



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, April 18, 2023, at 9:00 a.m.** This meeting will be held in-person only in the Helzberg Auditorium at Kansas City Central Public Library at 14 W 10th St, Kansas City, MO 64105.

Please note change in time, location, and that this meeting will be held in-person only.

A G E N D A

1. Welcome & Introductions
2. VOTE: Meeting Summary for March 21, 2023*
3. VOTE: Second Quarterly Amendment to the 2022-2026 TIP*
4. VOTE: Approve Various Performance Targets*
5. Other Business
6. Adjourn

**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
March 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, Olathe, KS
Councilmember Eric Bunch, Kansas City, MO
Caleb Clifford, Jackson County
Cecelie Cochran, Federal Highway Admin. KS
Matt Davis, Jackson County
Councilmember Fred DeMoro, Lee's Summit,
MO
Commissioner Janeé Hanzlick, Johnson
County
Bob Heim, Platte County
Leslie Herring, Johnson County Municipalities
AJ Herrmann, Kansas City, MO
Dick Jarrold, KCATA
Lee Kellenberger, Johnson County
Mayor Norman Larkey, Cass County
Municipalities
Nathan Law, Miami County Municipalities
Janet McRae, Miami County
Jack Messer, Overland Park, KS
Mike Moriarty, KDOT
Bill Noll, Leavenworth County
Commissioner Jerry Nolte, Clay County
Eric Rogers, BikeWalkKC
Mayor David Slater, Clay County
Municipalities
Mayor John Smedley, Platte County
Municipalities
Michael Spickelmier, Leavenworth County
Municipalities
Chad Thompson, Kansas City, MO
Sabin Yanez, Northland Chamber of
Commerce

Others Present

John Findlay, Liberty, MO
Commissioner Scott Fricker, Platte County
Randy Gorton, BHC
Arthur Gough
Hunter Kelly, Office of US Senator Josh
Hawley
Paul Kramer, Leavenworth, KS
Eleanor Mathis, KDOT
Haden Mattke, Belton, MO
Davonna Moore, CDM Smith
Andrew Ngui, Kansas City, MO
Erin Ollig, Overland Park, KS
Fahteema Parrish, Parrish and Sons
Construction
Greg Rokos, Belton, MO
Ericka Ross, MoDOT
Melissa Schmitz, MoDOT
Doug Wesselschmidt, Grandview, MO
Earl Wilkinson, Leavenworth, KS
Erika Witzke, CPCS
Juan Yin, MoDOT

MARC Staff Present

Ron Achelpohl, Director of Transportation &
Environment
Megan Broll, Transportation Program
Assistant
Karen Clawson, Principal Planner
Beth Dawson, Principal Planner
Martin Rivarola, Asst. Director of
Transportation & Land Use
Amy Strange, Digital Communications
Manager
Patrick Trouba, Transportation Planner I

1) Welcome/Introductions

Missouri Co-Chair Mayor Leonard Jones called the meeting to order. Self-introductions for in-person attendees followed.

2) Approval of February 21, 2023 Meeting Summary

Mayor Jones called for a motion to approve the February 21, 2023 minutes.

Committee Action:

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

3) VOTE: 2023 2nd Quarter Amendment to the 2022-26 Transportation Improvement Program for Public Review and Comment

Mayor Jones introduced Ron Achelpohl, Director of Transportation & Environment, to present. Details about the proposed amendment were included in the meeting packet, which includes 38 projects (24 new projects, 14 existing projects modified in scope, schedule, and/or budget). In addition to those noted in the written report, it also contains new funding through the Safe Streets for All Program for five jurisdictions who received grants from the US DOT to look at traffic safety issues in their communities (Unified Government of Wyandotte County, Leavenworth County, City of Leavenworth, City of Olathe, and City of Kansas City, MO).

Committee Action:

Jack Messer moved to approve the release of the 2023 2nd Quarter Amendment to the 2022-26 Transportation Improvement Program for public review and comment. Sabin Yanez seconded the motion. The motion passed with no objections.

4) VOTE: Authorize Carbon Reduction Program Call for Projects

Mayor Jones introduced Karen Clawson, Principal Planner and Air Quality Program Manager. The Carbon Reduction Program (CRP) was introduced to the committee in February, and Ms. Clawson provided a brief overview of the funding, examples of eligible projects, and programming process. The 2023 call for projects plans to program \$14m of CRP funds for FY22-24 (with a subsequent call in 2024 to program remaining funds).

Projects should favor implementation, and applicability to environmental justice (Justice40) will be a part of the criteria in evaluating projects. Up to half of the funds will support non-vehicular green projects, and the remaining funds can be used for any of the other eligible project types. Applicants are expected to do their own emissions evaluations for projects, but Ms. Clawson assured the committee that MARC is providing tools, office hours, and staff assistance available to help with this process. Ms. Clawson summarized the review and approval process, as well as the overall timeline for the program, with the call for projects opening March 30 (pending board approval), and applications due May 19, 2023.

Mr. Achelpohl clarified that this program has a lot of similarities and some overlap with the Congestion Mitigation Air Quality (CMAQ) Program, but that CRP funds are not limited to the same geographic boundaries as CMAQ and are available to the entire metropolitan planning area. Jack Messer asked for clarification on the term “non-vehicular,” and Ms. Clawson noted that the general focus was on bike/ped and green infrastructure projects, and that the programming guidebook would provide clear guidelines on what qualified.

Leslie Herring asked about smaller communities' ability to evaluate emissions, and Ms. Clawson explained some of the tools and staff assistance that would be available to help collect this data. Commissioner Scott Fricker asked for explanation of environmental justice and equity concepts, and Ms. Clawson gave example standards and sources and how it applies to the program. Commissioners Jerry Nolte and Scott Fricker expressed concern about bias against suburban/rural communities in scoring, and Ms. Clawson and Mr. Achelpohl reiterated that project type (not geographic area) determined funding, and that the process allowed for review by the committee work group, TTPC, and MARC Board.

Committee Action:

Commissioner Janeé Hanzlick moved to approve the Carbon Reduction Program Call for Projects. Sabin Yanez seconded the motion. There were no objections and the motion passed.

5) *VOTE: Planning Sustainable Places Supplemental Programming Recommendations*

Beth Dawson, Principal Planner and Program Manager of the Planning Sustainable Places (PSP) Program, reviewed the recommendation provided by the Sustainable Places Policy Committee (SPPC) to fund four of the five projects submitted in the most recent SPPC call for projects. The call was to program \$159k in funding remaining from the original call for projects for Kansas last fall, and after reviewing scoring, the committee voted to approve the selected projects from Basehor, De Soto, Mission, and Overland Park. Three projects include sustainable places plans, and one project includes implementation activities.

Committee Action:

Mayor David Slater complimented the PSP program and moved to approve the Planning Sustainable Places Supplemental Programming Recommendations. Janet McRae seconded the motion. There were no objections and the motion passed.

6) *City of Overland Park, Kan. Planning Initiatives Update*

Beth Dawson introduced Erin Ollig, Manager of the Strategic Planning Division within Planning and Development Services in the City of Overland Park, to update the committee on activity in recent PSP projects. Ms. Ollig identified four projects; three corridor studies (including a collaborative project with Merriam, KS), and a downtown event and transportation hub. Overland Park is updating their comprehensive plan ("Framework OP"), and Ms. Ollig noted changes in demographics and land use since the last plan. Initial data and feedback has been collected, and the goal is to complete the plan by the end of this year.

Residents have expressed interest in having different housing products, and the city is working with a consultant on a pilot project of Accessory Dwelling Units (ADUs) and Cottage Court developments in north Overland Park (ADUs are not currently permitted outside of this pilot project). Preapproved plans are available for free and they have streamlined the development process. TTPC members expressed excitement about this program.

7) *Regional Preventive Maintenance Project Update*

Ron Achelpohl recalled that in 2020, Congress passed a bill called the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to provide \$10b in funding for a variety of programs nationwide, including a portion for transportation related issues. The Kansas City area received \$8.3m. In Missouri, funds were allocated to address preventive maintenance needs on local roadways. 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 FY2023. Mr. Achelpohl reviewed maps where 80 miles of resurfacing or mill & overlay are planned.

Mayor John Smedley inquired if any additional funds would be available in FY2024. Mr. Achelpohl noted it would depend upon project bids, but that costs have remained high and it's unlikely excess funds would be available.

8) *Regional Travel Model Program Update*

This item was deferred to the May 2023 TTPC meeting.

9) *Potential Changes to Missouri Transportation Funding*

Ron Achelpohl notified the committee that MARC is tracking legislation in the Missouri House and Senate that would change the oversight of state road funds. Currently those funds are appropriated without legislative action, and funds are distributed via the Missouri Highway and Transportation Commission through MoDOT; this would put a constitutional amendment on the ballot that would make those funds subject to legislative appropriation. We don't know the possible long-term impacts of this change, but it has the potential to change the dynamic of how the planning process works for MoDOT and state funds on the state highway system.

Commissioner Jerry Nolte noted that the name of the bill is HJR 37 (the meeting packet incorrectly listed HJR 137), but the link to the bill in the packet is correct. The committee discussed the current funding formula, the impact and proportion of funding for (and from) St. Louis, and the relationship between county and state road funding.

10) *Other Business*

Ron Achelpohl reminded committee members that the April TTPC meeting will be held off-site at Central Library, to start at 9:00am. The Connected KC 2050 Plan Update Kickoff Workshop will be held immediately following the meeting, and invitations were shared with committee members.

Committee members expressed interest in having access to full rosters of each MARC committee for their jurisdictions to aid them in filling appointments. Commissioner Janeé Hanzlick commented that the MARC Board is now including a section for "Related Jurisdictions" in agenda action items and suggested doing the same for TTPC.

11) *Adjournment*

Co-Chair Mayor Leonard Jones called for a motion to adjourn the meeting. Mayor David Slater moved to adjourn, and Mayor John Smedley seconded the motion. The meeting adjourned at 10:34am.

TTPC AGENDA REPORT

April 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:

- 22 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
- 16 modified projects
 - Scope
 - Schedule
 - Budget

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

POLICY CONSIDERATIONS:

MARC's Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption. One comment in support of the amendment was received. The comment and a proposed response from MARC are included.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

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

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the 2023 2nd Quarter Amendment to the *FFY 2022-2026 TIP*.

STAFF CONTACT

Marc Hansen

2023 2nd Quarter Amendment to the Transportation Improvement Program Public Comment and Proposed Responses

Comment #1

"I'm very excited to see a vision zero plan for Wyandotte County as part of the plan! This will help prioritize safety as an action for the community."

Proposed Response to Comment #1

Thank you for your recent comment regarding the proposed 2023 2nd Quarter Amendment to the 2022-2026 Transportation Improvement Program. We shared your comments with the Unified Government of Wyandotte County/Kansas City, KS, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

MARC agrees with your assessment regarding Wyandotte County, and other jurisdictions in the Kansas City region awarded funding through the Safe Streets for All program. Improving transportation safety remains a priority in many local planning and enforcement efforts, the *Connected KC 2050* metropolitan transportation plan, and *2022-2027 Transportation Safety Plan*. The additional resources and planning made available through the Safe Streets for All program will help to further these efforts and make a positive impact on the region.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

2022 Special Amendment #2 to the Transportation Improvement Program Public Comments and Proposed Responses

Comment #2

“I would generally like to see a larger focus on transformative changes, not temporary bandages. I don't like the idea of just tolling a road in the area; I like the idea of more investment in public transportation, particularly rail travel. Instead of investing in this project, what if we took all the money and instead invested it in a more reliable bus service? What if we invested it in more streetcar lines or a light rail system? These would both be much better investments than putting more dollars towards cars on the road.”

Proposed Response to Comment #2

Thank you for your recent comment regarding the proposed 2022 Special Amendment #2 to the 2022-2026 Transportation Improvement Program. We shared your comments with the Kansas Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

MARC shares your concerns regarding the condition of our transportation infrastructure, the safety and reliability of the system, and availability of alternate modes of transportation. These issues are identified as priorities in both the *Connected KC 2050* metropolitan transportation plan and *SmartMoves 3.0*, the Kansas City region's 20-year plan for transit and mobility. Acting on the vision and direction of these plans, the 2023 UPWP includes a wide range of planning activities to monitor and improve system performance, identify and enhance transportation choices, and to coordinate the operation and management of the transportation system.

- 2.2 – Metropolitan Transportation Plan
- 3.4 – Safe and Accessible Transportation Options
- 3.6 – Transportation Safety Planning
- 3.8 – Transportation System Operations & Management Planning
- 3.9 – Transportation System Performance and Target Setting

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

2022 Special Amendment #2 to the Transportation Improvement Program Public Comments and Proposed Responses

Comment #2

“I would like to comment and say that expansion of highway 69 is a terrible idea. The cost has already doubled since the initial presentation last year. Homes will be destroyed, this will only create more GHG emissions as it induces more demand, and further exacerbates poor land use decisions by incentivizing people to live further away from jobs and the city. There is literally no upside to this project other than to save a few drivers a few minutes on their commute, which will likely be wasted as many move further away negating any savings. We are in a climate emergency, highway expansion is climate change denial. We should be investing in electrified commuter rail and electrified BRT for these outlying areas.”

Proposed Response to Comment #2

Thank you for your recent comment regarding the proposed 2022 Special Amendment #2 to the 2022-2026 Transportation Improvement Program. We shared your comments with the Kansas Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

MARC shares your concerns regarding the condition of our transportation infrastructure, the safety and reliability of the system, and availability of alternate modes of transportation. These issues are identified as priorities in both the *Connected KC 2050* metropolitan transportation plan and *SmartMoves 3.0*, the Kansas City region’s 20-year plan for transit and mobility. Acting on the vision and direction of these plans, the 2023 UPWP includes a wide range of planning activities to monitor and improve system performance, identify and enhance transportation choices, and to coordinate the operation and management of the transportation system.

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We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

TTPC AGENDA REPORT

April 2023
Item No. 4

ISSUE:

VOTE: Establish Performance Targets for Highway Pavement and Bridge Condition (PM 2) and System Performance (PM 3)

BACKGROUND:

The current and previous federal transportation bills, the Infrastructure Investment and Jobs Act, FAST Act, and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

State DOTs were required to establish performance targets for infrastructure condition (including pavement condition and bridge condition) as well as system performance by December 16, 2022. MPOs have the option of supporting the statewide targets or establishing their own regional targets within 180 days of the establishment of state targets. State DOTs will have the opportunity to update targets every 2 years, and with each update MPOs will have the option to: (a) support the state targets, or (b) establish regional targets within 180 days.

MARC has elected to establish regional targets to harmonize different statewide targets between Kansas and Missouri. To develop the targets, MARC staff has historically considered historical trends, statewide targets, regional plans, and programmed projects. The methodology to develop targets was developed in 2018 in coordination with State DOT and local partners, as well as subject matter experts.

It is important to emphasize the recommended targets pertain specifically to the National Highway System, which represents a proportion of streets and highways in the MARC region. While some NHS routes are locally owned and operated, the overwhelming majority are operated by State DOTs. Recommended targets are closely linked to statewide targets adopted by KDOT and MoDOT, which are both informed by extensive data analysis and engineering judgement.

While many of the adopted statewide and recommended regional targets show a decline relative to the 2021 baseline, it is important to recognize that these are short-term targets that do not yet reflect recent increases in funding for infrastructure. The states and region may not see the results of those improvements for another five to ten years. It will be important to monitor the trends closely and consider revising our proposed 4-year targets in line with the opportunity states and MPOs have to update these infrastructure and system performance targets every 2 years.

Recommended Highway Pavement and Bridge Condition (PM 2) and System Performance (PM 3) targets for the MARC metropolitan planning area include the following:

Infrastructure Condition Performance Measures	2021 Baseline	2023 Target	2025 Target
% of interstate pavement in good condition	72.6%	69.3%	69.6%
% of interstate pavement in poor condition	0.2%	0.3%	0.3%
% of non-interstate NHS pavement in good condition	56.0%	48.4%	48.4%
% of non-interstate NHS pavement in poor condition	1.0%	3.4%	3.4%
% of NHS bridges in good condition (by deck area)	37.2%	36.4%	33.7%
% of NHS bridges in poor condition (by deck area)	5.9%	6.9%	7.0%
System Reliability Performance Measures	2021 Baseline	2023 Target	2025 Target
% of person-miles on interstate highways that are reliable	97.3%	89.8%	89.1%
% of person-miles on non-interstate NHS highways that are reliable	94.6%	90.4%	90.2%
Statewide Truck Travel Time Reliability Index	1.3	1.4	1.4

POLICY CONSIDERATIONS

For each of the performance measures that are federally required, MARC will establish targets and monitor progress towards achieving those targets. With the establishment of targets, MARC is committing to plan and program in a manner that leads to reasonable progress towards their achievement. The targets established for the Kansas City metropolitan region will ultimately be integrated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and regional performance management process.

MARC will report progress towards achieving performance targets in the Annual Performance Measures Report, which will be publicly available. There is no impact to funding levels or eligibility if MARC does not meet its targets. However, if reasonable progress towards targets is not achieved, it will be necessary to explore and document the reasons why.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Highway Committee discussed and approved the regional PM 2 and PM 3 targets on March 22, 2023.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION

Approve Highway Pavement and Bridge Condition (PM 2) and System Performance (PM 3) targets for the MARC metropolitan planning area.

STAFF CONTACT

Selina Zapata Bur