Work Program - Amendment #3 for public review and comment. Sabin Yanez seconded the motion, and the motion passed.

5) *VOTE: Changes to FHWA-Adjusted Urban Area within MARC MPO*

Principal Planner Selina Zapata Bur informed the committee the Federal Highway Administration (FHWA) requires FHWA-Adjusted Urban Areas to be updated every ten years,

and must follow certain guidelines (such as including all urban areas identified by the census bureau). Urban boundaries can impact whether a road is eligible for federal aid; Ms. Zapata Bur clarified that a minor collector inside the urban area is part of the federal aid system, but rural minor collectors are not. However, any minor collectors within the MPO boundary are eligible for Surface Transportation Block Grant (STBG) funding through MARC. FHWA guidance also encourages that the urban area boundaries follow either political jurisdictional boundaries or physical features, such as rivers, streams, or railroads or roads within transportation rights-of-way.

Both Kansas Department of Transportation (KDOT) and Missouri Department of Transportation (MoDOT) have coordinated with MARC and local jurisdictions to develop the proposed adjustments to the FHWA-Adjusted Urban Areas in their respective states. Ms. Zapata Bur shared an overview map showing the multiple census urban areas within the MARC boundary, and summarized the key changes made. Those changes include incorporation of areas within Basehor, Leavenworth County, and Loch Lloyd within the Kansas City FHWA-Adjusted Urban Area, new Tonganoxie FHWA-Adjusted Urban Area, new Spring Hill FHWA-Adjusted Urban Area, and new Smithville FHWA-Adjusted Urban Area. Ms. Zapata Bur also reviewed minor modifications to existing boundaries per FHWA guidance, applied to Leavenworth, the Kansas City area within Edgerton and Peculiar, Paola, Harrisonville, and Pleasant Hill. These minor modifications are being proposed in an effort to follow FHWA guidance that the boundary should follow physical features (such as roads and rivers), and no concerns have been received from these local jurisdictions.

Members of the committee asked if the boundary adjustments were necessary. Ms. Zapata Bur confirmed that these boundaries are federally required to be reviewed and updated every ten years as a requirement to receive federal funding. Ms. Zapata Bur also noted MoDOT and KDOT have worked closely with local jurisdictions to address any concerns throughout the several months-long process. Allison Smith of KDOT noted that the deadline to approve this urban area change had passed at the end of 2023, and that FHWA-KS recently reached out to KS to prompt action on this update.

Committee Action:

JD Rios moved to approve the changes to the FHWA-Adjusted Urban Area within the MARC MPO. Leonard Jones seconded the motion, which passed unanimously with no abstentions.

6) *REPORT: Rock Island Bridge Project Update*

MARC Transportation Planner III Taylor Cunningham introduced Michael Zeller, CEO of Flying Truss, the developer leading what is now known as the Rock Island Bridge Project. Mr. Zeller shared a video to update the committee on the project's progress, which is available to view here: https://youtu.be/yC7fqM_AuUA. The project is repurposing the former Rock Island railroad bridge, creating 35,000 square feet of multi-use space and linking trails on both sides of the Kansas River. Additional recreation and housing developments surrounding the bridge are already underway, and the district is being branded as the Kansas Waterfront. The bridge development is funded by public, private, and philanthropic partnerships, and will generate revenue to repay local government and private investors, as well as funding maintenance of the public crossing and trailhead services.

The 2017 Planning Sustainable Places Program funded the initial project study, which included engineering analysis, conceptual design, and an implementation plan. Mr. Zeller thanked MARC and the Sustainable Places Policy Committee (SPPC) for approving funding for

the feasibility study, which gave the Unified Government of Kansas City, KS the confidence to support the project. The bridge is scheduled to open the summer of 2024, and was invited to join the distinguished High Line Network, comprised of infrastructure reuse projects in North America. Mr. Zeller clarified the role of Flying Truss in the project, which has an operating agreement and lease with the Unified Government of Kansas City, KS. Flying Truss pays ad valorem taxes and has a revenue share with Unified Government, and has contributed nearly half of the funds for the project (subsidizing public spaces) in exchange for lower rent. Space on the bridge is designated as 35% private use and 65% public use. Flying Truss will also provide non-structural maintenance for the bridge. Restaurant space will be leased to a single tenant with a large kitchen for a local catering company. The committee was very interested in the project and looks forward to the grand opening this summer.

7) *REPORT: Planning Sustainable Places 2025 Call for Projects*

Transportation Planner III Taylor Cunningham provided background information for the Planning Sustainable Places (PSP) program, which is an initiative to provide communities with planning resources to advance sustainable projects in their corridors and centers. Goals of the program include helping local communities advance their local vibrant, connected, and green projects toward implementation. Ms. Cunningham reviewed the history of the program, noting 55% of applications received have been awarded nearly \$11m total in funding over the last ten years across the region.

Surface Transportation Program funds from Missouri and Kansas underwrite the latest round of projects, with a call for 2025 projects set to open May 1, 2024. \$1.6m is available for programming, with a maximum federal award of \$150,000 per project (there is no maximum or minimum project size). Projects are required to have a strong emphasis on transportation, as well as a minimum local cash match of 20% of total project funds. The program intends to invest in projects that can demonstrate community driven plans that integrate transportation, land use and environmental strategies in a variety of settings. A pre-application workshop with a virtual option will be held on Thursday, May 16, 2024, and Ms. Cunningham shared the schedule of office hours for application support. The registration link and other information will be available online beginning May 1, 2024, at: <https://www.marc.org/transportation-transportation-programs/planning-sustainable-places/planning-sustainable-places-call>. Projects must be submitted by 4pm CDT on June 14, 2024.

8) *REPORT: 2023 Congestion Management Report*

Selina Zapata Bur shared a summary of the new Congestion Management Report, which MARC produces every other year. The report is part of the Congestion Management Process (CMP), which informs the region of congestion in the roadway network and system performance. The report can be used to assist in Suballocated Funding applications for Single Occupancy Vehicle (SOV) projects. Ms. Zapata Bur shared maps showing congestion levels during peak travel periods, noting conditions are worse in the afternoon peak time. Another major finding was that congestion and travel time reliability are slightly worsening over time. Ms. Zapata Bur shared charts of congestion in commuting corridors, noting the next iteration of the report may include more corridors to reflect shifting traffic patterns. Compared to peer cities, Kansas City maintains some of the lowest levels of congestion and unreliability despite slightly worsening conditions. The report is available at: <https://storymaps.arcgis.com/stories/b7247e7e7c174b1fbe82a985431db482>.

9) REPORT: Updating 2050 KC Region Total Population and Employment Projections

Director of Research Services Frank Lenk introduced the draft regional forecast that is part of the Connected KC 2050 update process. The Technical Forecast Committee will review regional and small-area forecasts, and Mr. Lenk shared further details including models used, how national forecasts provide input to the regional forecast, and the adoption process and schedule. Formal adoption of the forecast is anticipated alongside the Connected KC 2050 update in June 2025.

Mr. Lenk noted the overall level of growth in the region is the most important determinant of Vehicle Miles Traveled (VMT) amounts and emission rates. Generally, population growth is expected to grow more slowly than was projected in previous forecasts. Mr. Lenk shared details on population growth including births, deaths, natural change (births minus deaths), and immigration, noting that decreased birth rates are the largest contributing factor to slowed population growth. Mr. Lenk reviewed population growth alongside employment rate for the region, noting aging populations will lower participation rates in the labor force. Mr. Lenk compared the current draft to the previous forecast, noting population growth is expected to be 63% of the prior forecast, and job growth at 85% of the prior forecast (but that half of the job growth has already occurred as part of the rebound from the 2020 pandemic). Other possible impacts on the forecast that have not yet been evaluated are the Panasonic plant, other major employer expansions, changes to employment based on usage of Artificial Intelligence (AI), and climate-related migration. Mr. Lenk noted that anticipating these unknown impacts increases the importance of building resilience into transportation planning. Mr. Lenk asked the committee to consider policy implications and investment priorities as a result of slower growth, and how communities can build more resilience into plans and policies to account for significant uncertainties.

Responding to a question, Mr. Lenk clarified that small-area forecasts, (typically at a census tract level); are done as part of the metropolitan transportation plan, but city-level forecasts to look at jurisdictions of a certain size can be done by request. The current population of the Kansas City metro area in the MARC counties is 2.1m people.

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

Martin Rivarola briefed the committee on key milestones of the Connected KC 2050 update, noting public outreach events and an ongoing random survey, results of the call for projects for inclusion in the plan, and project prioritization activities. Upcoming activities include completion of project prioritization, developing a financially-constrained project list, forecasting for land use, population, and employment, travel demand modeling and environmental justice analysis, and future public outreach. The update is anticipated to be completed in June of 2025.

11) REPORT: Update on Bike Month and the 2024 Greater Kansas City Regional Trails & Bikeways Map

WAY TO GO Program Outreach Coordinator Rachel Krause informed the committee of key dates and events planned for Bike Month, occurring in the month of May. A resource hub dedicated to biking is available on the MARC website at www.marc.org/bikemonth, and Ms. Krause reviewed the ad campaign underway to promote the theme “Bikes Connect Us.” MARC and WAY TO GO are hosting a community bike ride in partnership with Women-Led Cycling on Saturday, May 25.

Transportation Planner II Patrick Trouba announced MARC's new edition of the Regional Trails & Bikeways Map, calling out updated features to improve readability and distinction of facilities, changes to classification of categories, locations of Ride KC bike hubs, and QR codes to link to the online version and a feedback survey. Paved shoulders comprise a new category, helping remove confusion when those facilities were included in other categories and distinguishing them from marked bike lanes. Maps will be distributed to bike shops and libraries across the metro in the beginning of May, and copies of the map can be requested by contacting Patrick Trouba at ptrouba@marc.org.

12) *Other Business*

Martin Rivarola noted a draft version of the Unfunded Needs list for Missouri is under review and has gone before the Active Transportation Policy Committee, Bicycle-Pedestrian Advisory Committee, Goods Movement Committee, Transit Technical Team, and Missouri STP Priorities Committee to prioritize the list of projects to develop recommendations for regional priorities. No formal recommendations have been made yet, but are expected to be ready for reporting and approval at the next TTPC meeting.

13) *Adjournment*

Co-Chair Hanzlick called for final discussion and questions; seeing none, she adjourned the meeting.

TTPC AGENDA REPORT

May 2024
Item No. 3

ISSUE:

VOTE: 2024 Unified Planning Work Program - Amendment #3

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 2024 UPWP Amendment #3 will make the following modifications:

- Revise current project 5.16 - Short Range Transportation Planning: Johnson County Transit Strategic Plan- Lead Agency: Johnson County Transit
 - Modify scope of work to reflect the change from a short-range strategic plan to the development of a long-range strategic plan.
 - Revise schedule for project completion
 - Adjust budget from \$150,000 to \$380,000
 - \$304,000 FTA 5307
 - \$76,000 LOCAL
 - Revise Appendix D as necessary to reflect the increased project budget

The revised activity is included for review.

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RELATED JURISDICTIONS

This amendment modifies federally funded transportation planning work in Johnson County, KS.

RECOMMENDATION

Approve amendment #3 to the 2024 Unified Planning Work Program.

STAFF CONTACT

Marc Hansen

2024 Unified Planning Work Program
Amendment #3 - Modify Existing Activity

**5.16 Long Range Transportation Planning: Johnson County Transit Strategic Plan– Lead Agency:
Johnson County Transit**

Program Objectives

The Strategic Plan is intended to be a living document, updated annually to reflect changing realities and changing demographics. A vision statement: Johnson County Transit is committed to providing convenient, reliable, and safe regional mobility options. The JCT team strives to deliver responsive, environmentally friendly, and efficient transit services that constantly exceed customer expectations, is supported by six strategic points:

1. The focus of transit must be broader than the downtown commuter market.
2. The Board of County Commissioners (BoCC) supports the concept of dedicated funding for transit services.
3. The BoCC supports collaboration among the Region’s transit systems.
4. Enhance the quality and utility of services for seniors and persons with disabilities.
5. Management systems for effective transit services will be developed.
6. JCT is committed to work with cities planning transit supportive development.

Background/Previous Work

Multiple objective statements were developed to support the six strategic points. As voiced at the Committee of the Whole meeting, JCT staff and the Council will utilize the Strategic Plan as a guide in the development and maintenance of transit services. Annual updates to the Plan will be completed by staff to reflect departmental and county transit-related goals.

Staff will also utilize the Plan while planning grant applications that support current and planned transit services. The adoption of the Strategic Plan will provide direction on service and funding strategies for the transportation staff and the Transportation Council. The plan will provide additional leverage for federal, state, and local funds.

In addition, JCT staff will utilize this document as a guide for future services, operating plans, and service maintenance priorities. Staff will also use the Plan to support applications for grant funding, exploration, and development of a transit funding source, and to prepare annual budget requests. The plan will provide transit staff the ability to focus on planning objectives beyond a one-year horizon.

The Strategic Plan will guide the development of transit services in Johnson County, and in the County’s regional efforts related to transit activities. Implementation of specific components of the plan will be incremental with the Board of County Commissioners’ consideration of funding availability and annual budget issues, available grant funds, and agreements.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Strategic Plan Management and Coordination:* JCT Team discussion and coordination efforts (Jan-Feb 2024)
2. *ACTIVITY: Strategic Plan Procurement Process:* Requests for proposals commence and project selection (Feb-Mar 2024)
3. *ACTIVITY: Strategic Plan Contract Awarded* (Apr 2024)
4. *ACTIVITY: Engage project partners and stakeholders to refine proposed Plan based on common goals and objectives* (Apr-Nov 2024).
5. *ACTIVITY: Strategic Plan Developed/Finalized* (Oct-Dec 2024)
6. *PRODUCT: Completion of Strategic Plan for Board approval* (Dec 2024 – Jan 2025)

Funding

Federal	\$304,000	FTA-5307
Local	<u>\$ 76,000</u>	LOCAL
Activity Total	\$380,000	

**APPENDIX D – SCHEDULE 1
FY 2024 FUNDING SUMMARY TABLE**

Work Element	STATE and LOCAL				Federal				Total		
	MARC	KDOT	MoDOT	Other	CPG Funds		Other				
					KDOT ⁽²⁾	MoDOT ⁽³⁾	Amount	Agency			
1.1	Transportation Administration	\$62,901				\$218,009	\$279,472		\$560,382		
1.2	Public Participation	\$28,828				\$99,914	\$128,088		\$256,830		
2.1	Land Use, Demographic & Comprehensive Planning	\$61,071				\$211,666	\$271,348		\$544,085		
2.2	Metropolitan Transportation Plan	\$38,793				\$134,452	\$172,363		\$345,608		
3.1	Transportation Modeling/Forecasting	\$98,650				\$341,911	\$438,319		\$878,880		
3.2	Transportation Research & Database Management	\$67,707				\$234,667	\$300,835		\$603,209		
3.3	Air Quality Planning	\$12,266				\$42,510	\$54,497		\$109,273		
3.4	Safe and Accessible Transportation Options	\$56,617				\$196,226	\$251,557		\$504,400		
3.4b	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options ¹					\$32,558	\$49,358		\$81,916		
3.5	Transportation Technology	\$4,868				\$16,871	\$21,629		\$43,368		
3.6	Transportation Safety Planning	\$12,055				\$41,784	\$53,566		\$107,405		
3.7	Congestion Management System	\$7,226				\$25,042	\$32,103		\$64,371		
3.8	Performance Measurement & Target Setting	\$9,714				\$33,666	\$43,160		\$86,540		
4.1	Transportation Improvement Program	\$23,201				\$80,412	\$103,086		\$206,699		
5.1	RideKC Short-Range and Ongoing Transportation Planning				\$80,000		\$0	\$400,000	FTA 5307	\$480,000	
5.2	RideKC Long-Range Transit and Capital Planning				\$130,000		\$0	\$650,000	FTA 5307, 5309	\$780,000	
5.3	Goods Movement/Freight Planning	\$10,067				\$34,889	\$44,727		\$89,683		
5.4	Corridor Studies	\$1,374				\$4,763	\$6,107		\$12,244		
5.5	Aviation Planning	\$300				\$1,039	\$1,332		\$2,671		
5.6	MoDOT Traffic Studies				\$370,933				\$370,933		
5.7	Economic Value Atlas ⁴				\$80,000				\$80,000		
5.8	RideKC Bi-State Green Corridor Planning Investments ⁴							\$514,045	FTA Route Planning Restoration	\$514,045	
5.9	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ⁴				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555	
5.10	Building Climate Resilience in the Transportation System (Phase 1) ⁴				\$21,025	\$76,269	\$97,706		\$195,000		
5.11	Electric Vehicle Readiness Plan ⁴				\$21,025	\$76,269	\$97,706		\$195,000		
5.12	Regional Freight Plan ⁴				\$92,183	\$334,412	\$428,405		\$855,000		
5.13	Bi-State Sustainable Reinvestment Corridor ⁴				\$500,000			\$2,000,000	RAISE	\$2,500,000	
5.14	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood				\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275	
5.15	Stormwater Engineering Standards Update ⁴				\$600,000					\$600,000	
5.16	Long Range Transportation Planning: Johnson County Transit Strategic Plan				\$76,000			\$304,000	FTA 5307	\$380,000	
5.17	US-71 Reconnecting Neighborhoods Project				\$2,500,000			\$5,000,000	FHWA-RAISE	\$7,500,000	
F.1	Operation Green Light				\$700,000			\$700,000	FHWA STBG	\$1,400,000	
F.2	Air Quality Public Education				\$138,750			\$555,000	FHWA CMAQ	\$693,750	
F.3	WAY TO GO							\$300,000	FHWA CMAQ	\$300,000	
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 STBG	\$1,875,000	
F.6	Harry S Truman & Food Lane/Byars Road Intersection and Corrington Avenue & 132nd Street Intersection Traffic Study				\$2,800			\$11,200		\$14,000	
		\$495,637	\$0	\$370,933	\$5,654,993	\$2,237,329	\$2,875,366	\$13,564,865		\$0	\$25,199,123

(1) Federal funds in this subtask are 100% federal and are not factored into match requirement calculations.

(2) Kansas CPG funds assume \$2,004,164 in 2024 allocated funding. MARC anticipates using the federal prorate share (\$200,000) of the direct cost value of \$250,000 to match Kansas CPG funds and increase Kansas CPG to \$2,202,164 as detailed in Appendix C - Schedule 2.

(3) Missouri CPG funds assume \$2,526,355 in 2024 allocated funding. MARC anticipates using a portion of the federal prorate share (\$296,746) of the direct cost value of \$370,933 to match Missouri CPG funds and increase Missouri CPG to \$2,823,102 as detailed in Appendix C - Schedule 2.

(4) Study was initiated in a prior year and extends into 2024.

**2024 Unified Planning Work Program
Amendment #3
Public Comment and Response**

Comment #1

"I think a long range strategic plan for transit should include analysis of how land use and density affects the ease and ability for transit use. The development patterns of Johnson County have notoriously been around the car. This change to expand this plan to be long term should include long term analysis on the effects of cul-de-sacs and how those don't support fixed route transit services. I am glad Johnson County wants to not only look short term but also long term"

Response to Comment #1

Thank you for your recent comment regarding the proposed Amendment #3 to the 2024 Unified Planning Work Program. We shared your comments with Johnson County Transit, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

In response to your comments, Johnson County Transit officials expressed appreciation for your interest in the project and confirmed that the Johnson County Transit Strategic Plan will incorporate the county's land use and development patterns in order to demonstrate the interdependent relationship between land use contexts and transit productivity. In accordance with this, the plan will include:

- an evaluation of existing route alignments against development densities, land use, and walk access to understand how existing services respond to community needs;
- a review of existing regional and local plans to understand the potential impacts of those plans on JCT's future services;
- development of transit service scenario alternatives and a preferred alternative that consider land use and destinations served; and
- an action item matrix that outlines tasks to implement the preferred transit service scenario, including sidewalk connections, and service phasing to match future regional and local growth trends.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [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

May 2024
Item No. 4

ISSUE:

VOTE: 2025-2027 Disadvantaged Business Enterprise (DBE) Goal for Public Review and Comment

BACKGROUND:

The U.S. Department of Transportation’s (USDOT) DBE program is designed to assist small businesses owned and controlled by socially and economically disadvantaged individuals, including minorities and women, in participating in contracting opportunities created by USDOT financial assisted programs. The program also helps small non-minority owned business participate in contracting opportunities. The three major USDOT operating administrations involved in the DBE program are Aviation (FAA), Highway (FHWA) and Transit (FTA).

Among other things, DBE regulations require recipients of USDOT financial assistance to establish goals for the participation of disadvantaged entrepreneurs. MARC is required by the USDOT to have a DBE Program because it is direct FTA recipient that receives federal planning, capital or operating assistance and will award prime contracts. MARC is required to make every effort to meet the overall established goal.

USDOT specifies a three-step process for recipients to use to calculate their individual DBE goals, described in the attachment below. Based on this formula, MARC’s proposed 2025 - 2027 DBE goal will be 20%. MARC’s current 2022 - 2024 DBE goal is 20%. For context, other regional recipients’ current DBE Goals are shown below.

Regional Agencies	Goal
KCATA	24%
KCMO (MCI Airport)	16%
KCMO (Streetcar)	24%
MoDOT	15%
MARC	20%

Federal regulations require a 45-day public comment period before adopting a new DBE goal. MARC’s 2025-2027 DBE goal must be submitted to USDOT by August 1, 2024. Staff will provide additional information about this process at the meeting.

POLICY CONSIDERATIONS:

The DBE Goal allows “Access to Opportunities” and supports “Economic Vitality” by ensuring women and minority firms have access to USDOT assisted contracts and procurement activities.

BUDGET CONSIDERATIONS:

Adoption of DBE goal is required to receive funding through USDOT.

COMMITTEE ACTION:

None

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Release the proposed 2025-2027 DBE Goal for public review and comment.

STAFF CONTACT:

Darryl Fields

DBE Goal Methodology

MARC submits its overall goal to USDOT on August 1 every 3 years. In accordance with Federal Regulation CFR 49§26.45, MARC employs a three-step process to calculate its DBE program goal.

MARC 2025 - 2027 DBE Goal = 20 %

Step 1

Involves determining a “base figure” for the relative availability of DBEs in the area. The base figure is a percentage calculated as the ratio of available and potentially eligible DBEs to all available firms. The data sources used to derive available DBEs and “all available” firms are as follows:

1. The number of “Available DBEs” is derived from the total number of certified DBEs in the KDOT’s and Missouri Regional Certification Committee (MRCC)¹, DBE directories with the North American Industry Classification (NAICS) of 541820, 541330 and 541320 or whose work type was listed as public relations, architecture and engineering and/or landscape architecture for the nine (9) counties within the Metropolitan Statistical Area (MSA). The 2025 DBE program limited the search to these fields based on the types of contracts anticipated for the upcoming year.

$$\text{Step One Base Figure} = \frac{\text{Ready, willing, and able DBEs}}{\text{All firms ready, willing, and able (including DBEs and non-DBEs)}}$$

2. The number of “all available” firms is derived from the total number of firms with the NAICS of 541820, 54320 and 541330 found in Census Bureau’s County Business Patterns (CBP) database in the nine (9) counties within the Metropolitan Statistical Area (MSA).

Total # of Available Firms 2018 County Business Patterns (NAICS)				
Industry code	Industry code description	DBE Firms	Total Firms	DBE%
541820	Public Relations	22	44	50.00%
541320	Landscape Architecture	16	28	57.14%
541330	Architecture & Engineering (A&E)	24	410	5.85%

3. The number of “Potentially eligible” DBEs is determined based upon the CBP, regional Disparity Study² and the City of Kansas City, Missouri’s Disadvantaged/Minority and

¹ MRCC - regional certification committee is the Missouri “one stop” DBE certification group. The Committee (MoDOT, KCMO, KCATA, Metro and Lambert Airport St. Louis, EWGCC, and MARC) is the statewide DBE certification certifiers. If certified by one of these agencies their certification is good throughout MO and those state that have reciprocal certifications with MO.

² Regional Disparity Study completed for the Kansas City region in 2017. Study conducted under the guidance of the City of Kansas City, Kansas City Area Transportation Authority, Jackson County, MO and the Kansas City Public Schools to evaluate minority owned firms availability in the Kansas City region.

Women’s Business Enterprise Directory. Listed firms’ functions were evaluated to determine their eligibility to bid for proposed contracts (as listed below), and the resulting list was checked to ensure that no firms listed in the certified DBE list was repeated.

% of funding for Contracting		
Contract Type	Contracting Opportunities	Contract % of Funds
Public Relations*	\$ 456,795	10%
Landscape Architecture*	\$ 685,193	16%
A&E*	\$ 3,425,963	75%
Available funds for contracting	\$ 4,567,951	100%

* Anticipated

Weighted Base Rate = 13.66% (rounded to 14%)			
Industry code	DBE Firms**	Total Firms	DBE%
541820	22	44	50.00%
541320	16	28	57.14%
541330	24	410	5.85%
Total	62	454	13.66%

** Current KS & MO DBE Directories

Regulations encourage “Wherever Possible, Use Weighting” in recipients base figure goal calculation. Weighting helps ensure accuracy of the “Step One Base Figure.” While weighting is not required by regulation, it makes the goal calculation more accurate. For instance, since 75% of MARC contract dollars will be spent on Architect/Engineering related projects and 10% on marketing/public engagement, MARC weighted the calculation of the relative availability of firms by the same percentages. This method resulted in a weighted base percent of 17.96%.

Weighted Rate =		17.96%		
		% of industry	% of contracting \$\$	Weighted %
541820	(21/49) =	50.00%	10%	5.00%
541320	(15/19) =	57.14%	16%	8.57%
541330	(21/421) =	5.85%	75%	3.49%
Total				17.96%

Therefore, the base goal 13.66% (rounded to 14%) is increased to 17.96% (rounded to 18%).

Step 2:

The **second step** involves examining available evidence to determine what adjustment, if any, is needed to the base figure in order to arrive at the overall goal that reflects as accurately as possible the DBE participation MARC would expect in the absence of discrimination.

$$\begin{array}{l} \text{A. Proposed Goal} \\ \text{B. MARC 3yr} \\ \hline \hline \text{(A X B)/2 = Goal Adjustment} \end{array}$$

To determine what types of adjustments, if any, are needed to the base figure, additional sources of evidence was examined:

4. The current capacity of DBEs to perform work in MARC’s DOT- assisted contracting program, as measured by the volume of work DBEs have performed in recent years.
5. Reviewed the last three (3) year bi-annual reports (years 2021through 2023) of DBE participation (20%) reported to the FTA.

Last 3 Year	Goal	Achieved Goal
2021	20%	20%
2022	20%	20%
2023	20%	20%

To calculate the DBE goal, MARC averaged the base figure calculation (18%) was averaged with the median of the volume of work DBEs performed in recent years (22%) thus providing the average of the two measures.

$$\frac{18\% + 20\%}{2} = 19\%$$

6. The Step 2 adjustment to the base figure the goal is **19%**.
- To validate the Step 2 calculation MARC completed one additional calculation averaging goals established by the regional MRCC partner agencies (24% + 16% + 24% + 20% + 15%)/5 = 20%

Regional Agencies	Goals
KCATA	24.00%
KCMO (MCI Airport)	16.00%
KCMO (Streetcar)	24.00%
MARC	20.00%
MoDOT	15.00%
Average	20.00%

- Conclusion: comparing the Step 2 calculations to prior years goal attained average and the weighted adjustment MARC determines that the Step 2 adjustment is required to the weighted average.

MARC 2025 to 2027 DBE Goal = 20%

Step 3:

Regulations state that recipients must demonstrate the percentage of their goal met solely through race- neutral measures, or whether race-conscious program elements such as DBE contract goals are also needed. Race-neutral program elements are initiatives that help all businesses or small businesses in general, including – but not limited to – DBEs. Recipients must meet the maximum feasible portion of their overall DBE goal by using race/gender-neutral means.

- Race Conscious = 15%
- Race Neutral = 5%

The following is a summary of the basis of our estimated breakout of race-neutral and race- conscious DBE participation:

Last 3 Year	Goal	Race* Neutral (R/N)	Race Conscious	Achieved Goal
2021	20%	4%	16%	20%
2022	20%	4%	16%	20%
2023	20%	4%	16%	20%

*Anything over 16% is considered achieved by race - neutral means

- A) Third party contracting % of funds for A&E = 75%
- B) DBE Goal subcontracting opportunities = 20%
- C) A * B = Race Conscious 15%
- D) C - B = Race Neutral 5%

Race Conscious 15%
Race Neutral 5%

TTPC AGENDA REPORT

May 2024
Item No. 5

ISSUE:

VOTE: 2024 Missouri Unfunded Needs

BACKGROUND:

In 2019, MoDOT established the current process to solicit planning partner input to prioritize [unfunded needs](#) for the state highway and other multi-modal systems in Missouri. MoDOT engages Metropolitan Planning Organizations and Regional Planning Commissions across the state to work with cities, counties and other planning partners to review and prioritize project lists in order to inform MoDOT's near and intermediate-term project development processes. The goal of the *unfunded needs list* is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of projects which represent where additional funding could be used.

The original project list developed in 2019 for the Kansas City metropolitan area began with projects in MARC's then-current Metropolitan Transportation Plan (MTP) with some additional work recommended for consideration by MoDOT. Since 2021, this has been an annual exercise at MARC initiated under the Missouri STP-Priorities Committee, the Active Transportation Programming Committee, and other committees for approval by the Total Transportation Policy Committee and the MARC Board of Directors.

This is an iterative process that begins with a review of priorities adopted from the preceding year and considers new projects that may be proposed by MoDOT, committee members and others within financial targets developed by MoDOT. Key factors that the committees consider in prioritizing these lists include:

- The relative priority of projects in the MTP and other plans,
- Priorities of cities, counties and other agencies within their individual jurisdictions,
- Distribution of projects within the region,
- Progress made towards implementing projects on the previous list,
- Project readiness, and
- MoDOT staff priorities

MARC staff facilitates the process by providing information to support the factors above and by managing the flow of information between MARC committees. The final decisions about this process are made by MoDOT and the Missouri Highways and Transportation Commission.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

A number of MARC committees reviewed this work as follows:

MARC Committee	Dates of Review
Highway Committee	March 27
Goods Movement	February 6, May 7
MO STP Priorities Committee	Feb 13, March 12, April 9 & May 14
Transit Technical Team	April 12
ATPC & BPAC	Jan 10, Feb 14, March 13, May 10

The list included as attachments to this staff report reflect the recommendations of the Goods Movement Committee, the Transit Technical Team, the Active Transportation Programming Committee and the Missouri STP Priorities Committee.

RELATED JURISDICTIONS:

All Missouri counties in the MARC region.

RECOMMENDATION

The 2024 Missouri unfunded needs list for review and approval by the TTPC is included in the following pages.

STAFF CONTACT

Martin Rivarola

Kansas City Region - DRAFT Missouri Road/Highway Unfunded Needs List (2024)

Recommended by Missouri STP Committee on May 14, 2024

Project Name	Updated Cost (2024)	Note	Former Tier (2023)	MTP Score	MTP Priority	Total Tier	% Over/Under Target
Tier 1							
I-70 (435-470) - Corridor Improvements (partial)	\$100,000,000	Stay in current Tier from 2023	1	101	High		
	Tier 1 Target: \$95m					\$100,000,000	5%
Tier 2							
US71 - Safety Improvements Across Bruce R. Watkins (Partial 1 of 2)	\$30,250,000	Split between Tier 2 and Tier 3 pending conclusion of PEL study	2	120	High		
I-29 and I-35 Corridor from MO 210 to MO45 Along I-29 and I-435 along I-35)	\$238,000,000	I-29/I-35 Corridor improvements - PEL priority segment 1	2	104	High		
I-70 (435-470) - Corridor Improvements (partial)	\$90,000,000	Stay in current Tier from 2023	2	101	High		
MO 291 (I-435 to Ash) Corridor Improvements	\$50,340,000	Stay in current Tier from 2023	2	77	High		
	Tier 2 Target: \$380m					\$408,590,000	8%
Tier 3							
Route AA/Waukomis Drive Complete Streets Reconstruction	\$8,800,000	Stay in current Tier from 2023	3	149	Rehabilitation		
US-71-Safety Improvements Across Bruce R. Watkins (Partial 2 of 2)	\$90,750,000	Split between Tier 2 and Tier 3 pending conclusion of PEL study	3	120	High		
I-70 and I-470 Interchange Improvement	\$80,000,000	Stay in current Tier from 2023	3	100	Rehabilitation		
Interstate 49/ Route 58 Interchange Enhancement Project	\$22,000,000	Stay in current Tier from 2023	3	93	High		
I-35 (I-435 to US 69) Corridor Improvements	\$60,500,000	Stay in current Tier from 2023	3	87	High		
MO 92 Hwy Improvements - Phase 2	\$25,000,000	Recategorized as Tier 3 project (formerly Tier 2)	2	20	Low		
I-49 - Pavement Reconstruction from Blue Ridge Blvd to about 2000' south of 155th St	\$60,000,000	Recategorized as Tier 3 project (formerly Tier 2)	2	N/A	Rehabilitation		
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$29,000,000	Stay in current Tier from 2023	3	N/A	Rehabilitation		
Mo Rt FF - Slope repairs/stabilization from Mo Rt 9 to State maintenance ends	\$15,000,000	Stay in current Tier from 2023	3	N/A	Rehabilitation		
	Tier 3 Target: \$380m					\$391,050,000	3%
						Total All Tiers	\$899,640,000 5.22%

Other Regional Priorities

I-435 at Parvin Rd	\$22,143,000	Formerly in Tier 3 list - moved to "other regional priorities"	3	N/A	N/A		
I-35 corridor improvements from NE of downtown loop (Independence Ave) to MO 210	\$96,600,000	I-29/I-35 Corridor improvements - PEL priority segment 2	NEW	104	High		
US 169 corridor improvements form I-29 to 68th Street	\$36,000,000	I-29/I-35 Corridor improvements - PEL priority segment 3	NEW	104	High		
Mo Rt A - (Ray County - Mo Rt 10 north to County limit)		Ray County	NEW	N/A	Rehabilitation		
I-470 Expansion Project (I-70 to US5)	\$140,000,000	Jackson County	NEW				
Interchange/ramp/signal improvements at commercial street in Harrisonville	\$1,500,000	Cass County	NEW				
Corridor improvements on 150 through Greenwood	\$8,000,000	Jackson County	NEW				

2024 Missouri Unfunded Needs - Multimodal (Transit)	
Project/service route or program	Project / Program Cost
Interjurisdictional Transit Service Operations	\$33,000,000
Interjurisdictional Transit Capital Projects	\$33,000,000
Independence Avenue Bus Rapid Transit (Fast and Frequent Service)	
Burlington/North Oak Enhanced Transit (Fast and Frequent Service)	
31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service)	
Other routes and services	
Improve passenger rail station, replace platform staircases in KC	\$5,000,000
OATS - Local match for 41 vehicles past useful life	\$850,000
Total	\$71,850,000
<i>Note: Assume state funds cover 20% of capital cost for projects. Remainder for "Interjurisdictional transit operations".</i>	

2024 Missouri Unfunded Needs - Multimodal (Bike/Ped)	
Project	Cost
Blue River Parkway - Blue Ridge Connector (Jackson County Parks + Rec)	\$3,000,000
Blue River Parkway Trail: State Line Connector (Jackson County Parks + Rec)	\$4,000,000
Blue River Trail - Swope Park Central Valley Connector (KCMO, Missouri P&R Dept)	\$1,500,000
350 HWY Bike and Pedestrian Trail (City of Raytown)	\$1,500,000
3rd Street at US50 Interchange Improvements (MoDOT)	\$7,000,000
Grand Blvd - Riverfront pedestrian and bike bridge (KCMO)	\$8,000,000
Greenwood Connector (Jackson County)	\$16,000,000
Bridge Replacement Old 210 (Clay County, Missouri)	\$2,300,000
Missouri River North Trail (Riverside)	\$12,000,000
Gillham Rd - Upgrade barrier (KCMO)	\$2,006,400
Trolley Trail Connector trail - MLK Jr Blvd (KCMO)	\$865,200
Colombus Park Neighborhood - sidewalks (KCMO)	\$10,300,000
Total	\$68,471,600
Note: Protected bicycle facilities preferred for bicycle network improvements.	

2024 Missouri Unfunded Needs - Multimodal (Freight/Aviation)	
Project	Cost
Independence Avenue Rail Bridge Construction (KCMO & Terminal RR)	\$20,000,000
Canadian Pacific RR grade-separated crossing (Birmingham Rd @ Holt Dr) (City of Liberty)	\$9,150,000
Missouri River Terminal/Woodswether port improvements (Port KC)	\$22,000,000
RSA Grading and Erosion Control (Clay County general aviation airport)	\$2,400,000
Runway Lighting Rehabilitation (Exelsior Springs)	\$300,000
Lee's Summit Airport Improvements	\$11,000,000
Northeast Side Development	
South Apron Expansion	
Construct Air Traffic Control Tower	
Harrisonville Airport Improvements	\$4,000,000
Construct Hangars	
Construct parallel taxiway	
Total	\$68,850,000

Total Multimodal List	\$209,171,600
% over \$190m target	10%

TTPC AGENDA REPORT

May 2024
Item No. 6

ISSUE:

VOTE: Programming Committee for Carbon Reduction Program Funds

BACKGROUND:

The Infrastructure Investment and Jobs Act of 2021 (IIJA) created a new formula program for transportation projects that reduce carbon emissions. A portion of these Carbon Reduction (CR) program funds are suballocated for projects in metropolitan areas, including greater Kansas City.

In 2023, MARC formed an ad hoc work group to develop recommendations for the initial CR funds through FFY 2024, however, it was not established as a permanent committee beyond this initial assignment. In order to manage these funds for the remaining years authorized under IIJA and beyond it will be necessary to assign these funds to a committee for oversight.

In 2024, MARC formed another ad hoc work group of current programming committee chairs and other committee representatives to develop recommendations for a more permanent programming committee to manage these funds. Because the project eligibilities of the CR program closely match the eligibilities of the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant Set-Aside for Transportation Alternatives (TA) programs, this work group was also asked to consider the relationships between these programs.

The work group met two times and discussed three alternative approaches to manage these programs.

Option A - Formalize the 2023 CR Workgroup

- Would provide oversight of CR.
- Included expertise in Bike/Ped, Traffic Flow, Transit, Alt Fuels and GHG Reduction.
- Would require formalized membership & roles & responsibilities document.
- Does not address CMAQ structure issues related to program “buckets”
- Additional committee for MARC members and staff

Option B - Create a new committee for both CMAQ & CR

- Provide oversight of both CMAQ & CR.
- Would require a formal roles & responsibilities document.
- Roster would require expertise in Bike/Ped, Traffic Flow, Transit, Alt Fuels and GHG Reduction.
- CMAQ buckets could be managed, updated or eliminated
- Would reassign CMAQ programming from Active Transportation Programming Committee, Air Quality Forum (AQF), Kansas and Missouri STP Priorities Committees and Regional Transit Coordination Technical Team. AQF would retain their parallel approval role for CMAQ funds with TTPC.
- Additional committee for MARC members and staff.

Option C - Reorganize the Active Transportation Programming Committee

- Task with oversight of TA, CMAQ, & CR.
- Would not create a new committee - least duplicative option.
- Would require broadened membership & updated roles & responsibilities document.
- May need to increase meeting frequency of current committee.
- Would reassign CMAQ programming from AQF, Kansas and Missouri STP Priorities Committees and Regional Transit Coordination Technical Team. AQF would retain their parallel approval role for CMAQ funds with TTPC.
- CMAQ buckets could be managed, updated or eliminated.
- Some concern about potential loss of focus on active transportation.

After review and discussion, the work group recommended pursuing Option B to establish a new programming committee with oversight of the CR and CMAQ program funds allocated to MARC. Pending approval of this recommendation by TTPC, MARC staff will develop recommendations for formal roles and responsibilities and a committee roster for the new committee with additional input from the Air Quality Forum, Climate Environment Council, Kansas and Missouri STP Priorities Committees and Active Transportation Programming Committee.

POLICY CONSIDERATIONS:

To stay on schedule for the current 2024 call for projects, an oversight committee for the Carbon Reduction program will need to be in place by August.

BUDGET CONSIDERATIONS:

On average MARC receives the following amounts annually for the Carbon Reduction Program (CRP) and the Congestion Mitigation/Air Quality Program (CMAQ):

CRP: \$2.1M from Kansas and \$3.2M from Missouri

CMAQ: \$2.8M from Kansas and \$2.9M from Missouri

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Direct staff to provide recommendations for formal roles and responsibilities and a proposed committee roster for a new programming committee with oversight of the CR and CMAQ program funds allocated to MARC for consideration at a future meeting.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

May 2024
Item No. 7

ISSUE:

REPORT: Kansas Infrastructure Hub

BACKGROUND:

The state of Kansas has established special funding to promote the competitiveness of local projects pursuing funding through the Bipartisan Infrastructure Bill (BIL). The Build Kansas Fund is available to provide up to \$200M in state matching funds for eligible organizations applying for infrastructure-related grant programs for projects in Kansas.

These funds are distributed through the Kansas Infrastructure Hub, which also provides technical support and facilitates partnerships to strengthen the competitiveness of grant applications for infrastructure projects in Kansas. More information is available online at <https://kshub.org/>.

Matt Volz, Executive Director of the Kansas Infrastructure Hub will provide an update about the program at the meeting.

POLICY CONSIDERATIONS:

A predecessor of this program, the Kansas SS4A Match Pilot Program, provided matching funds to support MARC's 2023 Safe Streets For All grant through the US Department of Transportation.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the state of Kansas.

RECOMMENDATION:

None. Information only.

STAFF CONTACT

Ron Achelpohl

TTPC AGENDA REPORT

May 2024
Item No. 8

ISSUE:

REPORT: FY23 Safe Streets & Roads for All (SS4A) Grant Update

BACKGROUND:

MARC's Destination Safe Coalition unites 13 counties in Greater Kansas City to improve transportation system safety for. It is governed by a committee with representatives from local, regional, state, and federal agencies, emergency response, law enforcement, public health and nonprofit groups dedicated to transportation safety. MARC staff collaborates through coordination and communication with the Destination Safe Coalition to maintain and improve a safety culture among transportation and public safety experts and the public.

MARC staff applied for the USDOT FHWA Safe Streets & Roads for All (SS4A) Grant in June 2023 and was recently awarded funding for MARC to conduct and contract consultants for the development of a Comprehensive Safety Action Plan (CSAP) and Supplemental Planning Activities. This project will allow MARC to develop a guiding document that embraces the Safe System approach, develop a user-friendly crash data dashboard, and conduct a Vulnerable Road User (VRU) assessment with the aim of improving the safety culture and promoting equity and provides tools and resources that help strengthen our region's approach to and understanding of transportation safety issues within the Destination Safe Region.

The CSAP and crash data dashboard will provide helpful resources that municipalities and other organizations can use when prioritizing transportation safety in preparation for submitting applications for federal funding.

POLICY CONSIDERATIONS:

This plan will update the Destination Safe 2022-2027 Transportation Safety Plan into a Comprehensive Safety Action Plan (CSAP) as specified by the [U.S.DOT Notice of Funding Opportunity, Table 1](#). The CSAP will identify strategies and countermeasures for implementing transportation safety improvements.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts the 13 counties of the Destination Safe region: Platte, Leavenworth, Wyandotte, Johnson (KS), Miami, Clay, Jackson, Cass, Ray, Lafayette, Johnson (MO), Saline, and Pettis.

RECOMMENDATION:

None. Information only.

STAFF CONTACT

Alicia Hunter

TTPC AGENDA REPORT

May 2024
Item No. 9

ISSUE:

REPORT: Connected KC 2050 Regional Survey

BACKGROUND:

In support of the Connected KC 2050 long range transportation plan update, MARC contracted with ETC Institute, a local research company, for a random sample surveying process that surveyed all nine counties of the MARC Metropolitan Planning Organization area. ETC Institute is well established in our region and has provided research services to many of our member jurisdictions. The survey has closed and ETC has begun analyzing the results and writing the final report.

The May report will provide a high level overview with a more detailed presentation in June.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None. Information only.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Beth Dawson