MID-AMERICA REGIONAL COUNCIL

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, May 16, 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 April 18, 2023*
3. VOTE: Missouri Unfunded Needs*
4. VOTE: Public Transportation Performance Measures*
5. REPORT: I-29/I-35 Planning Environmental Linkages Study
6. REPORT: Regional Travel Modeling Program
7. REPORT: Ray County Request to Join MARC MPO
8. REPORT: Bike Month 2023
9. REPORT: Community Membership Update
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 May 15, 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 underline webpage.

Total Transportation Policy Committee
April 18, 2023
Meeting Summary

Members, Alternates Present-Representing

Co-Chair Councilmember Chuck Adams, Wyandotte County Municipalities
Co-Chair Mayor Leonard Jones, Jackson County
Chet Belcher, Johnson County Municipalities
Caleb Clifford, Jackson County
Matt Davis, Jackson County
Commissioner Janeé Hanzlick, Johnson County
Leslie Herring, Johnson County Municipalities
Dick Jarrold, KCATA
Lane Massey, Johnson County Municipalities
Bridget McCandless, Independence, MO
Janet McRae, Miami County
Jack Messer, Overland Park, KS
Mike Moriarty, KDOT
Bill Noll, Leavenworth County
Commissioner Jerry Nolte, Clay County
Josh Powers, Johnson County
Eric Rogers, BikeWalkKC
Randi Shannon, Miami County Municipalities
Michele Silsbee, Miami County Municipalities
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Eva Steinman, FTA
Beth Wright, Olathe, KS
Sabin Yanez, Northland Chamber of Commerce

MARC Staff Present

Ron Achelpohl, Director of Transportation & Environment
Megan Broll, Transportation Program Assistant
Karen Clawson, Principal Planner
Catherine Couch, Public Affairs Coordinator II
Taylor Cunningham, Transportation Planner
Jonathan Feverston, Transportation Planner I
Darryl Fields, Principal Planner
Tom Jacobs, Environmental Programs Director
Rachel Krause, RideShare Program Outreach Coordinator
Kate Ludwig, Environment Program Assistant
Martin Rivarola, Asst. Director of Transportation & Land Use
Patrick Trouba, Transportation Planner I
Selina Zapata Bur, Principal Planner

1) Welcome/Introductions
Kansas Co-Chair Councilmember Chuck Adams called the meeting to order. Self-introductions of attendees followed.

2) Approval of March 21, 2023 Meeting Summary
Councilmember Adams called for a motion to approve the March 21, 2023 minutes.

Committee Action:
Commissioner Janeé Hanzlick 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
MARC Director of Transportation and Environment Ron Achelpohl introduced the Transportation Improvement Program (TIP) amendment, as included in the committee members' meeting packet. The proposed 2023 2nd Quarter Amendment to the *2022-26 Transportation Improvement Programs* includes 38 projects: 22 new projects to be added, and 16 projects modified in scope, schedule, and/or budget. MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption; public comments and proposed responses were included in the meeting packet.

Committee Action:
Janet McRae moved to approve the 2023 2nd Quarter Amendment to the 2022-26 TIP, and Mayor John Smedley seconded the motion. There were no objections and the motion passed.

4) VOTE: Establish Performance Targets for Highway Pavement and Bridge Condition (PM 2) and System Performance (PM 3)
MARC Principal Planner Selina Zapata Bur presented performance targets, related 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; 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

Ms. Zapata Bur went over Highway Pavement and Bridge Condition (PM 2) and System Performance (PM 3) data and targets for the MARC metropolitan planning area. While many of the adopted statewide and recommended regional targets show a decline relative to the 2021 baseline, Ms. Zapata Bur noted 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.

For each of the performance measures that are federally required, MARC will establish targets and monitor progress towards achieving those targets. The targets established for the region will ultimately be integrated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and regional performance management process.

In response to questions, Selina Zapata Bur confirmed that these are regional targets, based on state targets and trends, and not based on an individual state or county. Mayor John Smedley asked if truck movement, which had dipped due to covid, was still expected to trend upward. Ms. Zapata Bur noted that these safety targets were based on data from 2021, so we do expect to see higher levels of reliability in coming years. Leslie Herring commented that when working with these targets for the first time, she had trouble understanding that targets were not geared at perfection, but more realistic goals. Ms. Zapata Bur noted that targets are tied to the data of what's happening around us – while some are very aspirational (like safety targets of zero fatalities), most targets are based on methodology and data of what's actually occurring in the region.

Committee Action:
Sabin Yanez moved to approve the Performance Targets for Highway Pavement and Bridge Condition (PM 2) and System Performance (PM 3), and Mayor John Smedley seconded the motion. There were no objections and the motion passed.

5) *Other Business*

Councilmember Adams recognized Mayor David Slater, Clay County Municipalities member, for his years of service on the TTPC and Highway Committee. Mayor Slater has served on the TTPC since February of 2009. Mayor Slater thanked Councilmember Adams and noted his early appreciation of the importance of the TTPC as a MARC Board Member.

6) *Adjournment*

Councilmember Chuck Adams adjourned the meeting at 9:20am.

TTPC AGENDA REPORT

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May 2023
Item No. 3

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ISSUE:
VOTE: 2023 Missouri Unfunded Needs

BACKGROUND:
MoDOT has communicated to MARC that it seeks to update its *unfunded transportation needs* list. TTPC previously reviewed and approved the KC region unfunded needs list in October of 2022.

The goal of the *unfunded needs list* is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of projects which represent where additional funding could be used. MoDOT District staff have worked with planning partners such as MARC to update and validate the existing project listing previously approved by TTPC.

BUDGET CONSIDERATIONS
None

COMMITTEE ACTION
A number of MARC committees have reviewed the previously approved unfunded needs list, as follows:

MARC Committee	Dates of Review
Highway Committee	March 22
Goods Movement	April 4 & 26
MO STP Priorities Committee	April 11 & May 9
RTCC Technical Team	April 14
TTPC	April 18
ATPC & BPAC	May 10
MARC Aviation Committee	May 11

As the table above indicates, the Missouri STP priorities, Active Transportation Programming, Bicycle Pedestrian Advisory and Aviation committees are scheduled for final review of project priorities on the week of May 8-12. Information shared with these committees for their review is included in this packet. Staff will update the TTPC on any revisions to the unfunded needs list during the TTPC meeting of May 16th.

RECOMMENDATION
The 2023 Missouri unfunded needs list for review and approval by the TTPC is included in the following pages.

STAFF CONTACT
Martin Rivarola

2023 Unfunded Needs Prioritization Guidelines

With the expansion of the unfunded needs list to include the addition of a third tier and a multimodal listing, districts will need to work with planning partners from April through May to remove any delivered needs from the list, validate the remaining existing needs and to prioritize any new needs that must be considered for inclusion. Each district will be provided an estimate of available capacity between the current list with delivered needs removed and an overall target for each tier (1, 2, 3 and MO). The goal of the unfunded needs list is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of needs which represent where additional funding could be used.

Road and Bridge: The $4.5 billion of needs for road and bridges will be categorized as follows:
1. Tier 1 - $500 million urgent needs
   a. Projects to address the need must be deliverable (awarded) within the timeline of the current STIP if funds become available.
2. Tier 2 - $2 billion of remaining needs
   a. Projects to address the need should be deliverable in any of the next 10 years, (2024-2033) if funds would come available.
3. Tier 3 - $2 billion of remaining needs
   a. Remaining needs deliverable in future years if funds become available.

Multimodal: The $1 billion future funding for Multimodal will be categorized as follows:
1. Needs may include all modes of Multimodal transportation.
2. The identified needs can address infrastructure improvements, operation assistance and capital maintenance.

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

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- ▪ "STIP Cycle Added" is updated to reflect the STIP Cycle in which the project was added
- ▪ "Job Number" is updated to reflect the project Job Number added to the STIP
  - o Once the project which was previously a need is delivered:
    - ▪ Delivered is updated to Yes
    - ▪ Year Delivered is updated to the award year
  - o When a need is no longer regionally supported and is removed from the list:
    - ▪ "Removed by Dist. without adding to STIP" is updated to Yes.
  - o *MO needs that have been funded (and thus would be considered delivered) should be updated by indicating "Delivered in STIP" even though the resultant project may have not been added to the STIP road and bridge program.*
    - ▪ *This will accommodate the need removal and allow the associated cost to be counted for capacity impacts.*
- While reviewing the existing unfunded needs the following fields should not be significantly changed without discussion with CO TP. Minor adjustments which tweak a need location or clarify the anticipated work are acceptable.
  - o Description (other than to address greater flexibility as previously described)
  - o Location (TW ID, Route, Begin Log, End Log or County Name)

List Capacity (millions)						
Region		**Road and Bridge**				**Multimodal**
District	**Distribution[1]**	**$500 Million Tier 1**	**$2 Billion Tier 2**	**$2 Billion Tier 3**	**Total**	**$1 Billion**
NW	4.648%	$23	$93	$93	$209	$46
NE	4.694%	$23	$94	$94	$211	$47
KCR	3.168%	$16	$63	$63	$143	$32
KCU	17.984%	$90	$360	$360	$809	$180
CD	11.265%	$56	$225	$225	$507	$113
SL	34.510%	$173	$690	$690	$1,553	$345
SWR	9.044%	$45	$181	$181	$407	$90
SWU	5.896%	$29	$118	$118	$265	$59
SE	8.791%	$44	$176	$176	$396	$88
Total Dist.	100%	$500	$2,000	$2,000	$4,500	$1,000

[1] Capacity apportioned based upon the MHTC's FY24 system improvements funding formula.

Timeline: To avoid having several major projects due at the end of the year we would like to start this process earlier:

- Projects that have been added to the STIP (even though it is not formally approved) need to be updated in the TMS Unfunded Needs application by **Friday, March 31st**. We will then know how much capacity each district has for adding new needs, if any. *(Note: Once a districts capacity impacts have been established, they may begin the prioritizations efforts with their partners)*
- Meetings with planning partners to discuss any changes or updates should be conducted from **April 1 – May 31st**.

- Central Office will prepare the draft unfunded needs document by **June 9th** for management review and starting the public comment period.
- *We anticipate that districts can begin their public meetings June 19th. To meet the commission backup deadlines for the August Commission meeting, all meetings will need to be conducted by July 14th. The online comment period will run concurrently with this timeline. Districts should send sign in sheets, an attendance count and any written comments received at the meeting to COTP.*
- *The summary of comments is anticipated to be finalized on June 17th.*
- *It is anticipated that we will share the final unfunded needs list with the MHTC at the August 2nd Commission Meeting.*

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

Missouri Unfunded Needs Tier 1 Regional Priorities					
Project Name	Cost	Score	Prioritization	MoDOT Prioritiy	Note
I-70 (435-470) - Corridor Improvements	$100,000,000	101	High	1	Stay in current Tier from 2022. Revised cost from $139M
Tier 1 Total	$100,000,000				

Missouri Unfunded Needs Tier 2 Regional Priorities					
Project Name	Cost	Score	Prioritization	MoDOT Prioritiy	Note
Safety Improvements Across Bruce R. Watkins	$110,000,000	120	High	2	Stay in current Tier from 2022
I-29 and I-35 Corridor Improvements	$174,240,000	104	High	1	Stay in current Tier from 2022. Revise costs from $158.4M
MO 291 (I-435 to Ash) Corridor Improvements	$40,000,000	77	High	4	HW Cmte recommends moving this project to Tier 2 listing from prior Tier 3.
Rte. D - Pavement Reconstruction from Ambassador Dr. to east of I-435	$8,800,000	N/A	Rehabilitation	3	Stay in current Tier from 2022
I-49 - Pavement Reconstruction from Blue Ridge Blvd to 163rd St.	$83,050,000	N/A	Rehabilitation	4	Stay in current Tier from 2022
MO 92 Hwy Improvements - Phase 2	$20,000,000	20	Low		Mo STP Cmte recommends moving this project to Tier listing from Prior Tier 3.
Tier 2 Total	$436,090,000				

Missouri Unfunded Needs Tier 3 Regional Priorities					
Project Name	Cost	MTP Score	MTP Prioritization	MoDOT Prioritiy	Note
I-70 and I-470 Interchange Improvement	$73,810,000	100	Rehabilitation	1	Stay in current Tier from 2022
Route AA/Waukomis Drive Complete Streets Reconstruction	$8,000,000	149	Rehabilitation		Stay in current Tier from 2022
I-435 at Parvin Rd	$20,130,000	N/A	N/A	7	Stay in current Tier from 2022
Interstate 49/ Route 58 Interchange Enhancement Project	$20,000,000	93	High	5	Stay in current Tier from 2022
US 50 - Pavement Reconstruction from I-470 to Rte. RA	$46,200,000	N/A	Rehabilitation	6	Stay in current Tier from 2022
I-70 Capacity Project (MO 7 to Rt. F)	$100,000,000	77	High	3	Revised costs from $70.99M
I-35 (I-435 to US 69) Corridor Improvements	$67,100,000	87	HIgh	2	Stay in current Tier from 2022
Tier 3 Total	$335,240,000				

Missouri Unfunded Needs - Multimodal (Transit)	
Project/service route or program	Project / Program Cost
Interjurisdictional Transit Service Operations	$36,000,000
Interjurisdictional Transit Capital Projects	$36,000,000
Independence Avenue Bus Rapid Transit (Fast and Frequent Service)	
Burlington/North Oak Enhanced Transit (Fast and Frequent Service)	
31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service)	
Other routes and services	
Total	**$72,000,000**
Note: Assume state funds cover 20% of capital cost for projects. Remainder for "Interjurisdictional transit operations".	

Missouri Unfunded Needs - Multimodal (Bike/Ped)	
Project	Cost
Strategic pedestrian safety improvements (Potentially include but not limited to sections of Rt 78 in Independence from I-435 to MO-291, MO-7 in Blue Springs from Pink Hill Road to Mason School Road and US-69 in Kansas City from I-29 to I-35)	$25,000,000
Regional Bicycle Network - Cass County	$5,775,000
Regional Bicycle Network - Jackson County	$16,275,000
Regional Bicycle Network - Clay County	$7,525,000
Regional Bicycle Network - Platte County	$5,425,000
Total	**$60,000,000**
Note: Protected bicycle facilities preferred for bicycle network improvements.	

Missouri Unfunded Needs - Multimodal (Freight)*	
Project	Cost
Independence Avenue Rail Bridge Construction (KCMO & Terminal RR)	$20,000,000
Canadian Pacific RR grade-separated crossing (Birmingham Rd @ Holt Dr) (City of Liberty)	$8,000,000
Missouri River Terminal/Woodswether port improvements (Port KC)	$22,000,000
Mexico City Ave Extension**	~~$10,000,000~~ *
Total	**$50,000,000**

* Goods Movement Committee has revised this list from prior 2022 list. Programmatic priorities have been replaced by these specific project priorities.

**Goods Movement Committee recommends this project as a priority freight supportive project. However, MoDOT indicates that Roadway Projects are not eligible for multi-modal list. Given this project is not on Missouri system, it is also not eligible for Tier I/III road/bridge list'

Missouri Unfunded Needs - Multimodal (Aviation)***	
Project	Cost
RSA Grading and Erosion Control (Clay County general aviation airport)	**$2,400,000**
Runway Lighting Rehabilitation (Exelsior Springs)	**$300,000**
Northeast Side Development (Lee's Summit airport)	**$3,900,000**
South Apron Expansion (Lee's Summit airport)	**$1,700,000**
Construct Air Traffic Control Tower (Lee's Summit airport)	**$7,200,000**
Construct Hangars (Harrisonville general aviation airport)	**$1,000,000**
Total	**$16,500,000**

*** Project list to be prioritized by MARC Aviation Committee on May 11, 2023

TTPC AGENDA REPORT

ISSUE:
VOTE: Regional Transit Asset Management and Public Transportation Agency Safety Plan Performance Measure Targets

BACKGROUND:
The Federal Transit Administration (FTA) requires Metropolitan Planning Organizations (MPO) to adopt regional targets for the performance measures included in Transit Asset Management (TAM) Plans and Public Transportation Agency Safety Plans (PTASP).

TAM measures include percent of revenue vehicles exceeding Useful Life Benchmark (ULB), percent of non-revenue service vehicles exceeding ULB, percent of facilities rated under 3.0 on the TERM scale, and percent of rail assets and other assets operating beyond ULB. FTA measures performance within each asset category (Rolling Stock, Equipment, Facilities, and Infrastructure) at the asset class level. Note that for each asset category the performance measure is a characterization of the percentage of the number of assets that are not in a state of good repair.

PTASP measures include Number of Fatalities, Fatalities per 100,000 Vehicle Revenue Miles (VRM), Number of Injuries, Injuries per 100,000 VRM, Safety Events, Safety Events per 100,000 VRM and System Reliability (VRM Between Failures). These measures apply separately to each mode (the modes in our region include bus, bus rapid transit, streetcar, paratransit, vanpool, microtransit, and other).

In recent months, transit providers in the Kansas City metropolitan planning area as well as state DOTs (KDOT and MoDOT)—have established targets for transit asset management measures through the development of TAM Plans. Transit providers in the Kansas City metropolitan planning area have also established targets for public transit safety in PTASPs. MPOs like MARC must establish regional transit performance measure targets 180 days after the State DOTs or transit providers have established and provided their targets to the MPO.

To develop TAM and PTASP regional targets, MARC staff consulted local transit agencies' TAM plans and PTASPs. For modes where only one transit agency operates in the region (such as streetcar), staff recommend adopting the agency's targets. For modes that more than one transit agency operates in the region, staff have developed regional targets that accommodate all agencies' targets. In the development of these regional performance measure targets, MARC staff consulted with local transit agency staff on the Regional Transit Coordinating Council Tech Team and incorporated their feedback. **The proposed regional targets for TAM and PTASP performance measures are attached to this document.**

POLICY CONSIDERATIONS:
Federal regulations require MARC to adopt TAM and PTASP targets. The targets established for the Kansas City metropolitan region will be integrated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and regional performance management process.

BUDGET CONSIDERATIONS:
None.

COMMITEE ACTION:
None. In the development of these regional performance measure targets, MARC staff consulted with local transit agency staff on the Regional Transit Coordinating Council Tech Team in January and March 2023 and incorporated their feedback.

RELATED JURISDICTIONS:
This item impacts all counties in the MARC region.

RECOMMENDATION:
Approve TAM and PTASP regional targets as presented.

STAFF CONTACT:
Selina Zapata Bur

Transit Asset Management (TAM) Recommended Performance Measure Targets

Category	Class	Code	Target Description	KS Group Plan		MO Group Plan		KCATA/ RideKC		KC Streetcar		Metropolitan Planning Area (staff proposal)	
				ULB	Target	ULB	Target	ULB	Target	ULB	Target	ULB	Target
Rolling Stock (revenue vehicles by mode)	Over-the-road buses	BR	% met or exceeded FTA Useful Life Benchmark (ULB)	14	25%	-	-	-	-	-	-	14	25%
	BRT/40-foot buses	BU		14	25%	14	45%	14	25%	-	-	14	25%
	30-foot buses	BU		-	-	-	-	12	25%	-	-	9	25%
	Cutaways	CU		10	25%	10	45%	10	25%	-	-	5	25%
	Vans	VN		8	25%	8	45%	5	25%	-	-	5	25%
	Minivans	MV		8	25%	8	45%	-	-	-	-	8	25%
	Automobiles	AO		8	-	8	45%	5	25%	-	-	5	25%
	Railcars	LR		-	-	-	-	-	-	25	0%	25	0%
	Ferry Boats			-	-	42	30%	-	-	-	-	42	30%
Equipment (non-revenue vehicles)	Vans	VN	% met or exceeded FTA Useful Life Benchmark (ULB)	8	75%	-	-	5	25%	-	-	5	25%
	Minivans	MV		8	75%	-	-	5	25%	-	-	5	25%
	Sport Utility Vehicles	SV		8	75%	-	-	5	25%	-	-	5	25%
	Automobiles	AO		8	75%	-	-	5	25%	-	-	5	25%
	Cutaway Bus	CU		10	-	-	-	7	25%	-	-	7	25%
Equipment (other over $50,000)	Construction/ Maintenance		% Assets Operating Beyond ULB	-	-	-	-	7	25%	12	0%	7	25%
Infrastructure (rail)	Fixed Guideway		% Assets Operating Beyond ULB	-	-	-	-	-	-	25-50	0%	25-50	0%
	Systems							-	-	25	0%	25	0%
	Power							-	-	30	0%	30	0%
Facilities	Administrative	F-ADMIN	% with condition rating below 3.0 on FTA TERM scale	40	25%	-	30%	25-50	25%	40	0%	25-50	25%
	Maintenance	F-MAINT		40	25%	-	25%	25-50	25%	40	0%	25-50	25%
	Parking	F-PARK		40	25%	-	30%	25-50	25%	-	-	25-50	25%
	Passenger	F-PASS		40	25%	-	30%	25-50	25%	25	0%	25-50	25%

Public Transportation Agency Safety Plan (PTASP) Recommended Performance Measure Targets

Fixed Route Bus	KCATA	UG Transit	Inde Bus	MARC (staff proposal)
Fatalities	0	0	0	0
Fatalities per 100k VRM	0	0	0	0
Injuries	24	1	2	27
Injuries per 100k VRM	0.42	0.17	1	1
Safety Events	0	4	2	6
Safety Events per 100K VRM	0	1.05	1	1.05
System Reliability (VRM between failures)	11,347	13,787	13,960	11,600

Bus Rapid Transit	KCATA	MARC (staff proposal)
Fatalities	0	0
Fatalities per 100k VRM	0	0
Injuries	0	0
Injuries per 100k VRM	0	0
Safety Events	0	0
Safety Events per 100K VRM	0	0
System Reliability (VRM between failures)	4,482	4,482

Streetcar	KC Streetcar	MARC (staff proposal)
Fatalities	0	0
Fatalities per 100k VRM	0	0
Injuries	2	2
Injuries per 100k VRM	0.0155	0.0155
Safety Events	3	3
Safety Events per 100K VRM	0.016	0.016
System Reliability (VRM between failures)	4,900	4,900

Paratransit	KCATA Direct	KCATA Purchased	UG Transit	MARC (staff proposal)
Fatalities	0	0	0	0
Fatalities per 100k VRM	0	0	0	0
Injuries	0	0	1	1
Injuries per 100k VRM	0	0	0.08	0.08
Safety Events	0	0	6	6
Safety Events per 100K VRM	0	0	1.99	1.99
System Reliability (VRM between failures)	8,685.75	42,484	12,358	31,300

Vanpool	KCATA	MARC (staff proposal)
Fatalities	0	0
Fatalities per 100k VRM	0	0
Injuries	0	0
Injuries per 100k VRM	0	0
Safety Events	0	0
Safety Events per 100K VRM	0	0
System Reliability (VRM between failures)	296,554	296,554

Microtransit	UG Transit	KCATA Direct Response Taxi	MARC (staff proposal)
Fatalities	0	0	0
Fatalities per 100k VRM	0	0	0
Injuries	0	0	0
Injuries per 100k VRM	0	0	0
Safety Events	1	0	1
Safety Events per 100K VRM	0.57	0	0.57
System Reliability (VRM between failures)	18,513	7,840	8,300

Other	UG Transit Meals on Wheels	MARC (staff proposal)
Fatalities	0	0
Fatalities per 100k VRM	0	0
Injuries	1	1
Injuries per 100k VRM	0.29	0.29
Safety Events	1	1
Safety Events per 100K VRM	0.57	0.57
System Reliability (VRM between failures)	17,682	17,682

TTPC AGENDA REPORT

ISSUE:
REPORT: I-29/I-35/U.S. 169 Planning and Environmental Linkages (PEL) Study Update

BACKGROUND:
MoDOT is facilitating a Planning and Environmental Linkages Study of the I-29/I-35/U.S. 169 corridors to develop both short-term and long-term alternatives for improving safety for all travelers, reducing congestion including heavy truck traffic, addressing pavement and bridge conditions, and positioning for future transportation needs.

The project study area includes three highly-trafficked highways in the Kansas City metropolitan area that extends through parts of Clay, Jackson, and Platte Counties.

In conjunction with MoDOT, the project team is developing both short-term and long-term alternatives for highway improvements and is seeking public feedback. The intent of the alternatives is to address the following:

- Improving safety for all travelers
- Reducing congestion including heavy truck traffic
- Addressing pavement and bridge conditions
- Positioning for future transportation needs

The study team has recently conducted public engagement activities focusing on development of reasonable alternatives for transition to required environmental studies. Representatives of the project team will provide an update at the meeting. Additional information about the study is available at: https://www.modot.org/i-29i-35us-169-planning-and-environmental-linkages-pel-study.

POLICY CONSIDERATIONS:
I-29 and I-35 Corridor Improvements are identified as a high priority illustrative project (#1345) in *Connected KC 2050*. MARC staff has provided technical support for travel modelling for the study.

BUDGET CONSIDERATIONS:
None.

RELATED JURISDICTIONS:
The study is focused on Clay, Jackson and Platte Counties in Missouri.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl

TTPC AGENDA REPORT

ISSUE:
REPORT: MARC 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 to evaluate the impacts of alternative transportation solutions for the development of the Metropolitan Transportation Plan (MTP) and TIP, it also provides inputs to the air quality and noise analysis.

In recent years, MARC has made significant improvements to the model. These include an auto-availability model, 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. The regional 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, scenario model analysis, and traffic 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 KDOT projects prioritization to support 2021 and 2023 IKE Local Consult.
- Roadway and land use scenario analysis for the K-10 Corridor Trie1 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

ISSUE:
REPORT: Ray County Request to Enter Metropolitan Planning Area

BACKGROUND:
Ray County, Missouri is a founding member of the Mid-America Regional Council and is an active participant in the region's area agency on aging, emergency management and 911 systems, solid waste management district and other initiatives. County officials have recently requested MARC to expand the planning area of MARC's metropolitan planning organization (MPO) for transportation to include Ray County.

Metropolitan planning area (MPA) boundaries are established and may be adjusted by agreement between the Governor and MPO. These boundaries must include the region's existing urbanized area and any areas estimated to become urbanized within the next 20 years but may also be expanded to encompass additional territory up to and including the entire metropolitan statistical area. While the 2020 Census did not extend the Kansas City urbanized area into Ray County, current federal regulations will require MARC and its planning partners to review the boundary and would allow the boundary to extend into all or part of the county if agreeable to the affected parties. More information about potential impacts of this boundary change is included in the attached briefing paper.

To consider Ray County's request, staff proposes establishing a work group of representatives from Cass, Clay, Jackson and Ray counties, the cities of Independence, Kansas City and Lee's Summit, and MoDOT to review information and develop a recommendation for TTPC and the MARC Board of Directors. This work group would meet in June to identify and discuss policy, technical and funding issues and concerns to research, and again in July to develop recommendations for TTPC with a target of sending a final recommendation to the MARC Board in August.

POLICY CONSIDERATIONS:
Potential benefits to MARC would include the opportunity to expand transportation planning services to a MARC member county and cities and to coordinate these services with other MARC programs. Potential costs include increased competition for federal funds allocated to MARC and costs to expand the travel demand model and other technical tools and data. If added to the MPA, transportation projects in Ray County would need to be addressed in MARC planning products including the Metropolitan Transportation Plan, Transportation Improvement Program and Unified Planning Work Program.

BUDGET CONSIDERATIONS:
To be determined.

RELATED JURISDICTIONS:
MARC member cities and counties in Missouri.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl

Considerations for Potential Ray County Membership in MARC Metropolitan Planning Organization

Background

Ray County, Missouri is a founding member of the Mid-America Regional Council and is an active participant in the region's area agency on aging, emergency management and 911 systems, solid waste management district and other initiatives. However, the county is not a member of MARC's metropolitan planning organization (MPO) for transportation.

MPOs are responsible for conducting cooperative transportation planning process in partnership with their states, local governments, public transportation providers and other stakeholders to provide frameworks for the investment of federal surface transportation funds in eligible projects and programs. In areas over 200,000 population additional responsibilities including authority to program federal funds allocated to the region.

Under the federal Infrastructure Investment and Jobs Act (IIJA), MPOs are required to be designated in metropolitan areas with populations greater than 50,000 "…by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population, as named by the Bureau of the Census) or in accordance with procedures established by applicable State or local law."[1]

Metropolitan planning area (MPA) boundaries are established and may be adjusted by agreement between the Governor and MPO[2]. These boundaries must include the region's existing urbanized area and any areas estimated to become urbanized within the next 20 years but may also be expanded to encompass additional territory up to and including the entire metropolitan statistical area. Furthermore, "(t)he MPO (in cooperation with the State and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s), and shall adjust them as necessary."[3]

While the 2020 Census did not extend the Kansas City urbanized area into Ray county, current federal regulations will require MARC and its planning partners to review the boundary and would allow the boundary to extend into all or part of the county if agreeable to the affected parties.

MARC has modified the membership and MPA for the MPO three times since 1991. In 2009, at the request of Leavenworth County in Kansas and Clay and Platte Counties in Missouri, the planning area boundary was extended to include the entirety of each county. In 2006 Miami County, Kansas joined MARC and in 2015, at the county's request the MPA was extended to include the entire county. In the 2010 Census, the urbanized area extended into a small portion of Lafayette County, Missouri and so the MPO boundary was also adjusted as required to include this area in 2015. The current MPO boundary is shown below.
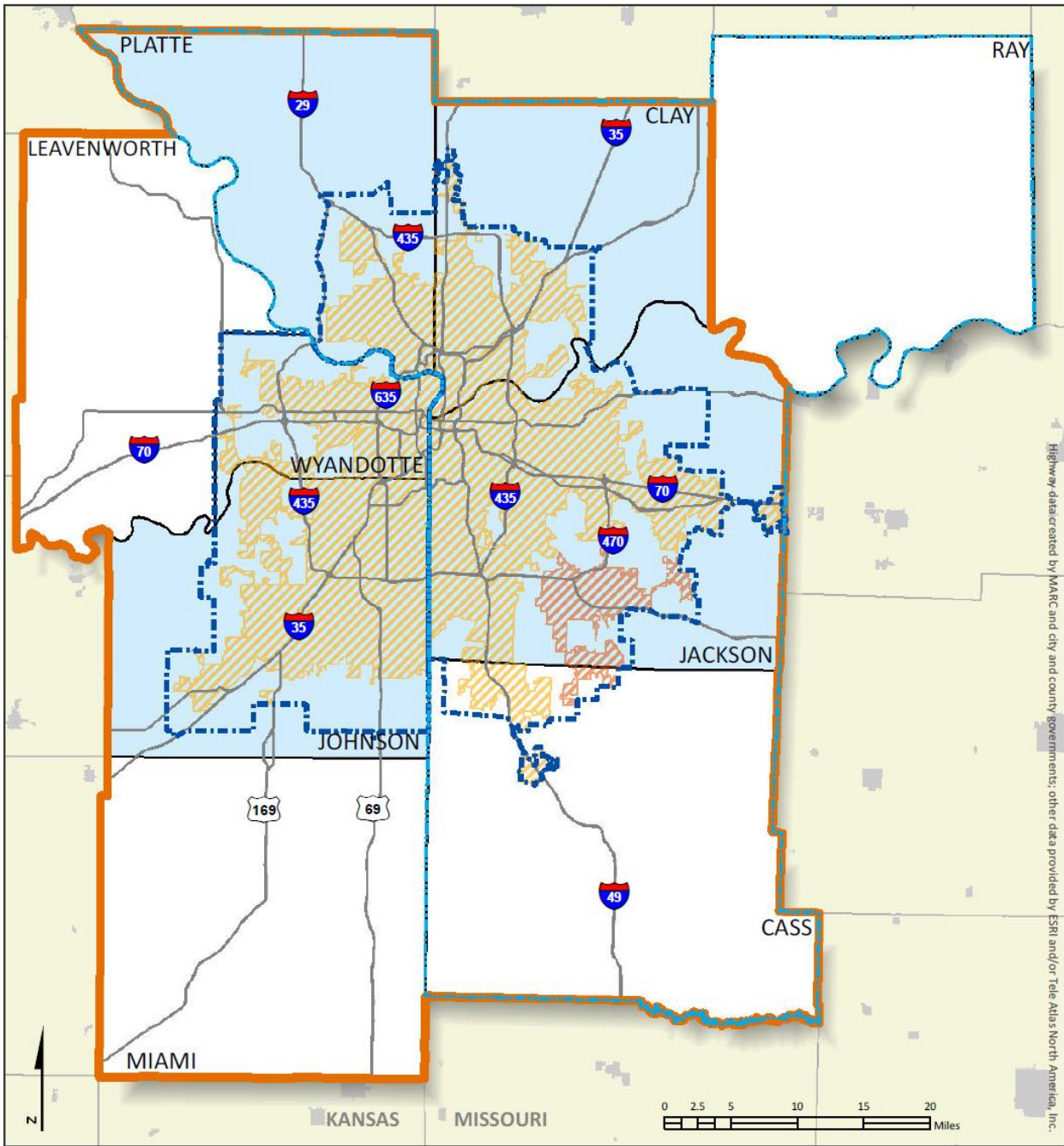
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[1] 23 CFR 450.310
[2] 23 CFR 450.312
[3] ibid

Regional Planning Boundaries in Greater Kansas City

PLATTE

RAY

LEAVENWORTH

CLAY

WYANDOTTE

JACKSON

JOHNSON

MIAMI

CASS

KANSAS   MISSOURI

0   2.5   5   10   15   20
Miles

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

JANUARY 2014

RPC (Regional Planning Commission) Boundary

FHWA Adjusted Urban Area Boundary (2012)

MPO (Metropolitan Planning Organization Boundary

Air Quality Boundary

Urbanized Areas (2010)

Kansas City, MO--KS Urbanized Area

Lee's Summit, MO Urbanized Area

Counties

KANSAS   MISSOURI

MARC
MID-AMERICA REGIONAL COUNCIL
GEOGRAPHIC INFORMATION SYSTEMS

*More information and land use policy
available at www.marc.org/gis*

Process to consider changes to MPO membership

All previous changes to MPO membership, other than the required adjustment in Lafayette County in 2015, have been initiated by request of the relevant local governments. MARC is open to discussion about expanding the MPO but does not actively seek to expand its membership to new areas unless voluntarily requested to do so or required to by law.

Upon request, MARC will provide information about the benefits and costs of MPO membership to interested jurisdictions, assess relevant economic, demographic and transportation data to evaluate planning rationale for expanding the MPA and facilitate discussions with state and local planning partners before considering any changes.

Potential benefits and costs for Ray County

Benefits	Costs
MARC support for multimodal transportation planning and state and federal project prioritization as transportation needs shift in response to an evolving economy and new technologies	MPO planning requirements for federal projects: - Consistency with Metropolitan Transportation Plan - Inclusion in MARC Transportation Improvement Program
Opportunity to compete for federal MPO funds: - Surface Transportation Block Grant (STBG) program (formerly STP) - STBG Set-aside program (formerly TAP) - Planning Sustainable Places program	Loss of access to Statewide STBG set-aside funds
Access to MoDOT KC District Urban funds	Loss of access to MoDOT KC District Rural funds
Voting membership on MARC transportation committees	

Potential benefits and costs for MARC

Benefits	Costs
Opportunity for expanded service to existing MARC member county and cities.	Costs to expand travel demand model and other technical tools and data.
Opportunity to coordinate existing services in Ray County with transportation planning.	Increased competition for federal funds for existing MARC MPO members

Potential benefits and costs for MoDOT

Benefits	Costs
Strengthen planning partnership with Ray County jurisdictions.	Adjustments to funding formula calculations, performance data collection and reporting.

For more information, please contact Ron Achelpohl, MARC's director of transportation & environment, at rona@marc.com or (816) 701-8327.

TTPC AGENDA REPORT

ISSUE:
REPORT: Bike Month 2023 Media and Storytelling Campaign

BACKGROUND:
National Bike Month was established in 1956 by the League of American Bicyclists. It is a chance to promote the many benefits of cycling and to encourage more people to give cycling a try. MARC is celebrating Bike Month with a promotional media and storytelling campaign. Advertisements on social media, radio, billboards, RideKC Bike hubs, and audio streaming services point to marc.org/bike-month.

This page features a community event calendar, resources for cycling such as cycling safety videos and the Regional Trails and Bikeways Map, and video stories with people who bike. Events that are featured on the page include community-lead bike events in Wyandotte County called WycO Bike-O, Kansas City Family Bike Rides and City of Leawood's Loop de Loop Bike Ride, among others. Video interviews showcase the diversity of experiences among bicyclists in the region, from a new parent biking with their family to a retired nurse who is extending her riding years thanks to an e-bike.

The ads feature original illustrations by a local artist.

POLICY CONSIDERATIONS:
None.

BUDGET CONSIDERATIONS:
None.

RELATED JURISDICTIONS:
This item impacts all counties in the MARC region.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Patrick Trouba
Rachel Krause

TTPC AGENDA REPORT

ISSUE:
REPORT: Community Membership Update

BACKGROUND:
The bylaws of TTPC provide for up to four (4) organizational positions representing business, economic development, social equity, environmental, transportation modal, or other perspectives relevant to the current work of TTPC. These positions are appointed by the co-chairs of TTPC and serve two-year terms. The organizations currently holding these positions are BikeWalk KC, Council of Minority Transportation Officials, the Northland Regional Chamber of Commerce, and the Wyandotte Economic Development Council.

Community organizations are encouraged to submit letters of interest requesting representation on TTPC via email to transportation@marc.org by 4:00 p.m. on June 9, 2023. Organizations currently holding these positions are also welcome to re-apply. Applications should include:
- Name of Organization
- Organization Contact Information
- Mission of Organization
- Organization's interest and role in transportation and related issues
- Organization's geographic area, membership, etc.
- Names and contact information of proposed member and alternate if selected

Notice about this opportunity will be advertised along with the other items authorized for public review and comment in this meeting. TTPC members are encouraged to share this opportunity with interested parties in their jurisdictions. Questions related to this call for representation may be directed to Ron Achelpohl at transportation@marc.org.

BUDGET CONSIDERATIONS:
None.

RELATED JURISDICTIONS:
This item impacts all counties in the MARC region.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl