



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

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, January 17, 2023, 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: Approve December 20, 2022, Meeting Summary*
3. VOTE: 2023 1st Quarter Amendment to the 2022-26 Transportation Improvement Program*
4. VOTE: 2023 Unified Planning Work Program – Amendment #1*
5. REPORT: MoDOT KC District Update
6. REPORT: 2022 Performance Measures Report
7. REPORT: Local Comprehensive Plan Review
8. REPORT: Transportation Planning Committee Work Plans
9. REPORT: Annual Policy Review
10. Other Business
11. Adjournment

**Action Items*

Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be open to the public via teleconference. Members of the public who wish to participate in this meeting please email transportation@marc.org by Noon on Monday January 16, 2023, for instructions to join the teleconference.

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our [webpage](#).

**Total Transportation Policy Committee
December 20, 2022
Meeting Summary**

Members, Alternates Present-Representing

Co-Chair Councilmember Chuck Adams,
Wyandotte County Municipalities
Co-Chair Mayor Carson Ross, Jackson County
Municipalities
Lorraine Basalo, City Overland Park
Monica Brede, Wyandotte Economic Development
Council
Matt Davis, Jackson County
Councilmember Fred DeMoro, City of Lee's
Summit
A.J. Farris, KCATA
Tom Gerend, KC Streetcar Authority
Commissioner Janeé Hanzlick, Johnson County
Bob Heim, Platte County
Patty Hilderbrand, City of Kansas City, MO
Dick Jarrold, KCATA
Mayor Leonard Jones, Jackson County
Michael Kelley, BikeWalkKC
Mayor Norman Larkey, Cass County Municipalities
Nathan Law, Miami County Municipalities
Jill Lawlor, City of Kansas City, MO
Mayor Mike McDonough, Jackson County
Municipalities
Janet McRae, Miami County
Matt Nolker, Ray County
Commissioner Jerry Nolte, Clay County
Michael Park, City of Lee's Summit
Chris Redline, MoDOT
Lisa Reynolds, City of Independence
Eric Rogers, BikeWalkKC
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Michael Spickelmier, City of Lansing
Chad Thompson, City of Kansas City, MO
Councilmember Reginald Townsend, Cass County
Municipalities
Mario Vasquez, City of Kansas City, MO
Doug Whitacre, Johnson County Municipalities
Commissioner Dagmar Wood, Platte County
Beth Wright, City of Olathe
Sabin Yanez, Northland Chamber of Commerce
Beccy Yocham, Johnson County Municipalities

Others Present

Alysen Abel, City of Parkville
Joel Arrington, Lee's Summit Airport
Stephanie Boyce, City of Raytown
Robinson Camp, City of Raytown
Tina Chace, Platte County EDC

Others Present (cont.)

Mayor Steve Clark, City of Weatherby Lake
Cecelie Cochran, Federal Highway Admin. KS
Mark Fisher, MoDOT
Commissioner Elect Scott Fricker, Platte County
DJ Gehrt, City of Platte City
Cemal Gungor, City of Grandview
Mark Hoppe, Affinis
Joe Johnson, Olsson
Krystal Jolly, MoDOT
Paul Kramer, City of Leavenworth
Haden Mattke, City of Belton
Matt Messina, KDOT
Michelle Newman, Jackson County
Andrew Ngui, City of Kansas City
Brian Nowotny, Jackson County
Britni O'Connor, MoDOT
Mark Owen, Platte County Sheriff
Greg Rokos, City of Belton
Ericka Ross, MoDOT
Sarah Shafer, Wyandotte County
Bryce Shields, KCATA
Allison Smith, KDOT
Julia Thompson, CPCS Transcom Inc.
Mark Trosen, City of Grain Valley
Richard Tuttle, City of Grain Valley
Commissioner Joe Vanover, Platte County
Marisela Ward, MoDOT
Doug Wesselschmidt, City of Grandview
Earl Wilkinson, City of Leavenworth
Erika Witzke, CPCS Transcom Inc.
Juan Yin, MoDOT

MARC Staff Present

Ron Achelpohl, Director of Transportation &
Environment
Megan Broll, Transportation Program Assistant
Selina Bur, Principal Planner
Karen Clawson, Principal Planner/Air Quality
Program Manager
Beth Dawson, Principal Planner
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Tom Jacobs, Environmental Program Director
Kate Ludwig, Environmental Program Assistant
Martin Rivarola, Asst. Dir. of Trans. & Land Use
Amy Strange, Digital Communications Manager
Patrick Trouba, Transportation Planner I
Raymond Webb, Manager of Traffic Operations
Kayla Zacharias, Transportation Planner II

1) Welcome/Introductions

Councilmember Chuck Adams, Kansas Co-Chair called the meeting to order. Self-introductions of in-person attendees followed, and virtual attendees were asked to introduce themselves via chat. Councilmember Adams announced Items 2-5 would be voted upon on a consent agenda.

2) Approval of November 15, 2022, Meeting Summary*

Councilmember Adams called for any corrections to the November meeting minutes. No corrections were requested.

Recommended action: Approve the November 15, 2022, Meeting Summary.

3) VOTE: Project Funding Recommendations*

Councilmember Adams introduced Marc Hansen to present. Mr. Hansen reviewed federal funding available to projects for Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Surface Transportation Block Grant Program - Set Aside (TAP) programs. Mr. Hansen reviewed the timeline, describing the application process, workshops available, and assessment. Across these programs MARC received 145 applications for projects requesting more than \$370 million in federal funding by the July 29, 2022, application deadline.

Since the previous TTPC meeting, the Missouri STP Priorities Committee finalized funding recommendations (included in the meeting packet). The CMAQ Ad-Hoc Workgroup finalized recommendations for reallocated CMAQ funding, and Mr. Hansen detailed how funds were distributed and highlights of the CMAQ program. The Air Quality Forum approved all the Kansas and Missouri CMAQ funding recommendations as well.

The Active Transportation Programming Committee programmed TAP funding for Kansas and Missouri, and due to additional resources resulting from the Bipartisan Infrastructure Law (BIL), projects were able to be funded at a higher amount than originally anticipated (averaging over 100%). A combination of CMAQ and TAP funding helped the Edwardsville project receive full funding.

Kansas STBG program awarded funding at an average of 83% of requests, and top jurisdictional priorities were funded. Missouri STBG funding recommendations averaged at 79% of applicants' requests.

Mr. Hansen drew attention to specific projects of note, both municipal and regional, addressing a variety of issues. He also reminded the committee that projects are subject to MARC's program fee, and that project sponsors would be invoiced for this annual fee in January.

Mr. Hansen reviewed the four components of the funding recommendation request, and called for any questions. Councilmember Reginald Townsend asked about the Platte City, MO project in the Missouri STBG Recommendations (Table 4, ID 155), with specific concerns about why it was designated as "not aligned" with Connected KC 2050. In response, Marc Hansen noted that projects that are adding capacity need to be in areas that are currently congested and warrants capacity; this project was deemed to be preventative. Commissioners Dagmar Wood and Jerry Nolte and Mayors David Slater and John Smedley expressed support for the project, noting significant growth and financial investments in the area. Matt Nolker asked why the

alignment policy didn't fit a project like this, and questioned if scoring was fair to smaller/more rural communities. Sabin Yanez commented that the Missouri STP Committee is sensitive to how certain criteria may create difficulties for some projects outside the urban core, discussed the projects at length, and had a strong vote in favor of the recommendations put forward.

Councilmember Townsend expressed concerns about the timing of the loss of voting rights in the Missouri STP Committee by members (who may have voted in favor of The Platte City project) due to participation requirements. Mr. Nolker clarified that there were no rule changes to participation requirements, and that hybrid offerings allowed communities with fewer available staff to attend. Patty Hilderbrand, Chair of the Missouri STP Committee, commented that the participation rule was implemented pre-covid, and after returning to more in-person (hybrid) meetings, she asked the committee if they wanted to continue with that participation rule. Prior to making the funding recommendations, the committee voted in favor of the participation rule, with the understanding that ineligible communities would not be able to vote. Alysén Abel, Vice Chair of the Missouri STP Committee, added that leeway was given to communities with regard to representation. She also noted that despite being from a small community, the City of Parkville's project was able to score highly and meet alignment criteria due to the nature of their project.

Recommended action: Approve 2022 Suballocated Funding Recommendations and authorize their release for public review and comment as part of the 2023 1st Quarter Amendment to the 2022-2026 Transportation Improvement Program.

4) *VOTE: Release 2023 First Quarter Amendment to the 2022-2026 TIP for Public Review and Comment**

Councilmember Adams thanked the committee for their discussion and moved to the next item on the agenda. Marc Hansen announced that two additional projects were added to the 2023 1st Quarter Amendment (totaling 133 projects). The new projects did not affect the amendment itself. The first additional project is a budget-only update to existing TIP Project 259212 (Unified Government bridge replacement on Thorn Drive over Barber Creek). The second addition is the new TIP Project 165019 (Leavenworth County bridge replacement on Fairmount Road over Little Stranger Creek). The total budget for Project 165019 is \$1.3m for the bridge replacement, \$1m of which come from federal funds. Details of these projects are available for review at: www.marc.org/TIP.

Recommended action: Approve the release of the 2023 1st Quarter Amendment to the FFY 2022-2026 TIP for public review and comment.

5) *VOTE: 2023 Unified Planning Work Program - Amendment #1**

Marc Hansen informed the committee that two new projects were added to the 2023 Unified Planning Work Program, funded by the Missouri Traffic Engineering Assistance Program (TEAP). One project is in the City of Independence, the other is in the City of Excelsior Springs. Neither project affects MARC's UPWP budget; these projects are both funded by outside agencies. Revisions are detailed at: www.marc.org/UPWP.

Recommended action: Approve the release of Amendment #1 to the 2023 Unified Planning Work Program for public review and comment.

Committee Action:

Councilmember Adams called for a motion to approve Items 2-5. Mayor John Smedley moved to approve Items 2-5. Mayor David Slater seconded the motion. There were no objections and Items 2-5 were approved.

6) Kansas State Freight and Rail Plan

Ron Achelpohl welcomed Matt Messina of KDOT, who has been overseeing the Kansas State Rail Plan and State Freight Plan. The combined “State Freight and Rail Plan” guides the state’s vision for freight transportation and identifies strategies to achieve this vision. Mr. Messina introduced Erika Witzke of CPCS, the management consulting firm working with KDOT on the plan.

Ms. Witzke described why developing this plan is important, its goals, and the process for developing, measuring progress, and evaluating the plan. Areas of focus included understanding of the multimodal freight system, how industries and people use the system, and the system’s needs, issues, and opportunities. Highlights included creating an inventory of truck parking (public and private), identifying significant freight corridors and their eligibility for National Highway Freight Program (NHFP) funds, and a deep analysis of specific corridors of interest (often impacted by adjacent industries/facilities and their needs). All data transferred to KDOT is accessible to MARC and will be used for future planning efforts.

Ms. Witzke highlighted the importance of investments in safety and condition of certain parts of the system (including bridges), and that private freight development needs to be included to plan improvements accordingly. Projects that KDOT will invest NHFP funding in, when combined with matching funds, total over \$140m in investments. One project in the MARC region is an I-35 bridge in Johnson County (Matt Messina mentioned that he can follow up with more information about this specific project with the committee). Once the FHWA approves the draft State Freight Plan, projects can advance using NHFP funds, and KDOT will convene the Kansas Freight Advisory Committee (KFAC).

Mayor Slater asked about the proportion of funding allocated to Johnson County. Ms. Witzke replied that on any given year, KDOT only receives about \$13m on freight. Greater Kansas City and Wichita have greatest congestion issues, but a large portion of Kansas’ economic activity occurs outside of urban areas, and KDOT can speak more to their investment philosophy. Beth Wright commented that she appreciated KDOT’s work on the freight plan, and that it was significant for the MARC region. Prior to this plan, I-35 was not shown as part of the primary freight network. Now that piece from Emporia to Kansas City can be part of the network, which will significantly help our region as KDOT and communities seek federal funding.

In response to a question about resiliency in the state freight plan, Ms. Witzke responded that they presented a review of recent/historic events in KS that impacted system resiliency, included the concept in their SWOT analysis, and did a qualitative assessment of resiliency through a future scenario focused on the topic. Based on this, they made recommendations to KDOT on how to improve the resiliency of the system, including considering/updating design standards to harden infrastructure. In the State Rail Plan, major weather events are listed as a continuing trend that will continue to impact the state’s rail system which is a key consideration for future system planning.

7) *City of Grandview, Mo. Planning Initiatives Update*

Beth Dawson, Program Manager for the Planning Sustainable Places (PSP) program, announced that \$159,000 of program funding was still available for Kansas projects, and an additional call for projects would be released in January. Ms. Dawson reviewed the requirements for applications and the schedule for selecting potential projects.

Beth Dawson also introduced Doug Wesselschmidt, Director of Public Works for the City of Grandview, to report on the Blue Ridge Boulevard Corridor Study (a 2021 PSP Project). The study is on the historic corridor following Blue Ridge Boulevard from I-49 to Grandview Road. Mr. Wesselschmidt reviewed a previous PSP study on the I-49 Corridor and outer roads that was completed, which resulted in 2-way conversion of frontage roads that has already generated interest in property investments and economic development in the area. The next area of emphasis in Grandview is the Blue Ridge Boulevard Corridor, to reverse the decline of this commercial section. Study consultants Confluence and TREKK developed numerous options based on traffic, transit, cyclists, and pedestrian needs, and used virtual resources to gain public input. Mr. Wesselschmidt identified strategies for moving forward, including working with relevant transit and municipal agencies, conformance to the plan, and using the plan as a tool to pursue Missouri STP project funding to design and implement improvements to the corridor. Mr. Wesselschmidt presented visualizations of key intersections in the study and how implementation would affect transportation (especially for pedestrians and cyclists) and nearby development.

Mr. Wesselschmidt thanked the committee for their funding considerations, and Councilman Adams called for questions. Mayor Slater complimented Mayor Leonard Jones for his leadership and the recent improvements in Grandview.

8) *2022 Performance Measures*

Item 8 was deferred to the next TTPC meeting in January.

9) *Other Business*

Councilmember Adams reminded the committee that the next meeting would be January 17th and emphasized the importance of participating in MARC committees.

10) *Adjournment*

Councilmember Adams wished the committee well over the holiday, and the meeting was adjourned.

TTPC AGENDA REPORT

January 2023
Item No. 3

ISSUE:

VOTE: 2023 1st Quarter Amendment to the 2022-26 *Transportation Improvement Program*

BACKGROUND:

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

The proposed 2023 1st Quarter Amendment to the 2022-26 *Transportation Improvement Programs* includes 133 projects:

- 72 new projects recommended to receive FFY 2025-2026 funding through the following programs:
 - Kansas and Missouri Surface Transportation Block Grant Program (STBG) funding
 - Kansas and Missouri Congestion Mitigation/Air Quality Program (CMAQ) funding
 - Kansas and Missouri Surface Transportation Block Grant Program - Set Aside (TAP) funding
- 49 new projects funded through other sources
- 12 modified projects, including 6 recommended to receive FFY 2025-2026 funding through the programs noted above
 - 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. No comments from the public were received.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the 2023 1st Quarter Amendment to the FFY 2022-2026 TIP.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

January 2023
Item No. 4

ISSUE:

VOTE: 2023 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 2023 *UPWP* Amendment #1 will make the following modifications:

- Add two new tasks funded through the Missouri Traffic Engineering Assistance Program (TEAP) to the Appendix F - Related Activities
 - Noland Road and 35th Street Intersection Safety and Operational Analysis -
Lead Agency: City of Independence, Missouri
 - US 69 Highway North Intersection Safety and Operational Analysis-
Lead Agency: City of Excelsior Springs, Missouri
- Revise Appendix D as necessary to account for the inclusion of these activities.

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. No comments from the public were received.

BUDGET CONSIDERATIONS

The activities being added are funded through the Traffic Engineering Assistance Program (TEAP).

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Amendment #1 to the 2023 Unified Planning Work Program.

STAFF CONTACT

Marc Hansen

2023 Unified Planning Work Program
Amendment #1
Add New Activities

F.6 Noland Road and 35th Street Intersection Safety and Operational Analysis
Lead Agency: City of Independence, Missouri

Program Objectives

This scope of services is to conduct a safety and operational analysis for the intersection of Noland Road and 35th Street in Independence, Missouri. The purpose of the project will be to prepare a report summarizing a safety and operational analysis of the intersection. The objective of this project is to assist the City in documenting current conditions of the intersection and identify improvements to address deficiencies.

Background/Previous Work

Noland Road and 35th Street is a busy, congested, and high crash area. It is situated around multiple retail and commercial developments and is less than a block from Truman High School. There is school, pedestrian, transit, railroad, and commercial/retail activity. Cargo Largo is a recent development that has expanded to include over 350,000 Sq. Ft. of additional commercial activity space and a new traffic signal at 33rd Street and Noland Rd.

Program Activities and Products

1. *ACTIVITY*: Data Collection (February-March 2023)
2. *PRODUCT*: Conduct safety and operational study of Noland Rd and 35th St Intersection (April 2023)

Funding

Federal	\$12,000	FHWA-TEAP-MO
Local	<u>\$ 3,500</u>	
Task Total	\$15,500	

F.7 US 69 Highway North Intersection Safety and Operational Analysis
Lead Agency: City of Excelsior Springs, Missouri

Program Objectives

To review existing conditions, traffic volume, crash incidents, and identify improvements that address safety and operational efficiencies at each intersection from Jill Lane to 92 Highway.

Background/Previous Work

Area was chosen due to frequent accidents at M-92, Italian Way/ C.E. King Avenue, and Jill Lane, with U.S. 69 Highway

Program Activities and Products

1. *ACTIVITY*: Volume/Crash review (February 2023)
2. *ACTIVITY*: Conceptual layouts (February 2023-May 2023)
3. *PRODUCT*: Cost Estimates and TEAP Report (May 2023)

Funding

Federal	\$ 12,000	FHWA-TEAP-MO
Non-Federal	<u>\$ 3,000</u>	
Task Total	\$15,000	

**APPENDIX D – SCHEDULE 1
FY 2023 FUNDING SUMMARY TABLE**

Work Element		STATE and LOCAL				Federal				Total
		MARC	KDOT	MoDOT	Other	CPG Funds		Other		
						KDOT ⁽¹⁾	MoDOT ⁽²⁾	Amount	Agency	
1.1	Transportation Administration	\$19,268				\$187,483	\$252,368			\$459,119
1.2	Public Participation	\$10,464				\$101,824	\$137,061			\$249,349
2.1	Land Use, Demographic & Comprehensive Planning	\$22,170				\$215,709	\$290,359			\$528,238
2.2	Metropolitan Transportation Plan	\$13,759				\$133,871	\$180,199			\$327,829
3.1	Transportation Modeling/Forecasting	\$41,816				\$406,881	\$547,684			\$996,381
3.2	Transportation Research & Database Management	\$24,579				\$239,152	\$321,910			\$585,641
3.3	Air Quality Planning	\$4,453				\$43,323	\$58,314			\$106,090
3.4	Active Transportation	\$16,478				\$160,330	\$215,814			\$392,622
3.5	Transportation Technology	\$1,686				\$16,402	\$22,076			\$40,164
3.6	Transportation Safety Planning	\$4,377				\$42,584	\$57,315			\$104,276
3.7	Congestion Management System	\$2,623				\$25,521	\$34,352			\$62,496
3.8	Management & Operations Planning	\$1,841				\$17,915	\$24,114			\$43,870
3.9	Performance Measurement & Target Setting	\$3,526				\$34,310	\$46,183			\$84,019
4.1	Transportation Improvement Program	\$10,073				\$98,007	\$131,920			\$240,000
5.1	RideKC Short-Range and Ongoing Transportation Planning				\$80,000			\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning				\$130,000			\$650,000	FTA 5307, 5309	\$780,000
5.3	Goods Movement/Freight Planning	\$3,654				\$35,556	\$47,861			\$87,071
5.4	Corridor Studies	\$499				\$4,855	\$6,534			\$11,888
5.5	Aviation Planning	\$109				\$1,060	\$1,425			\$2,594
5.6	MoDOT Traffic Studies			\$350,527						\$350,527
5.7	Economic Equity Value Atlas Regional Customization				\$71,000					\$71,000
5.8	Comprehensive TOD Plan for the Prospect MAX Corridor ³				\$100,000			\$400,000	FTA TOD Pilot	\$500,000
5.9	Planning and Environmental Linkages (PEL) Study: I-35&I-29 ⁴			\$160,000	\$160,000			\$640,000	FHWA BUILD	\$960,000
5.10	Leavenworth County Surface Transportation Study ⁴		\$250,000		\$300,000					\$550,000
5.11	RideKC Bi-State Green Corridor Planning Investments ⁴							\$514,045	FTA Route Planning Restoration	\$514,045
5.12	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ⁴				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.13	Kansas City International Airport Transit Service Action Plan	\$8,394				\$81,671	\$109,935			\$200,000
5.14	Building Climate Resilience in the Transportation System (Phase 1)	\$8,394				\$81,671	\$109,935			\$200,000
5.15	Electric Vehicle Readiness Plan	\$8,394				\$81,671	\$109,935			\$200,000
5.16	Regional Freight Plan	\$37,772				\$367,522	\$494,706			\$900,000
5.17	Bi-State Sustainable Reinvestment Corridor				\$500,000			\$2,000,000	RAISE	\$2,500,000
5.18	Stormwater Engineering Standards Update				\$700,000					\$700,000
5.19	Overland Park Comprehensive Plan Update Transportation Component				\$150,000					\$150,000
5.20	Kansas City, MO Disparity Study				\$450,000					\$450,000
F.1	Operation Green Light				\$600,000			\$600,000	FHWA STP	\$1,200,000
F.2	Air Quality Public Education				\$138,750			\$555,000	FHWA CMAQ	\$693,750
F.3	RideShare Program							\$250,000	FHWA CMAQ	\$250,000
F.4	Active Transportation Programs				\$18,000			\$72,000	FHWA CMAQ	\$90,000
F.5	Planning Sustainable Places Program				\$375,000			\$1,500,000	FHWA STP	\$1,875,000
F.6	Noland Road and 35th Street Intersection Safety and Operational Analysis				\$3,500			\$12,000	FHWA TEAP	\$15,500
F.7	US 69 Highway North Intersection Safety and Operational Analysis				\$3,000			\$12,000	FHWA TEAP	\$15,000
		\$244,329	\$250,000	\$510,527	\$3,834,805	\$2,377,317	\$3,200,000	\$8,105,045		\$18,522,023

(1) For Kansas CPG funds, MARC estimates a carryover balance of \$1,318,579 and new 2023 allocated funding of \$2,188,938. MARC anticipates using direct cost value of \$350,000 to match Kansas CPG funds and increase Kansas CPG to \$2,377,317 as calculated in Appendix D - Schedule 2. Carryover CPG from 2022 is estimated at \$1,318,579.

(2) For Missouri CPG funds, MARC estimates a carryover balance of \$2,022,490 and new 2023 allocated funding of \$2,512,000. MARC anticipates using direct cost value of \$800,000 to match Missouri CPG funds and increase Missouri CPG to \$3,200,000 as calculated in Appendix D - Schedule 2. Carryover CPG from 2022 is estimated at \$2,190,311.

(3) Study was initiated in 2020 and extends into 2023.

(4) Study was initiated in 2020 and extends into 2023.

TTPC AGENDA REPORT

January 2023
Item No. 5

ISSUE:

REPORT: MoDOT KC District Update

BACKGROUND:

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

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

January 2023
Item No. 6

ISSUE:

REPORT: 2022 Performance Measures Report

BACKGROUND:

Performance-based Planning and Programing (PBPP) is a method to use transportation performance management principles in planning and programming processes to ensure that the funding decisions being made will help the region make progress towards the established targets for each measure. PBPP is a federal requirement and as such, MARC is required to establish targets for and monitor progress related to Safety (PM1), Pavement and Bridge Condition (PM2), Performance of the National Highway System (NHS), Freight, and Congestion Mitigation Air Quality (PM3), Transit Safety and Transit Asset Management.

In support of a performance-based planning process, Connected KC 2050 includes a set of regional performance measures related to the vision and goals defined in the plan's Policy Framework. Since 2010, MARC has produced regular Performance Measures Reports to monitor trends and help MARC and regional transportation stakeholders to better understand and evaluate progress towards achieving the plan goals.

The *2022 Transportation Performance Measures Report* looks at a subset of the performance measures identified in Connected KC 2050, concentrating on the measures most relevant to suballocated funding and other decisions that will come before MARC over the next year and is available here:

<https://storymaps.arcgis.com/stories/71cb888631e74bc181cc92663ad9a20f>

POLICY CONSIDERATIONS:

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

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None. New targets for Safety, Transit State of Good Repair, National Highway System (NHS) Bridge and Pavement Condition, and NHS Reliability measures will be reviewed by TTPC in early 2023.

RECOMMENDATION:

None. Information only.

STAFF CONTACT(S):

Selina Zapata Bur
Kayla Zacharias

TTPC AGENDA REPORT

January 2023
Item No. 7

ISSUE:

REPORT: Local Comprehensive Plan Review

BACKGROUND:

An early advance task in preparation for the next update of the Metropolitan Transportation Plan (MTP), Connected KC 2050, included a regional review of local comprehensive plans. A similar effort was carried out in 2016 to help inform development of the MTP.

The objective of this review is to analyze the relationship between regional and local planning efforts. Staff has reviewed planning documents from MARC to determine regional vision and themes. Staff then reviewed local comprehensive plans to assess their alignment with regional planning efforts.

When the first iteration of this project was completed in 2016, it was primarily focused on transportation and land use. For the 2022 review, MARC staff expanded the review scope to include housing, broadband, and economic and workforce development planning.

During this month's TTPC meeting, staff will provide a brief overview of the project's objectives and scope, findings and conclusions and next steps.

POLICY CONSIDERATIONS:

Review alignment between regional vision, goals and strategies from MARC's Connected KC 2050 and other policy documents and local comprehensive (and similar) plans.

BUDGET CONSIDERATIONS:

None

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Taylor Cunningham
Jonathan Feverston
Lauren Winter

TTPC AGENDA REPORT

January 2023
Item No. 8

ISSUE:

REPORT: Transportation Planning Committee Work Plans

BACKGROUND:

MARC Planning Committees are currently undertaking a number of major work activities, which relate directly to our Unified Planning Work Program (UPWP) for 2023.

At this month's TTPC meeting, MARC staff will present highlights of each planning committee's work plan for the current year. Committee' workplans to be presented/discussed include:

- Highway Committee
- Bicycle Pedestrian Advisory Committee (BPAC)
- Goods Movement Committee
- Destination Safe Coalition
- Regional Transit Coordination Council (RTCC) Technical Team
- Mobility Advisory Committee (MAC)
- Sustainable Places Policy Committee (SPPC)

POLICY CONSIDERATIONS

Planning Committees serve a role in the advancement of planning initiatives identified in the UPWP. These committees also provide support to the development of the region's Metropolitan Transportation Plan (MTP) for the region.

COMMITTEE ACTION

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

RECOMMENDATION

None. Information Only.

STAFF CONTACT

Ron Achelpohl
Martin Rivarola

Planning Modal & Policy Committee 2023 Work Plans

All Committees

- Debrief and review 2022 programming activities, including MTP alignment preapplication process
- Review proposed Connected KC 2050 amendments relevant to a committee's work
- Support Connected KC 2050 update (due in June 2025)
 - Comprehensive Plan Phase I & II findings
 - Forecast Presentation and Discussion
 - Needs Assessment/Policy Goals/Scenario Analysis
- Review ongoing Complete Street Network Assessment & Complete Street Policy, as necessary
- Review and recommendation of state and federal legislative platforms

Highway Committee

- Consider Functional Classification Changes, as necessary
- Performance management/target setting: Update the required USDOT performance measures as necessary
- Support of Connected KC 2050 MTP Update and Climate Action Plan, including target-setting for certain voluntary measures such as VMT per-capita targets
- Review Congestion Management policies and processes

Bicycle Pedestrian Advisory Committee (BPAC)

- Review & update of the Regional Bikeway Plan network
- Give feedback on MARC Active Transportation Program and new program initiatives

Goods Movement Committee

- Initiate regional freight planning study to identify, prioritize multimodal freight projects.
- Review/update metro area freight activity center locations
- Participation in KS's and MO's freight advisory councils

Destination Safe Coalition

- Update the application process for the education, emergency response and/or enforcement funds call for projects. Launch call and prioritize applications.
- Finalize the 2023-2027 Destination Safe Work Plan
- Update crash data dashboard and add new maps to Transportation Safety Plan
- Expand Destination Safe partner organizations and increase active participation

Regional Transit Coordination Council (RTCC)

- Convene transit providers and funders. Knowledge sharing.
- Support KCI Airport Service Action Plan
- Support to various transit corridor planning activities (East West 31st-39th Transit Corridor Study; North Oak streetcar extension, Bistate transit corridor study, etc.)
- Update and review transit performance measures (federally required and non-required)
- PTASP review/transit safety PM coordination
- Vet other MARC and transit agency efforts (i.e. jobs accessibility analysis and performance measures)

Mobility Advisory Committee (MAC)

- Convene special transportation service providers. Knowledge sharing.
- Debrief on 2022 FTA Section 5310 funds Programming

Sustainable Places Policy Committee (SPPC)

- Support Climate Action Plan implementation
 - EV Implications for Land Use
- Planning Sustainable Places Program oversight and 2023 Programming
 - PSP 10th Anniversary Activities
 - Program Round 2 2023 KS Planning Sustainable Places funding
- Support of attainable housing and integrated land use work
 - Regional Housing Partnership: Housing, Land Use and Transportation Policy Discussion
 - Big Development Projects: Local Perspective, Workforce Development
- MARC Resources: Overview and Discussion
- Academy for Sustainable Communities Brainstorm: How might we more broadly share what we are learning from PSP?
- Hazard Mitigation Planning

TTPC AGENDA REPORT

January 2023
Item No. 9

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
Martin Rivarola

	<p style="text-align: right;">MARC AGENCY POLICY: CONFLICT OF INTEREST Policy No: 1</p>
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CONFLICT OF INTEREST POLICY

Governing all Boards, Commissions, Committees and Subcommittees

PURPOSE

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, nonprofit, 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:

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

BOARD APPROVAL AND REVISION DATES

Approved: August 25, 2009

**Revised: September 24, 2013
October 15, 2013
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.
- 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.

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.