



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, September 20, 2022, at 9:30 a.m.** **This meeting will be held in a hybrid in-person/virtual format from the Board Room in the MARC offices at 600 Broadway, Suite 200 in Kansas City, Missouri, 64105 and online via Zoom.**

A G E N D A

1. Welcome & Introductions
2. *VOTE: July 19, 2022, Meeting Summary**
3. *VOTE: Title VI Program Update and Assurance**
4. *VOTE: 2022-2027 Regional Safety Plan **
5. *VOTE: Comments on proposed FHWA Greenhouse Gas Performance Rule **
6. *VOTE: Planning Sustainable Places Project Funding Recommendations**
7. *VOTE: FTA Section 5310 Project Funding Recommendations**
8. *VOTE: Release Connected KC 2050 Amendment #5 for public review and comment**
9. *VOTE: Release 2022 4th Quarter Amendment to the 2022-26 Transportation Improvement Program for public review and comment**
10. *VOTE: Release 2022 Unified Planning Work Program – Amendment #1 for public review and comment**
11. REPORT: City of Gladstone, Mo. Planning Initiatives Update
12. REPORT: State Plans for the National Electric Vehicle Infrastructure Program
13. REPORT: 2023 Unified Planning Work Program Development
14. REPORT: Missouri Unfunded Needs
15. REPORT: RAISE 2022 Grant Awards
16. Other Business
17. Adjournment

**Action Items*

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
July 19, 2022
Meeting Summary

Members, Alternates Present-Representing

Co-Chair Councilman Chuck Adams, Wyandotte County Municipalities
Co-Chair Mayor Carson Ross, Jackson County
Matt Davis, Jackson County
Bob Heim, Platte County
Jeneé Hanzlick, Johnson County
Leslie Herring, Johnson County Municipalities
A.J. Herrmann, City of Kansas City
Patty Hilderbrand, City of Kansas City, MO
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Mayor Leonard Jones, Jackson County
Kent Lage, Johnson County
Mayor Norman K. Larkey Sr, Cass County Municipalities
Nathan Law, Miami County Municipalities
Jill Lawlor - City of Kansas City, MO
Janet McRae, Miami County
Matt Nolker, Ray County
Jerry Nolte - Clay County
Mayor David Slater, Clay County Municipalities
Eva Steinman, FTA
Chad Thompson, City of Kansas City, MO
Reginald Townsend, Cass County Municipalities
Tim Vandall, Leavenworth County Municipalities
Beccy Yocham, City of Lenexa

MARC Staff Present

Ron Achelpohl, Director of Transportation and Environment
Karen Clawson, Prin. Planner/Air Quality Prog. Mgr.
Taylor Cunningham, Transportation Planner II
Beth Dawson, Principal Planner
Jonathan Feverston, Transportation Intern
Marc Hansen, Principal Planner
Tom Jacobs, Environmental Program Director
Kate Ludwig, Environmental Program Assistant
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.
Amy Strange, Digital Communications Manager
Patrick Trouba, Transportation Planner II
Raymond Webb, Manager of Traffic Operations
Lauren Winter, Transportation Intern

Others Present

Cecelie Cochran, Federal Highway Administration KS
Randy Gorton, BHC
Mark Green, City of Independence
Jeff Hardy, MoDOT
Dan Hobart, Independence, MO
Mark Hoppe, Affinis
Timothy Jackson, Mo DED
Tim McEldowney, Gardner
Steve Schultz, Bartlett & West
Sarah Shafer, UG
Allison Smith, KDOT
Michael Spickelmier, Leavenworth County
Bill Wetzel, Cyclomedia
Juan Yin, MoDOT

1) Welcome/Introductions

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

2) Approval of June 21, 2022, Meeting Summary *

Mike Spickelmier noted that his attendance was not recorded at the meeting and requested that the summary be corrected accordingly.

Recommended action: Approve the June 21, 2022, meeting summary as corrected.

3) Connected KC 2050 Amendment #4 *

Martin Rivarola reported that on June 21, 2022, TTPC authorized release of an amendment to the Connected KC 2050 metropolitan transportation plan to add three highway capacity projects on I-35 and K-10 in Kansas and on I-49 in Missouri to the list of financially constrained projects. Staff circulated the amendment for public review and comment per MARC's adopted Public Participation Plan requirements and received 28 comments on the proposal. Of these, 27 expressed concern or opposition to adding capacity to the region's highway system and one was in support of the I-49 project.

Staff provided the following recommendation for TTPC's consideration:

Approve Connected KC 2050 Amendment #4 with the stipulation that should a project involve the addition of SOV capacity, no phase beyond Preliminary Engineering may be added to the TIP or future MTP amendments until sponsoring agencies complete analyses of congestion, considers TDM/TSM strategies from the CMP Toolbox, and documents that those strategies alone cannot address congestion issues in compliance with the Congestion Management Process Policy. Selected TDM/TSM strategies shall be included in future project scope as appropriate.

During discussion several members expressed concern that the stipulation would result in additional work, cost, and delay for KDOT and MoDOT to implement the projects. However, representatives from KDOT and MoDOT stated that would not be the case since additional scoping and environmental reviews were still necessary for the projects and these considerations would be part of that work. The stipulation is consistent with existing MARC policy and Federal planning requirements for the Congestion Management Process.

Recommended Action: Approve Connected KC 2050 Amendment #4 with the stipulation that should a project involve the addition of SOV capacity, no phase beyond Preliminary Engineering may be added to the TIP or future MTP amendments until sponsoring agencies complete analyses of congestion, considers TDM/TSM strategies from the CMP Toolbox, and documents that those strategies alone cannot address congestion issues in compliance with the Congestion Management Process Policy. Selected TDM/TSM strategies shall be included in future project scope as appropriate.

4) 2022 3rd Quarter Amendment to the 2022-26 Transportation Improvement Program

Marc Hansen reported that at the June meeting, TTPC also authorized release of an amendment to the 2022-2026 Transportation Improvement Program for public review and comment. This amendment proposed adding or modifying 168 projects including phases of the projects in the Connected KC 2050 amendment described above. Staff circulated the amendment for public review and comment per MARC's adopted Public Participation Plan requirements and received 28 comments on the proposal. Of these, 27 expressed concern or

opposition to adding capacity to the region's highway system and one was in support of the I-49 project.

Recommended Action: Approve the 2022 3rd Quarter Amendment to the FFY 2022-2026 TIP.

Committee Action:

Mayor Ross asked if anyone was in opposition or abstention of approving item 2 with correction. Item 2 with correction was approved unanimously without objection.

Commissioner Hanzlick made a motion to approve item 3 as presented. AJ Herrmann seconded the motion. After discussion, the motion passed 7 to 4.

Mayor Slater made a motion to approve item 4 as presented. Commissioner Hanzlick seconded the motion which passed unanimously without objection.

5) City of Westwood Planning Initiatives

Leslie Herring reported that the City of Westwood completed its project to improve the roadway of 47th Pl between Rainbow Blvd and State Line Rd. A Complete Streets planning approach helped connect area businesses/apartments on 47th Pl to 47th Ave, (newly branded as "the 47" entertainment district between Rainbow Blvd and Mission Rd), while also addressing road surface deterioration and improving conditions for pedestrians, cyclists, and motorists. 47th Ave underwent a PSP process for design in 2017, and the city of Westwood wanted to continue the Complete Streets theme to this roadway.

With support of PSP and consultants, the city considered new, creative uses for the roadway. Demonstrations with visual aids helped design scenarios such as temporary bike lanes and pop-up event spaces, and helped raise awareness for the project within the community. The city plans to continue looking at future projects with intentional engagement of businesses and the community, integrating needs and feedback from stakeholders into the process, complementing private development, and strengthening connections to the community. Leslie thanked MARC for help in funding and administering the project.

6) 2023 Unified Planning Work Program Development

Ron Achelpohl reported that MARC is updating the UPWP, an annually updated planning product developed by MARC and other transit agencies for federally funded projects for the region. With additional resources from the Bipartisan Infrastructure Law (BIL), we may have opportunities to work on additional local priorities. Core activities planned next year include working to initiate a new Transportation Improvement Program, updating the KC 2050 plan (the next update is due June 2025), updating the Public Participation Plan and 2024 UPWP, addressing BIL requirements, and looking at updating the Congestion Management Toolbox.

Other areas of interest include updating the freight strategic plan (which hasn't been updated in 10 years), interest and funding in electric vehicles, integration of climate resilience, housing, and updating travel model tools and processes. Relevant KCATA studies/grants include the East-West Transit Corridor Study, Areas of Persistent Poverty Grant, and Restoration of Services Planning Grant. MoDOT studies include the I-29/I-35 Planning Environmental Linkages (PEL) Study and several district traffic studies.

While updating the UPWP, MARC will follow up with members about other priorities we might need to develop, asking if local studies are being connected without federal funds (we may be able to match federal planning dollars), waiving future project fees for suballocated funds that are awarded through programming process, and activities that would be eligible to support non-cash match. Questions/feedback can be directed to staff leads Ron Achelpohl (rona@marc.org) and Marc Hansen (mhansen@marc.org).

MARC staff will distribute the UPWP draft document to TTPC for public review and comment in October, then finally request approval from TTPC/MARC Board before submitting to state DOTs for approval and contracts.

7) TTPC Meeting Format

Ron Achelpohl reported that TTPC started meeting virtually in 2020, and transitioned to hybrid meetings since the beginning of 2022. Discussion followed, including concerns about sound/technology issues and whether virtual attendees should be allowed to vote in a hybrid setting.

Results from polling all attendees are as follows, in order of preference:

Meeting preference:

1. Hybrid
2. Alternating in-person and virtual
3. In person
4. Virtual

Reasons for preference:

1. Convenience (60%)
2. Facilitating better discussion (30%)
3. Health concerns (10%)

Of those attending with voting status, 6 committee members were in-person vs 16 attending online.

8) Brief Reports

- a. Complete Streets Network Assessment - Patrick Trouba reported that the planning concept of Complete Streets is difficult to quantify, but MARC has developed an assessment tool to identify street “completeness” in the region, and to identify where gaps in “completeness” exist. MARC staff picked a subset of the region’s roadway network and adapted scoring criteria to be weighted by user comfort level for various forms of transportation. Strict scoring requirements can draw attention to areas that have gaps in multimodal infrastructure. The CSNA’s results show the effectiveness of Complete Streets policies on reconstructed areas, and raises the question of whether low-density land use can discourage multimodal travel despite high-scoring facilities. Future policy discussion with the work group will review data and scoring methodology of CSNA.
- b. Online Bike Map - Patrick Trouba reported that the app was updated for easier mobile use and user-friendliness, allowing for filtering out data and the potential to see other connected public resources (currently limited to libraries).
- c. Local Comprehensive Plan Reviews - Taylor Cunningham reported that MARC is working to inventory regional planning work MARC has done and determining how much local plans align, as well as common themes across jurisdictions. Phase I reviews relevant

planning documents, their alignment with local plans, age and status of plans, and summarizes the data. Phase II engages local communities in the planning process and assesses their potential alignment with current MARC regional planning goals. Phase III analyzes smaller components of comprehensive plans for alignment, and works with Public Affairs to determine the best way to present information to communities.

- d. MARC Website Update - Ron Achelpohl mentioned that the site has been updated and improved, but if links are broken or users have trouble finding information, to contact himself or Amy Strange.

9) Other Business

There was no other business for the meeting.

10) Adjournment

With no further business, the meeting was adjourned.

TTPC AGENDA REPORT

September 2022
Item No. 3

ISSUE:

Vote: Title VI Program Update and Assurance

BACKGROUND:

As the Kansas City Metropolitan Planning Organization, MARC is required to maintain and update a policy outlining procedures related to Title VI of the Civil Rights Act of 1964 (Title VI). Title VI centers on the statement that,

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. (see Policy Statement and Authorities)

The current MARC Title VI program expires December 2022. The updated program will run from 2023 to 2026. MARC staff has prepared a draft update of the program for review and comment by TTPC, the MARC Board, and our partner transit agencies. It is not required that MARC release the document for public review and comment, though once adopted by the agency the policy will be available to the public on the MARC website or in hard copy, if requested.

The draft Title VI Program document may be viewed at:

<https://www.marc.org/Transportation/Equity/Programs/LEPP>

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RECOMMENDATION:

Approve the 2023 Title VI Program's Policy Statement and Assurance

STAFF CONTACT:

Darryl Fields
Ron Achelpohl

Policy Statement and Authorities

The Mid-America Regional Council (MARC) assures that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. MARC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. In the event MARC distributes federal aid funds to another governmental entity, MARC will include Title VI language in all written agreements and will monitor for compliance. MARC's Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other MARC responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

David Warm, Executive Director

Date

TTPC AGENDA REPORT

Month 2022
Item No. 4

ISSUE:

VOTE: 2022-2027 Regional Safety Plan

BACKGROUND:

The [Regional Safety Plan](#) provides guidance to the Destination Safe Coalition and other regional partners regarding transportation safety priorities and strategies in the Kansas City area, including all MARC member counties as well as additional counties within MoDOT's Kansas City District. The plan uses a data-driven process to focus attention on the most significant factors that contribute to crashes, fatalities and serious injuries. It promotes a multidisciplinary approach through proven strategies to reduce crashes, fatalities and serious injuries over the life of the plan.

The Destination Safe Leadership Team adopted the new plan on July 27, 2022. This is the fifth edition of the regional safety plan and differs from earlier versions in a few ways:

- The plan is presented as an online document with interactive content and data visualizations at <https://www.marc.org/transportation-safety-plan-2022-2027>
- The plan updates and refines emphasis areas for the coalition, including:
 - Seat belt use
 - Speeding
 - Impaired driving
 - Distracted driving
 - Pedestrians
 - Intersections
- The plan includes updated strategies to achieve zero roadway deaths in the Kansas City region by 2050, with recommendations and resources for:
 - Education strategies
 - Engineering strategies
 - Local government strategies, and
 - Measuring progress

POLICY CONSIDERATIONS:

This plan supports the Connected KC 2050 regional transportation plan's Public Health and safety goal to "foster healthy communities and individuals by providing safe and secure places to live, walk, bike, ride the bus and drive with clean air to breathe".

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The Destination Safe Coalition developed this plan and voted for its approval on July 27, 2022.

RECOMMENDATION:

Approve the Regional Safety Plan.

STAFF CONTACTS:

Ron Achelpohl
Martin Rivarola
Amy Strange

TTPC AGENDA REPORT

September 2022
Item No. 5

ISSUE:

VOTE: Approve comments on proposed FHWA Greenhouse Gas Performance Rule

BACKGROUND:

As a step towards confronting the increasingly urgent climate crisis, FHWA proposes to amend its regulations governing national performance management measures to require State departments of transportation (State DOTs) and metropolitan planning organizations (MPOs) to establish declining carbon dioxide (CO₂) targets and to establish a method for the measurement and reporting of greenhouse gas (GHG) emissions associated with transportation under the Highways title of the United States Code (U.S.C.). The proposed rule would not mandate the level of the targets. Rather, State DOTs and MPOs would have flexibility to set targets that are appropriate for their communities and that work for their respective climate change and other policy priorities, as long as the targets would reduce emissions over time. The rule would only apply to on-road mobile source emissions on the National Highway System (interstate and non-interstate highways).

State DOTs would be required to establish 2- and 4-year statewide emission targets and MPOs would establish 4-year emissions targets for their metropolitan planning area. The proposed rule also would require State DOTs and MPOs to biennially report on their progress in meeting the targets and require FHWA to assess significant progress toward achieving the targets. There would be no penalties for failure to reach emissions targets, other than adding to regular reports actions the state DOTs will take to meet targets. FHWA proposes a common methodology and data sources to use for calculating GHG emissions, though with state DOT concurrence, MPOs have the flexibility to use alternate methodologies.

Public comments on this proposed rule are due by October 13, 2022. MARC staff will present draft comments that will be submitted to FHWA if approved by TTPC. These draft comments can be found on the following page.

Proposed rule: <https://www.govinfo.gov/content/pkg/FR-2022-07-15/pdf/2022-14679.pdf>

POLICY CONSIDERATIONS:

The proposed rule to require state DOTs and MPOs to measure and report on GHG emissions would support and is consistent with goals, strategies and ongoing performance monitoring related to ConnectedKC 2050 and the Regional Kansas City Climate Action Plan.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The Air Quality Forum reviewed proposed comments and recommended their approval by TTPC.

RECOMMENDATION:

Approve comments on proposed FHWA Greenhouse Gas Performance Rule.

STAFF CONTACT:

Karen Clawson

National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure

Comments from MARC:

- The proposed rule supports national policy on the reduction of greenhouse gas emissions and building climate resilience.
- Every level of government must take action on greenhouse gas mitigation in order to meet critical timelines for stemming the most severe impacts climate change. This decade needs to be about transformation and cutting our emissions in half by 2030.
- This proposed rule aligns well with MARC's planning and implementation efforts:
 - Mitigating greenhouse gas emissions and reducing the use of carbon-based fuels have been publicly supported strategic policy positions in metropolitan transportation planning and programming in the Kansas City region for more than a decade.
 - The Kansas City Regional Climate Action Plan calls for net zero greenhouse gas emissions in the transportation sector by 2050 which aligns with proposed national policy. The approach to achieving this regional target incorporates a variety of strategies including, but not limited to, reducing vehicle miles traveled per capita, fuel switching and shifting trips to safe, equitable and affordable mobility options.
 - Both the metropolitan transportation plan and climate action plan integrate a robust set of performance metrics, which include the tracking of greenhouse gas emissions and vehicles miles traveled per capita.
- Target-setting:
 - Targets will be established by each state and MPO, but if progress is being made (i.e. GHG levels are dropping) there is no reporting penalty associated with missing the goal.
 - Target set under this proposed rule is a gross GHG calculation for emissions produced on the NHS. It does not include other road network contributions, nor does it apply on a per capita basis.
- Methodology:
 - The rulemaking's proposed methodology is straightforward. With all proposed data sources being publicly available for each state, calculating emissions should not be onerous.
 - The flexibility within the rulemaking for an MPO to customize the methodology/approaches so that they align with existing, localized carbon accounting processes and methodologies is appreciated.
- Reporting
 - It would be helpful if reporting timelines aligned with EPA's National Emissions Inventory which is issued tri-annually.
- Effective Date:
 - The proposed effective date for this rule of October 1, 2022, is not attainable. FHWA should allow a minimum of one year to allow states and MPOs adequate time to develop appropriate targets.

TTPC AGENDA REPORT

September 2022
Item No. 6

ISSUE:

VOTE: Approve Planning Sustainable Places project funding recommendations.

BACKGROUND:

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

In 2012, MARC's Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee launched Planning Sustainable Places (PSP), a combined initiative to provide communities with planning resources to advance sustainable projects in their corridors and centers.

MARC issued a call for projects that closed on June 17, 2022. MARC staff conducted an initial review and scoring of the 23 applications and worked with the Sustainable Places Policy Committee (SPPC) to develop a recommended list of awardees. The Committee approved the final recommended project list on September 9, 2022. The recommended list is available on the SPPC website: <https://www.marc.org/committees/sustainable-places-policy-committee>.

The recommendation before you includes 15 planning projects from across the region:

- 10 Sustainable Places Plans
- 3 Project Development Activities
- 2 Implementation Activities

Complete street plans, corridors plans, and connectivity plans are just some of the project included in the proposed list. These projects will be developed with a focus on the integration of transportation, land use and environment, and will include robust citizen engagement. The Committee weighed several considerations when developing the recommended list including project scores, scalability, local jurisdiction priorities, geography, replicability, and alignment with PSP program objectives. Local sponsors are responsible for local match requirements. The consultant contracts for the projects will be held by MARC, authorization for those individual contracts will be brought to the MARC Board after they have been negotiated.

BUDGET CONSIDERATIONS

REVENUES	
KS Surface Transportation Program (FFY 2023)	\$ 541,000
MO Federal Transportation Admin. (FFY 2023)	\$ 800,000
Local Match from Project Sponsors	\$ 546,375
Transportation Fee	\$ 13,410
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$ 140,625
Contractual	\$ 1,760,160

COMMITTEE ACTION

Approve the recommended funding project list from the Sustainable Places Policy Committee.

RECOMMENDATION

Approve project funding for the Planning Sustainable Places Program as presented.

STAFF CONTACT

Beth Dawson
Martin Rivarola
Ron Achelpohl

2023 Kansas Funding Recommendation | Planning Sustainable Places

Project Number	Primary Applicant	Project Title	ProjectType	Project Score	Score Rank	Federal Amount Requested	Local	Recommended %	Funding	Total
45	City of Overland Park, KS	79th Street Corridor Study	Sustainable Places Plan	90	1	\$ 100,000	\$25,000	100%	\$ 100,000	\$ 125,000
25	City of Bonner Springs, KS	Bonner Springs Downtown Master Plan	Sustainable Places Plan	80	5	\$ 60,000	\$ 15,000	100%	\$ 60,000	\$ 75,000
26	City of Westwood, KS	Rainbow/ Blvd/7th St/Hwy 169 Complete Streets Traffic Mgmt Plan	Project Development	88	2	\$ 118,500	\$31,500	100%	\$ 118,500	\$ 150,000
37	City of Mission, KS	Rock Creek Corridor Improvements: Downtown Center to East Gateway	Project Development	83	3	\$ 80,000	\$20,000	100%	\$ 80,000	\$ 100,000
46	City of Osawatomie, KS	Oz Commons: Community Hub	Implementation Activities	83	3	\$ 80,000	\$20,000	100%	\$ 80,000	\$ 100,000
48	City of Overland Park, KS	College and Metcalf Overlay District	Implementation Activities	78	6	\$ 50,000	\$50,000	100%	\$ 50,000	\$ 100,000
						Total	488,500	161,500	488,500	650,000
						Available	647,500			
						Difference*	159,000			
						Funded Projects	6			

* There will be a second supplemental call to program these funds, opening in January 2023. Additional details will be forthcoming.

2023 Missouri Funding Recommendation | Planning Sustainable Places

Project Number	Primary Applicant	Project Title	ProjectType	Project Score	Score Rank	Federal Amount Requested	Local	Recommended		Revised Total
								%	Funding	
44	City of Independence	Independence Transportation for All Plan	Sustainable Places Plan	94	1	\$ 82,500	\$ 35,750	90%	\$ 74,250	\$ 110,000
51	City of Kansas City	Multi-County Regional Bike/Ped Highway Barrier Removal Project	Sustainable Places Plan	93	3	\$ 150,000	\$ 110,000	67%	\$ 100,500	\$ 210,500
21	City of Kansas City	Southwest Boulevard Transportation Study	Sustainable Places Plan	89	4	\$ 150,000	\$ 45,000	90%	\$ 135,000	\$ 180,000
35	City of North Kansas City	Riverfront Levee Trail	Sustainable Places Plan	86	5	\$ 60,000	\$ 21,000	90%	\$ 54,000	\$ 75,000
57	City of Kansas City	Vine Street with Greenline Connector	Sustainable Places Plan	85	6	\$ 150,000	\$ 50,000	90%	\$ 135,000	\$ 185,000
41	City of Kansas City	Greenline KC Southern Leg	Sustainable Places Plan	83	7	\$ 150,000	\$ 37,500		\$ -	\$ -
69	City of Grandview	Harry Truman Drive and Presidential Trail Enhancement	Sustainable Places Plan	82	8	\$ 70,000	\$ 30,000	80%	\$ 56,000	\$ 86,000
38	City of Parkville	Parkville ADA Transition Plan	Sustainable Places Plan	75	9	\$ 40,000	\$ 5,000	50%	\$ 20,000	\$ 25,000
47	City of Kansas City	Emanuel Cleaver II Blvd Safety Study	Sustainable Places Plan	74	10	\$ 130,000	\$ 32,500		\$ -	\$ -
68	City of Kansas City	KCMO Vision Zero 10 Year Implementation Plan	Sustainable Places Plan	74	10	\$ 100,000	\$ 25,000		\$ -	\$ -
31	City of Greenwood	Greenwood Connected	Sustainable Places Plan	70	13	\$ 40,000	\$ 10,000	75%	\$ 30,250	\$ 40,250
67	City of Lee's Summit	Rock Island Activity Center	Sustainable Places Plan	54	15	\$ 120,000	\$ 30,000		\$ -	\$ -
52	City of Harrisonville	I-49 & Rockhaven Rd./Peculiar Dr. Access Justification Report	Sustainable Places Plan	34	16	\$ 108,720	\$ 27,180		\$ -	\$ -
53	Port KC	Berkley Riverfront Connectivity Study	Project Development	94	1	\$ 150,000	\$ 50,000	90%	\$ 135,000	\$ 185,000
66	KCATA	Blue Ridge Crossing Mobility Study	Project Development	73	12	\$ 150,000	\$ 37,500		\$ -	\$ -
42	Broadway CID	Broadway Boulevard in Midtown, A 30 Year Vision	Project Development	68	14	\$ 80,000	\$ 20,000		\$ -	\$ -
						Total	1,731,220	566,430	740,000	1,096,750
						Available	740,000		740,000	
						Difference	(991,220)		0	
						Funded Projects			9	

TOTAL TRANSPORTATION POLICY COMMITTEE AGENDA REPORT

September 2022
Item No. 7

ISSUE:

VOTE: Approve FTA Section 5310 Project Funding Recommendations

BACKGROUND:

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

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

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

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

A call for projects and project selection process occurred over the summer of 2022. At the upcoming TTPC meeting, MARC staff will brief the committee on the review process and Mobility Advisory Committee recommendations. FTA Section 5310 funds award recommendations from this committee are illustrated in the attached table.

BUDGET CONSIDERATIONS:

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

COMMITTEE ACTION:

The Mobility Advisory Committee (MAC) oversees this process.

RECOMMENDATION:

Approve selection of projects to be awarded Section 5310 program funds, as noted in this staff report.

STAFF CONTACT:

Martin Rivarola

Applicant	Project Title	Project Purpose/Description	Score	Total Project Cost	Total 5810 Request	Funding Recommendation
The Whole Person, Inc.	New Accessible Transportation Options for People with Disabilities and Seniors in Wyandotte County, Kansas	4-passenger sedan, 2 Ford Transit Van Wagons with wheelchair lifts	21	\$ 152,949	\$ 128,960	\$ 104,865
Life Unlimited	Life Unlimited Accessible Mini-Vans 2022	7 ADA accessible minivans to replace existing fleet in poor condition	21	\$ 405,535	\$ 321,854	\$ 259,180
Platte Senior Services, Inc. (PSSI)	ALL ABOARD SENIORS!	Expand bus transit program for healthcare related trips for seniors	19	\$ 79,901	\$ 55,563	\$ 46,147
EITAS (Developmental Disability Services)	2022 etias ADA vehicle replacement project	Replace 10 vehicles for primarily fixed route services	17	\$ 866,700	\$ 693,360	\$ 521,717
Don Bosco Center	ADA compliant vehicle for Don Bosco Center	12-passenger van with wheelchair lift	17	\$ 79,968	\$ 63,466	\$ 52,470
The Farmer's House, Inc.	Community Inclusion and Employment Services for Adults with Developmental Disabilities.	4-passenger sedan, 12-passenger accessible van, 10-passenger accessible van to expand existing services	17	\$ 186,555	\$ 154,500	\$ 125,297
Down Syndrome Innovations	Down Syndrome Innovations: Workforce/ Employment & Adult Continuing Education Program	4-passenger sedan, 12-passenger accessible van and utility truck to expand current service	17	\$ 322,500	\$ 250,000	\$ 201,697
Johnson County Mental Health Center	JCMHC 5310 Mobility Project	6 sedans to support growing demand for transportation	17	\$ 241,920	\$ 192,000	\$ 155,297
City of Liberty	Liberty Access Replacement Bus	Replacement bus for city mobility services	17	\$ 78,646	\$ 66,285	\$ 54,725
Inclusion Connections	PawsAbilities and Activities Transportation Program	12-passenger van (not accessible) to replace vehicle in poor condition	15	\$ 50,000	\$ 40,000	\$ 33,697
The Children's Place	Day Treatment Transportation	Lease buses to support ongoing transportation service	15	\$ 262,600	\$ 158,779	\$ 128,720
Center for Developmentally Disabled	Efficient, accessible transportation for individuals with developmental disabilities that also have high medical needs.	3 accessible vehicles (Dodge ProMaster Advantage 2500 High Roof)	13	\$ 251,491	\$ 211,650	
TNC Community	TNC Community Expanded Transportation to Serve Increased Number of Developmentally Disabled Individuals	2 10-passenger accessible vans to expand existing service	13	\$ 127,071	\$ 107,100	
Swope Health	Vehicle Acquisition for Swope Health's PACE KC Program Launch in 2023	2 10-passenger accessible vans for new PACE program	11	\$ 142,128	\$ 112,800	
Rainbow Center for Communicative Disorders	Community experiences for children with developmental disabilities.	10-passenger high roof conversion van	11	\$ 78,163	\$ 62,531	
Easterseals Midwest	Vehicle Replacement for Disability Transportation Services	Replace 4 lower-capacity vehicles with 3 higher capacity vehicles	11	\$ 167,619	\$ 133,031	

TTPC AGENDA REPORT

September 2022
Item No. 8

ISSUE:

VOTE: Release Connected KC 2050 Amendment #5 for public review and comment

BACKGROUND:

In June of 2020, the MARC Board approved Connected KC 2050 (CKC2050), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). This plan describes how the region will manage, operate, and invest in its multimodal transportation system over the next 30 years. CKC2050 describes the anticipated surface transportation needs of the metropolitan area and identifies proposed transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Amendments are made to CKC2050 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.

Details of proposed Amendment #5 appear below:

Project	Project Limits	Action	Anticipated Total Project Cost in MTP
Lexington Rd/K-10	Generally Lexington Rd/K-10 interchange to Evening Star Rd/Lexington Rd. intersection	Add project to the MTP	\$41,200,000
119 th	Woodland Rd. to Nelson Rd.	Amend existing project in MTP (#1126)	\$43,325,000

KDOT request: Add new project for local road improvements at Lexington Avenue/K-10

A major recent economic development project has been announced in Johnson County at the site of the former Sunflower Ammunition Plant (De Soto, KS). In order to support access to this site, KDOT has committed to deliver improvements to transportation infrastructure in the general area. As described by KDOT, “the infrastructure improvements include updating about 4.5 miles of the current two-lane asphalt (Lexington Avenue) road to a new divided 4-lane roadway with curb & gutter and sidewalks”. The project scope includes a shared-use path and interchange improvements at K-10/Lexington Avenue. The work will generally be along the existing footprint of 103rd St. between Evening Star and the Lexington Ave./K-10 interchange, and about one mile of the section on Main from 103rd St. south to the new project site. More information on this project can be found here: <https://desotoroadimprovements.ksdotike.org/>

The project is currently estimated to cost \$41.2 million supported by a combination of Kansas State Economic Development Program and local (city and county) dollars. No federal funding for this project is anticipated.

Olathe Request: Amend CKC2050 # 1126, 119th Extension project from Woodland Rd to Nelson Rd.

This project is currently listed as a constrained high priority project in the MTP, at \$16.38 million in cost. As the project is nearing construction, the City of Olathe has submitted a TIP and corresponding MTP amendment request to revise the project cost to \$43.325M. Project scope for this project has not changed from how it is currently described in the MTP.

POLICY CONSIDERATIONS:

Metropolitan Transportation Plan amendments should follow policy guidance from CKC2050 and policies adopted therein.

No federal funding is currently anticipated to support KDOT’s economic development improvements in the City of De Soto, however, staff recommends acknowledging this significant transportation investment by including the project in the MTP. Should federal dollars be added to the funding mix at some point in the future, policy considerations related to the Congestion Management Process and CKC2050 policy framework will need to be considered and addressed.

The Olathe project is currently included in the financially constrained element of CKC2050.

Financial Capacity

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 \$27 million in projects to the first decade of the project listing included. Thus, this indicates that sufficient local capacity exists to advance this amendment as requested.

COMMITTEE ACTION:

The Highway Committee will be provided an update on this amendment on September 28th.

RECOMMENDATION:

Release *Connected KC 2050* Amendment #5 for public review and comment.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

September 2022
Item No. 9

ISSUE:

VOTE: Release 2022 4th Quarter Amendment to the 2022-26 Transportation Improvement Program for public review and comment

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 4th Quarter Amendment to the *2022-26 Transportation Improvement Programs* includes 30 projects:

- 25 new projects to be added, including but not limited to:
 - #163014 - 10th and Limit Street Intersection Improvements in Leavenworth
 - #280181 - Patching and Overlay on I-35 in Wyandotte County
 - #611203 - Grand Boulevard Bike-Ped Bridge in Kansas City, MO
 - #611206 - MLK Park Pedestrian Bridge over Brush Creek
 - #980034 - KC Scout Intelligent Transportation System Upgrades
- 5 modified projects
 - Scope
 - Schedule
 - Budget

Details of these projects are available for review on the Internet at: www.marc.org/TIP

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

None.

RECOMMENDATION

Approve the release of the 2022 4th Quarter Amendment to the FFY 2022-2026 TIP for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

September 2022
Item No. 10

ISSUE:

VOTE: Release 2022 Unified Planning Work Program - Amendment #1 for public review and comment*

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 2022 *UPWP* Amendment #1 will make the following modifications:

- Add a new task for the RideKC Bi-State Green Corridor Planning Investments study. The study will provide analysis in preparation for the introduction of Battery Electric Buses (BEB's), to further reduce greenhouse gas emissions and provide a healthier environment.
- Add a new task for the RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts study. The study will evaluate KCATA's zero-fare transit policy that has demonstrated the potential to reduce vehicle trips, improve air conditions, and improve the health and economic status of low-income and racial minority residents of KC.
- Revise Appendix C as necessary to account for the inclusion of these studies.

The revisions are detailed at: www.marc.org/UPWP

These revisions add federally funded activities to the UPWP and should be released for public review and comment.

BUDGET CONSIDERATIONS

The studies being added are funded through the FTA Route Planning Restoration Program and the FTA Areas of Persistent Poverty Program.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the release of Amendment #1 to the 2022 Unified Planning Work Program for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

September 2022
Item No. 11

ISSUE:

REPORT: City of Gladstone, Mo. Planning Initiatives Update

BACKGROUND:

Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities impact transportation within their community. Gladstone, Mo., will provide an update on their recent 2019 North Oak Complete Streets Planning Sustainable Places project and associated transportation and land use impacts.

Updates will be provided by Austin Greer, Director of Community Development. More information about the PSP project is also available at:

[https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_PSP_Gladstone_NOak_final-\(1\).aspx](https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_PSP_Gladstone_NOak_final-(1).aspx)

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

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Beth Dawson
Martin Rivarola

TTPC AGENDA REPORT

September 2022
Item No. 12

ISSUE:

REPORT: State plans for the National Electric Vehicle Infrastructure Program

BACKGROUND:

The Bipartisan Infrastructure Law authorizes a new program called the National Electric Vehicle Infrastructure Program (NEVI). The program includes \$7.5 billion in dedicated funding to help make EV chargers accessible to more people for local to long-distance trips. Five billion dollars of the total funding is set aside for the formula program and the remaining \$2.5 billion is for discretionary grants. The \$5 billion NEVI Formula Program will provide dedicated funding to states to strategically deploy EV charging infrastructure. Each state must develop a State EV Infrastructure Deployment Plan in order to access these formula funds.

For fiscal years 2022-2026, Missouri will receive \$98.9 million and Kansas will receive \$39.5 million of the \$5 billion NEVI formula funds to deploy electric vehicle charging infrastructure.

MARC staff has invited representatives from both Kansas and Missouri State DOTs to report of their respective EV Infrastructure Deployment Plans.

POLICY CONSIDERATIONS:

The expansion of the EV charging network in support of fleet electrification are goals included in ConnectedKC 2050, the Clean Air Action Plan and the Regional Kansas City Climate Action Plan.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RECOMMENDATION:

None.

STAFF CONTACT:

Karen Clawson

TTPC AGENDA REPORT

September 2022
Item No. 13

ISSUE:

REPORT: 2023 Unified Planning Work Program Development

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 current 2022 UPWP is available at:

www.marc.org/UPWP

Major Transportation Planning Initiatives initially anticipated for 2023 include:

- Respond to new planning provisions in the Bipartisan Infrastructure Law
- Initiation of the *Connected KC 2050 Update* (due June of 2025)
- Development of the *2024-2028 Transportation Improvement Program*
- Economic, Demographic and Travel Demand Forecasting
- Performance Measures and Targets
- Regional Active Transportation Planning
- Regional Freight Planning
- Regional Safety Blueprint Implementation
- Smart Moves Transit Plan Implementation
- Bi-State Sustainable Reinvestment Corridor - RAISE Grant

This list is not exhaustive and will be expanded as the draft UPWP is developed for review by TTPC and the public by October of 2022. MARC staff continues to solicit information about planning studies and planning priorities from partner agencies for inclusion in the UPWP. Local planning initiatives provided to MARC for use as non-cash match for Federal planning funds may be used to offset MARC project fees for Federal funds to be awarded in 2024.

TTPC members are invited to provide suggestions for local planning studies to match Federal planning funds to transportation@marc.org.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Information only.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

September 2022
Item No. 14

ISSUE:

REPORT: Missouri Unfunded Needs

BACKGROUND:

MoDOT has communicated to MARC that it seeks to update its *unfunded transportation needs* list. TTPC previously reviewed and approved the KC region unfunded needs list in September of 2021.

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 are currently working with planning partners such as MARC to update and validate the existing project listing previously approved by TTPC. During this report, staff will provide an overview of the process MARC is undertaking with stakeholders to arrive at an updated prioritized project listing.

The Missouri STP priorities committee and the MARC Highway Committee have been working to review highway and roadway project listing and are anticipating finalizing these recommendations prior to the October TTPC meeting. TTPC will be asked to act on these recommendations in advance of the October 31st MoDOT deadline.

This packet includes some guidelines provided by MoDOT to help guide this process.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Martin Rivarola

2022 Unfunded Needs Prioritization Guidelines

With the expansion of the unfunded needs list to include the addition of a third tier and a multimodal listing, Districts will need to work with Planning Partners now through September to validate the existing need listing (tiers 1 and 2) and to develop the additional needs listings for tier 3 and multimodal. Each district will identify needs totaling their portion of future funding in the amount of \$2 billion for Tier 3 road and bridge needs and \$1 billion in Multimodal needs. 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 needs which represent where additional funding could be used.

Road and Bridge: The \$4.5 billion of needs for road and bridges will be categorized as follows:

1. Tier 1 - \$500 million urgent needs
 - a. Projects to address the need must be deliverable (awarded) within the timeline of the current STIP.
2. Tier 2 - \$2 billion of remaining needs
 - a. Projects to address the need should be deliverable in any of the next 10 years, 2023-2032.
3. Tier 3 - \$2 billion of remaining needs
 - a. Remaining needs deliverable in future years

Multimodal: The \$1 billion future funding for Multimodal will be categorized as follows:

1. Needs may include all modes of Multimodal transportation.
2. The identified needs can address infrastructure improvements, operation assistance and capital maintenance.

General Guidance:

- To have needs that can be located easily (as might be required to show needs within congressional districts) needs are required to be landed in TMS, and as such Various/Variouse for route and county cannot be used.
- Additionally, each need location must be landed under separate entries. Grouped routes of similar treatments must be separated into individual entries with specific costs and location data.
- Need descriptions should be kept flexible and describe the issue to be addressed, such as Capacity Improvement, Safety Improvement, Access Improvements, Intersection Improvements, Pavement Improvements, Bridge Improvements, etc.
- Estimates should be in today's dollars. During each review cycle, costs can be reviewed and revised if necessary. If estimates are still reasonable, they do not have to be updated. If an estimate appears to no longer be reflective of the anticipated cost to address the need, it should be updated.
- Once formally published, needs are not deleted. When a need is no longer a regional priority and removed from the list or if a need is formally committed in the STIP, specific fields in the Unfunded Needs List TMS application are updated to reflect the disposition. Only erroneous TMS entries incorrectly identifying an added need which occurred during the unfunded needs development should be deleted.
 - When a need is formally added to the STIP

- Added to STIP is updated to Yes
- STIP Cycle Added is updated to reflect the STIP Cycle in which the project was added
- Job Number is updated to reflect the project Job Number added to the STIP
- Once the project which was previously a need is delivered
 - Delivered is updated to Yes
 - Year Delivered is updated to the award year
- When a need is no longer regionally supported and is removed from the list
 - Removed by Dist. Without Adding to STIP is updated to Yes.
- While reviewing the existing unfunded needs the following fields should not be significantly changed without discussion with CO TP (Minor adjustments which tweak a need location or clarify the anticipated work are acceptable)
 - Description (other than to address greater flexibility as previously described)
 - Location (TW ID, Route, Begin Log, End Log or County Name)

Potential Future Funds (millions)						
Region		Road and Bridge				Multimodal
District	Distribution ¹	\$500 Million Tier 1	\$2 Billion Tier 2	\$2 Billion Tier 3	Total	\$1 Billion
NW	4.64%	\$23.22	\$92.89	\$92.89	\$208.99	\$46.44
NE	4.68%	\$23.39	\$93.56	\$93.56	\$210.52	\$46.78
KCR	2.80%	\$14.02	\$56.09	\$56.09	\$126.20	\$28.04
KCU	18.37%	\$91.85	\$367.38	\$367.38	\$826.61	\$183.69
CD	11.27%	\$56.34	\$225.38	\$225.38	\$507.10	\$112.69
SL	34.58%	\$172.90	\$691.61	\$691.61	\$1,556.12	\$345.80
SWR	9.56%	\$47.81	\$191.26	\$191.26	\$430.33	\$95.63
SWU	5.30%	\$26.49	\$105.97	\$105.97	\$238.43	\$52.98
SE	8.79%	\$43.97	\$175.87	\$175.87	\$395.70	\$87.93
Total Dist.	100%	\$500	\$2,000	\$2,000	\$4,500	\$1,000

¹Distributed based upon the MHTC's FY23 system improvements funding formula.

Timeline: The due date for the high priority unfunded needs to TMS is ***October 31st***.

List submittal: A TMS application has been built to manage the unfunded needs list. A separate document is provided which offers guidance on using the application and required data needs.

TTPC AGENDA REPORT

September 2022
Item No. 15

ISSUE:

REPORT: RAISE 2022 Grant Awards

BACKGROUND:

On August 11, 2022, USDOT announced awards for the 2022 Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program. RAISE grants provides a unique opportunity for the USDOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$9.9 billion for thirteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

RAISE grants are highly competitive. In each competition, USDOT receives hundreds of applications to plan, build and repair critical pieces of our freight and passenger transportation networks.

Four projects in the Kansas City region received awards for the RAISE 2022 funding cycle:

- **MARC** received an award of \$5.6 million for the Bi-State Sustainable Reinvestment Corridor Planning Project to fund planning activities for an east-west high- capacity transit corridor from Village West in Wyandotte County, Kansas through downtown Kansas City, Missouri to Independence, Missouri. The project will complete project development and environmental documentation for zero-emission transportation elements, and advance engineering design for one or more high-capacity transit routes.
- **The City of Kansas City, Missouri** received an award of \$5 million for the US 71 Reconnecting Neighborhoods planning project to conduct a Planning and Environmental Linkages study, NEPA analysis, and conceptual design for US 71, from 85th Street north to Dr. Martin Luther King Jr. Boulevard in Kansas City.
- **The City of Independence** received a \$10.16 million award for the Noland Multimodal Corridor to create an approximate 1.7-mile multimodal corridor along the pre-existing Noland Road. It includes adding dedicated north and south bound bike lanes, replacement of more than three miles of derelict sidewalks to be ADA compliant, push button pedestrian signals, and transit stop improvements. These improvements also intersect the Bi-State Sustainable Reinvestment Corridor.
- **The City of Excelsior Springs** received an award of \$21.5 million to rebuild approximately 2 miles of existing streets with curb, gutter, storm drainage, and sidewalks, add approximately 2.3 miles of sidewalk along existing streets, and add approximately 2.5 miles of trail along US-69. The project also includes nine intersections improvements, with signal modifications, round-abouts or pedestrian overpasses.

More information about the RAISE grant program is available at:

<https://www.transportation.gov/RAISEgrants/about>

POLICY CONSIDERATIONS:

Each of these projects will advance regional goals for access to opportunity, public health and safety, healthy environment, transportation choices and economic vitality. MARC will work with these project sponsors to modify the UPWP and TIP as needed.

BUDGET CONSIDERATIONS:

MARC will receive \$5.6 Million for the Bi-State Sustainable Reinvestment Corridor Planning Project to be matched with funds from partner local governments.

COMMITTEE ACTION:

The MARC Board of Directors authorized the application for MARC's project in March, 2022.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl