



**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, May 17, 2022, 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 19, 2022, Meeting Summary\**
3. *VOTE: 2022 Special Amendment #1 to the 2022-26 Transportation Improvement Program \**
4. REPORT: Improve I-70 Corridor Study
5. REPORT: Upcoming Connected KC 2050 Amendment
6. REPORT: City of Osawatomie, Kan. Planning Initiatives Update
7. REPORT: Planning Sustainable Places Call for Projects
8. REPORT: Section 5310 Call for Projects
9. REPORT: Bike Month and Bike Map
10. REPORT: Demonstration of the Economic Equity Values Atlas
11. Other Business
12. 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 April 18, 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**

**April 19, 2022**

### ***Meeting Summary***

#### **Members, Alternates Present-Representing**

Councilman Chuck Adams, Wyandotte County Munic.  
Mayor Carson Ross, Jackson County Municipalities  
Mike Brungardt, Johnson County Municipalities  
Eric Bunch, City of Kansas City  
David Church, COMTO  
Cory Davis, KDOT  
Matt Davis, Jackson County  
Tom Gerend, KC Streetcar  
Bob Heim, Platte County  
A.J. Herrmann, City of Kansas City  
Patty Hilderbrand, City of Kansas City  
Tony Hofmann, City of Overland Park  
Mary Jaeger, City of Olathe  
Mayor Leonard Jones, Jackson County  
Greg Kindle, Wyandotte EDC  
Paul Kramer, Leavenworth County Municipalities  
Kent Lage, Johnson County  
Mayor Norman Larkey, Cass County Municipalities  
Nathan Law, Miami County Municipalities  
Mayor Mike McDonough, Jackson County Municipal.  
Janet McRae, Miami County  
Matt Nolker, Ray County  
Bill Noll, Leavenworth County  
Fahteema Parrish, COMTO  
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 Munic.  
Geoffrey Vohs, Johnson County  
Doug Whitacre, Johnson County Municipalities  
Sabin Yanez, Northland Chamber of Commerce  
Beccy Yocham, Johnson County Municipalities

Kristen Leathers-Gratton, Affinis  
Chris McCahill  
Tim McEldowney, City of Gardner  
Davonna Moore, CDM Smith  
David Nolte  
Brini O'Connor, MoDOT  
Greg Rokos, City of Belton  
Allison Smith, KDOT  
Griffin Smith, Garver  
Mike Spickelmier, City of Lansing  
Joe Vanover  
Juan Yin, MoDOT  
John Zimmerman, TranSystems

#### **MARC Staff Present**

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

#### **Others Present**

Javier Ahumada, FHWA  
Josh Boehm, WSP  
Cecelie Cochran, FHWA-KS  
Mark Green, City of Independence  
Jeff Hardy  
Pam Harris  
Timothy Jackson  
Anne Jordan  
Kevin Klinkenberg, KC Regional Transit Alliance  
Mallie Koehler, Kansas City Aviation Dept.

**1) Welcome/Introductions**

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

**2) Approval of April 19, 2022 Summary\***

There were no additional changes to the April 19, 2022 meeting summary as presented.

**Recommended action: Approve the April 19, 2022 meeting summary.**

**3) 2022 2<sup>nd</sup> Quarter Amendment to the 2022-26 Transportation Improvement Program\***

The proposed 2022 2<sup>nd</sup> Quarter Amendment to the *2022-26 Transportation Improvement Programs* includes 14 projects:

- 5 new projects to be added, including but not limited to:
  - #280175 – K-32: Portland Cement Concrete Pavement (PCCP) Patching
  - #380214 – I-35: Bridge replacement at Pflumm Road
  - #380215 – US-69: Bridge replacement at Johnson Drive
  - #590314 – I-29: Bridge rehabilitation at Guinotte Ave.
  - #590315 – NW Barry Rd: Bridge rehabilitation at US-169
- 9 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/22Q2amend.aspx>

MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. No comments from the public were received.

The Active Transportation Programming Committee approved modifications to #259209, #259210, and #259211 at their meeting on February 9, 2022.

**Recommended Action: Approve the 2022 2<sup>nd</sup> Quarter Amendment to the FFY 2022-2026 TIP.**

**4) 2022 Special Amendment #1 to the 2022-26 Transportation Improvement Program for public review and comment\***

The proposed 2022 Special Amendment #1 to the *2022-2026 TIP* includes the following:

- #995210 - Kansas City Streetcar Riverfront Extension  
The amendment will modify the scope and budget to reflect the extension of the project by 1000ft.

Details of this project 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/22SA1amend.aspx>

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption.

**Recommended Action: Approve the release of the 2022 Special Amendment #1 to the 2022-2026 TIP for public review and comment.**

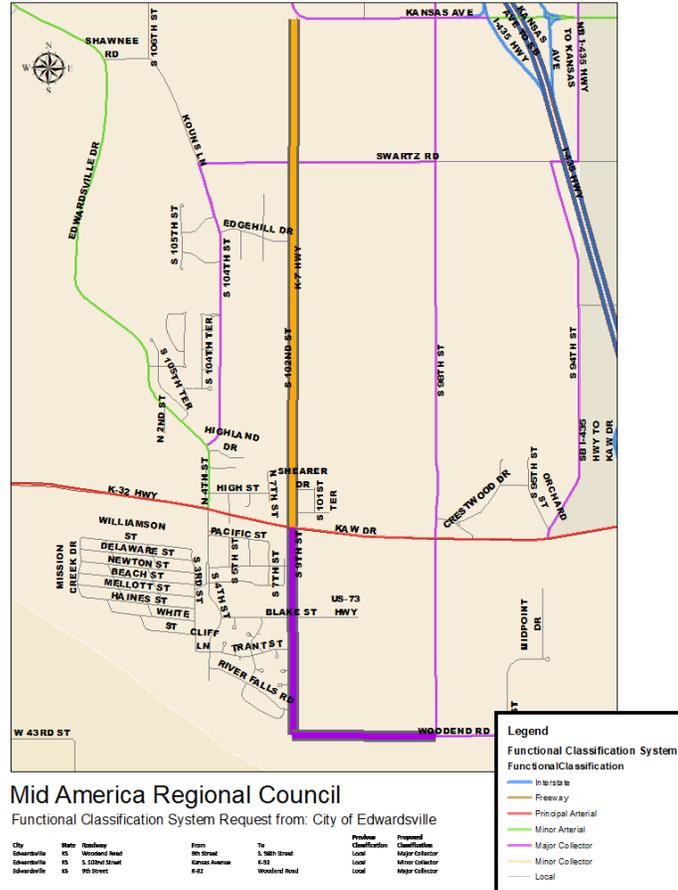
**5) Functional Classification System Updates\***

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.

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.

MARC received a request for three functional classification changes in Edwardsville, Kansas. After KDOT expressed some concern about these changes the Highway Committee delayed consideration of until KDOT could meet with Edwardsville. MARC staff facilitated a meeting and Edwardsville was able to ameliorate KDOT’s concerns by providing the reasoning behind these changes as documented in an attachment. The committee reviewed and recommended approval of the requested functional classification changes on March 23, 2022.

City	State	Roadway	From	To	Previous Classification	Proposed Classification
Edwardsville	KS	Woodend Road	9th Street	S. 98th Street	Local	Major Collector
Edwardsville	KS	S. 102nd Street	Kansas Avenue	K-32	Local	Minor Collector
Edwardsville	KS	9th Street	K-32	Woodend Road	Local	Major Collector



Explanation from the City of Edwardsville why the following streets should be classified as collectors:

- **Woodend Road** – from 9<sup>th</sup> Street to S. 98<sup>th</sup> Street – this segment of Woodend is part of the existing flow of residential and industrial traffic that accesses K-32 and I-435 via S. 9<sup>th</sup> Street and Woodend Road. The area is already built out with large industrial facilities with expansions and infill development possible in the industrial park.
- **S. 9<sup>th</sup> Street** – from Woodend to K-32 Hwy – as with the Woodend Road, S. 9<sup>th</sup> is already built to serve significant truck traffic to and from the industrial park. S. 9<sup>th</sup> is also 1 of only 3 City streets crossing the UP rail line and, therefore, required to function as a collector route.
- **S. 102<sup>nd</sup> Street** – from K-32 to Kansas Ave – Given Edwardsville’s limited street network north of K-32 due to terrain, 102<sup>nd</sup> Street must function as a collector to provide access to K-32, I-435 and I-70. It, 98<sup>th</sup> Street, and Edwardsville Drive/110<sup>th</sup> Street are the 3 main corridors available to serve Edwardsville north of K-32. During the Quiet Zone study for 102<sup>nd</sup>/9<sup>th</sup> Street just south of K-32, it was noted that 102<sup>nd</sup> Street north had over 1,000 cars per day in late 2020.

**Recommended Action: Approve the Functional Classification System changes as presented.**

**Committee Action:**

**Mayor McDonough made a motion to approve items 2-5 as presented. Mayor Smedley seconded the motion which carried unanimously.**

## 6) FHWA Every Day Counts Program

Javier Ahumada, Environmental/Freight & Innovation Coordinator for FHWA-KS provided an update on current initiatives in Kansas at the meeting. Every Day Counts (EDC) is a State-based model that identifies and rapidly deploys proven, yet underutilized innovations that make our transportation system adaptable, sustainable, equitable and safer for all. Proven innovations promoted through EDC facilitate greater efficiency at the State, Local and Tribal levels, saving time, money and resources to ensure our infrastructure is built better, faster, and smarter.

FHWA works with State transportation departments, local governments, tribes, private industry and other stakeholders to identify a new collection of innovations to champion every two years that merit accelerated deployment. These innovations also inform projects funded by State Transportation Innovation Councils.

## 7) Induced Demand Overview

MARC's Metropolitan Transportation Plan, Connected KC 2050, and the Climate Action Plan both have [adopted goals](#) to prioritize investments that reduce greenhouse gas emissions and preserve and restore ecosystem health. To accomplish these goals, Connected KC 2050 references strategies which reduce or avoid the need to travel via single-occupant vehicles (SOV) and shift to and increase share of more environmentally friendly modes in our everyday travels. Specifically, these plans contemplate strategies to reduce transportation-sector greenhouse gas emissions by:

- concentrating higher intensity mixed-use development along enhanced and higher-capacity public transit corridors,
- improving bike/ped infrastructure and advancing complete and green streets,
- electrification of the vehicle fleet and growth in the EV charging infrastructure,
- limiting SOV capacity projects which generate additional growth in vehicle miles traveled (VMT) in uncongested corridors, also known as "induced traffic demand", and
- requiring all SOV capacity projects to incorporate operational or demand management strategies to mitigate unwanted induced demand.

Recently, Transportation for America (T4 America) produced a report "[Driving Down Emissions](#)" which explores interrelatedness of land use and transportation decisions and their impact on emissions growth. In addition, the Rocky Mountain Institute (RMI), in partnership with the Natural Resources Defense Council and T4 America, have developed the SHIFT Calculator, which enables users to estimate long-term induced VMT and emissions impacts from SOV capacity expansion projects. This was discussed at the MARC highway Committee meeting in January of 2022.

Someone asked if there a total increase or an additional 6-10% increase in the 5 to 10 year timeframe, and Mr. Cahill responded that in the beginning will be the initial increase, but by the end of the 10 year timeframe, it will be the 10% increase.

Another committee member inquired about what kind of impact, if any, do toll lanes have on induce demand, and Mr. Cahill explained.

## 8) BikeWalkKC Initiatives

BikeWalkKC rejoined TTPC as a community member in May of 2021. BikeWalkKC is a member-supported 501(c)(3) nonprofit organization that works to make Greater Kansas City a safer and more accessible place to walk, bicycle, live, work, and play. BikeWalkKC provides advocacy and education to promote their vision of a "Greater Kansas City where everyone moves through the city and its public spaces equitably, safely, comfortably, and sustainably".

BikeWalkKC also operates the RideKC Bike System, a 24/7 bike and sharing system, as part of the RideKC family of mobility services, which operates a unique mix of technologies extending the fixed-route transit system and giving local residents and visitors a variety of options for getting around Kansas City.

Someone asked if Mr. Rogers could expand on how environmental justice concerns are manifested or addressed through your various efforts, and he explained their process.

#### 9) 2022 Call for Projects Update

Staff will provide additional details about these pre-applications at the April TTPC meeting. MARC awards sub-allocated federal transportation funding to eligible local priorities that advance regional goals and objectives, strategies and actions as articulated in the metropolitan transportation plan, Connected KC 2050. Staff is currently conducting a preliminary assessment of how well these project candidates align with the plan and will be sharing the results of this assessment with members of planning and policy committees. Projects and programs will be assigned one of three categories based on their alignment with Connected KC 2050 — Highly Aligned, Aligned, or Not Aligned. Members of MARC planning and policy committees will be asked to review these preliminary assessments and will be meeting over the next 6 weeks for discussions and concurrence. Results of this work will be shared with the TTPC at an upcoming meeting.

At the conclusion of these committee discussions, applicants will receive guidance and tips for project enhancement based on staff assessment and feedback from committee members. **This preapplication assessment is advisory in nature and will not preclude a sponsor's ability to submit a project for funding consideration during the full technical application stage over the summer.** All project sponsors will have an opportunity to incorporate feedback or address issues that have been identified through this process.

MARC will collect a non-federal project fee from successful applicants equal to 1% of federal funds awarded to them through this call for projects. TTPC authorized a call for projects for FY25-26 federal suballocated funding on February 15, 2022.

#### 10) 2022 Ozone Season Forecast and Air Quality Work Plan

The MARC Air Quality Program provides a daily ozone SkyCast to the public and tracks seasonal weather patterns that may influence ozone formation during ozone season (March 1 – October 31) and the transport of smoke into our region. An annual ozone season forecast has been provided by Weather or Not that highlights notable weather conditions and the potential for high ozone days throughout the season. Staff will share the ozone season forecast and anticipated ozone issues.

In addition to providing air quality SkyCasts and ozone alerts, the Air Quality Program develops an annual work plan focused on public education and outreach. Staff will report on plans for the annual public education media campaign, grant activities and other educational programming.

The Air Quality Program directly supports the public health and healthy environment goals and strategies in *Connected KC 2050* and implements the *Clean Air Action Plan*.

#### 11) Other Business

- Mr. Achelpohl gave an update on the RAISE grant process.

#### 12) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held May 17, 2022.

## TTPC AGENDA REPORT

May 2022  
Item No. 3

### ISSUE:

VOTE: 2022 Special Amendment #1 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 a quarterly cycle to accommodate changes to projects in the *TIP*.

The proposed 2022 Special Amendment #1 to the 2022-2026 *TIP* includes the following:

- #995210 - Kansas City Streetcar Riverfront Extension  
The amendment will modify the scope and budget to reflect the extension of the project by 1000ft.

Details of this project 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/22SA1amend.aspx>

MARC's Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption. Six comments were received from the public during the comment period. The comments and proposed responses from MARC are attached for your review.

### BUDGET CONSIDERATIONS

None.

### COMMITTEE ACTION

None.

### RECOMMENDATION

Approve the 2022 Special Amendment #1 to the 2022-2026 *TIP*.

### STAFF CONTACT

Marc Hansen

Kate Barsotti  
kate.barsotti@gmail.com

Comment regarding #995210

“The riverfront streetcar should go to the stadium and probably to the casino. Especially if the casino chips in to pay for it.”

Proposed Response

Thank you for your recent comment supporting the proposed extension of Kansas City Streetcar as documented in the 2022 Special Amendment #1 to the regional Transportation Improvement Program. We shared your comment with the Kansas City Area Transportation Authority, Kansas City Streetcar Authority, the Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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

Liam Dai  
liamdai@yahoo.com

Comment regarding #995210

“Fully support the additional streetcar extension. If anything, we should be going even farther down the river front.”

Proposed Response

Thank you for your recent comment supporting the proposed extension of Kansas City Streetcar as documented in the 2022 Special Amendment #1 to the regional Transportation Improvement Program. We shared your comment with the Kansas City Area Transportation Authority, Kansas City Streetcar Authority, the Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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

Erin Decker  
erindecker412@gmail.com

Comment regarding #995210

“I think it would be wise to extend the streetcar the additional 1000 feet to the Riverfront. I don't know what the proposed parking situation is for the new soccer stadium, but parking in the downtown area is notoriously awful and there currently are no large parking lots of any kind in that area. Extending the streetcar line would allow for more parking options for those who wish to attend games. The streetcar would have to extend operating hours (ex. one hour past the end of the game for games ending after midnight) to ensure transportation BACK to those parking options on nights games run late.

Proposed Response

Thank you for your recent comment supporting the proposed extension of Kansas City Streetcar as documented in the 2022 Special Amendment #1 to the regional Transportation Improvement Program. We shared your comment with the Kansas City Area Transportation Authority, Kansas City Streetcar Authority, the Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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

Elizabeth Harris  
Elizabethaharris1@gmail.com

Comment regarding #995210

“I would love to see the Streetcar travel across the HOA and up Burlington. The HOA and Burlington are busy bike/bus routes, but the speeding traffic in that area enabled by the unnecessarily wide street puts pedestrians and bicyclists in danger and hurts local businesses by reducing foot traffic.”

Proposed Response

Thank you for your recent comment supporting the proposed extension of Kansas City Streetcar as documented in the 2022 Special Amendment #1 to the regional Transportation Improvement Program. We shared your comment with the Kansas City Area Transportation Authority, Kansas City Streetcar Authority, the Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Currently the NorthRail study, a collaborative multi-jurisdictional study exploring the extension of the Kansas City Streetcar over the Missouri River into North Kansas City, is in progress. Expected to be complete by the end of 2022, the study refreshes a 2014 feasibility study and includes investigation of a preferred river crossing, potential alignment and stop locations, financial analyses, and opportunities for community engagement and involvement. More information about the NorthRail study can be found at <https://kcstreetcar.org/northrail/>.

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

Jeremy Deekem  
Murray1920@yahoo.com

Comment regarding #995210  
“I’m in favor of the extension.”

Proposed Response

Thank you for your recent comment supporting the proposed extension of Kansas City Streetcar as documented in the 2022 Special Amendment #1 to the regional Transportation Improvement Program. We shared your comment with the Kansas City Area Transportation Authority, Kansas City Streetcar Authority, the Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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

Elisha Francis  
S51626@parkhill.k12.mo.us

Comment regarding #995210

“I would like to see a bit more ambition in the plan, particularly with making plans for higher rail capacity in the future.”

Proposed Response

Thank you for your recent comment supporting the proposed extension of Kansas City Streetcar as documented in the 2022 Special Amendment #1 to the regional Transportation Improvement Program. We shared your comment with the Kansas City Area Transportation Authority, Kansas City Streetcar Authority, the Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Currently the NorthRail study, a collaborative multi-jurisdictional study exploring the extension of the Kansas City Streetcar over the Missouri River into North Kansas City, is in progress. Expected to be complete by the end of 2022, the study refreshes a 2014 feasibility study and includes investigation of a preferred river crossing, potential alignment and stop locations, financial analyses, and opportunities for community engagement and involvement. More information about the NorthRail study can be found at <https://kcstreetcar.org/northrail/>.

Additionally, the Kansas City Streetcar, Kansas City Area Transportation Authority, and other partners have also recently begun a study to examine and build funding support for a East-West high capacity transit connection between the KU Health System and the Rock Island Corridor/Truman Sports Complex.

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 2022  
Item No. 4

### **ISSUE:**

REPORT: Improve I-70 KC Corridor Study

### **BACKGROUND:**

MoDOT is currently re-evaluating and updating environmental documentation for the section of I-70 from the downtown loop to just west of the I-435 interchange in Kansas City, Missouri and Jackson County in preparation for future construction to improve safety, reduce congestion, restore and maintain existing infrastructure, improve accessibility and improve goods movement along the corridor. This segment of I-70 has been a priority unfunded need for MARC and MoDOT since conclusion of a major investment study in 2004.

This project will update environmental documents that were last approved in 2011 with conclusion of the I-70 Second Tier Environmental Impact Statement. An on-line public meeting to review the study purpose and need and the preferred alternative from the 2011 study was held in March of 2022. The study is anticipated to be complete by March of 2023.

More information about the project is available at: <https://www.modot.org/improvei70kc>

MoDOT staff will provide an update on the project at the meeting.

### **POLICY CONSIDERATIONS:**

This segment of I-70 is included in the financially constrained element of the *Connected KC 2050* metropolitan transportation plan as project 1285. Changes to the scope, cost or schedule of the project resulting from this study may require amendments to this plan.

### **BUDGET CONSIDERATIONS:**

None.

### **COMMITTEE ACTION:**

None.

### **RECOMMENDATION:**

None. Information only.

### **STAFF CONTACT:**

Ron Achelpohl

## TOTAL TRANSPORTATION POLICY COMMITTEE AGENDA REPORT

May 2022  
Item No. 5

### ISSUE:

*REPORT:* Upcoming Connected KC 2050 Amendment

### BACKGROUND:

In June of 2020, the MARC Board of Directors approved *Connected KC 2050* (CKC2050), the Kansas City region's Metropolitan Transportation Plan (MTP). This plan is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next 30 years. *Connected KC 2050* identifies anticipated multi-modal transportation investments. Amendments are made to *Connected KC 2050* as new projects, funding, or programs arise.

The Eisenhower (IKE) Legacy Transportation Program is informed by KDOT's local consult process (last held over the Fall of 2021) and selects projects for advancement into development & construction on a 2-year rolling cycle. With this announcement, two new regionally significant expansion projects were proposed by KDOT including the I-35 (Santa Fe to US-56) and K-10 (I-435 to the Douglas County line) corridors in Johnson County. Both projects are anticipated to add new through-lanes to existing facilities within the MARC metropolitan planning area.

These projects are currently not listed in CKC2050 so KDOT has submitted a request to amend these projects into the MTP. MARC staff anticipates that the cost, scope of work and other details for adjoining Project #1305 (Johnson County Gateway, Phase 2) may require adjustment along with the additional K-10 work. At the upcoming TTPC meeting, MARC staff will brief the committee on the upcoming review process and next steps.

### POLICY CONSIDERATIONS:

Metropolitan Transportation Plan amendments follow policy guidance from *Connected KC 2050* and policies adopted therein. The [Congestion Management Policy](#) applies to projects which add single occupant vehicle capacity (SOV). This policy 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. TDM/TSM strategies should be incorporated into the project scope as appropriate.

### FINANCIAL CAPACITY CONSIDERATIONS:

Plan financial capacity assumptions will be revised to account for new federal revenues out of the federal Infrastructure Investment & Jobs Act.

### COMMITTEE ACTION:

Planning modal committees will be briefed over multiple meetings in May. The Highway Committee is expected to review request in detail prior to June's TTPC meeting, at which time a release for public review and comment for this plan amendment is anticipated.

### RECOMMENDATION:

None.

### STAFF CONTACT:

Martin Rivarola

## TTPC AGENDA REPORT

May 2022  
Item No. 6

### **ISSUE:**

REPORT: City of Osawatomie, Kan. Planning Initiatives Update

### **BACKGROUND:**

Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities impact transportation within their community. Osawatomie, Kan., will provide an update on their recent 2021 OZ Commons - Downtown Osawatomie Redevelopment Planning Sustainable Places project and associated transportation and land use impacts.

Updates will be provided by Michael Scanlon, City Manager. More information about the PSP project is also available at:

[https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2021\\_OZ-Commons-PSP-Study\\_Final-Report\\_Medium-Res.aspx](https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2021_OZ-Commons-PSP-Study_Final-Report_Medium-Res.aspx) .

Additional details regarding all PSP projects can be found at the program's [story map](#).

### **BUDGET CONSIDERATIONS**

None

### **COMMITTEE ACTION**

None

### **RECOMMENDATION**

None. Information only.

### **STAFF CONTACT**

Beth Dawson  
Martin Rivarola

## TTPC ITEM TEMPLATE

May 2022  
Item No. 7

### ISSUE:

REPORT: Planning Sustainable Places 2023 Call for Projects

### BACKGROUND:

The Kansas City region's vibrant, green, and connected centers and corridors is central to the [Creating Sustainable Places](#) initiative, and the region's long-range transportation plan, [Connected KC 2050](#).

In 2012, MARC's Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee launched [Planning Sustainable Places](#) (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers. Five rounds of projects have been funded in 2013, 2015, 2017, 2019, and 2021. A call for 2023 projects is currently open and a pre-bid workshop will be held on May 18, 2022, at 1 p.m. in a hybrid format. Interested parties should register and may attend in MARC's Board Room or via Zoom. The registration link can be found [here](#). The call will close on June 17, 2022, at 4 p.m. The PSP program facilitates the following objectives:

#### Program Objectives

- Support the development and implementation of local activity center plans consistent with CSP principles, identified regional activity centers, and the land use policy direction outlined in *Connected KC 2050*.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and sustainable development initiatives that help advance the objectives identified in the CSP initiative, *Connected KC 2050*, and the MARC Board's adopted policy statement on regional land use.
- Support the conceptualization, development, and implementation of CSP projects.

The Planning Sustainable Places Program represents a key implementation mechanism for numerous related adopted plans.

### BUDGET CONSIDERATIONS

None

### COMMITTEE ACTION

None

### RECOMMENDATION

None. Information only.

### STAFF CONTACT

Beth Dawson  
Martin Rivarola

## TOTAL TRANSPORTATION POLICY COMMITTEE AGENDA REPORT

May 2022  
Item No. 8

**ISSUE:**

REPORT: Section 5310 Call for Projects 2022

**BACKGROUND:**

The Federal Transit Administration provides funding for the Section 5310 Program that targets specific users and their mobility needs. Section 5310, also known as the Enhanced Mobility of Seniors and Individuals with Disabilities program, provides funding for vehicle purchases, capital projects and operations that address mobility solutions for older adults and persons with disabilities. Additional information on the Section 5310 Program is available online at: <http://www.marc.org/Transportation/Funding/FTA/5310>.

The competitive selection of Section 5310 projects is based on the FFY 2021 and 2022 urban area formula-based apportionment for the Kansas City urban area. As the Designated Recipient of the Kansas City Urbanized Area, the Kansas City Area Transportation Authority (KCATA) may submit Section 5310 applications for FFY 2021 and 2022 funding equivalent to the amount apportioned to the region by FTA. As outlined in a Memorandum of Understanding (MOU) between the two organizations, MARC will manage the competitive selection process for the portions of the FFY 2021 & 2022 apportionments being released through that process.

The following chart represents the estimated region's funding allocation for the current cycle:

ESTIMATED 5310 Funds for KC Region in 2021 and 2022 (Apportionments)	
2021	\$1,397,687
2022	\$2,003,961
<b>TOTAL</b>	<b>\$3,401,648</b>
Admin (MARC)	\$119,058
Admin (KCATA)	\$221,107
<b>TOTAL minus all Admin</b>	<b>\$3,061,483</b>
Operations (45%)	\$1,377,667
Capital (55%)	\$1,683,816
<b>Funds to be Programmed</b>	<b>\$1,683,816</b>

As shown above, for the 2022 programming cycle, the competitive selection process will include only capital projects. The KCATA will retain the operations funding to implement regionally significant mobility projects, travel training, and mobility management. The competitive selection process will therefore award the \$1,683,816 of capital funds available.

A call for projects will open June 1<sup>st</sup>, 2022, and a pre-application workshop will be held on June 17<sup>th</sup>, 2022. The call will close on July 15<sup>th</sup>, 2022, at 4 p.m.

At the upcoming TTPC meeting, MARC staff will brief the committee on the upcoming review process and next steps.

**BUDGET CONSIDERATIONS:**

MARC and KCATA retains 3.5% and 6.5% respectively of funds for program administration purposes.

**COMMITTEE ACTION:**

The Mobility Advisory Committee (MAC) will assist in the review of applications and the competitive selection of projects to be recommended to the Kansas City Area Transportation Authority.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Rachel Cannon  
Martin Rivarola

## TTPC AGENDA REPORT

Month 2022  
Item No. 9

### ISSUE:

REPORT: Update on *Bike Month* and the 2022 Greater Kansas City Trails & Bikeways Map

### BACKGROUND:

#### Bike Month

May is celebrated as “National Bike Month.” During this time, MARC will promote cycling using CMAQ funds under the Active Transportation and Air Quality programs. MARC’s Bike Month activities include:

- The promotion of cycling activities from around the region from organizations such as Bike Walk KC and area schools on [kcbikemonth.com](http://kcbikemonth.com).
- A media ad campaign to promote cycling using radio, billboards, and social media.
- The Bike Month Challenge, in which participants log trips using RideshareKC and are entered to win prizes.
- The publishing and distribution of the Greater Kansas City Regional Trails & Bikeways Map (see below).

#### Greater Kansas City Regional Trails & Bikeways Map

MARC prints a map of the 8-county Kansas City region’s trails and bikeways every two years. Data is largely solicited from cities and counties by MARC staff. The 2022 map portrays approximately:

- 912 miles of shared use path
- 4 miles of two-way cycle track
- 168 miles of bike lanes
- 619 miles of marked, unseparated bikeways
- 145 miles of mountain bike trails
- 290 miles of pedestrian hike trails
- 118 miles of equestrian trails

The printed map includes a QR code that accesses the online version of the map, which will show updates made since the map was printed. The printing will use CMAQ funds under the Active Transportation program. Approximately 20,000 maps have been printed and over half have been distributed across the region. The online map is available at:

<https://www.marc.org/Transportation/Programs/Active-Transportation/Regional-Trails-and-Bikeways-Map.html>

### POLICY CONSIDERATIONS:

These actions encourage a modal shift toward active transportation, supporting the Connected KC 2050 goal of Transportation Choices.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

The Bicycle-Pedestrian Advisory Committee and the Active Transportation Programming Committee met to review the data included in the Trails & Bikeways Map on February 18, 2022.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Patrick Trouba

## TTPC AGENDA REPORT

May 2022  
Item No. 10

### **ISSUE:**

**REPORT:** Demonstration of the Economic Equity Values Atlas (EEVA)

### **BACKGROUND:**

MARC is participating in a cohort of MPOs being overseen by the Brookings Institution to expand the use of a software tool developed in Portland, the Economic Value Atlas. This tool aids decision-makers to keep in mind the broader objectives, or values, of the community as they make investment decisions. Cohort members include Portland Metro, who continues to invest resources into improving the tool, the Met Council in Minneapolis-St. Paul, and MARC in Kansas City.

MARC's first use of the tools is to adapt it to reflect the work of KC Rising, which has an overarching goal of growing the economy for everyone and identified seven Pillars of Prosperity that underpin the region's ability to achieve this goal. They are: Industry, Enterprise, Connectivity, Neighborhoods, Inclusion, Education and Culture. How strong these pillars are become the values that the tool seeks to measure. Along the way, the tool's name was rebranded to the Economic Equity Values Atlas, or EEVA.

MARC staff has spent the last several months getting the software to appropriately represent data about the Kansas City region in a way that is consistent with the KC Rising framework. The tool is now operational. Staff is demonstrating its use to specific audiences in order to receive feedback on needed improvements or desired use cases before officially releasing it.

### **POLICY CONSIDERATIONS:**

Many of the policy goals of Connected KC 2050 align completely with the Pillars of Progress. The tool can be especially helpful in assisting with environmental justice analysis. This tool serves as the prototype for developing the data and mapping to assist in evaluating Creating Sustainable projects, the call for which was launched this month.

### **BUDGET CONSIDERATIONS:**

This project was funded by grants from the Ewing Marion Kauffman Foundation and the William T. Kemper Foundation.

### **RECOMMENDATION:**

None. Information only.”

### **STAFF CONTACT:**

Frank Lenk