



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

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, March 21, 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: Meeting Summary for February 21, 2023*
3. VOTE: 2023 2nd Quarter Amendment to the 2022-26 Transportation Improvement Program for Public Review and Comment*
4. VOTE: Authorize Carbon Reduction Program Call for Projects*
5. VOTE: Planning Sustainable Places Supplemental Programming Recommendations*
6. REPORT: City of Overland Park, Kan. Planning Initiatives Update
7. REPORT: Regional Preventive Maintenance Project Update
8. REPORT: Regional Travel Model Program Update
9. REPORT: Potential Changes to Missouri Transportation Funding
10. Other Business
11. Adjourn

**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 March 20, 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
February 21, 2023
Meeting Summary**

Members, Alternates Present-Representing

Co-Chair Councilmember Chuck Adams,
Wyandotte County Municipalities
Co-Chair Mayor Leonard Jones, Jackson
County
Nate Baldwin, Wyandotte County
Municipalities
David Church, COMTO
Cecelie Cochran, Federal Highway Admin. KS
AJ Farris, KCATA
Tom Gerend, KC Streetcar Authority
Commissioner Janeé Hanzlick, Johnson
County
Jeffrey Hardy, MoDOT
Bob Heim, Platte County
Leslie Herring, Johnson County Municipalities
AJ Herrmann, City of Kansas City, MO
Patty Hilderbrand, City of Kansas City, MO
Dick Jarrold, KCATA
Nathan Law, Miami County Municipalities
Jack Messer, City of Overland Park
Mike Moriarty, KDOT
Bill Noll, Leavenworth County
Commissioner Jerry Nolte, Clay County
Michael Park, City of Lee's Summit
Chris Redline, MoDOT
Eric Rogers, BikeWalkKC
Mayor Carson Ross, Jackson County
Municipalities
Eric Sandberg, Miami County
Brian Shields, City of Overland Park
Mayor David Slater, Clay County
Municipalities
Mayor John Smedley, Platte County
Municipalities
Michael Spickelmier, Leavenworth County
Municipalities
Chad Thompson, City of Kansas City, MO
Councilmember Reginald Townsend, Cass
County Municipalities
Sabin Yanez, Northland Chamber of
Commerce
Beccy Yocham, Johnson County Municipalities

Others Present

Iain Blair, HDR
Jeff Bryan, Affinis
Randy Gorton, BHC
Mark Hoppe, Affinis
Joe Johnson, Olsson
Hunter Kelly, Office of US Senator Josh
Hawley
Paul Kramer, City of Leavenworth
Haden Mattke, City of Belton
Davonna Moore, CDM Smith
Andrew Ngui, City of Kansas City, MO
Britni O'Connor, MoDOT
Greg Rokos, City of Belton
Melissa Schmitz, MoDOT
Jennifer Schwaller, HDR
Allison Smith, KDOT
Kip Strauss, HNTB
Rachel Thomas, MoDOT
Gerald Williams, City of Kansas City, MO

MARC Staff Present

Ron Achelpohl, Director of Transportation &
Environment
Megan Broll, Transportation Program Assistant
Karen Clawson, Principal Planner
Taylor Cunningham, Transportation Planner II
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. Director of
Transportation & Land Use
Amy Strange, Digital Communications
Manager
Patrick Trouba, Transportation Planner I
Raymond Webb, Manager of Traffic
Operations
Kayla Zacharias, Transportation Planner II
Selina Zapata Bur, Principal Planner

1) Welcome/Introductions

Mayor Carson Ross, outgoing Missouri Co-Chair called the meeting to order, and introduced Mayor Leonard Jones as new Missouri Co-Chair. Kansas Co-Chair Councilmember Chuck Adams reviewed some of the major accomplishments of Mayor Ross during his time as Missouri Co-Chair, and thanked Mayor Ross for his friendship and service. Self-introductions for in-person attendees followed.

2) Approval of January 17, 2023 Meeting Summary

Councilmember Adams called for a motion to approve the January 17, 2023 minutes.

Committee Action:

Mayor John Smedley moved to approve the minutes, Mayor David Slater seconded the motion. There were no objections and the motion passed.

3) VOTE: 2023 Traffic Safety Performance Targets (PM 1)

Councilmember Adams introduced Ron Achelpohl, Director of Transportation & Environment, to present. Mr. Achelpohl introduced the requirements and domains of the safety targets, noting that MARC has elected to update regional targets due to the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. Targets were developed in coordination with Kansas and Missouri DOTs and regional partners, and reflected an aggressive goal of achieving zero fatalities and serious injuries by 2050. The five recommended MPO safety performance targets represent a rolling 5-year average (2019-2023) for:

1. Number of fatalities: 207
2. Fatality rate per 100 million VMT: 0.94
3. Number of serious injuries: 1,082
4. Serious injury rate per 100 million VMT: 4.89
5. Number of non-motorized fatalities and serious injuries: 128

Through Destination Safe, MARC is working with regional partners to improve traffic safety and implement strategies in the 2022-2027 Transportation Safety Plan. With regard to non-motorized fatalities in particular, the current work plan has included a vulnerable road user assessment which will hopefully provide better recommendations and strategies to meet that target.

Mayor John Smedley commented he was surprised to see Covid-19 did not reduce traffic related injury/fatality rates. Mr. Achelpohl replied that although traffic volume decreased overall, there was a serious spike in traffic fatalities nationally and regionally. Those numbers are leveling off, and there are multiple theories about why this occurred. In response to a question by Leslie Herring, Mr. Achelpohl noted that we plan to look more deeply into crash statistics to assess details and trends of non-motorized fatalities.

Committee Action:

Kansas Co-Chair Councilmember Adams called for a motion to accept the safety targets as presented.

Commissioner Janee' Hanzlick moved to approve the 2023 Traffic Safety Performance Targets, and Mayor John Smedley seconded the motion. There were no objections and the motion passed.

Co-Chair Adams announced that agenda Item 5 (City of Kansas City, Mo. Planning Initiatives Update) would be moved to Item 8, becoming the last report on the agenda.

4) *VOTE: Functional Classification System Updates*

Ron Achelpohl presented on functional classification, which organizes streets and highways by usage, and can help determine if a roadway project is eligible to receive federal funds. MARC is responsible for developing and maintaining the Functional Classification system of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC follows an established schedule of two updates per year. Last fall MARC received 24 new requests for functional class changes. Coordination with neighboring jurisdictions resulted in four additional proposals. These changes were reviewed and approved by the Highway Committee, with the exception of the City of Blue Springs. Mr. Achelpohl noted Blue Springs was not recommended for approval at this time because it needed further work on the termini of the road segment.

Commissioner Janee' Hanzlick asked if truck traffic being prohibited on certain roads affected classification. Mr. Achelpohl gave more detail about the classification process, and responded that in some cases where municipalities restricted travel on roads classified as a collector or higher, it conflicted with eligibility for FHWA funding.

Commissioner Hanzlick asked if reclassifications tended to trend to higher or lower classifications. Mr. Achelpohl commented that generally the tendency is to increase functional classification.

Transportation Planner Kayla Zacharias noted that due to continuity requirements, segments must end at a segment of the same classification or higher (requiring some coordination between neighboring jurisdictions). Blank submissions in the functional class sheet were amended from not being classified to major collector (this was updated in MARC records but had not been updated in the presentation). The locations of North Chatham Ave, Outer Road 29, and NW Prairie View Road were corrected to Kansas City, MO.

Martin Rivarola clarified for Leslie Herring that it was likely a coincidence that all roadways listed were in Missouri; calls for updates occur twice a year, and the last call coincidentally had a majority of updates to Kansas roadways.

Committee Action:

Co-Chair Adams called for a motion to approve the amended Functional Classification System Updates list. Sabin Yanez motioned to approve, and Commissioner Janee' Hanzlick seconded. There were no objections and the motion passed.

5) *Connected KC 2050 Update Process and Objectives*

Martin Rivarola, Assistant Director of Transportation and Land Use presented the update on [Connected KC 2050 \(CKC2050\)](#), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). Mr. Rivarola reviewed the vision for the plan, areas of focus, strategies and processes, finances and projects, and outcomes. Mr. Rivarola also discussed what has changed since the plan was developed in 2020, progress made, areas of concern, and objectives for the plan update.

Mr. Rivarola prompted the committee to discuss several questions through an online poll, starting with asking what they had believed changed since 2020. Repeated terms and concepts included "remote," "work," "inflation," and "growth." In responses to what other goals we should have for this MTP update, committee members responded with "capacity," "transit," "streetcar," "expansion," "access," "growth," and "funding." Commissioner Jerry

Nolte commented that the Northland is less dense but growing, and asked how the plan takes into account the diverse needs of an area (beyond the needs of Jackson County). Mr. Rivarola replied that we pull data around system reliability, congestion, safety, etc, and are looking into more diverse needs through surveying and focus groups - not just core/central city groups, but rural groups with vested interests as well. Commissioner Hanzlick asked about the potential impact of workforce shortages, and Mr. Rivarola clarified that the plan does include population/employment growth and forecasts, and that growth projects may need to be adjusted. Affordability in housing and related transit needs were discussed, as well as the impact of technology on rural populations and (tele)commuting.

6) KCI Airport Public Transit Action Plan

The Kansas City Area Transportation Authority and MARC will be launching a process to complete a Kansas City International (KCI) Public Transit Services Action Plan. With the new KCI terminal, recent growth in hospitality, and success in attracting major events, the Kansas City area is in need of a reliable, accessible, and multi-modal public transit system that serves KCI and key destinations around the region. An improved system would serve daily workers, regular visitors, and conventioners in a timely manner that can be readily expanded for short periods to accommodate major events.

The action plan has an aggressive six month timeline to assess market opportunities and design new services with input from key partners across the region. The plan is currently in the consultant selection stage, and Mr. Rivarola reviewed the following phases of the timeline. Co-Chair Adams noted this would be an excellent opportunity for committee members to reach out to Martin Rivarola [by email](#) with any additional questions or feedback.

7) Carbon Reduction Program Update

Martin Rivarola reviewed the Carbon Reduction Program (CRP), established by the Bipartisan Infrastructure Law (BIL), which provides funding for projects designed to reduce transportation emissions. CRP eligibility defined in the legislation includes over a dozen different [activities](#) that reduce carbon emissions from the transportation system, including such items as public transportation, transportation alternatives, travel demand management strategies and programs, or native landscaping on highway rights of way, among others.

MARC convened a task force that met three times during the fall of 2022 to define the process, priorities, and criteria that would guide the project selection process. Members of the committee included representatives from TTPC, Air Quality Forum, Sustainable Places Policy Committee and the Climate and Environment Council. The task force established a schedule, selected priority areas, defined project evaluation criteria, and set deadlines for project application and review. Mr. Rivarola shared the proposed timeline of call for projects, pre-application workshop, deadline for applications, scoring and public comment period, workgroup deliberation, TIP comment period, and TTPC/Board approvals (to end in August-October). Staff is currently finalizing program guidance documents, review criteria, and application materials.

Mr. Rivarola clarified for Mayor Smedley eligible non-vehicular activities, and encouraged collaboration across jurisdictions. Leslie Herring asked about how construction timelines affected programming funds, and Mr. Rivarola replied that obligating projects as quickly as possible was a priority. Co-Chair Jones commented that having access to scoring criteria would make a major impact on adhering to the aggressive timeline proposed.

8) City of Kansas City, Mo. Planning Initiatives Update

Beth Dawson, Principal Planner and Program Manager of Planning Sustainable Places introduced Gerald Williams, Division Manager within the City Planning and Development Department of Kansas City, MO to present on the city's new comprehensive plan. The draft of the plan is on their [website](#), which includes a database that is sortable/filterable. The plan will be effective for the next twenty years. The planning process began in 2019, and they hope to begin the Council adoption process of the plan in late March.

To develop strategies and specific actions, they split public engagement into four main topics: visibility, mobility, livability, and serviceability. Mobility in particular was focused on transportation-related issues related to the plan, which utilized funding awarded through MARC's Planning Sustainable Places (PSP) program. Mr. Williams detailed the process of updating the plan, including vision, goals, objectives, implementation, and review.

9) Other Business

Ron Achelpohl reminded committee members that appointment renewal letters would be going out in the following weeks. Mr. Achelpohl also announced that MARC is currently accepting nominations for Regional Leadership Awards until March 3.

10) Adjournment

Co-Chair Chuck Adams adjourned the meeting.

TTPC AGENDA REPORT

March 2023
Item No. 3

ISSUE:

VOTE: 2023 2nd 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 2nd Quarter Amendment to the 2022-26 *Transportation Improvement Programs* includes 38 projects:

- 24 new projects to be added, including but not limited to:
 - #180083 - Construction of a roundabout at K-32/158th St in Leavenworth County
 - #259216 - Unified Government: Development of a countywide Vision Zero Action Plan
 - #350243 - College Boulevard: Reconstruction of the bridge over Indian Creek
 - #524009 - Replacement of the Garland Ave bridge over Dry Fork of the Fishing River
 - #611221 - Replacement of the Raytown Road bridge over Lumpkins Fork
 - #780010 - Harrisonville: South Commercial Street Extension
 - #880021 - I-35; Guardrail upgrades from Franklin County to Johnson County
- 14 modified projects
 - Scope
 - Schedule
 - Budget

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

<https://www.marc.org/document/2023-tip-second-quarter-amendment>.

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Missouri STP Priorities Committee approved modifications to #780009 and #780010 at their meeting on February 14, 2023.

RECOMMENDATION

Approve the release of the 2023 2nd Quarter Amendment to the *FFY 2022-2026 TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

March 2023
Item No. 4

ISSUE:

VOTE: Authorize Carbon Reduction Program Call for Projects.

BACKGROUND:

The Bipartisan Infrastructure Law establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Congress funded this program at a \$6 billion dollar level, with 65% of resources allocated by formula to metropolitan planning organizations. The Kansas City region's share is \$23.5 million over five years.

CRP eligibility defined in the legislation includes about a dozen different [activities](#) that reduce carbon emissions from the transportation system, including such items as public transportation, transportation alternatives, travel demand management strategies and programs, or native landscaping on highway rights of way, among others.

MARC convened a small task force that met three times during the fall of 2022 to define the process, priorities, and criteria that would guide the project selection process. Members of the committee included representatives from TTPC, Air Quality Forum, Sustainable Places Policy Committee and the Climate and Environment Council. The task force recommended that:

- a first call for projects be issued in early 2023 to allocate approximately \$14 million, including funds from FY22, FY23 and FY24. A second call in 2024 would take advantage of lessons learned from the first call and allocate the balance of funds from FY25-26.
- up to half of the funds support projects in the priority area of collaborative, green, non-vehicular transportation alternatives. The balance of funds could meet this priority area or other eligible priorities identified by project sponsors.
- project evaluation criteria blend sustainability/resilience factors with more traditional transportation project factors like those used in the Planning Sustainable Places program.
- a joint committee made up of representatives from TTPC (and relevant subcommittees), AQF, SPPC and CEC review projects for comment by AQF, SPPC and CEC, and then for approval by TTPC and the MARC Board of Directors.
- the project application and review process be concluded before November 2023 to ensure that selected projects can be included in STIPs.

Program information was shared with TTPC and multiple other committees for review in February. No negative comments were received. Staff ask that TTPC, and then MARC Board, approve the proposed process for launch on March 30. Proposals would be due on May 19. Staff and committee reviews would occur during the summer, and be ready for public comment by September, followed by CEC review and TTPC/MARC Board approval in October. Staff currently is finalizing program guidance documents, review criteria, and application materials.

POLICY CONSIDERATIONS:

Program funds will support implementation of relevant policies from Connected KC 2050 and the Regional Climate Action Plan.

BUDGET CONSIDERATIONS:

The process will guide the allocation of approximately \$23.5 million over five years. MARC will request its 1% project management fee from all selected projects.

RECOMMENDATION:

Authorize Carbon Reduction Program Call for Projects.

STAFF CONTACTS:

Tom Jacobs
Karen Clawson
Martin Riverola

TTPC AGENDA REPORT

March 2023
Item No. 5

ISSUE:

VOTE: Planning Sustainable Places Supplemental Programming 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 conducted a call for projects during the spring of 2022 but not all of the 2023 Kansas funds were programmed. MARC issued a supplementary call for projects for the remaining Kansas funds that closed on January 27, 2023. MARC staff conducted an initial review and scoring of the 5 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 March 10, 2023. The recommended list is available on the SPPC website: <https://www.marc.org/committees/sustainable-places-policy-committee>.

The current recommendation adds 4 planning projects from across the region:

- 3 Sustainable Places Plans
- 1 Implementation Activities

Corridors plans and connectivity plans are just some of the projects 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)	\$ 159,000
Local Match from Project Sponsors	\$ 89,000
Transportation Fee	\$ 1,590
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$ 1,590
Contractual	\$248,000

COMMITTEE ACTION

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

RECOMMENDATION

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

STAFF CONTACT

Beth Dawson
Martin Rivarola

2023 Kansas Supplemental Funding Recommendation | Planning Sustainable Places

Project Number	Primary Applicant	Project Title	ProjectType	Project Score	Score Rank	Federal Amount Requested	Local	Recommended % Funding	Revised Total
15	City of Mission, KS	Mission City-Wide Bike/Ped & Trail Connections Study	Sustainable Places Plan	91	1	\$ 55,000	\$ 15,000	\$ 53,000	\$ 68,000
20	City of De Soto, KS	83rd Street and Lexington Ave Corridor Study	Sustainable Places Plan	70	3	\$ 150,000	\$ 40,000	min. \$ 60,000	\$100,000
17	City of Basehor, KS	Basehor Downtown Corridor Improvement Plan	Sustainable Places Plan	63	4	\$ 36,000	\$ 9,000	min. \$ 21,000	\$ 30,000
22	City of Osawatomie, KS	Corridor Planning for Flint Hills to Katy Trail Connection	Sustainable Places Plan	62	5	\$ 48,000	\$ 12,000	\$ -	\$ -
18	City of Overland Park, KS	College and Metcalf Overlay District	Implementation Activities	78	2	\$ 50,000	\$ 25,000	min. \$ 25,000	\$ 50,000
Total								\$ 159,000	\$248,000
Available								\$ 159,000	
Difference								0	
Funded Projects								4	4

TTPC AGENDA REPORT

March 2023
Item No. 6

ISSUE:

REPORT: City of Overland Park, Kan. Planning Initiatives Update

BACKGROUND:

Local jurisdictions are periodically invited to provide an update to the committee on how recent activities impact transportation within their communities. Representatives of the Overland Park, Kan., will provide an update on the development of their Comprehensive Plan, *FrameworkOP* and other planning initiatives.

The presenter will be Erin Ollig, Manager, Strategic Planning Division, Planning & Development Services, City of Overland Park, Kan. To learn more about *FrameworkOP*, please visit: <https://frameworkop.org/>

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Beth Dawson

TTPC AGENDA REPORT

March 2023
Item No. 7

ISSUE:

REPORT: Regional Preventive Maintenance Program Update

BACKGROUND:

Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), enacted on December 27, 2020. Appropriated \$10,000,000,000 to provide funding to address coronavirus disease 2019 (COVID-19) impacts related to transportation programs. The region's final appropriation was \$8.3 million

A portion of the CRRSAA funds were suballocated to urbanized areas with a population over 200,000 in the same manner as the Surface Transportation Block Grant program funds. MARC has the responsibility of determining funding priorities.

MARC explored options under the Special Authority provisions of CRRSAA for preventive maintenance activities on local roadways to address deferred maintenance needs for area cities and counties. In February 2022 MARC's Board approved funding allocation and program design for a roadway preventive maintenance overlay program (Regional Preventive Maintenance Program (RPM)) in FFY 2023.

The RPM allocated funding to counties and cities based on population with a "minimum-allocation" approach for cities with populations between 5,000 and 10,000. The Program provided a minimum of \$50,000 to each community between 5-10k population with remaining funds distributed based on population.

The Program anticipates soliciting bids in April to meet the spring 2023 construction period and finalizing any remaining routes in 2024. Bid letting will include four packages. One for each MO county (Cass, Clay, Jackson and Platte) with appropriate cities in that county.

Program criteria:

- Maximize federal funds at 100% participation to the extent possible, with provisions for local governments to cover the costs of any change orders or overruns.
- Use CRRSAA funds for program administration, preliminary and construction engineering.
- Focus on local roadways not on the Federal Aid Highway system providing maximum flexibility for program implementation.
- Focused on routes that connect neighboring jurisdictions, where practical.
- Avoid routes that will require costly retrofits under Americans With Disabilities Act requirements or complete required ADA upgrades with local funds prior to contracting for CRRSAA-funded preventive maintenance.
- Avoid routes that will require extensive base or pavement repair prior to any preventive maintenance work.
- Preventive maintenance options are Mill & Overlay or Micro Surfacing contracts (including pavement markings) as needed.

Major activities include:

Activity	Outcome
CRRSA allocation for engineering/construction	\$8.3 million
Design/construction engineering budget	\$1.4 million
Construction budget	\$6.8 million
Project administration	\$0.1 million
Construction schedule	Spring 2023 & 2024
Construction bids	March/April 2023
Number of jurisdictions	20 cities 4 counties
Overlay miles	

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None

STAFF CONTACT

Ron Achelpohl

Darryl Fields

TTPC AGENDA REPORT

March 2023
Item No. 8

ISSUE:

REPORT: Regional Travel Model Program Update

BACKGROUND:

MARC maintains a regional travel demand model for the bi-state, 8-county metropolitan planning area. The current MARC model is an enhanced four-step, trip-based model that focuses on daily travel patterns. The regional travel demand forecast model is a valuable tool for identifying and analyzing the capacity demands of the transportation system. Its results are useful in aiding the decision-making process and have been used to generate long-range traffic forecasts for the Metropolitan Transportation Plan (MTP), TIP, and provides inputs to air quality and noise analysis.

In recent years, MARC has made significant improvements to the model. These include an auto-availability model based on a household travel survey completed in 2018, income and household size sub-models, and enhanced trip distribution procedures that include destination choice formulations. Furthermore, a time-of-day component has been added to model 24 one-hour daily time slices, and the KCI Airport has been included as a special generator. The model is implemented using EMME transportation modeling software package. It has been calibrated to a base year of 2019 and contains future-year data that reflects forecasted 2050 conditions. 2050 traffic forecasts can be found [here](#).

MARC provides ongoing regional and corridor-level traffic forecast assistance to its partners through the MARC model data request program, supporting modeling needs for multiple regional transportation studies and projects. In the past two years, MARC has received over 33 modeling data requests from DOTs, cities, and consultants. The data provided includes transportation model runs, network assignments, analysis and reports, and impact assessments for local and regional planning efforts. Significant regional projects that MARC has been involved in include:

- Demographic analysis, sub-area model analysis and sub-OD metrics in support of the I-29 PEL planning study,
- Scenario modeling analysis for the Leavenworth Co. capital improvement project prioritization.
- Roadway and land use scenario analysis for the K-10 Corridor Study (Panasonic and surrounding land use area), among others.

During the upcoming TTPC meeting, Staff will provide a brief overview on the MARC modeling program.

POLICY CONSIDERATIONS:

Connected KC 2050 includes policy goals and strategies to maintain a multimodal transportation system that supports the efficient movement of people and goods and promotes economic development.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Martin Rivarola

Eileen Yang

TTPC AGENDA REPORT

March 2023
Item No. 9

ISSUE:

REPORT: Potential Changes to Missouri Transportation Funding

BACKGROUND:

Article 30 of the Missouri State Constitution currently deposits all motor fuel revenues not distributed to cities, counties and the Department of Revenue into the State Road Fund, which is controlled by the Missouri Highways and Transportation Commission and “stands appropriated without further legislative action”.

A bill has recently passed the Missouri House ([HJR 137](#)) and is under consideration in the Senate to call a statewide election to amend this provision of the state constitution and make these funds subject to annual legislative appropriation.

Staff is monitoring this issue as it has the potential to result in significant changes in the distribution of state transportation funding policy and the current statewide planning framework with MoDOT which engages both MARC and local governments in developing priorities for state system projects in the Kansas City area.

Staff will report on the current status of this issue at the meeting.

POLICY CONSIDERATIONS:

This proposal has the potential for significant changes in the distribution of state transportation funding policy and the current statewide planning framework with MoDOT which engages both MARC and local governments in developing priorities for state system projects in the Kansas City area.

BUDGET CONSIDERATIONS:

Unknown.

RECOMMENDATION:

None. Information only.

STAFF CONTACTS:

Ron Achelpohl