



**OPEN MEETING NOTICE**  
**TOTAL TRANSPORTATION POLICY COMMITTEE**  
The Honorable Chuck Adams, Kansas Co-Chair  
The Honorable Carson Ross, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, February 15, 2022, at 9:30 a.m.**

**A G E N D A**

1. Welcome & Introductions
2. *VOTE: January 18, 2022, Meeting Summary\**
3. *VOTE: Traffic Safety Targets\**
4. *VOTE: Public Transportation Safety Targets\**
5. *VOTE: Functional Classification System Updates\**
6. *VOTE: Authorize 2022 Call for Projects & Funding Allocations\**
7. REPORT: Missouri Statewide Transportation Improvement Program Development
8. REPORT: Creation of Climate Environment Council
9. REPORT: 2021 Retail Trends Report
10. REPORT: Operation Green Light Program Update
11. REPORT: Target Setting for Vehicle Miles Travelled and Electric Vehicles
12. Other Business
13. Adjournment

*\*Action Items*

***Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be open to the public via teleconference.*** Members of the public who wish to participate in this meeting please email [transportation@marc.org](mailto:transportation@marc.org) by Noon on Monday February 14, 2022, for instructions to join the teleconference.

**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**  
**January 18, 2022**  
**Meeting Summary**

**Members, Alternates Present-Representing**

Mayor Carson Ross, Jackson County Municipalities  
Councilman Chuck Adams, Wyandotte County Munic.  
Lauren Anderson, Leavenworth County  
Cory Davis, KDOT  
Tom Gerend, KC Streetcar  
Patty Hilderbrand, City of Kansas City  
Tony Hofmann, City of Overland Park  
Dick Jarrold, KCATA  
Paul Kramer, Leavenworth County Municipalities  
Kent Lage, Johnson County  
Janet McRae, Miami County  
Jack Messer, City of Overland Park  
Matt Nolker, Ray County  
Bill Noll, Leavenworth County  
Commissioner Jerry Nolte, Clay County  
Fahteema Parrish, COMTO  
Josh Powers, Johnson County  
Eric Rogers, BikeWalkKC  
Mayor David Slater, Clay County Municipalities  
Mayor John Smedley, Platte County Municipalities  
Eva Steinman, FTA  
Chad Thompson, City of Kansas City  
Councilman Reginald Townsend, Cass County  
Geoffrey Vohs, Johnson County  
Karl Walters, Clay County  
Doug Whitacre, Johnson County Municipalities  
Sabin Yanez, Northland Chamber of Commerce  
Beccy Yocham, Johnson County Municipalities

Mike Spickelmier, City of Lansing  
Jason Waldron, City of Kansas City  
Mike Waller, KCAD

**MARC Staff Present**

Ron Achelpohl, Dir. Of Transportation & Environment  
Karen Clawson, Prin. Planner/Air Quality Prog. Mgr.  
Beth Dawson, Principal Planner  
Darryl Fields, Principal Planner  
Marc Hansen, Principal Planner  
Amanda Horner, Safety and Mobility Planner  
Tom Jacobs, Environmental Program Director  
Frank Lenk, Director of Research Services  
Kate Ludwig, Environmental Program Assistant  
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.  
Amy Strange, Digital Communications Manager  
Patrick Trouba, Transportation Planner I  
Chris Upchurch, Technical Project Manager  
Raymond Webb, Manager of Traffic Operations  
Jermain Whitmore, Program Assistant

**Others Present**

Kendra Burgess  
Cecelie Cochran, FHWA-KS  
Mark Fisher, MoDOT  
Randy Gorton, BHC  
Richard Grenville, PortKC  
Pam Harris  
Carrera Kauszler, SE3  
Hunter Kelly, Senator Josh Hawley  
Kevin Klinkenberg, KC Regional Transit Alliance  
Rob Krewson, Benesch  
Kristen Leathers-Gratton, Affinis  
Clarence Munsch, GBA  
Chris Redline, MoDOT  
Mike Shaw  
Brian Shields, City of Overland Park  
Allison Smith, KDOT

**1) Welcome/Introductions**

Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

**2) Approval of December 21, 2021 Summary\***

There were no additional changes to the December 21, 2021 meeting summary as presented.

**Recommended action: Approve the December 21, 2021 meeting summary.**

**3) 2022 1<sup>st</sup> Quarter Amendment to the 2022-26 Transportation Improvement Program\***

The proposed 2022 1<sup>st</sup> Quarter Amendment to the *2022-26 Transportation Improvement Programs* includes 25 projects:

- 9 new projects to be added, including but not limited to:
  - #162007 – 4H Road & DeSoto Road roundabout in Lansing
  - #259212 – Bridge replacement on Thorn Drive over Davis Creek
  - #350237 – Quivira Road, 179<sup>th</sup> Street to 187<sup>th</sup> Street
  - #380213 – Bridge replacement at Moonlight Road over I-35
- 16 modified projects
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at:

<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/22Q1amend.aspx>

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. Three comments from the public were received. The comments and proposed responses from MARC are included.

The Active Transportation Programming Committee approved modifications to #410067, #510075, #510079, #611182, and #611188 at their meeting on November 10, 2021.

**Recommended Action: Approve the 2022 1<sup>st</sup> Quarter Amendment to the FFY 2022-2026 TIP.**

**Committee Action:**

***Tom Gerend made a motion to approve items 2 & 3 as presented. Sabin Yanez seconded the motion which carried unanimously.***

**4) RideKC Johnson County Transit Pilot Programs Update**

Josh Powers provided an update on the pilot programs at the meeting. Johnson County Transit (JCT) provides public transportation services under the RideKC brand. In November the county Board of Commissioners approved funding for new pilot programs to expand services within the county using federal COVID-19 relief funds through the CARES Act, CRRSAA and ARPA.

The pilot programs will adjust commuter express services, expand service to include Saturdays on four routes, add mid-day service to all bus routes, create a new bus route on the 87<sup>th</sup> street corridor and expand micro transit service coverage. The programs are scheduled to begin in the second quarter of 2022.

Expanded and enhanced public transportation services and increased modal choice are two cross-cutting strategies of the Connected KC 2050 regional transportation plan, Smart Moves 3.0 and the regional Climate Action Plan.

A committee member asked is the fair trip one way, round trip or within limited time; and Mr. Powers replied it is for each trip.

One of the committee members inquired if they changed because of decreased demand, and Mr. Powers confirmed that was the reason.

#### **5) Kansas City Region Economic Forecast 2022 Update**

Frank Lenk presented a summary of the forecast for the nation and the region for 2022 and beyond as the economy continues to recover from the COVID-19 recession. MARC annually provides an economic forecast to the community as part of the Greater Kansas City Chamber's Economic Forecast event, which occurred on December 9, 2021. This year, the forecast was also delivered to MARC's Workforce and Education Summit on December 7, 2021.

*Connected KC 2050* includes policy goals to support a competitive regional economy.

A committee member asked for clarification if manufacturing will decline in 2023, and Mr. Lenk explained that the forecast anticipates a modest increase in manufacturing employment.

A member inquired if there is any feel for the impact of Cerner's acquisition by Oracle, Mr. Lenk stated that he was not fully sure at this point.

Another committee member questioned how energy cost increases will affect the economy, as it seems to be partially driving inflation. Mr. Lenk explained that energy costs are one of many factors that interact to impact economic performance.

#### **6) 2020 Census Population Changes**

The first results from the 2020 Census were released in August. MARC staff will present an initial analysis of the results. These show that virtually all of the region's net increase in population was due to increases in the number of people of color. Additionally, compared to previous census a much larger fraction of the region's population growth – 36 percent - occurred in the portion of the region that was developed before 1990.

A key strategy in *Connected KC 2050* is to focus growth in nodes and corridors along existing infrastructure. Planning Sustainability projects encourage local governments to conduct the planning necessary to make higher density growth both feasible and attractive. The 2020 Census appears to validate that, when there is investment in the infrastructure needed to accommodate such growth, there is substantial demand by residents to locate in well-planned nodes and corridors.

This work is carried out as part of conducting the economic and demographic analysis underlying the land use forecasts in *Connected KC 2050*.

#### **7) Transportation Planning Committee Work Plans**

MARC Planning Committees are currently undertaking a number of major work activities, which relate directly to our Unified Planning Work Program (UPWP) for 2022.

At this month’s TTPC meeting, MARC staff will present an overview of each planning committee’s work plan for the current year. Committee’ workplans to be presented/discussed include:

- Highway Committee
- Bicycle Pedestrian Advisory Committee (BPAC)
- Goods Movement Committee
- Aviation Committee
- Destination Safe Coalition
- Regional Transit Coordination Council (RTCC)
- Mobility Advisory Committee (MAC)
- Sustainable Places Policy Committee (SPPC)

Planning Committees serve a role in the advancement of planning initiatives identified in the UPWP. These committees also provide support to the development of the region’s Metropolitan Transportation Plan (MTP) for the region.

Planning & modal committees regularly update, revisit and approve their annual work plans for upcoming year.

### 8) 2020 Regional Crash Data Review

In early 2020, there was hope across the traffic safety community that decreased traffic volumes due to COVID-19 would ease crash severity numbers. However, anecdotes of high-speed races across the country and preliminary data soon dashed any expected positive influence of the pandemic on crash severity.

Below is a snapshot of 2020 crash numbers and focus areas compared to 2019.

|                                    | 2019   | 2020   | Percent Change |
|------------------------------------|--------|--------|----------------|
| Total Crashes                      | 56,470 | 44,330 | <b>-21.50%</b> |
| Serious Injuries                   | 1,373  | 1,228  | <b>-10.56%</b> |
| Fatalities                         | 238    | 256    | <b>7.56%</b>   |
| Millions of Vehicle Miles Traveled | 22.12  | 19.37  | -12.43%        |
| Serious Injury Rate                | 5.510  | 5.580  | 1.27%          |
| Fatality Rate                      | 0.94   | 1.19   | 26.60%         |
| <b>Fatalities by Type</b>          |        |        |                |
| Drivers                            | 160    | 184    | 15.00%         |
| Passengers                         | 45     | 36     | -20.00%        |
| Motorcyclists                      | 40     | 33     | -17.50%        |
| Bicyclists                         | 4      | 3      | -25.00%        |
| Pedestrians                        | 28     | 33     | 17.86%         |
| Speed Related                      | 39     | 71     | <b>82.05%</b>  |
| No Restraint                       | 79     | 114    | 44.30%         |
| No Helmet                          | 13     | 15     | 15.38%         |

Connected KC 2050 lists the prioritization of safety for all modes of travel as one of its strategies. The current Regional Safety Blueprint provides recommended strategies for engineering, education, and enforcement to improve traffic safety. The next iteration of this plan is expected to be complete in 2022.

One of the committee members asked who are the unlicensed, and Mrs. Horner replied that about 30% were youth and the rest varies.

Someone else inquired can a single crash be in multiple categories; for example, unrestrained and impaired and Mrs. Horner commented that it can.

**9) Other Business**

Mr. Achelpohl informed the committee about the sub-allocated call for projects meeting that will take place on February 9, 2022, at 1pm, and it will be held virtually.

**10) Adjournment**

With no further business the meeting was adjourned. The next meeting of TTPC will be held February 15, 2022.

## TTPC AGENDA REPORT

February 2022  
Item No. 3

### ISSUE:

VOTE: Traffic Safety Performance Targets

### BACKGROUND:

The Federal Highway Administration requires States and Metropolitan Planning Organizations to adopt regional targets for five performance measures for traffic safety. State DOTs are required to update safety performance targets on an annual basis for all five measures. Missouri and Kansas statewide targets for a 5-year rolling average (2018-2022) were set in August 2021. MPOs have the option to (a) support the state targets, or (b) establish their own regional targets within 180 days of the establishment of state targets.

MARC has elected to update regional targets, and core reasons include the need to harmonize significantly different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical traffic safety trends, regional plans and programs, and emerging issues such as technology. The targets were developed in coordination with State DOTs and regional partners and are consistent with safety targets in the adopted 2018-2022 Regional Safety Blueprint. The five recommended MPO safety performance targets represent a rolling 5-year average (2018-2022) for:

1. Number of fatalities – 197.2
2. Fatality rate per 100 million VMT – 0.850
3. Number of serious injuries – 900.0
4. Serious injury rate per 100 million VMT – 4.020
5. Number of non-motorized fatalities and serious injuries – 100.0

Through Destination Safe, MARC is working with regional partners to improve traffic safety and implement strategies in the Regional Safety Blueprint. The Blueprint identifies specific strategies related to engineering, enforcement, education, and emergency response. MARC advances these strategies by prioritizing proven safety countermeasures when programming various types of federal transportation funding.

### POLICY CONSIDERATIONS

Federal regulations require States and Metropolitan Planning Organizations to adopt targets for traffic safety.

### BUDGET CONSIDERATIONS

None.

### COMMITTEE ACTION

The recommended safety targets have been developed with input from the Destination Safe Leadership Team.

**RECOMMENDATION**

Approve updated traffic safety performance targets as presented.

**STAFF CONTACT**

Amanda Horner

Ron Achelpohl



## TTPC AGENDA REPORT

February 2022  
Item No. 4

**ISSUE:**

*VOTE:* Public Transportation Safety Targets\*

**BACKGROUND:**

The Federal Transit Administration requires Metropolitan Planning Organizations to adopt regional targets for the performance measures included in Public Transportation Agency Safety Plans (PTASP). These measures include Number of Fatalities, Fatalities per 100,000 Vehicle Revenue Miles (VRM), Number of Injuries, Injuries per 100,000 VRM, Safety Events, Safety Events per 100,000 VRM and System Reliability (VRM Between Failures). These measures apply separately to each mode (the modes in our region include bus, bus rapid transit, streetcar, paratransit, vanpool, and microtransit).

MARC staff consulted local transit agencies' PTASPs. For modes where only one transit agency operates in the region (such as streetcar) staff recommend adopting the agency's targets. For modes that more than one transit agency operates in the region staff have developed regional targets that accommodate all agencies' targets.

Staff consulted with local transit agency staff as part of the Regional Transit Coordinating Council Tech Team and incorporated their feedback.

**POLICY CONSIDERATIONS:**

Federal regulations require MARC to adopt Public Transportation Agency Safety Plan Performance Measure Targets.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RECOMMENDATION:**

Approve Public Transportation Agency Safety Plan Performance Measure Targets as presented.

**STAFF CONTACT:**

Chris Upchurch

# Public Transportation Agency Safety Plan Performance Measure Targets

## Fixed Route Bus

|   | KCATA   | UG Transit | Inde Bus | MARC (staff proposal) |
|---|---------|------------|----------|-----------------------|
| Fatalities                                | 0       | 0          | 0        | 0                     |
| Fatalities per 100k VRM                   | 0       | 0          | 0        | 0                     |
| Injuries                                  | 120     | 2          | 2        | 124                   |
| Injuries per 100k VRM                     | 1.62    | 0.2        | 1        | 1.62                  |
| Safety Events                             | 25      | 2          | 2        | 29                    |
| Safety Events per 100K VRM                | 0.34    | 0.2        | 1        | 1                     |
| System Reliability (VRM between failures) | 13682.8 | 13787      | 13960    | 13700                 |

## Bus Rapid Transit

|   | KCATA  | MARC (staff proposal) |
|---|--------|-----------------------|
| Fatalities                                | 0      | 0                     |
| Fatalities per 100k VRM                   | 0      | 0                     |
| Injuries                                  | 9      | 9                     |
| Injuries per 100k VRM                     | 1.98   | 1.98                  |
| Safety Events                             | 3      | 3                     |
| Safety Events per 100K VRM                | 0.66   | 0.66                  |
| System Reliability (VRM between failures) | 5623.8 | 5623.8                |

## Streetcar

|   | KC Streetcar | MARC (staff proposal) |
|---|--------------|-----------------------|
| Fatalities                                | 0            | 0                     |
| Fatalities per 100k VRM                   | 0            | 0                     |
| Injuries                                  | 1            | 1                     |
| Injuries per 100k VRM                     | 0.78         | 0.78                  |
| Safety Events                             | 2            | 2                     |
| Safety Events per 100K VRM                | 1.02         | 1.02                  |
| System Reliability (VRM between failures) | 2500         | 2500                  |

## Paratransit

|   | KCATA<br>Direct | KCATA<br>Purchased | UG Transit | MARC (staff<br>proposal) |
|---|-----------------|--------------------|------------|--------------------------|
| Fatalities                                | 0               | 0                  | 0          | 0                        |
| Fatalities per 100k VRM                   | 0               | 0                  | 0          | 0                        |
| Injuries                                  | 2               | 0                  | 2          | 4                        |
| Injuries per 100k VRM                     | 1.15            | 0                  | 0.2        | 1.15                     |
| Safety Events                             | 2               | 0                  | 2          | 4                        |
| Safety Events per 100K VRM                | 1.15            | 0                  | 0.2        | 1.15                     |
| System Reliability (VRM between failures) | 8272.14         | 64647.9            | 0          | 60000                    |

## Vanpool

|   | KCATA  | MARC<br>(staff<br>proposal) |
|---|--------|-----------------------------|
| Fatalities                                | 0      | 0                           |
| Fatalities per 100k VRM                   | 0      | 0                           |
| Injuries                                  | 0      | 0                           |
| Injuries per 100k VRM                     | 0      | 0                           |
| Safety Events                             | 0      | 0                           |
| Safety Events per 100K VRM                | 0      | 0                           |
| System Reliability (VRM between failures) | 100000 | 100000                      |

## Microtransit

|   | UG Transit | MARC<br>(staff<br>proposal) |
|---|------------|-----------------------------|
| Fatalities                                | 0          | 0                           |
| Fatalities per 100k VRM                   | 0          | 0                           |
| Injuries                                  | 2          | 2                           |
| Injuries per 100k VRM                     | 0.2        | 0.2                         |
| Safety Events                             | 2          | 2                           |
| Safety Events per 100K VRM                | 0.2        | 0.2                         |
| System Reliability (VRM between failures) | 0          | 0                           |

## TTPC AGENDA REPORT

February 2022  
Item No. 5

### **ISSUE:**

*VOTE: Functional Classification System Updates\**

### **BACKGROUND:**

Functional classification is the process by which streets and highways are organized according to how they move vehicles across our transportation network. This designation is based on factors such as roadway volume and speed limit, among other criteria established by the Federal Highway Administration. Functional classification is used in transportation planning, roadway design, and is one factor in determining if a roadway project is eligible to receive federal funds.

As the Metropolitan Planning Organization for the Kansas City Region, MARC is responsible for developing and maintaining the Functional Classification system of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC follows an established schedule of two updates per year. Last fall MARC received 32 new requests for functional class changes.

### **POLICY CONSIDERATIONS:**

In some cases, functional classification determines the eligibility of roadways to receive federal funds, most notably the STP funds that MARC's programming committees award every two years.

### **BUDGET CONSIDERATIONS:**

None.

### **COMMITTEE ACTION:**

Staff recommended 29 of the requested changes to the Highway Committee. The Kansas Department of Transportation expressed misgivings about four requested functional classification changes and the Highway Committee delayed a decision on those requested changes until their March meeting. The committee reviewed and recommended approval of the remaining requested functional classification changes on January 26, 2022.

### **RECOMMENDATION:**

Approve Functional Classification System changes as presented.

### **STAFF CONTACT:**

Chris Upchurch

| <b>City</b>  | <b>State</b> | <b>Roadway</b>                            | <b>From</b>          | <b>To</b>                          | <b>Previous Classification</b> | <b>Proposed Classification</b> |
|--------------|--------------|---|----------------------|------------------------------------|--------------------------------|--------------------------------|
| Smithville   | MO           | NE 180th St                               | US-169               | MO-F                               | Local                          | Major Collector                |
| Smithville   | MO           | NE 188th St                               | US-169               | MO-F                               | Local                          | Major Collector                |
| Independence | MO           | S Cogan Dr                                | S Milton Dr          | S Erin Ln                          | Local                          | Major Collector                |
| Independence | MO           | S Erin Ln                                 | S Cogan Dr           | M 291 Frontage                     | Local                          | Major Collector                |
| Independence | MO           | S Erin Ln                                 | S Cogan Dr           | E 32nd St S                        | Local                          | Major Collector                |
| Independence | MO           | E 32nd St                                 | S Sterling Ave       | S Crysler Ave                      | local                          | Major Collector                |
| Independence | MO           | M 291 Frontage                            | S Erin Ln            | M 291                              | Local                          | Major Collector                |
| Independence | MO           | E 32nd St S                               | S Lees Summit Rd     | S Erin Ln                          | Local                          | Major Collector                |
| Kansas City  | MO           | N Platte Purchase/NW 76th/N Coventry      | NW Barry Road        | NW 68th Street                     | Local                          | Minor Collector                |
| Kansas City  | MO           | North Broadway                            | NW 72nd Street       | NW Barry Road                      | Local                          | Minor Collector                |
| Kansas City  | MO           | Kenneth Road                              | Kenneth Road         | Holmes Road                        | Local                          | Major Collector                |
| Kansas City  | MO           | NW 100th Street                           | N Green Hills        | N Platte Purchase                  | Local                          | Minor Arterial                 |
| Kansas City  | MO           | NW 96th Street                            | N Platte Purchase    | Tiffany Springs Parkway            | Collector                      | Local                          |
| Kansas City  | MO           | NE 96th Street                            | NE 96th Street       | MO 291                             | Collector                      | Local                          |
| Kansas City  | MO           | Pleasant Valley Road (new alignment)      | Antioch              | Cypress Ave                        | Local                          | Major Collector                |
| Kansas City  | MO           | Pleasant Valley Road (previous alignment) | Jackson              | Cypress Ave                        | Major Collector                | Remove                         |
| Kansas City  | MO           | N Jackson                                 | Pleasant Valley Rd   | Pleasant Valley Rd (old alignment) | Local                          | Major Collector                |
| Kansas City  | MO           | N Brighton                                | MO 152               | NE 96th St                         | Local                          | Minor Collector                |
| Kansas City  | MO           | NE 96th Street                            | N Brighton           | I-435                              | Local                          | Minor Collector                |
| Kansas City  | MO           | NW Prairie View Road                      | Congress             | Old Tiffany Springs Road           | Minor Arterial                 | Local                          |
| Kansas City  | MO           | Skyview                                   | Ambassador           | Old Tiffany Springs Road           | Local                          | Major Collector                |
| Kansas City  | MO           | NE 104th Street                           | MO 291               | N Church Road                      | Local                          | Major Collector                |
| Kansas City  | MO           | Shoal Creek Parkway                       | North Oak Trafficway | Woodland Avenue                    | Local                          | Minor Arterial                 |
| Riverside    | MO           | Northwood Road                            | Missouri Route 9     | 56th St                            | Local                          | Major Collector                |
| Riverside    | MO           | West Platte Road                          | Briarcliff Parkway   | NW Riverway Blvd (69 Hwy)          | Local                          | Minor Arterial                 |

## TTPC AGENDA REPORT

February 2022  
Item No. 6

### ISSUE:

VOTE: Authorize 2022 Call for Projects & Funding Allocations

### BACKGROUND:

One of MARC's fundamental roles as Metropolitan Planning Organization is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area.

In anticipation of a call for projects for the Congestion Mitigation Air Quality (CMAQ) program, Surface Transportation Block Grant Program (STBG) and Surface Transportation Block Grant Program - Set Aside Program (TAP) program in 2022, staff has worked with the programming committees and other interested parties to review and update project evaluation criteria and processes.

Staff has also worked with appropriate committees and stakeholders to update the online GIS resources relevant to the project evaluation process to reflect changing demographics, land use, and local planning efforts. These resources are provided to project sponsors as part of the application process.

Given the completion of these activities, staff requests authorization to proceed with a call for projects for CMAQ, STP and TAP funds in early 2022. MARC plans to conduct the 2022 call for projects in two phases. The first phase will assess project applications for consistency with regional plans and policies. The second phase will evaluate project applications using the scoring methodologies established by the various programming committees as in previous funding rounds.

Staff recommends that this call for projects fully fund FFY 2025 and FFY 2026 for CMAQ, STP and TAP as noted in the following table:

| 2025-2026 | Kansas        | Missouri      |
|-----------|---------------|---------------|
| CMAQ      | \$ 5,600,000  | \$ 6,200,000  |
| STP       | \$ 25,600,000 | \$ 47,600,000 |
| TAP       | \$ 2,000,000  | \$ 3,600,000  |
| Total     | \$ 33,200,000 | \$ 57,400,000 |

With the recent passage of the Infrastructure Investment and Jobs Act (IIJA), MARC anticipates that these targets may increase as details of the IIJA emerge.

In recent years, MARC has received approval to fund several projects outside of the project selection process. This allows the following regionally significant projects to proceed with an appropriate level of financial stability.

| <b>CMAQ 2025-2026</b>         | <b>Kansas</b> | <b>Missouri</b> |
|-------------------------------|---------------|-----------------|
| Active Transportation Program | \$ 72,000     | \$ 72,000       |
| Air Quality Public Education  | \$ 555,000    | \$ 555,000      |
| Rideshare                     | \$ 300,000    | \$ 300,000      |
| Total                         | \$ 927,000    | \$ 927,000      |

| <b>STP 2025-2026</b> | <b>Kansas</b> | <b>Missouri</b> |
|----------------------|---------------|-----------------|
| Operation Greenlight | \$ 500,000    | \$ 1,200,000    |
| Total                | \$ 500,000    | \$ 1,200,000    |

**BUDGET CONSIDERATIONS**

MARC will collect fees in 2023 from applicants awarded funds in this programming cycle as detailed in the *Transportation Program Local Match Policy and Strategy*.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Authorize a call for projects in 2022 for FFY 2025-2026 CMAQ, STBG and TAP funds and approve funding for the projects noted.

**STAFF CONTACT**

Marc Hansen  
Ron Achelpohl

## TTPC AGENDA REPORT

February 2022  
Item No. 7

**ISSUE:**

REPORT: Missouri Statewide Transportation Improvement Program Development

**BACKGROUND:**

MoDOT is responsible for developing the Statewide Transportation Improvement Program (STIP) in consultation with planning partners including MARC. STIP is a short-range planning document that identifies commitments of state and federal funds to surface transportation projects across the state. The 2023-2027 STIP will reflect recent work to prioritize unfunded needs around the state and advance new projects into the funded program.

MoDOT staff will report on the process to seek further input into development of the new STIP.

**POLICY CONSIDERATIONS:**

MARC's Transportation Improvement Program (TIP) is incorporated into the STIP, and must also be consistent with the Connected KC 2050 metropolitan transportation plan (MTP). Changes to STIP projects in the Kansas City area may require administrative modifications or formal amendments to the TIP and MTP.

**BUDGET CONSIDERATIONS:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl



## TTPC AGENDA REPORT

February 2022  
Item No. 8

### **ISSUE:**

**REPORT:** MARC environmental leadership and creation of a Climate and Environment Council.

### **BACKGROUND:**

The MARC Board of Directors adopted the Regional Climate Action Plan in March 2021. The plan calls for the creation of a diverse, highly collaborative leadership committee to guide implementation of the plan. Staff propose to create and launch this new committee, the Climate and Environment Council (CEC), in early 2022.

The council will set a broad, collaborative, action-focused regional agenda on climate resilience and sustainability. Together with Climate Action KC, the council will prioritize, support, and coordinate specific policy, technical and action plans among various organizations and committees. The council will coordinate MARC sustainability initiatives, and guide implementation of the Climate Action Plan by developing and providing resources, e.g. training, networking, funding sources, etc, for plan implementation and creating a platform for collaborative community innovation. CAKC, in turn, will continue its work of grassroots mobilization, advocacy, and launching the regional Building Energy Exchange.

Because of the breadth of climate-related issues, the work of this committee will intersect with other MARC Committees, including the Air Quality Forum (AQF), Sustainable Places Policy Committee and Total Transportation Policy Committee. Each of these committees will continue to focus on their respective areas and strengths, respectively: technical oversight, coordination and education for clean air planning; land use planning and policy; and transportation planning and policy. These committees, like other community networks focused on issues like food policy or energy efficiency, will contribute to climate plan implementation. The CEC will seek to link and amplify efforts across sectors.

The Climate and Environment Council will include 25-30 individuals that collectively represent the Kansas City region with a diversity of viewpoints, backgrounds and expertise. Members will include representatives of local governments, subject matter experts, neighborhoods and youth, CAKC and MARC Board leadership and committee members (e.g. AQF).

A joint nomination committee composed of MARC, CAKC and grassroots community leadership will review applications from prospective committee members. The final slate of members would be presented to the MARC Board and CAKC Executive Committee for approval.

Note: MARC staff is also in the process of realigning the Air Quality Forum and Sustainable Places Policy Committee to serve current needs in planning and policy decision-making. The by-laws, including membership structure, of the Air Quality Forum is under review in order to better align its membership with the technical oversight, coordination, and public education function of the committee. The Sustainable Places Policy Committee is developing work plans to provide technical and policy resources for local land use decision making and policy.

### **BUDGET CONSIDERATIONS:**

None.

### **STAFF CONTACT:**

Ron Achelpohl, Tom Jacobs, Karen Clawson

## TTPC AGENDA REPORT

February 2022  
Item No. 9

**ISSUE:**

REPORT: Kansas City Regional Retail Trends Report 2021

**BACKGROUND:**

Retail is a sector that changes considerably over time, and these changes have transportation and land use implications. At the end of December 2020, MARC began annual reporting on data of the retail sector and sectors closely related to retail. The [Kansas City Regional Retail Trends Report 2020](#) was the first in this series, but it had only limited capacity to analyze the impacts of COVID-19 mitigation measures on the retail industry.

The [Kansas City Regional Retail Trends Report 2021](#)\* features more data on retail and related industries for the time period of the pandemic. It also continues the tracking of annualized employment and establishments data featured in the 2020 report. The next iteration of the report will seek to utilize more data so that the impacts of changes in the retail industry on transportation and land use are more explicit. Staff will provide highlights of the report at the meeting.

**POLICY CONSIDERATIONS:**

Retail sector performance may impact regional transportation goals for economic vitality.

**BUDGET CONSIDERATIONS:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Patrick Trouba  
Beth Dawson

\*May be in draft form prior to the committee meeting.

## TTPC AGENDA REPORT

February 2022  
Item No. 10

### ISSUE:

REPORT: Operation Green Light Program Update

### BACKGROUND:

Operation Green Light (OGL) is a regional effort to support the operation of arterial traffic signals on high-volume, inter-jurisdictional arterial roadways throughout the Kansas City region to improve traffic flow and air quality. OGL currently coordinates the operation of over 750 traffic signals and supports over 1500 signalized intersections with 27 agency partners. Administered by MARC, the OGL program provides and maintains real-time data communications with each intersection and manages the regionally shared Advanced Traffic Management System (ATMS) software. OGL also hosts on its servers over 140 closed circuit television (CCTV) cameras for many of the area agencies that support the oversight of traffic signal operations, identification of signal malfunctions and incident management.

Major work activities for 2022 will include:

- Continued monitoring of traffic patterns including changes related to the COVID-19 pandemic and adjustments to traffic signal timing plans, as needed.
- Monitoring of the newly constructed of traffic responsive signal system hardware and software on US 71 for the Gregory to 55<sup>th</sup> Street intersections.
- Construction using \$1.4 million of CMAQ funding for Kansas and Missouri traffic signal infrastructure enhancements.
- Implementation of new signal timing plans based on the 2022 work plan and as needs arise.
- Development of a systems engineering criteria for the Regional Advanced Traffic Management System software in preparation for an RFP.
- Develop and execute new funding and operations agreements for 2023-2024 with the 27 partner agencies plus the MoDOT and KDOT STP funding agreements.

Further information including regional benefits, regional traffic signal map and coordination reports on the OGL program can be found at <https://www.marc.org/Transportation/Programs>  
Staff will provide an update on the program at the meeting.

### POLICY CONSIDERATIONS:

Leveraging data and technology is a priority strategy of the *Connected KC 2050* metropolitan transportation plan. Traffic signal coordination is also a priority strategy of the region *Clean Air Action Plan*.

### BUDGET CONSIDERATIONS:

None

### COMMITTEE ACTION:

None

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ray M. Webb, PE, PTOE

TTPC AGENDA REPORT

February 2022  
Item No. 11

**ISSUE:**

Report: Target Setting for Vehicle Miles Travelled and Electric Vehicles

**BACKGROUND:**

MARC’s Climate Action Plan commits to the region achieving net zero greenhouse gas emissions by 2050. As part of that effort the plan included a commitment to set targets for reducing Vehicle Miles Traveled (VMT) per capita. We are starting the process of setting those targets.

As staff performed initial analysis, it became clear that the bulk of the work reducing greenhouse gas emissions from our transportation system will be done by shifting the fleet to electric vehicles or other power sources that do not directly create greenhouse gas emissions. Since most of the greenhouse gas reduction will come from this shift, it makes sense to set targets for electric vehicle adoption alongside VMT per capita.

Because VMT and EV targets touch so many aspects of MARC’s work, we plan to assemble a working group with representation from a wide cross section of our committees and stakeholders to develop recommended targets. Those targets will be circulated to MARC committees and come before TTPC later in the year.

|                                   |                      |
|-----------------------------------|----------------------|
| Preparatory work by MARC staff    | October 2021-ongoing |
| Outreach to stakeholders          | January-February     |
| Updates for MARC committees       | January-March        |
| Working group                     | March-July           |
| Committee review proposed targets | August-September     |
| TTPC & Board approval             | October-November     |

Staff will provide more information about this process at the meeting.

**POLICY CONSIDERATIONS:**

Setting these targets is part of the implementation of MARC’s Climate Action Plan.

**BUDGET CONSIDERATIONS:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Chris Upchurch