



**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, December 21, 2021, at 9:30 a.m.**

**A G E N D A**

1. *Welcome & Introductions*
2. *VOTE: November 16, 2021 Meeting Summary\**
3. *VOTE: Connected KC 2050 Amendment #3\**
4. *VOTE: 2021 Unified Planning Work Program Amendment #1\**
5. *VOTE: Release 2022 Q1 Amendment to 2022-2026 Transportation Improvement Program for Public Review and Comment\**
6. REPORT: KC SmartPort Update
7. REPORT: 2021 Ozone Season
8. REPORT: 2021 Green Commute Challenge
9. REPORT: 2022 Suballocated Programming Process
10. REPORT: Updated Activity Centers
11. REPORT: 2021 Congestion Management Report
12. REPORT: MARC Annual Policy Review
13. Other Business
14. 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 December 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**  
**November 16, 2021**  
**Meeting Summary**

**Members, Alternates Present-Representing**

Perry Allen, MoDOT  
Cory Davis, KDOT  
Matt Davis, Jackson County  
Tom Gerend, Kansas City Streetcar  
Commissioner Jane Hanzlick, Johnson County  
Bob Heim, Platte County  
Leslie Herring, Johnson County Municipalities  
Patty Hilderbrand, City of Kansas City  
Tony Hofmann, City of Overland Park  
Mary Jaeger, City of Olathe  
Michael Kelley, BikeWalkKC  
Mayor Leonard Jones, Jackson County  
Kent Lage, Johnson County  
Nathan Law, Miami County Municipalities  
Janet Lockridge, COMTO  
Janet McRae, Miami County  
Matt Nolker, Ray County  
Mayor David Slater, Clay County Municipalities  
Chad Thompson, City of Kansas City  
Councilman Reginald Townsend, Cass County  
Doug Whitacre, Johnson County Municipalities  
Sabin Yanez, Northland Chamber of Commerce  
Beccy Yocham, Johnson County Municipalities

**Others Present**

Cecelie Cochran, FHWA-KS  
Aaron Frits, GBA  
Randy Gorton, BHC  
Lauren Grashoff, City of Shawnee  
Richard Grenville, PortKC  
Gunnar Hand, Unified Gov't of WyCo/KCK  
Pam Harris  
Krystal Jolly, MoDOT  
Carrera Kauszler, SE3  
Kevin Klinkenberg, KC Regional Transit Alliance  
Rob Krewson, Benesch  
Dave Kocour, Hg Consult, Inc.  
Kristen Leathers-Gratton, Affinis  
Cameron McGown, HNTB  
Jackie Messer, City of Spring Hill  
Whitney Morgan, COMTO/KCATA  
Bill Noll, Leavenworth County  
Britini O'Connor, MoDOT  
Chris Redline, MoDOT  
Greg Rokos, City of Belton  
David Rowe, KCRTA

Steve Schultz, Bartlett & West, Inc.  
Allison Smith, KDOT  
Griffin Smith, Garver  
Kip Strauss, HNTB  
Marisela Ward, MoDOT

**MARC Staff Present**

Ron Achelpohl, Dir. Of Transportation & Environment  
Rachel Cannon, Transportation Planner I  
Beth Dawson, 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  
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.  
Chris Upchurch, Technical Project Manager  
Raymond Webb, Manager of Traffic Operations  
Jermain Whitmore, Program Assistant

**1) Welcome/Introductions**

Commissioner Hanzlick called the meeting to order and self-introductions followed.

**2) Approval of October 19, 2021 Summary\***

Ron Achelpohl noted that the summary had been revised to include recommended actions for each of the voting items. There were no additional changes to the October 19, 2021 meeting summary as presented.

**Recommended action: Approve the October 19, 2021 meeting summary.**

**3) Draft 2022 Unified Planning Work Program\***

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](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

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.

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.

TTPC released the draft 2022 UPWP for public review and comment at their October 19, 2021 meeting. One comment from the public was received. The comment and a proposed response from MARC were included in the packet.

**Recommended Action: Approve the 2022 Unified Planning Work Program.**

**4) Release 2021 Unified Planning Work Program Amendment #1 for Public Review and Comment\***

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](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.

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 the release of Amendment #1 to the 2021 Unified Planning Work Program for public review and comment.**

**5) Release Connected KC 2050 Amendment #3 for Public Review and Comment\***

KDOT has submitted various requests to amend the MTP related to the US-69 project. Various phases of work are contemplated for US69 from 103<sup>rd</sup> St to 179<sup>th</sup> 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. These are described in more detail in Table 1 in the following page.

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. The outcomes of this process are described in more detail in Tables 2 through 5 in the following pages.

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. These requests are described in Table 6.

**Table 1. US69 related requests from KDOT**

Project ID	Project Title	Prior Scope & scope	Proposed scope & cost	Decade	Proposed Year of Expenditure Cost (in Millions)	Note
1317	US-69 Phase 1:	US-69 Phase I: I-435 to 135 <sup>th</sup> \$277,200,000	US-69 Phase I: Mainline improvements from 103 <sup>rd</sup> to 151 <sup>st</sup> Street. Also includes interchange at US-69 & 167 <sup>th</sup> and expansion of 167 <sup>th</sup> to 4-lane arterial from Metcalf to Antioch \$375,000,000	2020-2030	\$375 M	Note: Former OP Sponsored project #1300, 167 <sup>th</sup> St improvement and interchange, now deleted since it is absorbed by #1317.
1318	US-69 Phase 2:	US-69 Phase II: 103 <sup>rd</sup> to 119 <sup>th</sup> St. 90,000,000	US-69 northbound to westbound I-435 flyover bridge, extended ramp system along US69 from College to I-435; complete US69 & College Blvd interchange 70,000,000	2030-2040	70M	Note: This project scope modified to only include \$70m flyover ramp from NB US69 to WB I-435
1319	US-69 Phase 3:	US69 Phase 3: 135 <sup>th</sup> to 151st 25,000,000	Reconstruct U.S. 69 from 151St St. to 179th St. and widen to 6-lane freeway using express toll lanes. Modify interchanges at 151st St. and 179th St. (ROW/PE only) 25,000,000	2040-2050	25 M	Note: This project would see ROW/PE costs financially constrained at \$25m.
1320	US-69 Phase 4:	US69 Phase 4: 151st to 179 <sup>th</sup> 65,000,000	Reconstruct U.S. 69 from 151St St. to 179th St. and widen to 6-lane freeway using express toll lanes. Modify interchanges at 151st St. and 179th St. 230,000,000	Illustrative	230 M	Note: Remaining \$230M for construction of #1319 is an illustrative project
1300	167 <sup>th</sup> Street and US-69 interchange	167 <sup>th</sup> Street Metcalf to Antioch and US69 interchange 45,000,000	Project deleted from MTP as its scope is absorbed by #1317. 0	N/A	0	Note: Delete this project as it will be incorporated into scope of 1317.

**PROJECT SPECIFIC INFORMATION:**

Tables 2 through 5 describe the recommended priority for each project, and how these would be categorized in the plan’s project listing. All of these projects are recommended for inclusion in the plan as “illustrative” projects, pending a future financially capacity analysis (yet to be conducted).

**Table 2. State of Kansas Local System (including bistate project)**

Submitted (Agency)	by	Project Name	Score	Priority score range	per Score Ranking	Workshop Ranking	Recommended Priority
Mission		<a href="#">Johnson Drive (Metcalfe Ave. to Lamar Ave.) Street Rehabilitation Project</a>	122	High	1	1	High
Unified Government		<a href="#">West Bottoms Bi-State Gondola</a>	112	High	2	3	High
Overland Park		<a href="#">Metcalfe Avenue Multimodal Trail</a>	106	High	3	2	High
Overland Park		<a href="#">75th and Metcalfe Sidewalk/Transit Enhancement</a>	99	High	4	4	High
Overland Park		<a href="#">Switzer Road Reconstruction - 167th to 179th</a>	96	High	5	5	High
Overland Park		<a href="#">College Bridge over Indian Creek Reconstruction</a>	83	Medium	6	6	Medium
Basehor		<a href="#">MetroGreen Trail Extension BLMS to State Avenue</a>	69	Low	7	7	Low
Basehor		<a href="#">MetroGreen Trail Extension Parallel to City Park</a>	65	Low	8	8	Low
Miami County		<a href="#">Metcalfe 3.0</a>	60	Low	9	9	Low

**Table 3. State of Kansas State System**

Submitted (Agency)	by	Project Name	Score	Priority score range	in % Concurring high priority project	% - medium priority	% lower priority	Recommended Priority
Basehor		<a href="#">I-70 &amp; 158th St. Interchange</a>	80	High	49	29	22	High

**Table 4. State of Missouri Local System (including bistate project)**

Submitted (Agency)	by	Project Name	Score	Priority per score range	Score Ranking	Workshop Ranking	Recommended Priority
Kansas City, MO		<a href="#">Dr. Martin Luther King, Jr. Blvd Complete Streets</a>	130	High	1	1	High
Unified Government		<a href="#">West Bottoms Bi-State Gondola</a>	112	High	2	5	High
Kearney		<a href="#">Nation Road (Route 92 to 19th Street)</a>	107	High	3	2	High
Kearney		<a href="#">19th Street &amp; Nation Road Intersection</a>	102	High	4	3	High
Community Builders of Kansas City		<a href="#">Eco-Gateway - Truman Sports Complex and Blue Ridge Cutoff</a>	93	High	5	6	High
Kansas City, MO		<a href="#">West Pennway Complete Street</a>	91	High	6	4	High
Smithville		<a href="#">Bridge Street Roundabout</a>	84	Medium	7	7	Medium
Smithville		<a href="#">Riverwalk Park</a>	78	Medium	8	8	Medium
Harrisonville		<a href="#">Waters Rd Extension</a>	75	Medium	9	9	Medium
Grain Valley		<a href="#">Eagles Parkway (Route AA) Buckner Tarsney to West City Limits</a>	74	Medium	10	10	Medium
Harrisonville		<a href="#">S. Commercial Extension</a>	74	Medium	11	11	Medium
Grain Valley		<a href="#">Jefferson Road (North I-70 Outer Road)</a>	62	Low	12	12	Low
Smithville		<a href="#">Pope Lane Extension</a>	55	Low	13	13	Low
Blue Springs		<a href="#">Adams Dairy Parkway - Phase 7</a>	44	Low	14	14	Low
Blue Springs		<a href="#">Wyatt Road</a>	36	Low	15	15	Low

**Table 5. State of Missouri State System Project**

Submitted (Agency)	by	Project Name	Score	Priority per score range	Ranking by Score	Workshop ranking	Recommended Priority
Kansas City, MO		<a href="#">Safety Improvements Across Bruce R. Watkins</a>	120	High	1	1	High
Kearney		<a href="#">19th Street &amp; Route 33 Intersection</a>	103	High	2	2	High
Port KC		<a href="#">Missouri River Terminal</a>	73	Medium	3	3	Medium
Harrisonville		<a href="#">I-49 and Rockhaven Road/Peculiar Drive Interchange</a>	71	Medium	4	4	Medium
Grain Valley		<a href="#">Buckner Tarsney Road (Route BB) Woodbury Drive to Duncan Road</a>	65	Low	5	5	Low

**PROJECT SPECIFIC INFORMATION:**

**Table 6. Additional Amendment Requests to projects currently listed in MTP.**

Agency	CKC ID	Project Title	Change Request	Change Reason	Current Plan Status	Proposed Plan Status	Recommendation
Olathe	1113	<a href="#">Quivira from 143rd to 151st</a>	Adjust scope of work and cost: Improve Quivira Rd from 143rd to 151st St to a 2-lane divided arterial w/ turn lanes (previously 3-lane arterial)	Change in scope to accommodate current & future needs of the area. Addition of the division will increase safety and allow for additional access control along corridor	Constrained 2020-2030: 10.1m	Constrained 2020-2030: \$17.3m (YOE)	Approval
Lenexa	1294	<a href="#">K-10 &amp; Lone Elm - New Interchange</a>	Move from Illustrative to Constrained	Proposal to fund this project with local funding along with federal aid, not limited by availability of State funds. Project has an approved break in access from KDOT.	Illustrative	Constrained 2020-2030: \$42 m 50.1 (YOE)	Approval. Show project as local system low priority constrained project.
Lenexa	1050	<a href="#">K-10 and Prairie Star Parkway-New Interchange</a>	Move from Illustrative to Constrained	Proposal to fund this project with local funding along with federal aid, not limited by availability of State funds.	Illustrative	Constrained 2020-2030: \$45 m 53.7 (YOE)	Approval. Show project as local system low priority constrained project.
Lenexa	1291	<a href="#">K-7 and Prairie Star Parkway - Improve Interchange</a>	Move from Illustrative to Constrained list	Proposal to fund this project with local funding along with federal aid, not limited by availability of State funds.	Illustrative	Constrained 2020-2030: \$45 m 53.7 m (YOE)	Approval. Show project as local system low priority constrained project.
Lenexa	1308	<a href="#">Canyon Creek Boulevard/Cedar Creek Parkway and K-10 Interchange (Lenexa submission)</a>	Delete #1308 from MTP as these interchange improvements are duplicated in project listing (See #1358)	Interchange improvements duplicated in MTP. Lenexa's project currently listed as "illustrative" and Olathe's project currently listed as "constrained". Delete this project and adjust title/cost of #1358 accordingly	Illustrative	Delete	Delete project from CKC2050 project listing
Olathe	1358	<a href="#">Canyon Creek Boulevard/Cedar Creek Parkway and K-10 Interchange (Olathe submission)</a>	Adjust project cost of #1358 to reflect cost proposed in #1308. Change title of this project to account for name change in roadway from Lenexa to Olathe	Adjust project cost \$8 m (2019 \$\$), \$12.8 m in YOE.	Constrained 2030-2040: 3.1m	Constrained 2030-2040: \$12.8 m (YOE)	Adjust project cost from \$2m to \$8m (2019 \$). Include in 2 <sup>nd</sup> decade of constrained project listing. Amend Title to say K-10 & Cedar Creek Pkwy/Canyon Creek Blvd and change sponsoring agency to Olathe/Lenexa.

**Recommended Action: Release *Connected KC 2050* Amendment #3 for public review and comment.**

**Committee Action:**

***Beccy Yocham made a motion to approve items 2 through 5 as presented. Mayor Slater seconded the motion which carried unanimously.***

**6) MoDOT KC District Update**

MoDOT District Engineer Chris Redline provided an overview of current initiatives and priorities for the district at the meeting. All five MARC member counties in Missouri are served by MoDOT's Kansas City district for planning, design, construction, operations and maintenance activities.

**7) City of Shawnee, Kan. Planning Initiatives Update**

Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities that impact transportation within their community. Shawnee, Kan., provided an update on their recent 2019 Re-imagine 75<sup>th</sup>: A Pedestrian, Streetscape and Amenity Corridor Design Guide Planning Sustainable Places project and associated transportation and land use impacts.

Updates will be provided by Caitlin Gard, Assistant City Manager, and Lauren Grashoff, Neighborhood Planner. More information about the PSP project is also available at: [https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019\\_PSP\\_Shawnee\\_Re-Imagine75thSt\\_final.aspx](https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_PSP_Shawnee_Re-Imagine75thSt_final.aspx).

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

**8) Unified Government of Wyandotte County, Kan.'s Countywide Mobility and TOD Strategy goDotte Foundations Report**

The Unified Government of Wyandotte County, Kan. is currently undertaking a 2021 Planning Sustainable Places project to develop a Countywide Mobility and TOD Strategy. As part of this planning work, a goDotte Foundations Report has been developed and is being presented to the public and stakeholders. The presentation is to help the project gain regional awareness and disseminate the insights gained from its Foundations Report. Unified Government is interested in gathering any thoughts or coordination needs within both the region and its neighbors for this project.

The presentation was provided by Gunnar Hand, Director of Planning + Urban Design for the Unified Government of Wyandotte County – Kansas City, Kan. More information about the PSP project is also available at:

<https://marc-gis.maps.arcgis.com/apps/MapSeries/index.html?appid=0a958d0637c14704b267d92d16104e54>

<https://dashboards.mysidewalk.com/godotte-68d5ebff55f3>

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

One of the committee members commented that they think it is important to find way to engage minority populations in our transportation studies and asked if there is there a workgroup of the TTPC to develop opportunities to engage special populations. Mr. Achelpohl responded that while there is not currently such a work group, MARC is currently reviewing its agency diversity, equity and inclusion processes.

#### 9) **Transportation Provisions in the Federal Infrastructure Investment and Jobs Act**

MARC is a member of the National Association of Regional Councils, which has prepared a summary of the IJA with details about the bill's funding, program structure and new planning provisions here: <https://narc.org/2021/10/01/infrastructure-investment-and-jobs-act-bill-analysis/>

Of special note for our work:

- Surface Transportation Block Grant Program (STBGP) funding is increased by 24% nationwide and suballocation to urban areas by population remains at 55%
- STBGP Set-Aside funding for transportation alternatives is increase by 71% and the suballocation to urban areas is increased from 50% to 59%.
- Congestion Mitigation Air Quality program funding is increased by 10% nationwide
- Metropolitan Planning funds for highways and transit are increased by 32% and 42%, respectively
- IJA creates a new Carbon Reduction Program funded at \$6.42 B nationally, of which 65% will be suballocated to urban areas based on population.
- IJA creates a new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program to be distributed by formula and competitive grants. MPOs are eligible to receive resilience planning grants, resilience improvement grants and community resilience and evacuation route grants.
- Metropolitan planning provisions are revised to:
  - require MPOs, when first designating officials, to consider “the equitable and proportional representation of the population of the metropolitan planning area.”
  - Require MPOs to consult with officials responsible for housing, adds housing to the scope of the planning process, encourages MPOs that do scenario development to include assumed distribution of population and housing as a component, and includes affordable housing organizations as interested parties that should have an opportunity to comment on a transportation plan.
  - Add a “housing coordination process” for a Transportation Management Area (TMA) where it may address the integration of housing, transportation, and economic development strategies.
  - Require USDOT, within one year, to update the Code of Federal Regulations “to ensure that the outer years of a metropolitan transportation planning are defined as ‘beyond the first 4 years.’” This would ease the requirement for fiscal constraint after the 4-year horizon but would not eliminate the requirement altogether.

One of the committee members asked if there were any provisions in the IJA that would require MARC to modify its project evaluation or programming processes for the long-range plan or TIP. Mr. Achelpohl replied that the work over the summer to solicit updated projects for Connected KC 2050 resulting in amendment #3 was done in part to prepare the plan for increased federal funding. There may be some need to add projects in earlier years than the original targets of 2025 and 2026 in next year’s suballocated programming work since the increased IJA funding will start in 2022. There are also some new programs

that may require development of new prioritization processes, for example the new Carbon Reduction Program. However, the goals and priorities of Connected KC 2050, the regional Climate Action Plan, Smart Moves 3.0, the regional safety blueprint and other current plans are well-aligned with the priorities of the IJJA.

Someone asked if MARC is monitoring the ongoing talks around the reconciliation legislation and Mr. Achelpohl replied that MARC is monitoring it although we expect that most of the new provisions impacting transportation are in the IJJA. They also remarked that they saw something in the language about how local jurisdictions can use a broader list of roadway design guides than what had previously been allowed, including more NACTO guidance. They asked if that will be addressed in updated programming from MARC as well, and Mr. Achelpohl responded that design standards for federally funded local projects are primarily governed by state local public agency processes.

#### **10) Other Business**

Mr. Achelpohl informed the committee that MoDOT will be hosting an Unfunded Needs Priority meeting at MARC on Dec. 7<sup>th</sup> from 4pm to 6pm.

#### **11) Adjournment**

With no further business the meeting was adjourned. The next meeting of TTPC will be held December 21, 2021.

## TTPC AGENDA REPORT

December 2021  
Item No. 3

### ISSUE:

VOTE: Connected KC 2050 Amendment #3

### BACKGROUND:

In June of 2020, the MARC Board of Directors approved *Connected KC 2050* (CKC2050), the Kansas City region's long-range, 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* describes the current and evolving surface transportation needs of the metropolitan area and identifies anticipated transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Amendments are made to *Connected KC 2050* as new projects, funding, or programs arise. MARC's Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment.

### 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 103<sup>rd</sup> St to 179<sup>th</sup> 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 refocused 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.

### PROJECT SPECIFIC INFORMATION:

Specific information about all proposed amendments can be found here:

[https://connectedkc.org/wp-content/uploads/2021/11/MTP-amendment-3\\_2021.pdf](https://connectedkc.org/wp-content/uploads/2021/11/MTP-amendment-3_2021.pdf)

## **POLICY CONSIDERATIONS:**

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

## **FINANCIAL CAPACITY CONSIDERATIONS:**

### 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.

### **COMMITTEE ACTION:**

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.

### **PUBLIC COMMENTS:**

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 are included.

### **BUDGET CONSIDERATIONS:**

None.

### **RECOMMENDATION:**

Approve Amendment #3 to Connected KC 2050.

### **STAFF CONTACT:**

Martin Rivarola

**Connected KC 2050 – Amendment #3**  
**Public Comment and Proposed Response**

Liam Dai, [Liamdai@wustl.edu](mailto:Liamdai@wustl.edu): *“We need to prioritize quality of life (loop cap park and bringing highway 9 to grade and sidewalks/bike lanes/trails) and public transit (streetcar, light rail, bus) projects. Stop adding new and bigger roads.”*

**Proposed Response**

Thank you for your recent comment regarding the proposed *Connected KC 2050 Amendment #3*. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Roadway capacity projects are supported by policy when existing congestion and reliability concerns are documented, and when other operational, bike/ped, transit and land use strategies are considered as part of the project scope.

Connected KC 2050 currently includes Missouri Route 9 (3<sup>rd</sup> Street to Admiral) [Project 1279](#), as a financially constrained rehabilitation project. This project includes in its scope a plan to reconstruct MO 9 by rebuilding the corridor at grade, reconnecting the street grid, and adding multimodal accommodations.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Citizen’s Guide to Transportation Planning](#). 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,  
Martin Rivarola, AICP  
Assistant Director of Transportation & Land Use, MARC

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Michael Montague Jr., [michaelmontaguejr@gmail.com](mailto:michaelmontaguejr@gmail.com): *“Remove the North Loop, cover the south loop, extend the streetcar east-west, then work towards bringing it into northern JoCo. Stop expanding highways, focus on bike infrastructure. I live in PV and work on College Blvd and am tired of depending on automobiles to live my life. We've screwed up our cities for too long - start correcting the errors of the past.”*

**Proposed Response**

Thank you for your recent comment regarding the proposed *Connected KC 2050 Amendment #3*. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Roadway capacity projects are supported by policy when existing congestion and reliability concerns are documented, and when other operational, bike/ped, transit and land use strategies are considered as part of the project scope.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Citizen’s Guide to Transportation Planning](#). 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,  
Martin Rivarola, AICP  
Assistant Director of Transportation & Land Use, MARC

Kevin Williamson, [Kdwmsn@gmail.com](mailto:Kdwmsn@gmail.com): *“KC definitely needs stronger public transportation options. This is a good step.”*

**Proposed Response**

Thank you for your recent comment regarding the proposed *Connected KC 2050 Amendment #3*. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. Access to jobs using transit has been identified as a key need for our region. Connected KC 2050 further identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Public transit projects provide a range of transportation choices for communities across the region to allow for ease of travel as well as public health and environmental benefits.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Citizen’s Guide to Transportation Planning](#). 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,

Martin Rivarola, AICP  
Assistant Director of Transportation & Land Use, MARC

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Eric Coleman, [ericcolemansflooring@gmail.com](mailto:ericcolemansflooring@gmail.com): *“If you have ever drivin in Louisiana and seen all the highways on stilts over the swamps.. this is what I’m saying all highways should be on stilts like that all over the country only when the speed limit goes over 55 to prevent death by hitting animals like deer. And also all roads should be heated I know they could do it cost effective they put rebar in the roads anyways why not electricly charge that rebar since they put it there anyways and power the heat with solar panels then we would never have ice and it would be basically free. Now there is no reason why we couldn’t do something like this it would save so many life’s every year .. I’ve had these ideas for a long time but I don’t know who to tell about them to get them done ..”*

**Proposed Response**

Thank you for your recent comment regarding the proposed *Connected KC 2050 Amendment #3*. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature. The plan encourages the use of green infrastructure in transportation projects by using natural and engineering ecosystems services within these programs and projects. The plan also encourages the design, funding and implementation of projects and programs that improve and maintain reliable efficient operations and which leverage advancements in technology towards the achievement of shared regional goals.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Citizen’s Guide to Transportation Planning](#). 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,

Martin Rivarola, AICP  
Assistant Director of Transportation & Land Use, MARC

## TTPC AGENDA REPORT

December 2021  
Item No. 4

### ISSUE:

*VOTE:* 2021 Unified Planning Work Program - Amendment #1\*

### BACKGROUND:

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

The proposed 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](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.

### BUDGET CONSIDERATIONS

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.

### COMMITTEE ACTION

None.

### RECOMMENDATION

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

### STAFF CONTACT

Marc Hansen

## TTPC AGENDA REPORT

December 2021  
Item No. 5

### ISSUE:

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

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

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

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

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

### 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 release of the 2022 1<sup>st</sup> Quarter Amendment to the *FFY 2022-2026 TIP* for public review and comment.

### STAFF CONTACT

Marc Hansen

## TTPC AGENDA REPORT

December 2021  
Item No. 6

**ISSUE:**

REPORT: KC SmartPort Update

**BACKGROUND:**

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.

Chris Gutierrez, President, KC SmartPort will provide an update on their recent activities and industry trends.

**POLICY CONSIDERATIONS:**

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

**BUDGET CONSIDERATIONS:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl  
Darryl Fields

## TTPC AGENDA REPORT

December 2021  
Item No. 7

**ISSUE:**

REPORT: 2021 Ozone Season Report

**BACKGROUND:**

The 2021 Ozone Season ran from March 1 to October 31<sup>st</sup>, 2021. While there were four ozone alerts during this time, the eight-hour ozone concentrations did exceed the 70 part-per-billion (ppb) standard 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. The 2015 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 five poor air quality events related to PM2.5 (particulate matter) that impacted our community. Air Quality staff will brief the Board on 2021 ozone season results and any relevant policy implications.

The 2021 Ozone Season Summary is attached.

**BUDGET CONSIDERATIONS:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Karen Clawson  
Tom Jacobs

## Final 2021 Ozone Season Summary for the Kansas City Region

### Summary

The Air Quality Maintenance Area for the Greater Kansas City Region includes Wyandotte and Johnson Counties in Kansas; and Clay, Platte and Jackson Counties in Missouri. From March 1 – October 31, 2021 there were four Ozone Alerts issued, and monitors recorded seven days with eight-hour ozone concentrations exceeding the 70 part-per-billion (ppb) standard. Table 1 shows both the number of each type of forecast and the actual number of days within each category.

**Table 1. Forecast and Monitor Results**

	Green	Yellow	Orange	Red
Actual	192	46	7	0
Forecasted	191	50	4	0

### 2015 Ozone National Ambient Air Quality Standard

On October 1, 2015, the U.S. Environmental Protection Agency issued the current national standard for ground-level ozone: 70 ppb averaged over eight hours. To promote public awareness, EPA has created the Air Quality Index (AQI); a tool that associates colors and health messages with ranges of various air pollutant concentrations. Table 2 shows the ozone concentrations associated with each AQI color.

**Table 2. Air Quality Index under the 2015 Ozone Standard**

Category	AQI Value	2015 8-hour ozone (ppb)
<b>Good (Green)</b>	0 – 50	0 – 54
<b>Moderate (Yellow)</b>	51 – 100	55 – 70
<b>Unhealthy for Sensitive Groups (Orange)</b>	101 – 150	71 – 85
<b>Unhealthy (Red)</b>	151 – 200	86 – 105
<b>Very Unhealthy (Purple)</b>	201 – 300	106 – 200
<b>Hazardous (Maroon)</b>	301 – 500	> 200

### 2021 Monitor Map

Ozone measurements defining the air quality for the Greater Kansas City Air Quality Maintenance area are made at six monitors. Two additional nearby monitors at Trimble and Leavenworth provide useful forecasting information, and two distant monitors at Chanute and El Dorado offer some forecasting guidance on how pollution is moving into and out of our region. Map 1, on the next page, shows the location of all nearby monitors and their current design value.

Chair  
 Harold Johnson Jr.  
 Commissioner  
 Unified Government  
 of Wyandotte County/  
 Kansas City, Kansas

1st Vice Chair  
 Carson Ross  
 Mayor  
 Blue Springs,  
 Missouri

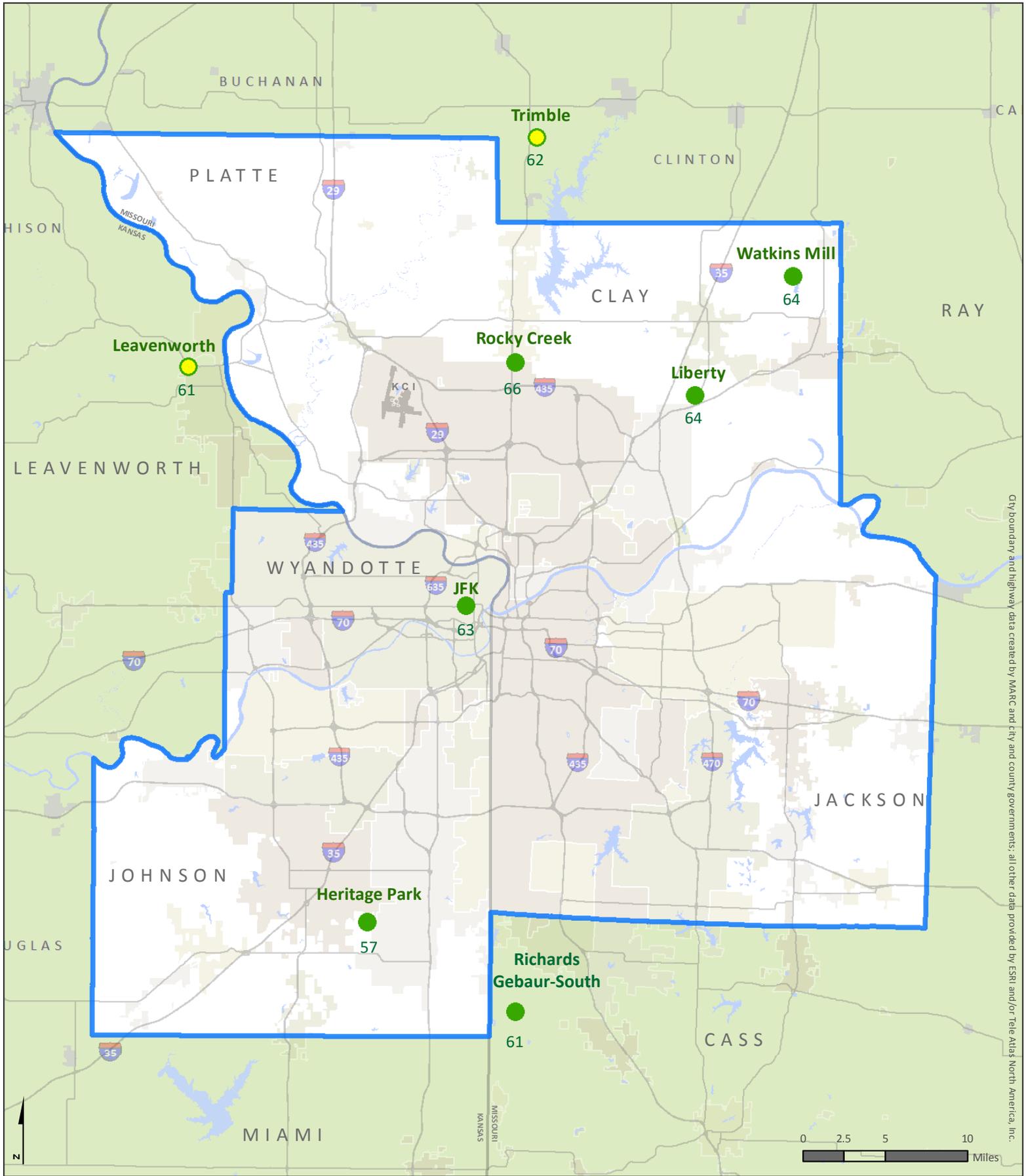
2nd Vice Chair  
 Janeé Hanzlick  
 Commissioner  
 Johnson County,  
 Kansas

Treasurer  
 Eileen Weir  
 Mayor  
 Independence,  
 Missouri

Secretary  
 Beto Lopez  
 Mayor Pro Tem  
 Lee's Summit,  
 Missouri

Executive Director  
 David A. Warm

# Air Quality Monitoring Stations



City boundary and highway data created by MARC and city and county governments; all other data provided by ESRI and/or Tele Atlas North America, Inc.



- in area monitor
- out of area monitor
- Number = current Design Value.

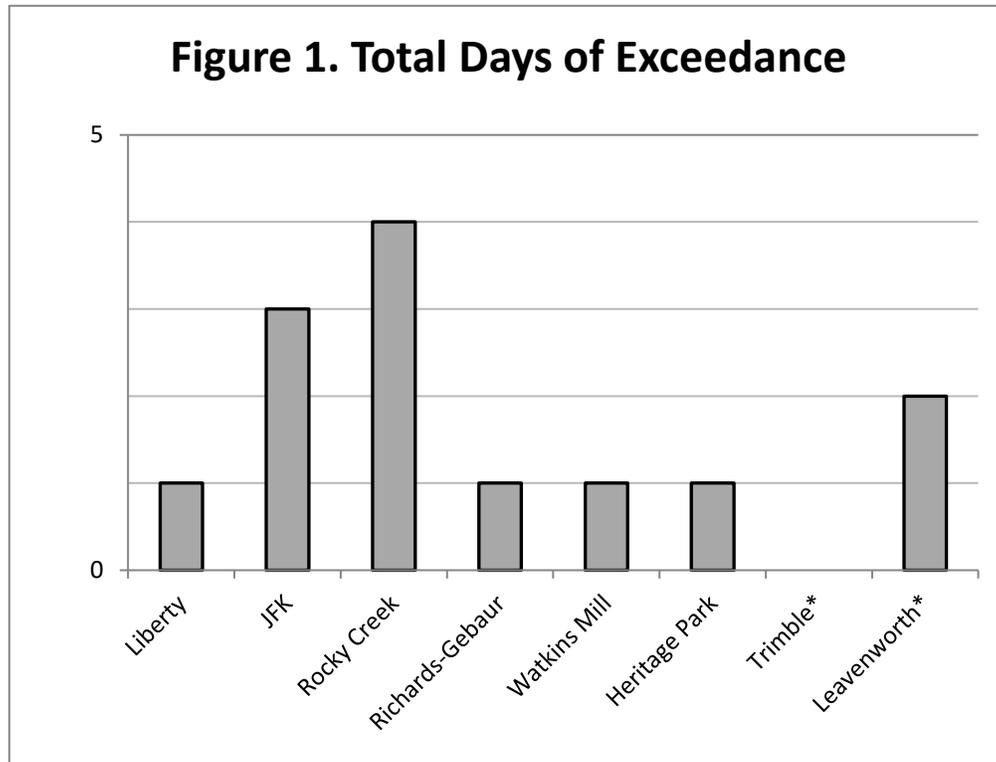
  Air Quality Maintenance Area

Note: Monitor stations not shown above - El Dorado Springs & Chanute



## 2021 Ozone Data & SkyCasts

Figure 1 below lists the number of days each monitor recorded eight-hour peak values exceeding the 70ppb standard.



Appendix A, at the end of this report, summarizes the SkyCasts and highest daily eight-hour monitor ozone readings for the 2021 ozone season. It includes all days that were forecasted to be a yellow or Ozone Alert day *or* had a maximum eight-hour ozone reading greater than or equal to 55 ppb. *Green SkyCast days with maximum eight-hour ozone values less than 55ppb—days that were accurately forecasted to be green—will not be listed.*

Following the daily maximum data, Appendix B focuses in on those days where area monitors recorded eight-hour peak values exceeding the 70ppb standard and the dates on which the exceedances occurred. This table shows both pollution levels and the pervasiveness of exceedances in the region on that given day.

## Kansas City Ozone Design Values, 2012 – 2021

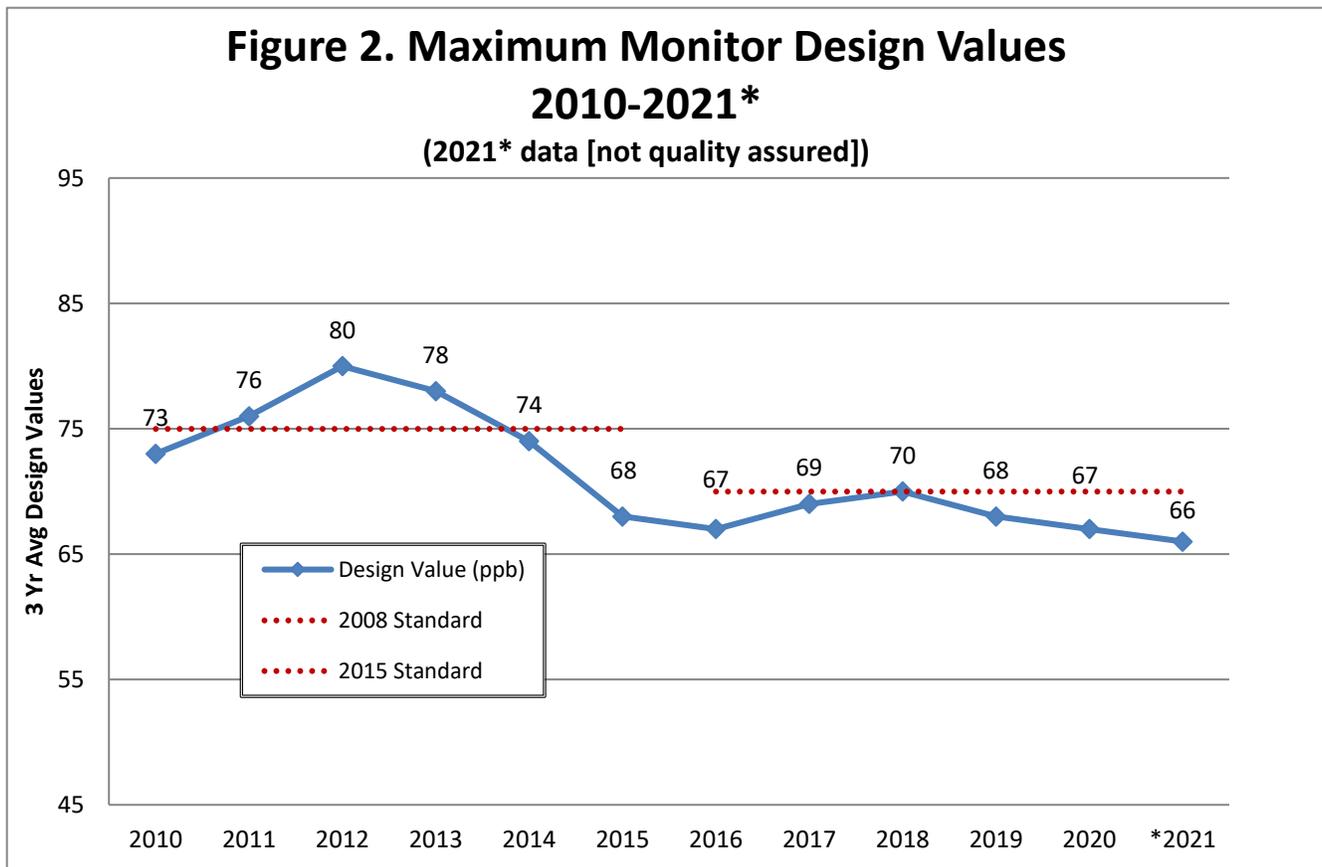
An exceedance of the eight-hour ozone standard at a monitored location does not necessarily result in a violating monitor. Compliance with the eight-hour ozone standard is based on the *three-year average of the fourth-highest ozone reading* from each monitor. Given the nature of its importance, this critical value – called the “Design Value,” is shown on Map 1 along with the region’s ozone monitors. Table 3 on the following page displays the critical fourth-high eight-hour readings that would have caused a violation of the design value during 2021. For reference of recent historical trends, Appendix C contains both the fourth-high eight-hour readings as well as the design values for 2012 – 2021.

**Table 3. 2021 Fourth-High Values That Would Trigger a Violation  
(70-ppb is the current standard)**

<b>Missouri</b>	<b>8-Hr Value (ppb)</b>	<b>Kansas</b>	<b>8-Hr Value (ppb)</b>
<i>Design Value Level</i>	70	<i>NAAQS Level</i>	70
Liberty	85	JFK (KCK)	92
Watkins Mill	85	Heritage Park	104
Rocky Creek	86	Leavenworth	93
Richards Gebauer	91		
Trimble	88		

\*This is the current NAAQS level under the 2015 eight-hour standard  
Readings in **bold** represent Fourth-High Values at or above selected Design Value Levels.

Under the 2015 eight-hour standard, *violations* will occur when the three-year average is 71 ppb or higher. Figure 2 shows the trendline of design values, or three-year averages of the fourth-high eight-hour readings, from 2010 to 2021.



**Appendix A. Summary of 2021 SkyCasts and Daily Maximum Eight-hour Ozone Values  
March 1 – October 31, 2021**

<b>Date</b>	<b>Daily Max 8-Hr Value (ppb)*</b>	<b>Monitor(s) Recording Max Value</b>	<b>SkyCast</b>	<b>Date</b>	<b>Daily Max 8-Hr Value (ppb)*</b>	<b>Monitor(s) Recording Max Value</b>	<b>SkyCast</b>
<b>March</b>				6/15	<b>76</b>	JFK	Yellow
3/4	61	Rocky Creek	Green	6/16	<b>73</b>	Rocky Creek	<b>Orange</b>
3/8	55	Watkins Mill	Green	6/17	61	Liberty	Yellow
3/9	55	Watkins Mill	Green	6/18	64	Liberty	<b>Orange</b>
3/28	49	Heritage Park, Richards Gebauer	Yellow	6/19	64	Liberty	Yellow
<b>April</b>				6/20	57	Rocky Creek	Yellow
4/2	56	Heritage Park, Rocky Creek, Richards Gebauer	Green	6/22	57	Liberty	Green
4/3	68	Watkins Mill	Green	6/23	53	Rocky Creek	Yellow
4/4	55	Rocky Creek, Watkins Mill	Green	<b>July</b>			
4/5	45	Heritage Park, Rocky Creek	Yellow	7/2	57	Heritage Park	Green
4/11	61	Richards Gebauer	Green	7/3	56	Heritage Park	Yellow
4/26	57	Rocky Creek	Yellow	7/4	61	Liberty	Yellow
4/30	57	Watkins Mill	Green	7/5	62	Rocky Creek	Yellow
<b>May</b>				7/6	65	Rocky Creek	Yellow
5/1	55	Watkins Mill	Yellow	7/8	64	Heritage Park	Green
<b>June</b>				7/9	50	Rocky Creek	Yellow
6/2	57	Richards Gebauer	Green	7/13	61	Rocky Creek	Yellow
6/3	62	Liberty	Yellow	7/16	55	JFK	Green
6/4	60	Rocky Creek	Yellow	7/20	57	Heritage Park	Yellow
6/5	55	Rocky Creek	Yellow	7/21	<b>74</b>	JFK	Yellow
6/6	42	Rocky Creek	Yellow	7/22	61	Rocky Creek	Yellow
6/8	44	JFK	Yellow	7/23	68	Rocky Creek	Yellow
6/9	52	JFK	Yellow	7/24	47	Watkins Mill, Liberty	Yellow
6/10	59	Rocky Creek	Yellow	7/26	59	JFK	Yellow
6/11	47	Rocky Creek	Yellow	7/27	<b>77</b>	JFK	Yellow
6/12	64	Heritage Park, Richards Gebauer	Yellow	7/28	<b>78</b>	Liberty	<b>Orange</b>
6/13	61	Heritage Park, Richards Gebauer	Yellow	7/29	57	JFK	<b>Orange</b>
6/14	<b>72</b>	Rocky Creek, Richards Gebauer	Yellow	7/30	61	JFK	Yellow

\*The 2021 eight-hour monitored ozone readings have not been quality assured and may contain errors. Readings in **bold** represent eight-hour peak concentrations above the 70 ppb standard.

Date	Daily Max 8-Hr Value (ppb)*	Monitor(s) Recording Max Value	SkyCast	Date	Daily Max 8-Hr Value (ppb)*	Monitor(s) Recording Max Value	SkyCast
<b>August</b>				<b>September</b>			
8/2	55	Heritage Park	Yellow	9/10	56	Watkins Mill, Liberty	Green
8/4	54	Rocky Creek	Yellow	9/13	59	Rocky Creek	Yellow
8/6	65	Rocky Creek	Yellow	9/17	51	Heritage Park, JFK	Yellow
8/7	55	Rocky Creek	Green	9/18	53	JFK	Yellow
8/9	48	Rocky Creek, Liberty	Yellow	9/26	57	Rocky Creek	Green
8/13	43	JFK	Yellow	9/27	58	Watkins Mill, Liberty	Yellow
8/16	45	JFK	Yellow	9/28	<b>71</b>	Rocky Creek	Yellow
8/23	44	Rocky Creek, Watkins Mill, Liberty	Yellow	<b>October</b>			
8/26	60	Rocky Creek	Yellow	10/8	62	Rocky Creek	Yellow
8/27	51	Rocky Creek	Yellow	10/9	59	Rocky Creek	Green
8/30	41	JFK	Yellow				

\*The 2021 eight-hour monitored ozone readings have not been quality assured and may contain errors. Readings in **bold** represent eight-hour peak concentrations above the 70 ppb standard.

**Appendix B. Eight-Hour Ozone Exceedances  
March 1 – October 31, 2021**

Daily Maximum 8-Hour Value (ppb)								
Date	Liberty	JFK	Rocky Creek	Richards-Gebaur	Watkins Mill	Heritage Park	Trimble*	Leavenworth*
14-Jun			72	72		71		
15-Jun		76						78
16-Jun			73					72
21-Jul		74						
27-Jul		77						
28-Jul	78		75		73			
28-Sep			71					

\*The Trimble and Leavenworth monitors are outside the maintenance area boundary but are used to verify SkyCast ozone forecasts due to their proximity to the boundary.

**Appendix C. Fourth-High Readings and Design Values, 2012-2021**

	<u>Fourth-High Eight-Hour Values</u>							<u>Design Values</u>					
<i>Missouri</i>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>*21</b>		<b>15-17</b>	<b>16-18</b>	<b>17-19</b>	<b>18-20</b>	<b>*19-21</b>
Liberty	62	66	69	74	63	65	64		65	69	68	66	64
Watkins Mill	64	66	69	72	63	65	65		66	69	68	64	64
Rocky Creek	68	69	70	72	62	65	71		69	70	68	66	66
Richards Gebauer	65	61	63	66	64	58	63		63	63	64	62	61
Trimble	67	69	66	69	62	63	63		67	68	65	64	62
<i>Kansas</i>													
JFK (KCK)	63	64	61	69	58	63	70		62	64	63	63	63
Heritage Park	62	58	59	66	54	55	64		59	61	59	58	57
Leavenworth	59	62	59	64	61	59	63		60	61	61	61	61

\*The 2021 eight-hour monitored ozone readings have not been quality assured and may contain errors. Readings in **bold** represent design values above the 70 ppb standard.

## TTPC AGENDA REPORT

December 2021  
Item No. 8

**ISSUE:**

REPORT: Green Commute Challenge Results

**BACKGROUND:**

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 join a team of coworkers and log work-related trips on their commute calendars to earn points and a chance to win some great prizes.

The 2021 Green Commute Challenge ended on Oct 31. Staff will provide a brief review of the challenge participation numbers, impacts, and winners at the meeting.

**POLICY CONSIDERATIONS:**

None.

**BUDGET CONSIDERATIONS:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Natalie Phillips

# TTPC AGENDA REPORT

December 2021  
Item No. 9

## ISSUE:

REPORT: 2022 Federal Suballocated Funds Call for Projects

## BACKGROUND:

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

In anticipation of a call for projects for the Congestion Mitigation Air Quality (CMAQ) program, Surface Transportation Block Grant Program (STBG) and Surface Transportation Block Grant Program - Set Aside Program (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.

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

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

**BUDGET CONSIDERATIONS**

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

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None, information only.

**STAFF CONTACT**

Marc Hansen  
Ron Achelpohl

## TTPC AGENDA REPORT

December 2021  
Item No. 10

### ISSUE:

REPORT: Updated Activity Center Map

### BACKGROUND:

MARC previously developed a regional activity center map, found [here](#). This map, created over 5 years ago, identified a hierarchy of activity centers based on levels of intensity and walkability. The map has been used as a resource to advance the region's long range transportation plan's focus on activity centers and corridors. The plan aims to build on these centers to help promote livable, vibrant, resilient and adaptable places. Beyond planning work, the map has also been used to score projects for inclusion in the long-range transportation plan, funding programming processes and other activities.

### 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>

Staff will describe this work along with future uses of the map during the upcoming TTPC meeting.

### BUDGET CONSIDERATIONS

None.

### COMMITTEE ACTION

Shared with Sustainable Places Policy Committee on November 11<sup>th</sup> and at Planners' Roundtable on December 3.

### RECOMMENDATION

None, information only.

### STAFF CONTACT

Martin Rivarola

# TOTAL TRANSPORTATION POLICY COMMITTEE AGENDA REPORT

December 2021  
Item No. 11

## ISSUE

Congestion Management Report 2021

## BACKGROUND

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.

Staff will present highlights of the 2021 report at the meeting.

## POLICY CONSIDERATIONS

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.

## BUDGET CONSIDERATIONS:

None.

## COMMITTEE ACTION

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

## RECOMMENDATION:

None. Information only.

## STAFF CONTACT:

Patrick Trouba  
Chris Upchurch

## TTPC AGENDA REPORT

December 2021  
Item No. 12

**ISSUE:**

REPORT: Annual Policy Review

**BACKGROUND:**

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.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl

**Mid-America Regional Council**  
**Conflict of Interest Policy**  
**Governing all Boards, Commissions, Committees and Subcommittees**

The Mid-America Regional Council (MARC) is dedicated to building a stronger metropolitan region by promoting regional cooperation and developing innovative solutions to regional challenges. MARC strives to operate in an open and transparent way that inspires confidence that the organization is an effective steward of public resources. The purpose of this conflict of interest policy is to ensure that participants on the MARC board and committees have clear guidance when a participant in any MARC decision-making process could have a conflict of interest and what the appropriate action would be in those circumstances.

It is in the best interest of the MARC Board of Directors, Mid-America Head Start and all other boards, commissions, committees and subcommittees to be aware of and properly manage all conflicts of interest and any appearances of conflicts of interest. This conflict of interest policy is designed to help directors, officers, employees and volunteers identify conflicts of interest and disclose them to the appropriate authority. It is also designed to provide a procedure to appropriately manage conflicts in accordance with legal requirements and the goals of accountability and transparency in all MARC operations.

The MARC Board, and boards that work through MARC such as the Mid-America Solid Waste Management District, make decisions in a number of program areas that impact the availability of federal, state and local government funds and private contributions. This conflict of interest policy is intended to support those decision-making processes.

This policy is intended to supplement but not replace any state or federal laws that govern conflicts of interest in public, non-profit, and charitable organizations.

## **1. Interested Person**

Any member of a MARC board, commission, committee or subcommittee charged with decision-making or making recommendations for funding, who has a direct or indirect financial interest, as defined below, is an interested person.

## **2. Financial Interest Defined**

A person has a financial interest if the person has, directly or indirectly, through business, investment, or family:

- a. An ownership or investment interest in any entity with which MARC has a transaction or other financial arrangement,
- b. A compensation arrangement with MARC or with any entity or individual with which MARC has a transaction or arrangement, or
- c. A potential ownership or investment interest in, or compensation arrangement with, any entity or individual with which MARC is negotiating a transaction or arrangement.

For purposes of this policy, “family members” includes spouses, parents, children, and siblings (including those related by marriage), as well as significant others and any other person who resides with the committee/board member.

### **3. Procedure**

In connection with any actual or possible conflict of interest, an interested person must disclose the existence of the conflict of interest to members of the committee considering the proposed action or recommendation.

A person who has a conflict of interest in a certain matter shall not participate in the discussion of that matter except to disclose material facts and to respond to questions. Such person shall not attempt to exert his or her personal influence with respect to the matter, either at or outside the meeting.

The interested person shall abstain from any votes on funding recommendations, contracts or transactions in which there is an interest as defined above, and shall abstain from any votes for all meeting minutes or other records of the meeting.

### **4. Gifts, Gratuities and Entertainment**

MARC committee members and directors shall avoid accepting, directly or indirectly, any rebate, gift, money or anything of monetary value from an organization or vendor that could benefit from a MARC committee action regarding funding recommendations, vendor selection or other transactions. From time to time, vendors may pay for meals apart from a bid process.

### **5. Committee Representation**

MARC makes decisions on federal and state funding that benefits local communities within the Kansas City region. The MARC Board and many of its committees are composed of local officials representing the communities that may benefit from MARC Board decisions. It is not a conflict of interest for a board member or a committee member, who are also elected officials or local government staff members, to advocate for or vote on issues that will affect their jurisdiction. If an elected official serves on another public board by virtue of their elected office, it is not a conflict of interest for that elected official to participate in discussions and vote on matters affecting that other public body.

In the past, smaller communities have at times been represented by consulting engineers on committees which rely on both technical and community considerations to make funding recommendations. Private consultants or other private parties shall abstain from any discussion or vote on all matters before the committee that might pose a conflict of interest due to a relationship between the project applicant and the private consultant. The private consultant or party should limit any participation in discussion to answering questions asked by other committee members. Individual committees may adopt specific procedural requirements for participation by members and others present at meetings.

## 6. Disclosure, Notification, and Review Policy

Each director, officer, and committee member shall disclose any relationships, positions or circumstances in which he or she is involved that he or she believes could contribute to a conflict of interest when and if such situations arise.

If a board member or committee member is unsure as to whether or not a conflict of interest exists, it is their responsibility to consult a MARC staff member associated with that committee to make a determination. If after such consultation, the individual is still unsure, then a determination will be made by the executive director of MARC.

If the board of directors, the Head Start Policy Council or other commission or committee has reasonable cause to believe a member has failed to disclose actual or possible conflicts of interest, that body shall inform the member of the basis for such belief and afford the member an opportunity to explain the alleged failure to disclose.

If such a report is made regarding a member of the board, committees or commissions, the following steps will be taken:

- MARC staff, including the Executive Director, will review the information and attempt to clarify if a conflict of interest exists or if additional information is needed. MARC staff will contact the board/committee member and discuss the issue. In most cases, the issue may be one of clarifying a relationship or disclosing it for future decision-making processes.
- If the conflict is one that could raise questions by funding agencies or others regarding MARC's decisions, the issue will be discussed with the MARC board officers to determine appropriate disciplinary and corrective action.

This policy shall be distributed annually to all decision-making bodies associated with the Mid-America Regional Council, including but not limited to the Mid-America Head Start, for their review.

*Adopted by the MARC Board of Directors, August 25, 2009 (Updated September 26, 2013 and May 23, 2017)*

# Mid-America Regional Council

## Whistleblower Policy

### Policy Objective:

MARC is committed to lawful and ethical behavior in all of its activities and requires all staff to act in accordance with all applicable laws, regulations and policies and to observe high standards of business and personal ethics in the conduct of their duties and responsibilities.

This policy is intended to:

- Encourage individuals to bring ethical or legal violations to the attention of an internal or external authority so that action can be taken to resolve the problem.
- Establish guidance and procedures for staff (paid and volunteer) or others to report illegal, unethical or inappropriate behaviors or practices, in good faith, without fear of retribution.
- To provide a constructive process for individuals to report issues of concern.
- Emphasize the importance of adherence to MARC's standards of conduct.

### Overview:

A whistleblower is a person (often an employee) who raises a concern about serious wrongdoing occurring in an organization. Examples of misconduct that might lead to whistleblowing include the violation of laws, rules or regulations; fraud, mismanagement or corruption; or direct threats to the public interest, such as health or safety violations.

In general, whistleblowing refers to reporting misconduct outside the normal chain of command. Most workplace issues are, and to the extent possible, should be resolved by working with direct supervisors and department directors as described in the Issues Resolution policy. However, if an individual, acting in good faith, has reasonable grounds for believing that serious wrongdoing is taking place that has not been addressed or cannot be addressed through normal channels, he or she has the option of "whistleblowing" without fear of retribution.

Examples of the types of situations a whistleblower might report may include, but are not limited, to the following:

- A violation of law.
- Questionable accounting or monitoring practices.
- Discrimination based on protected classes.
- Fraud, waste or mismanagement.

Examples of problems that can be addressed through normal issues resolution procedures may include, but are not limited, to the following:

- Disagreements or misunderstandings between employees.
- Issues related to employment or working conditions.
- Personality conflicts.
- Working relationships between employees or employees and supervisors.

See the Issues Resolution policy for more information.

### Reporting Procedures

Individuals may report misconduct, without fear of retribution, through the following procedures:

- For internal employee relations issues, seek assistance from supervisors, department directors or Human Resources staff as described in the Issues Resolution policy.

- For issues related to harassment, immediately report to a supervisor, department director, executive director or Human Resources as described in the Harassment-Free workplace policy.
- For all other issues related to suspected fraud, theft, harassment or other illegal activity, contact a supervisor, department director, executive director or call the “WeTip” hotline at 1-800-782-7463 or go online to [www.wetip.com](http://www.wetip.com).
- For issues related to suspected mismanagement or waste of American Recovery and Reinvestment Act (ARRA) funds, call 1-877-392-3375 or go online to [www.recovery.gov](http://www.recovery.gov).

### **After the Report:**

Response procedures for whistleblower reports will vary according to how the report was made.

- Reports related to ARRA funding will be addressed by the U.S. Recovery Accountability and Transparency Board.
- Reports to the “WeTip” hotline are forwarded to designated members of MARC’s management team (i.e., the Executive Director, Finance and Administration Department Director, Human Resources Manager, and MARC Board Chair) for review and resolution.

All reports will be acknowledged promptly and handled with due care and diligence. Those who receive the reports have the full authority to investigate all concerns raised, and may use other resources such as legal counsel, accountants, private investigators or others as reasonably necessary to conduct a full and complete investigation. Reports and concerns will be kept confidential to the extent possible.

If a report is found to be of merit or is substantiated, MARC management will take appropriate steps and will adhere to the federal rules for that grant, if applicable. No employee who, in good faith, makes a whistleblowing report will be threatened, discriminated against or otherwise subject to any retaliation or adverse employment consequences. Any staff member who attempts to retaliate against someone who reported a concern in good faith may be subject to discipline.

Allegations that prove to have been made maliciously, recklessly, with gross negligence, or with the foreknowledge that the allegations are false, will be viewed as a serious offense and may result in disciplinary action against the reporting employee.

Any situation involving an issue relating to harassment should be reported **immediately** to the employee’s supervisor, department director, executive director or Human Resources. Specific information relating to MARC’s policy regarding a harassment-free workplace can be found on the MARC intranet under Policies. Complaints of this nature are taken very seriously and will be fully investigated.