



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, January 18, 2022, at 9:30 a.m.**

A G E N D A

1. Welcome & Introductions
2. *VOTE: December 21, 2021 Meeting Summary**
3. *VOTE: 2022 Q1 Amendment to 2022-2026 Transportation Improvement Program**
4. REPORT: RideKC Johnson County Transit Pilot Programs Update
5. REPORT: 2022 Planning Committee Work Plans
6. REPORT: 2020 Regional Crash Data Review
7. REPORT: Kansas City Region Economic Forecast 2022 Update
8. REPORT: 2020 Census Population Changes
9. Other Business
10. 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 by Noon on Monday January 17, 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
December 21, 2021
Meeting Summary

Members, Alternates Present-Representing

Mayor Carson Ross, Jackson County Municipalities
Councilman Chuck Adams, Wyandotte County Munic.
Matt Davis, Jackson County
Bob Heim, Platte County
Patty Hilderbrand, City of Kansas City
Tony Hofmann, City of Overland Park
Mary Jaeger, City of Olathe
Dick Jarrold, KCATA
Mayor Leonard Jones, Jackson County
Greg Kindle, Wyandotte EDC
Paul Kramer, Leavenworth County Municipalities
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Janet McRae, Miami County
Jack Messer, City of Overland Park
Matt Nolker, Ray County
Commissioner Jerry Nolte, Clay County
Fahteema Parrish, COMTO
Eric Rogers, BikeWalkKC
Chad Thompson, City of Kansas City
Councilman Reginald Townsend, Cass County
Geoffrey Vohs, Johnson County
Beth Wright, City of Olathe
Sabin Yanez, Northland Chamber of Commerce
Beccy Yocham, Johnson County Municipalities

Kip Strauss, HNTB
Jason Waldron, City of Kansas City
Mike Waller, KCAD
Marisela Ward, MoDOT

MARC Staff Present

Ron Achelpohl, Dir. Of Transportation & Environment
Rachel Cannon, Transportation Planner I
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
Laura Machala, Transportation Planner III
Jessica Moberly, Transportation Intern
Natalie Phillips, RideshareKC Employer Outreach Crd.
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

Ben Asnicar, Burns & McDonnell
Cecelie Cochran, FHWA-KS
Mark Fisher, MoDOT
Randy Gorton, BHC
Richard Grenville, PortKC
Chris Gutierrez, SmartPort
Pam Harris
Nathan Hladky, Hg Consult, Inc.
Krystal Jolly, MoDOT
Carrera Kauszler, SE3
Kristen Leathers-Gratton, Affinis
Cameron McGown, HNTB
Jeff McKerrow, Kimley-Horn
Bill Noll, Leavenworth County
Britini O'Connor, MoDOT
David Rowe, KCRTA
Sarah Rose Shafer, Unified Govt WyCo/KCK
Allison Smith, KDOT
Mike Spickelmier, City of Lansing

1) Welcome/Introductions

Councilman Chuck Adams, KS Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of November 16, 2021 Summary*

There were no additional changes to the November 16, 2021 meeting summary as presented.

Recommended action: Approve the November 16, 2021 meeting summary.

3) Connected KC 2050 Amendment #3*

US-69 related requests from KDOT

KDOT has submitted various requests to amend the MTP related to the US-69 project. Various phases of work are contemplated for US69 from 103rd St to 179th St. Some of these phases are advancing towards construction in this decade while others are contemplated for 2040 and beyond. Currently, the phasing, project cost and project limits as contemplated by KDOT do not align with how these projects are described in *Connected KC 2050*. A total of five project amendment requests are described in this staff report to align current phasing, scope and estimated costs with project description in the MTP.

Supplemental Call for Projects

MARC staff anticipated a potential for increased frequency in MTP amendment requests as a new federal transportation reauthorization was considered, discretionary grant programs are re-focused and direct congressional appropriations (earmarks) are again considered viable means to funding projects. As a result, a call for new and revised MTP Projects was released. This process was set in place to identify any potential new projects and also provide an opportunity to update and revise project related information related to projects currently listed in the MTP.

In total, 12 agencies submitted 29 new projects for consideration. Staff and committees evaluated these projects using similar evaluation criteria to the 2019 call for projects. Project scores were compared against range of scores by priority ranking for projects originally submitted for CKC2050 for each funding bucket (KS Local, KS State, Missouri Local, Missouri State, and Transit). These projects were then assigned a preliminary priority level, which were vetted through planning and modal committees in subsequent meetings.

In addition, 5 requests for amendment to projects already included in the MTP were submitted by two agencies. As a result of these requests, one additional 'duplicate' project is proposed for amendments.

Specific information about all proposed amendments can be found here: https://connectedkc.org/wp-content/uploads/2021/11/MTP-amendment-3_2021.pdf

Metropolitan Transportation Plan amendments follow policy guidance from *Connected KC 2050* and policies adopted therein. (Complete and Green Streets, Major River Crossing Policy, Congestion Management, etc.)

US69

The [Congestion Management Policy](#) applies to projects which add single occupant vehicle capacity (SOV) to the highway system. It requires that these projects document a congestion/reliability issue and concern. Project development and scope should consider Transportation Demand Management/ System Management (TDM/TSM) strategies and indicate how TDM/TSM strategies alone cannot address the stated congestion issue. KDOT provided responses to various policy considerations as required.

Supplemental-Call

Projects submitted through this call for projects were evaluated and scored using similar evaluation criteria to the 2019 call for projects, developed to address unmet needs and policy goals from *Connected KC 2050*. Project scoring ultimately informs priority level for future inclusion in the plan.

Updated existing CKC2050 Projects

These projects have been previously evaluated and scored in advance of the June 2020 adoption of *Connected KC 2050*. Other than financial capacity, no major policy considerations exist around these proposed amendments

US69

Kansas has had four multi-year transportation improvement programs since 1991. The current Eisenhower Legacy Transportation Program (IKE) is a statewide 10-year \$9.9 billion program that addresses highways, bridges, public transit, aviation, short-line rail and bike/pedestrian needs throughout the state. On average the Kansas City region has received approximately \$96 million per year in project funding from past programs. For planning purposes, MARC and KDOT have estimated that the program will provide our region approximately \$113 million a year.

The financial analysis in *Connected KC 2050* provides a forecast of anticipated revenue based on past historical assumptions of investments in the metropolitan region. Prior to any adjustments in the revenue forecast, inclusion and approval of these amendments would yield a negative balance of approximately \$163 million for Kansas state system projects in the first decade of the plan.

However, while the legislation that authorizes IKE guarantees each county in Kansas a minimum of \$8 million annually, it also provides KDOT flexibility to expend additional funds on projects across the state above that amount through a new rolling programming process. KDOT regularly conducts local consultation across the state to gather input to prioritize expansion, modernization and other projects on the state system. There are no funding formulas guaranteeing or capping the amount of funds any area may receive above the minimum allocation and below total program revenues. Therefore, under IKE all projects selected through this process come with dedicated funding. KDOT has advanced various US69 projects listed through this amendment into the development and construction pipeline and thus guarantees funding for these improvements.

Supplemental Call

MARC has not repeated a financial capacity analysis at this point to allow any of the projects submitted in response to the supplemental-call for projects to advance to the *Connected KC 2050* financially constrained project listing. However, staff anticipates that this analysis may be conducted over the next few months given the recent approval of the Infrastructure Investment and Jobs Act (IIJA). In addition, state-wide revenues may be adjusted over the next few months given recently approved increases in Missouri fuel taxes. In the meantime, no additional resources are immediately available in our forecast of future revenues.

Existing Projects:

CKC2050 had previously included a financial capacity analysis to demonstrate sufficient resources to advance various projects in the plan. This analysis had demonstrated sufficient financial capacity (over \$1.6 billion) exists for Kansas local system projects in all decades of the plan. Adjustments and inclusion of these projects as local system projects add \$174.4 m in projects to the second and third decades of the project listing included. Thus, this indicates that sufficient local capacity exists to advance these projects to the financially constrained project listing.

KDOT has shared no concerns with including locally funded projects in KDOT's system in the financially constrained project listing in CKC2050.

A joint committee workshop was held (September 2, 2021) to help establish recommended priorities for various projects. All planning modal and programming committees were invited to attend. In addition, the Bicycle Pedestrian Policy Committee, Goods Movement and Highway Committee further discussed CKC2050 project prioritization over multiple meetings in October of 2021.

The Highway Committee unanimously recommended approval of this amendment on October 27, 2021. TTPC Released CKC2050 Amendment #3 for public review and comment on November 16, 2021. Multiple comments were received from the public. All received comments and proposed responses from MARC were included in the packet.

Recommended Action: Approve Amendment #3 to Connected KC 2050.

4) 2021 Unified Planning Work Program – Amendment #1*

The proposed 2021 UPWP Amendment #1 will make the following modifications:

- Add a new task for the Bridging Park and Market Study. The study will examine the concept of bringing Route 9 to grade between I-70 and the Heart of America Bridge and reconnecting Independence Avenue across Route 9.
- Revise Appendix C as necessary to account for the inclusion of the study and its use as match support for MARC’s transportation planning activities

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Unified-Planning-Work-Program/UPWP-assets/2021_UPWP_Amend1.aspx.

These revisions add activities to the UPWP and result in changes to MARC’s matching funds for 2021 and should be released for public review and comment. No comments were received. The Bridging Park and Market Study will be used by MARC as match support for the federally funded transportation planning activities documented in the UPWP.

Recommended Action: Approve Amendment #1 to the 2021 Unified Planning Work Program.

5) 2022 1st Quarter Amendment to the 2022-26 Transportation Improvement Program*

The proposed 2022 1st 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, 179th Street to 187th 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.

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 release of the 2022 1st Quarter Amendment to the FFY 2022-2026 TIP for public review and comment.

Committee Action:

Mayor Ross made a motion to approve items 2 through 5 as presented. Councilman Townsend seconded the motion which carried unanimously.

6) KC SmartPort Update

Chris Gutierrez, President, KC SmartPort provided an update on their recent activities and industry trends. KC SmartPort is a non-profit economic development organization that works to attract freight-based companies, such as manufacturing, distribution and warehouses, to the 18 county, bi-state Kansas City region.

KC SmartPort's efforts center on economic development and growth of the transportation industry in Kansas City, attracting businesses with transportation and logistics elements. Since its establishment in 2001, KC SmartPort has become a nationally recognized organization — the region's "go-to" agency for transportation and logistics development.

KC SmartPort's role in recruiting and promoting industrial development is a key strategy in regional freight transportation plans.

7) 2021 Ozone Season Report

Karen Clawson reported that the 2021 Ozone Season ran from March 1 to October 31st, 2021. While there were four ozone alerts issued during this time, the eight-hour ozone concentrations actually exceeded the 70 part-per-billion (ppb) standard on seven days during the season. Based on monitor values, the Kansas City region's 3-year average ground-level ozone concentration is now 66 parts per billion (ppb), a slight decrease from last year's ozone concentration of 67 ppb and below the recent peak of 70 ppb in 2018. The current National Ambient Air Quality Standard (NAAQS) set by the EPA for ozone pollution is 70ppb, meaning the region continues to meet the national health-based standard. While ground-level ozone is the criteria pollutant of most concern in the Kansas City region, there were also five poor air quality events related to PM2.5 (particulate matter) that impacted our community.

One committee member questioned why 2018 had a higher number of exceedances. Ms. Clawson explained that 2018 saw more hot, dry days that are conducive to ozone formation.

8) Green Commute Challenge Results

Natalie Phillips provided a brief review of the challenge participation numbers, impacts, and winners at the meeting. The 2021 Green Commute Challenge ended on Oct 31. MARC's RideshareKC and Air Quality programs host the Green Commute Challenge — a friendly competition intended to take vehicles off the road during the height of ozone season (June through August) by encouraging the use of alternatives to driving alone, such as carpooling, riding the bus, bicycling, walking and telecommuting.

Participants joined a team of coworkers and log work-related trips on their commute calendars to earn points and a chance to win some great prizes. A total of 260 participants across 22 teams joined the 2021 Green Commute Challenge. Participants traveled 34,741 miles, saved 1,514 gallons of gas, prevented 51,266 pounds of greenhouse emissions, and saved \$6,246 in commute costs.

The first-place team championship was presented to the city of Kansas City, Missouri. Second place went to the University of Missouri-Kansas City, and third place went to UMB. Daniel Raetzel with UMB was announced as the grand prize drawing winner. The top individual commuter award went to Abby M., with the city of Kansas City, Missouri.

9) 2022 Federal Sub-allocated Funds Call for Projects

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 (STBG-SA) 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.

However, with the recent enactment of the Bipartisan Infrastructure Law which includes several changes to the eligible activities within these programs as well as significant increases in their funding levels, staff is recommending that the call for projects be initiated towards the end of the first quarter of 2022 to allow sufficient time to work with potential project sponsors to convey these changes.

Staff will request 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 at a minimum, this call for projects fully fund FFY 2025 and FFY 2026 for CMAQ, STBG and STBG-SA as noted in the following table:

2025-2026	Kansas	Missouri
CMAQ	\$5,600,000	\$6,200,000
STBG	\$25,600,000	\$47,600,000
STBG-SA	\$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 will 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. Current estimates for these programs are shown below.

CMAQ 2025-2026	Kansas	Missouri
Active Transportation Prog.	\$ 72,000	\$ 72,000
Air Quality Public Ed.	\$ 555,000	\$ 555,000
Rideshare	\$ 300,000	\$ 300,000
Total	\$ 927,000	\$ 927,000

STP 2025-2026	Kansas	Missouri
Operation Greenlight	\$ 500,000	\$ 1,200,000
Total	\$ 500,000	\$ 1,200,000

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*.

A committee member asked if there is any anticipation of any additional funding categories in the next process, or will it remain primarily STP/TA/CMAQ funding. Mr. Achelpohl responded that this call will focus on these three programs but there are some new programs that will become available in the near future.

A member asked for clarification on what years are covered in the IJJA, and Mr. Achelpohl remarked that IJJA funds cover FFY 2022-2026. Once funding amounts for each year are available MARC may need to consider how to allocate them before FFY 2025.

One of the guests asked what is the expected timetable for the metropolitan funding tables to be released, and Cecelie Cochran of FHWA-KS answered that it would possibly take place in the next couple of months.

10) Updated Activity Center Map

2021 Activity Center Map Update

The 2016 version of activity center map has become outdated, due to the following:

- Underlying data is outdated and has not kept up with pace of development
- Methodology yields generalized, imprecise "blobs" that are difficult to interpret and link to what is happening on the ground
- Methodology is difficult to replicate

MARC staff has revised the activity center map with an improved methodology and updated data. An online version of the map has been distributed widely in order to collect feedback and comments on methodology, incorrect data, or other observations. Staff has incorporated this feedback in order to further improve the accuracy of the 2021 map.

An online version of the updated 2021 map can be found here: <https://marc-gis.maps.arcgis.com/apps/webappviewer/index.html?id=3c2dadca4fdd4259aa38f854bf3aa86e>

These updates were also shared with Sustainable Places Policy Committee on November 11th and at Planners' Roundtable on December 3.

11) Congestion Management Report 2021

Patrick Trouba presented highlights of the 2021 report at the meeting. A draft of the [Congestion Management Report 2021 is now available to view](#). This report is an update to the travel time studies that MARC publishes every few years. The last report was published in 2019, and featured 2017 data. This report features 2019 and 2020 data. It provides information about the performance of the region's roadway network by identifying congested and/or unreliable roadway segments and supplementing that data with additional performance measures.

Performance measures used by the report to assess congestion and reliability in the region include:

- Travel Time Index

- Planning Time Index
- Level of Travel Time Reliability (federal measure)
- Truck Travel Time Reliability Index (federal measure)
- Annual Hours of Delay per Auto Commuter
- Average Incident Clearance Time

These measures are the same, or similar to, measures used in the 2019 report.

The Congestion Management Report 2021 has two parts: the online report made in Esri Story Maps, and a technical appendix explaining data and methodology.

MARC's [Congestion Management Process Policy](#) identifies an 8-step process to address congestion in the Kansas City area. The Congestion Management Report 2021 relates to several aspects of this process including identifying the network of interest, developing performance measures, and system performance monitoring. Congestion management continues to be a criterion for project evaluation and prioritization.

Updates to the Congestion Management Network were approved by the Highway Committee in May and July of 2021.

12) Annual Policy Review

MARC strives to operate in an open and transparent way that demonstrates that the organization is an effective steward of public resources. The MARC Board, TTPC, and a number of other committees are responsible for developing and approving project funding allocations to specific projects

The committee processes ensure that federal, state and local funds available to the metropolitan area are invested in ways that benefit the region and local communities. The MARC Board of Directors has approved the attached Conflict of Interest and Whistleblower policies, to provide guidance to the participants in MARC committees regarding conflicts of interest and actions to take in those circumstances, and on processes to report any wrongdoing in the administration of MARC's work.

Members of the MARC Board of Directors and the committees that support the Board are expected to review the policies annually.

The policies are intended to supplement, but not replace, any state or federal laws that govern conflicts of interest in public, non-profit, and charitable organizations and that govern the reporting of wrongdoing.

13) Other Business

There was no further business to discuss.

14) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held January 18, 2022.

TTPC AGENDA REPORT

January 2022
Item No. 3

ISSUE:

VOTE: 2022 1st Quarter Amendment to the *2022-26 Transportation Improvement Program*

BACKGROUND:

The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five-year period. MARC amends the *TIP* on both a quarterly cycle and as needed to accommodate changes to projects in the *TIP*.

The proposed 2022 1st 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, 179th Street to 187th 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.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

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

RECOMMENDATION

Approve the 2022 1st Quarter Amendment to the *FFY 2022-2026 TIP*.

STAFF CONTACT

Marc Hansen

William Wells
imajhawk66048@aol.com

Comment regarding #162007

"I am very much in favor of a roundabout at 4H Road and K7. I live in Leavenworth and drive through that part of Lansing all the time."

Proposed Response

Thank you for your recent comment regarding the proposed 2022 1st Quarter Amendment to the regional Transportation Improvement Program. We shared your comment with the City of Lansing, the Total Transportation Policy Committee and the MARC Board of Directors for the consideration.

Responding to your comment, the City of Lansing expressed appreciation for the positive feedback, but also wanted to clarify that the project location is at 4H Road and Desoto Road, not K-7 as referenced in your comment. There are no plans for a roundabout at the intersection of 4H Road and K-7.

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

Kurt A. Zahner
kurt.zahner56@gmail.com

Comment regarding #380213

"To whom it may concern,

My name is Kurt Zahner and our family has lived at 17945 S. Moonlight Rd. since 1995. This is north of I-35 about 1/2 mile. I've got to say that I don't see the need to improve the bridge. I guess I'd be curious to know what the "improvement" would consist of. If it means increased traffic count I don't see a positive effect in regards to Moonlight Elementary that is across the street from us. I am curious as to what the improvement would entail.

Sincerely,
Kurt J. Zahner"

Proposed Response

Thank you for your recent comment regarding the proposed 2022 1st Quarter Amendment to the regional Transportation Improvement Program. We shared your comment with the Kansas Department of Transportation (KDOT), the Total Transportation Policy Committee and the MARC Board of Directors for the consideration.

Responding to your comment, KDOT indicated that they are in the very early in the planning stages of this project right now and are programming Preliminary Engineering into the TIP for this future bridge replacement project. They noted that the bridge was built in 1959 and is needing to be replaced due to various accumulations of age-related deterioration that KDOT crews are noticing progressively declining with periodic inspections. The bridge is safe, but there is a tipping point at which maintenance costs cannot keep up and KDOT sees this 63 year old bridge as being a good candidate for replacement in the relatively near future. There are no plans to construct an interchange at this time, but the new bridge will most likely be built to accommodate a future interchange if one is ever warranted.

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

Ron Smith
ronsmith@att.net

Comment regarding #350237

"Quivira, 179th to 187th is not needed at this time. Funds should be redirected to Switzer, 167th to 175. Much higher population than further south."

Proposed Response

Thank you for your recent comment regarding the proposed 2022 1st Quarter Amendment to the regional Transportation Improvement Program. We shared your comment with the City of Overland Park, the Total Transportation Policy Committee and the MARC Board of Directors for the consideration.

Responding to your comment, the City of Overland Park indicated that the Quivira Road - 179th St. to 187th St. project will provide a needed link over Wolf Creek within the Quivira corridor that doesn't exist today. This new link will allow additional access from southern Overland Park and southern Johnson County to the rapidly developing area at 179th and Quivira. It should be noted that, currently, there are no federal funds associated with the construction of this project.

The city also conveyed that they are planning for improvements to Switzer between 167th and 175th as suggested in your comment. Those improvements are included in the city's 2022-2026 Capital Improvement Program and are scheduled to start in 2026.

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

January 2022
Item No. 4

ISSUE:

REPORT: RideKC Johnson County Transit Pilot Programs Update

BACKGROUND:

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 87th street corridor and expand micro transit service coverage. The programs are scheduled to begin in the second quarter of 2022.

JCT staff will provide an update on the pilot programs at the meeting.

POLICY CONSIDERATIONS:

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.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TOTAL TRANSPORTATION POLICY COMMITTEE AGENDA REPORT

January 2022
Item No. 5

ISSUE:

REPORT: Transportation Planning Committee Work Plans

BACKGROUND:

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)

POLICY CONSIDERATIONS

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.

COMMITTEE ACTION

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

RECOMMENDATION

None. Information Only.

STAFF CONTACT

Ron Achelpohl
Martin Rivarola

Planning Modal & Policy Committee 2022 Work Plans

All Committees

- Review proposed Connected KC 2050 updates relevant to a committee's work
- Review ongoing Complete Street Network Assessment & Complete Street Policy, as necessary
- Support 2022 programming activities, including MTP alignment preapplication process
- Review and recommendation of state and federal legislative platforms

Highway Committee

- Consider Functional Classification Changes and ConnectedKC 2050 Plan amendments, as necessary
- Review suballocated funding applications for alignment with Connected KC 2050
- Performance management/target setting: Update the required USDOT (FAST Act) performance measures as necessary
- Consider VMT per-capita and EV fleet adoption targets in support of ConnectedKC 2050 and the Climate Action Plan
- Review ongoing Complete Street Network Assessment & Complete Street Policy, as necessary
- Consider the effects of Induced Demand on ConnectedKC 2050's goals and propose policy changes if necessary.

Bicycle Pedestrian Advisory Committee (BPAC)

- Review & Update of the Regional Bikeway Plan
- Support various Explore KC campaigns (spring/summer/fall)

Goods Movement Committee

- Explore more appropriate project scoring that support urban, rural and economic development freight movement.
- Work associated to KDOT and MoDOT statewide freight plans.
- Review/update metro area freight activity center locations
- Participation in KS's and MO's freight advisory councils

Aviation Committee

- Review and revise MARC Aviation Committee member list
- Regional UAV (drone) policy update
- First of the year construction projects report from DOTs
- Discussions regarding updates to the Regional Aviation System Plan in 2023

Destination Safe Coalition

- Update the 2021-2022 Destination Safe Call for Projects application process
- Update the Transportation Safety Regional Blueprint for 2023-2027.
- Continue to expand Destination Safe partner organizations and increase active participation in existing or future working groups.
- Update the crash data dashboard map to include more contributing factors

Regional Transit Coordination Council (RTCC)

- Support transit investible strategies & regional funding discussions
- Update and review transit performance measures (federally required and non-required)
- Vet other MARC and transit agency efforts (i.e. jobs accessibility analysis)
- PTASP review/transit safety PM coordination
- Convene transit providers and funders

Mobility Advisory Committee (MAC)

- FTA Section 5310 funds Programming

Sustainable Places Policy Committee (SPPC)

- Support Climate Action Plan implementation
- Planning Sustainable Places Program oversight and 2023 Programming
- Support of attainable housing work
- Examine integrated land use policies

TTPC AGENDA REPORT

January 2022
Item No. 6

ISSUE:

REPORT: 2020 Regional Crash Data Review

BACKGROUND:

Each year Destination Safe uses regional crash data to inform its priorities, goals, and performance measure targets. The ultimate goal of Destination Safe is to reduce crash fatalities and serious injuries to zero, therefore these data sets are prioritized over the minor injuries and property damage only.

The data is collected by the Kansas and Missouri Departments of Transportation from local law enforcement agencies. Limitations of crash data are that only reported crashes are tracked and it depends on agencies to fill forms out consistently and correctly. Crash data from the Destination Safe region (Leavenworth, Wyandotte, Johnson, Miami counties in Kansas, and Platte, Clay, Jackson, Cass, Ray, Lafayette, Johnson, Saline, Pettis counties in Missouri) is then shared with MARC, which works to aggregate it into one cohesive data set.

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	-21.50%
Serious Injuries	1,373	1,228	-10.56%
Fatalities	238	256	7.56%
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%
Fatalities by Type			
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	82.05%
No Restraint	79	114	44.30%
No Helmet	13	15	15.38%

POLICY CONSIDERATIONS:

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.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Amanda Horner
Ron Achelpohl

TTPC AGENDA REPORT

January 2022
Item No. 7

ISSUE:

REPORT: Kansas City Region Economic Forecast 2022 Update

BACKGROUND:

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. Staff will present 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.

POLICY CONSIDERATIONS:

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

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Frank Lenk

TTPC AGENDA REPORT

January 2022
Item No. 8

ISSUE:

REPORT: 2020 Census Population Changes

BACKGROUND:

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.

POLICY CONSIDERATIONS:

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.

BUDGET CONSIDERATIONS:

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

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Frank Lenk