



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

There will be an online meeting of MARC's Total Transportation Policy Committee on **Tuesday, October 19, 2021, at 9:30 a.m.**

A G E N D A

1. *Welcome & Introductions*
2. *VOTE: September 21, 2021 Meeting Minutes**
3. *VOTE: MPO Self Certification Statement**
4. *VOTE: 2022-2026 Transportation Improvement Program**
5. *VOTE: Release Draft 2022 Unified Planning Work Program for Public Review and Comment**
6. REPORT: COMTO Initiatives
7. REPORT: Imagine Downtown KC Strategic Plan
8. REPORT: City of Independence, Mo. Planning Initiatives Update
9. Other Business
10. Adjournment

*Action Items

Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be held via teleconference. Members of the public who wish to participate in this meeting please email transportation@marc.org by Noon on Monday September 20, 2021 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
September 21, 2021
Meeting Summary

Members, Alternates Present-Representing

Chuck Adams, Wyandotte County Municipalities
Mayor Carson Ross, Jackson County Municipalities
Perry Allen, MoDOT
Lauren Anderson, Leavenworth County
Rick Backlund, FHWA-KS
Cory Davis, KDOT
Matt Davis, Jackson County
Tom Gerend, KC StreetCar
Commissioner Janee Hanzlick, Johnson County
Bob Heim, Platte County
Leslie Herring, Johnson County Municipalities
Patty Hilderbrand, City of Kansas City
Tony Hofmann, City of Overland Park
Mayor Leonard Jones, Jackson County
Greg Kindle, Wyandotte EDC
Paul Kramer, Leavenworth County Municipalities
Mayor Norman Larkey, Cass County Municipalities
Nathan Law, Miami County Municipalities
Janet Lockridge, COMTO
Mayor Mike McDonough, Jackson County Municipal.
J.R. McMahan, Miami County
Jack Messer, City of Overland Park
Matt Nolker, Ray County
Fahteema Parrish, COMTO
Mark Randall, City of Independence
Eric Rogers, BikeWalk KC
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
Commissioner Jim Walters, Unified Govt WyCo/KCK
Doug Whitacre, Johnson County Municipalities
Beth Wright, City of Olathe
Beccy Yocham, Johnson County Municipalities

Krystal Jolly, MoDOT
Kevin Klinkenberg, KCRTA
David Kocour, Hg Consult
Rob Krewson, Benesch
Michael Landvik, MoDOT
Angie Laurie
Lillian Mehler, NKC Road District
Cathy Monroe, FTA
Bill Noll, Leavenworth County
Britini O'Connor, MoDOT
Sarah Rose Shafer, Unified Govt WyCo/KCK
Michael Shaw, City of Kansas City
Allison Smith, KDOT
Marisela Ward, MoDOT
Brett Wood, GBA
John Zimmerman, TranSystems

MARC Staff Present

Ron Achelpohl, Dir. Of Transportation & Environment
Beth Dawson, Principal Planner
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Amanda Horner, Safety and Mobility Planner
Tom Jacobs, Environmental Program Director
Laura Machala, Transportation Planner III
Jessica Moberly, Transportation Intern
Natalie Phillips, RideshareKC Employer Outreach Co.
Alex Rotenberry, Transportation Planner III
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
Eileen Yang, Transportation Modeling Manager

Others Present

Terri Barr
Matt Barry, Councilman Graves
Cecelie Cochran, FHWA-KS
Jason Frericks, Affinis
Randy Gorton, BHC
Richard Grenville, PortKC
Reid Hansen, MO DED
Pam Harris

1) Welcome/Introductions

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

2) Approval of July 20, 2021 Summary*

There were no changes to the July 20, 2021 meeting summary.

3) Draft 2022-2026 Transportation Improvement Program*

The Draft 2022-2026 TIP has been developed by MARC in accordance with regulations contained in the FAST Act, the most recent legislation governing the federal transportation program. In accordance with these regulations the Draft 2022-2026 TIP includes:

- A financial plan that accounts for inflation and includes system-level estimates of operation & maintenance costs and revenues
- An environmental justice analysis that examines transportation investments and other considerations
- Discussion as to the effect of the programmed investments toward achieving performance targets
- Visualization techniques to help convey information

The complete Draft 2022-2026 Transportation Improvement Program is available for review at:

<http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/2022-2026-TIP.html>

4) Missouri Unfunded Needs*

MoDOT has communicated to MARC that it seeks to update its *unfunded transportation needs* list in order to include the addition of a third tier of unfunded state system priorities and a new set of multimodal priorities. The goal of the *unfunded needs list* is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of projects which represent where additional funding could be used.

MoDOT District staff have worked with planning partners such as MARC to validate the existing project listing (tiers 1 and 2) previously approved by TTPC and to develop the additional needs listings for tier 3 and multimodal. This process has included a joint prioritization workshop on September 2nd as well as various follow-up discussions with MARC committees.

The Missouri STP priorities committee, the Regional Transit Coordination Council Technical Team and the Bicycle Pedestrian Advisory committee reviewed input from the workshop and finalized these recommendations as shown below.

Missouri Unfunded Needs - Tier I & Tier II	
Project Name	Cost
Tier 1 Regional Priorities	
I-70 Corridor Improvement, Asset Management and EIS implementation	\$100,970,000
Subtotal	\$100,970,000

Tier 2 Regional Priorities	
I-70 (435-470) - Corridor Improvements	\$90,000,000
Rte. 1 - Pavement Reconstruction from 64th St. to 72nd St.	\$7,500,000
Rte. D - Pavement Reconstruction from Ambassador Dr. to east of I-435	\$8,000,000
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$41,000,000
MO 92 - Pavement Reconstruction from Marshall St. to Kentucky Ave.	\$5,300,000
I-49 - Pavement Reconstruction from Blue Ridge Blvd to 163rd St.	\$75,500,000
I-29 and I-35 Corridor Improvements	\$144,000,000
Subtotal	\$371,300,000

Missouri Unfunded Needs - Tier III Priorities	
Project Name	Cost
I-70 and I-470 Interchange Improvement	\$66,000,000
I-35 (I-435 to US 69) Corridor Improvements	\$60,000,000
I-49 Capacity Project (155th St. to North Cass Parkway)	\$41,040,000
I-70 Capacity Project (MO 7 to Rt. F)	\$63,480,000
Missouri Route 9 from 3rd Street to Admiral	\$18,000,000
23rd Street (M-78) Complete Streets	\$24,000,000
Safety Improvements Across Bruce R. Watkins	\$24,840,000
Interchange operation and safety improvements	\$72,000,000
Subtotal	\$369,360,000

Missouri Unfunded Needs - Multimodal (Transit)	
Project/service route or program	Project / Program Cost
Interjurisdictional Transit Service Operations	\$36,000,000
Interjurisdictional Transit Capital Projects	\$36,000,000
Independence Avenue Bus Rapid Transit (Fast and Frequent Service)	
Burlington/North Oak Enhanced Transit (Fast and Frequent Service)	
31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service)	
Other routes and services	
Total	\$72,000,000

Note: Assume state funds cover 20% of capital cost for projects. Remainder for "Interjurisdictional transit operations".

Missouri Unfunded Needs - Multimodal (Bike/Ped)	
Project	Cost
Strategic pedestrian safety improvements	\$25,000,000
Regional Bicycle Network - Cass County	\$5,775,000
Regional Bicycle Network - Jackson County	\$16,275,000
Regional Bicycle Network - Clay County	\$7,525,000
Regional Bicycle Network - Platte County	\$5,425,000
Total	\$60,000,000

Note: Protected bicycle facilities preferred for bicycle network improvements.

Missouri Unfunded Needs - Multimodal (Freight)	
Project	Cost
Intermodal Freight Program (improvements for ports, aviation, and rail)	\$50,000,000
Total	\$50,000,000

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.

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.

The Highway Committee reviewed and recommended approval of the requested functional classification changes in Kansas on July 28, 2021.

City	State	Roadway	From	To	Current Classification	Proposed Classification
Lansing	KS	East McIntyre Road	K-7	K-5	None	Major Collector
Lenexa	KS	101st Street	Woodland Road	Lone Elm	None	Minor Collector
Lenexa	KS	Ridgeview Road	Prairie Star Parkway	K-10 Highway	None	Minor Arterial
Lenexa	KS	99th Street	Ridgeview Road	Renner Boulevard	None	Major Collector
Lenexa	KS	Britton Street	Prairie Star Parkway	99th Street	None	Minor Collector
Lenexa	KS	113th street	Renner Boulevard	Santa Fe Trail Drive	None	Major Collector
Lenexa	KS	Lakeview Avenue	College Boulevard	113th Street	None	Minor Collector
Lenexa	KS	105th Street	Lackman Road	Santa Fe Trail Drive	None	Major Collector
Lenexa	KS	99th Street	Santa Fe Trail Drive	Loiret Boulevard	None	Major Collector
Lenexa	KS	Maurer Road/Loiret Boulevard	79th Street	99th Street	None	Major Collector
Lenexa	KS	83rd Street	Maurer Road	Quivira Road	None	Minor Collector

Lenexa	KS	Nieman Road and 81st Street	79th Street	Marshall Drive	None	Minor Collector
Lenexa	KS	Rosehill Road	87th Street Parkway	Santa Fe Trail Drive	None	Minor Collector
Lenexa	KS	Monrovia	95th St	96th Terrace	None	Major Collector
Lenexa	KS	96th Terrace and Lenexa Drive	Monrovia Street	Pflumm Road	None	Major Collector
Lenexa	KS	99th Street	Quivira Road	Rosehill Road	None	Minor Collector
Lenexa	KS	Rosehill Road	96th Terrace	103rd Street	None	Minor Collector

Committee Action:

Sabin Yanez made a motion to approve items 2 through 5 as presented. Mayor Mike McDonough seconded the motion which carried unanimously.

6) USDOT Certification Review

The 2017 certification review identified one critical action related to the Coordinated Public Transportation Human Services Transportation Plan which was resolved soon after the review. It included commendations for MARC’s work to formalize transit representation on the MARC board of directors, regional planning partner’s proactive use and reporting of performance measures and MARC’s holistic approach to scenario planning in the development of the metropolitan transportation plan (MTP). It also included helpful recommendations for improvements to the regional partnership agreement, relationship of the MTP and transportation programming process, MTP environmental justice analysis, resource agency consulting process, ties between the TIP/STIP and performance targets, MTP environmental analysis and state funding processes for FHWA National Highway Performance Program Funds. Each of these recommendations has been addressed in some measure.

The 2021 Kansas City area certification review was conducted August 17-19. Preliminary results of the review were very positive, with no critical actions and numerous commendations and constructive recommendations.

7) A First Look at Data from the 2020 Census

The first data from the 2020 Census was released on August 12th. This data was prepared to be used in the redistricting of congressional, state, and local legislative districts. As such, it is the most geographically detailed data that will be released, with estimates all the way down to block level, so that each set of such districts within a state can be drawn to have very close to the same voting age population, as required by law. The data also includes breakdowns by race and Hispanic origin so that districts can be drawn that are cognizant of maintaining fair racial representation.

These results were initially scheduled to be released by Dec. 31, 2020. However, the COVID-19 pandemic caused issues in ensuring people were counted. Because redistricting deadlines are approaching, the Census Bureau released these initial results in bulk, without the usual interface that makes it possible to select individual cities or counties, shifting the data processing burden to users.

One of the committee members inquired about one of the maps of Platte Woods and Lake Waukomis boundary limits showing blank white "change" info and was curious if it is due to lack of significant activity or other issues. Mr. Lenk responded that the changes may be small due to population density so it may not show up as a bubble, but there could be other factors as well.

Another committee member asked if we know the process that the federal government will use and timing to draw urbanized area boundaries for the purposes of distributing federal funds. Mr. Lenk replied that he is not sure of where they have finalized the criteria, but that he could find out and report back later.

8) 2021 Performance Measures Report

The 2021 Performance Measures Report looks at a subset of the performance measures identified in Connected KC 2050, concentrating on the measures most relevant to suballocated funding and other decisions that will come before MARC over the next year. A copy of the 2021 Performance Measures Report is attached.

The annual Performance Measures Report provides an update on the region's progress towards achieving the goals and objectives in Connected KC 2050. The information is provided to be considered by TTPC and other MARC committees in the context of regional transportation policies and priorities.

Targets for Safety, Transit State of Good Repair, National Highway System (NHS) Bridge and Pavement Condition, and NHS Reliability measures have been adopted by TTPC.

A committee member asked if there is a performance measure for multi-use side path trails, as many of those facilities serve a similar function to protected bikes lanes in terms of transportation utility, safety, and comfort. Mr. Upchurch replied there is not one, as it is looking at street bike facilities. However, we could track it to see how they influence things in the future.

One committee member inquired if there will be any adjustment in the ozone standards, and Mr. Upchurch responded not since 2015.

9) 2021 Transit Zero Fare Impact Analysis

At the request of the Kansas City Area Transportation Authority, MARC recently completed an analysis of the impacts of the zero-fare transit program implemented on regional fixed-route transit services since the start of the COVID-19 pandemic. The study was completed in partnership with the UMKC Henry W. Bloch School of Management and KU Transportation Center.

The study team found that the program was popular with riders and was correlated with positive impacts to the regional economy, transit ridership, safety, and security, but that additional revenues or cost savings would need to be identified for the program to be financially sustainable.

The full report is available at: <https://www.marc.org/Transportation/Plans-Studies/pdfs/Transit-Zero-Fare-Impact-Analysis.aspx>.

New funding to expand regional transit and mobility services is a cross-cutting strategy in *Connected KC 2050*, *Smart Moves 3.0*, the regional *Clean Air Action Plan* and the *Regional Climate Action Plan*. Zero-fare is not currently addressed in these plans.

10) RideshareKC's Annual Green Commute Challenge

The annual Green Commute Challenge begins on September 20th and runs through October 31st. Participating local employers will compete to reduce emissions on the way to work in the Kansas City metro area. Sign-ups to participate in this year's challenge have begun at [RideshareKC.org](https://www.RideshareKC.org). MARC staff will present results from the 2019 Green Commute Challenge and new changes for the 2021 Green Commute Challenge.

ConnectedKC 2050, *Kansas City Regional Climate Action Plan*, *Clean Air Action Plan* and the *Smart Moves Regional Transit and Mobility Plan* promote strategies that increase choices for regional travelers. RideshareKC's Green Commute Challenge supports this goal by encouraging area workers to try other modes of transportation.

11) Other Business

- Ron Achelpohl informed the committee that KDOT was holding a virtual local consult meeting for the IKE transportation program for Kansas City area project priorities on October 7, 2021.

12) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held October 19, 2021.

TTPC AGENDA REPORT

October 2021
Item No. 3

ISSUE:

VOTE: MPO Self-Certification Statement*

BACKGROUND:

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

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

BUDGET CONSIDERATIONS

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

COMMITTEE ACTION

None.

RECOMMENDATION

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

STAFF CONTACT

Marc Hansen

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

October 2021

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

	Item	Date Completed, Adopted or Approved
✓	Congestion Management Process (continuous)	Policy adopted: April 28, 2020
✓	Coordinated Public Transit – Human Services Transportation Plan	May 25, 2021
✓	Disadvantaged Business Enterprise Plan and Goal	June 22, 2021
✓	Environmental Justice Analysis/Assessment <ul style="list-style-type: none"> ▪ Long-Range Transportation Plan ▪ Transportation Improvement Program 2020-2024 2022-2026 	June 23, 2020 October 22, 2019 Pending: (approval assumed October 26, 2021)
✓	Equal Employment Opportunity Filing (EEO Type 1)	Jackson County, Missouri: January 1, 2020 (filing for 2021 waived due to COVID-19)
✓	Federal Certification Review	October 2, 2017 August 2021 (Final report pending)
✓	Limited English Proficiency Plan 2019-2021	January 30, 2020
✓	Long-Range Transportation Plan	June 23, 2020

	Item	Date Completed, Adopted or Approved
✓	Performance Measure Targets <ul style="list-style-type: none"> • NHS Condition (PM2) • NHS Performance (PM3) • Safety • Transit State of Good Repair 	November 27, 2018 November 27, 2018 November 18, 2020 March 26, 2019
✓	Public Participation Plan	December 20, 2020
✓	Regional ITS Architecture	June 26, 2018
✓	Title VI Plan 2019-2021	January 30, 2020
✓	Transportation Improvement Program 2020-2024 2022-2026	October 22, 2019 Pending: (approval assumed October 26, 2021)
✓	Unified Planning Work Program 2021 2022	November 24, 2020 Pending: (approval assumed November 23, 2021)

MPO Self-Certification

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

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

Michael Moriarty
Chief of Transportation Planning
Kansas Department of Transportation

Date _____

Chris Redline
Kansas City District Engineer
Missouri Department of Transportation

Date _____

David A. Warm
Executive Director
Mid-America Regional Council

Date _____

TTPC AGENDA REPORT

October 2021
Item No. 4

ISSUE:

VOTE: Draft 2022-2026 Transportation Improvement Program*

BACKGROUND:

MARC has prepared the Draft 2022-2026 Transportation Improvement Program (TIP) for public review and comment. The Draft TIP includes all federally funded surface transportation projects, and all regionally significant surface transportation projects regardless of funding source, planned for the Kansas City metropolitan area in Federal Fiscal Years 2022-2026.

The Draft 2022-2026 TIP has been developed by MARC in accordance with regulations contained in the FAST Act, the most recent legislation governing the federal transportation program. In accordance with these regulations the Draft 2022-2026 TIP includes:

- A financial plan that accounts for inflation and includes system-level estimates of operation & maintenance costs and revenues
- An environmental justice analysis that examines transportation investments and other considerations
- Discussion as to the effect of the programmed investments toward achieving performance targets
- Visualization techniques to help convey information

The complete Draft 2022-2026 Transportation Improvement Program is available for review at:

<http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/2022-2026-TIP.html>

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

MARC also received comments from KDOT, MoDOT, FHWA-KS and FHWA-MO during the comment period. The comments received, and MARC's responses, are attached for your reference.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RECOMMENDATION:

That TTPC approve the 2022-2026 Transportation Improvement Program (TIP), including the Financial Plan and Environmental Justice analysis.

STAFF CONTACT:

Marc Hansen

Kristofer Turnbow

kturnbow@raymore.com

"Our priority in Cass County is the focus on widening I-49 south just past North Cass Parkway to alleviate the northern bottleneck at 155th street which can often cause problems north into Grandview, MO. Also, the bridge and numerous lights at the 58 Highway bridge over I-49 are aged and in extreme need of redesign and rebuilding."

Proposed Response

Thank you for your recent comment regarding the proposed 2022-2026 Transportation Improvement Program. We shared your comment with the Missouri Department of Transportation, Total Transportation Policy Committee, and MARC Board of Directors for their consideration.

Although the funding necessary to implement the projects mentioned has not been identified, both the widening of I-49 from 155th Street to North Cass Parkway and interchange improvements at I-49/M-58 are identified as high priority projects in the region's long-range transportation plan. MARC is hopeful that the continuing discussions regarding transportation infrastructure will help to provide the necessary resources to implement these, and other, regional priorities.

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

Steven Smith

tkdhjmsbb@yahoo.com

"Please add additional capacity to 210 highway from the Clay/Ray County line to Liberty. This corridor is very busy, is a safety hazard trying to pass, and is needed with the growth of liberty. Lots of large semi trucks use the road to bypass south of the river. Right of way is already there, Thank You"

Proposed Response

Thank you for your recent comment regarding the proposed 2022-2026 Transportation Improvement Program. We shared your comment with the Missouri Department of Transportation (MoDOT), Total Transportation Policy Committee, and MARC Board of Directors for their consideration.

Although the addition of capacity to this corridor has not been identified in current transportation plans, there are some improvements planned for the corridor. In 2023, MoDOT plans to resurface the pavement and add guardrails for improved safety in the corridor. The project is identified in the 2022-2026 Transportation Improvement Program as #590298 and MoDOT project number 4S3337.

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

**MARC FY2022-2026 TIP (DRAFT)
ONE DOT REVIEW COMMENTS (FHWA ONLY)
Brad McMahon (FHWA MO. Division)
September 21, 2021**

Comments Based on Regulatory Requirements:

Suballocated Federal Programs (Pg. 24 -27)

Table 5: MARC CMAQ Program (\$1,000s)

1. Table 5 shows incorrect program years for Missouri. Please make corrections as needed.
Corrected to reflect 2022-2026.

MoDOT PROJECT LISTINGS

2. There are several MoDOT projects that show line item entries for the programming of AC conversion. The MoDOT AC projects shown in STIP Section Four do not show the anticipated year of conversion of AC (state funds) to federal. This is because MoDOT utilizes a “lump sum” approach to programming for AC conversion, as an alternative to the double entry method. The draft MARC TIP is programming MoDOT AC projects to a level of detail that the STIP does not. In order to attain STIP/TIP project programming information alignment and maintain the previously affirmed documentation of fiscal constraint determined for the STIP FY2022-2026, the AC conversion programming line item entries for individual MoDOT projects need to be removed from the MARC draft TIP. The anticipated federal funding category for conversion shown in the MoDOT STIP can be shown in the project listing narrative.

The issue of advance construction conversion was discussed at the August 2021 federal certification review and was communicated in the final report as a recommendation with no regulation cited by the review team. MARC proceeded with the development of the 2022-2026 TIP in accordance with past approved practice intending to work with our partners to address this issue in the near term per the discussions at the certification review.

MARC is concerned that this issue is now being presented as regulatory although no citation of the applicable regulation is provided. We would also note that the methodology used to develop the project listings for the draft MARC 2022-2026 TIP, and previous iterations of the TIP, was the result of a cooperative effort by MARC and the Kansas and Missouri Departments of Transportation and that no concerns or regulatory issues regarding the listings, or the documentation of AC conversions within, them have been raised during the reviews of previous versions of the TIP, amendments to the TIP, or federal certification reviews prior to 2021.

As we indicated at the August 2021 certification review, MARC is open to working with its planning partners at the Kansas and Missouri Departments of Transportation in the near term to identify potential modifications that would reflect the regional nature of our planning work and are agreeable to and consistent for all parties involved.

Comments for Improvement/Commendations (Not Regulatory):

Suballocated Federal Programs (Pg. 24 -27)

3. If MARC receives an annual allocation of BRO funds from MoDOT, please consider including a description of said funding source in this narrative.
MARC does not receive a suballocation of BRO funds from MoDOT.

Table 5: MARC CMAQ Program (\$1,000s)

4. Table 5 shows incorrect program years for Missouri. Please make corrections as needed.
Corrected in response to item 1.

Table 7: Missouri STBGM Program (\$1,000s)

5. The estimated STBGM program funds allocation amount is \$21,159,670 for FY2022, FY2025 and FY2026. Please explain the basis for showing a reduced estimate amount of allocated STBGM funding for FY2023 (\$15,285,620) and FY2024 (\$16,255.60). NOTE: Reduction of 27.8% (FY2023) & 23.2% (FY2024).
The amount listed for 2022 was incorrect. Due to the programming of funds for the Buck O'Neil Bridge project in years 2020-2024, MARC expected and programmed lower amounts of STBGM funding. The total amount programmed shown in the table was correct, but the amount expected and carryover from previous years has been updated.

Street and Highway (Pg. 27-36)

Local Analysis (PG. 29)

6. Please show the estimated amount of County Aid Road Trust (CART) funds that MoDOT makes available to local public agencies that have project programmed in the TIP. Consider doing the same for Special City and County Highway Funds (SCCHF).
The amounts of CART funding were provided by MoDOT but can also be accessed through the Missouri Department of Revenue. A link to the information was added to the document. The estimated amounts of SCCHF funding can be found on the website for the Kansas Department of Transportation. A link to the information has been added to the document.

Aggregate amounts for CART and SCCHF funds for jurisdictions with projects in the 2022-2026 TIP can be found in tables 11 and 12.

Public Transportation Element (Pg. 30-32)

Table 9: Estimated revenues by year and funding source (\$1,000s) (Pg. 31-32)

7. Table 5 shows anticipated CMAQ funding allocation for each year of the TIP horizon period. Please explain why estimated available CMAQ -MO funding is only shown for FY2023 (Missouri).
As noted in previous comments, the years listed for Missouri were incorrect. With the corrections in place, the entry for FY2023 should have been for FY2025. Since MARC has not programmed CMAQ funding for FY2025, there are no associated expenditures to display.
8. Please clarify where estimated federal STBGM revenue is shown in Table 9.
STBGM-MO was incorrectly listed as STPM-MO. This has been corrected.
9. Please explain the difference between STPM-MO and STP-MO revenue source.
STPM-MO is suballocated to MARC for prioritization. STP-MO represents funding programmed by the state.
10. The estimated revenue amounts for STP-MO and TA-MO are identical. Please explain why this is the case.
A formatting error in the table caused a duplication of the amounts. This has been corrected.

System Operations and Maintenance (Pg. 33 – 36)

Table 11: Local Operations and Maintenance (Pg. 36)

11. This table presents an overall financial summary of LPA fiscal constraint that extends beyond local operations and maintenance. It appears to show a financial summary that serves to document the demonstration of fiscal constraint, by showing the viewer the remaining financial capacity after accounting for O&M and the local cost for project programmed in the TIP. Please consider the clarification value of changing the name of the table.

The table has been renamed as requested.

Example table title:

Table 11: Financial Summary of Local Public Agency Financial Capacity

12. The O&M costs for all entities shows no inflation factor applied to estimates for program years 2023, 2024 & 2025. Please explain the basis for not incorporating an inflation factor into the O&M cost for years 2,3,4 of the TIP horizon period.

Inflation should have been incorporated. The table has been corrected.

13. Please show a breakout of Table 11 revenue and expense data by State.

Breakout tables for Kansas and Missouri have been added.

14. Please provide FHWA the document that identifies the amount of federal-aid system lane miles owned by LPAs that have project programmed in the MARC TIP.

This information was provided by MoDOT. The information is attached.

15. Please describe the source for determining the “Other available non-federal local funds” amount.

Examples of the sources of funding that comprise the “Other available non-federal local funds” are listed in the narrative “Local Analysis” in the financial plan.

Table 13: Estimated Transit Revenues (Pg. 36)

16. The observation stated in comment #9 can be said for Table 13. Please consider changing the name of the table.

The table has been renamed as requested.

MODOT PROJECT LISTINGS

17. There are many project listings that show a large amount of line item information regarding prior programming for pre-TIP horizon years. This information is integrated into the funding total line item amount. MARC that only the total funding and work to be programmed and expended within the TIP horizon period, needs to be shown in the detailed line item format. As a means to reduce work effort and enhance clarification of programming scope of work, cost, and funding within the current TIP horizon period, please consider showing prior programmed amount in the project listing narrative as a single field item.

Thank you for the suggestion. MARC will discuss this modification to the project listings with the regional planning partners involved in the development and use of the TIP for future iterations of the TIP.

Summary of Comments & Responses

Draft MARC TIP 22-26

FHWA-KS

Page: 7

Shouldn't this be 2022-2026?

Text has been modified to correctly indicate 2022-2026 as noted.

Page: 15

Spacing issue

We will update to past tense upon approval as requested.

Page: 15

Comma needs to be here.

Comma added as indicated.

Page: 15

Correct spacing

Spacing issue has been corrected.

Page 16

Invalid link for Missouri Planning Framework

Link has been updated.

Page 20

Is this an incomplete sentence or a subheading?

Formatting has been corrected to indicate a subheading.

Page 22

Spacing issue? Which document? The TIP?

The final sentence of the first paragraph has been removed. This also resolves the identified spacing issue.

Page 23

Comma not needed here

Comma not needed here

Is this period accurate?

Should be past tense

Commas removed as indicated.

Years updated to 2022-2026.

Tense corrected as indicated.

Page 24

Should be past tense

Tense corrected as indicated.

Page 25

Is there a reason why the Total Carryover for Kansas was rounded but not Missouri?

Should be past tense

Table updated for consistency.

Tense corrected as indicated.

Page 40

Incorrect spelling of Infrastructure

Text corrected.

Page 44

Incorrect year listed

Year corrected to 2026.

Page 50

May want to clarify which total population this applies to

Text updated to indicate total regional population.

Page 52

Spacing issue

Spacing corrected as indicated.

Page 53,54,55,and 57

May want to clarify which total population this applies to

Text updated to indicate total regional population.

Page 56

May want to clarify which total population this applies to

Text updated to indicate total regional households.

Summary of Comments & Responses

Draft MARC TIP 22-26

Kansas Department of Transportation

Page: 7

Change years to 2022-2026

Text has been modified to correctly indicate 2022-2026 as noted.

Page: 10

Update wording to past tense upon approval.

We will update to past tense upon approval as requested.

Page: 25

I don't see anything programmed in an earlier year that would be converted in 2025.

The AC conversions listed in error have been removed.

Page: 25

With no carryover, why are these amounts higher than the revenue?

The total remaining has been corrected.

Page 35

Where is the Revenues vs. Expenditure table for Highway, Road and Bridge side? Like Table 13

We have added the table as requested.

Page 39

Why not include the actual targets in this document?

We followed previously issued guidance that directed us to not include the targets directly in the TIP to avoid potentially listing inconsistent information.

Page 40

Correct misspelling of "Infrastructure"

Text error corrected as noted.

Page 44

Correct years listed to 2022-2026

Text error corrected as noted.

Page 47

Where do these numbers come from? I do not see them above

Table 14: Environmental Justice populations in the eight-county* Kansas City region incorrectly displayed "Households" information. The table has been updated to display "Low-Income population" information that provides the connection to the text that was noted as missing.

Page 48

Good approach.

Thank you for the compliment.

Page 59

Where do these numbers come from?

As indicated in the text, the first number 63.6% relates to the number of mapped projects. The second number 59.0% was incorrect and has been updated to 72.6% as indicated in table 17.

Page 60

It is a little confusing to see 75% above, but 67.3% in the chart.

Apologies for the confusion. Since the text and table correctly indicate what information they are addressing, no change was made

Page 67

Good practice to see this included in analysis

Thank you for the compliment.

Page 67

Here's my regular broken record comment: # of projects or dollar amount spent in EJ areas doesn't necessarily mean there are no disproportionate impacts to EJ populations. At a high level system view this is the basic analysis. There could be 5 major projects in the TIP where more detailed consultation and review unveils 1 with major adverse impacts to a Low Income minority community..... something a spatial analysis can't obtain.

We agree with your comment. The conclusion on page 67 noted the need for EJ analysis to be performed the project level to examine the specific potential negative, disproportionate effects/denial of benefit to communities in EJ areas as indicated in your comment.

From: Karen S. Miller <Karen.Miller@modot.mo.gov>
Sent: Monday, September 27, 2021 8:06 AM
To: Britni O'Connor <Britni.O'Connor@modot.mo.gov>
Subject: RE: MARC Draft TIP - Karen feedback

Here are my comments on the PBPP references for their TIP – if you can cc me when you email it.

- Page 38 – since you reference Transit Safety on both pages 8 and 40, consider adding it to the list at the bottom of this page
- Page 38 - great to link to the Targets in the MTP System performance report since targets are not required in the TIP
- List of projects to address each performance area is NOT a requirement, however you have some listed for each area so it's your choice to include them

Great Job!

Thanks,
Karen

MARC response

Thank you for your review and positive feedback on the draft document. MARC agrees with the first comment about adding Public Transportation Agency Safety to the list on page 38. The document will be updated to include that.

TTPC AGENDA REPORT

October 2021
Item No. 5

ISSUE:

VOTE: Proposed 2022 Unified Planning Work Program*

BACKGROUND:

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. A draft of the 2021 UPWP is available at:

http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Unified-Planning-Work-Program/UPWP-assets/Draft_2022UPWP_Oct2022.aspx

Major Transportation Planning Initiatives proposed for 2022 include:

- Respond to the FAST Act - Tasks 1.1, 2.2, 3.9, 4.1, and 5.5
- Planning Sustainable Places - Task 2.1
- Performance Measures and Targets - Tasks 2.2, 3.9, 4.1
- Travel Demand Model Calibration with 2019 Household Travel Study - Task 3.1
- Implementation of a Transportation Data and Technology Strategic Plan - Task 3.2
- Suballocated Federal Funds Programming - Task 4.1
- Smart Moves Implementation - Task 5.1, 5.2
- Implementation of the RideKC NEXT System Redesign - Task 5.2
- Expansion of the Kansas City Streetcar - Tasks 5.3 and 5.11
- Bus Rapid Transit (BRT) Project Development - Task 5.3
- Planning and Environmental Linkages (PEL) Study: I 35 & I 29 - Task 5.10

BUDGET CONSIDERATIONS

The Draft 2022 UPWP has been developed based on funding levels resulting from the passage of FAST Act and the 2010 Census counts for urbanized area populations in Kansas and Missouri.

COMMITTEE ACTION

MARC hosted a virtual meeting on June 24, 2021 with its planning partners to coordinate development of the 2022 UPWP. An initial version of the 2022 UPWP was circulated among the planning partners for comment in September 2021.

RECOMMENDATION

Approve the release of the proposed 2022 Unified Planning Work Program for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

October 2021
Item No. 6

ISSUE:

REPORT: Conference of Minority Transportation Officials (COMTO) Initiatives

BACKGROUND:

The Conference of Minority Transportation Officials (COMTO) Kansas City chapter, joined TTPC as a community member in May of 2021. COMTO Kansas City's mission to ensure a level playing field and maximum participation in the transportation industry for minority individuals, businesses and communities of color through advocacy, information sharing, training, education and professional development. COMTO's vision is to see the diverse faces of America equally reflected in all levels of the transportation industry.

The Kansas City Chapter of COMTO was officially formed in March of 1985 and established a mission to assist the membership in its professional development, to provide financial assistance through a scholarship to a deserving student, and to increase the visibility of the organization within the community. The chapter which was once made up of mostly KCATA employees has expanded to include KDOT, MoDOT, MARC, Burns & McDonnell, FAA, SE3, NICE, Taliaferro & Browne, P/Strada, and other local firms/businesses.

Representatives of the chapter's leadership will provide an update on their current initiatives at the meeting.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Ron Achelpohl

TTPC AGENDA REPORT

October 2021
Item No. 7

ISSUE:

REPORT: Imagine Downtown KC Strategic Plan

BACKGROUND:

The Downtown Council of Kansas City, Missouri (DTC) in partnership with the City of Kansas City, and leading civic organizations are completing a new strategic planning process: Imagine Downtown KC.

The process will establish a strategy and action steps to serve as a 10-year road map toward shaping Downtown Kansas City into a stronger and more resilient community through sustainable development and economic opportunity. Imagine Downtown KC will serve as the primary vision-setting and policy blueprint to lead the ongoing revitalization of Downtown Kansas City. More information about this planning process is available at <https://www.downtownkc.org/imagine/>

Representatives of the Downtown Council will provide an update on this initiative at the meeting.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Ron Achelpohl

TTPC ITEM TEMPLATE

October 2021
Item No. 8

ISSUE:

REPORT: City of Independence, Mo. Planning Initiatives Update

BACKGROUND:

Periodically local jurisdictions and agencies are invited to provide an update to the Committee on recent activities that impact transportation within our community. The City of Independence, Mo. will provide an update on their recent 2019 Planning Sustainable Places project, Truman Connect.

Updates will be provided by Mike Winckler, City Engineer. More information about the PSP project is also available at:

- Truman Connect: https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_PSP_Independence_TrumanConnected_final.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